

Cold Weather Starting Tips.



Prevention is the best medicine and a few simple things can insure that when you turn the key in the morning, you aren't left out in the cold.

- Treat your fuel with a stabilizer that includes an anti-gel additive and make sure that the collection bowl on your filter has been drained.
- Make sure that your battery is fully charged and the connections are in good condition – no more than 0.2Ω resistance should be present for each connection.
- Plug it in! If you have a block, oil pan, or battery heater, use it. If you don't have one and you've read this far, you probably should get one.
- Park inside. In most cases, just getting your equipment out of the wind will make a world of difference.

Most diesel engine powered equipment has glow plugs or a provision for a "pre-heater". Familiarize yourself with your operators manual to make sure that you are using it right.

A word on Ether – with all of the advents that have taken place in diesel engine technology in recent years, this stuff should no longer be necessary and you won't find a manufacturer that advocates its use. Diesel fuel is an oil and has lubrication properties that are essential to proper engine function that are not present in an alcohol like ether. That is to say nothing of the violent combustion process that can potentially damage cold and brittle internal engine components. If your equipment is properly maintained and prepared, you shouldn't need starting fluid.

Lastly, let it run. Proper warm up time is critical. Allow enough time for the heat of the engine to migrate into the transmission and hydraulic systems and take it slow and easy for the first few minutes of operation.