

## Thermosiphon Heating Systems

# TPS



Hotstart's TPS thermosiphon heating system is a coolant preheater, developed to maintain optimal temperatures for diesel and gas engines in stationary land power, marine, construction equipment, and truck applications.



### PROVEN DESIGN

Depend on consistent, reliable heating with the proven design of the TPS thermosiphon heater. Heated coolant rises through the engine block, maintaining critical fluid temperatures for easy engine starts when needed.



### EASY INSTALLATION

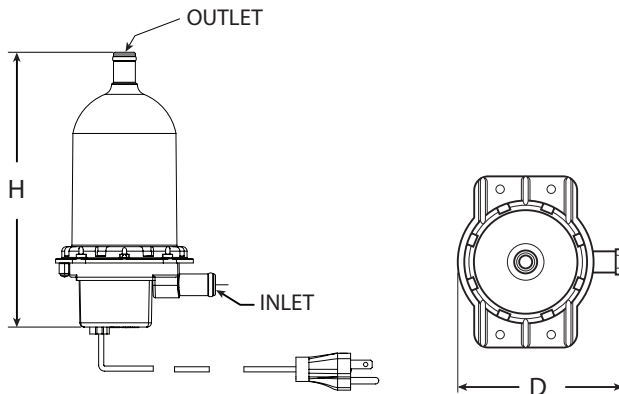
The TPS's inlet and outlet positions allow for quick and simple installations, reducing complicated plumbing requirements. Each heater comes with a mounting kit for optimized installations.



### VERSATILE & ADAPTABLE

The TPS can be configured for almost any weather-protected application. Multiple options and voltages are available, including UL/C-US listed and CE-compliant models.





Height (H)	Depth (D)	Weight
7.9"	4.6"	1.7 lb
200 mm	117 mm	771 g

TPS System	
Phase	single-phase (1 Ø)
Voltage	120V   240V   277V
Ingress	IP41
Tank Material	Polyphenylene Sulfide (PPS)
Heating Element Material	Incoloy 800
Min./Max. Ambient Temp	-40–40 °C (-40–104 °F)
Certification	UL/C-US-listed, CE-compliant

TPS Coolant	
Fluid Type	Water   Coolant mix (50% water/50% glycol)
Heat Power*	0.5 kW   1 kW   1.5 kW   1.8 kW   2 kW
Temp. Control	Fixed, 100–120 °F (38–49 °C)
Max. Pressure	90 psi (620 kPa)
Inlet/Outlet	0.625" hose barb (15.9 mm)

Temperature Range		Numerical Code
ON	OFF	
80 °F (27 °C)	100 °F (38 °C)	8
100 °F (38 °C)	120 °F (49 °C)	10
120 °F (49 °C)	140 °F (60 °C)	12

Options shown represent typical tested or certified configurations. Additional options or configurations may be available. For assistance with your heating system application, contact Hotstart at 509.536.8660 or [sales@hotstart.com](mailto:sales@hotstart.com).

\*2 kW available in 240 V only, 1.8 kW available in 120 V only.

## Ordering Information

### TPS

Engine Displacement	Power Supply			Heating System		
	V	Ø	Hz	kW	A	Model Number
150 CID 2.5 L	120	1	60	0.5	4.2	TPS051GT8-000
	120	1	60	0.5	4.2	TPS051GT10-000
	120	1	60	0.5	4.2	TPS051GT12-000
	240	1	60	0.5	2.1	TPS052GT8-000
	240	1	60	0.5	2.1	TPS052GT10-000
	240	1	60	0.5	2.1	TPS052GT10-013
	240	1	60	0.5	2.1	TPS052GT12-000
350 CID 5.7 L	120	1	60	1	8.4	TPS101GT8-000
	120	1	60	1	8.4	TPS101GT10-000
	120	1	60	1	8.4	TPS101GT12-000
	240	1	60	1	4.2	TPS102GT8-000
	240	1	60	1	4.2	TPS102GT10-000
	240	1	60	1	4.2	TPS102GT10-013
	240	1	60	1	4.2	TPS102GT12-000
350–500 CID 5.7–8.2 L	120	1	60	1.5	12.5	TPS151GT8-000
	120	1	60	1.5	12.5	TPS151GT10-000
	120	1	60	1.5	12.5	TPS151GT12-000
	240	1	60	1.5	6.3	TPS152GT8-000
	240	1	60	1.5	6.3	TPS152GT10-000
	240	1	60	1.5	6.3	TPS152GT10-013
	240	1	60	1.5	6.3	TPS152GT12-000
500–700 CID 8.2–11.5 L	120	1	60	1.8	15	TPS181GT8-000
	120	1	60	1.8	15	TPS181GT10-000
	120	1	60	1.8	15	TPS181GT12-000
	240	1	60	2	8.3	TPS202GT8-000
	240	1	60	2	8.3	TPS202GT10-000
	240	1	60	2	8.3	TPS202GT10-013
	240	1	60	2	8.3	TPS202GT12-000

Power cord length on all models – 48" (1219 mm). Part numbers ending in -013 feature 2 meter round cord & Schuko plug - CE compliant

TPS engine preheaters include a fixed setting thermostat. A single or double digit numeral at the end of the model number prefix designates the temperature range. Example: TPS101GT10-000

TPS heaters are available with in-line adjustable and remote thread-in fixed thermostat. Please reference Hotstart's product catalog for part numbers.

# INSTALLATION INSTRUCTIONS

## THERMOSIPHON HEATER TPS MODEL

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### BEFORE YOU INSTALL

Your TPS heater uses thermosiphon action – *the natural expansion and rising action of a heated fluid* – to circulate heated coolant throughout an engine's water jacket. With no moving parts, thermosiphon heaters require little maintenance. However, initial installation of the heating system is critical; even seemingly minor adjustments to port location, hose routing or heater positioning may help ensure your thermosiphon heater preheats your engine effectively.

#### CAUTION

**Hazardous voltage:** Before wiring, servicing or cleaning the heating system, turn off the power and follow your organization's lockout and tagout procedure. Failure to do so could allow others to turn on the power unexpectedly, resulting in harmful or fatal electrical shock.

**Electrical hazard:** Power source must be properly grounded and in accordance with national and local electrical codes. Do not connect heater to a power source heater prior to installation.

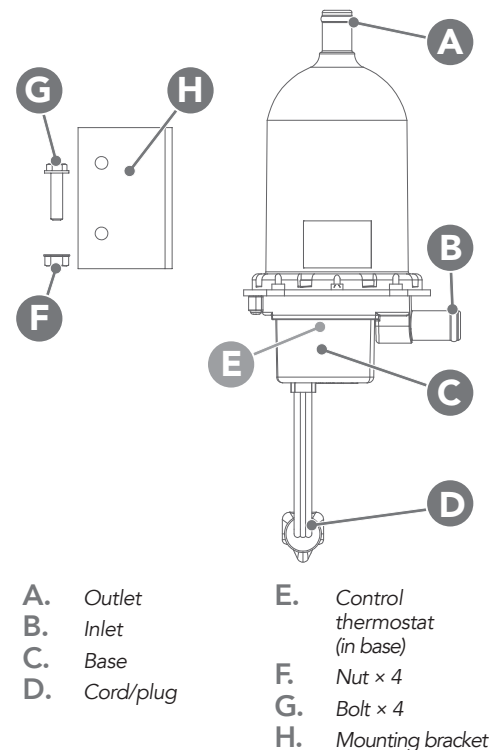
**Personal injury:** If equipped with isolation valves, ensure valves are open before energizing heater. Obstructed flow may result in an unexpected release of heated coolant, potentially causing serious injury.

#### NOTICE

**Read instructions carefully:** The HOTSTART warranty does not cover any damage that a heating system may sustain from improper installation, improper operation, improper specification or corrosion. Before installing your heater, be sure you have the right heating system for your application. Carefully read all instructions before installing and energizing your heater.

**Proper operation:** The HOTSTART heating system is intended to be activated only while the engine is not in operation. Preheating while the engine is running may reduce heater longevity. For automatic-start engines, a control box with automatic shut-off device is recommended.

Figure 1. Typical TPS model. Style and configuration may vary.



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# INSTALLING THE HEATER

## PREPARE COOLANT SYSTEM

1. Drain and flush cooling system to remove any debris present in the engine's cooling system.

## SELECT PORTS

2. Select return port. The return port will allow heated coolant to return to the engine. See Fig 2 on following page. Select the return port using the following guidelines:
  - return port must be located on the same side of the engine as the intended heater mounting location
  - return port must be located away from the engine thermostat
  - return port should be located toward the rear (flywheel) of the engine
  - return port should be located away from the supply port
3. Select supply port. The supply port will allow coolant to flow from the engine to the heater. See Fig 2 on following page. Select the supply port using the following guidelines:
  - Supply port may be located on the same side or opposite side of the engine as the intended heater location

**NOTE:** For V-type engines, it is acceptable to select a supply port on the opposite side of the engine as long as the supply hose is routed properly. See **PLUMB HEATER**.

  - Supply port must be located at the lowest point of the engine's water jacket
  - Supply port should be located toward the front (radiator) of the engine
  - Supply port should be located away from the return port

## SELECT HOSE, FITTINGS & VALVES

4. Select fittings. TPS minimum port size fitting:
  - 3/8 inch NPT (9.5 mm)
5. Select hoses. TPS minimum hose inner diameter:
  - 5/8 inch (16 mm)

**NOTE:** Select hoses rated for 250 °F (121 °C) and 100 psi (690 kPa) minimum.
6. Select optional, user-supplied isolation valves.

**NOTE:** HOTSTART recommends installing valves to isolate the heating system in case of service. To minimize flow restriction, select full-flow (full-port) ball isolation valves.

# MOUNT HEATER

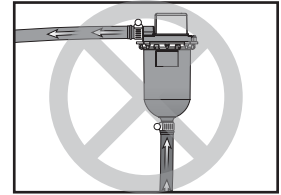
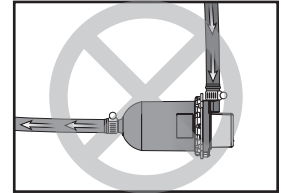
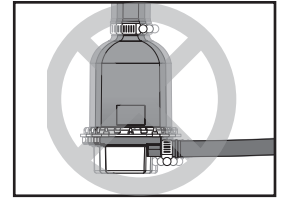
## NOTICE

**Vibration damage:** Do not mount heater directly to engine. Engine vibration may damage heater. If the heater is installed with rigid pipe, connect flexible hose to inlet and outlet to isolate from vibration.

**Outlet orientation:** Ensure outlet is at top of heater. Do not attempt to mount heater at an angle or in any other orientation. An incorrectly oriented outlet may cause heater failure.

7. Select a heater mounting position directly below the return port and at least 6 inches (15 cm) below the lowest point of the engine's water jacket.

8. Using supplied mounting bracket, nuts, and bolts, mount heater to suitable vibration-isolated surface.



## PLUMB HEATER

## NOTICE

**High points:** Do not allow high points along heater plumbing. High points will restrict coolant flow and damage heater. To avoid high points, it may be necessary to change hose routing or lower heater mounting location.

**Dips and bends:** Do not allow dips or bends along heater plumbing. Dips or bends will allow air pockets to form, restricting coolant flow and damaging heater.

**90° Fittings:** Elbows (90° fittings) along heater plumbing may restrict flow and damage heater. To minimize flow restriction, HOTSTART recommends sweeping bends or 45° fittings in place of 90° fittings.

9. Install isolation valves to port fittings.
10. Route and install return hose. **NOTICE!** The return hose must continuously rise from the heater to the return port.
11. Route and install supply hose. **NOTICE!** The supply hose must continuously descend from the supply port to the heater.

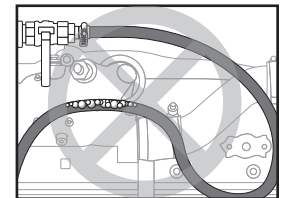
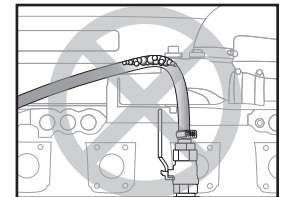
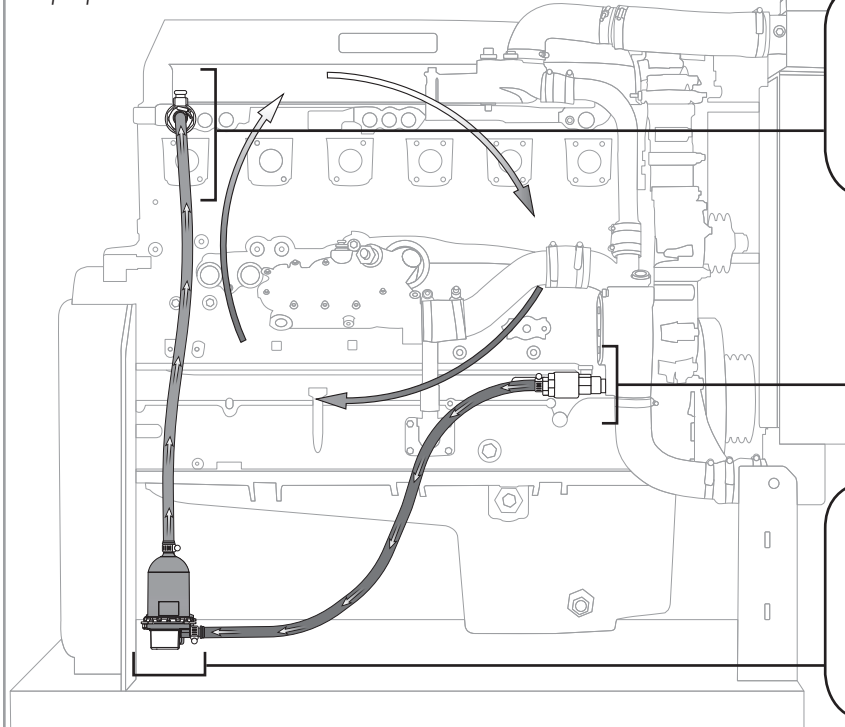


Figure 2. Example TPS installation. The return hose continuously rises to the engine and supply hose continuously descends to the heater; the hoses have no dips, bends or high points. The heater is isolated from engine vibration and is mounted in a proper orientation.



## RETURN PORT

- Select a **return** port away from the engine thermostat.
- Select a **return** port toward the rear of the engine.
- Select a **return** port away from the **supply** port.

## SUPPLY PORT

- Select a **supply** port low on the engine.
- Select a **supply** port toward the front of the engine.
- Select a **supply** port away from the **return** port.

## HEATER MOUNTING

- Mount the heater in the proper orientation. Ensure outlet is pointing directly upward.
- Mount the heater to a vibration-isolated surface.
- Mount the heater on the same side as the **return** port.

12. If installed, open supply port isolation valve and return port isolation valve. **WARNING!** Operation of a heating system with closed isolation valves could result in high pressure and serious injury.

14. Start engine. Allow engine to run until engine thermostat opens, purging air from engine cooling system. **NOTICE!** Engine must be run to eliminate air from heating system before energizing heater.

15. When engine has reached operating temperature, shut engine off and check for coolant leaks. Allow engine to cool. Check coolant level and top off as needed.

## REFILL COOLANT

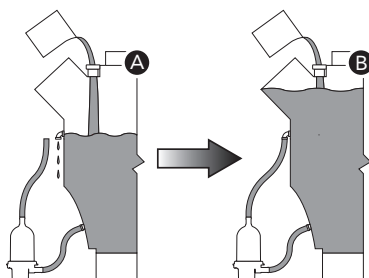
### NOTICE

**Heater damage:** When mixing coolant, only use deionized or distilled water and low-silicate antifreeze. Refer to your engine's manufacturer recommendations. Do not exceed 60% antifreeze to 40% water ratio. **Never** add unmixed water and antifreeze to an engine. Do not add anti-leak or other coolant additives.

13. Mix coolant according to your engine manufacturer's recommendations. Refill cooling system with coolant.

**NOTE:** HOTSTART recommends using a 50% deionized or distilled water to 50% low-silicate antifreeze mixture.

Figure 3. When refilling engine with coolant, remove heater return hose (A). Once filled to level of return port, reconnect return hose to ensure no air remains in heating system (B).



## CONNECT HEATER

16. Connect heater to an appropriately rated power source. Ensure power source is grounded and in accordance with local and national electrical codes.

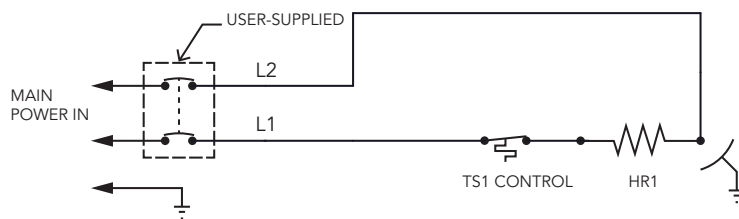
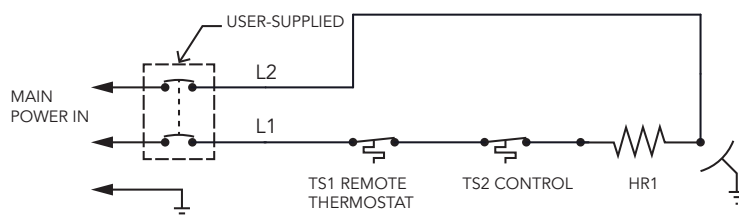


Figure 4. Typical TPS wiring schematic (above) and with optional installed remote thermostat (below). See part drawings for your specific wiring schematic.



## TROUBLESHOOTING

To ensure coolant is flowing, check the outlet temperature. If the coolant temperature along the return hose exceeds 180 °F (82 °C) or the heater cycles more than four times per hour, it may indicate:

- Air pockets are restricting flow. Air may collect due to loops in hose, routing hose over the top of the engine, excessive hose lengths, or kinks. Reroute hoses or change port locations.
- Heater is mounted too high. Lower heater position.
- Heater is not mounted in the proper orientation. Ensure outlet is pointed directly upward.
- Contaminants in the coolant are restricting flow. Flush coolant system and refill.

## MAINTENANCE & PARTS

### ⚠ CAUTION

**Electrical hazard:** Before wiring, servicing or cleaning the heating system, turn off the power and follow your organization's lockout and tagout procedure. Failure to do so could allow others to turn on the power unexpectedly, resulting in harmful or fatal electrical shock.

**Personal injury:** If equipped with isolation valves, ensure valves are open before energizing heater. Obstructed flow may result in an unexpected release of heated coolant, potentially causing serious injury.

## PREVENTATIVE MAINTENANCE

Annually:

- Check and replace cracked or weakened hoses.
- Check electrical wiring for wear and excessive heat

Every three years or 25,000 hours of operation:

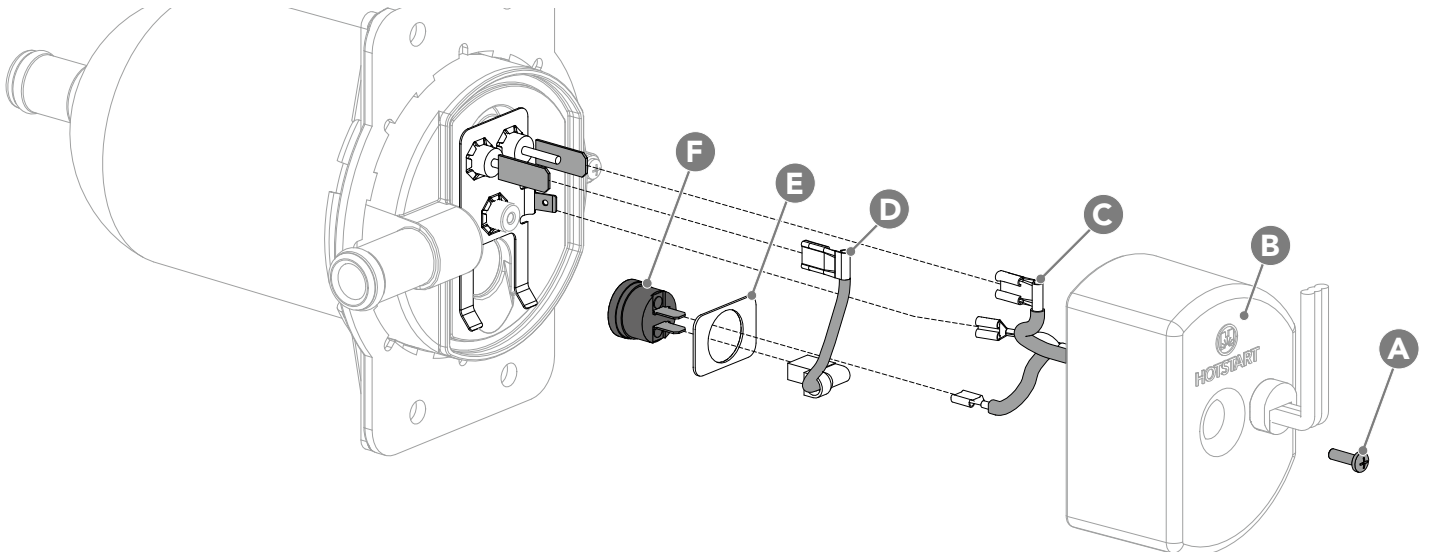
- Replace control thermostat sensing unit.

## THERMOSTAT REPLACEMENT

To replace the control thermostat: (See Fig. 5.)

1. Disconnect heater from power source. Allow heating system to cool.
2. Unscrew and remove enclosure screw (A). Pull enclosure (B) away from heater. Note wiring connections.
3. Disconnect power connection to thermostat and power connection to element. Disconnect ground. Remove enclosure (B) and power wires (C).
4. Remove jumper wire connection to thermostat and element (D).
5. Slide thermostat (F) and adapter (E) from retaining clip. Set adapter (E) aside. Discard thermostat (F).
6. Insert replacement thermostat into adapter (E). Slide thermostat and adapter under clip into recessed space.
7. Reconnect jumper wire connection (D) to element and thermostat.
8. Reconnect power wire (C) connection to element and power connection to thermostat. Reconnect ground.
9. Place enclosure (B) on heater. Tighten enclosure screw (A) to secure. **NOTICE!** Do not overtighten enclosure screw.
10. Reconnect heater to power source.

Figure 5. Replacing TPS control thermostat.








## INSTALLATION CHECKLIST & RECOMMENDATIONS

### FOR THERMOSIPHON HEATERS



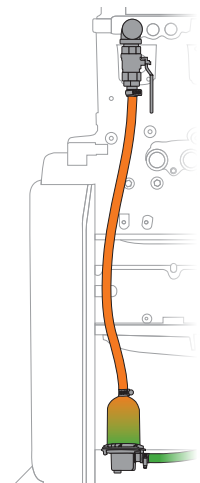
## INSTALLING THE HEATING SYSTEM

### BEFORE YOU INSTALL

- ☒  Before installing the heater, is the power supply disconnected?  
*Never install, service or perform maintenance on the heating system with the power supply connected.*
- ☒  Has the coolant been drained and flushed?  
*After the heater is installed, you will need to refill the engine with coolant. Never operate the heater without the presence of coolant.*
- ☒  If isolation valves are installed, are they in the closed position?  
*To make service easier, HOTSTART recommends installing full-flow ball valves to isolate the heating system. After the heater is installed, remember to open the isolation valves. Operating the heater without the presence of coolant will cause overheating and damage the heater.*

### SELECTING THE RETURN AND SUPPLY PORTS

- ☒ Is the heater **return** port toward the rear of the engine?  
*A return port located toward the rear of the engine near the flywheel will ensure that heated coolant will spread evenly throughout the engine's water jacket, improving heating effectiveness.*
- ☒ Is the heater **return** port as high as possible on the coolant system?  
*A return port located at the highest possible point on the engine will ensure efficient engine heating.*
- ☒ Is the heater **return** port away from the engine thermostat?  
*If the heater return port is located close to the engine thermostat, the engine thermostat may open. Heated coolant will then be routed to the radiator, reducing heating effectiveness.*
- ☒ Is the heater **supply** port toward the front of the engine?  
*A heater supply port located toward the front of the engine, near the radiator, will ensure that heated coolant will spread evenly throughout the engine's water jacket.*





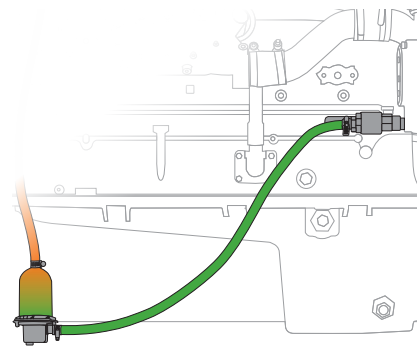
Is the heater **supply** port as low as possible on the coolant system?

*A heater supply port located at the lowest possible point will ensure there is adequate coolant supplied to the heater.*



Are the heater **return** and **supply** ports located away from each other?

*Supply and return ports that are too close together will allow heated coolant to flow through only a small portion of the engine, preventing the entire engine from being heated effectively.*



## SELECTING HOSE AND FITTING SIZES



Do you have properly sized fittings?

*The following table shows the minimum recommended port size fittings:*

TPS	500–2000 watts	3/8 inch NPT
CB/CL/SB/SL	500–3000 watts	1/2 inch NPT
CB/CL/SB/SL	3750–5000 watts	3/4 inch NPT
WL/EE	1500–5000 watts	3/4 inch NPT



Do you have the largest inside diameter hoses for your installation?

*The following table shows the minimum recommended inner diameter hoses:*

TPS	500–2000 watts	5/8 inch
CB/CL/SB/SL	500–3000 watts	3/4 inch
CB/CL/SB/SL	3750–5000 watts	1 inch
WL/EE	1500–5000 watts	1 inch



Do you have adequately rated hoses?

*HOTSTART recommends hoses rated for a minimum of 250 °F (121 °C) and 100 psi (690 kPa).*

## SELECTING THE HEATER MOUNTING POSITION



Is the heater mounted directly below the heater **return** port?

*Positioning the heater directly below the heater return port will ensure efficient coolant flow and prevent unnecessary strain on the thermosiphon heater.*



Is the heater mounted at least 6 inches (15 cm) below the lowest point of the water jacket?

*Positioning the heater below the lowest point of the engine's water jacket will ensure adequate coolant supply to the heater and reduce flow restriction along the return hose.*



Is the heater isolated from vibration?

*Engine vibration will damage the heater. Ensure the heater is mounted to a vibration-isolated surface. Never mount a heater directly to the engine.*



Will the heater mounting location allow for shortest possible **return** and **supply** hoses?

*Before mounting the heater, plan your hose routing. Unnecessarily long hoses may restrict coolant flow.*



## ROUTING THE HOSES



Does the **return** hose continuously rise to the engine?

*Ensure that no point of the return hose is routed higher than the highest coolant level of the engine. Any high points along the return port hose may restrict the flow of coolant, placing unnecessary strain on the thermosiphon heater.*



Does the **supply** hose continuously descend to the heater?

*Coolant must be able to easily flow downward from the engine to the heater. To promote good flow, eliminate high or low points along the supply hose routing. Any high or low points may restrict the flow of coolant, placing unnecessary strain on the thermosiphon heater.*



Are the **return** and **supply** hoses free of dips and bends?

*Dips and bends along the hose routing may reduce the efficiency of coolant flow. To eliminate dips and bends, make your hose routing as direct as possible by using the shortest hoses necessary.*



Are the **return** and **supply** hoses free of kinks or damage?

*Kinked or damaged hoses can restrict or block the flow of coolant, reducing the efficiency of the heating system. Before refilling the system with coolant, inspect the hoses. Replace any damaged or kinked hoses.*



If you are using isolation valves, have they been opened?

*After the heater and hoses are installed, remember to open the isolation valves. Operating the heater without the presence of coolant can cause overheating and damage the heater.*

## ADDING COOLANT TO THE ENGINE AND HEATER



Has the coolant been prepared according to the engine manufacturer's recommendations?

*Carefully review your engine manufacturer's recommendations before adding coolant to the system. HOTSTART recommends using a 50% deionized or distilled water to 50% low-silicate antifreeze. Note that the antifreeze/water ratio should never exceed 60% antifreeze to 40% water.*



Has the coolant been mixed before adding to the engine?

*Never add unmixed antifreeze and water separately to an engine. Unmixed antifreeze will damage the heater.*






Has the coolant been mixed using deionized or distilled water?

*Never mix ordinary tap water with antifreeze. Tap water contains a high amount of impurities and will damage the heater.*









Have you checked to ensure coolant is present before operating the heater?

*Operating the heater without coolant can cause overheating and damage the heater. If isolation valves are installed, ensure they are opened.*

-  Has the engine been run to eliminate air from the system?  
*After the heater is installed and coolant has been added, running the engine long enough to reach its normal operating temperature will eliminate any air remaining in the coolant system.*
-  After running the engine, have you checked the heating system for leaks?  
*Swipe each hose connection with a dry towel to find any leaks. If coolant leaks from the hoses or fittings, they may need to be tightened or replaced.*
-  After shutting the engine off, has the coolant level been topped off as necessary?  
*Shut the engine off once it has reached its normal operating temperature. After the engine has cooled, check the engine's coolant level. Additional coolant may need to be added.*

## COMPLETING AND EVALUATING THE INSTALLATION

-   Have you wired the heater to a power source in accordance with local electrical codes?  
*Before energizing the heater, ensure that the heater is connected to a power source in accordance with national and local electrical codes. Never energize the heater while the engine is running.*
-   Have you connected the heater's power source?  
*It is safe to connect and energize the heater only after coolant has been run through the engine and heating system, air has been eliminated, coolant has been topped off and all potential leaks have been checked.*
-  While operating, is the **return** hose warm to the touch?  
*Ensure heated coolant is flowing by placing your hand on the return hose. It should be warm to the touch. If monitoring the temperature, note that the temperature of the coolant returning to the engine should not exceed 180 °F (82 °C).*
-  Does the heater's thermostat cycle on and off four or fewer times in one hour?  
*A heater's thermostat that cycles more than four times in one hour may indicate a problem with the heater installation or coolant flow. Review this installation checklist or your heater's installation instructions.*

## FOR MORE INFORMATION

For additional assistance, view the HOTSTART Engine Heater Installation and Troubleshooting videos at [www.hotstart.com/home/resources/videos](http://www.hotstart.com/home/resources/videos).

# INSTALLATION BEST PRACTICES for Thermosiphon Heaters



## Return Port

- ✓ Select a return port high on the engine.
- ✓ Select a return port toward the rear of the engine.
- ✓ Select a return port away from the engine thermostat.
- ✓ Select a return port away from the remote thermostat.

*If an optional remote thermostat is installed.*

- ✓ Select a return port away from the supply port.

## Heater Mounting

- ✓ Mount the heater in the proper orientation.
- ✓ Mount the heater to a vibration-isolated surface.
- ✓ Mount the heater directly below the return port.
- ✓ Mount the heater at least 6 inches (15 cm) below the lowest point of the water jacket.

## Hoses & Ports

- ✓ Select proper port fittings:

TPS	500 – 2000 W	3/8 inch NPT
CB/CL/SB/SL	500 – 3000 W	1/2 inch NPT
CB/CL/SB/SL	3750 – 5000 W	3/4 inch NPT
WL/EE	1500 – 5000 W	3/4 inch NPT

- ✓ Select proper hose inner diameter sizes:

TPS	500 – 2000 W	5/8 inch
CB/CL/SB/SL	500 – 3000 W	3/4 inch
CB/CL/SB/SL	3750 – 5000 W	1 inch
WL/EE	1500 – 5000 W	1 inch

## Supply Port

- ✓ Select a supply port low on the engine.
- ✓ Select a supply port toward the front of the engine.

*For V-type engines, it is acceptable to select a supply port on the side of the engine opposite the heater as long as the supply hose is routed properly.*

- ✓ Select a supply port away from the return port.

For additional assistance, view the HOTSTART Engine Heater Installation and Troubleshooting videos at [www.hotstart.com/resources-and-tools/support/Videos](http://www.hotstart.com/resources-and-tools/support/Videos).

# INSTALLATION PROBLEMS & HAZARDS for Thermosiphon Heaters

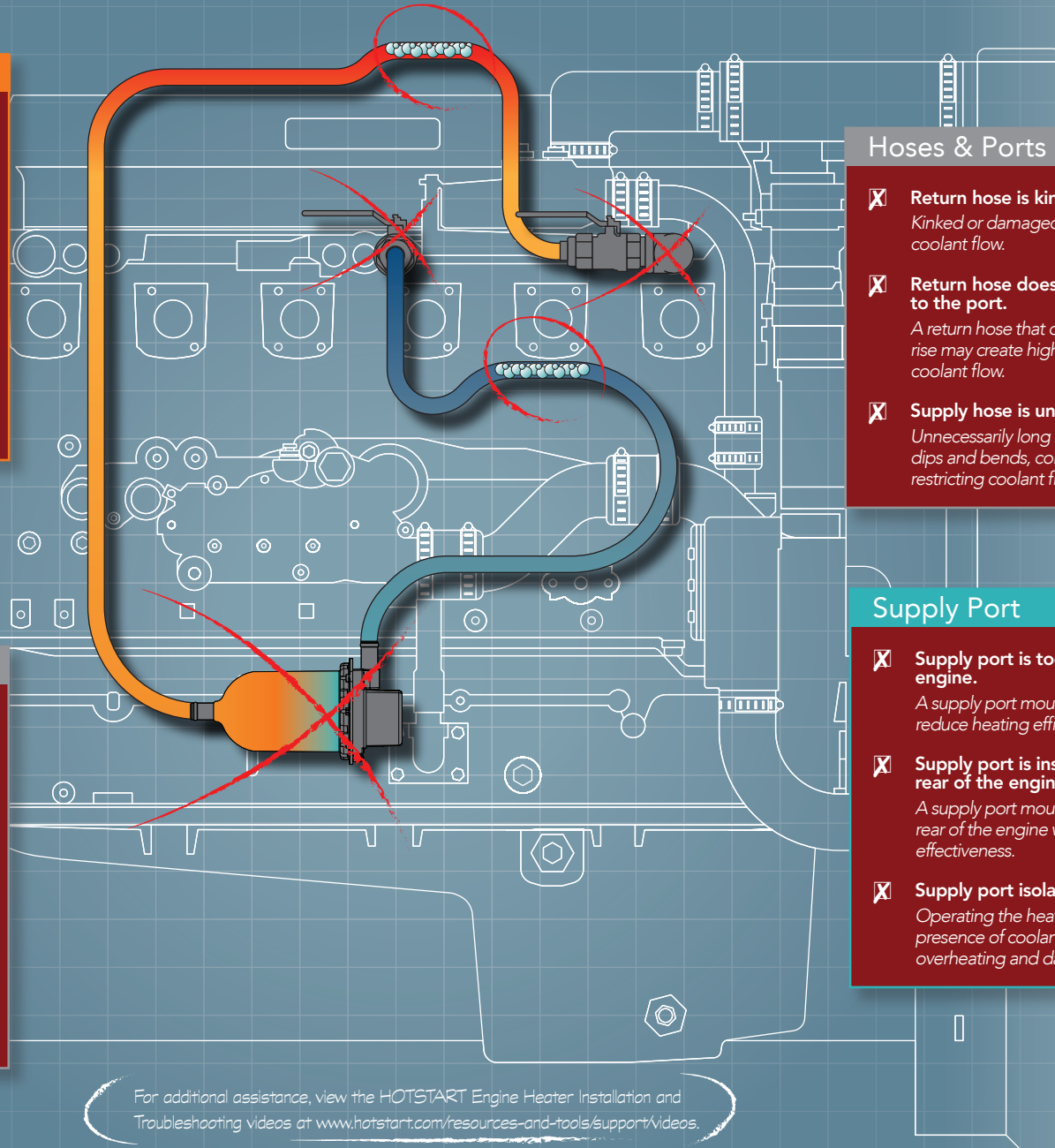


## Return Port

- ❌ **Return port is installed toward the front of the engine.**  
*A return port too close to the front of the engine will reduce heating effectiveness.*
- ❌ **Return port is too close to the engine thermostat.**  
*A return port installed too close to the engine thermostat can cause heated coolant to flow to the radiator, reducing heating effectiveness.*
- ❌ **Return port is too close to the supply port.**  
*A return port too close to the supply port will cause heated coolant to only flow through a small portion of the engine.*

## Heater Mounting

- ❌ **Heater is mounted sideways.**  
*An incorrectly oriented heater will reduce coolant flow and heating effectiveness.*
- ❌ **Heater is mounted directly to the engine.**  
*Engine vibration will damage the heater.*
- ❌ **Heater is not mounted directly below the return port.**  
*An incorrectly positioned heater will not allow the return hose to continuously rise to the engine.*
- ❌ **Heater is not mounted at least 6 inches (15 cm) below the water jacket.**  
*A heater mounted too high will restrict coolant flow and reduce heating effectiveness.*



## Hoses & Ports

- ❌ **Return hose is kinked or damaged.**  
*Kinked or damaged hoses will reduce coolant flow.*
- ❌ **Return hose does not continually rise to the port.**  
*A return hose that does not continuously rise may create high points, restricting coolant flow.*
- ❌ **Supply hose is unnecessarily long.**  
*Unnecessarily long hoses may create dips and bends, collecting bubbles and restricting coolant flow.*

## Supply Port

- ❌ **Supply port is too high on the engine.**  
*A supply port mounted too high will reduce heating efficiency.*
- ❌ **Supply port is installed toward the rear of the engine.**  
*A supply port mounted too close to the rear of the engine will reduce heating effectiveness.*
- ❌ **Supply port isolation valve is closed.**  
*Operating the heater without the presence of coolant will cause overheating and damage the heater.*

For additional assistance, view the HOTSTART Engine Heater Installation and Troubleshooting videos at [www.hotstart.com/resources-and-tools/support/videos](http://www.hotstart.com/resources-and-tools/support/videos).