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Service Bulletin

Fuels for Cummins® Engines

Introduction

This bulletin covers information about Fuels for Cummins® Engines. The purpose of this bulletin is to help the user understand proper fuel selection and problems associated with fuel.

Diesel Fuel

Diesel fuel performs three major functions in a Cummins® diesel engine.

1. It supplies all the energy for the engine.
2. It cools and lubricates the precision parts of the engine's fuel pump and injectors.
3. It enables emissions controlled engines to meet regulated emissions levels.

CAUTION

Engines equipped with aftertreatment systems are sensitive to the sulfur content in fuel. Please reference the Operation and Maintenance manual or the Owners manual specific to the engine to verify the appropriate fuel sulfur content allowed. Failure to do so will result in damage to the aftertreatment system.

Cummins Inc. Required Diesel Fuel Specifications

This section presents the Cummins Inc. required fuel specifications.

Fuels meeting national and international specifications can be used if they observe the specifications listed in Table 1: Cummins Inc. Required Diesel Fuel Specifications. Cummins® engines will operate satisfactorily on fuels meeting all the properties listed in Table 1; however,

fuels meeting **only** the required specifications will **not** give the same level of performance, efficiency, reliability, or maintenance costs as premium fuels.

Table 1: Cummins Inc. Required Diesel Fuel Specifications[1.]	
Viscosity	1.3 to 4.1 centistokes at 40°C [104°F]
Cetane Number	42 minimum above 0°C [32°F]; 45 minimum below 0°C [32°F] [2]
Sulfur Content	Reference Procedure 018-002 (Fuel Recommendations and Specifications) in Section V of the appropriate Owners Manual, and/or warranty documentation for specific fuel sulfur content requirements.
Active Sulfur	Copper Strip Corrosion **not** to exceed Number 3 rating after 3 hours at 50°C [122°F].
Water Sediment	**Not** to exceed 0.05 volume-percent.
Carbon Residue	**Not** to exceed 0.35 mass-percent on 10 volume-percent residuum
Density	0.816 to 0.876 grams per cubic centimeter (g/cc) at 15°C [59°F].
Cloud Point	6°C or 11°F below lowest ambient temperature at which the fuel is expected to operate.
Ash	**Not** to exceed 0.02 mass-percent. For vehicles equipped with exhaust aftertreatment, there shall be no detectable ash in the fuel.
Distillation	10 volume-percent at 282°C [540°F] maximum, 90 volume-percent at 360°C [680°F] maximum, 100 volume-percent at 385°C [725°F] maximum. The distillation curve **must** be smooth and continuous.
Lubricity (HFRR) or (SLBOCLE)	High Frequency Reciprocating Rig (HFRR): Maximum of 0.52 mm [0.020 in] Wear Scar Diameter (WSD) at 60°C [140°F]. Scuffing Load Ball-on-Cylinder Lubricity Evaluator (SLBOCLE): Minimum of 3100 grams.

1. In addition to the requirements in Table 1, Cummins Inc. strongly recommends the use of fuel with particle counts less than the ISO 4406 code of 18/16/13. Reference the “Fuel Cleanliness” section of the service bulletin for more details.
2. Fuel **must** observe proper flash point requirements to satisfy local safety regulations.
3. Regional, national, or international regulations can require a lower sulfur content than what is listed in Table 1.

Diesel Fuel Properties

Viscosity

- General Description - Proper viscosity provides adequate pumping and lubricating characteristics to fuel system components, and is also responsible for controlling internal leakage in fuel pumps and injectors.
- Test Method - ASTM D445, ISO 3104

Cetane Number

- General Description - Cetane number is a measurement of the combustion quality of diesel fuel during compression ignition. In cold weather or in service with prolonged low loads, a higher cetane number is desirable.
- Test Method - ASTM D613, ISO 5165
- Fuel with a cetane number greater than 55 can cause increased torque peak smoke. Reference American Society for Testing and Materials (ASTM) D613, ISO 5165.

Cetane Index

- General Description - Cetane index is often used as a substitute for the cetane number of diesel fuel.
- Cetane index is calculated based on the fuel density and distillation range (ASTM D86).
- Test method - There are two methods used, ASTM D976 and D4737. The D976 method is often referred to as the two-variable equation, and is obsolete. This method should no longer be used for cetane number estimation, except as required by the United States Environmental Protection Agency (EPA) as an alternative method for satisfying its aromaticity requirement. D4737 is the present method and is often referred to as the four-variable equation. D4737 is the same method as ISO 4264.

NOTE: Cetane index is not an appropriate approximation for ignition quality of fuels containing a cetane improver additive.

Sulfur Content

- General Description - Diesel fuels contain varying amounts of various sulfur compounds. Fuel sulfur contributes to acid formation, exhaust particulates, fuel system corrosion, and reduced oil drain intervals. Reduced sulfur is required to avoid poisoning aftertreatment devices. Higher sulfur fuel also needs higher total base number (TBN) lubricants to compensate for acid corrosion.
- Test Method - ASTM D2622, ISO 4260

NOTE: Sulfur levels that exceed the recommendation will shorten the life of certain aftertreatment components, including but not limited to the Diesel Oxidation Catalyst, Diesel Particulate Filter, and the Selective Catalyst Reduction. Catalyst failures caused by the use of fuels which exceed the recommended sulfur levels are not warrantable.

Active Sulfur

- General Description - Some sulfur compounds in fuel are actively corrosive.
- Test Method - ASTM D130, ISO 2160

Water and Sediment

- General Description - The amount of water and solid debris in the fuel is generally classified as water and sediment. It is good practice to filter fuel while it is being put into the fuel tank. More water vapor condenses in partially filled tanks due to tank breathing caused by temperature changes. Filter elements, fuel screens in the fuel

pump, and fuel inlet connections on injectors **must** be cleaned or changed whenever they become dirty. These screens and filters, in performing their intended function, become clogged when using a poor or dirty fuel, and will need to be changed more often.
- Test Method - ASTM DI796

Carbon Residue

- General Description - The tendency of a diesel fuel to form carbon deposits in an engine can be estimated by determining the Ramsbottom or Conradson carbon residue of the fuel after 90 percent of the fuel has been evaporated.
- Test Method - ASTM D524, ASTM D189, ISO 10370

Density

- General Description - Density is an indication of the energy content of the fuel. Higher density indicates more thermal energy and better fuel economy.
- Test Method - ASTM D287, D4052, ISO 3675

Cloud Point

- General Description - The cloud point of the fuel is the temperature at which crystals of paraffin wax first appear. Crystals can be detected by the cloudiness of the fuel.
- Test Method - ASTM D2500, ISO 3015

Cold Filter Plugging Point

- General Description - The cold filter plugging point of the fuel is the lowest temperature at which fuel can still flow through a 45 micron wire mesh. This test method can be directly related to a fuel's tendency to plug fuel filters at reduced temperatures, due to the formation of paraffin wax crystals.
- Test Method - ASTM D6371

Ash

- General Description - The small amount of noncombustible metallic material commonly found in almost all petroleum products is called ash.
- Test Method - ASTM D482, ISO 6245

Distillation

- General Description - The distillation characteristics of a particular fuel gives important information about the composition and behavior of the fuel during storage and use by measuring the rate of evaporation.
- Test Method - ASTM D86, ISO 3405

Lubricity

- General Description - Lubricity is the ability of a liquid to provide hydrodynamic and

boundary lubrication to prevent wear between moving parts. Fuel with lower sulfur and viscosity tends to have lower lubricity. It can be measured by either one of two procedures.
  - Test Method: ASTM D6078, Scuffing Load Ball On Cylinder Evaluator (SLBOCLE), or ASTM D6079, ISO 12156, High Frequency Reciprocating Rig (HFRR)

Ultra-Low Sulfur Diesel

Ultra-low sulfur diesel (ULSD) fuel is defined as diesel fuel **not** exceeding 0.0015 mass percent (15 ppm) sulfur content. The following Cummins® engines are **required** to operate on ULSD.

- Engines operating with aftertreatment systems including: diesel particulate filters, diesel oxidation catalysts, and selective catalytic reduction. Reference the engine specific Owner's Manual, Procedure 018-002 (Fuel Recommendations and Specifications) in Section V, for fuel sulfur requirements.
- Engines operating where regional, national, or international regulations require the use of ULSD in diesel engines.

In general ULSD regulations make the fuel compatible with diesel engines with higher tolerance for sulfur content. The low sulfur content does slightly change some of the fuel properties. When transitioning from low sulfur diesel (LSD), which can contain up to 500 ppm sulfur, to ULSD the following precautions are beneficial:

- Properly label all fuel tanks and delivery pumps.
- Be sure that the fuel lubricity meets the specifications outlined in Table 1: Cummins Inc. Required Diesel Fuel Specifications in this bulletin.

- ULSD has lower lubricity than LSD, so lubricity additives need to be added by the fuel supplier to prevent fuel system damage. More information on fuel additives can be found in the “Additives” section of this service bulletin.

- Be sure that fuel tanks are completely empty before transitioning from LSD to ULSD, and consider tank cleaning.

- It takes **only** a small amount of LSD blended with ULSD to bring the fuel sulfur content above 15 ppm.

- Consider using a stability additive for fuel in bulk storage.

- ULSD is more prone to oxidation than LSD. Consult your fuel supplier to determine if an additive is needed to maintain fuel quality in storage tanks.

- Closely monitor the fuel system for leaks, especially when first transitioning to ULSD, and correct them immediately.

- ULSD reacts differently than LSD with certain seal and gasket compounds commonly found in fuel systems, which means that leaks are more likely to occur, especially in older engines which were designed to run on LSD.

Fuel Dyes

It is common in many regions for fuel to be dyed, most often to identify its tax status. The fuel is most commonly dyed red, but other colors are used as well. Diesel fuel dye does **not** affect the chemical composition of the fuel and is sometimes used to distinguish it from fuels of differing grades, specifications, sulfur content, etc. Consult the fuel supplier to understand the significance of any dyes used in the fuel purchased.

Dyed diesel fuel can be used in Cummins® engines, provided the fuel meets all applicable regional, national, and international regulations for the engine application. The fuel **must** also meet or exceed the specifications outlined in Table 1: Cummins Inc. Required Diesel Fuel Specifications in this bulletin.

Fuel Cleanliness

This section explains the importance of fuel cleanliness to the successful operation of Cummins® Engines.

Modern fuel systems have been developed to reduce emissions and fuel consumption, and improve engine performance. These high-pressure systems operate at pressures approaching 2100 bar [30,500 psi] and with component match clearances typically from 2 to 5 microns for injectors. At these pressures, very small, hard particles are potential sources of fuel system malfunction.

Excessive contamination of diesel fuel can cause premature clogging of diesel fuel filters and/or premature wear of critical fuel injection system parts. Depending on the size and nature of the particles, this can lead to:

- Reduced component life.
- Component malfunction.
- Fuel system and/or engine failure.

Determining fuel cleanliness requires measuring both the size and number of particles per size class in the fuel, i.e. the particle size distribution. The International Standards Organization (ISO) has developed a protocol for expressing the level of contamination by coding the size distribution called ISO 4406.

ISO 4406 cleanliness codes are expressed as a series of three numbers (x/x/x), which correspond respectively to the number of particles greater than 4, 6, and 14 microns. For example, the numbers in the ISO 4406 rating of 18/16/13 translate to:

- 18 - Up to 2,500 particles larger than 4µm (per mL of fuel)
- 16 - Up to 640 particles larger than 6µm (per mL of fuel)
- 13 - Up to 80 particles larger than 14µm (per mL of fuel)

Engine builders and fuel injection equipment manufacturers have found that the particles of size approaching the 4 and 6 micron ISO checkpoints are particularly critical to the durability of the fuel injection system.

Cummins Inc. recommends that if the fuel does **not** meet the ISO cleanliness code of 18/16/13 when supplied to the engine, additional filtration be applied before the fuel is delivered to the equipment's fuel tank. A Cummins® Distributor or Cummins Filtration™ representative can supply hardware and additional filtration guidance and can recommend countermeasures such as improved fuel quality from the fuel supplier, and/or better fuel handling, storage, dispensing, and fuel tank cleaning techniques.

Tank Vent Filtration

Particles in the 4 to 6 micron size range require laboratory equipment to identify, yet can do significant damage to high pressure fuel systems when the cleanliness of the fuel in the tank exceeds the ISO 4406 code 18/16/13 maximum. Cummins Inc. recommends that all fuel tanks be fitted with a tank vent filter (of at least 98.7 percent efficiency at 10 micron) to prevent dirt from entering the tank as the fuel level drops.

Stand-by and Emergency Power Generation

Engines intended to supply stand-by or emergency power present unique situations for fuel quality and cleanliness. These engines are **not** used frequently, and therefore could possibly require special considerations for fuel handling and storage.

The engine manual discusses the specific procedures for maintaining the engine in a state of readiness. This section is concerned with the fuel supply.

Fuel tanks **must** be inspected and maintained to avoid contamination of the fuel by either water or dirt. Consult with your fuel supplier for qualified persons or laboratories in your area to help with monitoring of the fuel supply. Samples can be taken from the top, middle, and bottom of the tank every 6 months and checked for cleanliness and biological contamination, as well as to make sure the fuel still meets the specifications in Table 1: Cummins Inc. Required Diesel Fuel Specifications in this service bulletin.

Long term storage (in excess of 6 months) is **not** recommended unless the fuel has been stabilized by the fuel supplier and there is a monitoring program in place. Periodic testing of the engine is recommended to be performed frequently enough and long enough to make sure that the fuel supply is replenished and stays fresh.

Duplex Fuel Filtration Systems

Stand-by and emergency generators can be called upon to run for hundreds of hours in case of emergency. Such critical operations could possibly consider installation of a duplex fuel filtration system. These systems allow rapid switching to fresh fuel filters. It is recommended that such service occur while the engine is shut down briefly. A Cummins® or Cummins Filtration™ Distributor can advise on the proper installation for a particular engine and location.

Fuel Tank Care and Maintenance

Tank cleaning is a major operation which requires complete draining of the tank, and should **only** be done by professionals. It is therefore carried out infrequently, normally on the schedule

of several years, coinciding with (statutory) inspection and maintenance requirements. Good housekeeping can help extend periods between tank cleaning.

Water bottom measurements can be made on an appropriate time interval (via automatic gauging or regular tank dipping with water finding paste) and water can be removed when necessary. This is important since any water and sediment can be stirred up when the tank is filled. Cummins Inc. recommends waiting a minimum of one hour per foot of fuel depth before dispensing fuel after a delivery. If water and sediment are observed, additional settling time is one way of bringing the fuel back into specification.

It is virtually impossible to stop water from entering the supply chain; therefore, good housekeeping is essential. Hardware, tanks, and pumping systems should be routinely inspected and maintained. Fuel should be checked periodically for contamination by water to make sure that there is no free water present in the fuel entering the engine, and dissolved (emulsified) water does **not** exceed 200 ppm.

Cummins Inc. recommends that if the fuel does **not** meet the ISO 4406 cleanliness code of 18/16/13 in bulk storage, additional filtration be applied before the fuel is delivered to the engine. A Cummins® or Cummins Filtration™ Distributor can supply hardware and additional filtration guidance.

Contingency Diesel Fuel Specifications

This section presents the specifications for fuels which are **only** to be used when fuel meeting the required specifications is **not** available. In the case that fuels meeting the specifications in Table 1: Cummins Inc. Required Diesel Fuel Specifications are **not** available, Cummins Inc. has prepared contingency specifications to aid the user in choosing the most acceptable contingency fuel.

CAUTION

Fuels outside the recommended fuel specifications, but within the contingency specifications, are only meant to be used for short periods of time when no other fuels are available. Use of contingency fuels can have an adverse effect on engine performance and durability. Cummins Inc. assumes no warranty responsibility for repairs or increased costs of operation resulting from the use of fuels that do not conform to the specifications listed in Table 1.

Guidelines for The Use of Contingency Fuels

1. A calibration change of the fuel pump or injectors is **not** recommended when changing to a contingency fuel that meets all the specifications shown in Contingency Diesel Fuel Specifications, although changing to a contingency fuel can cause a slight power loss and can result in higher than normal wear of certain components. See the sections in this bulletin on Power Loss and Component Wear and Durability for additional information.
2. Combustion performance may be affected when using fuels meeting contingency fuel specifications. It is the responsibility of the user to make certain that the use of

contingency fuels and the subsequent change in performance does **not** exceed legal limits.

3. Most jet fuel lubricities are too low to provide the necessary lubrication for the fuel system components. If (based on the fuel supplier's specifications) a fuel does **not** have the minimum lubricity listed for contingency fuels in the Contingency Diesel Fuel Specifications, a fuel additive **must** be added to the fuel to increase the lubricity and specially enhanced fuel system components **must** be used. Reference the section in this bulletin on fuel additives. Consult Cummins Inc. for available hardware options.

WARNING

Some contingency fuels, such as jet fuels and kerosene, are much more flammable than normal diesel fuel. Use extreme care to keep cigarettes, flames, pilot lights, sparks, arcing equipment and switches, and other sources of ignition away and out of areas sharing ventilation.

Additional maintenance can be required when using contingency fuels. Those using contingency fuels **must** consult with their fuel supplier to determine any problems which can result from using fuels meeting the Contingency Diesel Fuel Specifications. If there is still a question, data on the fuel's physical properties **must** be submitted to Cummins Inc. Service Engineering Department for review before use in Cummins® engines.

Table 2: Contingency Diesel Fuel Specifications [1].	
Viscosity	1.3 to 13.1 centistokes at 40°C [104°F]
Cetane Number	35 minimum above 0°C [32°F]; 40 minimum below 0°C [32°F]
Sulfur Content	Less than 2.0 mass-percent (20,000 ppm). Catalyst equipped engines will **not** be able to use high sulfur fuel even for a short period of time without permanent damage to the catalyst.
Active Sulfur	Copper Strip Corrosion **not** to exceed Number 2
Water and Sediment	**Not** to exceed 0.5 volume-percent
Carbon Residue	**Not** to exceed 5.0 mass-percent on 10 volume-percent residuum
Density	0.750 to 0.965 g/cc at 15°C [59°F]
Cloud Point	6°C or 11°F below lowest ambient temperature at which the fuel is expected to operate
Ash	**Not** to exceed 0.05 mass-percent
Distillation	90 volume-percent at 395°C [743°F]
Lubricity (HFRR or SLBOCLE)	HFRR: Maximum of 0.6 mm Wear Scar Diameter (WSD) at 60°C [140°F]. SLBOCLE: Minimum of 2300 grams [2].
Vanadium	5 ppm, maximum
Aluminum	1 ppm, maximum

Silicon	1 ppm, maximum
Sodium	10 ppm, maximum
[1] Reference test methods in Diesel Fuel Properties. [2] A lubricity additive **must** be used if the fuel does **not** meet the minimum lubricity specification.	

Effects of Contingency Diesel Fuels on Engine Operation

Viscosity

- Low viscosity causes rapid wear of fuel pumps and injectors, and increases internal leakage in fuel pumps and injectors. High viscosity causes hard starting, white smoke when cold, injector cup cracking, and injector train failures. Governor wear on rotary fuel pumps can cause loss of regulation.

Cetane Number

- A cetane number below 42 can cause poor starting, excessive white smoke, and poor idling. A cetane number above 55 can increase smoke at peak torque conditions.

Sulfur Content

- High sulfur content increases wear in injectors, piston rings, and bearings. Use of fuels with sulfur content above 5000 ppm requires the use of higher total base number (TBN) lubricants (TBN greater than 10) and shorter oil drain intervals.

CAUTION

Catalyst failures caused by the use of fuels with higher than recommended sulfur levels are **not** warrantable. High sulfur fuel will also shorten the life of certain components in the exhaust system, including the oxidation catalyst.

Active Sulfur

- Excessive active sulfur increases the corrosive attack on the fuel pump, injectors, and other fuel system components.

Water and Sediment

- Contaminated fuels reduce filter life, fuel system life, and cause on-road failures.

Carbon Residue

- High carbon residue causes increased combustion chamber carbon deposits, more

exhaust smoke, and higher soot contamination of the lubricating oil.

Density

- Lighter fuels contain less thermal energy per gallon and result in somewhat lower fuel economy. A fuel with a density of 0.876 g/cc contains about 3.5 percent more energy per gallon than a fuel with a density of 0.815 g/cc.

Cloud Point

- Operating below the cloud point temperature can cause the fuel filter to clog with wax crystals, restrict fuel flow, and cause loss of power. It is suggested that if fuels with cloud points above the expected ambient temperatures are purchased, the consumer **must** consult the fuel supplier and Cummins Inc. concerning fuel handling techniques. For more information, reference Common Issues With Winter Fuel.

Pour Point

- Operating near or below the pour point will cause start-up issues. It is doubtful that most fuel pumps can operate at the pour point. In fact, it is recommended that systems be operated at 5.5 to 8°C or 10 to 15°F above the pour point of a fuel.

Cold Filter Plugging Point

- Operating below the cold filter plugging point temperature will cause the fuel filter to clog with wax crystals, restrict fuel flow, and cause loss of power. It is suggested that if fuels with cold filter plugging points above the expected ambient temperatures are purchased, the consumer **must** consult the fuel supplier and Cummins Inc. concerning fuel handling techniques. For more information, reference Common Issues with Winter Fuel.

Ash

- High ash content causes deposits of noncombustible metallic material in the combustion chamber and on the exhaust valves.

Distillation, Maximum

- Fuels with high distillation temperature can leave gummy deposits in the fuel system and result in poor fuel combustion.

Lubricity

- Fuels with low lubricity cause increased wear and possible seizure of fuel system components.

Vanadium

- Fuels with high vanadium content can cause valve burning.

Aluminum

- Fuels with high levels of aluminum can cause premature ring and liner wear, which can lead to excessive oil consumption.

Silicon

- Fuels with high levels of silicon can cause premature ring and liner wear, which can lead to excessive oil consumption.

Sodium

- Fuels with high levels of sodium can cause premature ring and liner wear, which can lead to excessive oil consumption. Sodium can combine with vanadium, if present, and catalyze, causing valve burning.

Zinc

- Fuels with high levels of zinc can cause injector spray hole carboning. Do **not** use galvanized pipe or fittings in the fuel system plumbing. Diesel fuel will leach zinc galvanized material.

Power Loss

This section gives guidelines on power loss to be expected when using recommended or contingency fuels, or fuels that are above normal temperature.

NOTE: The values given concerning power loss due to the use of contingency fuels are intended only to help estimate power loss. Power loss can vary greatly, depending on operating conditions, engine type, fuel system type, fuel composition, and other factors. These guidelines can not be used to precisely calculate engine power loss.

The use of contingency fuels can cause a decrease in the power output of the engine, due to differences in fuel density and viscosity. In addition, changes in fuel temperature also affect engine power output, because temperature affects both viscosity and density.

Density

All engines will have a predictable variation in power output, depending on the density of the fuel used. Engines using fuels with a high density will produce more power than those using fuels with a lower density, because the thermal energy content of the fuel is higher. Since fuel is marketed by volume, lower density fuel carrying less thermal energy results in a proportional decrease in fuel economy or power output.

Viscosity

In general, lower viscosity results in lower power, due to increased internal leakage in the fuel system. Also, lower viscosity fuels generally have lower thermal energy content. The effect viscosity has on power depends on the type of fuel system used.

Temperature

Temperature causes changes in engine power because it affects both viscosity and density. An increase in fuel temperature will cause a decrease in viscosity, which will reduce power due to internal leakage in the fuel system, as described above. The maximum recommended fuel pump inlet temperature for Cummins® engines is 70°C [158°F].

An increase in fuel temperature will also cause a decrease in fuel density (increase in API gravity), which will reduce power due to lower energy content of the fuel. On Cummins® engines using the PT™, Quantum®, or HPI® fuel systems, the power loss due to increasing temperature is less than that on engines using the in-line, distributor, or CELECT™ systems (less than 1 percent per 5.5°C [10°F]), due to the inherent viscosity compensating characteristics of these systems.

Component Wear and Durability

This section shows the effects of contingency fuels on wear and durability of fuel systems components.

The use of contingency fuels can affect the wear and durability of both fuel pump and injector components within the fuel system. Many of these fuels are low in viscosity and lubricity, as measured in the Ball On Cylinder Lubricity Evaluator (BOCLE) or the High Frequency Reciprocating Rig (HFRR) tests. Fuels with low lubricity can cause failure of fuel system components. Other factors that affect wear and durability are sulfur, water, and sediment content. High sulfur content increases wear of the fuel system components. Abnormal quantities of water and sediment in the fuel will also cause excessive wear, as well as other engine problems.

Hot Restarts

This section shows how contingency fuels affect the ability of the engine to restart while still hot.

On Cummins® engines which use a distributor type fuel system, the use of contingency fuels can cause difficulty restarting the engine while it is still hot. In addition, if excessive wear exists in the fuel pump, the same difficulty can occur even when using fuels within the range listed in Required Diesel Fuel Specifications. The problem is caused by excessive leakage of fuel around the internal components of the fuel pump. Fuel leakage becomes excessive due to the high temperatures and low viscosity of the fuel. Excessive wear of the fuel pump components will make the problem worse. The leakage can become so great that the pump will **not** produce the fuel rate necessary to restart the engine. If this problem is encountered, it can be corrected by using fuel which meets the specifications in the Required Diesel Fuel Specifications section of this bulletin. If this does **not** correct the problem, repair or replacement of worn fuel pump components is necessary.

Alternate or contingency fuels can cause difficulty restarting a hot engine. The hot restart complaint can be caused by fuel burning prematurely during the first compression stroke. Lighter alternate or contingency fuels can enter the cylinder through an open injector caused

by the thermal expansion that occurs during the heat soak after engine shutdown. The burning fuels increase the starting cylinder pressure and increase the amount of torque needed to start the engine. Lighter alternate or contingency fuels with lower flash points increase the probability of fuel entering and burning in the cylinder. This issue can, on occasion, occur when using fuels that meet the specifications listed in Table 1: Cummins Inc. Required Diesel Fuel Specifications. Various Hot Restart kits (sometimes referred to as a Hot Start Knock Kits) have been released by Cummins Inc. to address this issue.

If this complaint is encountered, it can be corrected by using fuels which meet the requirements in Table 1 of this bulletin.

Fuel Blending

This section presents the effects of blending fuels with used and new lube oil, other fuels, and with gasoline, gasohol, or alcohol. Biodiesel fuel blends are discussed in a separate section of this service bulletin.

There are two different types of fuel blending processes referred to in this section. The first is the blending of used engine lubricating oil to reduce fuel costs and to aid in disposing of used engine oil. This section also discusses the blending of fuel and engine oil in on-highway applications. The second is the blending of heavier fuels with lighter fuels to lower the wax content, cloud point, and pour point, and thus improve cold weather operation. In addition, the effects and hazards of mixing alcohol with diesel fuel are discussed.

Blending Fuel and Lubricating Oil for On-Highway Applications

WARNING

Some state and federal agencies have determined that used engine oil can be carcinogenic and can cause reproductive toxicity. Avoid inhalation of vapors, ingestion, and prolonged contact with used engine oil. If not reused, dispose of in accordance with local environmental regulations.

CAUTION

Never blend more than 5 percent used lubricating oil with the fuel. Do not blend other used oils with fuel, such as transmission fluid, gear case oil, and so forth. Additional oil blending restrictions are outlined in this section.

Used engine lubricating oil can be blended with fuel using the Cummins® Lube Oil Blender, Part Number 3376317 (110 volt, 60 Hz) or Part Number 3376362 (220 volt, 50 Hz). This process can be used to supplement the fuel supply as well as provide a means of disposing of used lubricating oil.

To blend used engine oil with fuel, follow the instructions provided with the Cummins® Lube Oil Blender.

CAUTION

Blending fuel with lubricating oil is not allowed for Cummins® Midrange and Heavy Duty engines equipped with exhaust aftertreatment. Oil blending on these engines will result in engine damage.

Two rulings by the EPA affect the practice of blending lubricating oil with diesel fuel in the United States. First, on September 10, 1992, the Office of Solid Waste of the United States Environmental Protection Agency determined that used lubricating oil was **not** classified as hazardous waste. In addition, the blending of used lubricating oil with diesel fuel for burning in diesel powered vehicles was determined to be an acceptable method for disposing of used lubricating oil (57 Federal Register, R 41583, September 10, 1992). Second, beginning October 1, 1993, diesel fuel used in motor vehicles, as defined by the EPA, in on-highway applications **must** contain less than 0.055 percent sulfur by weight (Mandated in Section 211 of the 1990 Clean Air Amendments; 57 Federal Register, P. 19535, May 7,1992). Fuel blended with lubricating oil **must** also meet this specification.

Cummins Inc. provides the following guidelines for blending lubricating oil with fuel:

- Engines required to use ultra-low sulfur diesel fuel (15 ppm sulfur maximum) are **not** allowed to blend used lubricating oil with diesel.
- Midrange and Heavy Duty engines (displacements up to 18L) are **not** allowed to blend used lubricating oil with diesel fuel if the engine is equipped with an exhaust aftertreatment device, such as an oxidation catalyst, diesel particulate filter, or SCR system.
- High Horsepower engines (displacements of 18L or larger) equipped with high pressure common rail fuel systems are allowed to blend used lubricating oil with diesel fuel up to a maximum volume-concentration of 0.5 percent using the Centinel™ system, regardless of the presence of an exhaust aftertreatment system.
- All other Cummins® engines which do **not** fall in to the above categories are allowed to blend used lubricating oil with diesel fuel up to a maximum volume-concentration of 5 percent.

The blending of new lubricating oil to raise viscosity is also permissible, and is subject to the same restrictions previously mentioned. This helps to increase the viscosity of lighter fuels to acceptable levels. However, if the blended fuel used in motor vehicles for on-highway applications (as defined by EPA) exceeds the maximum sulfur content, United States federal law has been violated and penalties can be assessed. To be sure that blended fuel complies with the law, the following procedure **must** be followed. Both the diesel fuel and lubricating oil **must** have their sulfur content measured by a qualified laboratory using the testing method specified in ASTM D2622 (American Society of Testing and Materials Standard, or ISO 4260). Once the correct blend factor has been determined, multiply this by the volume of fuel to be blended. The result is the amount of this oil that can be blended with this fuel and remain within legal limits. Similar restrictions and processes **must** be followed worldwide where regional or national regulations can impose such sulfur limits.

As an example, consider 50,000 gallons of fuel with a sulfur content of 0.04 percent by weight and lubricating oil with a sulfur content of 0.5 percent by weight. Of this oil, 450 gallons can be blended with 50,000 gallons of this fuel and remain within the sulfur content legal limits for certain engines in the United States. Margins **must** be allowed for measurement errors.

Blending Fuel with Fuel

Cummins Inc. recommends the use of a premium diesel fuel during winter (ambient conditions at -7°C or 20°F or below) operating conditions. Blended fuel **must** meet the specifications in Table 1: Cummins Inc. Required Diesel Fuel Specifications. See the Additives section in this service bulletin.

In cold-weather operation, the most common method of preventing fuel waxing problems is to dilute heavier, higher wax content fuels such as diesel number 2 (D2) with lighter, lower wax content fuels such as diesel number 1 (D1) or jet fuel. This reduces the concentration of wax and thereby reduces both the cloud point and pour point. Blended fuels of this nature are more expensive to use both because they cost more and because they have a lower thermal energy content. A typical blended fuel contains 30 to 60 volume-percent light distillate fuel, usually yielding a 3 to 7°C or 5.4 to 12.6°F drop in cloud point, and a 5 to 11°C or 9 to 20°F drop in pour point. Lower wax content fuels **must** be added BEFORE wax forms to be effective.

Blending Fuel with Gasoline, Gasohol, and Alcohol

WARNING

Do not mix gasoline, alcohol, or gasohol with diesel fuel. This mixture can cause an explosion.

WARNING

Under no circumstances must gasoline or alcohol be used to dilute diesel fuel. This practice creates an extreme fire hazard and under certain circumstances an explosive hazard. Gasoline dilution is not an effective way to lower cloud point (20 volume-percent gasoline only lowers cloud point 4°C or 7°F and it lowers the fuel viscosity, cetane number, and flash-point). Alcohol dilution will increase the cloud point.

Alcohol is considered a renewable energy source. Some suppliers integrate up to 15 percent alcohol in diesel fuel to form oxy-diesel or e-diesel. While the use of special additives addresses some of the problems with alcohol blending in diesel fuel, Cummins Inc. recommends against the use of such blends due to safety reasons. This kind of fuel is considered experimental and is **not** covered by warranty. Engine damage, service issues or performance problems that occur due to the use of these products are **not** considered a defect in workmanship or material as supplied by Cummins Inc. and can **not** be compensated under the Cummins Inc. warranty.

Additives

This section gives information on the use of fuel additives in Cummins® engines, including water emulsifiers.

Cummins Inc. neither approves nor disapproves of the use of any fuel additive, fuel extender, fuel system modification, or the use of any device **not** manufactured or sold by Cummins Inc. or its subsidiaries. Engine damage, service issues, or performance problems that occur due to the use of these products are **not** considered a defect in workmanship or material as supplied by Cummins Inc. and can **not** be compensated under the Cummins Inc. warranty.

Fuel Additives

Cummins® engines are designed, developed, rated, and built to operate on commercially available diesel fuel as listed in Table 1: Cummins Inc. Required Diesel Fuel Specifications; therefore, it is **not** our policy to recommend fuel additives.

In certain situations, when available fuels are of poor quality or problems exist which are peculiar to certain operations, additives can be used. However, Cummins Inc. recommends consultation with the fuel supplier or Cummins Inc. Service Engineering Department prior to the use of fuel additives.

Among the situations where additives can prove useful are the following:

1. A cetane improver additive can be used with low cetane fuels.
2. A pour point depressant or flow improver additive can help with high pour point fuels.
3. A wax crystal modifier can help with fuels with high cold filter plugging points (CFPP).
4. An anti-icer can help prevent ice formation in wet fuel during cold weather.
5. An anti-oxidant or storage stability additive can help with fuel system deposits and poor storage stability.
6. A lubricity enhancer can be used to increase the lubricity of fuels so that they meet the specifications in Table 1: Cummins Inc. Required Diesel Fuel Specifications.
7. A biocide or fungicide can help when fuels are prone to contamination with bacteria or fungus. Although other additives can provide some performance benefits, Cummins Filtration™ Kathon FP 1.5 Microbicide (quart - CC2661 and gallon - CC2663) is the **only** product approved by Cummins Inc. to treat fuels with biological contamination problems.
8. Cummins Filtration™ Turbo Diesel All Season Fuel Additive (pint - CC2588) can be used with low cetane fuels to boost cetane values. Although other additives are available that will boost the cetane number, Cummins Filtration™ Turbo Diesel All Season Fuel Additive is the **only** diesel fuel additive approved by Cummins Inc. for cetane number improvement.
9. Cummins Filtration™ Asphaltene Conditioner Base (pint - CC2598, quart - CC2597, 5 gallons - CC2549, and 55 gallons - CC2550) and Asphaltene Conditioner Concentrate (2.5 gallons - CC2596, Bulk - CC2559) or Cummins Filtration™ Turbo Diesel All Season Fuel Additive (pint - CC2588), can be used to clean carbon deposits from injectors and improve lubricity in fuels that fall below the recommended lubricity specification in Table 1: Cummins Inc. Required Diesel Fuel Specifications. Although other additives can provide some performance benefits, Cummins Filtration™ Asphaltene Conditioner, and Turbo Diesel All Season Fuel Additive are the **only** diesel fuel additives approved by

Cummins Inc. for use with fuels that do **not** meet the lubricity specification in Table 1.

10. Cummins Filtration™ Winter Conditioner Base (pint - CC2591, quart - CC2592, 5 gallons - CC2593, 55 gallons - CC2594, and Bulk - CC2590), Winter Conditioner Concentrate (5 gallons - CC2552, 55 gallons - CC2553, and Bulk - CC2554), and Turbo Diesel All Season Fuel additive (pint - CC2588) can be used to improve the pour point and cold filter plugging point of diesel fuels in addition to preventing ice formation in wet fuels during cold storage. Although other additives are available that can provide some winter performance benefits, Cummins Filtration™ Winter Conditioner and Turbo Diesel All Season Fuel Additive are the **only** diesel fuel additives approved by Cummins Inc. for winter performance improvements.
11. Cummins Filtration™ Diesel Fuel Injector Cleaner (1 quart - CC36095, 1 gallon - CC36096, 5 gallons - CC36097, and 55 gallons - CC36098) can be used to remove and minimize the formation of soap or carboneous injector deposits. Soap deposits are most commonly found in high-pressure common rail systems using ULSD fuels. Although other additives are available that can provide some fuel system performance benefits, Cummins Filtration™ Diesel Fuel Injector Cleaner is the **only** diesel fuel additive aproved by Cummins Inc. for fuel system deposit removal and prevention.
12. Cummins Filtration™ offers lubricity enhancing fuel filters that can improve the lubricity of fuels that fall below the recommended lubricity specification given in Table 1: Cummins Inc. Required Diesel Fuel Specifications. The following filters are required by Cummins Inc. when the corresponding engine is operated using low lubricity fuels such as Jet A or JP8.
    - The engine is used in a hybrid power train.
    - The average vehicle speed is 11 km [7 mi] per hour or less.
    - The engine exhaust is equipped with an aftertreatment device.
    - The fuel used is 50 percent or more diesel number 1 (D1).

Filter	Fuel System Compatibility	Engine Compatibility
FS20000	Rotary Fuel Systems	B Series - Tier II Industrial
FS20022	Common Rail	B, C, and L Series - Tier III Industrial and Marine

Other optional lubricity enhancing spin-on dosers approved for use in Cummins® common rail engines using low-lubricity fuels include FA15700 and CD1575401, CD1575900.

13. If deposits are found in critical components of the fuel system, and an engine meets three or more of the following conditions, a fuel detergent additive is required to improve the dispersancy of the fuel.

• The engine is used in a hybrid power train.

• The average vehicle speed is 11 km [7 mi] per hour or less.

• The engine exhaust is equipped with a diesel particulate filter.

• The fuel used is 50 percent or more diesel number 1 (D1).

14. Cummins® Premium Plus™ Injector Flush can be used to remove carbon deposits from

fuel injectors. Carbon deposits can build-up in injectors over time and decrease engine performance. Cummins® Premium Plus™ Injector Flush comes in a one gallon container, Part Number 3885823, and is run through the engine using specially designed fittings which connect the engine fuel suction hose to the fluid container. These fittings can be found in the Premium Plus™ Flush Hose Kit, Part Number 3885739, and this kit can be used from vehicle to vehicle. This additive is approved for use in engines equipped with diesel particulate filter aftertreatment systems.

For customers utilizing fuel mixtures 50 percent or more, Ultra Low Sulfur D1, the fuel oxidation stability should be above 20 hours using test standard EN 15751. For fuels falling below 20 hours, additives are required to improve the oxidation stability of the fuel.

Premium diesel fuels can possibly contain several additives that can accomplish the same as buying additives and adding them to lower quality diesel fuel.

Cummins Inc. recommends the use of a premium diesel fuel during winter (ambient conditions at -7°C or 20°F or below) operating conditions.

CAUTION

Over use of fuel additives can cause adverse effects such as fuel filter plugging and reduced aftertreatment life.

Great care **must** be exercised in the choice and use of additives. Most legitimate fuel additives perform **only** one function. Multifunctional fuel additives are mixtures of several additives. All fuel additives perform differently in different fuels; therefore, the additive used **must** be one to which the fuel will respond. There are no known additives that increase the power or improve the efficiency of a properly maintained engine.

Some fuel additives can be harmful to the engine or exhaust aftertreatment system. Fuel additives containing ash (incombustible material) will cause combustion chamber deposits. In addition, when fuel additives containing ash are used on engines equipped with a diesel particulate filter, the filter will fill up with the incombustible material, which can **not** be removed by performing a stationary regeneration. The engine may try to regenerate more frequently, but the regenerations will be unsuccessful, and the filter will continue to plug. The inlet surface of the diesel particulate filter can also be covered with an orange or rust colored substance. When these symptoms occur, the diesel particulate filter **must** be replaced.

Ash can consist of a variety of incombustible materials, but most commonly will be metals, such as iron. Cummins Inc. requires that there be no detectable ash in the fuel or fuel additives used in engines equipped with exhaust aftertreatment. Aftertreatment system failures caused by the use of additives containing ash will **not** be covered by Cummins Inc. warranty.

NOTE: Cummins Inc. accepts no liability for engine damage resulting from the use of fuel additives that are not specifically approved. Consult your fuel supplier for guidance on additive use.

Water-Emulsions

Fuel Characteristics - Water-emulsified diesel fuel is an alternative fuel that is made by blending water and other additives (e.g. detergents) into diesel fuel.

Emissions - Water-emulsified diesel fuels have been verified by EPA and some state agencies as an emissions reduction technology.

Cummins Inc. does **not** certify engines with water-emulsified fuels. Cummins Inc. does **not** warranty any emissions improvements with the use of water-emulsified fuels.

Performance Issues - Water emulsified fuels have lower energy content than Number 2 diesel fuel. Customers **must** expect at least a 15 percent power reduction and a 15 percent fuel consumption increase when water-emulsified fuels are used. Because of the lower energy content in water-emulsified diesel fuels, engines running on water-emulsified diesel fuels can require idle governor adjustments to prevent engine stalling.

Durability Issues - Many fuel system components in Cummins® engines are made of materials that are susceptible to corrosion from water in fuel. Prolonged exposure to water in fuel can result in fuel system component failures from corrosion.

Vehicle System Issues - Some water-emulsified diesel fuel suppliers recommend the removal of the fuel-water separator from the vehicle's fuel system. Removal of the fuel-water separator violates Cummins Inc. engine installation requirements.

Since water is a significant component of water-emulsified diesel fuels, conductivity sensors that detect water in fuel will **not** function properly with water-emulsified diesel fuels.

Some water-emulsified diesel fuels use a surfactant in the emulsifier. Surfactants can strip the fuel tank and fuel lines of deposits, resulting in fuel filter plugging. Fuel filters **must** be monitored closely during the initial use of water-emulsified diesel fuels.

Water-emulsified diesel fuels can **not** remain static for more than a month in storage or in vehicle fuel tanks. Most water-emulsified diesel fuel storage facilities are required to have circulation pumps for daily or weekly agitation. Engines operating on water-emulsified diesel fuel **must** be operating for at least 15 minutes every 30 days to avoid fuel-water separation in the vehicle fuel tank and in the engine fuel system.

Cummins Inc. Engine Warranty - Cummins Inc. Engine Warranty covers failures that are a result of defects in material or factory workmanship. Engine damage, service issues, and/or performance issues determined by Cummins Inc. to be caused by the use of water-emulsified diesel fuel are **not** considered to be defects in material or workmanship and are **not** covered under Cummins Inc. engine warranty.

Some water-emulsified fuel suppliers provide a comprehensive warranty for fuel system failures caused by the use of water-emulsified diesel fuel. Customers are encouraged to contact the water-emulsified diesel fuel supplier to determine the warranty provisions.

Biodiesel Fuel

Cummins Inc. certifies its engines using the prescribed EPA and European Certification Fuels.

Cummins Inc. does **not** certify engines on any other fuel. It is the user's responsibility to use the correct fuel as recommended by the manufacturer and allowed by EPA or other local regulatory agencies. In the United States, EPA allows **only** registered fuels and fuel additives to be entered into commerce. EPA has additional alternative fuel information at:

- http://www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm

Biodiesel Terminology

- Biofuels - Fuels produced from renewable resources.
- Biodiesel - A fuel comprised of methyl or ethyl ester-based oxygenates of long chain fatty acids derived from the transesterification of vegetable oils, animal fats, and cooking oils. These fuels are commonly known as Fatty Acid Methyl Esters (FAME) or Fatty Acid Ethyl Esters (FAEE). Biodiesel properties are similar to those of diesel fuel, as opposed to gasoline or gaseous fuels, and thus are capable of being used in compression ignition engines.
- B100 - A fuel containing 100 percent biodiesel.
- Petrodiesel - Diesel fuel produced purely from petroleum. Petrodiesel can also be referred to as distillate diesel.
- Biodiesel Blend - A fuel comprised of a mixture of petrodiesel and B100 biodiesel. A biodiesel blend is typically designated by the percentage of biodiesel in the blend. For example: B5 is a fuel containing 95 percent petrodiesel and 5 percent B100.
- Rapeseed Methyl Ester (RME) diesel - Biodiesel derived from rapeseed oil. RME diesel is the most common biodiesel used in Europe.
- Soy Methyl Ester (SME or SOME) diesel - Biodiesel derived from soybean oil. SME diesel is the most common biodiesel used in the United States.
- BQ-9000 - The National Biodiesel Accreditation Program, which is called BQ-9000, is a cooperative and voluntary program for the accreditation of producers and marketers of biodiesel fuel. The program is a unique combination of the ASTM standard for biodiesel, ASTM D6751, and a quality systems program that includes storage, sampling, testing, blending, shipping, distribution, and fuel management practices.

With increased interest in reducing the use of petroleum distillate based fuels, many governments and regulating bodies encourage the use of biofuels, such as biodiesel.

Cummins Inc. test data on the operating effects of biodiesel fuels indicates that typically smoke, power, and fuel economy are all reduced. There are specifications for biodiesel issued in Europe under EN14214 and in North America under ASTM D6751. These specifications define **only** the biodiesel (B100) used as the blend component with diesel fuel. Specifications for biodiesel blends ranging from B6 to B20 can be found under ASTM D7467.

CAUTION

To successfully use biodiesel, it is imperative that the fuel be of high quality and meet or exceed the specifications outlined in this bulletin or engine damage will occur.

It is the responsibility of the user to verify/obtain the proper local, regional, or national exemptions required for the use of biodiesel in any emissions regulated Cummins® engine.

Warranty and the Use of Biodiesel Fuel in Cummins® Engines

Cummins Inc. Engine Warranty covers failures that are a result of defects in material or factory workmanship. Engine damage, service issues, and/or performance issues determined by Cummins Inc. to be caused by the use of biodiesel fuel **not** meeting the specifications outlined in this Service Bulletin are **not** considered to be defects in material or workmanship and are **not** covered under Cummins Inc. engine warranty.

Requirements for Using Biodiesel Fuel in Cummins® Engines

Cummins Inc. requires that all biodiesel fuel blends be comprised of petrodiesel meeting ASTM D975, and B100 meeting either ASTM D6751 or EN14214. Diesel fuel and biodiesel blends up to B7 **must** meet the specifications found in Table 1: Cummins Inc. Required Diesel Fuel Specifications. For biodiesel blends above B6 and up to B20, Cummins Inc. requires that the fuel meet the specifications outlined in ASTM D7467. These specifications are summarized in Table 3: Summary of ASTM D7467 Requirements for B6 to B20 Biodiesel Blends. Reference the official ASTM D7467 standard for more detailed requirements.

Biodiesel fuel can be blended with an acceptable diesel fuel up to 7 percent volume-concentration (B7) for all Cummins® engines.

Biodiesel fuel can be blended with an acceptable diesel fuel up to a 20 percent volume concentration (B20) for the following Cummins® engines:

ISB CM850, ISB CM2150*, ISB6.7 CM2250*, ISB6.7 CM2350 B101*, QSB3.3 Tier 3, QSB3.3 Tier 4 interim, QSB4.5 Tier 3, QSB4.5 Tier 4 interim, QSB6.7 Tier 3, QSB6.7 Tier 4 interim.

ISBe CM800, ISBe3 CM850, ISBe4 CM850, ISBe CM2150, ISB4.5 CM2150 SN, ISB6.7 CM2150 SN

ISDe CM2150, ISD4.5 CM2150 SN, ISD6.7 CM2150 SN

ISC/ISL CM850, ISC/ISL CM2150*, ISC8.3/ISL9 CM2250*, ISL9 CM2350 L101*, QSC/QSL Tier 3, QSL9 Tier 4.

ISCe CM554, ISCe3/ISLe3 CM850, ISLe4 CM850, ISL8.9 CM2150 SN

ISM CM870 and CM570, ISM CM875, ISM CM876, QSM11 Tier 3, QSM11 Marine, QSM11 G-Drive

ISX CM570 built after January 1, 2002, ISX CM870, ISX CM871, ISX11.9 CM2250, ISX12 CM2350, ISX15 CM2250, ISX15 CM2350, QSX15 Tier 3, QSX15 G-Drive.

The following High Horsepower engines produced after 01 January 2008: QSK19/23/38/45/50/60/78, K19/38/50, QST30, K2000E, and K1500E.

The following Cummins MerCruiser™ Diesel marine engines produced after 01 January 2007: B Series (including QSB), C Series (including QSC and QSL), and QSM11.

Cummins Inc. has the following engine specific requirements for engines running biodiesel blends above B7 and up to B20:

* For ISB CM2150 and ISC/ISL CM2150 products as well as High Horsepower engines (displacements of 18L or higher) equipped with the Eliminator™ oil change extender system, Cummins Inc. requires oil sampling. See below for details.

* For High Horsepower marine applications, Cummins Inc. requires additional fuel water separation capability. See below for more details.

* For Cummins® Engines in Chrysler Dodge Ram™ trucks, biodiesel fuel can be blended with an acceptable diesel fuel up to a 20 percent volume concentration (B20) for municipal, government, and commercial fleets **only**. This applies to selected model year vehicles. Please consult Chrysler™ for specific requirements and approved vehicle models.

Customers choosing to run biodiesel blends above B7 and up to B20 **must** adhere to the following requirements from Cummins Inc.

NOTE: For North American markets, Cummins Inc. requires that the biodiesel fuel blend be purchased from a BQ-9000 Certified Marketer. The B100 biodiesel fuel used in the blend must be sourced from a BQ-9000 Accredited Producer. Certified Marketers and Producers can be found at the following website: http://www.bq-9000.org. For areas outside of North America, consult a Cummins Inc. representative for applicable fuel quality standards.

Oil Sampling

- Fuel dilution of lubricating oil has been observed with the operation of biodiesel under certain operating conditions. Fuel dilution monitoring can be accomplished by performing oil sampling. Fuel levels in lubricating oil **must not** exceed 5 percent. Additional information on oil contamination and oil sampling can be found in Cummins® Engine Oil and Oil Analysis Recommendations, Bulletin 3810340.
- For ISB CM2150 and ISC/ISL CM2150 products, end users are **required** to use oil sampling during the first 6 months of operation with biodiesel to monitor engine oil condition and fuel dilution of lubricating oil in order to determine if the oil change interval needs to be modified. Consult a Cummins® Authorized Repair Location for guidance in oil sampling.
- For High Horsepower engines equipped with the Eliminator™ oil filter option, oil sampling will be needed to determine the appropriate oil change interval. Oil samples should be taken every 250 hours of operation and analyzed according to the Cummins® Engine Oil Recommendations Bulletin. This process should be repeated for at least three oil change intervals to ensure consistent oil behavior.

Fuel-Water Separation

- Biodiesel has a natural affinity to water, and water accelerates microbial growth. Storage tanks **must** be equipped with a fuel water separator to make sure that water is stripped

out before entering the vehicle tank. Make sure the vehicle and storage tanks are kept full to reduce the potential for condensation accumulating in the fuel tank.

- Due to the solvent nature of biodiesel, and the potential for “cleaning” of the vehicle fuel tank and lines, new fuel filters **must** be installed when switching to biodiesel on used engines. Fuel filters will need to be replaced at half the standard interval for the next two fuel filter changes.
- Cummins Inc. **requires** the use of a StrataPore™ fuel filter media, and strongly recommends using Cummins Filtration™ filters equipped with StrataPore™ media. This filter media removes water more efficiently than standard cellulosic filter media, which will **not** provide adequate fuel water separation capabilities. However, even StrataPore™ fuel filter media is **not** as effective in removing water from biodiesel as it is in removing water from petrodiesel. Therefore, preventing water from entering the fuel supply (vehicle or storage) remains very important.
- If StrataPore™ filter media is **not** available, a substitute synthetic filter media may be used which **must** provide 95 percent emulsified fuel water separation efficiency per SAE J1488. This test method **must** be run using B20 biodiesel, having an interfacial surface tension of 22 dyne/cm + or - 2 dyne/cm. The filter **must** meet this specification when run at the rated flow of the engine platform's fuel system. Fuel filter gaskets **must** also be compatible with B20 biodiesel blends, with performance equal to or greater than what is outlined in the Cummins Filtration™ Engineering Standard FES1544 - Seals, Static, Rubber (Supplier Requirements, Fuel Applications).
- For all High Horsepower Marine applications, a centrifuge filtration system is required to safeguard against water contamination. A centrifuge is recommended for all Commercial Marine applications. Water intrusion is common in vessel fuel storage tanks. Vessels may have multiple fuel storage tanks depending on type of service. Typically, one or two of the storage tanks are dedicated for engine supply. Fuel is transferred from the storage tanks to one or more day tanks. All engines are fueled from the day tanks. The centrifuge should be installed between the storage tanks and day tanks and should circulate fuel continuously. The target deliverable fuel quality of a centrifuge should meet or exceed the specifications outlined in ISO 4406: 18/16/13 (reference the “Fuel Cleanliness” section for more detail) and should have a maximum of 200 ppm dissolved or emulsified water, with no free water permitted.
- Cummins Inc. does **not** endorse specific suppliers of centrifuges, however Alfa Laval and Westfalla are two known manufacturers of Marine filtration devices. The Alfa Laval models are MAB 103, 104, and 206. Models MMB 304 and 305 are self cleaning units. The smallest version cleans 1135 l/hr (300 gal/hr), while larger versions can have flow rates over 10,000 l/hr (2,600 gal/hr). Most of these centrifuges clean fuel to the 3 to 5 micron range, but it takes up to 13 tank cycles to achieve this cleanliness. Some Westfalla models are the OTC 2/3-02-137 and OTC 2/3-03-107. They range from 500 l/hr (130 gal/hr) to 800 l/hr (215 gal/hr). These also clean fuel to the 3 to 5 micron range, but still require cycling the fuel in the tank up to 13 times. Refer to the manufacturer's product specifications and installation instructions.
- Cummins Filtration™ Fuel Pro®, Diesel Pro®, Industrial Pro™, and Sea Pro®, products offered by Cummins Filtration™/Davco Technology LLC, can be used to provide remote mounted additional fuel filtration efficiency, with integrated fuel pre-heaters. Consult a Cummins® Authorized Repair Location for guidance in fuel filter selection and installation.

Biodiesel Fuel Storage

- Use biodiesel fuel within six months of its manufacture. Biodiesel has poor oxidation stability, which can result in long term storage problems. For this reason, Cummins Inc. does **not** recommend using biodiesel for low use applications, such as standby power, recreational marine, or seasonal applications. Consult your fuel supplier for oxidation stability additives.
- The poor oxidation stability qualities of biodiesel can accelerate fuel oxidation in the fuel system, especially at increased ambient temperatures.

CAUTION

Avoid storing equipment with biodiesel blends in the fuel system for more than three months, or fuel system damage can occur.

- If biodiesel is used for seasonal applications, the fuel system **must** be purged before storage by running the engine on pure diesel fuel for a minimum of 30 minutes.
- Care **must** also be taken when storing biodiesel in bulk storage tanks. All storage and handling systems **must** be properly cleaned and maintained. Steps must be taken to minimize moisture and microbial growth in storage tanks. Consult your fuel supplier for assistance in storing and handling biodiesel.

Energy Content

- B100 biodiesel provides approximately 7 percent to 10 percent less energy per gallon of fuel when compared to conventional diesel fuels. Operation with B20 biodiesel blends can potentially result in a slight decrease in fuel economy and/or power, depending on the application. To avoid engine problems when the engine is converted back to 100 percent petrodiesel, do **not** change the engine rating to compensate for the potential power loss when operated with biodiesel fuels.

Materials Compatibility

- The engines listed in this bulletin are compatible with biodiesel blends up to B20. However, the following **must** be taken into account:
- Natural rubber, butyl rubber, and some types of nitrile rubber (depending on chemical composition, construction, and application) may be particularly susceptible to degradation. Also, copper, bronze, brass, tin, lead, and zinc can cause deposit formations. The use of these materials and coatings should be avoided for vehicle fuel tanks and fuel lines. Fuel fittings and connectors are acceptable due to the small surface area in contact with the fuel.

CAUTION

Contact your vehicle manufacturer to determine if any of the OEM supplied components are at risk with biodiesel in order to prevent engine damage.

Low Temperature Performance

- Biodiesel fuel properties change at low ambient temperatures, which can pose problems for both storage and operation. Precautions can be necessary at low ambient temperatures, such as storing the fuel in a heated building or a heated storage tank, or using cold temperature additives.
- The fuel system can require heated fuel lines, filters, and tanks. Filters can plug and fuel in the tank can solidify at low ambient temperatures if precautions are **not** taken. A fuel heater is recommended for ambient temperatures below -5°C [23°F]. Consult your fuel and additive supplier for assistance in attaining proper cloud point fuel.

Microbial Growth

- Biodiesel fuel is an excellent medium for microbial growth. Microbes cause fuel system corrosion and premature filter plugging. The effectiveness of all commercially available conventional anti-microbial additives, when used in biodiesel, is **not** known. Consult your fuel and additive supplier for assistance.

It is strongly recommended that customers running biodiesel blends of B7 or below follow the above precautions as well.

Biodiesel Additives

1. Cummins Inc. approves the use of Cummins Filtration™ Microbicide for use in biodiesel blends. Product details can be found in the “Additives” section of this Service Bulletin.
2. Cummins Inc. approves the use of Cummins Filtration™ Asphaltene Conditioner Base for biodiesel blends. Product details can be found in the “Additives” section of this Service Bulletin.
3. Cummins Filtration™ Biodiesel Winter Conditioner can be used to improve the pour point and cold filter plugging point of biodiesel blend, in addition to preventing ice formation in wet fuels during cold storage. Cummins Filtration™ Biodiesel Winter Conditioner is the **only** biodiesel fuel additive approved by Cummins Inc. for winter performance improvements. Contact a Cummins® Authorized Repair Location for product details.

Table 3: Summary of ASTM D7467 Requirements for B6 to B20 Biodiesel Blends.

Item	Performance Characteristics	Requirements		Test Procedure
- - -	- - -	D1 Blends	D2 Blends	- - -
1	Flash Point, °C minimum	38	52	ASTM D93
2	Water and sediment volume percent, maximum	0.05	0.05	ASTM D2709
3	Physical Distillation, T90 °C, maximum	343	343	ASTM D86
4	Kinematic Viscosity, cSt at 40°C	1.3 - 4.1	1.9 - 4.1	ASTM D445
5	Ash, mass percent, maximum	0.01	0.01	ASTM D482
6	Sulfur, wt percent, maximum	Per regulation (reference Table 1)	Per regulation (reference Table 1)	ASTM D5453, D2622, or D129, depending on sulfur content

7	Copper strip corrosion rating, maximum	Number 3	Number 3	ASTM D130
8	Cetane Number, minimum[1]	40	40	ASTM D613
9	Cloud Point[2]	Per footnote	Per footnote	ASTM D2500, D4539, D6371
10	Ramsbottom carbon residue on 10 percent distillation residue, wt percent, maximum	0.15	0.35	ASTM D524
11	Lubricity, HFRR at 60°C, micron, maximum	520	520	ASTM D6079
12	Acid number, mgKOH/g, maximum	0.3	0.3	ASTM D664
13	Biodiesel content percent (V/V)	6-20	6-20	D7371
13	Oxidation stability, induction time, hours, minimum	6	6	EN14112 (Rancimat)
14	One of the following **must** be met:			
(a)	Cetane index, minimum	40	40	D976-80
(b)	Aromaticity, percent vol, maximum	35	35	D1319-03
[1]Low ambient temperatures, as well as operation at high altitudes may require the use of fuels with higher cetane ratings.				
[2]The maximum cloud point temperature shall be equal to or lower than the tenth percentile minimum ambient temperature in the geographical area and seasonal time frame as defined by ASTM D975.				

Marine Distillate Oils

Cummins Inc. requires that diesel fuel meeting the specifications in Table 1: Cummins Inc. Required Diesel Fuel Specifications in this service bulletin be used in Cummins® Marine engines. However, the possibility exists that fuel of this quality may **not** be readily available in certain Marine markets. The International Standards Organization (ISO) has defined specifications for fuels called Marine Distillate Oils (MDO's), including distillate fuels in category ISO-F. This category consists of four distinct fuels; DMX, DMA, DMB, and DMC. The characteristics of these fuels are presented in Table 4: Marine Fuel Characteristics.

Cummins Inc. does **not** recommend the use of fuels meeting the specifications in Table 4, because some characteristics of these fuels do **not** meet the required diesel fuel specifications in Table 1. Some DMX, DMA, and DMB fuels may meet the specifications listed in Table 2: Contingency Diesel Fuel Specifications, and if so, could be used as such. Additionally, in some areas, such as the European Union Territory, the sulfur content has been limited to 0.2 mass percent (2000 ppm) or less for all category ISO-F fuels. Low sulfur Marine fuel is **not** available in all markets. It is the user's responsibility to select the correct fuel and make sure that the fuel

properties satisfy Cummins Inc. requirements.

Warranty and the use of Marine Distillate Oils in Cummins® Engines

Cummins Inc. Engine Warranty covers failures that are a result of defects in material or factory workmanship. Engine damage, service issues, and/or performance issues determined by Cummins Inc. to be caused by the use of MDO fuel are **not** considered to be defects in material or workmanship, and are **not** covered under Cummins Inc. engine warranty.

Table 4: Marine Fuel Characteristics

Characteristics	Limit	Category ISO-F				Test Method Reference
- - -	- - -	DMA	DMX	DMB	DMC	- - -
Appearance	N/A	Visual		- - -	- - -	N/A
Density at 15°C [59°F], kg/m ^{3}	Maximum	(1)	890	900	920	ISO 3675 or ISO 12185
Viscosity at 40°C [104°F], centistokes	Minimum	1.40	1.50	- - -	- - -	ISO 3104
Maximum	5.50	6.00	11.0	14.0	- - -	ISO 3104
Flash Point, °C	Minimum	43	60	60	60	ISO 2719
Pour Point (upper), °C(2)	N/A	- - -	- - -	- - -	- - -	- - -
Winter quality	Maximum	- - -	-6	0	0	ISO 3016
Summer quality	Maximum	- - -	0	6	6	ISO 3016
Cloud Point, °C	Maximum	-16 (4)	- - -	- - -	- - -	ISO 3015
Sulfur, mass percent (3)	Maximum	1.0	1.5	2.0	2.0	ISO 8754
Cetane Number	Minimum	45	40	35	- - -	ISO 5165
Carbon Residue (micro method), mass percent 10 percent (volume) distillation, bottoms	Maximum	0.30	0.30	- - -	- - -	ISO 10370
Carbon Residue (micro method), mass percent	Maximum	- - -	- - -	0.30	2.50	ISO 10370
Ash, mass percent	Maximum	0.01	0.01	0.01	0.05	ISO 6245
Sediment, mass percent	Maximum	- - -	- - -	0.07	- - -	ISO 3735
Total Existent Sediment, mass percent	Maximum	- - -	- - -	- - -	0.10	ISO 10307-1

Water, volume percent	Maximum	- - -	- - -	0.3	0.3	ISO 14597
Vanadium, mg/kg	Maximum	- - -	- - -	- - -	100	ISO 14597
Aluminum plus silicon, mg/kg	Maximum	- - -	- - -	- - -	25	ISO 10478

1. In some geographical areas, there may be a maximum density limit.
2. Purchasers are recommended to make sure that this pour point is suitable for the equipment on board, especially if the vessel operates in both the northern and southern hemispheres.
3. 1.0 mass percent = 10,000 ppm.
4. This fuel is suitable for use without heating at ambient temperatures down to -15°C [5° F].

Fuel Filters

This section explains the types of fuel filters and their uses.

Cummins® engines are supplied with the latest in fuel filtration technology from Cummins Filtration™. These systems are designed to remove water and other harmful particles from the fuel before they damage the fuel pump and other engine components.

Throw Away Canister

The standard fuel filter is the spin-on element. These filters contain a porous, pleated, chemically treated paper element that will pass fuel freely but trap impurities and sediment. When the element is serviced, it is simply detached from the fuel filter head assembly, discarded, and replaced with a new element. The element **must** be tightened to the manufacturer's specifications.

NOTE: Do not pour fuel from an old fuel filter into a new filter in an effort to prime the fuel system. Use only clean fuel to prime the fuel system. It is not necessary to add fuel to a new filter if the engine is equipped with an electric fuel transfer pump. Fuel systems on these engines can be primed by turning the vehicle keyswitch ON and OFF several times to activate the fuel transfer pump.

CAUTION

Overtightening will distort the filter cartridge or crack the filter head. Do not use a filter element that has been dented or damaged prior to, or during, installation.

Replaceable Element Type

Another type of fuel filter used on Cummins® engines has a replaceable pleated paper element. This type of filter is often recommended or required for use as a first stage of filtration to provide additional water separation and/or fine particle removal.

Fuel-Water Separators

Water can enter diesel fuel at various locations along the supply chain, and becomes a serious issue when present as free water. It contributes to corrosion, biological contamination, and fuel system malfunctions. Entry points include:

- **As free water** due to ingress as result of heavy rainfall or cracks in equipment
- **As dissolved (emulsified) water** during fuel refining or delivery (this may become free water further down the supply chain if the fuel is cooled so much that it reaches a saturation point)
- **As water vapor** (moist air) through vents followed by condensation on tank walls, including vehicle tanks.

Water in diesel fuel is normally present as both free and emulsified water. Free water settles to the fuel tank bottom, where it can be drained. Emulsified water stays in suspension where it can enter the fuel lines, fuel pump, and injectors.

Free and emulsified water can be removed from the fuel. Integral fuel filter and water separators are available that remove both free and emulsified water with varying degrees of efficiency. The standard fuel filter does remove some free and emulsified water, but with low efficiency. Due to the above facts and the importance of removing water from fuel for fuel system integrity, Cummins Inc. has increased the requirements for free water and emulsified water removal. The fuel-water separator or fuel filter and water separator combination **must** remove a minimum of 95 percent of free water (per SAE J1839) and 95 percent of emulsified water (per SAE J1488). Fuel-water separator filters produced by Cummins Filtration™ meet or exceed these requirements.

Cummins Inc. recommends that a fuel-water separator be installed on all Cummins® engines, and strongly recommends using Cummins Filtration™ fuel-water separators that utilize StrataPore™ filter media. These StrataPore™ filters provide high efficiency removal of harmful particles and both free and emulsified water.

Fuel-water separators should be checked on a daily basis and drained into an appropriate disposal container when free water is noted. If water is indicated by a water-in-fuel (WIF) sensor, water **must** be drained immediately to prevent damage to the fuel system components. Water should **not** be allowed to fill the bowl.

NOTE: The drained fluids (mixture of water and fuel) must be properly disposed of according to regulations.

CAUTION

If the water level in the fuel water separator is allowed to reach the fuel filter element, water can be forced through the filter and cause corrosion and failure of sensitive components in the fuel system.

Fuel Filter Maintenance

Fuel filters **must** be changed periodically to prevent restriction of fuel flow from the fuel tank to the fuel pump. Fuel restriction will increase over time as sediment gets collected in the filter media. Sediment could possibly consist of rust, dirt, dust, oxidation products, and biological growth.

Change fuel filters as recommended by the appropriate Cummins® Engine Owner's Manual or Operation and Maintenance Manual. When operating under severe conditions, additional fuel filter changes can be required. To determine if this is necessary, fuel filter restriction **must** be checked. Refer to the appropriate Cummins® Engine Service Manual for fuel filter restriction checking procedures. After checking the restriction a few times, a maintenance schedule for fuel filter changes can be established for each type of operation.

Common Issues With Winter Fuel

This section presents the various winter fuel issues and methods of dealing with them.

Two winter fuel handling issues, wax and ice, have annoyed diesel operators for years. There is no solution to either of these problems that is ideal for all situations, but the better the problem is understood, the less difficult the process of finding a solution becomes. Determining whether a low power complaint is due to a fuel filter plugging complaint is fairly simple: replace the fuel filter with a new filter. If this allows the vehicle to operate normally even for a short period of time, then obviously something in the fuel is plugging the filter and causing the complaint. A simple way of determining whether the filter plugging is caused by wax or ice is to bring the plugged filter into a warm shop, drain out the liquid fuel, place the filter upside down on a piece of paper or in a shallow pan, and allow the filter to warm to room temperature. If there is ice in the filter, it will melt and run out of the filter and the water on the paper or in the pan will be obvious. Most petroleum wax, on the other hand, will **not** melt at room temperature. To speed the analysis process, the filter can be cut open and spread out. Once the cause of the low power complaint is determined, a logical solution can be chosen.

Fuel Wax

All middle (or intermediate) distillate fuels, such as jet fuels, heating fuels, and diesel fuels, contain paraffin wax. Paraffin wax is a solid, crystalline mixture of straight-chain or normal hydrocarbons melting in the approximate range of 40 to 60°C [104 to 140°F]. This paraffin wax occurs naturally in the crude oil from which fuel oils are distilled. The wax content of a distillate fuel varies greatly, depending on the crude oil from which the fuel is produced and in the processing of the fuel. Generally, higher boiling distillate fuels, such as U.S. Number 2-D diesel fuel, have a higher concentration of paraffin wax than lower boiling distillate fuels, such as jet fuel.

Because of the strong relationship between temperature and solubility of wax, wax separation is a problem in handling and using diesel fuel during cold weather. As fuel cools, a temperature is reached at which the soluble paraffin wax in the fuel begins to come out of solution (Cloud Point); any further cooling will cause wax to separate out of solution. The temperature at which a certain fuel will become saturated with wax and causes filter plugging problems is termed the Cold Filter Plugging Point (ASTM D6371). The temperature at which fuel will no longer flow is the Pour Point (ASTM D97). At the pour point, most of the fuel is still liquid, although it is very thick or viscous and trapped in a honeycomb-like network of wax crystals.

Since diesel powered equipment is frequently used at temperatures low enough to cause wax to separate, a number of techniques have been devised to prevent the wax from causing problems by plugging fuel screens, lines, filter, and so on, and preventing fuel flow to the engine. Vehicles designed to operate at very low temperatures have provisions for heated fuel tanks, insulated fuel lines, heated fuel filters and other mechanisms to warm the fuel so that the wax does **not** separate. These more elaborate systems are usually **not** practical in more temperate climates where they are needed **only** a few days a year.

Fuel Filters

Fuel filters have already been discussed in detail in the Fuel Filters section of this bulletin. The **only** additional consideration in terms of common issues with winter fuels is that using a large filter or multiple filters in parallel will allow more fuel wax to be filtered before a power loss occurs. Also, relocating the fuel lines and filter out of the wind-stream and wheel splash and into the engine compartment near the engine block will help keep them warm.

Engine Idling

CAUTION

Do not idle the engine for excessively long periods of time with engine coolant temperature below the minimum specification found in the applicable engine Owner's Manual. This can result in fuel dilution of the lubricating oil, carbon build up in the cylinder, cylinder head valve sticking, and/or reduced performance.

Additives

There are a number of fuel additives available which reduce the pour point and cold filter plugging point (CFPP) of diesel fuel. These are commonly referred to as pour point depressant additives, cold flow improver additives, wax crystal modifiers, or fluidity improver additives (and can be collectively termed “Winter Additives”). Certain additives can reduce the Pour Point by as much as 21°C [70°F] and the CFPP by as much as -1°C [30°F]. A survey of winter blend fuels by the Bureau of Mines (now a part of the Energy Research and Development Administration) revealed that a large percentage of the commercially marketed diesel fuels had been treated with a winter additive. Before purchasing such an additive to treat fuel, ask the fuel supplier whether the fuel already contains a winter additive. Depending on the amount and type of additive already in the fuel, additional additives will or will **not** be necessary.

These additives alter the size and shape of wax crystals, allowing pumping of fuel at lower temperatures. Although certain additives can be very effective, they are **not** a cure all. Their performance varies depending on the paraffin type and content of the fuel treated. Severe weather applications can require fuel warmers in addition to additives. Although other additives are available that can provide some benefits, Cummins Filtration™ Fleet-tech™ Winter Conditioner and Turbo Diesel All Season Fuel Additives are the **only** fuel additives recommended by Cummins Inc. to help prevent filter gelling in cold weather applications.

Fuel Warmers

Warming diesel fuel just prior to filtration is an excellent method of preventing fuel filter plugging. If cold fuel is warmed sufficiently, the wax crystals will dissolve in the fuel. The dissolving requires warming to a temperature of approximately 11 to 22°C or 20 to 40°F above the fuel's cold filter plugging point.

In order for a fuel warmer to reliably prevent fuel filter plugging due to wax, it **must** be capable of supplying enough heat to the fuel at the maximum fuel flow (**not** just fuel consumption) rate to raise the fuel temperature from the lowest expected fuel temperature (probably the lowest expected ambient temperature) to 11 to 22°C or 20 to 40°F above the fuel's cold filter plugging point. There are four different fuel warmers presently offered by Cummins Filtration™ to raise the temperature of the inlet fuel.

1. Fuel Filter Heater - The Cummins Filtration™ Positive Temperature Coefficient (PTC) fuel filter heats the fuel before the fuel flows into the fuel filter. The heater is installed on the fuel filter head. Most complaints of fuel waxing occur in the fuel filter. The heater uses ceramic discs that sense the fuel temperature and heat the fuel to a temperature just above the cloud point.

The PTC heater is self-regulating. Depending on battery voltage, the heaters use from 6 to 25 amperes at maximum output. When no heat is required, the heater uses less than 0.5 ampere. The heater can be left on during engine operation or it can be turned off with the cab switch. The heater reaches full heating capacity in about two minutes. The PTC heater kit is available (see Table 5: Fuel Filter Heaters).

Table 5: Fuel Filter Heaters.

Watts	Cummins Filtration™ Part Number
300	3836029-S

A Cummins Filtration™ Kit, Part Number 3837317-S, adapts the heater to most fuel filter heads with 1 in-14 threads. Use the following fuel filter list to identify fuel filter heads with 1 in-14 threads. The heater adds about 25 mm [1 in] in height to the fuel filter head assembly.

Fuel Filter List with 1 in -14 Threads	
FF-104	FF-213
FF-105	FF-105C
FS-1242(B)	FS-1001
FS-1000	FS-1212
FF-105D	FS-1003

The Cummins Filtration™ Kit, Part Number 3832054-S, adapts to FS-1251 filter.

2. Recirculating Fuel Warmer, Part Number 3305782, can be used to warm inlet fuel for flow up to 9.5 l/pm [2.5 gpm]. The unit circulates engine coolant around the inlet fuel to warm the

fuel. The unit is most effective when immersion or tank heaters are used to warm the coolant. An optional thermostat, Part Number 3305783, can be used to bypass fuel when 27°C [81°F] is reached. Use Table 6: Temperature Rise Chart to determine the performance capability of this fuel warmer for different operating conditions.

Recirculating Fuel Warmer, Part Number 3305782 - Performance Data

Table 6: Temperature Rise Chart.

Inlet Fuel Temperature	Outlet Fuel Temperature Fuel Flow Rate		
	2-1/2 GPM	1-1/2 GPM	1/2 GPM
-34°C [-30°F]	0°C [32°F]	3°C [38°F]	11°C [52°F]
-23°C [-10°F]	4°C [39°F]	7°C [45°F]	13°C [55°F]
-12°C [10°F]	8°C [47°F]	12°C [53°F]	15°C [59°F]
-1°C [30°F]	16°C [60°F]	17°C [62°F]	19°C [67°F]
10°C [50°F]	22°C [71°F]	23°C [74°F]	25°C [77°F]
21°C [70°F]	29°C [85°F]	31°C [87°F]	31°C [88°F]

3. Thermo Blend™ - The Cummins Filtration™ Thermo Blend™ fuel warmer recirculates warm deaerated drain fuel from the engine to the filter and injection system, rather than allowing it to return to the tank. A 10 to 15 minute engine-running warm up period is usually necessary to provide successful operation. A built-in thermostat automatically bypasses fuel at 43°C [109°F]. Part Number 3310200 **must** be used for all Midrange and Heavy Duty diesel engines. Part Number 3308750 **must** be used for all heavy duty off-highway equipment (such as 12 and 16 cylinder engines).

4. Thermo Blend™ FM, Part Number 3310630, The Cummins Filtration™ Thermo Blend™ FM fuel warmer, combines the return fuel heating principle with a special filter head. When used with Cummins® Part Number 3315843 (Cummins Filtration™ Part Number FS-1212) fuel-water separator, it provides fuel dewaxing, water removal, and filtration. A built-in thermostat automatically bypasses fuel at 21°C [70°F]. When using fuel warmers, do **not** overheat the fuel. The maximum fuel temperature at the inlet to the fuel pump is 70°C [158°F]. Alterations of heating devices **must** be reversible, or have some means to turn them off during warm weather operation. The fuel tank is heated by the injector return (drain) fuel from the engine. On typical installations, the cooling effect of the tank maintains fuel temperatures at an acceptable level.

On some installations, such as acoustically enclosed units, little cooling of the tank occurs because of the design. On these installations, a fuel oil cooler can be used to limit the temperature of the fuel at the fuel pump inlet to 70°C [158°F] or less.

Depending on the particular engine model involved, the engine horsepower will begin to decrease slightly above fuel inlet temperatures of 46°C [115°F]. The percent of power loss is **not** as great on engines with the Cummins® PT™ and HPI® fuel system (less than 1 percent per 5°C or 9°F), due to the inherent viscosity compensating characteristics (see Power Loss

section in this bulletin). Operation above 70°C [158°F] is **not** recommended due to the loss of the lubricating quality of the fuel with resultant wear to the fuel system components which depend on fuel for lubrication. A fuel warmer will **not** help if the fuel is below the pour point and can **not** be pumped to the warmer; therefore, in extremely cold conditions, fuel can be treated with light distillate fuel or treated with a pour point depressant to reduce the pour point, or it can be necessary to heat the fuel to allow it to flow.

When using fuel warmers that use engine coolant as a source of heat, some form of coolant heating during shutoff will allow the heater to become effective much more quickly after start-up. These fuel warmers **must** also be checked for leaks. Since the fuel warmer is on the suction side of the fuel pump and the cooling system is pressurized, any small leak will allow coolant to enter the fuel system.

Other Considerations

Wax in the fuel will deposit in any restriction or sharp bend in the fuel plumbing system. If fuel starvation occurs during cold-weather operation and plugged fuel filters are **not** found, look for plugging of tank pick-up screens, sharp bends in the fuel lines, fittings, and so forth.

Water Contamination

Free water (non-dissolved) in the fuel can freeze at low temperatures and the resulting ice crystals can plug fuel filters causing fuel starvation. Care **must** be taken to keep fuel storage tanks dry. Tanks can be “stuck” often with water detecting paste (usually obtainable from fuel suppliers) to be sure they are dry. If water is detected, it **must** be pumped out.

Keeping bulk fuel storage tanks dry has already been mentioned; however, if this is a persistent issue, a dryer (fuel-water separator) can be installed on the bulk fuel dispensing system.

Condensation in the vehicle fuel tank(s) occurs when the air in the fuel tank(s) cools down during a shutdown period. This moisture can be reduced by filling the vehicle fuel tank before engine shutdown to reduce the air space above the fuel.

Dissolved water comes out of solution as fuel cools. As fuel cools from 4 to -29°C, [39 to -20°F] the solubility of water in the fuel reduces 70 percent. Therefore, fuel pumped from a relatively warm underground tank into a vehicle which sits overnight in sub-zero temperatures can cause some free water to separate. However, this source of free water is almost negligible, because even at high temperatures, fuel will dissolve very little water (0.1 mass-percent at 71°C) [160° F]).

Cummins Filtration™ Winter Conditioner Base and Turbocharger Diesel All Season Fuel Additives are the **only** additives recommended by Cummins Inc. for this application.

NOTE: More cold weather engine operation recommendations are in Service Bulletin Number 3379009 and in the engine operation and maintenance manual.

Microbial Contamination of Diesel Fuel

WARNING

Although most of the microbes that will live in fuel tanks are common organisms to which humans are constantly exposed, contact with microbes or fungi from a fuel tank must be avoided. When a fuel system is contaminated and cleaning is necessary, workers must be protected. Remember that the fungi produce reproductive spores and when dry these can easily become airborne, so breathing protection must be provided or the microorganisms must be kept wet. Dispose of the water and sludge removed from fuel tanks properly. Never place these materials in sanitary sewer system since they can kill bacteria used in sewage treatment. Never place them in storm sewers or surface water streams since they can kill fish and other aquatic animals.

WARNING

The most common problem associated with exposure to these microbes is dermatitis which in some people can be quite serious. Any exposed skin must be thoroughly washed with warm, soapy water.

WARNING

Avoid eating, drinking and smoking while working with these microbes. Any ingestion of the microbes or exposure to broken skin must be considered serious. It is recommended that if this happens the worker be taken to a doctor, along with a sample of the microbes.

WARNING

Biocides are generally only mildly toxic to humans and animals but must still be handled carefully. In cases of ingestion or contact with the eye, follow manufacturer's recommendations. Seek medical attention.

This section covers the recognition of and solutions to microbial contamination of diesel fuel.

To protect against fuel shortages, many users have been storing fuel and, as a result, the frequency of microbial contamination has increased. Microbial contamination of fuel, though **not** a new concern, is more common in metalworking industries which use water-soluble oils as cutting fluids or in long-term storage of hydrocarbon fuels than it is in diesel fleet operations. All hydrocarbon fuels are essentially sterilized by the high temperatures encountered in the refining process; however, they can become contaminated soon after leaving the refinery by microorganisms. These microorganisms, primarily bacteria and fungi, exist rather harmlessly in moisture-free fuel, passing through fuel systems without having any negative effects.

However, in the presence of water, these microorganisms begin to grow and reproduce. The rate of growth depends on how well the environment suits the particular microorganism's needs.

The growth of a large colony of microorganisms in a fuel system can cause several issues. The first and usually most obvious is fuel filter plugging with a greenish-black or brown slime, frequently accompanied by a foul odor. This slimy, string-like colony can also plug sharp bends in fuel lines, fuel meters, and other restrictions. The second issue these microorganisms can cause is corrosion due to the acid by-products some of them produce. It is also possible, if the microorganisms pass through the fuel filter, that they will form deposits and cause damage in the fuel pump and injectors.

Some indicators of microbial contamination are:

1. Slime deposits on tank walls, piping, or other surfaces which are exposed to fuel. These deposits are usually greenish-black or brown and are slick to the touch.
2. Black or brown "stringy" material suspended in tank water bottoms.
3. Swelling or blistering of any rubber surface (washers, hoses, connectors, and so forth) that comes in contact with fuel.
4. Sludge or slime deposits on filter surfaces.
5. Foul odor resembling that of rotten eggs (hydrogen sulfide).

A more conclusive approach is to routinely check the fuel by means of one of the several available test kits which are listed below. These can detect microorganisms long before there is any visible evidence of contamination.

The following list shows test kits of which we are aware. Listing of a kit can **not** be construed as a recommendation or approval; and, the fact that a kit is **not** listed **only** means we are unaware of it. Cummins Inc. has **not** tested any of these kits, but has **only** reviewed the manufacturer's literature. Users **must** evaluate the kits available to them and select one based on their own judgment.

1. Total Count Sampler, Catalog Number MTOO 000 25 for package of 25, from Millipore Corporation, Bedford, MA 01730, 1-800-645-5476. The Total Count Sampler contains a nutrient media specifically designed to encourage bacterial growth; however, many fungi will grow on it. Millipore recommends incubation at 35°C [95°F] for 24 hours; however, they can be incubated at room temperature for 36 to 48 hours. If the results on the Total Count Sampler are low and are still suspected, re-sample using Millipore™ Yeast and Mold Sampler (Catalog Number MYOO 000 25 for package of 25). This sampler contains a nutrient media which suppresses the growth of most bacteria, but is rich in nutrients for fungi. For best results, use both samplers each time water bottoms are tested. These Millipore™ samplers are probably the most sensitive of those listed, and in fact, can lead to overtreatment of a fuel system. Millipore™ samplers are also available from Millipore in Australia, Belgium, Brazil, Canada, Denmark, England, Finland, France, Italy, Japan, Mexico, Norway, Spain, Sweden, Switzerland, and West Germany. Inquiries from other countries can be directed to Millipore Intertech, Inc., P.O. Box 255, Bedford, MA 01730 U.S.A.
2. Microbe Monitor Test Kit (From Air BP®) British Petroleum Cleveland-Hopkins International Airport Cleveland, OH 44135, 1-800-533-2340. One sample per kit. Incubates at room temperature.

When it has been established that microbial contamination is present and action **must** be taken, there are several approaches. The most obvious solution is prevention. Most of the bacteria and fungi involved are soil organisms which can become airborne or waterborne.

Prevention of the entrance of microorganisms is **not** possible because these organisms can enter the fuel through many different routes.

Growth of these microorganisms can be prevented. Since all metabolic processes of an organism are conducted in water, denying the microorganism access to water will prevent growth, thus preventing the development of large, troublesome colonies. Therefore, the first and most important step in prevention is to keep fuel systems dry. Keeping a fuel system entirely dry is impossible. In cases where microbial contamination is a recurring issue, a microbicide can be used to chemically treat the fuel or the water.

There are three general classes of biocides: water-soluble, fuel-soluble, and universally soluble. Fuel-soluble biocides are best suited for treating fuels which are to pass through several storage steps in the distribution process. A fuel-soluble biocide injected into the fuel early in the distribution system is carried with the fuel through the entire downstream system, effectively sterilizing the fuel until usage. Fuel-soluble biocides are easier to add to the fuel system since the exact amount needed to treat a volume of fuel is easily determined and they have a low toxicity to human and other life forms. The obvious disadvantage to fuel-soluble biocides is cost; each batch of new fuel added to the system **must** be treated since the biocide is consumed as the fuel is consumed.

Water-soluble biocides are more economical for use in treating one step in a fuel distribution system, such as the end-user's storage tank. The water-soluble biocides, since they are insoluble in fuel, stay where they are placed until the water bottoms are pumped from the tank; therefore, the total amount of biocide purchased is less. There are a number of disadvantages to water soluble biocides. Since no biocide is carried downstream by the fuel, each successive tank in the system **must** be individually treated. There is some difficulty in determining how much biocide to place in a tank, since that depends on how much water is in the tank. The biocide can **not** be thoroughly mixed with the water in the bottom of a tank. Water-soluble biocides are much more easily taken in by humans and other life forms: and therefore, **must** be disposed of properly when water bottoms are pumped from a tank. Water bottoms containing a water-soluble biocide **must not** be placed in a sanitary sewer system because the biocide can destroy the bacteria used by sewage treatment plants. These water bottoms **must** be treated as an acidic, industrial oily waste.

Universally soluble biocides are soluble in both water and diesel fuel. They allow you to treat the entire downstream system. However, each subsequent load of fuel does **not** need to be treated. The biocide will remain in any water that has collected at the bottom of the storage tank and continue to inhibit microbial growth. With certain types of biocides, the interval between treatments can be as long as six months. Like water-soluble biocides, universally soluble biocides are more easily taken up by humans and other forms of life. They also tend to be more expensive than the other types of biocides.

Treating a fuel tank that is infested with a large population of microorganisms will kill the microorganisms, but it will **not** eliminate the filter plugging they can be causing. The water and sludge containing the microorganisms **must** be removed from the fuel systems. First, clean the fuel system thoroughly. Next, a fuel-soluble or universally-soluble biocide **must** be added to the next few batches of fuel to kill any remaining microorganisms. Finally, the addition of a water-soluble or universally-soluble biocide can be continued for at least several months to be sure the microorganisms are all dead. If microbial contamination is a recurring issue, it is recommended that use of the water-soluble or universally-soluble biocide be continued

permanently, since this will be the most cost effective solution to the problem. This can be done by determining the amount of water that accumulates in tank bottoms between pump outs and adding about double or triple the amount of water-soluble biocide recommended to treat that volume of water. For example: you normally pump out approximately 379 liters [100 gallons] of water bottoms. In this case, after pumping the bottoms, immediately add to the fuel tank two or three times the amount of biocide normally used to treat 379 liters [100 gallons] of water. Since the biocide is more dense than fuel, it will settle to the bottom of the tank and will dissolve in the water as it accumulates. After refilling a fuel tank, the biocide **must** be allowed to settle before drawing fuel from it to keep from pumping the biocide out with the fuel.

Although other products can provide some benefits, the **only** biocide recommended by Cummins Inc. is Cummins Filtration™ Microbicide. It is a universally soluble biocide. For specific treatment recommendations, contact Cummins Filtration™ Service Engineering Department at 1-800-22FILTER.

Fuel Discoloration (Black Fuel)

In some Cummins® engines, normal operation can cause the diesel fuel in the engine and fuel tank to appear dark or black in color. Discoloration of the fuel can be caused by the following: engine lubricating oil mixing with the fuel during operation, the formation of asphaltenes, degradation of fuel from storage, or from the practice of blending lubricating oil with fuel to be burned by the engine.

Mixing of engine lubricating oil

In some fuel systems, engine lubricating oil and diesel fuel are used in close proximity to each other for lubricating and sealing purposes. This interface is a function of fuel pump and/or injector design. Under certain operating conditions, a small amount of lubricating oil can mix with the diesel fuel and be returned to the tank, causing the fuel to appear dark in color. It takes a very small amount of lubricating oil (less than 0.1 percent) to cause the fuel to become visibly darkened. This small amount of oil in the fuel will have no adverse affects on engine performance, durability, or reliability.

Asphaltene formation

This phenomenon is common for fuel systems that operate at very high fuel pressures and temperatures. The high temperature fuel that is **not** injected into a combustion cylinder is returned to the fuel tank. As the fuel is recirculated and exposed to the same high pressures and temperatures during continuous operation, asphaltenes begin to form larger clusters of insoluble materials that can lead to fuel discoloration. If these formations of asphaltenes grow large enough, they will be captured by the filter element and can lead to high filter restriction and shortened filter life.

Asphaltene formation due to fuel overheating can be aggravated by a lack of fuel coolers, improperly sized fuel tanks, inadequate mixing of return fuel between tanks, low fuel levels, or installation of the fuel tank that prevents dissipation of heat. If an engine or fuel system cooling issue is suspected, the cooling systems **must** be inspected and modified as necessary to comply with Cummins Inc. requirements. Existing fuel filters could possibly need to be resized or additional filtration could possibly need to be added to increase contaminant holding

capacity. Consult a Cummins® Authorized Repair Location for guidance in fuel filter selection and cooling system issues. Refer to the “Additives” section of this service bulletin for a listing of Cummins Filtration™ Asphaltene Conditioners.

Degradation of fuel from storage

Refer to the “Microbial Contamination of Diesel Fuel” section of this service bulletin.

Darkening of diesel fuel due to the mixing of lubricating oil or asphaltene formation does **not** indicate a manufacturing defect or other warrantable malfunction, and is a function of normal operation. Customers should continue using the equipment as is, unless the discoloration has resulted from fuel overheating, fuel contamination, or if fuel filter life is being reduced and causing operational difficulties with the equipment.

Natural Gas (NG)

WARNING

Compressed natural gas is normally treated with an odor producing chemical so that users will be able to smell gas leaks. Always be alert for the smell of gas. If you enter a room or approach a vehicle and a smell of gas is present, immediately shut off all engines and ignition sources. Avoid sparks, arcing switches and equipment, cigarettes, pilot lights, flames, and other sources of ignition in the area and in areas with common ventilation. Provide extra ventilation to the area and do not start the equipment or nearby equipment until the leak is corrected and the area is ventilated. Avoid leaving natural gas fueled equipment in unventilated rooms overnight or for extended periods. Store and service natural gas fueled equipment in large well-ventilated areas or outside.

WARNING

If natural gas leaks are present, do not store the vehicle inside or in any area that is covered. Severe personal injury can result from asphyxiation or explosion.

WARNING

Natural gas is highly flammable. Keep all cigarettes, sparks, arcing switches and equipment, pilot lights, flames and other sources of ignition out of the work area and areas sharing ventilation.

WARNING

Not all types of Natural Gas are treated with an odorant. Gas leaks from a non-refined source, such as Landfill Gas, Biogas, Coal Bed Gas, or Wellhead Gas, can not always be

detected by smell.

WARNING

Do not troubleshoot or repair gas leaks while the engine is running.

CAUTION

Natural gas is lighter than air and can accumulate under the hood and awnings.

CAUTION

Always tighten fasteners and fuel connections to the required specifications. Overtightening or under tightening can allow leakage. These connections are critical to the fuel and air systems.

CAUTION

Always test for fuel leaks as instructed, as odorant can fade.

CAUTION

Close the manual fuel valves prior to performing maintenance and repairs, and when storing the vehicle inside.

Specifications

This section presents the specifications for natural gas engines.

Cummins® spark-ignited engines that use natural gas as a fuel source provide a low emission alternative for various applications. In order for the engines to continually provide extremely low emission levels and provide the best durability and reliability, Cummins Inc. has developed several fuel standards. Cummins® Engineering Standard (CES) 20067, Natural Gas Fuel; CES 14604, 14624, Natural Gas Fuel; and CES 14608 Wide Range Natural Gas Fuel define some of the natural gas specifications. Depending on the type of engine (rich-burn, lean-burn, or alternative fuel) and application (automotive, industrial, or generator), reference the appropriate engine's operation and maintenance manual for the correct fuel specification. Operators of Cummins® natural gas engines should refer the standard or specification to the potential fuel suppliers and request confirmation as to local availability.

These specifications apply to fuel as it is delivered to the engine, regardless of whether its

origin was liquid or gaseous. Liquefied natural gas (LNG) is an acceptable fuel, provided the onboard fuel storage and supply system delivers proper pressure, temperature, and complete vaporization to the engine fuel system inlet. These specifications are **not** intended to cover certification requirements. **Only** engines that have been specifically designed, built, and approved by Cummins Inc. for use with alternative fuels (including Landfill and Biogas) can be operated with low energy or aggressive fuels. The fuel **must not** contain water, dust, sand, dirt, oils, or any other substance or component in an amount that is detrimental to the operation of the engine. The use of gas with chlorine additives is **not** permitted. More specifications and test methods are detailed in these standards. For alternative fuels information, contact a Cummins® Authorized Repair Location for assistance.

For CES 20067, the basic chemical composition for natural gas is detailed in Table 7: CES 20067 Chemical Composition. The Wobbe index **must** be between 1300 and 1377 as measured by ASTM D3588. The Wobbe index is a calculated value. Reference CES 20067 for more information.

Table 7: CES 20067 Chemical Composition

Constituents	Requirements	Test Method
Methane (CH_4)	90.0 percent volume minimum	ASTM D1945
Ethane (C_2H_6)	4.0 percent volume maximum	ASTM D1945
Propane (C_3H_8)	1.7 percent volume maximum	ASTM D1945
Butane and Heavier ($C_4H_{10}+$)	0.7 percent volume maximum	ASTM D1945
Carbon Dioxide and Nitrogen ($CO_2 + N_2$)	3.0 percent volume maximum	ASTM D1945
Hydrogen (H_2)	0.1 percent volume maximum	ASTM D2650
Carbon Monoxide (CO)	0.1 percent volume maximum	ASTM D2650
Oxygen (O_2)	0.5 percent volume maximum	ASTM D1945
Sulfur (S)	0.001 percent weight maximum	Title 17 CCR Section 94112 Method 16

Table 8 below shows the applicable standard for common on-highway Cummins® natural gas engines.

Table 8: Fuel Standards for Cummins® Natural Gas Engines

	Engine Family		
		ISB5.9 G, B Gas	ISL G

Standard	B5.9 G, C8.3 G	International, B Gas Plus, C Gas Plus, L Gas Plus	ISX12 G
CES 14604 Minimum Methane Number: 80 Minimum Higher Heating Value: 975 BTU/Standard Cubic Feet	Yes	N/A	N/A
CES 14624 Minimum Methane Number: 75 Minimum Lower Heating Value: 37448.6 kJ/kg [16100 BTU/lbm]	N/A	N/A	Yes
CES 14608 Minimum Methane Number: 65 Minimum Lower Heating Value: 37448.6 kJ/kg [16100 BTU/lbm]	N/A	Yes	N/A

For CES 14604, CES 14624, and CES 14608, the basic chemical composition for natural gas is detailed in Table 9: CES 14604, CES 14624, and CES 14608 Chemical Composition. Further information on each of the standards follows Table 9.

Table 9: CES 14604, CES 14624, and CES 14608 Chemical Composition

Constituents	Test Method
Methane (CH_4)	ASTM D1945
Ethane (C_2H_6)	ASTM D1945
Propane (C_3H_8)	ASTM D1945
Butane and Heavier (C_4H_{10}+)	ASTM D1945
Carbon Dioxide and Nitrogen ($CO_2 + N_2$)	ASTM D1945
Hydrogen (H_2)	ASTM D2650
Carbon Monoxide (CO)	ASTM D2650
Oxygen (O_2)	ASTM D1945
Sulfur (S)	Title 17 CCR Section 94112 Method 16

For CES 14604, the methane number shall **not** be below 80 and the higher heating value shall **not** be below 975 BTU/Standard Cubic Feet. The methane number and higher heating value are calculated values. The maximum allowable sulfur content shall **not** be greater then 0.001 percent weight. Reference CES 14604 for more information. CES 14604 applies to B5.9 G and C8.3 G engines.

For CES 14624, the methane number shall **not** be below 75 and the lower heating value shall **not** be below 16100 BTU/lbm. The methane number and lower heating value are calculated values. Reference CES 14624 for more information. Table 10: CES 14608 and CES 14624 Maximum Allowable Hydrogen, Hydrogen Sulfide, Sulfur, and Siloxanes, specifies that there are four constituents in the natural gas mixture that **must** meet certain requirements to be

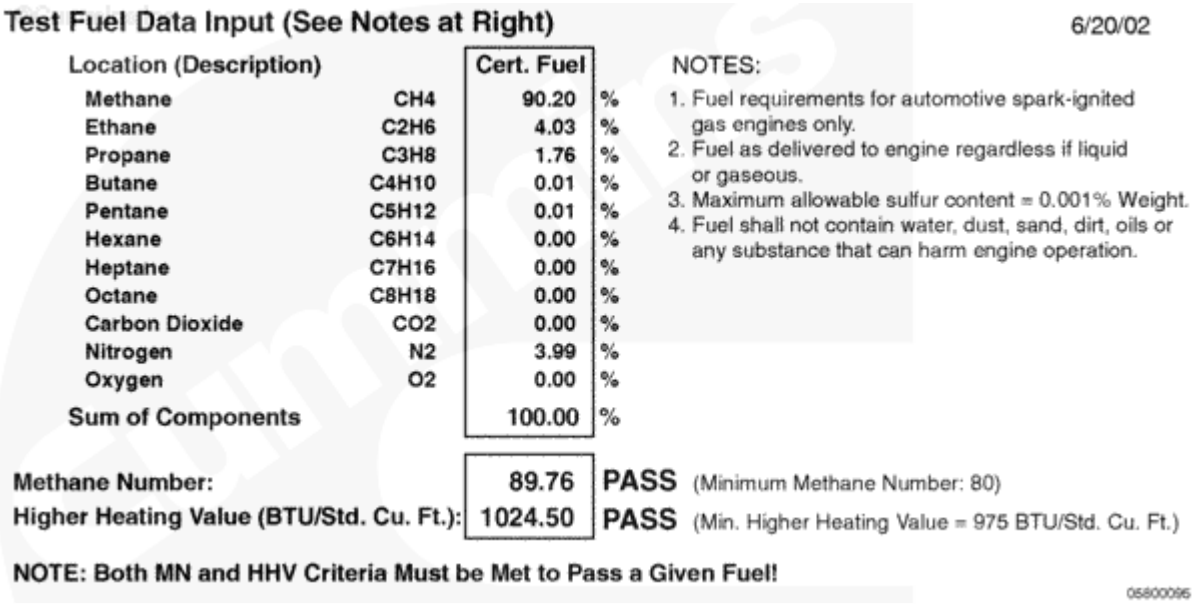
used in the ISL G and ISX12 G engines.

For CES 14608, the methane number shall **not** be below 65 and the lower heating value shall **not** be below 16100 BTU/lbm. The methane number and lower heating value are calculated values. Reference CES 14608 for more information. Table 10: CES 14608 and CES 14624 Maximum Allowable Hydrogen, Hydrogen Sulfide, Sulfur, and Siloxanes, specifies that there are four constituents in the natural gas mixture that **must** meet certain requirements to be used in ISB5.9 G, B Gas International, B Gas Plus, C Glas Plus, and L Gas Plus engines.

Table 10: CES 14608 and CES 14624 Maximum Allowable Hydrogen, Hydrogen Sulfide, Sulfur, and Siloxanes

Constituents	Requirements	Test Method
Hydrogen (H_2)	0.03 percent volume maximum	ASTM D2650
Hydrogen Sulfide (H_2S)	0.0006 percent volume maximum	ASTM D4084
Siloxanes	0.0003 percent volume maximum	EPA TO-14 15 GC/ELCD, GC/AED, GC/MS
Sulfur (S)	0.001 percent weight maximum	Title 17 CCR Section 94112 Method 16

Contact a Cummins® Authorized Repair Location for information regarding calculating methane number, higher heating value, and lower heating values. The following is an example using CES 14604 to determine if the fuel is compliant.



Test Fuel Data Input (See Notes at Right) 6/20/02

Location (Description)		Cert. Fuel	
Methane	CH4	90.20	%
Ethane	C2H6	4.03	%
Propane	C3H8	1.76	%
Butane	C4H10	0.01	%
Pentane	C5H12	0.01	%
Hexane	C6H14	0.00	%
Heptane	C7H16	0.00	%
Octane	C8H18	0.00	%
Carbon Dioxide	CO2	0.00	%
Nitrogen	N2	3.99	%
Oxygen	O2	0.00	%
Sum of Components		100.00	%

NOTES:
1. Fuel requirements for automotive spark-ignited gas engines only.
2. Fuel as delivered to engine regardless if liquid or gaseous.
3. Maximum allowable sulfur content = 0.001% Weight.
4. Fuel shall not contain water, dust, sand, dirt, oils or any substance that can harm engine operation.

Methane Number:	89.76	PASS	(Minimum Methane Number: 80)
Higher Heating Value (BTU/Std. Cu. Ft.):	1024.50	PASS	(Min. Higher Heating Value = 975 BTU/Std. Cu. Ft.)

NOTE: Both MN and HHV Criteria Must be Met to Pass a Given Fuel!

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Cummins® natural gas engines are designed and adjusted to meet performance and emissions standards with fuel meeting these specifications. The engine may operate on fuels possessing a wide range of properties, but performance and emissions will be affected. In

extreme cases, fuel with characteristics outside of these specifications can cause engine reliability or durability issues. Cummins Inc. Engine Warranty covers malfunctions that are a result of defects in material or factory workmanship. Engine damage, service issues, and/or performance issues determined by Cummins Inc. to be caused by the use of fuel **not** meeting these specifications are **not** considered to be defects in material or workmanship and are **not** covered under Cummins Inc. engine warranty.

Operators **must** be alert for sudden changes in engine operation, power levels, or the presence of knock. Each of these symptoms can be a sign of substandard fuel. If an issue related to fuel quality is suspected, ask the fuel supplier to sample and analyze the fuel in the vehicle or the fuel being supplied to the engine in stationary applications. Contact a Cummins® Authorized Repair Location for information regarding calculating methane numbers, heating values, and for further assistance.

Fuel Filters

CAUTION

Gas is extremely flammable. Contents under pressure. Vent gas from the filter by opening the drain on the filter.

CAUTION

Overtightening will distort the filter cartridge, damage the filter seal, or crack the filter head. Do not use a filter element that has been dented or damaged prior to, or during, installation.

CAUTION

Oil getting inside of the gas mass flow sensor or on the screen pack will cause poor performance.

Fuel filters are required equipment on all Cummins® natural gas engines. They are designed to remove oil and harmful particles from the fuel before they damage the fuel system or other engine components. These filters are a coalescent type filter that will capture the oil contaminants and moisture typically found in natural gas.

Oil can be introduced into a natural gas engine's fuel system in several ways. The most common is from the fueling station compressor. The oil can also be present in the station tank from the refining process. Oil in the fuel will cause the gas mass flow sensor and the heated oxygen sensor to read incorrectly. Engine performance will be affected.

The fuel filter, Cummins Filtration™ NG 5900, needs to be drained as part of the daily or refueling maintenance check. The interval period for draining the fuel filter is dependent on the fueling station and varies for each location. The drain interval **must** be adjusted to the time

required to accumulate no more than 30 milliliters [1 ounce] of oil in the fuel filter or daily, whichever occurs first.

Reference the engine operation and maintenance manual for fuel filter replacement intervals.

Liquefied Petroleum Gas (LPG)

WARNING

Liquefied Petroleum Gas (LPG) is normally treated with an odor producing chemical so that users will be able to smell gas leaks. Always be alert for the smell of gas. If you enter a room or approach a vehicle and a smell of gas is present, immediately shut off all engines and ignition sources. Avoid sparks, arcing switches and equipment, cigarettes, pilot lights, flames, and other sources of ignition in the area and in areas with common ventilation. Provide extra ventilation to the area and do not start the equipment or nearby equipment until the leak is corrected and the area is ventilated. Avoid leaving LPG fueled equipment in unventilated rooms overnight or for extended periods. Store and service LPG fueled equipment in large well-ventilated areas or outside.

WARNING

Do not troubleshoot or repair gas leaks while the engine is running.

CAUTION

LPG is heavier than air and can accumulate near the floor, in sumps, and in low-lying areas.

CAUTION

Always tighten fasteners and fuel connections to the required specifications. Overtightening or undertightening can allow leakage. These connections are critical to the fuel and air systems.

CAUTION

Always test for fuel leaks as instructed, as odorant can fade.

CAUTION

Close the manual fuel valves prior to performing maintenance and repairs and when storing

the vehicle inside.

Specifications

This section presents the specifications for liquefied petroleum gas engines.

LPG has been used as an engine fuel for many years. Modern technology and compliance with various emissions standards now mandate that certified engines be tuned to precise standards and operated on a more restrictive fuel specification for optimum performance and emissions control. Cummins® Engineering Standard (CES) 14612 and Cummins® Engineering Standard (CES) 14613 have been developed as a specification for LPG fueled engines. Depending on the type of engine and application (automotive, industrial, or generator), reference the appropriate engine's operation and maintenance manual for the correct fuel specification. Operators of Cummins® LPG engines **must** refer the standard/specification to the potential fuel suppliers and request confirmation as to local availability.

CES 14612 covers LPG fuel for use in automotive spark-ignited LPG engines. This specification applies to fuel as it is delievered to the engine regardless of whether its origin was liquid or gaseous. This specification is **not** intended to cover certification requirements. CES 14612 applies to B5.9 LPG and B LPG Plus engines.

Basic chemical composition is detailed in Table 11: CES 14612 Chemical Composition.

Table 11: CES 14612 Chemical Composition

Constituents	Requirements	Test Method
Propane (C_3H_8)	90.0 percent volume minimum	ASTM D2163
Propylene (C_3H_6)	5.0 percent volume maximum	ASTM D2163
Butane and Heavier (C_4H_{10+})	2.5 percent volume maximum	ASTM D2163
Hydrogen Sulfide (H_2S)	Pass	ASTM D2420
Sulfur (S)	123 ppmw	ASTM D2784
Oxygen (O_2)	0.5 percent weight maximum	ASTM D1945
Carbon Dioxide and Nitrogen ($CO_2 + N_2$)	3.0 percent volume maximum	ASTM D1945

Table 12: CES 14612 Additional Requirements lists four additional requirements that must be met for the fuel to pass CES 14612. Additionally, the fuel shall not contain water, dust, sand, dirt, oils or other substance/constituent in an amount that is detrimental to the engine.

Table 12: CES 14612 Additional Requirements

Constituents	Requirements	Test Method

Vapor pressure with a gas temperature of 38°C [100°F]	208 psig (1430 kPa) maximum	ASTM D1267
Volatile residue temperature at 95% evaporation	-38.3°C [-37°F] maximum	ASTM D1837
Moisture content	Pass	ASTM D2713
Copper corrosion strip test	No. 1 maximum	ASTM D1838

CES 14613 covers LPG used in automotive spark ignited LPG engines. This specification applies to fuel as it is delievered to the engine regardless of whether its origin was liquid or gaseous. This specification is not intended to cover certification requirements. CES 14613 applies to B LPG Plus engines.

Basic chemical composition is detailed in Table 13: CES 14613 Chemical Composition.

Table 13: CES 14613 Chemical Composition

Constituents	Requirements	Test Method
Propane (C_3H_8)	85.0 percent volume minimum	ASTM D2163
Propylene (C_3H_6)	10.0 percent volume maximum	ASTM D2163
Butane and Heavier (C_4H_{10+})	5.0 percent volume maximum	ASTM D2163
Hydrogen Sulfide (H_2S)	Pass	ASTM D2420
Sulfur (S)	80 ppmw	ASTM D2784

Table 14: CES 14613 Additional Requirements lists four additional requirements that must be met for the fuel to pass CES 14613. Additionally, the fuel shall not contain water, dust, sand, dirt, oils or other substance/constituent in an amount that is detrimental to the engine.

Table 14: CES 14613 Additional Requirements

Constituents	Requirements	Test Method
Vapor pressure with a gas temperature of 38°C [100°F]	208 psig (1430 kPa) maximum	ASTM D1267
Volatile residue temperature at 95% evaporation	-38.3°C [-37°F] maximum	ASTM D1837
Moisture content	Pass	ASTM D2713
Copper corrosion strip test	No. 1 maximum	ASTM D1838

Cummins® LPG engines are designed and adjusted to meet performance specification with fuel meeting these specifications. The engine can possibly operate on a wide range of fuel properties, but performance and emissions will be affected, and in extreme cases, fuel with characteristics out of these specifications can cause engine reliability or durabilitity issues. Cummins Inc. engine warranty covers malfunctions that are a result of defects in material or factory workmanship. Engine damage, service issues, and/or performance issues determined by Cummins Inc. to be caused by the use of fuel **not** meeting these specifications are **not** considered to be defects in material or workmanship and are **not** covered under Cummins Inc. engine warranty.

Operators **must** be alert for sudden changes in engine operation, power levels, or pre-ignition. Each of these can be a sign of substandard fuel. If you suspect an issue related to fuel quality, ask your fuel supplier to sample and analyze the fuel in the vehicle, or contact a Cummins® Authorized Repair Location for assistance.

Fuel Filters

CAUTION

Gas is extremely flammable. Contents are under pressure. Vent gas from the filter by opening the drain on the filter.

CAUTION

Overtightening will distort the filter cartridge, damage the filter seal, or crack the filter head. Do not use a filter element that has been dented or damaged prior to, or during, installation.

CAUTION

Oil getting inside of the gas mass flow sensor or on the screen pack will cause poor performance.

Fuel filters are required equipment on all Cummins® natural gas engines. They are designed to remove oil and harmful particles from the fuel before they damage the fuel system or other engine components.

Oil can be introduced to a LPG engine's fuel system in several ways. The most common is from the fueling station compressor. Oil in the fuel will cause the gas mass flow sensor and the heated oxygen sensor to read incorrectly. Engine performance will be affected.

The fuel filter, Cummins Filtration™ NG5900, needs to be drained as part of the daily or refueling maintenance checks. The interval period for draining the fuel filter is dependent on the fueling station and varies for each location. The drain interval **must** be adjusted to the time required to accumulate no more than 30 milliliters [1 ounce] of oil in the fuel filter or daily,

whichever occurs first.

A liquid magnetic in-line filter is required on the LPG fueled engines between the LPG fuel tank (s) and the fuel inlet on the engine. The liquid magnetic in-line filter is **not** Cummins Inc. supplied and has a 5-micron requirement.

Reference the engine operation and maintenance manual for fuel filter replacement intervals.

Fuel Supply Hoses

The vehicle supply hose to the engine **must** be approved for use with liquid phase propane (CGA Type III Approved). Engine damage, service issues, or performance issues that occur due to the use of other products are **not** considered a defect in workmanship or material as supplied by Cummins Inc. and can **not** be compensated under the Cummins Inc. warranty.

Last Modified: 20-Jan-2014