Meeting the Clean Fuel Challenges for the Common Rail Fuel Systems in current and future EPA engines

Central DIESEL INC.

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Customers are always asking us, why is it so difficult at times to maintain our fuel systems or why are we replacing our fuel filters so often?

To answer these questions properly, we need to identify some facts:

- Ultra Low Sulfur Fuel (ULSD) is hygroscopic. It absorbs moisture from the air, like brake fluid and hydraulic fluid.
- ULSD has reduced levels of lubricity.
- ULSD has poor cold temperature flow rates. It can start to jell at 32F.
- Rust and corrosion can form in the lines and tanks from aggressive chemicals found in ULSD.
- The low lubricity in ULSF will cause premature wear.

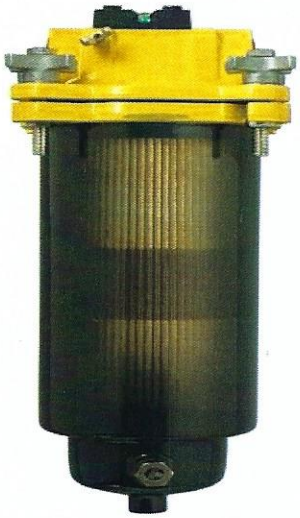
Due to these factors, the micron rating of the fuel filter should always be maintained.

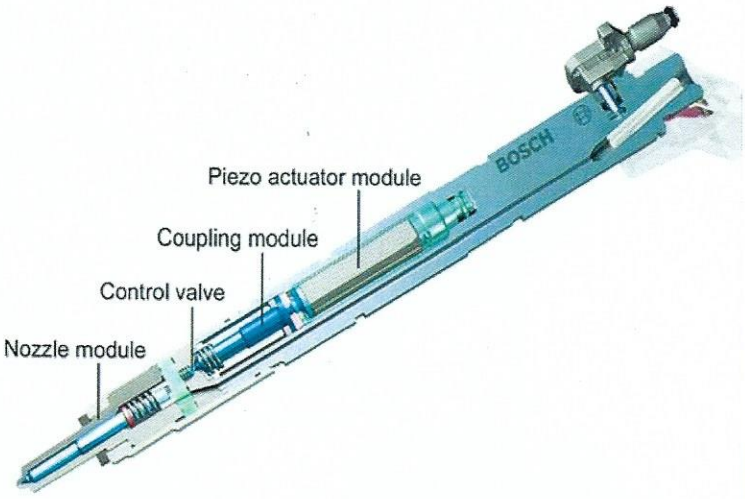
- The old mechanical fuel systems from the past could survive with a 30 micron rating fuel filter.
- Due to the CR Fuel systems operating pressures of 29,000 to 43,000 PSI, the current Common Rail Fuel systems require a fuel filter or water separator micron rating from 2 to 6.
- Failure to adhere to these specifications can and will cause premature failure to the CR Fuel systems of today.
- Lack of proper maintenance will create internal diesel injector deposits (IDID). Resulting in loss of power or hard starting.

All Fuel filters are not created equally.

- To achieve the 2-6 Micron rating, the fuel filters are being manufactured with different media to meet these requirements.
- Multilayered filter media and multi-stages of filtration creates a coalescing filtration technology.
- This technology allows multiple stages of filtration and water separation to reliably remove water and contaminants in the life of the filter.

⇒ At CDI, we are the filtration experts to assist our customers in eliminating their fuel system maintenance problems.





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