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(54) **Titre : UTILISATION D'UN POLYALKYLENE GLYCOL POUR REDUIRE LA CONSOMMATION DE CARBURANT**
(54) **Title: USE OF A POLYALKYLENE GLYCOL TO REDUCE FUEL CONSUMPTION**

(57) **Abrégé/Abstract:**

The use of a polyalkylene glycol of formula $\text{HO}-(\text{A}-\text{O})_p-(\text{CH}_2\text{CH}_2-\text{O})_m-(\text{A}-\text{O})_q-\text{H}$ wherein A is a C_3 - to C_{20} -alkylene group or a mixture of such alkylene groups, m is a number of from 2 to 100 and p and q are each numbers of from 1 to 100, as an additive in a fuel.



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(54) Title: USE OF A POLYALKYLENE GLYCOL AS AN ADDITIVE IN A FUEL

(57) Abstract: The use of a polyalkylene glycol of formula HO-(A-O)_p-(CH₂CH₂-O)_m-(A-O)_q-H wherein A is a C₃- to C₂₀-alkylene group or a mixture of such alkylene groups, m is a number of from 2 to 100 and p and q are each numbers of from 1 to 100, as an additive in a fuel.

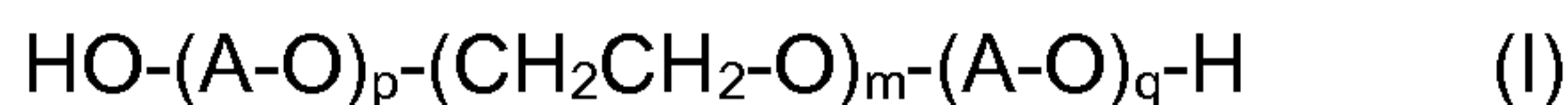


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Use of a polyalkylene glycol to reduce fuel consumption

Description

5 The present invention relates to the use of a polyalkylene glycol of general formula I



10 wherein A is a C₃- to C₂₀-alkylene group or a mixture of such alkylene groups, m is a number of from 2 to 100 and p and q are each numbers of from 1 to 100,

as an additive in a fuel for different purposes.

15 The present invention further relates to a fuel composition which comprises a gasoline fuel, the polyalkylene glycol mentioned and at least one fuel additive with detergent action.

The present invention further relates to an additive concentrate which comprises the polyalkylene glycol mentioned and at least one fuel additive with detergent action.

20 It is known that particular substances in the fuel reduce internal friction in the internal combustion engines, especially in gasoline engines, and thus help to save fuel. Such substances are also referred to as lubricity improvers, friction reducers or friction modifiers. Lubricity improvers customary on the market for gasoline fuels are usually condensation products of naturally occurring carboxylic acids such as fatty acids with polyols such as glycerol
25 or with alkanolamines, for example glyceryl monooleate.

A disadvantage of the prior art lubricity improvers mentioned is poor miscibility with other typically used fuel additives, especially with detergent additives such as polyisobuteneamines and/or carrier oils such as polyalkylene oxides. An important requirement in practice is that the
30 component mixtures or additive concentrates provided are readily pumpable even at relatively low temperatures, especially at outside winter temperatures of, for example, down to -20°C, and remain homogene-ously stable over a prolonged period, i.e. no phase separation and/or precipitates may occur.

35 Typically, the miscibility problems outlined are avoided by adding relatively large amounts of mixtures of paraffinic or aromatic hydrocarbons with alcohols such as tert-butanol or 2-ethylhexanol as solubilizers to the component mixtures or additive concentrates. In some cases, however, considerable amounts of these expensive solubilizers are necessary in order to achieve the desired homogeneity, and so this solution to the problem becomes uneconomic.

40 In addition, the prior art lubricity improvers mentioned often have the tendency to form emulsions with water in the component mixtures or additive concentrates or in the fuel itself, such that water which has penetrated can be removed again via a phase separation only with difficulty or at least only very slowly.

WO 99/16849 discloses a complex ester resulting from an esterification reaction between polyfunctional alcohols and polyfunctional carboxylic acids using a chain stopping agent to form ester bonds with the remaining hydroxyl or carboxyl groups, containing as a polyfunctional carboxylic acid component dimerised and/or trimerised fatty acids. This complex ester is recommended for as an additive, a base fluid or a thickener in transmission oils, hydraulic fluids, four-stroke oils, fuel additives, com-pressor oils, greases, chain oils and for metal working rolling applications.

WO 98/11178 discloses a polyol ester distillate fuel additive synthesized from a polyol and a mono- or polycarboxylic acid in such a manner that the resulting ester has unconverted hydroxyl groups, such polyol ester being useful as a lubricity additive for diesel fuel, jet fuel and kerosene.

WO 03/012015 discloses an additive for improving the lubricity capacity of low-sulphur fuel oils, such additive containing an ester of a bivalent or polyvalent alcohol and a mixture of unsaturated or saturated mono- or dicarboxylic acids whose carbon length are between 8 and 30 carbon atoms.

It was an object of the present invention to provide fuel additives which firstly bring about effective fuel saving in the operation of a spark-ignited internal combustion engine, and secondly no longer have the outlined shortcomings of the prior art, i.e. more particularly not remaining homogeneously stable over a prolonged period without any phase separation and/or precipitates, poor miscibility with other fuel additives and the tendency to form emulsions with water. In addition, they should not worsen the high level of intake valve cleanliness achieved by the modern fuel additives.

Accordingly, the use of a polyalkylene glycol of general formula I as described above as an additive in a fuel for reducing fuel consumption in the operation of an internal combustion engine with this fuel has been found. Preferably, the said use as an additive in a gasoline fuel for reducing fuel consumption in the operation of a spark-ignited internal combustion engine with this fuel or as an additive in a gasoline fuel for reduction of fuel consumption in the operation of a self-ignition internal combustion engine with this fuel has been found.

It can be assumed that the cause of the fuel saving by virtue of the polyalkylene glycol mentioned is based substantially on the effect thereof as an additive which reduces internal friction in the internal combustion engines, especially in gasoline engines. The reaction product mentioned thus functions in the context of the present invention essentially as a lubricity improver.

Furthermore, the use of a polyalkylene glycol as described above as an additive in a fuel for minimization of power loss in internal combustion engines and for improving acceleration of internal combustion engines has been found.

Furthermore, the use of a polyalkylene glycol as described above as an additive in a fuel for improving the lubricity of lubricant oils contained in an internal combustion engine for lubricating purposes by operating the internal combustion engine with a fuel containing an effective amount of at least one of the said polyalkylene glycol has been found.

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It can be assumed that a part of the polyalkylene glycol mentioned contained in the fuel is transported via the combustion chamber where the additive containing fuel is burnt into the lubricant oils and acting there as a further lubricating agent. The advantage of this mechanism is that the said further lubricating agent is continuously refreshed by the fuel feeding.

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Spark-ignition internal combustion engines are preferably understood to mean gasoline engines, which are typically ignited with spark plugs. In addition to the customary four- and two-stroke gasoline engines, spark-ignition internal combustion engines also include other engine types, for example the Wankel engine. These are generally engines which are operated with conventional gasoline types, especially gasoline types according to EN 228, gasoline-alcohol mixtures such as Flex fuel with 75 to 85% by volume of ethanol, liquid pressure gas ("LPG") or compressed natural gas ("CNG") as fuel.

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However, the inventive use of the polyalkylene glycol mentioned also relates to newly developed internal combustion engines such as the "HCCI" engine, which is self-igniting and is operated with gasoline fuel.

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The instant invention works preferably with direct injection gasoline driven combustion engines.

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Variable A in general formula I comprises C₃- to C₂₀-alkylene groups, which are normally derived from the corresponding hydrocarbyl epoxids, i.e. the corresponding alkylene oxides which are usually vicinal alkylene oxides such as 1,2-alkylene oxides. Examples for such alkylene oxides are 1,2-propylene oxide, 1,2-butylene oxide, 2,3-butylene oxide, 2-methyl-1,2-propylene oxide, 1,2-pentylene oxide, 1,2-hexylene oxide, 1,2-octylene oxide, 1,2-nonylene oxide, 1,2-decylene oxide, 1,2-undecylene oxide, 1,2-dodecylene oxide, 1,2-tetradecylene oxide, 1,2-hexadecylene oxide, 1,2-octadecylene oxide and 1,2-eicosylene oxide. Variable A may alternatively be defined for the above examples by formula -CHR⁴-CHR⁵- wherein R⁴ and R⁵ may independently be hydrogen or a C₁- to C₁₈ alkyl radical with at least one of R⁴ and R⁵ being a C₁- to C₁₈ alkyl radical and the sum of carbon atoms in R⁴ and R⁵ not exceeding the number of 20.

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Variable A in general formula I may be one single species of alkylene groups or a mixture of different species of alkylene groups. Such mixture may comprise three, four or preferably two different species of alkylene groups. In case of one single species of alkylene groups, the polyalkylene glycol mentioned is a block copolymer of two or, if the two variables A at the two different sides of the -(CH₂CH₂-O)_m-block are different, of three blocks. In case of one single species of alkylene groups, variable A normally comprises of from 8 to 20 carbon atoms. In

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case of a mixture of two or of more different species of alkylene groups, the said outward-positioned moieties HO-(A-O)_p- and/or -(A-O)_q-H may be arranged randomly or blockwise.

In a preferred embodiment, variable A in general formula I is a mixture of two different types of alkylene groups A¹ and A² with A¹ designating one or more C₃- to C₇-alkylene groups and A² designating one or more C₈- to C₂₀-alkylene groups, A¹ and A² being arranged randomly or blockwise. A¹ designates preferably one or more C₃- to C₆-alkylene groups, more preferably one or more C₃- to C₅-alkylene groups, most preferably C₃- and/or C₄-alkylene groups. A² designates preferably one or more C₈- to C₁₆-alkylene groups, more preferably one or more C₈- to C₁₄-alkylene groups, most preferably one or more C₈- to C₁₂-alkylene groups.

In another preferred embodiment, variable A in general formula I is a C₈- to C₂₀-alkylene group (A²) or a mixture of C₈- to C₂₀-alkylene groups (A²) arranged randomly.

The number m of -(CH₂CH₂-O)- units in the middle of the polyalkylene glycol molecule is preferably from 2 to 50 or preferably from 3 to 75 or preferably from 4 to 100, more preferably from 3 to 30, and most preferably from 4 to 15.

The numbers p and q, respectively, of outward-positioned moieties -(A-O)-units are preferably each from 2 to 50, more preferably each from 3 to 35, and most preferably each from 4 to 20.

The numbers m, p and q are mean values as a statistical number, due to a distribution of alkoxylation homologues in the product.

The polyalkylene glycols mentioned are preferably obtainable by alkoxylation of polyethylene glycols of general formula II



wherein m is a number of from 2 to 100,

with 2 to 200 moles of a C₃- to C₂₀-alkylene oxide or a mixture of such alkylene oxides per mole of polyethylene glycol II, the alkoxylation product being arranged randomly or blockwise. Conditions for such alkylation reactions are well known and, therefore, do not need to be described here. Polyethylene glycols of general formula II of different chain lengths are available from BASF SE (among others) under the trade name of Pluriol® E.

Typical examples of polyalkylene glycols mentioned are polyethylene glycols of general formula II with m = 4 to 15 which are alkoxyated with one or simultaneously more C₈- to C₁₂-alkylene oxides (A²) resulting in random structures, or which are first alkoxyated with one or more C₈- to C₁₂-alkylene oxides (A²) and subsequently alkoxyated with one or more C₃- and/or C₄-alkylene oxides (A¹) resulting in block structures regarding A¹ and A².

The polyalkylene glycol mentioned is oil soluble, which means that, when mixed with mineral oils and/or fuels in a weight ratio of 10:90, 50:50 and 90:10, the polyalkylene glycol does not show phase separation after standing for 24 hours at room temperature for at least two weight ratios out of the three weight ratios 10:90, 50:50 and 90:10.

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The present invention also provides a fuel composition which comprises, in a major amount, a gasoline fuel and, in a minor amount, at least one polyalkylene glycol mentioned, and at least one fuel additive which is different from the said polyalkylene glycols and has detergent action.

10 Typically, the amount of this at least one polyalkylene glycol in the gasoline fuel is 10 to 5000 ppm by weight, more preferably 20 to 2000 ppm by weight, even more preferably 30 to 1000 ppm by weight and especially 40 to 500 ppm by weight, for example 50 to 300 ppm by weight.

Useful gasoline fuels include all conventional gasoline fuel compositions. A typical
15 representative which shall be mentioned here is the Eurosuper base fuel to EN 228, which is customary on the market. In addition, gasoline fuel compositions of the specification according to WO 00/47698 are also possible fields of use for the present invention. In addition, in the context of the present invention, gasoline fuels shall also be understood to mean alcohol-
20 containing gasoline fuels, especially ethanol-containing gasoline fuels, as described, for example, in WO 2004/090079, for example Flex fuel with an ethanol content of 75 to 85% by volume, or gasoline fuel comprising 85% by volume of ethanol ("E85"), but also the "E100" fuel type, which is typically azeotropically distilled ethanol and thus consists of approx. 96% by volume of C₂H₅OH and approx. 4% by volume of H₂O.

25 The polyalkylene glycol mentioned may be added to the particular base fuel either alone or in the form of fuel additive packages (for gasoline fuels also called "gasoline performance packages). Such packages are fuel additive concentrates and generally also comprise, as well as solvents, and as well as the at least one fuel additive which is different from the said polyalkylene glycols and has detergent action, a series of further components as coadditives,
30 which are especially carrier oils, corrosion inhibitors, demulsifiers, dehazers, antifoams, combustion improvers, antioxidants or stabilizers, antistats, metallocenes, metal deactivators, solubilizers, markers and/or dyes.

Detergents or detergent additives as the at least one fuel additive which is different from the
35 said polyalkylene glycols and has detergent action, referred to hereinafter as component (D), typically refer to deposition inhibitors for fuels. The detergent additives are preferably amphiphilic substances which possess at least one hydrophobic hydrocarbyl radical having a number-average molecular weight (M_n) of 85 to 20 000, especially of 300 to 5000, in particular of 500 to 2500, and at least one polar moiety.

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In a preferred embodiment, the inventive fuel composition comprises, as the at least one fuel additive (D) which is different from the said polyalkylene glycols and has detergent action, at least one representative which is selected from:

- 5 (Da) mono- or polyamino groups having up to 6 nitrogen atoms, at least one nitrogen atom having basic properties;
- (Db) nitro groups, optionally in combination with hydroxyl groups;
- 10 (Dc) hydroxyl groups in combination with mono- or polyamino groups, at least one nitrogen atom having basic properties;
- (Dd) carboxyl groups or their alkali metal or alkaline earth metal salts;
- 15 (De) sulfo groups or their alkali metal or alkaline earth metal salts;
- (Df) polyoxy-C₂-C₄-alkylene moieties terminated by hydroxyl groups, mono- or polyamino groups, at least one nitrogen atom having basic properties, or by carbamate groups;
- 20 (Dg) carboxylic ester groups;
- (Dh) moieties derived from succinic anhydride and having hydroxyl and/or amino and/or amido and/or imido groups; and/or
- 25 (Di) moieties obtained by Mannich reaction of substituted phenols with aldehydes and mono- or polyamines.

The hydrophobic hydrocarbon radical in the above detergent additives, which ensures the adequate solubility in the fuel composition, has a number-average molecular weight (M_n) of 85 to 20
 30 000, especially of 300 to 5000, in particular of 500 to 2500. Useful typical hydrophobic hydrocarbyl radicals, especially in conjunction with the polar moieties (Da), (Dc), (Dh) and (Di), are relatively long-chain alkyl or alkenyl groups, especially the polypropenyl, polybutenyl and polyisobutenyl radicals each having $M_n = 300$ to 5000, especially 500 to 2500, in particular 700 to 2300.

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Examples of the above groups of detergent additives include the following:

Additives comprising mono- or polyamino groups (Da) are preferably polyalkenemono- or polyalkenepolyamines based on polypropene or on highly-reactive (i.e. having predominantly terminal double bonds in the α - and/or β -position such as vinylidene double bonds) or conventional (i.e. having predominantly internal double bonds) polybutene or polyisobutene having $M_n = 300$
 40 to 5000. Such detergent additives based on highly-reactive polybutene or polyisobutene, which

are normally prepared by hydroformylation of the poly(iso)butene and subsequent reductive amination with ammonia, monoamines or polyamines, are known from EP-A 244 616. When the preparation of the additives proceeds from polybutene or polyisobutene having predominantly internal double bonds (usually in the β - and/or γ - positions), one possible preparative route is by
5 chlorination and subsequent amination or by oxidation of the double bond with air or ozone to give the carbonyl or carboxyl compound and subsequent amination under reductive (hydrogenating) conditions. The amines used here for the amination may be, for example, ammonia, monoamines or polyamines such as dimethylaminopropylamine, ethylenediamine, diethylenetriamine, triethylenetetramine or tetraethylenepentamine. Corresponding additives based on polypropene are described in particular in WO-A-94/24231.
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Further preferred additives comprising monoamino groups (Da) are the hydrogenation products of the reaction products of polyisobutenes having an average degree of polymerization $P = 5$ to 100 with nitrogen oxides or mixtures of nitrogen oxides and oxygen, as described in particular in
15 WO-A-97/03946.

Further preferred additives comprising monoamino groups (Da) are the compounds obtainable from polyisobutene epoxides by reaction with amines and subsequent dehydration and reduction of the amino alcohols, as described in particular in DE-A-196 20 262.
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Additives comprising nitro groups (Db), optionally in combination with hydroxyl groups, are preferably reaction products of polyisobutenes having an average degree of polymerization $P = 5$ to 100 or 10 to 100 with nitrogen oxides or mixtures of nitrogen oxides and oxygen, as described in particular in WO-A-96/03367 and in WO-A 96/03479. These reaction products are generally
25 mixtures of pure nitropolyisobutenes (e.g. α,β -dinitropolyisobutene) and mixed hydroxynitropolyisobutenes (e.g. α -nitro- β -hydroxypolyisobutene).

Additives comprising hydroxyl groups in combination with mono- or polyamino groups (Dc) are in particular reaction products of polyisobutene epoxides obtainable from polyisobutene having preferably predominantly terminal double bonds and $M_n = 300$ to 5000, with ammonia or mono-
30 or polyamines, as described in particular in EP-A-476 485.

Additives comprising carboxyl groups or their alkali metal or alkaline earth metal salts (Dd) are preferably copolymers of C_2 - C_{40} -olefins with maleic anhydride which have a total molar mass of
35 500 to 20 000 and some or all of whose carboxyl groups have been converted to the alkali metal or alkaline earth metal salts and any remainder of the carboxyl groups has been reacted with alcohols or amines. Such additives are disclosed in particular by EP-A-307 815. Such additives serve mainly to prevent valve seat wear and can, as described in WO-A-87/01126, advantageously be used in combination with customary fuel detergents such as poly(iso)buteneamines
40 or polyetheramines.

Additives comprising sulfo groups or their alkali metal or alkaline earth metal salts (De) are preferably alkali metal or alkaline earth metal salts of an alkyl sulfosuccinate, as described in particular in EP-A-639 632. Such additives serve mainly to prevent valve seat wear and can be used advantageously in combination with customary fuel detergents such as

5 poly(iso)buteneamines or polyetheramines.

Additives comprising polyoxy-C₂-C₄-alkylene moieties (Df) are preferably polyethers or polyetheramines which are obtainable by reaction of C₂-C₆₀-alkanols, C₆-C₃₀-alkane-diols, mono- or di-C₂-C₃₀-alkylamines, C₁-C₃₀-alkylcyclohexanols or C₁-C₃₀-alkylphenols with 1 to 30 mol of ethylene oxide and/or propylene oxide and/or butylene oxide per hydroxyl group or amino group and, in the case of the polyetheramines, by subsequent reductive amination with ammonia, monoamines or polyamines. Such products are described in particular in EP-A-310 875, EP-A-356 725, EP-A-700 985 and US-A-4 877 416. In the case of polyethers, such products also have carrier oil properties. Typical examples of these are tridecanol butoxylates, isotridecanol butoxylates, isononyl-phenol butoxylates and polyisobutenol butoxylates and propoxylates and also the corresponding reaction products with ammonia.

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Additives comprising carboxylic ester groups (Dg) are preferably esters of mono-, di- or tricarboxylic acids with long-chain alkanols or polyols, in particular those having a minimum viscosity of 2 mm²/s at 100°C, as described in particular in DE-A-38 38 918. The mono-, di- or tricarboxylic acids used may be aliphatic or aromatic acids, and particularly suitable ester alcohols or ester polyols are long-chain representatives having, for example, 6 to 24 carbon atoms. Typical representatives of the esters are adipates, phthalates, isophthalates, terephthalates and trimellitates of isooctanol, of isononanol, of isodecanol and of isotridecanol. Such products also have carrier oil properties.

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Additives comprising moieties derived from succinic anhydride and having hydroxyl and/or amino and/or amido and/or imido groups (Dh) are preferably corresponding derivatives of alkyl- or alkenyl-substituted succinic anhydride and especially the corresponding derivatives of polyisobutenylsuccinic anhydride which are obtainable by reacting conventional or high-reactivity polyisobutene having M_n = 300 to 5000 with maleic anhydride by a thermal route or via the chlorinated polyisobutene. Of particular interest in this context are derivatives with aliphatic polyamines such as ethylenediamine, diethylenetriamine, triethylenetetramine or tetraethylenepentamine. The moieties having hydroxyl and/or amino and/or amido and/or imido groups are, for example, carboxylic acid groups, acid amides of monoamines, acid amides of di- or polyamines which, in addition to the amide function, also have free amine groups, succinic acid derivatives having an acid and an amide function, carboximides with monoamines, carboximides with di- or polyamines which, in addition to the imide function, also have free amine groups, or diimides which are formed by the reaction of di- or polyamines with two succinic acid derivatives. Such fuel additives are described especially in US-A-4 849 572.

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The detergent additives from group (Dh) are preferably the reaction products of alkyl- or alkenyl-substituted succinic anhydrides, especially of polyisobutenylsuccinic anhydrides ("PIBSAs"), with amines and/or alcohols. These are thus derivatives which are derived from alkyl-, alkenyl- or polyisobutenylsuccinic anhydride and have amino and/or amido and/or imido and/or hydroxyl groups. It is self-evident that these reaction products are obtainable not only when substituted succinic anhydride is used, but also when substituted succinic acid or suitable acid derivatives, such as succinyl halides or succinic esters, are used.

The additized fuel may comprise at least one detergent based on a polyisobutenyl-substituted succinimide. Especially of interest are the imides with aliphatic polyamines. Particularly preferred polyamines are ethylenediamine, diethylenetriamine, triethylenetetramine, pentaethylenhexamine and in particular tetraethylenepentamine. The polyisobutenyl radical has a number-average molecular weight M_n of preferably from 500 to 5000, more preferably from 500 to 2000 and in particular of about 1000.

Additives comprising moieties (Di) obtained by Mannich reaction of substituted phenols with aldehydes and mono- or polyamines are preferably reaction products of polyisobutene-substituted phenols with formaldehyde and mono- or polyamines such as ethylenediamine, diethylenetriamine, triethylenetetramine, tetraethylenepentamine or dimethylaminopropylamine. The polyisobutenyl-substituted phenols may originate from conventional or high-reactivity polyisobutene having $M_n = 300$ to 5000. Such "polyisobutene Mannich bases" are described especially in EP-A-831 141.

The inventive fuel composition comprises the at least one fuel additive which is different from the polyalkylene glycols mentioned and has detergent action, and is normally selected from the above groups (Da) to (Di), in an amount of typically 10 to 5000 ppm by weight, more preferably of 20 to 2000 ppm by weight, even more preferably of 30 to 1000 ppm by weight and especially of 40 to 500 ppm by weight, for example of 50 to 250 ppm by weight.

The detergent additives (D) mentioned are preferably used in combination with at least one carrier oil. In a preferred embodiment, the inventive fuel composition comprises, in addition to the at least one polyalkylene glycol mentioned and the at least one fuel additive which is different than the polyalkylene glycol mentioned and has detergent action, as a further fuel additive in a minor amount, at least one carrier oil.

Suitable mineral carrier oils are the fractions obtained in crude oil processing, such as brightstock or base oils having viscosities, for example, from the SN 500 - 2000 class; but also aromatic hydrocarbons, paraffinic hydrocarbons and alkoxyalkanols. Likewise useful is a fraction which is obtained in the refining of mineral oil and is known as "hydrocrack oil" (vacuum distillate cut having a boiling range of from about 360 to 500°C, obtainable from natural mineral oil which has been catalytically hydrogenated under high pressure and isomerized and also deparaffinized). Likewise suitable are mixtures of abovementioned mineral carrier oils.

Examples of suitable synthetic carrier oils are selected from: polyolefins (poly-alpha-olefins or poly(internal olefin)s), (poly)esters, (poly)alkoxylates, polyethers, aliphatic polyetheramines, alkylphenol-started polyethers, alkylphenol-started polyetheramines and carboxylic esters of long-chain alkanols. For the avoidance of doubt, the said (poly)alkoxylates and polyethers which
5 are suitable as synthetic carrier oils for the instant invention, are different from the polyalkylene glycols mentioned.

Examples of suitable polyolefins are olefin polymers having M_n = from 400 to 1800, in particular based on polybutene or polyisobutene (hydrogenated or unhydrogenated).

10 Examples of suitable polyethers or polyetheramines are preferably compounds comprising polyoxy- C_2 - C_4 -alkylene moieties which are obtainable by reacting C_2 - C_{60} -alkanols, C_6 - C_{30} -alkanediols, mono- or di- C_2 - C_{30} -alkylamines, C_1 - C_{30} -alkylcyclohexanols or C_1 - C_{30} -alkylphenols with from 1 to 30 mol of ethylene oxide and/or propylene oxide and/or butylene oxide per
15 hydroxyl group or amino group, and, in the case of the polyetheramines, by subsequent reductive amination with ammonia, monoamines or polyamines. Such products are described in particular in EP-A-310 875, EP-A-356 725, EP-A-700 985 and US-A-4,877,416. For example, the polyether-amines used may be poly- C_2 - C_6 -alkylene oxide amines or functional derivatives thereof. Typical examples thereof are tridecanol butoxylates or isotridecanol butoxylates,
20 isononylphenol butoxylates and also polyisobutenol butoxylates and propoxylates, and also the corresponding reaction products with ammonia.

Examples of carboxylic esters of long-chain alkanols are in particular esters of mono-, di- or tricarboxylic acids with long-chain alkanols or polyols, as described in particular in DE-A-38 38
25 918. The mono-, di- or tricarboxylic acids used may be aliphatic or aromatic acids; suitable ester alcohols or polyols are in particular long-chain representatives having, for example, from 6 to 24 carbon atoms. Typical representatives of the esters are adipates, phthalates, isophthalates, terephthalates and trimellitates of isooctanol, isononanol, isodecanol and isotridecanol, for example di(n- or isotridecyl) phthalate.

30 Further suitable carrier oil systems are described, for example, in DE-A-38 26 608, DE-A-41 42 241, DE-A-43 09 074, EP-A-0 452 328 and EP-A-0 548 617.

Examples of particularly suitable synthetic carrier oils are alcohol-started polyethers having from
35 about 5 to 35, for example from about 5 to 30, C_3 - C_6 -alkylene oxide units, for example selected from propylene oxide, n-butylene oxide and isobutylene oxide units, or mixtures thereof. Nonlimiting examples of suitable starter alcohols are long-chain alkanols or phenols substituted by long-chain alkyl in which the long-chain alkyl radical is in particular a straight-chain or branched C_6 - C_{18} -alkyl radical. Preferred examples include tridecanol and nonylphenol.

40 Further suitable synthetic carrier oils are alkoxylated alkylphenols, as described in DE-A-101 02 913.

Preferred carrier oils are synthetic carrier oils, particular preference being given to poly-ethers.

When a carrier oil is used in addition, it is added to the inventive additized fuel in an amount of preferably from 1 to 1000 ppm by weight, more preferably from 10 to 500 ppm by weight and in particular from 20 to 100 ppm by weight.

In a preferred embodiment, the inventive fuel composition comprises, in addition to the at least one polyalkylene glycol mentioned, the at least one fuel additive which is different from the polyalkylene glycol mentioned and has detergent action, and optionally the at least one carrier oil, as a further fuel additive in a minor amount at least one tertiary hydrocarbyl amine of formula $NR^1R^2R^3$ wherein R^1 , R^2 and R^3 are the same or different C_1 - to C_{20} -hydrocarbyl residues with the proviso that the overall number of carbon atoms in formula $NR^1R^2R^3$ does not exceed 30.

Tertiary hydrocarbyl amines have proven to be advantageous with regard to use as performance additives in fuels controlling deposits. Besides their superior performance behavior, they are also good to handle as their melting points are normally low enough to be usually liquid at ambient temperature.

“Hydrocarbyl residue” for R^1 to R^3 shall mean a residue which is essentially composed of carbon and hydrogen, however, it can contain in small amounts heteroatoms, especially oxygen and/or nitrogen, and/or functional groups, e.g. hydroxyl groups and/or carboxylic groups, to an extent which does not distort the predominantly hydrocarbon character of the residue. Hydrocarbyl residues are preferably alkyl, alkenyl, alkinyl, cycloalkyl, aryl, alkylaryl or arylalkyl groups. Especially preferred hydrocarbyl residues for R^1 to R^3 are linear or branched alkyl or alkenyl groups.

The overall number of carbon atoms in the tertiary hydrocarbyl amine mentioned is at most 30, preferably at most 27, more preferably at most 24, most preferably at most 20. Preferably, the minimum overall number of carbon atoms in formula $NR^1R^2R^3$ is 6, more preferably 8, most preferably 10. Such size of the tertiary hydrocarbyl amine mentioned corresponds to molecular weight of about 100 to about 450 for the largest range and of about 150 to about 300 for the smallest range; most usually, tertiary hydrocarbyl amines mentioned within a molecular range of from 100 to 300 are used.

The three C_1 - to C_{20} -hydrocarbyl residues may be identical or different. Preferably, they are different, thus creating an amine molecular which exhibits an oleophobic moiety (i.e. the more polar amino group) and an oleophilic moiety (i.e. a hydrocarbyl residue with a longer chain length or a larger volume). Such amine molecules with oleophobic/oleophilic balance have proved to show the best deposit control performance according the present invention.

Preferably, a tertiary hydrocarbyl amine of formula $NR^1R^2R^3$ is used wherein at least two of hydrocarbyl residues R^1 , R^2 and R^3 are different with the proviso that the hydrocarbyl residue with

the most carbon atoms differ in carbon atom number from the hydrocarbyl residue with the second most carbon atoms in at least 3, preferably in at least 4, more preferably in at least 6, most preferably in at least 8. Thus, the tertiary amines mentioned exhibit hydrocarbyl residues of two or three different chain length or different volume, respectively.

5 Still more preferably, a tertiary hydrocarbyl amine of formula $NR^1R^2R^3$ is used wherein one or two of R^1 to R^3 are C_7 - to C_{20} -hydrocarbyl residues and the remaining two or one of R^1 to R^3 are C_1 - to C_4 -hydrocarbyl residues.

10 The one or the two longer hydrocarbyl residues, which may be in case of two residues identical or different, exhibit from 7 to 20, preferably from 8 to 18, more preferably from 9 to 16, most preferably from 10 to 14 carbon atoms. The one or the two remaining shorter hydrocarbyl residues, which may be in case of two residues identical or different, exhibit from 1 to 4, preferably from 1 to 3, more preferably 1 or 2, most preferably 1 carbon atom(s). Besides the desired de-
15 posit controlling performance, the oleophilic long-chain hydrocarbyl residues provide further advantageous properties to the tertiary amines, i.e. high solubility for gasoline fuels and low volatility.

More preferably, tertiary hydrocarbyl amines of formula $NR^1R^2R^3$ are used, wherein R^1 is a C_8 -
20 to C_{18} -hydrocarbyl residue and R^2 and R^3 are independently of each other C_1 - to C_4 -alkyl radicals. Still more preferably, tertiary hydrocarbyl amines of formula $NR^1R^2R^3$ are used, wherein R^1 is a C_9 - to C_{16} -hydrocarbyl residue and R^2 and R^3 are both methyl radicals.

Examples for suitable linear or branched C_1 - to C_{20} -alkyl residues for R^1 to R^3 are: methyl, ethyl,
25 n-propyl, iso-propyl, n-butyl, iso-butyl, sec.-butyl, tert-butyl, n-pentyl, tert-pentyl, 2-methylbutyl, 3-methylbutyl, 1,1-dimethylpropyl, 1,2-dimethylpropyl, n-hexyl, 2-methylpentyl, 3-methylpentyl, 4-methylpentyl, 1,1-dimethylbutyl, 1,2-dimethylbutyl, 1,3-dimethylbutyl, 2-ethylbutyl, n-heptyl, 1-methylhexyl, 2-methylhexyl, 3-methylhexyl, 4-methylhexyl, 5-methylhexyl, 1,1-dimethylpentyl, 1,2-dimethylpentyl, 2,2-dimethylpentyl, 2,3-dimethylpentyl, 2,4-dimethylpentyl, 2,5-
30 dimethylpentyl, 2-diethylpentyl, 3-diethylpentyl, n-octyl, 1-methylheptyl, 2-methylheptyl, 3-methylheptyl, 4-methylheptyl, 5-methylheptyl, 6-methylheptyl, 1,1-dimethylhexyl, 1,2-dimethylhexyl, 2,2-dimethylhexyl, 2,3-dimethylhexyl, 2,4-dimethylhexyl, 2,5-dimethylhexyl, 2,6-dimethylhexyl, 2-ethylhexyl, 3-ethylhexyl, 4-ethylhexyl, n-nonyl, iso-nonyl, n-decyl, 1-propylheptyl, 2-propylheptyl, 3-propylheptyl, n-undecyl, n-dodecyl, n-tridecyl, iso-tridecyl,
35 tetradecyl, pentadecyl, hexadecyl, heptadecyl, octadecyl, nonadecyl and eicosyl.

Examples for suitable linear or branched C_2 - to C_{20} -alkenyl and -alkinyl residues for R^1 to R^3 are: vinyl, allyl, oleyl and propin-2-yl.

40 Tertiary hydrocarbyl amines of formula $NR^1R^2R^3$ with long-chain alkyl and alkenyl residues can also preferably be obtained or derived from natural sources, i.e. from plant or animal oils and lards. The fatty amines derived from such sources which are suitable as such tertiary hydro-

carbyl amines normally form mixtures of different similar species such as homologues, e.g. tallow amines containing as main components tetradecyl amine, hexadecyl amine, octadecyl amine and octadecenyl amine (oleyl amine). Further examples of suitable fatty amines are: co-
 5 co amines and palm amines. Unsaturated fatty amines which contain alkenyl residues can be hydrogenated and used in this saturated form.

Examples for suitable C₃- to C₂₀-cycloalkyl residues for R¹ to R³ are: cyclopropyl, cyclobutyl, 2-methylcyclohexyl, 3-methylcyclohexyl, 4-methylcyclohexyl, 2,3-dimethyl-cyclohexyl, 2,4-dimethylcyclohexyl, 2,5-dimethylcyclohexyl, 2,6-dimethylcyclohexyl, 3,4-dimethylcyclohexyl, 3,5-
 10 dimethylcyclohexyl, 2-ethylcyclohexyl, 3-ethylcyclohexyl, 4-ethylcyclohexyl, cyclooctyl and cyclodecyl.

Examples for suitable C₇- to C₂₀-aryl, -alkylaryl or -arylalkyl residues for R¹ to R³ are: naphthyl, tolyl, xylyl, n-octylphenyl, n-nonylphenyl, n-decylphenyl, benzyl, 1-phenyl-ethyl, 2-phenylethyl, 3-
 15 phenylpropyl and 4-butylphenyl.

Typical examples for suitable tertiary hydrocarbyl amines of formula NR¹R²R³ are the following:

N,N-dimethyl-n-butylamine, N,N-dimethyl-n-pentylamine, N,N-dimethyl-n-hexylamine, N,N-
 20 dimethyl-n-heptylamine, N,N-dimethyl-n-octylamine, N,N-dimethyl-2-ethylhexyl-amine, N,N-dimethyl-n-nonylamine, N,N-dimethyl-iso-nonylamine, N,N-dimethyl-n-decylamine, N,N-dimethyl-2-propylheptylamine, N,N-dimethyl-n-undecylamine, N,N-dimethyl-n-dodecylamine, N,N-dimethyl-n-tridecylamine, N,N-dimethyl-iso-tridecyl-amine, N,N-dimethyl-n-tetradecylamine, N,N-dimethyl-n-hexadecylamine, N,N-di-methyl-n-octadecylamine, N,N-dimethyl-eicosylamine,
 25 N,N-dimethyl-oleylamine;

N,N-diethyl-n-heptylamine, N,N-diethyl-n-octylamine, N,N-diethyl-2-ethylhexylamine, N,N-
 diethyl-n-nonylamine, N,N-diethyl-iso-nonylamine, N,N-diethyl-n-decylamine, N,N-diethyl-2-propylheptylamine, N,N-diethyl-n-undecylamine, N,N-diethyl-n-dodecylamine, N,N-diethyl-n-
 30 tridecylamine, N,N-diethyl-iso-tridecylamine, N,N-diethyl-n-tetradecyl-amine, N,N-diethyl-n-hexadecylamine, N,N-di-ethyl-n-octadecylamine, N,N-diethyl-eicosylamine, N,N-diethyl-oleylamine;

N,N-di-(n-propyl)-n-heptylamine, N,N-di-(n-propyl)-n-octylamine, N,N-di-(n-propyl)-2-
 35 ethylhexylamine, N,N-di-(n-propyl)-n-nonylamine, N,N-di-(n-propyl)-iso-nonylamine, N,N-di-(n-propyl)-n-decylamine, N,N-di-(n-propyl)-2-propylheptylamine, N,N-di-(n-propyl)-n-undecylamine, N,N-di-(n-propyl)-n-dodecylamine, N,N-di-(n-propyl)-n-tri-decylamine, N,N-di-(n-propyl)-iso-tridecylamine, N,N-di-(n-propyl)-n-tetradecylamine, N,N-di-(n-propyl)-n-hexadecylamine, N,N-di-(n-propyl)-n-octadecylamine, N,N-di-(n-propyl)-eicosylamine, N,N-di-(n-propyl)-oleylamine;

40 N,N-di-(n-butyl)-n-heptylamine, N,N-di-(n-butyl)-n-octylamine, N,N-di-(n-butyl)-2-ethylhexylamine, N,N-di-(n-butyl)-n-nonylamine, N,N-di-(n-butyl)-iso-nonylamine, N,N-di-(n-butyl)-n-

decylamine, N,N-di-(n-butyl)-2-propylheptylamine, N,N-di-(n-butyl)-n-undecyl-amine, N,N-di-(n-butyl)-n-dodecylamine, N,N-di-(n-butyl)-n-tridecylamine, N,N-di-(n-butyl)-iso-tridecylamine, N,N-di-(n-butyl)-n-tetradecylamine, N,N-di-(n-butyl)-n-hexa-decylamine, N,N-di-(n-butyl)-n-octadecylamine, N,N-di-(n-butyl)-eicosylamine, N,N-di-(n-butyl)-oleyl-amine;

5

N-methyl-N-ethyl-n-heptylamine, N-methyl-N-ethyl-n-octylamine, N-methyl-N-ethyl-2-ethylhexylamine, N-methyl-N-ethyl-n-nonylamine, N-methyl-N-ethyl-iso-nonylamine, N-methyl-N-ethyl-n-decylamine, N-methyl-N-ethyl-2-propylheptylamine, N-methyl-N-ethyl-n-undecylamine, N-methyl-N-ethyl-n-dodecylamine, N-methyl-N-ethyl-n-tridecylamine, N-methyl-N-ethyl-iso-tridecylamine, N-methyl-N-ethyl-n-tetradecylamine, N-methyl-N-ethyl-n-hexadecylamine, N-methyl-N-ethyl-n-octadecylamine, N-methyl-N-ethyl-eicosyl-amine, N-methyl-N-ethyl-oleylamine;

10

N-methyl-N-(n-propyl)-n-heptylamine, N-methyl-N-(n-propyl)-n-octylamine, N-methyl-N-(n-propyl)-2-ethylhexylamine, N-methyl-N-(n-propyl)-n-nonylamine, N-methyl-N-(n-propyl)-iso-nonylamine, N-methyl-N-(n-propyl)-n-decylamine, N-methyl-N-(n-propyl)-2-propylheptylamine, N-methyl-N-(n-propyl)-n-undecylamine, N-methyl-N-(n-propyl)-n-dodecylamine, N-methyl-N-(n-propyl)-n-tridecylamine, N-methyl-N-(n-propyl)-iso-tri-decylamine, N-methyl-N-(n-propyl)-n-tetradecylamine, N-methyl-N-(n-propyl)-n-hexa-decylamine, N-methyl-N-(n-propyl)-n-octadecylamine, N-methyl-N-(n-propyl)-eicosyl-amine, N-methyl-N-(n-propyl)-oleylamine;

15

20

N-methyl-N-(n-butyl)-n-heptylamine, N-methyl-N-(n-butyl)-n-octylamine, N-methyl-N-(n-butyl)-2-ethylhexylamine, N-methyl-N-(n-butyl)-n-nonylamine, N-methyl-N-(n-butyl)-iso-nonylamine, N-methyl-N-(n-butyl)-n-decylamine, N-methyl-N-(n-butyl)-2-propylheptyl-amine, N-methyl-N-(n-butyl)-n-undecylamine, N-methyl-N-(n-butyl)-n-dodecylamine, N-methyl-N-(n-butyl)-n-tridecylamine, N-methyl-N-(n-butyl)-iso-tridecylamine, N-methyl-N-(n-butyl)-n-tetradecylamine, N-methyl-N-(n-butyl)-n-hexadecylamine, N-methyl-N-(n-butyl)-n-octadecylamine, N-methyl-N-(n-butyl)-eicosylamine, N-methyl-N-(n-butyl)-oleylamine;

25

N-methyl-N,N-di-(n-heptyl)-amine, N-methyl-N,N-di-(n-octyl)-amine, N-methyl-N,N-di-(2-ethylhexyl)-amine, N-methyl-N,N-di-(n-nonyl)-amine, N-methyl-N,N-di-(iso-nonyl)-amine, N-methyl-N,N-di-(n-decyl)-amine, N-methyl-N,N-di-(2-propylheptyl)-amine, N-methyl-N,N-di-(n-undecyl)-amine, N-methyl-N,N-di-(n-dodecyl)-amine, N-methyl-N,N-di-(n-tridecyl)-amine, N-methyl-N,N-di-(iso-tridecyl)-amine, N-methyl-N,N-di-(n-tetra-decyl)-amine;

30

35

N-ethyl-N,N-di-(n-heptyl)-amine, N-ethyl-N,N-di-(n-octyl)-amine, N-ethyl-N,N-di-(2-ethylhexyl)-amine, N-ethyl-N,N-di-(n-nonyl)-amine, N-ethyl-N,N-di-(iso-nonyl)-amine, N-ethyl-N,N-di-(n-decyl)-amine, N-ethyl-N,N-di-(2-propylheptyl)-amine, N-ethyl-N,N-di-(n-undecyl)-amine, N-ethyl-N,N-di-(n-dodecyl)-amine, N-ethyl-N,N-di-(n-tridecyl)-amine, N-ethyl-N,N-di-(iso-tridecyl)-amine, N-ethyl-N,N-di-(n-tetradecyl)-amine;

40

N-(n-butyl)-N,N-di-(n-heptyl)-amine, N-(n-butyl)-N,N-di-(n-octyl)-amine, N-(n-butyl)-N,N-di-(2-ethylhexyl)-amine, N-(n-butyl)-N,N-di-(n-nonyl)-amine, N-(n-butyl)-N,N-di-(iso-nonyl)-amine, N-(n-butyl)-N,N-di-(n-decyl)-amine, N-(n-butyl)-N,N-di-(2-propylheptyl)-amine, N-(n-butyl)-N,N-di-(n-undecyl)-amine, N-(n-butyl)-N,N-di-(n-dodecyl)-amine, N-(n-butyl)-N,N-di-(n-tridecyl)-amine,
 5 N-(n-butyl)-N,N-di-(iso-tridecyl)-amine;

N-methyl-N-(n-heptyl)-N-(n-dodecyl)-amine, N-methyl-N-(n-heptyl)-N-(n-octadecyl)-amine, N-methyl-N-(n-octyl)-N-(2-ethylhexyl)-amine, N-methyl-N-(2-ethylhexyl)-N-(n-dodecyl)-amine, N-methyl-N-(2-propylheptyl)-N-(n-undecyl)-amine, N-methyl-N-(n-decyl)-N-(n-dodecyl)-amine, N-methyl-N-(n-decyl)-N-(n-tetradecyl)-amine, N-methyl-N-(n-decyl)-N-(n-hexadecyl)-amine, N-methyl-N-(n-decyl)-N-(n-octadecyl)-amine, N-methyl-N-(n-decyl)-N-oleylamine, N-methyl-N-(n-dodecyl)-N-(iso-tridecyl)-amine, N-methyl-N-(n-dodecyl)-N-(n-tetradecyl)-amine, N-methyl-N-(n-dodecyl)-N-(n-hexa-decyl)-amine, N-methyl-N-(n-dodecyl)-oleylamine;

10

15 Also suitable tertiary hydrocarbyl amines of formula $NR^1R^2R^3$ are monocyclic structures, where-
 in one of the short-chain hydrocarbyl residue forms with the nitrogen atom and with the other
 short-chain hydrocarbyl residue a five- or six-membered ring. Oxygen atoms and/or further ni-
 trogen atoms may additionally be present in such five- or six-membered ring. In each case,
 such cyclic tertiary amines carry at the nitrogen atom or at one of the nitrogen atoms, respec-
 20 tively, the long-chain C_{7-} to C_{20} -hydrocarbyl residue. Examples for such monocyclic tertiary
 amines are N-(C_{7-} to C_{20} -hydrocarbyl)-piperidines, N-(C_{7-} to C_{20} -hydrocarbyl)-piperazines and
 N-(C_{7-} to C_{20} -hydrocarbyl)-morpholines.

The inventive fuel composition may comprise further customary coadditives, as described be-
 25 low:

Corrosion inhibitors suitable as such coadditives are, for example, succinic esters, in particular
 with polyols, fatty acid derivatives, for example oleic esters, oligomerized fatty acids and substi-
 30 tuted ethanolamines.

Demulsifiers suitable as further coadditives are, for example, the alkali metal and alkaline earth
 metal salts of alkyl-substituted phenol- and naphthalenesulfonates and the alkali metal and al-
 kaline earth metal salts of fatty acid, and also alcohol alkoxyates, e.g. alcohol ethoxyates, phe-
 nol alkoxyates, e.g. tert-butylphenol ethoxyates or tert-pentylphenol ethoxyates, fatty acid,
 35 alkylphenols, condensation products of ethylene oxide and propylene oxide, e.g. ethylene ox-
 ide-propylene oxide block copolymers, polyethyleneimines and polysiloxanes. For the avoid-
 ance of doubt, the said condensation products of ethylene oxide and propylene oxide which are
 suitable as demulsifiers for the instant invention, are different from the polyalkylene glycols men-
 40 tioned.

Dehazers suitable as further coadditives are, for example, alkoxyated phenol-formal-dehyde
 condensates.

Antifoams suitable as further coadditives are, for example, polyether-modified poly-siloxanes.

5 Antioxidants suitable as further coadditives are, for example, substituted phenols, e.g. 2,6-di-tert-butylphenol and 2,6-di-tert-butyl-3-methylphenol, and also phenylenedi-amines, e.g. N,N'-di-sec-butyl-p-phenylenediamine.

Metal deactivators suitable as further coadditives are, for example, salicylic acid derivatives, e.g. N,N'-disalicylidene-1,2-propanediamine.

10 Suitable solvents, especially also for fuel additive packages, are, for example, nonpolar organic solvents, especially aromatic and aliphatic hydrocarbons, for example toluene, xylenes, "white spirit" and the technical solvent mixtures of the designations Shellsol® (manufacturer: Royal Dutch / Shell Group), Exxol® (manufacturer: ExxonMobil) and Solvent Naphtha. Also useful here, especially in a blend with the nonpolar organic solvents mentioned, are polar organic sol-
15 vents, in particular alcohols such as tert-butanol, isoamyl alcohol, 2-ethylhexanol and 2-propylheptanol.

When the coadditives and/or solvents mentioned are used in addition in gasoline fuel, they are used in the amounts customary therefor.

20 In an especially preferred embodiment, as the at least one fuel additive (D) to be used together with the polyalkylene glycol mentioned which is different from the said polyalkylenen glycol and has detergent action is selected from (Da) polyisobutene monoamines or polyisobutene polyamines having $M_n = 300$ to 5000, having predominantly vinylidene double bonds (normally at least
25 50 mol-% of vinylidene double bonds, especially at least 70 mol-% of vinylidene double bonds) and having been prepared by hydroformylation of the respective polyisobutene and subsequent reductive amination with ammonia, monoamines or polyamines. Such polyisobutene monoamines and polyisobutene polyamines are preferably applied in combination with at least one mineral or synthetic carrier oil, more preferably in combination with at least one polyether-based or
30 polyetheramine-based carrier oil, most preferably in combination with at least one C₆-C₁₈-alcohol-started polyether having from about 5 to 35 C₃-C₆-alkylene oxide units, especially selected from propylene oxide, n-butylene oxide and isobutylene oxide units, as described above.

The present invention also provides an additive concentrate which comprises at least one poly-
35 alkylene glycol mentioned, and at least one fuel additive which is different from the said polyalkylene glycols and has detergent action. Otherwise, the inventive additive concentrate may comprise the further coadditives mentioned above. In case of additive concentrates for gasoline fuels, such additive concentrates are also called gasoline performance packages.

40 The at least one polyalkylene glycol mentioned is present in the inventive additive concentrate preferably in an amount of 1 to 99% by weight, more preferably of 15 to 95% by weight and especially of 30 to 90% by weight, based in each case on the total weight of the concentrate.

The at least one fuel additive which is different from the polyalkylene glycols mentioned and has detergent action is present in the inventive additive concentrate preferably in an amount of 1 to 99% by weight, more preferably of 5 to 85% by weight and especially of 10 to 70% by weight, based in each case on the total weight of the concentrate.

5

The polyalkylene glycol mentioned provides for quite a series of advantages and unexpected performance and handling improvements in view of the respective solutions proposed in the art. Effective fuel saving in the operation of a spark-ignited internal combustion engine is achieved. The respective fuel additive concentrates remain homogeneously stable over a prolonged period without any phase separation and/or precipitates. Miscibility with other fuel additives is improved and the tendency to form emulsions with water is suppressed. The high level of intake valve and combustion chamber cleanliness achieved by the modern fuel additives is not being worsened by the presence of the polyalkylene glycol mentioned in the fuel, the level of intake valve and combustion chamber cleanliness is even in most cases increased. Power loss in internal combustion engines is minimized and acceleration of internal combustion engines is improved. The presence of the polyalkylene glycol mentioned in the fuel also provides for an improved lubricating performance of the lubricating oils in the internal combustion engine.

20 The examples which follow are intended to further illustrate the present invention without restricting it.

Examples

25 Example 1: Preparation of a polyalkylene glycol "PAG 1"

Polyethylene glycol (m = about 4) available from BASF SE under the trade name of Pluriol® E 200 was dried and simultaneously reacted with 12 moles of 1,2-dodecylene oxide per mole of polyethylene glycol and 20 moles of 1,2-butylene oxide per mole of polyethylene oxide in the presence of sodium methoxide as an alkoxylation catalyst at 130°C, resulting in randomly arranged outward-positioned -(A-O)-units. The polyalkylene glycol obtained after purification proceedings by ion exchange resin, exhibited a kinematic viscosity of 27 mm²/s at 100°C.

35 Example 2: Preparation of a polyalkylene glycol "PAG 2"

Polyethylene glycol (m = about 9) available from BASF SE under the trade name of Pluriol® E 405 was dried and simultaneously reacted with 12 moles of 1,2-dodecylene oxide per mole of polyethylene glycol and 20 moles of 1,2-butylene oxide per mole of polyethylene oxide in the presence of sodium methoxide as an alkoxylation catalyst at 130°C, resulting in randomly arranged outward-positioned -(A-O)-units. The polyalkylene glycol obtained after purification proceedings by ion exchange resin, exhibited a kinematic viscosity of 27 mm²/s at 100°C.

40

Example 3: Storage stability

48.0% by weight of a customary gasoline performance package ("GPP 1") containing as detergent additive component Kerocom® PIBA (a polyisobutene monoamine made by BASF SE, based on a polyisobutene with $M_n = 1000$) and usual polyether-based carrier oils, aliphatic hydrocarbons as a diluent, demulsifiers and corrosion inhibitors in customary amounts, 37.7% by weight of xylene and 14.3% by weight of polyalkylene glycol of Example 1 ("PAG 1") above, were mixed at 20°C and stored thereafter in a sealed glass bottle at -20°C for 42 days. At the beginning of this storage period and then after each 7 days, the mixture was evaluated visually and checked for possible phase separation and precipitation. It is the aim that the mixture remains clear ("c"), homogeneous ("h") and liquid ("l") after storage and does not exhibit any phase separation ("ps") or precipitation ("pr"). The following table shows the results of the evaluations:

	after 7 days	c, h, l
15	after 14 days	c, h, l
	after 21 days	c, h, l
	after 28 days	c, h, l
	after 35 days	c, h, l
	after 42 days	c, h, l
20	Result:	pass

Example 4: Engine cleanliness tests

In order to demonstrate that the polyalkylene glycols mentioned do not decrease engine cleanliness and that engine cleanliness is in most cases even increased by the polyalkylene glycols mentioned, the average IVD values and the TCD values were determined with 250 mg/kg of the same gasoline performance package ("GPP 1") as used in Example 3 above containing additionally 150 mg/kg of polyalkylene glycol "PAG 1", and, for comparison, with 250 mg/kg of the same gasoline performance package without "PAG 1" (referred to as "GPP 2"), according to CEC F-20-98 with a Mercedes Benz M111 E engine using a customary RON 95 E10 gasoline fuel and a customary RL-223/5 engine oil. The following table shows the results of the determinations:

35	Additive	average IVD [mg/valve]	TCD [mg]
	GPP 1	3.25	4639
	GPP 2	13.25	5109

Claims

1. The use of a polyalkylene glycol of general formula I



wherein A is a C₃- to C₂₀-alkylene group or a mixture of such alkylene groups, m is a number of from 2 to 100 and p and q are each numbers of from 1 to 100,

- 10 as an additive in a fuel for reducing fuel consumption in the operation of an internal combustion engine with this fuel.

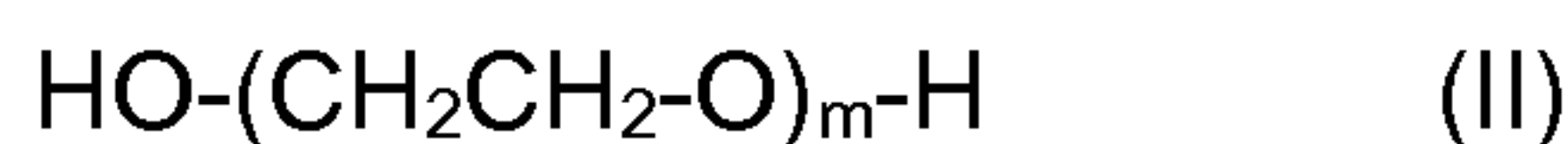
- 15 2. The use of a polyalkylene glycol as described in claim 1 as an additive in a fuel for minimization of power loss in internal combustion engines and for improving acceleration of internal combustion engines.

- 20 3. The use of a polyalkylene glycol as described in claim 1 as an additive in a fuel for improving the lubricity of lubricant oils contained in an internal combustion engine for lubricating purposes by operating the internal combustion engine with a fuel containing an effective amount of at least one of the said polyalkylene glycols.

- 25 4. The use according to one or more of claims 1 to 3, wherein A in general formula I is a mixture of two different types of alkylene groups A¹ and A² with A¹ designating one or more C₃- to C₇-alkylene groups and A² designating one or more C₈- to C₂₀-alkylene groups, A¹ and A² being arranged randomly or blockwise.

5. The use according to one or more of claims 1 to 3, wherein A in general formula I is a C₈- to C₂₀-alkylene group (A²) or a mixture of C₈- to C₂₀-alkylene groups (A²) arranged randomly.

- 30 6. The use according to one or more of claims 1 to 3 of a polyalkylene glycol obtainable by alkoxylation of polyethylene glycols of general formula II



- 35 wherein m is a number of from 2 to 100,

with 2 to 200 moles of a C₃- to C₂₀-alkylene oxide or a mixture of such alkylene oxides per mole of polyethylene glycol II, the alkoxylation product being arranged randomly or blockwise.

- 40 7. A fuel composition comprising, in a major amount, a gasoline fuel and, in a minor amount, at least one polyalkylene glycol as described in claims 1 and 4 to 6, and at least one fuel

additive which is different from the said polyalkylene glycol and has detergent action.

8. The fuel composition according to claim 7 comprising as the fuel additive which is different from the said polyalkylene glycol and has detergent action, at least one representative (D) selected from:
- 5
- (Da) mono- or polyamino groups having up to 6 nitrogen atoms, at least one nitrogen atom having basic properties;
- 10 (Db) nitro groups, optionally in combination with hydroxyl groups;
- (Dc) hydroxyl groups in combination with mono- or polyamino groups, at least one nitrogen atom having basic properties;
- 15 (Dd) carboxyl groups or their alkali metal or alkaline earth metal salts;
- (De) sulfonic acid groups or their alkali metal or alkaline earth metal salts;
- 20 (Df) polyoxy-C₂-C₄-alkylene moieties terminated by hydroxyl groups, mono- or polyamino groups, at least one nitrogen atom having basic properties, or by carbamate groups;
- (Dg) carboxylic ester groups;
- 25 (Dh) moieties derived from succinic anhydride and having hydroxyl and/or amino and/or amido and/or imido groups; and/or
- (Di) moieties obtained by Mannich reaction of substituted phenols with aldehydes and mono- or polyamines.
- 30
9. The fuel composition according to claim 7 or 8, additionally comprising, as a further fuel additive in a minor amount, at least one carrier oil.
10. The fuel composition according to claims 7 to 9, additionally comprising, as a further fuel additive in a minor amount, at least one tertiary hydrocarbyl amine of formula NR¹R²R³ wherein R¹, R² and R³ are the same or different C₁- to C₂₀-hydro-carbyl residues with the proviso that the overall number of carbon atoms in formula NR¹R²R³ does not exceed 30.
- 35
11. The fuel composition according to claims 7 to 10, comprising at least one representative (D) selected from (Da) polyisobutene monoamines or polyisobutene poly-amines having M_n = 300 to 5000, having at least 50 mol-% of vinylidene double bonds and having been prepared by hydroformylation of the respective polyiso-butene and subsequent reductive amination
- 40

with ammonia, monoamines or poly-amines, in combination with at least one mineral or synthetic carrier oil.

5 12. An additive concentrate comprising at least one polyalkylene glycol as described in claims 1 and 4 to 6, and at least one fuel additive which is different from the poly-alkylene glycol and has detergent action.

10 13. An additive concentrate according to claim 12, comprising at least one representative (D) selected from (Da) polyisobutene monoamines or polyisobutene poly-amines having $M_n = 300$ to 5000, having at least 50 mol-% of vinylidene double bonds and having been prepared by hydroformylation of the respective polyiso-butene and subsequent reductive amination with ammonia, monoamines or poly-amines, and further comprising at least one mineral or synthetic carrier oil.

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