

Four years since last oilchange.

The consumption down with 75 %
When we started using rapeoil, we got a great problem. This type of oil are extremely hydroscopic and absorbs more water than mineral or synthetic oils. It gave us big problems. We had to solve this problem and came aware of EUROPAFILTER. We then mounted the first EUROPAFILTER, says Sven-Erik Roos, Bohus-Malmøgate, as by then have mounted a sensational system for oilcleaning.

By today the ferrycompany **Färjerederiet** has reduced their consumption of engine oils with 75 %. So the first EUROPAFILTER was mounted on their hydraulic system. To get the oil through the filter, they used a special pump. The element feels like paper, and removes hartz, water and particles < 0,1µm. When we change the patron, we do weigh it to see how much dirt there has been removed.

When we saw that the result was more than we had expected on our hydraulic system, we decided to mount another EUROPAFILTER, but this time on our main engine. Here we don't have a certain pump, but let the pressure from the engine do the job.

It was in 1998 we started using this and after that time, we only have send little oil for analyse by spesific intervals. By doing this, we get a completely specification of metals, viscosity, water and so on from the sample.

Don't change oil

Since 1998 the engine has passed more than 30000 (thirty thousand) hours and we have not changed oils during this time. The service are about 5 l/week and the engine are in good shape. Since 1998 the engine has used about 900 l, but if we didn't use the filter, the consumption would have been about 4000 l!

Today the ferrycompany **Färjerederiet** uses 78000 l oils/year. Simple math tells us that this consumption could be reduced to less than 20000 l.

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ATT.: In 2004 the engine had passed more than 40000 (forty) thousand hours without any oilchange.