

Re: Biodiesel and my ageing Volvo 940

Source: <http://sci.tech-archive.net/Archive/sci.chem/2008-04/msg00239.html>

- *From:* "Herman Family" <the_sawdust_place_no_underscore@xxxxxxxxxxxxxxxxx>
 - *Date:* Mon, 28 Apr 2008 03:18:52 GMT
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"whatarasal" <BrianPerry363@xxxxxxxxxxx> wrote in message
news:efccf0f9-fe38-4bac-8b68-c14e1facc5ec@xx

Biodiesel is a stronger solvent than standard mineral diesel and so all the accumulated gunge in the tank and pipes from years of driving dissolves into the new fuel. When the biodiesel is pumped through to the fuel filter these particles are deposited potentially blocking the filter. Shortly after starting to use biodiesel it is usually necessary to replace the fuel filter at least once. After that the pipes and tank are clean and fuel filters will only need replacing at standard service intervals and you will have a much cleaner car. Biodiesel's solvent powers also make it hard on any old style rubber piping. All rubber piping and other rubber parts in contact with fuel should be immediately replaced with modern hard-wearing long life nylon pipes to prevent problems. Most modern cars no longer have true rubber parts and so this may not be an issue.

I have recently produced my first batch of Biodiesel and intend running my ageing Volvo 940 on this fuel also I intend to power my 2002 2liter for Transit on the same.

Can anyone out there in Cyberspace tell me what rubber seals and pipes will need changing because of the cleaning solvent power

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effects of
this fuel.

Basically, if you can get to Teflon or a high grade if viton, you'll be in good shape for the seals. Also, if there are any yellow metals around the fuel (copper, brass, etc), or mild steel, the biodiesel will eat them nicely.

You can look up chemical compatibility with biodiesel. There are a number of sites which give the charts. Google will get you there.

Remember also that the cloud point of biodiesel is about 50 to 55F. If you allow the fuel to drop below that point (or even approach it), you may be sitting still for a long time.

Michael

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