



R-4000

Bunker Fuel Reformulator



PROBLEM: Bunker Fuel burns dirty, is difficult to move in an engine, is highly viscous, has low lubricity and can contain byproducts (asphaltenes, sulfur, corrosive metals, salt, etc...) that can actually destroy an engine.

SOLUTION: Omstar's R-4000 has been tested successfully on power generators around the world that burn bunker fuel. The results have given clear evidence that R-4000 reduces the cylinder head temperature, allowing operators to increase the generating capacity while at the same time increasing fuel economy by up to 20%. Omstar's R-4000 DECREASES viscosity of HFO's up to 25%, negating the need to use #2 diesel on start-up and shutdown, providing additional savings.

R-4000 significantly reduces carbon and vanadium build-up on turbo chargers while it lowers emissions, including NOx, Sox, COx, and particulate matter.

R-4000 is formulated for HFO applications in large engines of all types, primarily ships & generators

- R-4000 is applied just before the fuel pump, reducing maintenance on the pump while keeping it cleaner longer
- R-4000 can be used in moving and stationary engines. It is used in residual fuel (heavy fuel oil/bunker fuel/fuel #6) applications.
- R-4000 used in conjunction with HFO's will produce less pollution than Low Sulfur Diesel
- R-4000 users can use HFO, which costs significantly less Low-Sulfur Diesel fuel, has a higher BTU rating, and has much greater lubricity. By Using R-4000, most measured emissions will be less than with using low-sulfur diesel. The increased lubricity that R-4000 provides will also lower maintenance by as much as 45%.

Starting in 2009, all fuel additives are required to publish only what has been verified by independent labs in the U.S.

