



Oil Maintenance Systems
(Patent Pending)

The annual oil change in diesel engines is now a proven reality.

ProtXL bypass oil filter results confirmed by oil analysis has allowed an extensive marine and power station client base for the last 6 years to extend the diesel engine 'mineral oil' change to 1,500 hours and with Synthetic Oil to 5,500 hours.

The marine industry has historically produced the most visual pollution. The industry has responded under pressure from international maritime conventions. One problem is the disposal of waste oil generated by the continued use of the diesel reciprocating engine and also with the associated gaseous emissions caused through the continued use of a service regime that has been left over from the 1930s.

The requirements imposed through SOLAS and MARPOL conventions and the British standard BS 7750 and now ISO 14000 and now ISO 19000 of social, economic and environmental responsibility can be addressed by the reduction of lubricating waste oil. This 'triple bottom line' or corporate social responsibility approach is part of the maritime industry and has been, for more than 20 years. By reducing the quantity of waste oil generated by the maritime industry sets an example in environmental responsibility by not creating what is the media's most powerful visual tool "the oil slick on water".

As USA and EEC- Environmental Protection Legislation drives engine design with the 2002-2003 exhaust emissions standards, many OEMs are fitting exhaust recirculation devices and retarding the timing of engines to achieve these standards.

By altering the engine timing and recirculating the exhaust, results in higher operating temperatures, increased oxidation, increased acidation and increased carbon production being deposited in the oil. As it is acidity and carbon that eventually causes the capital investment to wear out. Some may see this as accelerated depreciation however more seriously it is a business impost. Unless the OEMs or the operator solves these issues, the engines will have increased wear rates.

To overcome this conventional approach to solve the legislative issues requires the owner / operator not to accept "high" wear rates as a trade off to achieve emission reductions but to apply a simple technical and cost effective solution into the business planning cycle.

At the present time oil is changed because all of the oil filters commonly used be they spin on, flow-through or centrifugal are not designed to remove (sludge) and maintain the contaminants at an acceptable level for longer. Invariably the sludge builds up affecting the TBN and the oil has to be changed! Another variable that prohibits achieving the annual oil change is the use of mineral oil that breaks down with heat.

With the use of a high thermally stable Synthetic oil the *ProtXL* bypass oil filter and the oil analysis regime enables the owner operator to migrate to the annual oil change regime.

Engine oil analysis results confirm 7,000 hours and beyond is achievable technically. Is the market ready?

For further information on how to reduce repair, maintenance and unscheduled down time costs together with extended engine life, contact Winchester Global and Statewide Oil Distributors.

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