

Should a combine be filled or emptied at the end of the season?

No one seems to have the definitive answer to this question. The general consensus is to keep it low on fuel during the winter; running the vehicle monthly, preferably on a relatively warm day. Service it at the beginning of the season and consider fitting a Fuel Conditioner Unit.

Installation Options

The Series IV can be supplied with a pump if required (needs a power supply). This can be mounted on a board, giving the option of transferring between tanks as required. ABC also has a range of connectors and adaptors to help fit all the kits.



Upgrades to Older and Seasonal Vehicle Fuel Systems

In older, pre-common rail machines, it may be worth upgrading to a Fuel/Water separator. This will help ensure continued smooth running, allowing more excess water to be drained off. For seasonal vehicles a Fuel Conditioning Unit may help by neutralising the live bacteria from the tank before it gets as far as the filters.



Air Vent Breathers

ABC offers a range of modern air breathers which absorb water and contaminants from the air. Some have check valves which limit air flow to when it is needed, prolonging the life of the unit.



Additives

A range of biocides and additives are also available to supplement those incorporated by the suppliers of the fuel.



More to AB Components

ABC offers a full range of replacement filters for all our filtration systems. We also supply replacement filters for all your vehicles: from vintage to modern, agricultural, plant, 4x4, mowers, generators, etc. Supplied by world leading filter manufacturers, we supply Original Equipment quality at competitive prices.



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Fuel is changing. Are you ready?



ABC Components Ltd

Filtration Specialists

We Are!

What is changing in fuel?

The sulphur content in gasoil for off-road equipment is being altered from 1st January 2011. At the same time bio-diesel content is being increased. Further changes are planned by 2020, at the latest.

Is the change to all fuel, including drying & heating?

No, but in practice the oil refiners may only produce one type due to a lack of demand.

What are the fuel manufacturers doing?

Some suppliers will be applying additives to the fuel to compensate for some of the changes. Checking what additives, if any, are in the fuel before buying would be prudent.

Ignore the change and see what happens?

That is one option open to each and every user of gasoil. However, if it causes problems to the pump, injectors, valves, etc. of just one vehicle, how much will it cost to repair? Don't forget the engineer's bill (parts and labour), inconvenience of down time of a vehicle, possibly even a driver standing around.

ABC Diesel Bulk Storage Tank Filtration Systems



Series II for pump and gravity fed systems

- Flow rate of up to 110 litres per minute¹
- Absorbs free water from the fuel
- Removes particulate contamination²
- Filter blocks when saturated by water and/or particulates
- Indicator shows flow restriction



Series III for pump fed systems

- Flow rate of up to 110 litres per minute¹
- Absorbs free water from the fuel
- Removes particulate contamination down to 10 microns
- Filter blocks when saturated by water and/or particulates
- Indicator shows flow restriction



Series IV for pump fed systems

- Precision engineered, robust unit
- Flow rate of up to 40 litres per minute¹
- Dual in and out flow ports
- Drains free water and some emulsified water from the fuel
- Removes particulate contamination down to 10 microns
- Two indicators. One for filter blockage, one for draining water

All these kits arrive complete with head/housing, filter(s) and indicator(s), plus spare filter(s) and two hose fittings to suit 1" bore hose³

How will the changes affect fuel?

Biodiesel breaks down faster than synthetic diesel and is prone to waxing in the cold. It pulls moisture from wherever it can get it – most often from the air. As biodiesel is organic it is a source of nutrition for bacteria. With more food available bacteria will multiply more quickly. Potentially, bacteria may grow to the point where it blocks fuel filters and maybe more. The process of deterioration starts the moment the fuel is polished. Obviously, the longer it is kept the worse it becomes. Even so, this fuel should store for 12 months if kept properly in your fuel bulk tank, though no more than 4 weeks in your vehicle.

Will it really affect my machinery or is this another millennium bug?

For older vehicles impurities in diesel caused little problems other than blocking the filters. The latest generation of vehicles (common rail) will not tolerate dirty diesel. Some farmers have already noticed a need to change their fuel filters more often.



WHAT WILL IT COST YOU?

That depends on what individuals are prepared to invest immediately and in the future, in both time and money. AB Components have tailored options to suit all pockets, including accessories. There are old style units (shown above with a cross through them). These units are using old technology, some 30 years old. Diesel and machinery have altered greatly in that time. AB Components is **NOT** recommending these old style systems any more. The new Series of bulk tank filtration units should stop the majority of anticipated problems, giving peace of mind. If the system is gravity fed ABC would strongly recommend a pump be fitted to reap the most benefit from the new filtration system, keeping refuelling times to a minimum. ABC would also suggest keeping a spare set of fuel filters in the workshop for each machine, at least through the first year of the fuel change. This will minimise downtime whilst spare filters are sourced, just in case they do block more quickly.

Notes

- 1 Flow rate depends on system type (pump or gravity), fuel quality, water content, etc.
- 2 Particulate removal down to 10 micron on suction systems and 30 micron on gravity systems.
- 3 Other fittings are available upon request, though there may be an extra charge.