BLACKSTONE LABORATORIES

P.O. NUMBER CC: Visa (Bulk)
CODE: 20/25789/12

UNIT NUMBER 06 F350
REPORT DATE: 3/23/07
LAB NUMBER: D00502

OIL REPORT

CLIENT

CONTACT: SCOT BAIRD
NAME: C&J SERVICES INC
ADDRESS: 210 ISBELL
HOWELL, MI 48843-2029

PHONE:
FAX:
E-MAIL: scotbaird@comcast.net

UNIT

EQUIPMENT MAKE: Navistar
EQUIPMENT MODEL: 6.0L Power Stroke
FUEL TYPE: Diesel
ADDITIONAL INFO:

OIL USE INTERVAL: 5,000 Miles
OIL TYPE & GRADE: Diesel Engine Oil
MAKE-UP OIL ADDED: 0 qts

COMMENTS

SCOT: We really like bypass systems because they do seem to keep the oil cleaner than it would be otherwise. No bypass system that we know of can remove wear metals from the oil--they are too small. If you're adding make-up oil in between oil and/or filter changes, then it dilutes the metals, which helps keep abrasion to a minimum and lets you run a longer oil change. Lead was high here, and it's probably from a temporary particle streak. The other metals are okay and no contaminates were found. Take it slow with the longer oil changes. Try 7500 miles to monitor.

ELEMENTS IN PARTS PER MILLION

MI/HR ON OIL	5,000	UNIT / LOCATION AVERAGES							UNIVERSAL AVERAGES
MI/HR ON UNIT	28,000								
SAMPLE DATE	03/12/07								
ALUMINUM	3	3							3
CHROMIUM	1	1							1
IRON	25	25							23
COPPER	4	4							3
LEAD	**9**	9							3
TIN	1	1							1
MOLYBDENUM	11	11							29
NICKEL	0	0							0
MANGANESE	0	0							0
SILVER	0	0							0
TITANIUM	0	0							0
POTASSIUM	0	0							4
BORON	2	2							32
SILICON	10	10							11
SODIUM	1	1							3
CALCIUM	3028	3028							3143
MAGNESIUM	11	11							79
PHOSPHORUS	1064	1064							1116
ZINC	1273	1273							1279
BARIUM	2	2							2

PROPERTIES

TEST	cST VISCOSITY @ 40 °C	SUS VISCOSITY @ 100 °F	VISCOSITY INDEX	cST VISCOSITY @ 100 °C	SUS VISCOSITY @ 210 °F	FLASHPOINT IN °F	FUEL %	ANTIFREEZE %	WATER %	INSOLUBLES %
VALUES SHOULD BE						>415	<2.0	0.0	<0.1	<0.8
TESTED VALUES WERE					56.4	SHORT	-	0.0	0.0	0.3

LIABILITY LIMITED TO COST OF SAMPLE ANALYSIS

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