IS ALL ULSD ALIKE?
No. Each refinery’s ULSD is a little different, depending on the crude oil that they start with and the process they use to reduce sulfur. ULSD does have to meet specific regulations to be sold. Every pumping station must have a label denoting that you are getting ULSD.

WHAT ARE THE PENALTIES FOR FAILING TO MEET THE ULSD SULFUR STANDARDS?
All ULSD fuels and fuel additives are required to have the statement, “This diesel fuel additive complies with the federal low sulfur content requirements for use in diesel motor vehicles and nonroad engines.” Any person that violates the new ULSD regulations may be subject to civil penalties of up to $32,500 for each violation.

IS IT REALLY GOOD FOR THE ENVIRONMENT?
The EPA believes that the impact of switching from LSD to ULSD will have a major impact on the environment. By the time every vehicle has been converted (approximately the year 2030) annual emission reductions will be like removing 90% of the pollution from today’s trucks and busses.

SHOULD YOU TREAT YEAR ROUND?
The process used to remove the sulfur also reduces aromatics and density of the fuel, which lowers its energy content by about 1%. This may result in slightly decreased power and fuel economy. To combat this, treat your fuel all year round. In the warmer months, use a quality additive that eliminates bacterial and fungal growth, adds lubricity, improves cetane, and helps increase mileage. In the colder months, use an additive that also protects against fuel gelling.

WHY IS EVERYONE TALKING ABOUT LUBRICITY?
All highway fuel meets the specifications of government regulations. Do you need to add a lubricity enhancer? In many cases, the engine manufacturer’s lubricity requirements are more stringent than the governments. Plus, low sulfur can cause certain types of seals to shrink and develop small leaks in the form of seepage or drips.