NEW PRODUCT HIGHLIGHT | OCT2022

febi 178970

to fit:
Renault Trucks Series C, D, K, T
Volvo Trucks B11R, B13R, FH4, FM4

EN

Oil Separator

Function
In piston engines, the combustion process in the cylinder unintentionally creates excess pressure in the crankcase. In order to reduce this pressure, a venting process must take place somewhere on the engine. This is done by a crankcase ventilation with oil separation. So-called centrifugal oil separators such as febi 171457 are often used. They separate the oil, which is part of the gases in the crankcase in the form of oil mist or droplets, by means of a rapidly rotating conical disc stack. The separated oil then flows back into the oil sump and the remaining gases are fed to the intake area of the engine.

Cause of Failure
Centrifugal oil separators operate at speeds of 7000-9000 rpm. The tapered disk pack is mounted on a shaft which is supported by two ball bearings. If these ball bearings are worn out, after switching off the motor, the after-running of the centrifugal oil separator can be noticed by humming noises of the defective ball bearings. If the oil separator is then not replaced, the intake area can be heavily contaminated with oil by unfiltered crankcase gases.

For more technical information please visit: **partsfinder.bilsteingroup.com**

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