



LF14000NN Lube Filter with NanoNet® Media for Cummins ISX Engines - FAQs

1. Is LF14000NN an upgrade to LF9080?

Yes, LF14000NN is the performance upgrade version of LF9080 and features patented NanoNet media.

2. If LF14000NN is an upgrade, how much more will it cost? Or, what is the pricing?

While LF14000NN is an upgrade, and features higher performance with the NanoNet media, its price will be the same as LF9080.

3. Will LF9080 continue to be available?

Yes, LF9080 is still acceptable for use however we are encouraging customers to deplete their LF9080 inventory as we move toward standardising lube filters with NanoNet media.

4. What are the performance improvements versus the OE spec or competitive filters?

As a part of Cummins Inc., Cummins Filtration developed LF14000NN alongside Cummins engines to meet, and in many cases exceed the OEM specifications. LF14000NN offers best-in-class cold flow ability, efficiency and capacity for lube filters.

5. Is LF9080 still capable in spite of the introduction of LF14000NN?

Yes, LF9080 is still capable and acceptable for use on your application, however Cummins Filtration technology developments have led to the introduction of a new level of lube filter performance found in LF14000NN.

6. Are other Fleetguard lube filters going to be upgraded with NanoNet media?

Yes, patented NanoNet media is the future for Fleetguard lube filtration products which will continue to be developed for other part numbers across the product line.

7. What is the benefit of adding the NanoNet media cartridge to the filter?

The balance between the NanoNet and StrataPore® media structure enables the industry's best efficiency and capacity, while also improving the filter's cold-flow ability. Cold-flow ability represents a filter's ability to flow cold or higher viscosity oil under a certain amount of restriction; less restriction equates to better cold-flow ability for the filter.

8. With the removal of the stacked disc, how well does LF14000NN remove sludge?

The performance improvements made by adding NanoNet media made the removal of the stacked disc possible; LF14000NN performs to the OEM specification. Also note that with today's engines and lubricating oils, there is much less sludge in the oil.

9. What does the removal of the Venturi nozzle in LF14000NN mean for filter performance?

The NanoNet and StrataPore media sections create a balance in flow that does not require the use of a Venturi nozzle to draw the oil flow through the NanoNet section.

10. What differences should the customer expect to see when using LF14000NN versus LF9080?

Due to NanoNet media capabilities, LF14000NN is less restrictive allowing for optimal fuel economy without compromising engine protection. In addition, LF14000NN has the best-in-class contaminant holding capacity. While the service interval of LF14000NN is the same as LF9080, LF14000NN offers improved performance during the service interval.

11. In what applications can customers use LF14000NN?

LF14000NN can be used anywhere LF9080 was previously used.

12. Does LF14000NN use bypass filtration?

Like LF9080, LF14000NN is a combination filter with a high efficiency StrataPore section, and an even higher efficiency NanoNet section.

13. When will the product be available from my Cummins Distributor?

LF14000NN will be fitted as standard on all ISX engines manufactured from March 2015. LF14000NN will be available for purchase commencing in June 2015.

14. On what applications is it recommended to use LF14000NN?

LF14000NN is suitable for use on all ISX engines as well as any application that currently uses LF9080.

15. What is the warranty on LF14000NN?

The warranty on LF14000NN is the standard Fleetguard product warranty.

16. Is LF14000NN suitable for extended service intervals?

LF14000NN is suitable for extended service intervals, however, the service interval is or should be determined by oil condition and OE recommendation.

17. How much longer can I go on the service interval if I move to LF14000NN?

The filter itself does not determine the service interval. However, if the condition of the oil warrants a longer service interval, then LF14000NN is suitable, and will provide improved performance.

18. Why is the LF14000NN change happening now? What's wrong with the Stacked Disc that's making you remove it? Is something wrong with LF9080?

There is nothing wrong with the Stacked Disc media, and certainly nothing wrong with LF9080. This is very important to note: LF9080 has been the industry leader since its introduction, and is perfectly suitable for use so please use up your current inventory with confidence as you transition over to LF14000NN. The timing of the change is only related to the availability of the most current and advanced media on the market, Fleetguard NanoNet. NanoNet has only been utilised in fuel filtration for the last three years, with studies and tests performed to validate its performance on lube systems. The timing couldn't be better! NanoNet performance, combined with current advanced lubricating oils makes for an effective combination.

19. What about my older ISX engines? Won't there be a problem with sludge?

Today's advanced lubricating oils have better sludge control, including a better dispersant package. This, combined with the high performance NanoNet media, which has higher flow and less restriction as well as better efficiency and more capacity, can manage the contaminants of the older engines without concern.

20. I currently have inventory of LF9080 – should I return them in exchange for LF14000NN?

No, Cummins Filtration will not exchange LF9080 for LF14000NN. LF9080 is still suitable for use, and the recommendation is to **use up current inventory and then replace with LF14000NN moving forward.**

