The centrifugal lube oil filter is a by-pass filter mounted directly on the engine or GenSet base frame – as a supplement to the main filter.

How the centrifugal oil filtering system works
The filter utilizes the centrifugal force and can thereby remove high-density, sub-micron particles from the lube oil. The filter system consists of three major sections – the body, the rotor and the drive chamber:

- The body contains the rotor and the drive chamber and facilitates easy fixing of the whole centrifugal filter to the engine with oil drain through the bottom to the crankcase/oil sump

- The dirt-removing rotor has a removable bowl to facilitate easy cleaning or replacement. Oil from the engine enters the centrifugal filter body through the hollow spindle, where it is evenly distributed. The rotor is accelerated to high speed. The resulting centrifugal force throws the dirt particles on to the wall of the rotor in a compact, easy-to-remove mass

- The oil sprayed through twin jets, spin the rotor at a speed up to 8,000 rev/min and leaves the centrifugal filter through the base, where it is returned to the engine crankcase/oil sump
The Lube Oil Centrifugal Filter
A retrofittable cleaning system

The centrifugal filter offers a number of good features

- Acts as an indicator of the lube oil cleanliness and condition
- Is therefore also an indicator of how well the purifier operates
- Ensures an extended lifespan of the main lube oil filter cartridge and sump oil
- Is inexpensive to retrofit on all GenSets
- Is easily fitted to the new engine types, which are prepared for mounting directly at the front-end box

Please note that a centrifugal filter installation cannot replace the necessary function of the lube oil purifier.

The centrifugal filters are available as retrofit for all GenSets. For further information concerning the application of centrifugal filters, please contact our Technical Service department at MAN PrimeServ Holeby.