

OIL ANALYSIS REPORT

Sample Rating Trend



Component Rear Diesel Engine

PETRO CANADA DURON SHP 15W40 (--- GAL)

SAMPLE INFO	RMATION	method	limit/base	current	history1	history
Sample Number		Client Info		PC0075549	PC0077455	PC007116
Sample Date		Client Info		02 Aug 2023	17 Jun 2023	13 Mar 20
Machine Age	kms	Client Info		0	0	51383
Oil Age	kms	Client Info		0	0	0
Oil Changed		Client Info		Changed	Changed	Changed
Sample Status				SEVERE	SEVERE	NORMAL
CONTAMINA	TION	method	limit/base	current	history1	history
Glycol		WC Method		NEG	NEG	NEG
WEAR META	LS	method	limit/base	current	history1	history
Iron	ppm	ASTM D5185(m)	>100	15	17	14
Chromium	ppm	ASTM D5185(m)	>20	<1	1	<1
Nickel	ppm	ASTM D5185(m)	>4	0	<1	<1
Titanium	ppm	ASTM D5185(m)		0	0	<1
Silver	ppm	ASTM D5185(m)	>3	0	<1	0
Aluminum	ppm	ASTM D5185(m)		<1	1	2
Lead	ppm	ASTM D5185(m)	>40	<1	<1	<1
Copper	ppm	ASTM D5185(m)		2	2	1
Tin	ppm	ASTM D5185(m)	>15	0	0	<1
Antimony	ppm	ASTM D5185(m)	- 10	0	0	<1
Vanadium	ppm	ASTM D5185(m)		0	0	0
Beryllium	ppm	ASTM D5185(m)		0	0	0
Cadmium	ppm	ASTM D5185(m)		0	0	0
ADDITIVES	1919	method	limit/base	current	history1	history
Boron	ppm	ASTM D5185(m)	0	2	3	2
Barium	ppm	ASTM D5185(m)		0	0	0
Molybdenum	ppm	ASTM D5185(m)	60	50	55	57
Manganese	ppm	ASTM D5185(m)		<1	<1	<1
Manganesium	ppm	ASTM D5185(m)	1010	795	882	918
Calcium	ppm	ASTM D5185(m)	1070	879	952	1059
Phosphorus	ppm	ASTM D5185(m)	1150	863	963	1059
Zinc	ppm	ASTM D5185(m)	1270	987	1096	1167
Sulfur		ASTM D5185(m)	2060	2126	2285	2580
Lithium	ppm ppm	ASTM D5185(m)	2000	<1	<1	<1
Litiliti	ppin					
CONTAMINA			limit/baco			histor
CONTAMINA Silicon		method	limit/base	current	history1	
Silicon	ppm	method ASTM D5185(m)	limit/base >25	current 3	history1 4	3
Silicon Sodium	ppm ppm	method ASTM D5185(m) ASTM D5185(m)	>25	current 3 5	history1 4 5	6
Silicon Sodium Potassium	ppm ppm ppm	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m)	>25 >20	current 3 5 <1	history1 4 5 0	3 6 <1
Silicon Sodium Potassium Fuel	ppm ppm	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593*	>25 >20 >5	Current 3 5 <1 ● 13.1	history1 4 5 0 ● 9	3 6 <1 <1.0
Silicon Sodium Potassium Fuel INFRA-RED	ppm ppm ppm %	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593* method	>25 >20 >5 limit/base	current 3 5 <1 13.1 current	history1 4 5 0 ● 9 history1	3 6 <1 <1.0 history
Silicon Sodium Potassium Fuel INFRA-RED Soot %	ppm ppm ppm %	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593* method ASTM D7844*	>25 >20 >5 limit/base >3	Current 3 5 <1	history1 4 5 0 ● 9 <u>history1</u> 0.9	3 6 <1 <1.0 history 0.6
Silicon Sodium Potassium Fuel INFRA-RED Soot % Nitration	ppm ppm ppm % % Abs/cm	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593* method ASTM D7844* ASTM D7824*	>25 >20 >5 limit/base >3 >20	Current 3 5 <1 13.1 Current 0.6 10.0	history1 4 5 0 9 9 history1 0.9 10.4	3 6 <1 <1.0 history 0.6 9.6
Silicon Sodium Potassium Fuel INFRA-RED Soot %	ppm ppm ppm %	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593* method ASTM D7844*	>25 >20 >5 limit/base >3	Current 3 5 <1	history1 4 5 0 ● 9 <u>history1</u> 0.9	3 6 <1 <1.0 history 0.6
Silicon Sodium Potassium Fuel INFRA-RED Soot % Nitration	ppm ppm ppm % % Abs/cm Abs/.1mm	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593* method ASTM D7594* ASTM D7844* ASTM D7624*	>25 >20 >5 limit/base >3 >20	Current 3 5 <1 13.1 Current 0.6 10.0	history1 4 5 0 9 9 history1 0.9 10.4	3 6 <1 <1.0 history 0.6 9.6 23.0
Silicon Sodium Potassium Fuel INFRA-RED Soot % Nitration Sulfation	ppm ppm ppm % % Abs/cm Abs/.1mm	method ASTM D5185(m) ASTM D5185(m) ASTM D5185(m) ASTM D7593* method ASTM D7594* ASTM D7844* ASTM D7624*	>25 >20 >5 limit/base >3 >20 >30	Current 3 5 <1 13.1 Current 0.6 10.0 24.4	history1 4 5 0 9 9 history1 0.9 10.4 24.0	3 6 <1 <1.0 history 0.6 9.6

DIAGNOSIS

Recommendation

We advise that you check the fuel injection system. The oil change at the time of sampling has been noted. We recommend an early resample to monitor this condition.

Machine Id

Fluid

Wear

All component wear rates are normal.

Contamination

There is a high amount of fuel present in the oil. The water content is negligible. Tests confirm the presence of fuel in the oil.

Fluid Condition

Fuel is present in the oil and is lowering the viscosity. The oil is no longer serviceable due to the presence of contaminants.

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