

Specification Sheet **Oil Analysis**

Give your engines a regular checkup



Benefits

- Protect your vehicle with regular oil analysis a fast, easy process you can do yourself
- It's the key to extending drain intervals in family vehicles, over-the-road trucks and farm equipment
- Oil analysis provides a clear picture of the condition of your oil and engine.
- With Conklin's easy-to-use test kit, you simply take the oil sample and then just mail it in

Description

Run smoother and longer with Convoy. Oil analysis testing, conducted by an independent testing laboratory, confirms Convoy motor oil extends drain intervals up to 15,000 miles with filter changes at recommended intervals. And extended oil changes help save you money! Convoy's uniquely formulated parasynthetic oil blends higher quality base oils and includes quality conventional oil, highly refined synthetic oil, a laboratory designed and manufactured PAO (Poly alpha Olefin) synthetic oil that's free of impurities and the best friction-reducing additive available, Molybdenum.

OIL ANALYSIS SAMPLE INFORMATION FORM EXPRATION DATE 100/01/2 INLINE RESULTS AT WWW ALSSTAVELEY.CO

TO Yes D N

Tribolog)

EUCLID AVENUE LAND, OH 44112



www.Conklin.com

Oil analysis is a key part of my vehicle's maintenance. For the last 105,000 miles l've pulled an oil sample and changed the filter about every 5000 miles adding in the 2 quarts I lose with the filter. My oil analysis show I'm good to continue and I see no reason to change: I'm shooting for 250,000 miles. I bought my 2000 Ford super duty new and it was changed over to Conklin Vehicle Products at 1000 miles. I have a little over 200,000 on it now and haven't had any major repairs. You need to know this truck isn't babied and it doesn't see any special treatment besides the Conklin products. When a new truck cost \$45K why not give your truck a longer life & protect it with quality Conklin products? - Michael Rockhold Sr., KS



Your oil analysis reports contain various measurements, and correctly interpreting these results can be critical to the health of your equipment. The following information is provided to assist you in interpreting your oil analysis reports.

WEAR ELEMENTS:

These metals indicate wear on particular components of an individual unit. The particles of these metals will indicate a wear problem on the microscopic level before the problem can be detected by conventional means. The existence of a wear problem is determined not only by absolute values of metals, but—more importantly—also by a relative increase or trend in one or more of these metals.

WEAR METAL SOURCES:

cylinders, gears, rings crankshafts, liners, bearings,
housings, rust
rings, roller/taper bearing, rods and platings
bearing overlays, additive in gear oil and gasoline
bushings, bearings, thrust-washers, friction plates, copper
heat exchangers and oil additive
bearings, bushings, piston platings
pistons, bearings, pumps, blowers, rotors and thrust-washer
valves
bearings, bushings and platings
trace elements in liners and rings, additive in gasoline
trace element
trace element

ADDITIVES:

These elements are blended into the oil in different forms and quantities by the manufacturer. The additive package in an oil will vary, depending upon the type of oil.

Magnesium	dispersant/detergent additive
Calcium	dispersant/detergent additive
Barium	dispersant/detergent additive
Phosphorus	anti-wear additive
Zinc	anti-wear additive
Molybdenum	anti-wear additive

WATER BY KARL FISCHER:

Reports percent water (ASTM D-1744 or D-6304)

GLYCOL:

A specific test for the presences of glycol (anti-freeze) in an oil (ASTM D-2982) PARTICLE COUNT:

PARTICLE COUNT:

Determines the level of cleanliness in hydraulic fluids

FUEL DILUTION:

Unburned fuel in the oil may signal fuel system leaks or incomplete combustion.

FUEL SOOT:

A result of blow-by or incomplete combustion. High levels may indicate combustion problems or overextended drain intervals.

CONTAMINANTS:

These elements can be an indication of contamination from outside the system. The source and amount of contamination can be determined by comparison to a previous, non-contaminated sample of the same unit. Specific tests for some contaminants can supplement the analysis.

CONTAMINANT SOURCES:

Silicon	element used to determine the levels of airborne dirt and
	abrasives in the oil (sometimes used as an anti-foam agent
Boron	present in most permanent anti-freeze systems (sometimes
	used as an oil additive)
Sodium	present in most permanent anti-freeze systems (sometimes
	used as an oil additive)
Potassium	present in most permanent anti-freeze systems

TOTAL BASE NUMBER:

Measures the level of alkalinity in an oil. Decreasing total base number signals the need to change oil (ASTM D-4739).

VISCOSITY:

The kinematic viscosity (ASTM D-445) determined at 40°C and/or 100°C is a measure of the flow rate of an oil in relation to time. This data is used to assign an SAE grade to an oil.

Engine Oil Viscosity Classification Chart

SAE Grade	MIN-cSt-100°	C-MAX-cSt
10W	4.10	
20	5.60	9.29
30	9.30	12.49
40	12.50	16.29
50	16.30	21.89

Part Numbers

#78604 Prepaid oil sample bottle #78892 Prepaid oil sample bottle 10/cs. #78617 Pump with 3 foot tubing #39164 Oil sample plastic tubing (per foot)



THE FOLLOWING INFORMATION HAS BEEN PROVIDED TO ASSIST IN THE INTERPRETATION OF YOUR OIL ANALYSIS.

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