

LUBE TECHNI-GRAM

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Tips From The Field On Fords and Chevys

A number of recent reports and articles regarding Ford and Chevrolet products have come to our attention. In the interest of keeping our customers abreast of these industry notices, we offer the following information:

Ford 7.3L oil pressure problems

According to the AERA Technical Committee, a loss of engine oil pressure on some Ford 7.3L Diesel Engines has been reported. The loss has been noticed while driving the vehicle, as well as during initial start-up. In some instances, the engine will not restart.

There have been a number of reported reasons for this problem. One is based on the fact that pressurized oil activates the fuel injectors. Due to an inherent oil foaming problem, Ford recommends the use of at least an API CF-4 Diesel Engine Oil (or CF-4/SG Multi Service Oil). The CF-4 Category was among the first new diesel designations that indicated enhanced anti-foaming characteristics.

According to industry authorities, this severe foaming problem seems to be inherent to the 7.3L Diesel Turbo Engine...so much so that a special foam test, the HUEI Aeration or Anti-Foam Test, was introduced as a result of Ford's oil foaming problem. Naturally, SWEPACO's 300 Series Heavy Duty Diesel Engine Oils have been subjected to, and have passed, this rigid Anti-Foam Test. In fact, SWEPACO's 306 15W40 exceeds API CH-4/SJ requirements and therefore exceeds Ford's requirements for dealing with this inherent anti-foam problem.

Field reports and industry publications have also uncovered that having superior anti-foam protection does not always provide absolute assurance that erratic injector operation will not occur. According to the AERA Technical Committee, a loss of engine oil pressure on some Ford 7.3L Diesel Engines results from the oil system's threaded deaeration valve relocating within its threaded opening. Depending on the movement and location of this valve, varying amounts of pressure loss have been reported. If the valve is completely dislodged, a 3/4-inch opening will exist in the pressure side of the oiling system. The valve may be loosened from extended engine cycles and normal engine vibration. Engines built beginning with serial number 201681 through 375549 used this version of deaeration valves. Engines built beginning # 375550 were redesigned and did not incorporate this valve.



... to keep it running

As mentioned above, SWEPCO 306 15W40 not only complies with Ford's anti-foam requirements, it exceeds them. Under no circumstances should a SWEPCO customer be concerned that the use of SWEPCO oil would be the cause of erratic injector problems associated with Ford's 7.3L Diesel Engines.

Further injector protection

Reports from the field are indicating SWEPCO can be of further help in maximizing the performance and power of Ford's 7.3L Diesel Engine through the use of SWEPCO 501 Premium Diesel Fuel Improver. According to numerous customer reports, SWEPCO 501 has been instrumental in restoring power to poor running Fords as a result of its blend of two separate additive chemistries...first, a cetane booster, and, second, an advanced package which adds lubricity to diesel fuels and controls combustion deposits. One customer ran a comparative test in several Ford and Dodge diesel engines and, while improvements were recorded in both engines, the customer noted a dramatic improvement in the Fords.

Are autotrannies really fixed?

According to a recent industry publication, General Motors and Ford claim to have spent millions of dollars fixing problems with their early to mid-'90s automatic transmissions, which failed early and often in commercial service, according to users who complained at industry maintenance meetings.

GM's 4L80E, used in ¾-ton and heavier Chevy/GMC pick-up and van chassis, underwent several modifications to make it more rugged, representatives have said. In its beefed-up form, it goes in a vendor chassis rated as high as 18,000 pounds, supposedly with no problems. But, fleet managers are indicating the newer 4L80Es continue to break down, as did Ford's 4R100, the successor to the troublesome E40D.

Obviously, there is a need for continued efforts to work the "bugs" out of these widely produced automatic transmissions. In the meantime, SWEPCO customers worldwide have reported tremendous success in utilizing SWEPCO 714 TO-4/C-4 Hydraulic Transmission Fluid in both troublesome transmissions to generate problem-free operation and increase equipment "uptime."