



Briefing : The Alternatives to LRP

➤ **As sales decline Lead Replacement Petrol (LRP) will start to disappear from some forecourts. If you currently use LRP this leaflet contains important information on suitable alternatives so you can continue to use your car.**

THE REASONS FOR THE CHANGE

With the EU wide move to cleaner fuels and cars, the general sale of leaded "4 star" petrol was banned from 1st January 2000 and lead replacement petrol (LRP) was introduced in its place.

One of the functions of lead in petrol was protective, to prevent excessive wear from metal to metal contact in that part of the engine where combustion takes place, a condition known as valve seat recession. Many cars manufactured before 1991 need this protection, so LRP contains an additive that provides similar protection to lead in normal driving conditions.

As many of these older cars become uneconomic to repair and are scrapped, customer demand for LRP at some filling stations has declined rapidly to the point where it is no longer a viable grade of fuel for practical and technical reasons.

WHAT YOU NEED TO DO

Firstly seek advice on whether your car has soft valve seats requiring the use of an anti-wear additive and the octane number of the petrol it requires. In the first instance, ask the garage where you have your vehicle serviced, a franchised dealer for that make or the manufacturer. If the vehicle is a classic car, the appropriate owners club may be able to give advice. Some **information sources** are given at the end of this leaflet.

Make sure you have as much information to hand as possible, preferably a chassis number, date of first registration, model and engine size. This information will be on your DVLA V5 registration form for the vehicle.

THE SOLUTIONS

There are a number of alternatives that will enable you to continue using your car. The choice depends on the advice received from the manufacturer, etc.

1. If you are advised to **use an anti-wear additive**, then

- switch to Super unleaded 97 RON and use an additive at each fill up
- or
- switch to Premium unleaded 95 RON and use an additive at each fill up

The choice of Super unleaded 97 RON or Premium unleaded 95 RON will depend upon the characteristics of the engine. To use Premium unleaded 95 RON a minor adjustment to ignition timing may be required with a resultant small loss in performance. Your garage or a qualified mechanic can advise on this and carry out the simple adjustment to the ignition timing required.

There are octane boosting additives available which some drivers may choose to use with Premium Unleaded Petrol (95 octane) instead of retarding their ignition. However you are advised to check with the vehicle's manufacturer or dealership before choosing this option.

2. If you are advised that your car has hardened valve seats and so **no anti-wear additive is necessary**, then

- use Premium unleaded 95 RON or Super unleaded 97 RON without an additive

Again, a minor adjustment to ignition timing may be required for unleaded 95.

3. Finally, if you are advised that **use of an anti-wear additive is advisable but you would prefer the convenience of using unleaded petrol without having to use an additive**, many engines can be modified by the insertion of “hardened valve seats” to overcome the problem of wear. This solution is more costly but could be cost effective if carried out when a major engine overhaul is required or if the vehicle is a classic car.

The anti-wear additives referred to are available from filling stations and car accessory stores and generally have the same protective properties under normal driving conditions as LRP.

SENSIBLE PRECAUTIONS WHEN USING ANTI-WEAR ADDITIVES

- additives should be used in accordance with the manufacturer’s instructions and the same level of care adopted as for the use of petrol
- a dose of additive must be added at each fill up
- the same type and brand of additive should be used consistently to avoid possible interaction between different types
- the level of protection from additives is suitable for normal driving conditions; prolonged high temperature and load conditions associated with high speed or towing may give rise to valve seat wear
- additives should not be used in cars with catalytic converters

INFORMATION SOURCES

The ‘Unleaded Petrol Information Manual - 3rd Edition’ published by Autodata (ISBN 0 85666-544-4) gives details of vehicles manufactured up to 1989 which can use unleaded petrol.

Department for Transport www.dft.gov.uk

Automobile Association (members) 0870 6061619

RAC (members) 0870 5333660

Motor manufacturers:

BMW (GB)	01344 426565
Fiat Auto	01753 511431
Ford Motor Company	0845 8411111
Honda UK	0845 2008000
Jaguar	0247 6402121
Land Rover	0990 0005000
Mercedes Benz UK	01908 245000
MG Rover	0121 4823344
Nissan Motor GB	01923 899999
Peugeot	0247 6884000
Renault	01793 507400
Toyota GB	01737 768585
Vauxhall Motors	01582 427200
Volvo	08457 564636
VW Audi Group	01908 601611

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