

FOR DURABILITY AND MORE PERFORMANCE SAVE YOUR MACHINE IN 5 PHASES FROM DIRTY FUEL



FUEL
IN

FUEL
OUT



FUEL
IN

FUEL
OUT

WITH PUMP

1. Fill the fuel into the fuel tank of the machine by the specially produced fuel pre-cleaning filter unit (*).
2. If the filter in the tank cap damaged, replace it with a new one.
3. Everyday after the work is over, fill the fuel tank and every morning evacuate the water – dregs from the tank, under the pre-cleaning filter.
4. Use only the original fuel filters and replace them with new ones in time.
5. Never fill the main fuel filter by fuel, fix it empty. But fill the pre-cleaning filter only from the periphery wholes.

WITHOUT PUMP

(*FUEL PRE-CLEANING FILTER

Always keep that in mind that using dirty fuel oil may damage the heavy duty machines' motors and fuel systems. In CRI (Common Rail Injection) Komatsu motors, the maximum tolerans of fuel dirtiness is "NAS 13" *. However in our fuel oil dirtiness measurings we have observed dirtiness much more over the limits, as much as NAS 17.

To solve this problem Temsa-Komatsu, has developed 2 different type of portable pre-filtering units. In case of you use this pre-filtering units, you will prevent the main fuel and pre-cleaning filters choke before its expiration date. 1)Pre-cleaning Filter Unit Without Pump (The type that can be placed into the suction line of the present system with pump). **Part no: FILTERUNIT-WOBPN**

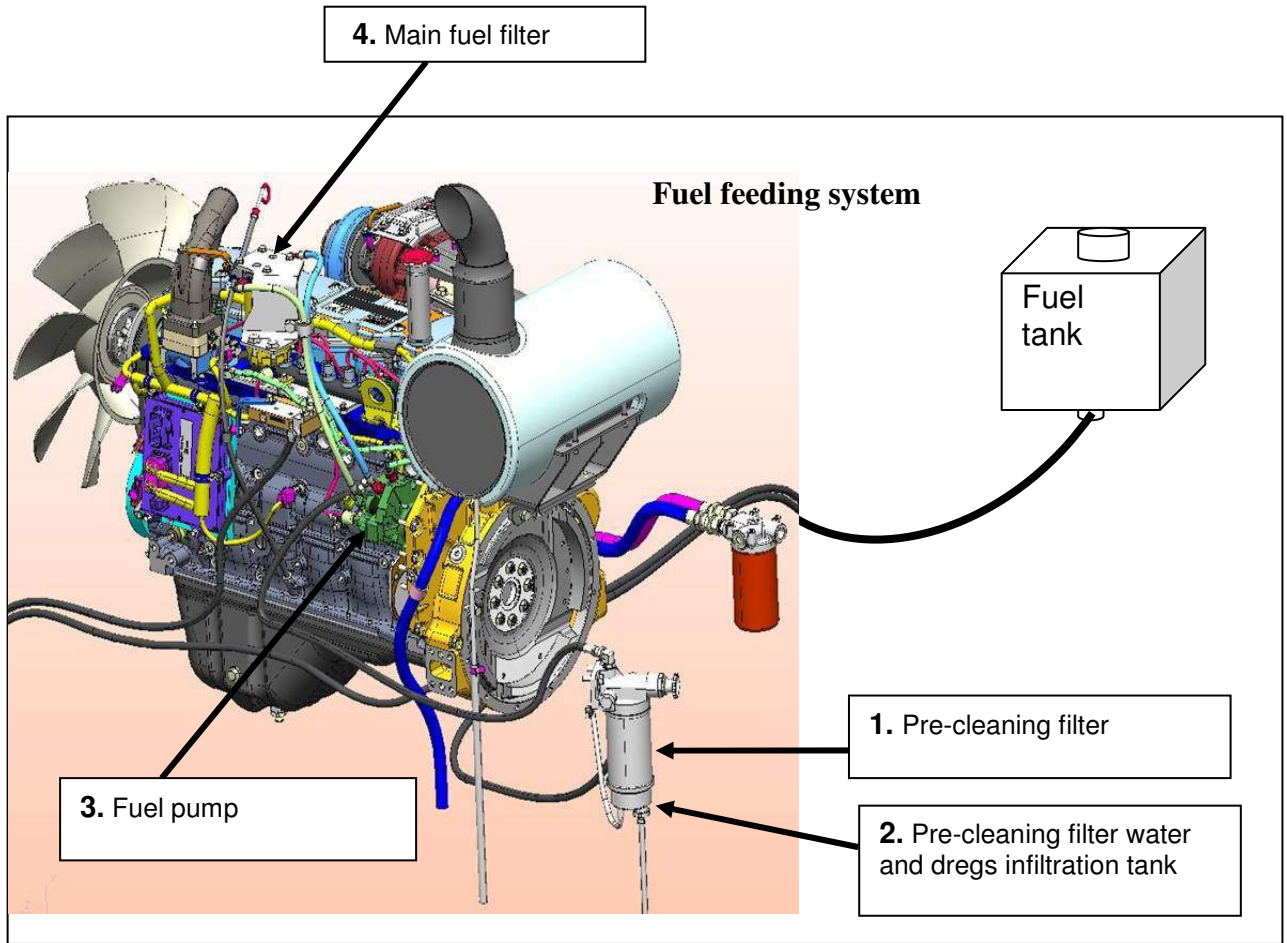
2)Pre-cleaning Filter Unit With Pump (The type that eases the fuel supply in the working area).

Part no: FILTERUNIT-WBPN

Here the aim is to filter the fuel before it enters the machine's fuel tank. It has been designed for the fuel supply of any machines in your worksite.

Properties:	With Pump	Without Pump
In - Out	1 1/4 inches	1 1/4 inches
Maximum Flow	40 lt/min.	120 lt/min.
Pump Working Voltage	24 volt	-
Filter Container	6 lt	6 lt
Filter Element	6 microns fiber	6 microns fiber
It does not allow the dust in the fuel supply tank to the machine's tank.		

KOMATSU FUEL FEEDING SYSTEM



Fuel follows the way after leaving the tank as it is explained below:

- 1- Pre-cleaning filter (10 micrones).**
- 2- Pre-cleaning filter water and dregs infiltration tank – The water in the fuel, accumulates in the water infiltration tank; then the fuel is filtered by filtering element of 10 microns, at the end it is sucked by the pump of gear type.**
- 3- Fuel is pumped to the main fuel filter by transferring pump.**
- 4- Main fuel filter (2 microns) – The fuel that is filtered in the main fuel filter is pumped to the Common Rail Unit and injectors by high pressure pump.**

Explanation: 1 micron is thousandth of one millimeter. An human strand is 50 mikrons.