



P.O. NUMBER CC: Visa (Prepaid)
CODE: 20/27411/284

UNIT NUMBER KUBOTA L3400
REPORT DATE: 7/17/07
LAB NUMBER: D11158

OIL REPORT

CLIENT	CONTACT:	PHONE: (325) 537-3924
	NAME: JUSTIN MAHANA	FAX:
	ADDRESS: 11061 CR 335	E-MAIL: mahana79@taylortel.net
	HAWLEY, TX 79525	

UNIT	EQUIPMENT MAKE: Kubota	OIL USE INTERVAL: 110 Hours
	EQUIPMENT MODEL: L3400	OIL TYPE & GRADE: Diesel Engine Oil
	FUEL TYPE: Diesel	MAKE-UP OIL ADDED: 0 qts
	ADDITIONAL INFO:	

COMMENTS	JUSTIN: The high wear and silicon are common finds in new engines, such as this. The excess wear metals are from new parts breaking while silicon comes from sand-casted parts and sealers used when assembling your engine. Both should improve with subsequent oil changes. Universal averages, for the type, are based on an oil run of ~75 hours, which may account for some of the high wear, too. We suggest running the next oil just 75 hours and resampling to monitor. Fuel at 1.5% isn't a problem and may be from the rings seating. Check back for another look at wear.
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ELEMENTS IN PARTS PER MILLION	MI/HR ON OIL	110	UNIT / LOCATION AVERAGES							
	MI/HR ON UNIT	110								
	SAMPLE DATE	06/29/07								
	ALUMINUM	11	11							4
	CHROMIUM	1	1							2
	IRON	25	25							18
	COPPER	21	21							5
	LEAD	3	3							3
	TIN	3	3							2
	MOLYBDENUM	2	2							30
	NICKEL	0	0							0
	MANGANESE	2	2							0
	SILVER	0	0							0
	TITANIUM	0	0							0
	POTASSIUM	2	2							1
	BORON	100	100							82
	SILICON	29	29							10
	SODIUM	3	3							13
	CALCIUM	3799	3799							3026
	MAGNESIUM	9	9							191
	PHOSPHORUS	892	892							1099
	ZINC	985	985							1259
	BARIUM	2	2							0

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	0.0	<0.6
	TESTED VALUES WERE					57.4	400	1.5	0.0	0.0	0.3