

DONALDSON CO. | BLUE FILTERS/CUMMINS ISX

Manufactured with Synteq XP nanofiber media, the company's fuel filtration technology is now available for Cummins ISX 12 (Donaldson Blue DBF6776) and ISX 15 (DBF5811) engines.

On-engine fuel filters offer the last chance to remove damaging contaminants from diesel fuel, company engineers note, underscoring the need for such devices to remove and retain as much contaminant as possible in all operating conditions. With the high pressure common rail fuel systems used in current engines, they add, research shows a) even small amounts of very fine contaminant can seriously damage injectors; and, b) contaminant exposure can cause premature fuel system wear and even injector failures, resulting in unexpected downtime and expensive repairs.

Traditional fuel filters use resin to bind fibers together, which fills gaps and

hastens contaminant clogging. Synteq XP media use resin-free fiber bonding. When the filter media isn't "pre-clogged" by resin, it lowers the overall restriction, enabling filters to perform their intended function—retain more of the fuel contaminants. Donaldson Blue fuel filters deliver what company officials contend is industry-leading performance: greater than 99 percent efficiency for contaminant 4 microns or larger.

"Four times cleaner represents real impact. It means that substantially less contaminant is being pushed through injectors at extremely high pressure," says Donaldson Liquid Filtration Business General Manager Jeff Stierman. "The story is pretty simple: the best filters deliver the cleanest fuel and the best protection for injectors." — www.donaldsonfilters.com



The DBF6776 (above right) suits the Cummins ISX 12 (top right), the DBF5811 the big bore ISX 15. Both leverage the Synteq XP nanofiber media (right) to capture contaminants otherwise entering the high pressure common rail fuel systems typical of post-EPA 2010 diesel engines.



DIESEL EXHAUST FLUID FILTER

Donaldson Clean Fuel & Lubricant Solutions has engineered a diesel exhaust fluid (DEF) filter to protect selective catalytic reduction (SCR) devices in post-EPA 2010 heavy-duty engine aftertreatment systems.

By removing harmful particulate and preventing plugged SCR dosing valves, the new Clean DEF filter helps maintain fluid quality to industry standards or equipment warranty guidelines, while avoiding expensive repairs and downtime. Features include high efficiency filtration of 1 micron at beta 5000; heavy-duty, fully compatible stainless steel material construction inside and out; precise high-tech internal seal to prevent contamination on clean side; high maximum working pressure of 300 psi; and, integrated gauge/sample ports.

"Today's SCR systems require clean DEF for precise dosing and complete atomization to occur," says Donaldson Clean Fuel & Lubricant Solutions Global Director Scott Grossbauer. "Without clean DEF, the SCR cannot do its job of transforming NOx (the oxides of nitrogen in exhaust) into harmless nitrogen and water. If DEF is not filtered, urea crystals and other contaminants picked up during storage and handling can cause the SCR system to malfunction, possibly resulting in system failure." — *Donaldson Clean Fuel & Lubricant Solutions, 855/518-7784; www.mycleandiesel.com*

