

Product Information

Syntek Engine Boost 2.0

Fuel Treatment

Product Overview and Frequently Asked Questions & Answers



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1. **Question:** Why is Syntek Engine Boost 2.0 called a fuel treatment? And what is the difference between a fuel treatment and an additive?

Answer: There are many fuel additives in the marketplace today. These are single purpose formulations intended to correct a specific condition in a given fuel situation. Examples would include the use of a lubricity agent, a single purpose detergent or cleaner, a cetane improver, and a pour-point suppressant. Syntek Engine Boost 2.0 is called a fuel treatment because it is a complex formulation that is, by design, multi-purpose. The formulation includes a combustion catalyst, a dispersant (removes water), a polymerization retardant, a rust inhibitor, a lubricity agent, a cetane enhancer, and more, all combined into one patented formula. This patented formula is so effective that an extremely low treatment rate (1 oz. treats 80 gallons or ¼ oz. treats 20 gallons) is optimal. The result is a highly cost effective fuel treatment that improves engine performance and fuel economy, reduces maintenance costs, reduces emissions, and maintains indefinitely the utility of fuel in storage.

2. **Question:** You state that Syntek Engine Boost 2.0 alters the combustion process. How is this done and what are the benefits?

Answer: With the use of Syntek Engine Boost 2.0 the combustion process is altered in two significant ways. First, because the product is a catalyst, it both reduces the temperature at which combustion occurs (in a diesel engine from 1200°F to 800°F) and accelerates the rate at which the combustion occurs. Second, the chemical properties of the product are such as to cause a reduction in the fuel droplet size that is injected into the combustion chamber, thereby increasing the surface area available to the combustion process (think of splitting a whole log into kindling). The combined result is a much more complete burn generating more power, and/or requiring less fuel to generate the same power per pound of fuel consumed. This results in the reduction of hydrocarbons from unburned fuel, and the reduction of particulate matter. Obviously, other things being equal, a more complete burn is going to be a cleaner burn resulting in a substantial reduction in emissions. Furthermore, because of the dispersant, water is removed prior to combustion, resulting in less oxygen produced, which is the anchor element in the formation of the pollutants CO, CO₂, NO_x, and SO_x.

3. **Question:** What impact will the use of Syntek Engine Boost 2.0 have on the maintenance costs and engine life expectancy?

Answer: Because the genesis of the product was to prevent the inevitable formation of sludge and water in fuel storage systems, the entire fuel delivery system will benefit. This includes the fuel tank, lines, pumps, filters, injectors and more. With the addition of the corrosion inhibitor and the lubricity agent in the product, these benefits are further enhanced. Accordingly, the replacement cycle of these components will be extended significantly with commensurate savings in both parts and labor. In fact, some users of Syntek Engine Boost 2.0 are seeing maintenance savings that exceed the already substantial savings in fuel costs. The engine also benefits, with valves, pistons, rings and cylinders rendered essentially free of carbon build-up appreciably increasing engine life.

4. **Question:** Does Syntek Global Inc. have documentation from the vehicle manufacturers stating that the use of Syntek Engine Boost 2.0 will not breach the warranty?

Answer: Under the terms of the Magnuson-Moss Warranty Act, no engine manufacturer may endorse, or discriminate against, the use of a particular fuel additive or treatment. Accordingly, the manufacturers uniformly take the position that the use of fuel additives and treatments do NOT void engine warranties unless it can be proven to have specifically been the source of the failure. Typically, the manufacturers will assert that the use of certain additives that are designed to do such things as act as a pour point depressant, a cetane enhancer, a combustion improver, or a lubricity agent, or etc., may prove useful.

5. **Question:** How can I be assured that the use of Syntek Engine Boost 2.0 will not cause my engine to malfunction or worse, to fail?

Answer: Unlike other fuel additives, the Syntek Engine Boost 2.0 product was specifically tested to ensure complete compliance with the applicable standards associations' performance criteria. This includes the American Society of Technology and Materials (ASTM). Furthermore, the product has been evaluated by, and is registered with, the Environmental Protection Agency (EPA). The purpose of these bodies, that represent the complete range of stakeholders, is to develop the standards to ensure that those products, that comply, will perform satisfactorily in the intended applications for which they are sold.

6. **Question:** What does the EPA registration involve and how does it benefit me?

Answer: In order to have a fuel additive/treatment registered by the EPA it must pass three phases (tiers) of evaluation. The purpose of the process is to ensure that the quality of fuels and additives being used in internal combustion engines in the USA is such as to minimize the impact on the environment.

7. **Question:** What is in the product?

Answer: Syntek Engine Boost 2.0 is a complex, highly tested, and patented formula combining the latest in organometallic catalyst chemistry, synthetic lubrication technology, and state of the art fuel stabilizing technologies. The specific content and formulation are proprietary and protected by US patents.

8. **Question:** Is the product classified as a hazardous material and are there special handling requirements?

Answer: Syntek Engine Boost 2.0 is considered a non-hazardous material by both the U.S. Department of Transportation (DOT) and by the standards established by the International Air Transport Association (I.A.T.A.). The product requires no specialized handling and is accepted for transportation by air freight. The EPA has approved the chemical formulation of the product. It should be noted that Syntek Engine Boost 2.0 contains no alcohol. The product MSDS documentation is available and posted on the www.syntekglobal.com website.

However, the product can be harmful if swallowed, absorbed through the skin or inhaled.

9. **Question:** Is the application of Syntek Engine Boost 2.0 limited to specific grades of fuels?

Answer: Syntek Engine Boost 2.0 has proven effective in all formulations of gasoline, diesel, fuel oils, and propane fuels.

10. **Question:** What happens if I use more than the recommended amount of Syntek Engine Boost 2.0?

Answer: Using more than the recommended amount of Syntek Engine Boost 2.0 will NOT produce any negative effects on the engine or fuel system components. The recommended treatment rate is 1:10000 (i.e. 1 gallon of Syntek Engine Boost 2.0 treats 10,000 gallons or 1 oz. treats 80 gallons). Using more of the product will not result in an appreciable improvement in performance benefits, and will, of course, increase the cost of using Syntek Engine Boost 2.0 used and reduce the potential savings proportionately. The recommended treatment rate has proven to provide both optimum performance results and produce a highly desirable business case.