

# **OIL ANALYSIS REPORT**

Sample Rating Trend

FUEL



NEW FLYER 1015

Diesel Engine

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

CE PLUS XHD-7 15W40 ( GAL)						
SAMPLE INFORM	<b>MATION</b>	method	limit/base	current	history1	history2
Sample Number		Client Info		WC0878109	WC0849716	WC0849696
Sample Date		Client Info		07 Dec 2023	24 Oct 2023	10 Sep 2023
Machine Age	kms	Client Info		0	102654	0
Oil Age	kms	Client Info		0	0	0
Oil Changed		Client Info		N/A	N/A	N/A
Sample Status				SEVERE	SEVERE	SEVERE
CONTAMINATIO	N	method	limit/base	current	history1	history2
Water		WC Method	>0.2	NEG	NEG	NEG
Glycol		WC Method		NEG	NEG	NEG
WEAR METALS		method	limit/base	current	history1	history2
Iron	ppm	ASTM D5185(m)	>75	12	19	19
Chromium	ppm	ASTM D5185(m)	>5	<1	<1	1
Nickel	ppm	ASTM D5185(m)	>4	<1	0	0
Titanium	ppm	ASTM D5185(m)	>2	0	0	0
Silver	ppm	ASTM D5185(m)	>2	<1	<1	0
Aluminum	ppm	ASTM D5185(m)	>15	1	1	<1
Lead	ppm	ASTM D5185(m)	>25	<1	<1	2
Copper	ppm	ASTM D5185(m)	>100	<1	<1	<1
Tin	ppm	ASTM D5185(m)	>4	0	0	0
Antimony	ppm	ASTM D5185(m)		0	0	0
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		method	limit/base	current	history1	history2
Boron	ppm	ASTM D5185(m)		<1	1	<1
Barium	ppm	ASTM D5185(m)		<1	<1	0
Molybdenum	ppm	ASTM D5185(m)		55	54	54
Manganese	ppm	ASTM D5185(m)		0	0	<1
Magnesium	ppm	ASTM D5185(m)		889	864	879
Calcium	ppm	ASTM D5185(m)		963	949	947
Phosphorus	ppm	ASTM D5185(m)		913	830	931
Zinc	ppm	ASTM D5185(m)		1096	1061	1068
Sulfur	ppm	ASTM D5185(m)		2325	2279	2295
Lithium	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)		2	3	3
Potassium	ppm	ASTM D5185(m)	>20	0	1	<1
Fuel	%	ASTM D7593*	>3.0	• 7.2	7.4	7.3
INFRA-RED		method	limit/base	current	history1	history2
Soot %	%	ASTM D7844*	>6	0.2	0.3	0.5
Nitration	Abs/cm	ASTM D7624*	>20	9.3	10.2	10.3
Sulfation	Abs/.1mm	ASTM D7415*	>30	21.4	22.8	23.2

## DIAGNOSIS

### Recommendation

We advise that you check the fuel injection system. 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

All component wear rates are normal.

#### Contamination

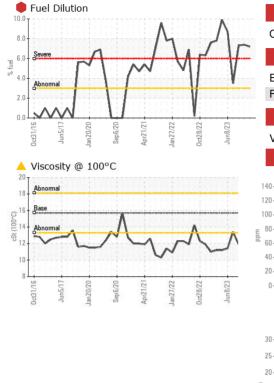
There is a high amount of fuel present in the oil. Tests confirm the presence of fuel in the oil.

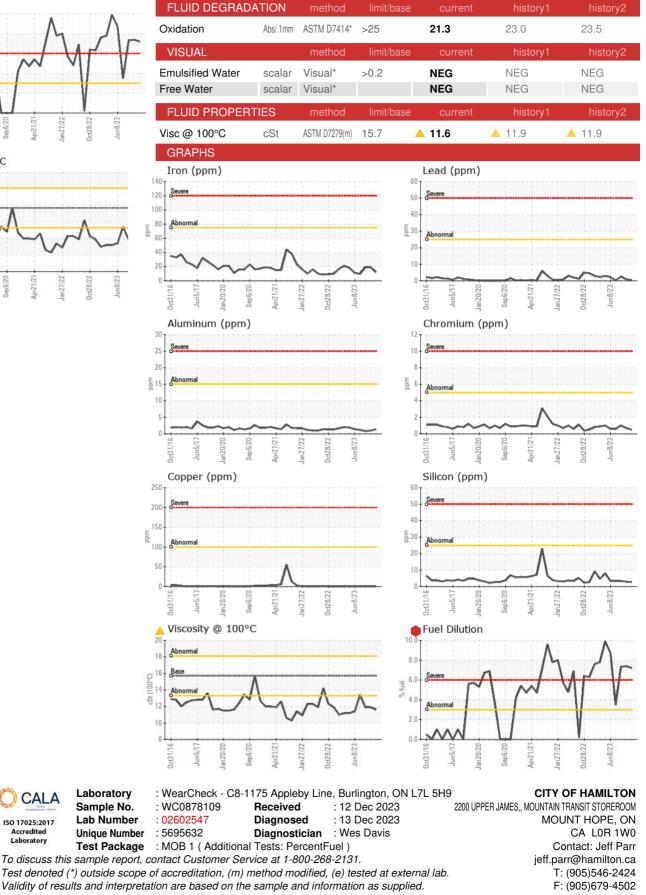
#### Fluid Condition

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



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CALA

ISO 17025:2017 Accredited

Laboratory

Laboratory

Sample No.

Lab Number

Unique Number