MODEL ALL

General

At low outside temperatures, the viscosity of the diesel fuel can be negatively influenced due to precipitation of paraffin crystals. This can lead to delivery problems resulting from the filter and/or fuel lines clogging up. To prevent such problems, winter diesel fuels with improved cold viscosity characteristics are available on the market during the winter months. In most cases, these are suitable for the outdoor temperatures usually occurring.

In Mercedes-Benz vehicles, measures have been taken that lead to quick heating of the fuel. With unsuitable fuel grades in combination with very low temperatures, however, filter clogging may occur.

Diesel fuel with improved cold viscosity properties

We recommend only using winter diesel fuels for which a cold resistance of at least -20 °C and lower is guaranteed by the fuel supplier.

In Europe, various climate-dependent Arctic Grades are defined in the standard EN 590. The utilization times and the Arctic Grades to be used are regulated individually for every country on the national level. The following requirements are valid for Germany and are also defined in the EN 590:

Period	Cold filter plugging point (CFPP)	
15.04. up to 30.09.	0°C	"Summer diesel"
01.03. up to 14.04. or 01.10. up to 15.11.	-10 °C	"Intermediate goods"
16.11. up to 28.02.	-20°C	"Winter diesel"

To ensure the operational safety of the vehicle, the season-dependent fuel grade is to be taken into account when fueling the vehicle.

1 **Remedies when fuel is not sufficiently resistant to low temperature**

1.1 **Admixture of kerosene, aviation turbine fuel, gasoline in diesel fuel**

For all Mercedes-Benz commercial vehicles, passenger cars and vans, the addition of kerosene or aviation turbine fuel to improve the cold resistance is no longer permissible due to possible negative effects on the injection system due to insufficient lubricity.

The use of gasoline is prohibited due to fuel lubricity deterioration and safety reasons (reduced flash point).