



# Terminal Distillate Specifications<sup>1</sup>

	<b>Super Diselex-4<sup>2</sup> ULS</b>	<b>Premium Diesel-R<sup>2</sup> ULS</b>	<b># 2 Diesel<sup>3</sup> ULS</b>	<b>#1 Diesel ULS<sup>3</sup> K-1 ULS<sup>4</sup></b>
API Gravity ASTM D-287 (Min.)	37	30	30	37
Color (Typical)	Red	Undyed	Undyed	Saybolt (Min.+16)
Copper Strip Corrosion ASTM D-130 (Max.)	2	2	2	2
Pensky-Martens Flash ASTM D-93 °F (Min.)	125	125	125	(D-56) 100
Sulfur ASTM D-2622 PPM <sup>5</sup>	15 Max.	15 Max.	15 Max.	15 Max.
Pour Point ASTM D-97 Winter °F (Max.)	-20	-20	-20	-30
CFPP target Winter °F (Max.)	-20	-20	-	-
Calculated Cetane Index ASTM D-4737	50 Min. 51 Typical	-	40 Min.	40 Min.
Predicted Cetane engine number with additive		50 Min.	-	
Lubricity HFRR	<460um	<460um	<520um	<460um
Diesel Index	58-64		-	-
Gross BTU/Gal (Typical)	136,000	138,000	138,000	-
Distillation D-86 (Typical):		-	-	-
IBP °F	330-360	-	-	-
10% °F	370-420	-	-	Max. 400
50% °F	455-515	-	-	-
90% °F	580-640	540-640	540-640	-
EBP °F	630-675	-	-	Max. 572

<sup>1</sup> CountryMark Specifications meet or exceed ASTM D975 fuel oil and diesel fuel specifications.

<sup>2</sup> Includes detergency chemistry that has been tested and field proven to eliminate and prevent both conventional nozzle deposits and internal diesel inject deposits (IDID) in today's most complex Tier 3 and interim Tier 4 engines using high pressure common rail and other injection systems. Controlling and removing fuel injector deposits has been shown to improve combustion leading to more power, less fuel consumption and lower emissions.

<sup>3</sup> May also be dyed red for off-road use

<sup>4</sup> K-1 Kerosene meets ASTM specification D-3699.

<sup>5</sup> Sulfur by ASTM D-2622 -> Energy -Wavelength Dispersive X-ray Fluorescence Spectroscopy.