

With the hope that all new Biodiesel users begin using the fuel trouble free the Falls Brook Centre has created this Pamphlet to answer address basic operation questions.

Clogged fuel filters

A Clogged fuel filter is the most common problem new biodiesel users experience. Fuel filters are designed to trap any particles present in the fuel from entering the injection system. They are fairly easy to change and usually fairly cheap \$10-30. You can check your owners manual to see where it is located on your model. Biodiesel itself does not clog filters. New users sometime experience clogged fuel filters because of Biodiesel's ability to clean out the vehicles fuel system. Regular petro-diesel leaves a residue in the tank and fuel lines. Biodiesel over time dissolves the residues that have accumulated in the tank/lines and the fuel filter traps them. It takes a few years before there is a significant amount of petro-diesel residue built up in a vehicles tank so newer cars may never experience a fuel filter clog. Owners of older vehicles may need to change their fuel filter 2 or 3 times before their tank and lines are completely cleaned out. However, once the tank and lines are clean their will be no further need to change fuel filters. Most users find that they need to change their filter after the first 2-3 months.

Fuel Hose Degradation

If you have ever had a drip in your fuel line you know that fuel lines eventually degrade. They are made of various types of rubber and eventually lose their elasticity and leak. They are also relatively easy and inexpensive to replace \$10 -20. Biodiesel degrades some types of fuel hose(natural rubbers) more quickly than does regular petro-diesel. When these hoses breakdown replace them with synthetic rubber lines such as viton.

The following materials are adversely affected by pure biodiesel (B100); Nitrile, Polypropylene, Polyvinyl, Tygon, and Fluorosilicon and may be present in your fuel delivery system, particularly those made before 1993. Consult your Original Engine Manufacturer (OEM). They can be replaced by the following materials: Teflon, Nylon 6/6, Viton A401-C, and Viton GFLT.

Cold Weather Use

In cold weather petroleum diesel fuel will become thicker and will eventually form a gel. Winter Petro-diesel will gel at around -30 to -40 degrees C. Pure Biodiesel (B100) also gels in cold weather but does so at a relatively higher temperature; at around -5 and +5. Biodiesel that is blended with petro-diesel has a significantly lower gel point. Blends of 20% Biodiesel with 80% petro-diesel (B20) are available, all year, in some service stations located across Canada and the U.S.