



Technical information

DIESEL Heaters

Diesel fuel contains dissolved waxes of paraffinic compounds, which at low temperatures, crystallize, leading to filter plugging and fuel gelling. These changes greatly reduce fuel flow, and may cause hard problems to the diesel fuel systems, blocking the fuel lines or forming crystals in the water separator pre-filter or diesel filter. These conditions could drive the engine to starve. Moreover, along with the increased diffusion of biodiesel, and of ultra low sulfur diesel (ULSD), there are new cold weather challenges that arise. Although diesel winter troubles can be largely avoided by employing suitable additives, the ULSD and biodiesel may have wax crystallization and gelling at higher than expected temperatures and cause flow problems. To avoid such problems, electric pre-heaters are used to bring diesel fuel to a temperature above 0°C.

They are usually installed after the tank (or in it) on the fuel supply line or on the filter or pre-filter and they are electrically operated at 12 Volt for cars and light commercial vehicles or 24 Volt for trucks and heavy vehicles. Compact, lightweight disc-type in-line heaters (see, for instance, new M&D 9251, 9252) are installed over the fuel lines to heat them. While small rod-type units (see M&D 9253) are fitted into the diesel filters, providing both heating and temperature measurement.



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