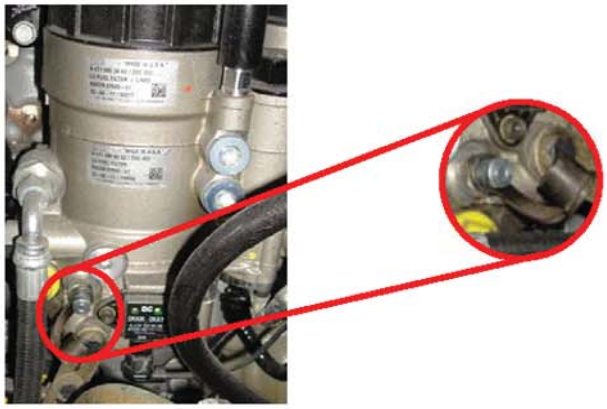
ABC COMPANIES
Exclusive U.S. VANHOOL Distributor

TECH TIPS

#1306

COACH MODEL :	C2045, T2140.T2145 with Detroit Diesel DD13
DATE :	5/30/2013
SUBJECT :	PRIMING THE FUEL SYSTEM AFTER FUEL FILTER CHANGE







Connect the coupler from your priming tank to the priming nipple valve

Remove dust cover priming nipple valve



DAVCO Technology, LLC.
Shop Pro FXP

Step 1: Connect the Shop Pro FXP to a power source The 120VAC model is shown below.
Step 2: Remove the fuel tank fill cap and insert the pick-up wand into the fuel tank Open the pick-up wand ball valve.
Step 3: Connect the priming hose to the pressure hose quick disconnect fitting.
Step 4: Connect the Compucheck fitting to the priming port on the engine fuel module Open the ball valve.
Step 5: Turn the Shop Pro FXP ON.
Step 6: Prime the fuel system for two (2) minutes.
Step 7: When priming is complete, turn the Shop Pro FXP OFF Close the ball valve on the pressure hose
Step 8: Remove the Compucheck adapter from the engine fuel filter module Use a shop rag to catch any retained fuel when disconnecting the priming hose from the Shop Pro pressure hose Return the priming hose to the cart
Step 9: Remove the pick-up wand from the fuel tank Allow the fuel to drain back into the tank before closing the ball valves Return the wand to the cart



Priming the fuel system after fuel filter change (Using J-47912 priming can)

1. Ensure priming canister is ¾ full (approximately 9 liters) of fuel.
2. Install fuel priming canister to the priming port on the fuel filter module.
3. Ensure priming canister shutoff valve is closed.
4. Pressurize priming canister to maximum pressure.
5. Open shutoff valve and allow system to fill for 60 seconds.
6. Close shut off valve.
7. Check for fuel leaks, repair as necessary.
8. Crank engine for no more than 20 seconds.
9. If the engine starts, go to step12.
10. If engine does not start, allow for a 60-second cool-down and repeat steps 4-8. The starting cycle can be repeated up to three times.
11. If engine still fails to start:
    [a] Use DDDL to check for fault codes. Repair as necessary.
    [b] Repeat steps 4 through 9.
12. Remove priming canister from filter module.
13. Allow engine to reach operating temperature 60°C (140°F).
14. Increase engine speed to 1800 RPM for three minutes.
15. Reduce RPM and check for fuel leaks or service codes. Repair or clear if necessary.

NOTICE:

Leaving the hose connected with the engine running will cause the holding tank to overfill.