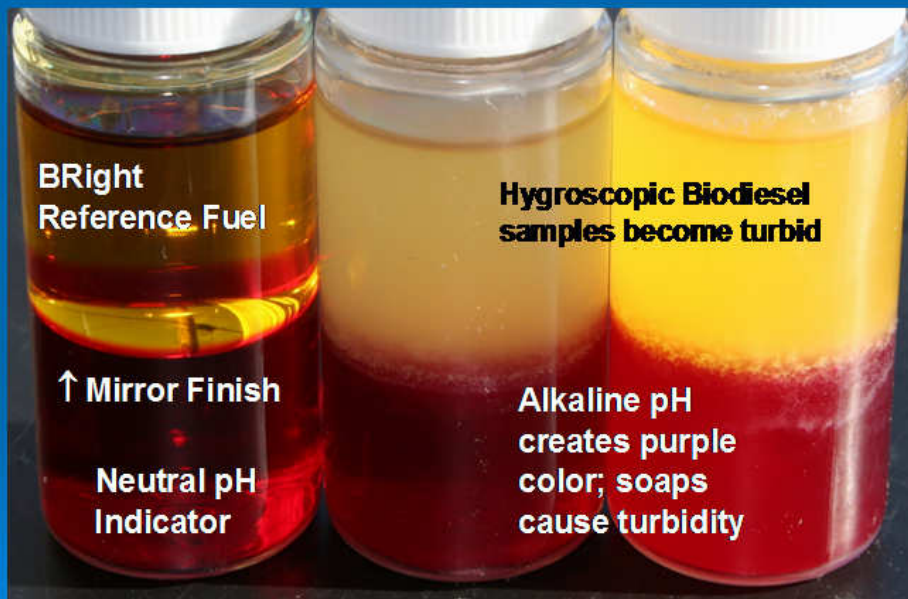


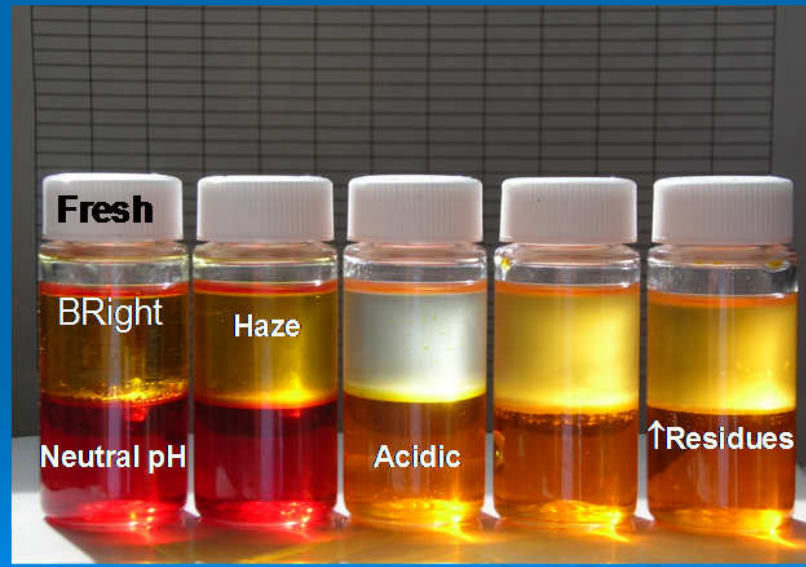
## Instructions for Use at Room Temperature

1. Use the squeeze bulb to transfer B100 to a test vial of Indicator Solution, filling almost to the top, leaving approximately 4mm of airspace
2. Tighten cap and flip the vial 10 times gently, then allow to stand for 10 minutes
3. Look for 'Clear & Bright' fuel floating on the Indicator Solution, the Indicator Solution should remain 'Cherry Red' in color and have no turbidity (cloudiness) whatsoever
4. Turbidity indicates contaminants are present that were invisible in the fuel, over time they may concentrate on the Indicator Interface (lens effect)
5. High quality ASTM B100 will create a 'mirror' on the smooth surface of the fuel and the Indicator Solution, if you see a good reflection then your B100 is of good quality
6. If the fuel is slightly turbid, but the indicator solution is transparent and the normal 'cherry red' color, then you probably have slightly aged fuel or traces of Glycerides or Glycerine left over from the production process
7. If the Indicator Solution turns orange or yellow from acid accumulation, the fuel is probably aged
8. If the indicator solution is turbid, suspect soap. If the indicator color is turning purple then you have catalyst (hydroxide) contamination—DO NOT use this fuel in an engine
9. PH Can be corrected using products such Magnasol, PHCorrect68, or PurolitePD206

## Detection of catalyst contamination from poorly washed biodiesel fuels



### Aging Oxidized B100 Examples Relative to Fresh Bright Reference



### Detecting near-spec and off-spec fuel : top vs. bottom of tank

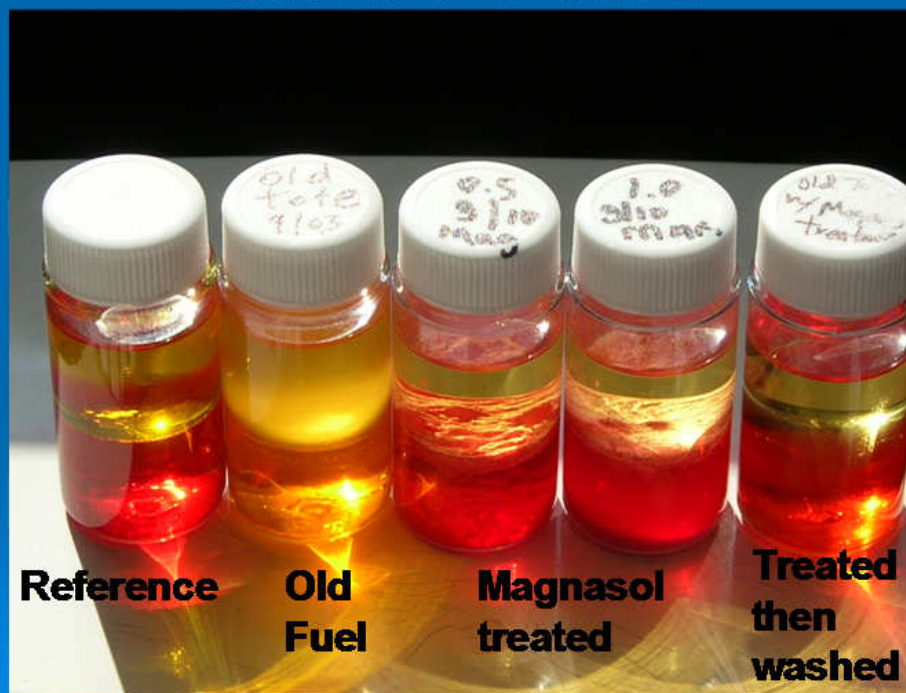


0.76% Monoglycerides, 0.38% Diglycerides, 0.62% Triglycerides  
0.31% Total Glycerin with <0.005% Free Glycerin in composite

# Oilybits

## Biodiesel pHLip Test

### Rescuing aged fuel with Magnasol and water wash



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