


**Sprague RoadForce®  
Premium Diesel Specifications**



**Testing Results Effective: 10/31/23**

Terminal	Current RoadForce® Kerosene Content %	Max RoadForce® CFPP F°	RoadForce® Cloud Point F°	Last Updated
S. Portland, ME	0%	-7°	13°	10/31/2023
Newington, NH	0%	-4°	16°	10/31/2023
Rensselaer, NY	0%	-6°	14°	10/31/2023
Rensselaer, NY B5 (5% Biofuel)	0%	-6°	14°	10/31/2023
Springfield, MA	0%	-5°	15°	10/31/2023
Quincy, MA	0%	-13°	7°	10/31/2023
East Providence, RI	0%	-5°	15°	10/31/2023
Providence, RI (Dyed Diesel Only)	0%	-13°	7°	10/31/2023
Portland, CT (B&B Terminal) <sup>(2)</sup>	0%	-5°	15°	10/31/2023
New Haven, CT (New Haven Terminal) <sup>(2)</sup>	0%	-13°	7°	10/31/2023
Bridgeport, CT <sup>(2)</sup>	0%	-20°	0°	10/31/2023

This sheet lets our customers know what our latest winter operability results are for our RoadForce® premium diesel fuel. Sprague tracks this data until the end of the winter season.



**CFPP: Cold Filter Plugging Point.** (ASTM D-6371/45µm filter) The temperature at which a fuel will cause a fuel filter to plug due to wax which has begun to crystallize or gel. The CFPP is considered by Sprague to be the true indicator of the diesel fuel's low temperature operability. All temperatures reported in Fahrenheit.

**Cloud Point:** (ASTM D-5773) The temperature at which wax in diesel fuel becomes cloudy when it is cooled. Wax is inherent in diesel fuel. As the fuel is cooled, the wax will crystallize forming platelets that clog fuel filters. Typical diesel fuels will fail at temperatures near the cloud point. RoadForce is specially formulated to operate well below the cloud point. This is accomplished with wax crystal modifier additives that break down the wax into microscopic fragments allowing them to pass through the fuel filter. All temperatures reported in Fahrenheit.

(1) With or without kero blending year-round  
 (2) Without kero blending year-round  
 (3) Dyed only without kero blending year-round  
 (4) Without kero blending seasonal