

DIESEL FILTER PLUGGING, WHERE FUEL AND FILTER STANDARDS INTERSECT

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Today's diesel engines require very clean fuel in order to meet emissions regulations and operate efficiently. To get this ultra-clean fuel at the fuel injector, filters have become tighter/more efficient. Fuel additive packages have changed as well, which can include a range of components to improve flow, reduce pipeline drag, and prevent oxidation. The result is a combination of fuel more likely to plug a filter and a filter more susceptible to plugging. This combination of fuel and filter can be very problematic on a jobsite where downtime is very costly. Current methods for identifying problematic fuel through standard test methods as well as techniques for mitigating the effects of problematic fuel will be discussed.