

# Engine Failure Disclaimer

Since the introduction of Diesel Engine vehicles installed with Diesel Particulate Filters (DPF's) the Motor trade has observed an increase in all types of engine failures in general. This is often as a result of poor engine oil quality probably caused by diesel to oil dilution which sometimes occurs during the engines DPF active or forced regeneration (cleaning) process.

Diesel **and** Petrol engines are both prone to failure due to the often-unrealistic Manufacturers recommended high mileage oil service intervals. These intervals may not always take into consideration the short, stop - start journeys which will result in fuel contamination and accelerated engine oil degradation.

Recently, some Vehicle Manufacturers have complicated matters even further by installing **Wet Timing Belts** on some engines which are **now known** to cause rubber fragments to break away and block oil pickups inside the oil sump. These restrictions can momentarily starve the engine of oil to one or more crankshaft journals leading to instant engine damage or engine knock due to damaged or spun shell bearings.

A possible engine failure can even occur when a vehicle goes into a garage for **a repair of any type or routine service**. Just by a Technician driving the vehicle more enthusiastically than the owner may do normally, so that its drivability can be tested, can sometimes result in unintentional engine damage.

Technicians don't drive customers' vehicles in a manner to cause engine failure, they drive them with respect and to check they are performing as they should. During a Technicians normal road test and drive cycle, the engine's allowable higher RPM may be reached to ensure there are no concerns with the engine's fuel delivery, management system or exhaust gas flow through the exhaust or Particulate Filter.

There is always a possibility the previous keeper may have used a thicker oil than specified with additional thicker oil additives to help hide or mask a worn, smokey, or noisy engine.

When a routine engine oil and filter service is carried out by the next unsuspecting garage, using the correct oil grade, unexpected engine noises and excessive smoking may be revealed. When this happens it's often due to the engine's previous fault masking and unknown history, **in a situation like this the current garage cannot be held responsible** for this latent defect.

During Diesel Particulate Filter (DPF) Regeneration, extremely high engine and engine oil temperatures are reached, as are core temperatures inside the DPF, these can be in excess of 500 degrees. Normal motorway driving rarely sees temperatures exceed 300 degrees, so unless the engine oil is in good condition, and not diluted with diesel, resultant engine damage could occur.

Some Garages use engine oil flushing additives before changing the engines oil and filter (during servicing). On well-maintained engines these flushes do not cause any harm and will clean the engine's internals so that clean new oil isn't put into a dirty engine.

## "Clean Engines Run Better And Last Longer"

There is always a risk that if an engine oil flush is used on your vehicle, and your engine is already contaminated with dirty oil or sludge, there is a possibility that some of this sludge could dislodge. This could cause an oilway restriction for example, leading to possible bottom end or other internal engine damage.

Alternatively, if an oil flush isn't used the engine could still imminently fail if the oil pick up in the sump is restricted.

It is up to you, the Customer, to decide on what you want us to do, it's your decision on whether you want us to use an engine flush or not, please take seriously what we are saying.

**Some Garages Use Engine Oil Flushes And Prefer To Use One Before Every Oil And Filter Change.**

**Please inform us if you do or don't want us to use an oil flush in your engine before leaving your vehicle.**

In the unfortunate occurrence of any disputed engine failures which may have been caused by any of the above, we will employ the services of a Qualified independent Motor Engineer to investigate the failure. If the engine's mechanical condition, oil filter condition or engine oil condition in general is found to be the cause then any costs incurred will be the liability of the vehicle's owner.

**We will not accept responsibility for any engine damage caused by, or as a result of, either poor engine oil condition, low engine oil pressure or poor oil circulation due to inadequate engine oil maintenance or incorrect oil service intervals as recommended by the vehicle Manufacturer.**

I do want  I do not want Engine flush used in my vehicle(s)

(Name) Print:..... Sign:..... Vehicle:..... Date:.....