



The phase out of lead replacement petrol (LRP)

Other countries' experience

In other areas of the world where this strategy for the phase-out of leaded petrol or LRP has been followed, such as New Zealand, no long-term problems have been reported.

More information

For more information on this issue please call:

- your state motoring association or fuel supplier hotline, or
- your vehicle manufacturer.



Information for motorists

The number of cars that require LRP has diminished to the point that it is becoming increasingly unviable for fuel suppliers to produce, store and distribute the fuel, and for service stations to retail it. Accordingly, motorists should expect that LRP will be phased out of the market over time. The timing of this will vary around the country and between fuel suppliers and individual service stations. However, motorists should expect that there will be very limited availability of LRP after the end of 2004.

What does this mean for motorists?

LRP has two important attributes, compared to regular unleaded petrol:

- an octane rating of 96 RON, and
- an anti-valve seat recession (AVSR) additive.

The phase out of LRP will affect motorists whose cars require an AVSR additive. Many cars manufactured before 1986 had valves in their engines that required an additive to prevent valve seat recession. Until 2000, the lead-based additives in leaded petrol provided this protection.

With the phase out of leaded petrol in 2000, fuel suppliers produced LRP — a specially formulated



unleaded petrol with a non-lead additive that protected against valve-seat recession. Cars which do not need the AVSR additive but require a higher octane can safely use Premium Unleaded Petrol (PULP), which has approximately the same octane as LRP, or other premium grades provided by some suppliers.

Is my car affected?

Only cars manufactured before 1986 are affected. Some pre-1986 cars do not need the AVSR protection, and perform satisfactorily using regular Unleaded Petrol (ULP). Some pre-1986 vehicles do not need AVSR protection but require fuel of a higher octane than ULP to prevent engine 'pinging'; these vehicles will need to use higher octane petrol such as PULP.

Only cars that required LRP to protect against valve-seat recession will need to take additional action to protect their engines. These cars will generally require PULP and an AVSR protection additive. A list of pre-1986 cars that can run on unleaded petrol without AVSR protection is available from the Department of the Environment and Heritage, and on the AIP web-site: www.aip.com.au/health/lead_guide

Your vehicle manufacturer can also advise on octane requirements for your vehicle, and on the need for AVSR protection.

What should I do if my car needs an anti-valve seat recession additive?

Most service stations that have phased out LRP will offer an AVSR additive product in the service station shop. An alternative source will be auto stores. The AVSR additive will typically be packaged in small dispensers and can be injected or poured into the fuel tank.

It is important to use the correct level of AVSR additive, as the use of incorrect dose levels could damage the engines. Motorists whose cars need the additive should:

- ensure they have a supply of the AVSR additive ready for use when refuelling
- fill up with PULP or other premium grades
- check the instructions on the additive container for the correct dosage, and use as directed
- dispose of the empty additive pack safely in the rubbish bin.

