



Mack Chassis - Oil Diluted With Fuel; Fuel In Oil, Diagnostic Information - All Emissions Prior To US17+OBD16 (Common Rail Fuel System), Model Year 2017 And Older



> Internal Content

For any vehicle with symptoms of oil contamination or dilution, including oil level above full (overfilled, making oil), low oil pressure codes, odors, etc.:

A. Oil analysis should be requested before proceeding with any repair. There are two types of analysis:

- GC (Gas Chromatograph) ASTM D3524 is the recommended method.
- FTIR (Fourier Transform Infrared Spectroscopy) is **not** an accurate method for fuel dilution measurements.

B. The following information should be included on the analysis sheet and considered as possible contributing factors when reviewing the report:

- Mileage
- Engine hours
- Mileage/hours since last oil service
- Oil manufacturer
- Oil product name/code
- Oil viscosity (weight)
- Oil grade



e above data indicates a high percentage of fuel dilution and the oil life does not exceed recommended service intervals. perform

the oil life does not exceed recommended service intervals, perform the following dye test:

1. Put dye in the fuel filter on the engine.
2. Pressurize/prime the system with the hand pump
3. Remove the valve cover
4. Ensure there is shielding in place to prevent oil sling from the geartrain.
5. Run the engine for no longer than 10-15 seconds.
4. Inspect the following areas with a black light during and after operation:
 - Injector plunger, solenoid, and side body
 - Fuel gallery plugs at the front and back of the cylinder head

NOTE: A small amount of fuel observed around the injector plungers is normal.

D. Repair as needed.

E. Resecure the valve cover and run the truck for a short period of time. Check to see if oil level has increased.



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