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FUELTEC CF5.0 PCB-PANEL MOUNT

All Stainless Steel- For Diesel Fuel Storage Up To 10,000 Gallons

- The Model 5.0 PCB is a fuel polishing system that removes water and debris from diesel tanks to prevent bacterial (algae) growth and unexpected engine shut down and fuel injector damage.
- This system designed to be used on marine diesel fuel storage tanks with capacities to 10,000 gallons.
- The system vacuums fuel from storage tank bottoms, removes water and contaminates then returns the clean dry fuel back to the tank.
- This system maintains a fuel condition exceeding the engine manufacturer's recommended cleanliness levels of ISO particle code 18/16/13.
- The all stainless steel back plate can be mounted on a wall or in a generator enclosure.

DIGITAL Controller:

- Controller operate system on for 3 hrs.-off 21 hrs. cycle time
- LEDS WILL SHOW:
- High separator water alarm
- Change primary filter alarm
- Change secondary filter alarm
- Fluid leak alarm
- System operating alarm

Fuel Pump:

- Industrial positive displacement gear pump rated at five gallons per minute, three hundred forty per hour,100% duty cycle.
- Self priming pump lifts 16 feet and features a 115/230 Volt 60Hz 1PH Motor (optional 230v 50Hz)

Stainless Fuel/Water Separator:

- First phase 2 micron spin-on filter
- Second phase Micro-Glass (jet fuel type) Coalescer removes tiny water droplets of free and emulsified water from fuels by causing the droplets to grow larger until contained in a water trap and drained.
- The third phase Separator utilizes a water repellant Teflon screen to keep the water from flowing with the fuel.
- The water is removed to less than 50 parts per million as recommended by engine manufacturers.

W26" x D10" x H26"

Part No. SKU 100027

All Stainless Steel:

- **Back Plate**
- **Drip Pan**

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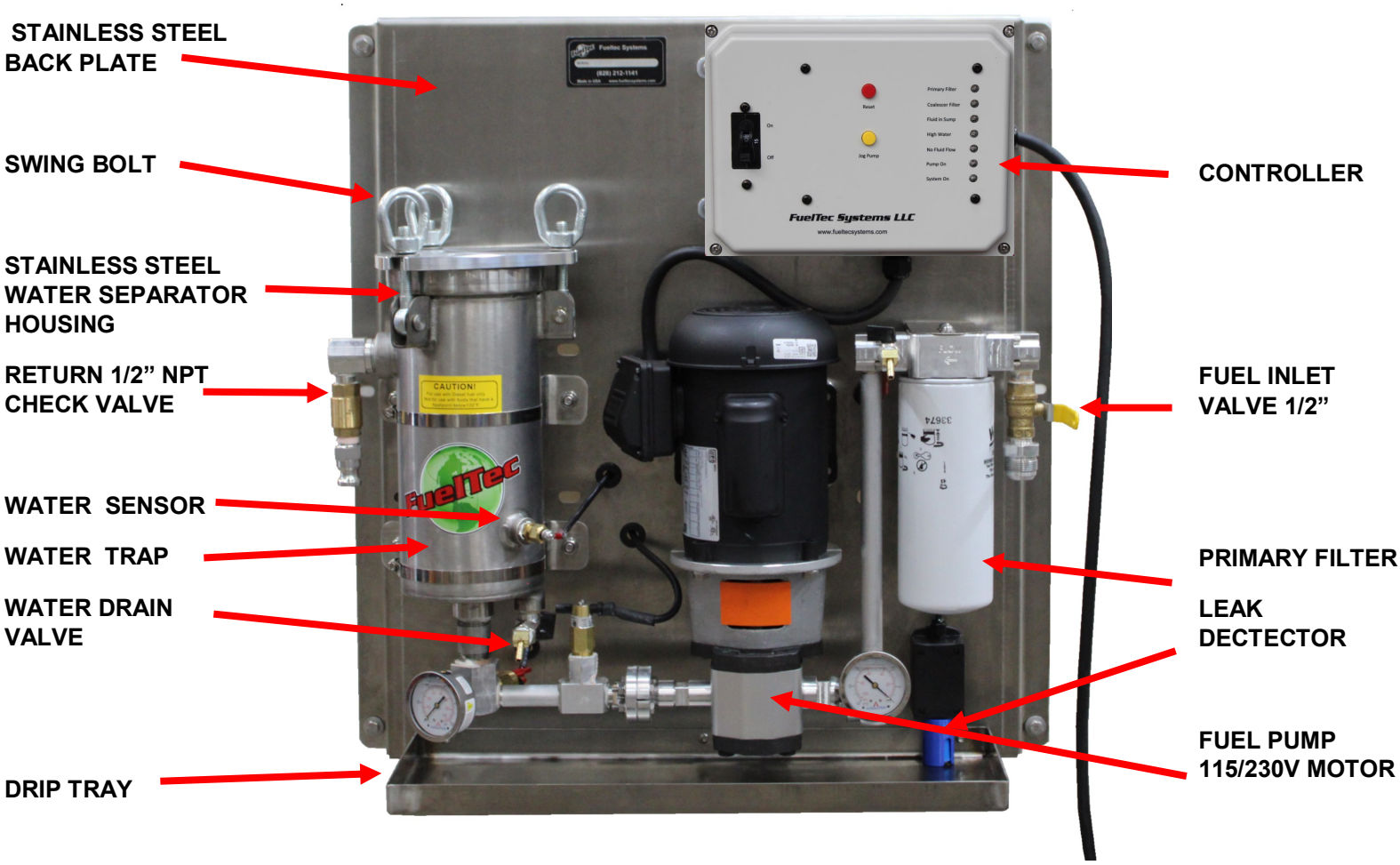
FUELTEC MODEL CF5.0 PCB



Today's diesel engines require aircraft quality fuel.

Not to many years ago diesel engines were quite simple, not too efficient, smoked, and burned high sulfur fuel (as much as 5,000 parts per million). The older diesel injection systems only use about 1⁄2 the fuel pressure modern engines do, and older injectors send the fuel through much larger passages. If there was a little moisture in the storage tank, the high sulfur content killed most of the filter clogging bacteria and fungi.

Today's diesel fuel is ultra-low sulfur (15 parts per million) which allows bacteria and fungi (algae) to grow rapidly if any moisture is in the fuel storage tank.

Today's diesel engines use high pressure, 27,000 to 35,000 psi fuel injectors with tiny fuel passages which are easily clogged with dirty fuel and damaged by water.

The days of using grandpa's old style boat or tractor filters on your diesel fuel tank are over.

The old style filters and water separators that remove 75% to 99% of the contamination are not good enough for today's diesel engines.

Magnets and filter-less devices won't clean fuel to ISO 18/16/13 or remove water to 0.05%

Both Caterpillar and Cummins call for fuel to meet or exceed ISO cleanliness levels of 18/16/13 with a water content of less than 0.05%

Fueltec's systems meet or exceed these ISO levels with a 2 or 3 micron primary filter, micro-glass filter/coalescer, and Teflon coated stainless steel hydrophobic water separator. Fueltec uses this type of system on aircraft "Jet-A or JP-8 Jet fuel.

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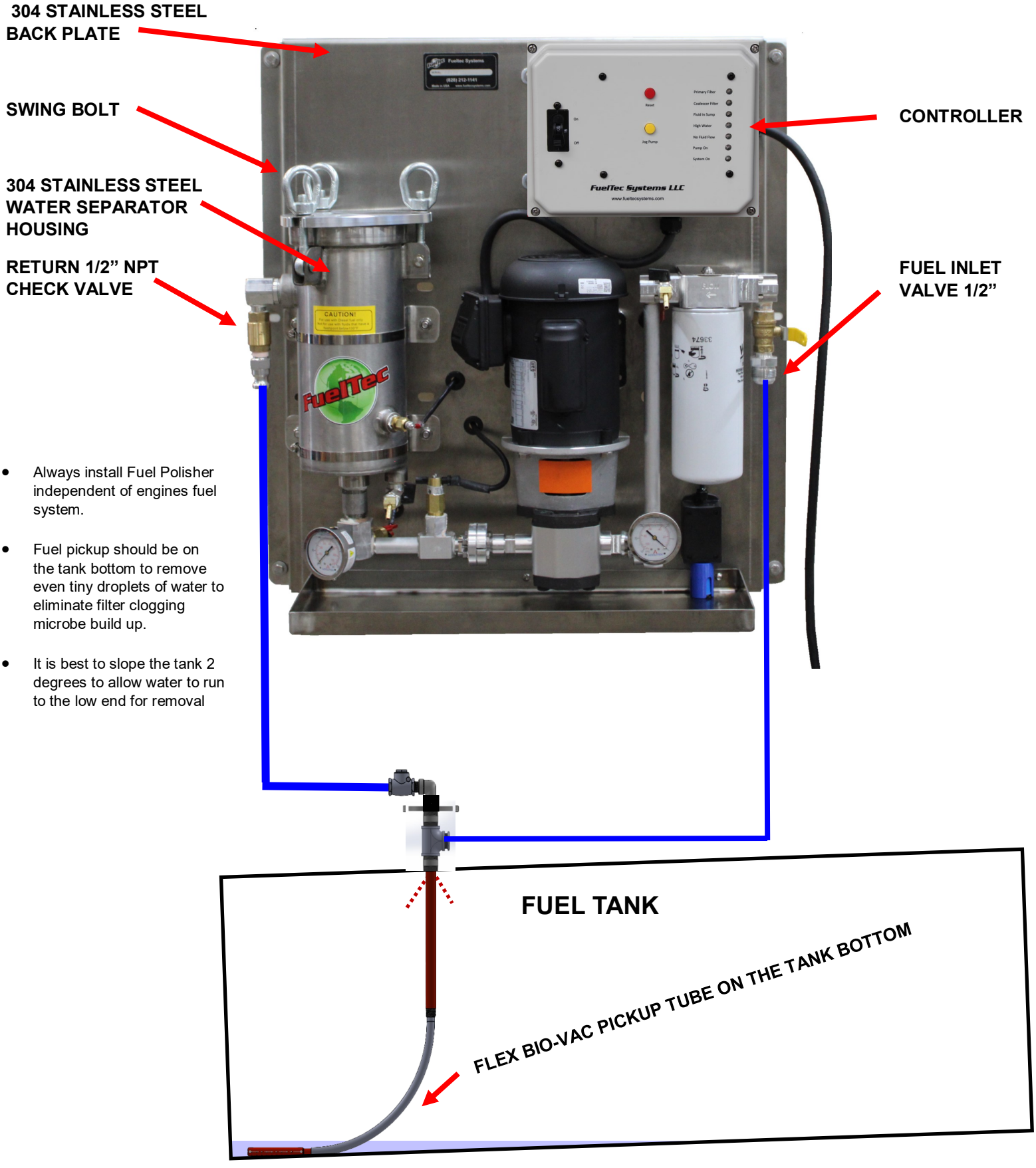
FUELTEC MODEL CF4.0 PCB



- Always install Fuel Polisher independent of engines fuel system.
- Fuel pickup should be on the tank bottom to remove even tiny droplets of water to eliminate filter clogging microbe build up.
- It is best to slope the tank 2 degrees to allow water to run to the low end for removal

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