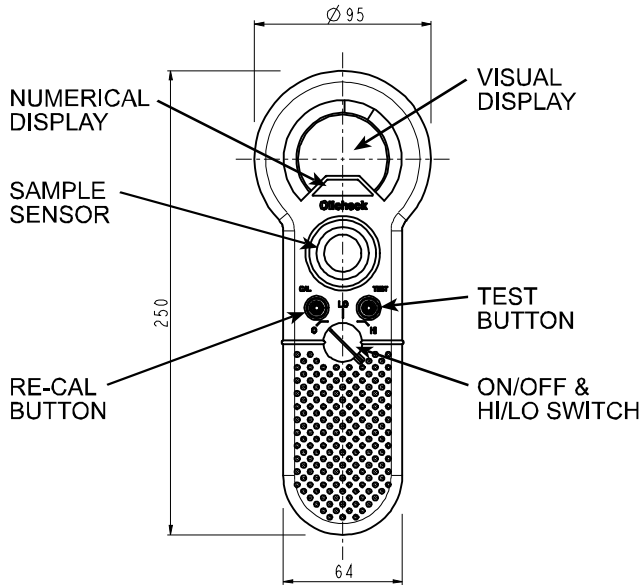


SPECIFICATION



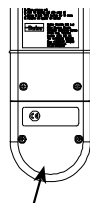
IMPORTANT INFORMATION

For the best results please ensure these guidelines are adhered to:

1. The Oilcheck is very sensitive to moisture. Ensure that the surface of the sensor is dry and that the unit is not used in conditions of high humidity, snow, rain or fog.
2. Extremes of temperature can also affect the results, ensure that the unit is calibrated at the ambient temperature that the tests will be conducted in. Normal operating temperatures between 5°C - 25°C (41°F - 77°F).
3. Ensure that the sample taken from the engine does not pick up contamination from airborne particles or moisture. Use a vacuum sampler if available.
4. Treat the surface of the sensor with care as excessive scratching and abrasion of the tracks will damage the product.
5. Battery warning: When the Oilcheck battery becomes low, the HI/LO graphic on the display will flash.

MAINTENANCE

Keep the instrument clean. Wipe off any oil on the instrument surface. Do not allow the instrument to get wet. If the instrument is dropped or hit, the device should be re-calibrated to verify its performance. The unit is powered by a 9V PP3 battery, to replace the battery, remove the two screws holding the battery cover in place. Approximate battery life: 150 hours or 3000 tests. The unit will perform an automatic shutdown after 5 minutes of no activity or use.



VIEW ON REAR OF OILCHECK (BATTERY COVER)

Parker Worldwide

AE - UAE, Dubai
Tel: +971 4 8875600
parker.me@parker.com

AR - Argentina, Buenos Aires
Tel: +54 3327 44 4129

AT - Austria, Wiener Neustadt
Tel: +43 (0)2622 23501-0
parker.austria@parker.com

AT - Eastern Europe, Wiener Neustadt
Tel: +43 (0)2622 23501 970
parker.easturope@parker.com

AU - Australia, Castle Hill
Tel: +61 (0)2-9634 7777

AZ - Azerbaijan, Baku
Tel: +994 80 2233 458
parker.azerbaijan@parker.com

BE/LU - Belgium, Nivelles
Tel: +32 (0)67 280 900
parker.belgium@parker.com

BR - Brazil, Cachoeirinha RS
Tel: +55 51 3470 9144

BY - Belarus, Minsk
Tel: +375 17 209 9399
parker.belarus@parker.com

CA - Canada, Milton, Ontario
Tel: +1 905 693 3000

CH - Switzerland, Etoy
Tel: +41 (0) 21 821 02 30
parker.switzerland@parker.com

CN - China, Shanghai
Tel: +86 21 5031 2525

CZ - Czech Republic, Klecary
Tel: +420 284 063 111
parker.czechrepublic@parker.com

DE - Germany, Kaarst
Tel: +49 (0)2131 4016 0
parker.germany@parker.com

DK - Denmark, Ballerup
Tel: +45 43 56 04 00
parker.denmark@parker.com

ES - Spain, Madrid
Tel: +34 902 33 00 01
parker.spain@parker.com

FI - Finland, Vantaa
Tel: +358 (0)20 753 2500
parker.finland@parker.com

FR - France, Contamines/Arve
Tel: +33 (0)4 50 25 60 25
parker.france@parker.com

GR - Greece, Athens
Tel: +30 210 933 6450
parker.greece@parker.com

HK - Hong Kong
Tel: +852 2426 8008

HU - Hungary, Budapest
Tel: +36 1 220 4155
parker.hungary@parker.com

IE - Ireland, Dublin
Tel: +353 (0)1 466 6370
parker ireland@parker.com

IN - India, Mumbai
Tel: +91 22 6513 7061-85

IT - Italy, Corsico (MI)
Tel: +39 02 45 19 21
parker.italy@parker.com

JP - Japan, Fujisawa
Tel: +81 4 6535 3050

KR - South Korea, Seoul
Tel: +82 2 559 0400

KZ - Kazakhstan, Almaty
Tel: +7 7272 505 800
parker.easturope@parker.com

LV - Latvia, Riga
Tel: +371 6 745 2601
parker.latvia@parker.com

MX - Mexico, Apodaca
Tel: +52 81 8156 6000

MY - Malaysia, Subang Jaya
Tel: +60 3 5638 1476

NL - The Netherlands, Oldenzaal
Tel: +31 (0)541 585 000
parker.nl@parker.com

NO - Norway, Ski
Tel: +47 64 91 10 00
parker.norway@parker.com

NZ - New Zealand, Mt Wellington
Tel: +64 9 574 1744

PL - Poland, Warsaw
Tel: +48 (0)22 573 24 00
parker.poland@parker.com

PT - Portugal, Leca da Palmeira
Tel: +351 22 999 7360
parker.portugal@parker.com

RO - Romania, Bucharest
Tel: +40 21 252 1362
parker.romania@parker.com

RU - Russia, Moscow
Tel: +7 495 645-2156
parker.russia@parker.com

SE - Sweden, Spånga
Tel: +46 (0)8 59 79 50 00
parker.sweden@parker.com

SG - Singapore
Tel: +65 6867 6300

SK - Slovakia, Banská Bystrica
Tel: +421 484 162 252
parker.slovakia@parker.com

SL - Slovenia, Novo Mesto
Tel: +386 7 337 6650
parker.slovenia@parker.com

TH - Thailand, Bangkok
Tel: +662 717 8140

TR - Turkey, Istanbul
Tel: +90 216 4997081
parker.turkey@parker.com

TW - Taiwan, Taipei
Tel: +886 2 2298 8987

UA - Ukraine, Kiev
Tel: +380 44 494 2731
parker.ukraine@parker.com

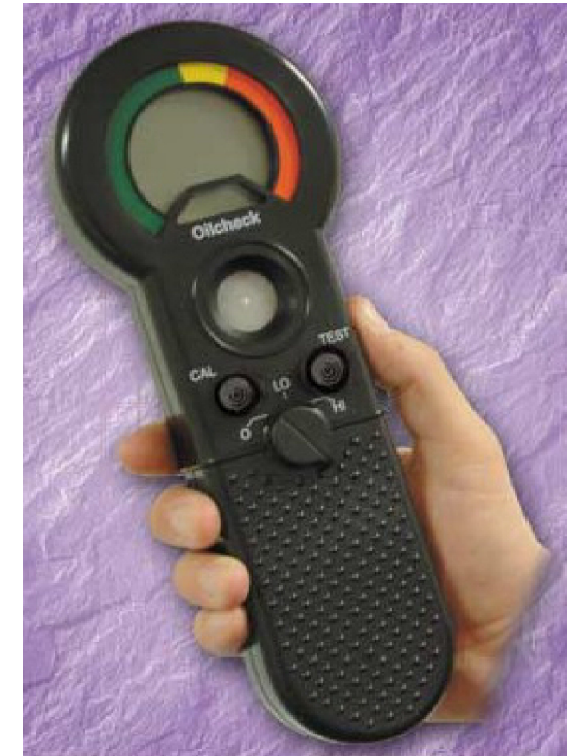
UK - United Kingdom, Warwick
Tel: +44 (0)1926 317 878
parker.uk@parker.com

US - USA, Cleveland
Tel: +1 216 896 3000

VE - Venezuela, Caracas
Tel: +58 212 238 5422

ZA - South Africa, Kempton Park
Tel: +27 (0)11 961 0700
parker.southafrica@parker.com

Oilcheck Portable Oil Monitor User Manual



24hr Help Line: +44 0800 27 27 5374
(from AT, BE, CH, CZ, DE, EE, ES, FI, FR, IE, IT, PT, SE, SK, UK)
Web: www.parkerhfde.com
Email: conmoninfo@parker.com



INTRODUCTION

The Oilcheck measures the effect of all the contaminants and electro chemicals that occur in synthetic and petroleum based oils. This is achieved by detecting and measuring the oils dielectric constant. By comparing the measurements obtained from used and unused oils of the same make and grade, Oilcheck is able to determine the degree of change in oils dielectric constant. Dielectric change is directly related to the contamination level and degradation of the oil and will allow the user to achieve longer intervals between oil changes and immediately detect increased mechanical wear and loss of the oils lubricating properties.

The Oilcheck, once calibrated with clean oil, will store the calibration in its memory when the unit is switched off, until such time that a re-calibration is called for by the user.

OPERATING INSTRUCTIONS

Calibration

1. Note, before calibration it is important to ensure the sensing cell is clean and dry, as moisture and contamination will adversely affect the results.

Only the recommended cleaning solution may be used. Other solutions may damage the Oilcheck and invalidate the warranty. Oilcheck sensor cleaner can be purchased from Parker under part number OLK611.

2. All testing should be undertaken with the unit switched in the LO position. The HI position is for use where oil samples are very heavily contaminated. (This option is not available on all models).

Step 1.

Place clean oil into the cell, fill to at least halfway up the cell wall. Oil of the same type and grade must be used for calibration, as is used in the system being evaluated.

Step 2.

Turn the rotary switch from the OFF position to the ON/LO position, the display will complete a full sweep and return to the zero position.

Ensure the display indicates LO.

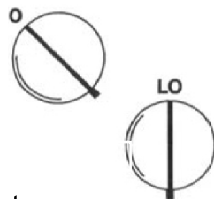
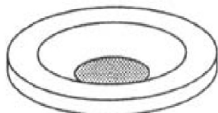
Step 3.

Press and hold the CAL button for 15 seconds to enter the calibration mode. A flashing CAL graphic will appear in the display

Step 4.

Press the test button and the unit will calibrate against the clean reference oil and report zero's on the small display. The calibration setting will now remain in the memory until such time that a re-cal is required, even if the unit is switched off.

Clean out the calibration sample from the sensing cell with a clean cloth. **NOTE: If the Protective Boot is fitted DO NOT attempt to pour the oil out of the cell.**



Note: To put the unit back into calibration mode press and hold the CAL button for 15 seconds.

Sample Testing

Step 1.

Place the dirty oil sample to test into the cell, to at least halfway up the cell wall. **NOTE:** for optimum results use oil that is at the same temperature as the calibration sample.

With the oil sample in the sensing cell, press and hold the TEST button for 10 seconds or until the segments have stopped moving around the display. The result will remain on the display when the button is released until the next test is carried out, or 5 minutes at which point the unit performs an auto shut down. The unit will not require re-cal when switched on for the next test unless a different type of oil is to be tested.

Step 2.

Clean the used oil sample out of the cell using a clean cloth. **NOTE: If the Protective Boot is fitted DO NOT attempt to pour the oil out of the cell.**

Add the next sample. Refill the sensing cell and press the TEST button again, the previous reading will change to the new sample result.

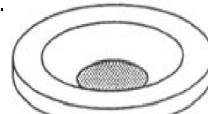
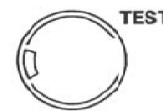
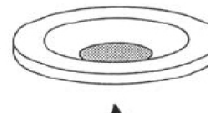
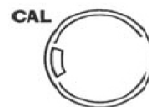
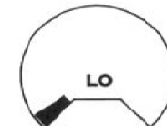
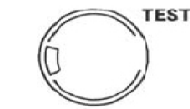
The colour that the segments relate to gives the oil condition. Within the green band the oil is deemed acceptable, within the red band indicates the oil should be changed and checked again after a short running period to ensure no mechanical problems are present.

CONTAMINATION EFFECTS

The usual contamination found in oils is caused by oxidation and acid build up; these occur during the normal running of an engine and should show up as a gradual increase in readings over a period of time.

Other contaminants occur because of excessive wear or mechanical failure, the main elements of which are dirt, soot, fuel, water, antifreeze and metal particles. These elements give a marked increase in the Oilchecks readings and will give immediate warning of possible failure.

Continued over page....



CONTAMINATION EFFECTS *Continued*

1. Water and antifreeze will cause the segments to move smoothly round the display well into the red or instantly complete a full sweep.

2. Metal particles will also cause an extreme reading though the display should move up in little jumps as the particles settle on the sensor surface.

3. Fuel is harder to detect as its presence will sometimes mask the presence of other contaminants. If the oil is only contaminated by fuel the display will show it as a stronger reading well into the red but the presence of water or metal will sometimes counteract the fuel giving a reading in the green. Should an engine continue to show no increase in its reading over a period of time the possibility of fuel contamination should be investigated.

4. The red and green areas are designed as an indication of the oils change in dielectric constant. **This is a suggested threshold of acceptability only.** Users should use the Oilcheck to monitor the change in the oils properties and build up a picture of the oils degradation based on their experience and own operating criteria. A different change period than that recommended by the Oilcheck may be more appropriate in some cases and the new threshold should be marked on the unit's scale.

PROTECTIVE BOOT *(If applicable)*

The rubber boot has been designed to protect the Oilcheck and should be fitted as follows.

1. Insert the Oilcheck in through the back of the rubber boot.



2. Pull the rubber boot to stretch it gently over the battery cover, ensuring the lanyard retainer is aligned with the hole.



3. Pull over the front face flap and insert the tab ensuring the keyhole slot is aligned with the Oilcheck ON/OFF switch.



Continued over page....