

Machine Id **JOHN DEERE RTL-4** Component **Diesel Engine** DIESEL ENGINE OIL SAE 40 (6 GAL)

| | | | | | · · · · · | | |
|---------------------------------------------------------------------------------------------------------------------------------|------------------|---------------|-------------|-----------|-------------|-------------|-------------|
| RECOMMENDATION | Test | UOM | Method | Limit/Abn | Current | History1 | History2 |
| Resample at the next service interval to monitor. Please specify the brand, type, and viscosity of the oil on your next sample. | Sample Number | | Client Info | | CL0005580 | CL0005243 | |
| | Sample Date | | Client Info | | 28 Jun 2024 | 12 Mar 2024 | 15 Oct 2023 |
| טומויט, וצףים, מווט אופנטפונצ טו גוום טוו טוו צטטו וופגנ צמוונףום. | Machine Age | hrs | Client Info | | 4450 | 4025 | 3751 |
| | Oil Age | hrs | Client Info | | 425 | 274 | 0 |
| | Filter Age | hrs | Client Info | | 0 | 0 | 0 |
| | Oil Changed | | Client Info | | Changed | Changed | Changed |
| | Filter Changed | | Client Info | | Changed | Changed | Cleaned |
| | Sample Status | | | | NORMAL | NORMAL | NORMAL |
| WEAR | Iron | ppm | ASTM D5185m | ~51 | 16 | 9 | 10 |
| All component wear rates are normal. | Chromium | ppm | ASTM D5185m | | <1 | <1 | <1 |
| | Nickel | ppm | ASTM D5185m | | <1 | <1 | <1 |
| | Titanium | ppm | ASTM D5185m | 20 | 1 | 0 | 0 |
| | Silver | ppm | ASTM D5185m | .3 | ، <1 | 0 | 0 |
| | Aluminum | | ASTM D5185m | | 5 | 4 | 3 |
| | Lead | ppm | ASTM D5185m | | -5 <1 | <1 | 0 |
| | Copper | ppm | ASTM D5185m | | 2 | <1 | <1 |
| | Tin | ppm | ASTM D5185m | | ∠ <1 | <1 | <1 |
| | Vanadium | ppm | ASTM D5185m | >4 | <1 | 0 | 0 |
| | White Metal | ppm scalar | *Visual | NONE | NONE | NONE | NONE |
| | | | *Visual | NONE | NONE | NONE | NONE |
| | Yellow Metal | scalar | visual | NONE | | NONE | NONE |
| CONTAMINATION | Silicon | ppm | ASTM D5185m | >22 | 5 | 4 | 4 |
| There is no indication of any contention in the cil | Potassium | ppm | ASTM D5185m | >20 | 2 | <1 | 2 |
| There is no indication of any contamination in the oil. | Fuel | | WC Method | >2.1 | <1.0 | <1.0 | <1.0 |
| | Water | | WC Method | >0.21 | NEG | NEG | NEG |
| | Glycol | | WC Method | | NEG | NEG | NEG |
| | Soot % | % | *ASTM D7844 | >3 | 0.1 | 0.1 | 0.2 |
| | Nitration | Abs/cm | *ASTM D7624 | >20 | 9.1 | 8.9 | 8.8 |
| | Sulfation | Abs/.1mm | *ASTM D7415 | >30 | 18.6 | 17.7 | 17.8 |
| | Silt | scalar | *Visual | NONE | NONE | NONE | NONE |
| | Debris | scalar | *Visual | NONE | NONE | NONE | NONE |
| | Sand/Dirt | scalar | *Visual | NONE | NONE | NONE | NONE |
| | Appearance | scalar | *Visual | NORML | NORML | NORML | NORML |
| | Odor | scalar | *Visual | NORML | NORML | NORML | NORML |
| | Emulsified Water | scalar | *Visual | >0.21 | NEG | NEG | NEG |
| | | | | | | | |
| FLUID CONDITION | Sodium | ppm | ASTM D5185m | - | 4 | 3 | 2 |
| The BN result indicates that there is suitable alkalinity remaining in the | Boron | ppm | ASTM D5185m | | 54 | 72 | 57 |
| oil. The condition of the oil is suitable for further service. | Barium | ppm | ASTM D5185m | | 0 | 0 | 0 |
| | Molybdenum | ppm | ASTM D5185m | 100 | 92 | 90 | 93 |
| | Manganese | ppm | ASTM D5185m | 450 | <1 | 0 | 0 |
| | Magnesium | ppm | ASTM D5185m | | 22 | 33 | 17 |
| | Calcium | ppm | ASTM D5185m | | 2346 | 2260 | 2215 |
| | Phosphorus | ppm | ASTM D5185m | | 1102 | 1137 | 973 |
| | Zinc | ppm | ASTM D5185m | | 1331 | 1271 | 1237 |
| | Sulfur | ppm | ASTM D5185m | | 3987 | 4405 | 4303 |
| | Oxidation | Abs/.1mm | *ASTM D7414 | >25 | 13.9 | 13.8 | 13.4 |

6.3

13.2

6.2

13.4

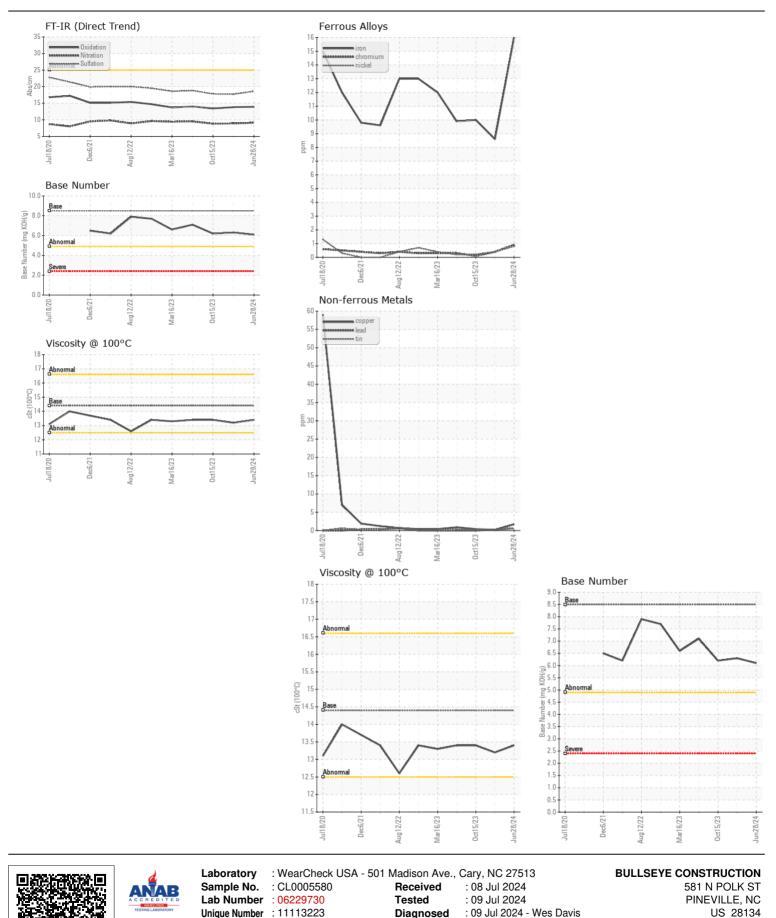
6.1

13.4

ASTM D445 14.4

Base Number (BN) mg KOH/g ASTM D2896 8.5

Visc @ 100°C cSt



Test Package : CONST (Additional Tests: TBN) Contact: SERVICE MANAGER Certificate L2367 To discuss this sample report, contact Customer Service at 1-800-237-1369. * - Denotes test methods that are outside of the ISO 17025 scope of accreditation. Statements of conformity to specifications are based on the simple acceptance decision rule (JCGM 106:2012)

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Submitted By: JEFF CHALMERS Page 2 of 2

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