

# CARETREAT 2 DIESEL

**Diesel engine cooling water corrosion and scale inhibitor in liquid form, suitable for "closed circuit" systems**

- \* One of the five Marine Care Water Treatment Products.
- \* Suitable for slow, medium and high speed engines.
- \* Effective inhibition of ferrous and non ferrous metals.
- \* Prevents scale and sludge build ups.
- \* Safe to use when cooling water is heat source for potable water systems.
- \* Has approval of major diesel engine manufacturers.
- \* Does not encourage bacteria in system.
- \* If the chloride level is below 100 ppm CI, also aluminium in normal rated engines is protected.

## Application

Caretreat 2 Diesel is a nitrite, borate and polymer based corrosion inhibitor with a suitable buffer to ensure stable pH conditions. The formula has the U.K. Department of Trade approval for use in cooling systems incorporating a fresh water generator producing fresh water for drinking purposes.

Recommendations for cooling water treated with Caretreat 2 Diesel :

Nitrite 1200-3000 ppm NO<sub>2</sub>  
Chloride max. 100 ppm CI  
Hardness max. 180 ppm CaCO<sub>3</sub>  
pH 9,0 - 10,0

## **Directions for use**

Caretreat 2 Diesel is used in a dosage of 1200 - 3000 mg/l nitrite (NO<sub>2</sub>), dependent on the chloride level and engine type, please refer to the engine manufacturers instructions on recommended nitrite ranges:

<u>Chloride concentration</u>	<u>Initial dosage</u>	<u>Nitrite range</u>
0 - 50 ppm CI	6 ltr/m <sup>3</sup> cooling water	-1500 ppm NO <sub>2</sub>
50 - 100 ppm CI	6-8 ltr/m <sup>3</sup> cooling water	1600-2000 ppm NO <sub>2</sub>

Starting with the treatment of a system, the nitrite level must be kept at the higher nitrite level of the corresponding chloride concentration by testing and dosing daily. If the system is passified the testing frequency and dosing can be reduced till once a week at minimum. Always add Caretreat 2 Diesel at a point where circulation is high. Most modern systems header tanks are purely for expansion and have little or no circulation. Also they are often fitted with an internal baffle which can have the effect of trapping treatment and subsequent difficulty in obtaining the correct levels. The majority of loss in treatment levels will be due to leakage and subsequent dilution by make up water (distilled water should always be used). We advise testing of the Caretreat 2 Diesel level with the Marine Care nitrite control test, or via the conductivity with the BWT Electronic testkit.

### **Dosing system**

A compact electronic dosing pump and tank unit is available from Marine Care for direct injection to the cooling system. For further details refer to Marine Care equipment information.

### **Remarks**

On new buildings or overhauled systems, follow engine manufacturer's advice in conjunction with Marine Care. If changing to Caretreat 2 Diesel from nitrite borate based products of another make, start dosing Marine Care product using Marine Care tests. Caretreat 2 Diesel will slowly remove sludge and other residues during first month. This can result in slightly cloudy water which will clarify after draining small quantities of water and as make up is added, leaving system extremely clean. It is not necessary to drain existing coolant completely unless inspection has shown excessive contamination. Marine Care can give expert advice on cleaning systems.

### **Properties**

Caretreat 2 Diesel is a pale yellow liquid, completely soluble in water. It is based on nitrite and borate in combination with specific inhibitors, organic dispersants and a pH buffer. Compatible with anti-freeze products based on monoethylene glycol.

Specific gravity (20°C)	: 1.225
pH (1% - solution)	: 9,5 - 10
Flash point	: none

*For detailed information on safety and health, please refer to Material Safety Data Sheet and / or Product label.*

The details of our products are given completely free of undertaking. Since their application lies outside our control we cannot accept any liability for the results.