Schroeder INDUSTRIES
Advanced Fluid Conditioning Solutions®

DIESEL: ALL AROUND PROTECTION





Protection by Dewatering

Protection by Filtration

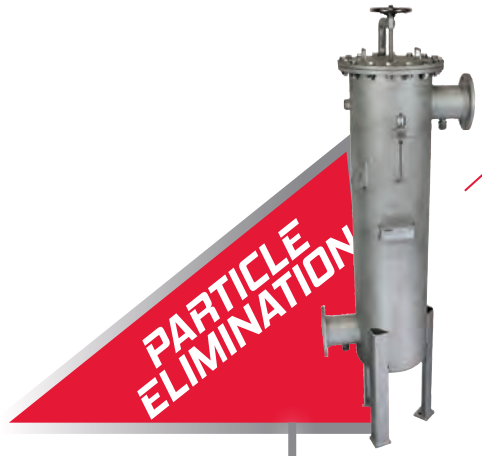
Protection by Fuel Condition Monitoring

SCHROEDER INDUSTRIES: ALL AROUN

Emissions directives are raising the standards for diesel fuels. As a consequence, suppliers must guarantee that there is less contamination and lower water content in their fuels. The increasing percentage of biodiesel has the additional effect that existing systems must be retrofitted with **diesel conditioning systems**.

In order to meet the requirements, it is not sufficient to condition the diesel just prior to usage in the machine. The fuel must be filtered and dewatered at every stage of the transport chain – **from production in the refinery to the end user**. To comply with the high quality requirements it is essential to monitor particle contamination and water content.

Schroeder Industries specializes in **Filter Housings**, **Fluid Conditioning Units** and **Sensors** necessary to do just that. For every step of the process – from production to consumption – Schroeder provides specific products for optimum fluid monitoring and conditioning.



LVH-F

Low Viscosity Housing Filter | LVH-F

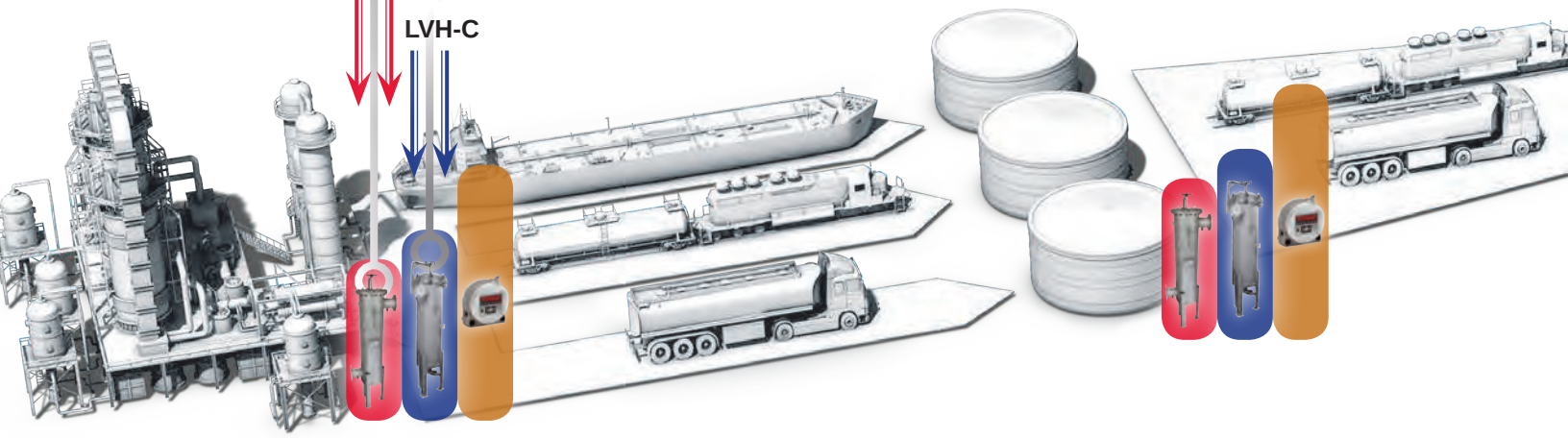
- 211 gpm - 951 gpm (799 L/min - 3,600 L/min)
- ASME "U" Stamped Vessels in carbon or stainless steel
- Excellent single-pass filtration performance
- Low pressure drop and high dirt holding capacity (DHC) due to the innovative element design



Low Viscosity Housing Coalescer | LVH-C

- 211 gpm - 476 gpm (799 L/min - 1,802 L/min)
- ASME "U" Stamped Vessels in carbon or stainless steel
- Excellent single-pass water removal performance
- Low pressure drop ensures long element life and high efficiency water removal

LVH-C



D PROTECTION FOR DIESEL.



BDS

Bulk Diesel Fuel Skid | BDS Family

- 70 gpm - 280 gpm (265 L/min - 1060 L/min); 100 psi (7 bar)
- Designed with integrated particulate removal pre-filtration for maximum coalescing filter element life in the downstream housing
- Sized for high flow bulk fuel transfer applications
- Routine element change is only needed on Pre-filter (the particulate filter) which provides a low overall operating cost



BDF1

Bulk Diesel Filter | BDF Family

- 16 gpm - 32 gpm (60 L/min - 120 L/min); 150 psi (10 bar)
- Designed with integrated particulate removal pre-filtration for maximum coalescing filter element life in the down stream housing
- Patent-pending, three-phase, particulate and fuel/water separation media technology
- Allows users to achieve or exceed the particulate and water removal specifications of the injection system OEMs



HDP-BC

HDP-HT

On-Board Diesel Fuel Coalescing Filter | HDP

- 1.5 gpm - 7.9 gpm (5.6 L/min - 10 L/min)
- Suction side pre-filter providing particulate and water removal
- Offers a modern cartridge filter system design
- Provides reliable, higher-quality protection against failures, breakdowns and expensive service interventions
- Small envelope size and various porting configurations offer greater flexibility in mounting locations



TCM FCU 1315 HY-TRAX

Fuel Condition Monitoring | TCM, FCU 1315, HY-TRAX®

- Portable service units designed for immediate measurement of solid particle contamination (ISO code) in fuel systems
- Systems with integrated pump and hoses with test point connections allow operation on tanks, filter systems and dispensers





Manufacturing and Testing

Schroeder Industries' corporate headquarters is located in Leetsdale, PA (USA) with an additional manufacturing facility in Cumberland, MD (USA). Filter housings and diagnostic and specialty products are manufactured at our Pittsburgh plant, while filter elements are manufactured in our Cumberland plant. Both facilities have the skilled workforce and the capacity to meet our customers' needs. Schroeder's research and development center as well as our contamination control laboratory are located at our corporate headquarters.

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An Open Invitation

We invite you to present us with any specific filtration challenge you may experience. Schroeder will design and make filters to meet your specific requirements. To find out more, and/or obtain a quote, call us to speak with a sales representative or technical specialist. They can help determine the optimal filtration strategy for a given system. While the quantity of any product to be manufactured to a customer's needs will determine the economic feasibility of a particular project, in many cases, we can offer modified products in relatively small quantities at competitive prices and short lead times.

The Need

How Clean and Dry is Your Fuel?



Because many people assume they're buying quality fuel that meets the required specifications, the cleanliness of diesel fuel is seldom questioned. That has changed, and with the cleanliness requirements mandated by the Tier 4 injection systems it is now time to ask "How clean does my fuel need to be?" From the 2µm tolerances in the 30,000 psi injection systems to compliance with the warranty requirements of the injector manufactures, this question will in reality become the new benchmark. The game has changed and in the following pages we will clearly define how today's fuel, fuel systems and new emissions requirements MANDATE that both OEM's and USERS use only the best filtration.

Ten years ago a diesel engine did not require anything close to the level of filtration provided by Schroeder. With poor quality filters the engine would still run, maybe not efficiently, but it would run. But with today's, engines both the particulate and the coalescing filters must be of only the highest quality. Be assured the results of poor filtration are no longer just black smoke and a lack of horsepower. No, with Tier 4 engines' poor filtration will likely mean lost revenue due to downtime as the operator pays to replace a failed injector. These problems are both manageable and should not add cost. With good filtration installed in the fuel supply, at the fill point and point of use, the engine will run more efficiently and continuously, but the filters used and the higher level of filtration required can no longer be an afterthought. It must become the focal point of any feel and or any operator. Filtration quality and the profitable operation of any Tier 4 engine will become one in the same.

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