REAL ADVICE · PROPERTY

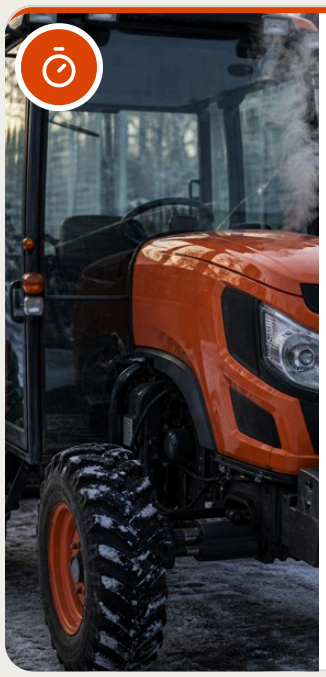
SHORT RUNS AND LONG IDLES:

WHAT A SNOW SEASON DOES TO A MODERN DIESEL



KUBOTA CHRIS

Start it cold, clear the laneway in fifteen minutes, park it. The engine rarely gets properly warm, and a modern diesel needs that more than the old ones did. The fix is mostly how you run it.



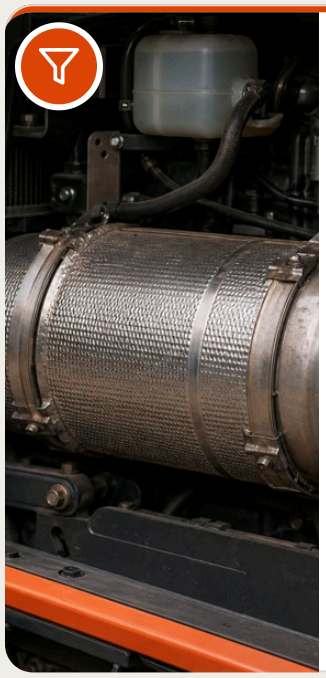
WHY SHORT RUNS ARE HARD ON AN ENGINE

- A cold engine doesn't burn off moisture and unburnt fuel, so the oil breaks down sooner.
- Now and then, work it long enough to reach full temperature under load.
- Ask us, or check your manual, about the oil interval for winter short runs.
- A battery maintainer between storms is cheap insurance.



LONG IDLING DOESN'T WARM IT UP

- A diesel at idle makes very little heat.
- Long idling builds soot and can dilute the oil with fuel.
- Warm up per the manual, then do light work until the gauge comes up.
- Stopping for a while? Shut it off.



IF YOUR TRACTOR HAS A DPF

- Most current tractors from about 25 to 75 hp have a DPF. Above 75 hp, generally DPF and DEF. Your manual confirms.
- Regeneration needs heat and load. Short runs and idling don't give it.
- Know the regen light. Do a parked regen the manual's way, clear of anything that can burn.
- Use the oil your manual lists. Keep DEF from freezing; add nothing to it.



START IT THE EASY WAY

- Plug in the block heater. A timer makes it easy.
- Let the glow plugs finish before you crank.
- Crank in short bursts, with a rest between tries.
- Never use starting fluid with glow plugs or an intake heater.

BEFORE YOU START: WORK SAFE

Never run the engine in a closed building. Diesel exhaust carries carbon monoxide.

Open the door, or pull it outside first.

Warm-up procedures, oil specs and regeneration steps vary by engine, so let your operator's manual set them.

We're here to help when you need us.

CALL OR TEXT

519-374-9461

FULL ARTICLE

www.ChrisRea.ca/advice

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