



In the Field with Donaldson

Clean Fuel & Lubricant Solutions



THE SITUATION

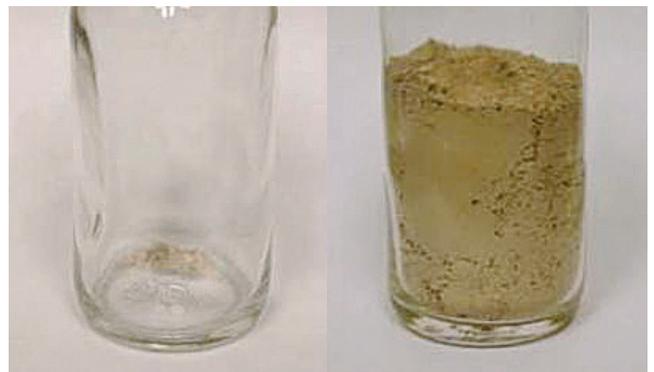
Sanitation companies frequently run large fleets of vehicles out of multiple facilities. These facilities can vary greatly in size, but the one thing they all have in common is the need to run efficiently every single day. If a truck goes down unexpectedly, a town or neighborhood doesn't get serviced.

The fleet manager of one large sanitation company noted a rise in equipment failures. He suspected that the failures were fuel-related, but he didn't know for sure that his diesel was the culprit. He researched fuel cleanliness issues and, knowing that all his new equipment used Tier 4 engines, he discovered that without extremely clean fuel, his fleet was going to run into regular problems.

He knew that his new Tier 4 equipment was running with much tighter injection tolerances and wouldn't stay running for long if pumped full of contaminated diesel. He also knew that his locations were sometimes delivered batches of dirty fuel, and he had, in fact, sometimes refused delivery of fuel if he noticed, for instance, a dirty delivery hose. He determined that contamination control is the foundation to a strong maintenance program, and made it a priority.



An unprotected and dirty air intake on a delivery truck is one of the many ways dirt can get into your fuel.



The maximum amount of dirt allowed in 1,000 gallons (3800 l.) of diesel.

Typical amount of dirt in 1,000 gallons (3800 l.) of diesel upon delivery.



THE CHALLENGE

The fleet manager decided that it was imperative to institute a contamination-control program at all locations as soon as possible.

With more than 1,000 pieces of equipment spread across a wide variety of locations, getting just a little more uptime out of each piece would quickly add up. However, the type of diesel fuel storage varied widely. A few locations use large 10,000-gallon tanks, but most use small 300-500 gallon tanks, and some even use 55-gallon drums. With so many variables in fuel storage, a "one size fits all" filtration system simply would not work. Each facility needed a unique solution.

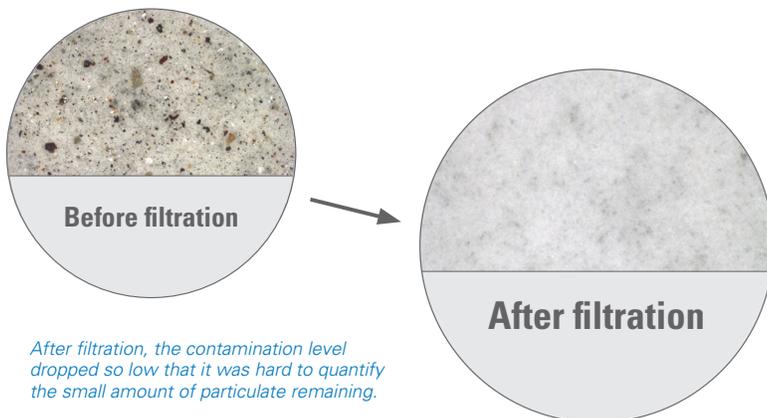
After learning about Donaldson at an equipment management event, the fleet manager reached out for help. Donaldson conducted individual site evaluations to help develop unique solutions for each circumstance.

THE CLEAN SOLUTION

Bulk filtration systems for fuel, hydraulics and lubricants are now installed at all of the sanitation company locations under the fleet manager's supervision. The different situations required a number of unique system designs, but with guidance from his Donaldson Applications Consultant, the fluids are now cleaned to recommended levels before they ever touch the equipment.

Testing was completed before and after the bulk filtration was put into place. Before filtration, the fuel was at a cleanliness level that could cause significant problems for high-pressure common rail equipment. After filtration, the contamination level was so low that it was hard to quantify the small amount of remaining particulate.

After just a few weeks, the wear and tear on engines, cylinders, pistons and injectors had already been noticeably reduced, and the number of onboard fuel filters used by his equipment had been cut by 15%.



“Achieving more up-time increases our revenues. We can’t do anything we are supposed to be doing if our equipment is down. Lost revenue hurts, and you can never get it back.”

-Fleet Manager, Sanitation Industry

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Need a Clean Solution?

As a global organization, we have offices throughout the world. Please direct your inquiry to clean.solutions@donaldson.com. This will enable us to address your inquiry in the shortest possible time.

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