

BOLL & KIRCH automatic cat fine filters

There are two components in the Fuel Oil (FO) treatment system, the *purifier* and the *fuel oil filter*, which can protect the engine from massive cat fine attacks. It is vital for a good FO treatment that both components complement each other. The purifier is responsible for the extract of the cat fines from the FO.

The filter on the other hand can as the only full flow treatment, protect the injection system and the entire engine from cat fines.

Filtration is a mechanical barrier using a filter media (mesh or fleece). Here the particles which are larger than the mesh or pore size of the filter media will physically be held back. Throughout a wide temperature and viscosity range the BOLLFILTER will work with constant separation efficiency. This parameter will only have an influence on the pressure drop and the flushes interval of the filter.



Pictured: BOLLFILTER automatic Type 6.64, 6.72 and 8.64

The use of BOLLFILTERs systems allowing an automatic cleaning of the filter elements is common practice on board of ships. When a BOLLFILTER with differential pressure triggered backflushing (not permanent flushing) is installed, the time between flushes can also be used as an indicator for the FO quality. A change in the flushing frequency can indicate a change in FO quality, temperature or separation efficiency.

In general, it must be mentioned that the BOLLFILTER only protects the system downstream. The discharge of the solid matter must be done by the purifier. Therefore, when selecting a filter special focus should be given to separation efficiency and low flushing volume.



Pictured: 10 μm abs. BOLLFILTER elements

In order to offer a reliable protection from cat fines, a filter with a mesh of 10 μm abs. or finer should be considered. It is also to be highlighted that the filter is the only component in the treatment system which offers a full flow protection just before the fuel being injected into the engine.