

OIL ANALYSIS REPORT

Sample Rating Trend

FUEL



NEW FLYER 1008

Component Diesel Engine

SAFETY-KLEEN PERFORMANCE PLUS XHD-7 15W40 (--- GAL)

CE PLUS XHD-7 15W40 (GAL)						
SAMPLE INFORM	/IATION	method	limit/base	current	history1	history2
Sample Number		Client Info		WC0830214	WC0830353	WC0811526
Sample Date		Client Info		21 Aug 2023	07 Jul 2023	31 May 2023
Machine Age	kms	Client Info		103051	0	0
Oil Age	kms	Client Info		0	0	0
Oil Changed		Client Info		N/A	N/A	N/A
Sample Status				ABNORMAL	SEVERE	ABNORMAL
CONTAMINATIO	N	method	limit/base	current	history1	history2
Glycol		WC Method		NEG	NEG	NEG
WEAR METALS		method	limit/base	current	history1	history2
ron	ppm	ASTM D5185(m)	>75	17	15	24
Chromium	ppm	ASTM D5185(m)	>5	<1	<1	1
Nickel	ppm	ASTM D5185(m)	>4	0	0	0
Fitanium	ppm	ASTM D5185(m)	>2	0	0	0
Silver	ppm	ASTM D5185(m)	>2	<1	0	0
Aluminum	ppm	ASTM D5185(m)	>15	1	2	4
₋ead	ppm	ASTM D5185(m)	>25	0	2	2
Copper	ppm	ASTM D5185(m)	>100	<1	<1	<1
Γin	ppm	ASTM D5185(m)	>4	0	<1	0
Antimony	ppm	ASTM D5185(m)		0	0	0
/anadium	ppm	ASTM D5185(m)		0	0	0
Beryllium	ppm	ASTM D5185(m)		0	0	0
Cadmium	ppm	ASTM D5185(m)		0	0	0
ADDITIVES		method	limit/base	current	history1	history2
Boron	ppm	ASTM D5185(m)		1	<1	<1
Barium	ppm	ASTM D5185(m)		0	0	0
Nolybdenum	ppm	ASTM D5185(m)		56	56	57
Manganese	ppm	ASTM D5185(m)		<1	<1	<1
Magnesium	ppm	ASTM D5185(m)		907	922	903
Calcium	ppm	ASTM D5185(m)		972	971	946
Phosphorus	ppm	ASTM D5185(m)		932	1016	1007
Zinc	ppm	ASTM D5185(m)		1073	1150	1078
Sulfur	ppm	ASTM D5185(m)		2332	2397	2372
₋ithium	ppm	ASTM D5185(m)		<1	<1	<1
CONTAMINANTS	;	method	limit/base	current	history1	history2
Silicon	ppm	ASTM D5185(m)	>25	3	3	3
Sodium	ppm	ASTM D5185(m)		6	2	2
Potassium	ppm	ASTM D5185(m)	>20	3	<1	<1
Fuel	%	ASTM D7593*	>3.0	<mark>人</mark> 5.9	6	▲ 5.7
INFRA-RED		method	limit/base	current	history1	history2
Soot %	%	ASTM D7844*	>6	0.7	0.4	0.8
Nitration	Abs/cm	ASTM D7624*	>20	11.3	8.9	9.9
Sulfation	Abs/.1mm	ASTM D7415*	>30	25.9	22.6	23.0
FLUID DEGRADA	TION	method	limit/base	current	history1	history2
Oxidation	Abs/.1mm	ASTM D7414*	>25	26.0	21.7	21.5
40-44) David			-	• •		-

DIAGNOSIS

Recommendation

We recommend that you drain the oil from the component if this has not already been done. We recommend an early resample to monitor this condition.

Wear

Metal levels are typical for a new component breaking in.

Contamination

There is a moderate amount of fuel present in the oil. 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.

Contact/Location: Jeff Parr - HAMHAM



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