

Machine Id WIRTGEN 256-0903 Component Right Conveyor Gearbox Fluid PETRO CANADA ENDURATEX EP 220 (--- GAL)

RECOMMENDATION

Confirm the source of the lubricant being utilized for top-up/fill. Resample at the next service interval to monitor.

WEAR

All component wear rates are normal.

CONTAMINATION

There is no indication of any contamination in the oil.

	Test	UOM	Method	Limit/Abn	Curren	t	History1	History2
	Sample Number		Client Info		PC0084	920		
	Sample Date		Client Info		08 Jan 2	024		
	Machine Age	hrs	Client Info		11554			
	Oil Age	hrs	Client Info		554			
	Filter Age	hrs	Client Info		0			
	Oil Changed		Client Info		Change	ed		
	Filter Changed		Client Info		N/A			
	Sample Status				ABNORN	/AL		
	Iron	ppm	ASTM D5185(m)	>200	35			
	Chromium	ppm	ASTM D5185(m)	>10	<1			
	Nickel	ppm	ASTM D5185(m)	>10	<1			
	Titanium	ppm	ASTM D5185(m)		0			
	Silver	ppm	ASTM D5185(m)		0			
	Aluminum	ppm	ASTM D5185(m)		<1			
	Lead	ppm	ASTM D5185(m)		<1			
	Copper	ppm	ASTM D5185(m)		<1			
	Tin	ppm	ASTM D5185(m)		0			
	Vanadium	ppm	ASTM D5185(m)		0			
	White Metal	scalar	Visual*	NONE	VLIT	Е		
	Yellow Metal	scalar	Visual*	NONE	NON	IE		
	Silicon	ppm	ASTM D5185(m)		2			
	Potassium	ppm	ASTM D5185(m)	>20	-			
	Water	ppiii	WC Method	>0.2	NEG			
	Silt	scalar	Visual*	NONE	NON	-		
	Debris	scalar	Visual*	NONE	NON			
	Sand/Dirt	scalar	Visual*	NONE	NON			
	Appearance	scalar	Visual*	NORML	NOR			
	Odor	scalar	Visual*	NORML	NOR			
	Emulsified Water	scalar	Visual*	>0.2	NEG			
						·		
	Sodium	ppm	ASTM D5185(m)		<1			
	Boron	ppm	ASTM D5185(m)	60	24			
	Barium	ppm	ASTM D5185(m)	0	0			
	Molybdenum	ppm	ASTM D5185(m)	0	2			
	Manganese	ppm	ASTM D5185(m)	0	0			
	Magnesium	ppm	ASTM D5185(m)	0	16			
	Calcium	ppm	ASTM D5185(m)	0	4 92			
	Phosphorus	ppm	ASTM D5185(m)	270	417			
	Zinc	ppm	ASTM D5185(m)	0	4 7			
	Sulfur	ppm	ASTM D5185(m)	11200	4920)		
	Visc @ 40°C	cSt	ASTM D7279(m)	220	212			
	Visc @ 100°C	cSt	ASTM D7279(m)	19.35	A 25.1			

Viscosity Index (VI) Scale ASTM D2270*

FLUID CONDITION

The viscosity of the oil is higher than normal, possibly indicating the addition of a heavier grade of oil. This plus the additive levels indicates that this is not the same brand, or type of oil as reported. The condition of the oil is acceptable for the time in service.

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