

While diesel engine bypass filtration has been used for over 30 years, the recent EPA changes and their subsequent impact to the lube system have caused renewed interest in this type of filtration. Due to this fact, it is important for anyone planning to add bypass filtration to understand how to appropriately separate performance and benefits versus false claims. Since Fleetguard was one of the first in the industry to provide the addition of bypass filtration on mobile engines, Fleetguard has the leadership position to provide an unbiased approach to assist in separating fiction from fact.

- **What is add-on bypass oil filtration?**

It is a secondary filtration unit with the purpose of super-cleaning engine oil. It has high contaminant-holding capacity and filters out the smallest particles to include sludge and soot in special cases. It also reduces engine wear and may increase oil volume.

- **Where is bypass filtration used today?**

Bypass filtration is standard on all Cummins automotive heavy-duty and larger turbo diesel engines and on Mack Applications. It has been used as options and/or standard on Caterpillar, Detroit Diesel, Case, John Deere, DAF, Scania and RVI applications for years.

- **Do I need add-on bypass oil filtration?**

The answer to these questions will guide you:

1. Would I like to extend my operating engine life?
2. Would I like to extend lube oil & service intervals?
3. Do I have contamination (sludge, soot, fine-particulate, etc.) issues?

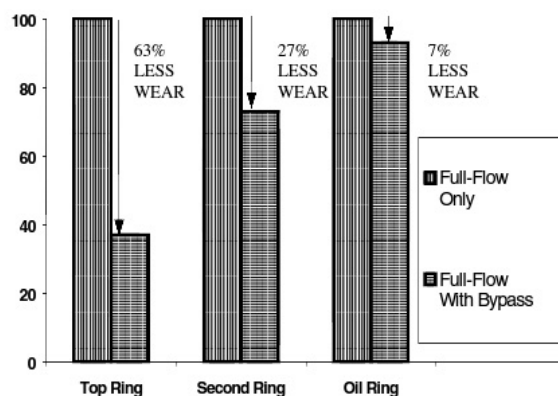


Figure 3: Ring Wear Reduction via Bypass Filtration

