

What is Oxytane?

Oxytane is electrolyte chemistry. That is to say, it is a very conductive liquid chemical. Unlike other chemicals added to fuel (Fuel Additives and Octane Boosters) Oxytane is an electrolyte designed for one purpose. To reduce and/or eliminate Charge separation/electrostatic charge build-up generated in flowing fuel. Oxytane is the result of over 15 years of intense and focused research and development.

How does Oxytane work?

When any hydrocarbons are flowing in a fuel system, there is a massive electron loss. This is a naturally occurring problem also known as charge separation or static electricity. (It has been observed by many authorities throughout the petroleum industry that gasoline, diesel, and jet fuels are complicated sets of hydrocarbons. But what are they really? Hydrocarbons are insulators; or if you will “flowing plastic.”) The electron loss causes the hydrocarbons to become electrically imbalanced and 98% of the time this behavior results in the fuel becoming positively charged. This problem is magnified even further by our modern-day clean fuels as they could be considered super-insulators increasing the charging problem further. Oxytane is designed to be a liquid ground wire that gives a path to ground/earth this gives the overcharging going on in the flowing fuel a place to go to correct the imbalanced state of the fuel. While alcohol/ethanol is polar, it has a couple of problems: 1) It burns slowly. 2) At a 10% mix rate in the fuel it can raise the electrical potential higher even though it does help drain the charge faster. Our theory is it is still way to slow. See Dr. Colin Pounder’s letter.

It is our theory that, in the case of liquid petroleum fuels used in an internal-combustion engine, the engine is grounded, and when the positively charged fuel is injected into the negatively charged engine an electro-static attraction takes place between the fuel droplets and the engine. This physical attraction has been observed by many investigators. They have called or referred to it as wall-wetting, fuel impingement, and fuel puddling. This fuel that is attached to the metal surfaces in the engine does not burn for power. It is our theory that when you factor in time, heat, and pressure - this wall wetting is the primary cause of carbon deposits. It is known when carbon deposits occur in your engine the carbon acts like little sponges. Carbon deposits absorb and de-sorb fuel during the combustion process. This fuel does not burn for power and is swept out in the exhaust of the internal-combustion engine as HC, CO and NOX (air pollution). Your modern-day vehicle and its sophisticated engine management and sensors recognize this; they account and adjust for it--modern technology at work. It could be said that there is a distinct possibility that carbon deposits are significantly responsible for our increased dependence on foreign oil?

When Oxytane is used it acts as ground wire for the overcharging that is going on flowing fuel. Thus, the result is less fuel is electro-statically attracted to the grounded engine and there is more fuel/btus available for use. This results in higher cylinder pressures and faster burn. This tends to help reduce the carbon deposits in your engine and help restore your fuel economy. There may be a further increase in your fuel economy caused by the faster burn speed from fuel treated with Oxytane. This is because Oxytane significantly increases the conductivity of the fuel. The faster you can burn the fuel, the more energy you can liberate from it for use.

Oxytane adds no power to the fuel. It makes more of the power that is already in the fuel available for use.