

Technical Bulletin

Bulletin No: PRO-01-27

Effective Date: 9/15/84

Cancels: NA

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Subject: ENGINE OIL AND COMPRESSOR INLET CARBONIZATION

Bendix has learned through extensive laboratory testing and fleet surveys that multiviscosity (15W40) oils can cause compressor inlet carbonization, which results in slow air build-up in the compressor load cycle. Carbonization attributable to the use of multiviscosity oil is generally manifested by a soft sticky deposit that causes inlet valve and/or unloader malfunction. Commercially available multiviscosity oils vary considerably in their tendency to form these deposits. Heat build-up in the inlet cavity due to turbocharging aggravates the tendency to form deposits with multiviscosity oils. Single viscosity oils such as SAE 30 or 40, however, have been shown not to form deposits of the type described.

When an increase in the incidence of compressor carbonization is encountered, an alternative oil type should be considered along with an investigation of the compressor cooling and induction systems.

