



OIL REPORT

LAB NUMBER: L34107

UNIT ID: AC7010

REPORT DATE: 7/3/2019

CLIENT ID: 127358

CODE: 20/32

PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Allis Chalmers 649T 4.9L L6 Turbo	OIL TYPE & GRADE: Schaeffers SynShield 15W/40
	FUEL TYPE: Diesel	OIL USE INTERVAL: 125 Hours
	ADDITIONAL INFO: 1980 7010	

CLIENT	ROBERT MULLICAN	PHONE: (615) 653-0261
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	MCMINNIVILLE, TN 37110	ALT PHONE:
		EMAIL: rmullican@gmail.com

COMMENTS	ROBERT: Fuel increased to 2.0% of the sample. That's right at our cautionary limit, and it's a slight increase from last time, so it's something to monitor. Maybe the fuel is incidental, from sampling cold or idling before changing the oil, for example. If that's true, then taking the sample after getting the oil up to temperature first (and then not starting the engine again) should take care of it -- not that that'd be a problem anyway, but it might be a nice thing to try just to be sure the fuel isn't an issue. Wear metals are okay. Iron/lead are up a little, but both are still fine.
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ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	125	UNIT / LOCATION AVERAGES	200					UNIVERSAL AVERAGES
	MI/HR on Unit	9,425		9,300					
	Sample Date	6/22/2019		5/15/2018					
	Make Up Oil Added	1 qt		2 qts					
	ALUMINUM	2	3	3					3
	CHROMIUM	2	2	2					2
	IRON	21	20	18					23
	COPPER	1	2	2					2
	LEAD	10	10	9					9
	TIN	1	1	1					2
	MOLYBDENUM	88	80	71					33
	NICKEL	0	0	0					0
	MANGANESE	0	0	0					0
	SILVER	0	0	0					0
	TITANIUM	0	0	0					0
	POTASSIUM	1	1	1					1
	BORON	57	56	54					27
	SILICON	4	4	3					5
	SODIUM	8	8	8					6
	CALCIUM	2457	2300	2143					2224
	MAGNESIUM	19	32	44					451
	PHOSPHORUS	1129	1078	1027					1122
	ZINC	1263	1174	1085					1249
	BARIUM	0	0	0					13

Values
Should Be*

PROPERTIES	SUS Viscosity @ 210°F	70.6	69-79	69.4				
	cSt Viscosity @ 100°C	13.12	12.7-15.5	12.79				
	Flashpoint in °F	395	>415	400				
	Fuel %	2.0	<2.0	1.5				
	Antifreeze %	0.0	0.0	0.0				
	Water %	0.0	0.0	0.0				
	Insolubles %	0.3	<0.6	0.3				
	TBN							
	TAN							
	ISO Code							

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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