



Marine Specialties

Product Data Sheet

Product Group 30 – Pre-Combustion Additives

Octamar™ BT-8 PLUS LN x

Product Description

Octamar™ BT-8 PLUS LN x is an asphaltene dispersant-stabilizer uniquely combined with a combustion catalyst that keeps the fuel system clean and improves the combustion of fuel. The dispersant-stabilizer prevents fuel from stratification and the asphaltenes from agglomerating. This will reduce sludge formation in fuel tanks and helps to keep separators, filters, fuel heaters, viscometers and injector (burner) tips clean, resulting in less maintenance and downtime.

Completely homogenous fuel also helps reduce the separator workload and improves the fuel injection, atomization and combustion efficiency.

Asphaltenes and other fuel components with high C/H ratio are more easily burned due to the dual action of having asphaltenes well dispersed and addition of the combustion catalyst which lower energy level needed for complete carbon burnout.

Physical Properties

Appearance Dark reddish-black clear liquid
Density/specific gravity 990 kg/m³
Flash point (PMCC) > 144°F/61°C
Auto ignition temperature >200°C

Application and Dosage

For best results, Octamar™ BT-8 PLUS LN x should be dosed directly to bunker or settling tanks prior to or during filling. Use of dosage equipment is optional. The normal dosage of Octamar™ BT-8 PLUS LN x, for residual marine fuel, is 1:10,000 (1 litre for 10 tonnes of fuel); though dosage rate can be lowered up to 1:20,000 depending on fuel quality and after consultation of Innospec Marine Technical Service. Innospec Marine personnel are always available to assess your specific problems and advise a suitable product(s) and dosage program. Special care need to be taken with strainers and filters during the initial dosage period.

Packaging and Storage

Octamar™ BT-8 PLUS LN x is supplied in 200-litre (53 gallon) non-returnable steel drums. Store away from heat, sparks and open flame.

Product Benefits

- Extensively proven by ship trials to reduce fuel sludge up to 70%
- Maintains HFO stability at on board storage temperature up to 12 months
- Increases tolerance and compatibility for blending of heavy and light fuel components
- Inhibits or strongly reduces storage tank sludge formation
- Effective in maintaining storage tank cleanliness
- Maintains performance of fuel handling system - separators, filters, viscometers and fuel lines
- Improves atomisation
- Improves fuel economy up to 3%
- Promotes complete combustion reducing carbon deposits throughout the exhaust system and to the environment
- Maintains turbocharger and economizer efficiency
- Reduces particulate matter up to 40%
- Substantially reduces the risk of economizer fires
- Less soot particulates on deck
- ISO 9001 & 14001 certified by DNV
- EU Origin

- continued overleaf -

ISO 8217 2017 FUEL STANDARD

MARINE RESIDUAL FUELS

Limit	Parameter	RMA 10	RMB 30	RMD 80	RME 180	180	380	500	700	380	RMK 500	700
Max.	Viscosity at 50°C (mm ² /s)	10.00	30.00	80.00	180.0	180.0	380.0	500.0	700.0	380.0	500.0	700.0
Max.	Density at 15°C (kg/m ³)	920.0	960.0	975.0	991.0		991.0				1010.0	
Max.	Micro Carbon Residue (% m/m)	2.50	10.00	14.00	15.00		18.00				20.00	
Max.	Aluminium + Silicon (mg/kg)	25	40	50			60					
Max.	Sodium (mg/kg)	50	100	50			100					
Max.	Ash (% m/m)	0.040		0.070			0.100			0.150		
Max.	Vanadium (mg/kg)	50		150			350			450		
Max.	CCAI	850		860			870					
Max.	Water (% V/V)	0.30				0.50						
Max.	Pour point (upper) in Summer (°C)	6				30						
Max.	Pour point (upper) in Winter (°C)	0				30						
Min.	Flash point (°C)				60.0							
Max.	Sulphur (% m/m)				To comply with statutory requirements as defined by purchaser							
Max.	Total Sediment, aged (% m/m)					0.10						
Max.	Acid Number (mgKOH/g)					2.5						
	Used lubricating oils (ULO): Calcium and Zinc; or Calcium and Phosphorus (mg/kg)				The fuel shall be free from ULO, and shall be considered to contain ULO when either one of the following conditions is met: Calcium > 30 and zinc > 15; or Calcium > 30 and phosphorus > 15.							
Max.	Hydrogen sulphide (mg/kg)				2.00							

MARINE DISTILLATE FUELS

Limit	Parameter	DMX	DMA	DFA	DMZ	DFZ	DMB	DFB
Max.	Viscosity at 40°C (mm ² /s)	5.500	6.000		6.000		11.00	
Min.	Viscosity at 40°C (mm ² /s)	1.400	2.000		3.000		2.000	
Max.	Micro Carbon Residue at 10% Residue (% m/m)	0.30	0.30		0.30		-	
Max.	Density at 15°C (kg/m ³)	-	890.0		890.0		900.0	
Max.	Micro Carbon Residue (% m/m)	-	-		-		0.30	
Max.	Sulphur (% m/m)	1.00	1.00		1.00		1.50	
Max.	Water (% V/V)	-	-		-		0.30	
Max.	Total sediment by hot filtration (% m/m)	-	-		-		0.10	
Max.	Ash (% m/m)	0.010	0.010		0.010		0.010	
Min.	Flash point (°C)	43.0	60.0		60.0		60.0	
Max.	Pour point in Winter (°C)	-	-6		-6		0	
Max.	Pour point in Summer (°C)	-	0		0		6	
Max.	Cloud point in Winter (°C)	-16	Report		Report		-	
Max.	Cloud point in Summer (°C)	-16	-		-		-	
Max.	Cold filter plugging point in Winter (°C)	-	Report		Report		-	
Max.	Cold filter plugging point in Summer (°C)	-	-		-		-	
Min.	Calculated Cetane Index	45	40		40		35	
Max.	Acid Number (mgKOH/g)	0.5	0.5		0.5		0.5	
Max.	Oxidation Stability (g/m ³)	25	25		25		25	
Max.	Fatty acid methyl ester (FAME)	-	-	7.0	-	7.0	-	7.0
Max.	Lubricity, corrected wear scar diameter (wsd 1.4 at 60°C) (um)	520	520		520		520	
Max.	Hydrogen sulphide (mg/kg)	2.00	2.00		2.00		2.00	
	Appearance			Clear & Bright			-	

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