ORIGINAL VS FAKE

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24.ONE.01 UFI FILTERS

1. **Filter media made from polyamide fibres, according to a specific UFI Filters "recipe"**, with layers of different concentrations from the inside to the outside; these consolidate the water particles in the diesel fuel into larger droplets, which then fall to the bottom of the tank.
2. The composite filter material, with its characteristic **honeycomb grid structure, prevents the release of debris from the filter.**
3. **Central support**: plastic core to facilitate the flow of diesel and prevent the filter from collapsing.
4. **Spring on the base** to lend greater stability and withstand the pressure and internal/external flow of the diesel.
5. **Complete water presence sensor.**

+ **Ability to separate water from diesel > 95%** according to ISO 16332
+ **Water separation by coalescence**: water particles are consolidated into larger droplets that fall to the bottom of the tank.
+ **Higher capacity to accumulate particles** than conventional pleated media.

FAKE FILTER

1. **Filter media consisting of unknown material.** No guarantee of separation of water from diesel fuel.
2. **The non-composite filter material creates debris** which, when exposed to the flow of diesel, could break off and end up in the fuel itself.
3. **No central support**; the filter is at risk of collapsing in the event of unexpected peaks of pressure.
4. **No spring at the base**; the inner cartridge is not even attached, and nor does it fit on the support base. This results in an unstable internal filter. The filtration principle is compromised, resulting in dirty, unfiltered diesel entering the system.
5. **Housing for water presence sensor does not have a magnetic element**, which is necessary to activate the signal when the level of separated water reaches the alarm level.

• **Unknown capacity to separate water from diesel fuel.**

APPLICATIONS

ALFA ROMEO	OPEL	FIAT
CITROËN	VAUXHALL	LANCIA
FORD	CHRYSLER	PEUGEOT