

# **TRIBOLOGIK®** **NEWSLETTER**

**ISO 17025:2005**

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March2016

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## **LAST CHANCE TO REGISTER! A Few Seats Still Available**

### **Machine Lubrication Technician and Machine Lubricant Analyst Level I Class**

- By: **Matt Spurlockis** AMRRI's VP of Operations and Technology, and the lead trainer.
- When: **March 28-31, 2016**
- Where: **Tribologik Laboratories** 1212 172nd St. Hammond, IN 46324
- Contact: **Jaime Burkhard** [jaime@tribologik.com](mailto:jaime@tribologik.com)  
**Cell: (260) 579-5424**  
**Office: (219) 228-4844 ext. 204**



## **CERTIFICATION EXAM AN OPTION!**

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### **Mixing Different Lubricants – Can We or Can We Not?**

It is not unusual to receive at the lab an oil sample with the wrong type of oil on the label, i.e. whose specs do not correspond to the specs of the reference oil. This usually is an indication that different types of lubricants have been mixed together.

Mixing the same grades of oils from different manufacturers is not a problem: all (reliable) oil producers follow the same standards, established by the Society of Automotive Engineers (SAE). "SAE standards are internationally recognized for their role in helping ensure the safety, quality, and effectiveness of products and services across the mobility engineering industry."

As a rule of thumb however, mixing different grades and different types of lubricants is not recommended because different grades have different viscosities and different additives.

### **Viscosity**

Viscosity is the most important quality of a lubricant. Therefore, any changes to the viscosity can have a negative impact on machinery. If the viscosity increases, the machine is likely to overheat and your engine will be difficult to start by cold weather.

If the viscosity decreases, the lubricant may not have enough film strength to protect the equipment, which may also cause overheating through metal-to-metal contact, not to mention premature wear of the parts and components.

This is the first reason why mixing different types of lubricants should be avoided. Always make sure that viscosity meets the recommendations of the manufacturer. Who else knows better the appropriate type of oil for your equipment than the manufacturer who built it?

### **Additives**

Additive packages are very specific to the machinery in which they are used. Motor oils are high in additive concentrations, while hydraulic and turbine oils have low additive concentrations. Therefore, you would not use hydraulic or gear oil in your engine because these lubricants do not have the proper additives for high temperature operations.

It is neither advised to add regular oil to special synthetic oils used in high performance engines. First, you will have to change your oil sooner, which is a waste of money considering that synthetic is much more expensive than mineral. Second, the expensive additives used in your expensive lubricant will be diluted with cheaper ones and their performance will not meet your expectations. And third, additives could interact and conflict, causing the oil to lose its properties and effectiveness.

### **Do not Flirt with Danger**

Of course, you will always find someone arguing that pouring a very small quantity into a very high volume may not make so much of a difference. While this is not exactly false, this type of wishy-washy assessment is not exactly what you call good practice. Accepting this type of lack of concern and laziness creates a passport to negligence, poor maintenance and quality control and damage to your equipment.

Mixing lubricants is flirting with danger — to your equipment, to your business and to your bottom line. Quite the contrary, laying down stricter rules and procedures – DO NOT MIX – is recipe for success. Don't settle for less than the best practices.

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**Contact your Account Manager for further information.**

[info@tribologik.com](mailto:info@tribologik.com)

**Your Equipment's Best Friends**