

Dometic Maintenance Recommendations

- Dometic recommends annual fuel system inspections
- All surface mounted components should be torqued to 20-45 inlb – hand tight
- The fuel system should be pressure tested to ABYC standards:
 - 24.18.5 The fuel system of every boat shall be pressure checked to **NO MORE THAN** three psi (21 kPa), or at 1-1/2 times the maximum hydrostatic head to which it may be subjected in service, whichever is greater.
 - 24.18.5.1 The fuel system shall evidence no leakage under such testing, checked at a minimum of five minutes after application of the test pressure, for systems of 50 gallons (190 liters) or less capacity, with one additional minute for each increment of 10 gallons (38 liters), or fraction thereof, above 50 gallons (190 liters).
 - 24.18.5.2 A leak detection method other than the pressure drop method must be used at every joint except at the deck fill and exterior vent fittings.
 - *NOTE: Soapy test solutions should be non-corrosive and non-toxic. Ammonia, present in some soaps and detergents, creates a condition that attacks brass fittings like those used in fuel systems. Undetectable at first, in a matter of months these fittings may develop cracks creating a very hazardous situation.*
- Metallic components of the tank that are exposed to salt environments should be coated with anticorrosive material.
- Ensure all vent or fill hoses are self draining and in good condition.
- Dry rotted or cracked hoses should be replaced.
- Although E-10 (10% ethanol) is safe to use in Dometic tanks, it is known to lead to long term degradation of the fuel and water in fuel which may damage your engine. Dometic recommends a fuel stabilizer and/or non-ethanol fuels to protect from phase separation.
- Dometic recommends the use of a fuel/water separator filter.
- All fuel systems have venting to allow vapors to exit the fuel system and to allow air into the fuel system. “Know your boat” and where the vent/s are located. Overloading a pontoon boat may submerge the vented cap allowing water to enter the tank, pressure washing a deck fill or hull vent may force water into the system.
- Inspect hoses for kinking.
- Inspect components for corrosion (especially critical in saltwater applications)
- Inspect fuel tank for debris (or contamination) as a result of poor quality fuels, additives, ethanol, etc