



Here are a few simple tips to help maintain your equipment and fuel tanks during cold weather:

1. If you have bulk fuel tanks, make sure you have adequately treated the tanks for the temperatures you will be dealing with. Think in terms of where the coldest point the truck will run to and treat accordingly.
2. With many of our customers using "Wet Hose" on site fueling, I have found that an exposure that exists is for tractors/trucks with dual tanks is to have the curb side tank to be full of "old fuel" because the unit is being fueled daily and the fuel draw on the drivers side tank does not get to the point where it draws off the curb side tank allowing "old" fuel to sit in the tank unused. This can cause significant problems if eventually the fuel is used and has algae in the tank.
3. Make sure the fuel cap(s) fit tightly and the vents and refrigeration fuel line draws are checked to make sure water cannot enter.
4. Make sure that fuel filters are being replaced per OEM requirements. Navistar/Cummins Big Bore every PM, MaxxForce DT every other PM.
5. Block heaters are not designed to warm an engine. They are designed to maintain the heat already generated in the engine. Thus it is crucial that the truck be plugged in while the engine is still warm.
6. Remind the drivers to UNPLUG the truck before starting it. 2 - 3 seconds of the engine running while the block heaters are plugged in is enough to burn out the block heaters.
7. Do not idle the trucks. You will do more to COOL the engine by idling a truck coming off the road vs. shutting it off. (Engine temperature rises approx. 18 degrees when it is shut-off.) Conversely, starting a cold truck and letting it idle is futile. If you need to 'warm' a truck that's been sitting - get in it and drive it around the yard and 'exercise' the truck once it's reached maximum oil-pressure. This will warm the engine, transmission, differential and suspension.
8. Remember to drain air-tanks and fuel water separators. As the ambient air temperatures fall, the ability for water to condense in fuel tanks increases and can be carried into the filter/heater unit. During periods of extreme cold this should be done on a daily basis. The fuel filters are the only protection the engine has against contaminants in the fuel. 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/or the injectors.
9. Be sure air hoses are either 'hooked up' to each other or, if equipped, to the dummy glad-hands when the equipment is not in use. This is one of the leading causes of brakes freezing up.
10. If moisture is present in an airline, use one capful of brake line anti-freeze in the EMERGENCY (red) side ONLY. Never put it in the blue side or you may cause the brakes to lock up. Use only company supplied brake line antifreeze as there are many products out there that will cause damage to the internal brake system.
11. Be sure glad-hands hook up tight. If they are loose they will come off in a tight turn and will cause unnecessary cycling of the air compressor. Make sure you have a nice and snug fit.