EcoPar®

An ultraclean fuel for diesel engines!

EcoPar is an ultraclean fuel for ordinary diesel engines (Swedish pat. No. 522 918, orthet patents pending). Compared to diesel oil, emissions of many carcinogenic substances decrease by more than 90%. The content of NO_2 in the surroundings decrease by up to 50%

The amount of visible soot is reduced, and the total toxicity of the emissions decreases considerably. Net emissions of carbon dioxide (CO_2) decrease by 30 to 50% measured over the whole lifecycle according to ISO 14040.

EcoPar is very storage stable, it can be stored for more than twenty years. This means that the fuel keeps in very high quality for years. Specially positive for emergency power purpose.

Users that erlier have been troubled by diesel engine emissions experience dramatic reductions of negative health effects.

Common health discomforts from diesel exhaust are headaches, nausea, and irritation of eyes, nose, throat and skin.

EcoPar is suitable for all applications where work in diesel emissions cannot be avoided, e.g. construction and building, mining, park and road maintenance, inner city vehicles, forestry, storages, waste handling, etc.

EcoPar is not toxic to water organisms, and is therefore especially well suited for use in or close to water protection areas, natural reserves, and other sensitive wildlife areas. EcoPar is also biodegradable.

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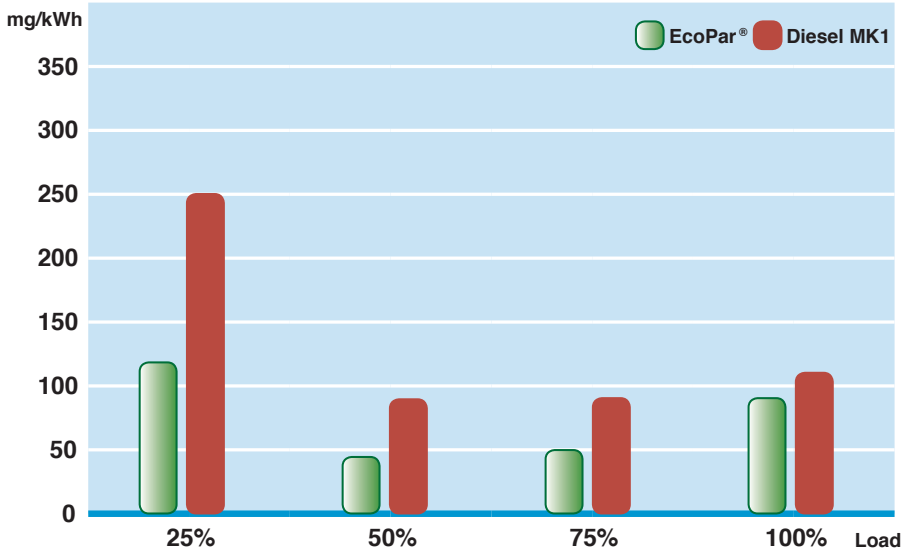
Emissions of particles @ 1500 rpm



Emission of soot from a heavy engine with particle trap (DNOx) and ERG (Emission Gas Recycling). Measurements performed by STT Emtec, Sundsvall. "Diesel MK1" is the Swedish Ultralow sulphur diesel (less than 10 ppm sulphur).

There are versions of EcoPar A that fulfills EN 590, EN 15940 standards and the U.S. standard for diesel oil, ASTM D975, and can therefore be used in all types of engines, burners, and vehicles where diesel fuel is used today, e.g. buses and trucks, heaters, forestry machines, compactors, and grass mowers.

Engine power and torque is similar or somewhat improved with EcoPar compared to low sulphur diesel. Fuel consumption is usually similar or slightly decreased with EcoPar.

EcoPar has undergone through testing in all sorts of climates for millions of kilometres. Cold start has been tried in temperatures down to below -35°C without problems. Other parameters important for the function of the engine, such as viscosity and lubricity, are improved compared to low sulphur diesel fuel.

References:

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2. "A New Paraphinic Fuel Impact on Emissions and Combustion Characteristics of a Diesel Engine", Dr. S. Gjirja, Professor E. Olsson, A. Eklund, P. Hedemalm, SAE Paper 2002-01-2218.
3. "Emission measurements on a diesel car, UVMV Prague (owned by German TÜV), Sept 2001".
4. "Emission measurements on a Volvo bus engine, by STT Emtec, Sundsvall, Sweden, April 2001".
5. "Evaluating a Fischer-Tropsch Fuel, Eco-Par, in a Valmet diesel Engine", K. Nord and D. Haupt, Luleå University of Technology, SAE Paper 2002-01-2726.
6. "Influence of fuel on diesel-emissions engines", SMP Svensk Maskinprovning AB and SP Statens Provnings- och Forsknings-institut, Report PU 45850/02 and PU 40318/01. (http://www.smp.nu)
7. "Evaluation of effects of three diesel fuels on embryonal development of Zebra fish, (Danio Rerio)", Tomas Viktor, IVL report U901, in Swedish.

Agent/Dealer

EcoPar

Hildedalsgatan 78, SE-417 05 Göteborg, Sweden
Phone +46 (0)31 - 711 50 20, fax +46 (0)31 - 330 61 70
info@ecopar.se, www.ecopar.se