When adapted to customer requirements, diesel heaters can be produced as:

- Sandwich heater
- Rod heater
- Top heater
- Ring heater
- Bowl heater

Further functions can be integrated in the heater such as:

- Water-level sensor
- Pressure sensor
- Diagnostic functions

When using diesel fuel, low temperatures cause paraffin separation, which impairs the flow of fuel circulation. This blocks the diesel filter, causing the motor to become starved of fuel, and the vehicle to come to a standstill.

As a solution to this problem, DBK has developed diesel pre-heating systems. Our systems can be switched on and off independently by the driver, thus permitting regulation of the fuel temperature.

Electrical diesel heaters from DBK heat the fuel at the fuel filter, thus preventing paraffin separation.

Our diesel pre-heating systems are typically developed to meet unique customer specifications. We are able to produce individualized solutions in terms of installation space, output, and specific customer requirements in order to provide the optimal solution. Various versions are available according to customer needs.

Heating outputs from 180W to 600W are possible.

**Without a control**
The premier advantage of this system is the lack of electrical cabling required. The connection is made directly on the alternator or the starter motor. The control is performed by the customer.

**With a thermostat**
The pre-heating system is controlled via a thermostat located at the fuel inlet. As soon as the temperature of the fuel falls below a prescribed value, the heating element is supplied with voltage and the pre-heating procedure begins. The thermostat switches off the heating element once the pre-set fuel temperature has been reached.

**With NTC**
The temperature is monitored by a suitable NTC sensor (negative temperature coefficient). The heating element is controlled via motor management.