



Onshore oils
THE NEW WAVE IN OIL TECHNOLOGY

TECHNICAL BULLETIN

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EVERY MECHANIC'S WORST NIGHTMARE



Has a customer brought you their car engine clogged with **ENGINE OIL SLUDGE**?

It has to be every mechanic's worst nightmare and for your customer, a potentially costly exercise to remedy.

Adrian MacDonald takes you through how sludge forms, the steps you can take to determine the cause and how you can help your customers to avoid a costly repair bill.

WHAT IS SLUDGE?



The term '**engine sludge**' describes the formation of heavy deposits in the crankcase of engines. Sludge can form as a result of thickening and oxidation of engine oil which causes it to solidify or 'gel'. It reduces or shuts off oil circulation throughout the engine.

Sludge will form when engines are operating at low temperatures, have been driven for long periods between oil changes, have low levels of oil in the crankcase or when water or other contaminants are present.

Poor quality engine oil also plays a role in the formation of sludge. Sludge can cause an engine to run poorly and cause power loss and oil pressure problems. It can also increase the car's fuel consumption, make it hard to start, overheat or even seize the engine.

HOW DID IT GET THERE?

If sludge has already formed, there are a number of steps that you can do as a mechanic to prevent this from happening to your customer's vehicle again. Asking key questions will help to isolate the cause of sludge formation, for example:

- How often has the car been serviced?
- When was the last time the engine oil was changed?
- What type of engine oil was used?

CAN IT BE FIXED?

If you have an engine that has the early stages of sludge forming, you can run a good engine flush through the motor before re-filling the engine with good quality engine oil. Reduce the period of time between the next oil change and repeat the engine flush to deter the reformation. For engines with heavy deposits, the engine may need to be removed and all parts cleaned by hand.

In some cases, the sludge may be so bad that the engine is beyond repair and will have to be re-built.

GIVE SLUDGE THE NUDGE!

You can work to inform your customer to ensure they don't end up with a costly sludge repair. Educating them about the reason for regular servicing is a good start. Here are some other tips:

- Use a good quality certified and accredited engine oil that meets or exceeds the vehicle manufactures specifications.
- If the customer is driving short distances and low kilometres it may be necessary to reduce the oil drain interval. For example if a vehicle is scheduled for 10,000 km services, you will also find in most cases that it will also have a time limit between services. In this example it's likely to be 6 months. Don't let it go longer, even if the vehicle has travelled less kilometres.
- If you are unsure about the cars history, use an engine flush before you re-fill the engine with new oil.

If you'd like more information or you have any questions, send Adrian an email [here](#). Thanks and stay tuned for a special offer.

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