

### **Tank & Lines**

- In the past, most trucks came with drains in the fuel tanks to allow for draining of any collected water. If the fuel tanks are equipped with a drain, use the drain to remove any collected water in the bottom of the tank. If there are no drain ports in the fuel tank, it will be necessary to remove any collected water using a pump or siphon.
- If a tank heater is used, test it per the manufacturer recommendation for proper operation.
- Ensure that no loops or water traps have developed in the plumbing from the fuel tank to the engine. A loop or low spot in hoses can collect water and could freeze and restrict fuel flow.
- When possible, keep the fuel in the tanks above the half-full level to minimize condensation formation.

### **DAVCO Fuel Processor**

- As the ambient air temperature falls, the ability for water to condense in fuel tanks increases and can be carried into the DAVCO unit. As a result, it is recommended that water be drained from the DAVCO unit weekly. During periods of extreme cold it may be necessary to drain the unit more frequently.
- The fuel filters are the only protection the engine has against contaminants in the fuel. Ensure the correct fuel filter is installed in the DAVCO unit. A larger micron fuel filter should never be used to extend filter life or increase flow. It may void the warranty and can be damaging to the pump and injectors. An Elemax® design with Stratapore® media provides the best protection and is highly recommended.
- Refer to the DAVCO web site at [www.davcotec.com](http://www.davcotec.com) for the “Recommended Filter Guide” (Form 3105).
- Refer to the DAVCO web site at [www.davcotec.com](http://www.davcotec.com) for procedures relating to optional DAVCO electric preheaters (Form 3134, “Electric and Fluid Heater Test Procedures”).

### **Starting Recommendations**

- A battery load test is recommended to ensure there is ample power for cold ambients.
- It is recommended to plug-in block heaters while the engine is still warm as opposed to trying to heat a cold engine with a block heater.
- If your DAVCO Fuel Processor has an optional 12VDC pre-heater, turn the ignition key to the “On” position. The DAVCO patented clear cover provides an easy visual to determine if the fuel is clouded. The fuel will be in a liquid form when it is heated above the cloud point with the optional pre-heater feature. (Note: Lab tests show 8-12 minutes of pre-heating can raise static fuel temperatures from -20°F up to 30°F).