Spot Check

Instruction Manual

Introduction

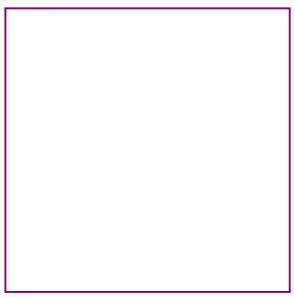
Although SPOT CHECK does not substitute for a laboratorial oil analysis, it is quick and cost efficient. In time, it may give valuable indications on irregularities and impending malfunction of an engine, saving the trouble and the cost of avoidable down-times and repairs. SPOT CHECK is: **The Telling Spot**

Procedure:

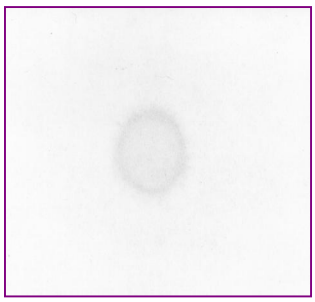
Dip a clean glass rod (or similar item) into lubricating oil at service temperature. Let a drop adhering to the rod drip onto the filter paper and let it dry for several hours at room temperature. Then compare the filter paper with reference spots. (Ensure good lighting.) Below are reference spots showing typical spots for lubricating oils with different levels of insolubles load. Insolubles in the oil do not flow much, but will concentrate in the centre of the spot: the darker the centre, the higher the insoluble load. It is thus possible to approximately determine the current state of the oil, especially when performing SPOT CHECK regularly.

Reference Spots

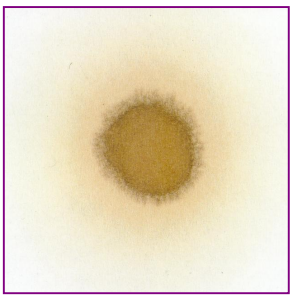
A) For Crankcase System Oils



Spot 1: low

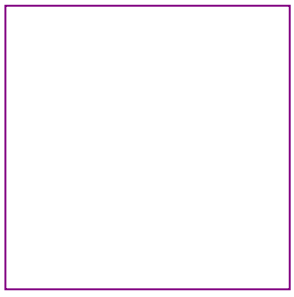


Spot 2 : 0,3 %



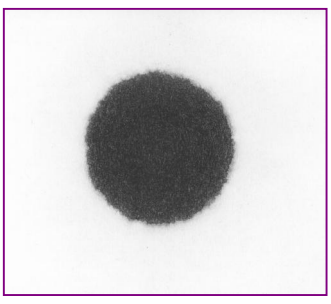
Spot 3 : 0,7%

B) For Trunk Piston Oils



Spot 1: low

Spot 2 : 1,5%



Spot 3 : 3,2%

***Results*:**

The level of insolubles is indicated by comparing the test spot to the references above.

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