

Oil separators from febi bilstein – less oil consumption, no maintenance

The oil separator is an inconspicuous but technically challenging aid that contributes to reducing the emissions of the engine.

Gases are generated during the combustion process in the engine. These gases - cause of leaks between the piston rings and the cylinder barrel - enter the crankcase. They have a composition similar to that of exhaust gases and are also called "blow-by" gases.

In the crankcase, they get enriched with oil. Since the oil is an environment pollutant and owing to the pressure rise, cannot remain in the crankcase, it is carried together with the blow-by gases via the oil separator back into the intake tract of the engine and thus fed back to the combustion process.

The structure of the oil separator is like that of a rotating conical disc centrifuge. It is driven by an oil turbine that separates the oil and soot particles from the gas at a speed of 7000 to 9000 revolutions per minute. The oil droplets get collected on the inner wall: From there, they flow to the floor of the separator before they are finally led back into the engine oil sump.

febi bilstein offers, under febi no. 100114, the first oil separator in its own range, suitable for a large number of Euro-6 engines from Volvo and DAF – in OE matching quality. Thanks to the centrifugal technology, this oil separator is completely maintenance-free and simultaneously reduces oil consumption.

febi no. 100114

to fit:
Volvo
FH (G3), FH (G4), FM (G3), FM (G4),
VAH, VHD, VN, B13 R
Repl. no. 21122541 S1

to fit:
DAF
MX-EPA04, MX-EPA07,
MX-EPA10, MX-EPA13
Repl. no. 1827 090 S1



The complete range can be found at: www.trucks.febi-parts.com