



# SAMPLE SUBMISSION FORM

## Oil Analysis Laboratories

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| 501 Madison Avenue<br>Cary, NC 27513<br>USA<br>1-800-237-1369<br>(919) 379-4102<br>Fax (919) 379-4050 | C8-1175 Appleby Line<br>Burlington, ON L7L 5H9<br>CANADA<br>1-800-268-2131<br>(905) 569-8600<br>Fax (905) 569-8605 |
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WEARCHECK sample kits will be replaced with unused kits if defective in manufacture, labeling, or packaging, or if lost by us or any associate company even though by negligence or other fault.

WEARCHECK shall not be liable or responsible for the future performance or failure of any engine, piece of equipment or material involved in any test or sample. The Company makes no warranties, representations, or guaranties with respect to the performance of any such engine, piece of equipment, or material.

**NOTE 1:** For sample identification, please ensure that you either print labels and place on the sample bottle or that you label the sample cap with the reference number (\*Label) shown below.

**NOTE 2:** Please attach 2 Sample Information Forms (SIFs) as proof of payment for these analysis.

### Shipping Info

Shipped Via: CanadaPost  
 Tracking Number: 9748873496429411  
 Shipped On: 06/25/2023  
 Submitted By: Kyle Marcoux [CAMX AEROSPACE]

### SAMPLING INSTRUCTIONS AND PRECAUTIONS

For best results we suggest the following precautions when taking the sample.

**INSTRUCTIONS FOR TAKING SAMPLE** - the SAMPLE should not be taken MORE THAN 30 MINUTES after shutdown, and the oil should have been in service for at least 10 hours or 500 miles, before the oil can accurately reflect wear conditions. **AVOID CONTAMINATION OF THE SAMPLE** - Clean around the drain plug before draining. Remove the drain, and when about half the oil has run out, catch the sample by inserting the bottle into the oil stream. The bottle should be at least 3/4 filled. Do not remove the bottle cap until you are ready to take the sample, and recap the bottle immediately after filling. Take care not to confuse samples from different units. Or, remove sample with a suction pump by inserting the siphon tube down the dipstick tube or into the sump/reservoir. The siphon tube must be clean by either replacement or rinsing with a solvent and drying. Do not rinse with gasoline or diesel fuel. Or, Engines with sample ports (i.e. gauge plugs, probalizer mini-plugs), follow the specific instructions pertaining to the sampling device purchased.

### CAMX AEROSPACE



\*Label : 369767  
 Sample Number : WC0809644  
 Test Package : MOB 1  
 Sample Date : 06/20/2023

Machine Id **CESSNA C-FCRY (S/N 15074106)**  
 Component CONTINENTAL O-200-A Front Piston Aircraft Engine  
 Fluid (6 QTS)

Machine Age : 6227.7  
 Fluid Age : 30.7  
 Filter Age :  
 Fluid Maintenance : Changed  
 Filter Maintenance : Changed



\*Label : 369768  
 Sample Number : WC0809645  
 Test Package : MOB 1  
 Sample Date : 06/24/2023

Machine Id **CESSNA C-GAZQ**  
 Component CONTINENTAL IO-360-KB Front Piston Aircraft Engine  
 Fluid (10 QTS)

Machine Age : 3168.5  
 Fluid Age : 12.3  
 Filter Age :  
 Fluid Maintenance : Not Changed  
 Filter Maintenance :