Max Mileage Dosage Recommendation:

Gallons of Diesel Fuel	Ounces of Max Mileage
25	1
50	2
75	3
100	4
125	5
150	6
175	7
200	8
225	9
250	10

Max Mileage FAQs:

Q: Will I see changes to my oil sample?
A: Yes, you may see an increase in iron. This is nothing to worry about as long as other wear metals stay consistent.

Q: I have heard that the active catalyst ingredient in Max Mileage FBC contains iron, can this damage my engine in any way?
A: No. The iron-containing molecules in Max Mileage FBC are fully dissolved as a liquid ingredient, similar to iron in your blood. It's also diluted to just a few PPM so it cannot cause any damage due to frictional wear in the high-pressure fuel pump and fuel injectors or any other moving parts of the engine.

Q: What is this red-orange residue on my DPF filter?
A: Because of the absence of the oily black soot coating on the DPF, it is easy to see the red-orange discoloration that results from the iron ingredient over many thousands of miles driven. This discoloration will be removed with periodic cleaning of the DPF as recommended by the engine manufacturer just like other ash (metallic) residues from other sources including engine oil, coolant, dust and dirt, and rust contaminated fuel.

Q: Will Max Mileage FBC eliminate ash deposits in my DPF?
A: Max Mileage FBC is designed to reduce and/or eliminate soot deposits. Soot is the primary culprit for DPF regeneration problems as well as premature engine wear and emissions system failures in modern diesel engines. Unlike soot, ash cannot be burned off. Total ash from all sources (fuel contamination, engine oil additives, dirt and dust) only makes up a very small fraction of the incoming soot, typically less than 5%. Ash remains in the DPF as an incombustible material left behind following the DPF regeneration process and builds up over very long periods of time. Therefore, ash must be periodically removed via shop cleaning.

Q: How does Max Mileage FBC decrease my DEF usage?
A: Simply put, a more efficient engine will produce less NOx. Max Mileage FBC significantly increases the thermal efficiency of ***any*** *engine, with or without emissions after treatment systems. In newer engines, the SCR system injects DEF fluid into the exhaust corresponding to the amount of NOx measured by the NOx sensor. Because the catalyst lowers NOx levels by*

15% on average, the ECM responds by sending a signal to the SCR to inject less DEF, correspondingly.

Q: I have an "in-service" engine, about how long will it take for Max Mileage FBC to burn out engine carbon deposits and soot build-up in my engine exhaust system?
A: The "clean-out" effect of Max Mileage FBC for an in-service diesel engine can take 4 to 6 weeks, on average, to complete. This means that initially, the DPF sensors may react to higher levels of smoke being produced internally as the soot is being burned off at a lower temperature with the help of the fuel catalyst. In some cases, especially for very high mileage engines, things may appear to get worse before they get better. This is normal and should pass without resulting in an engine "derate" situation.