



# OIL REPORT

LAB NUMBER:  
 REPORT DATE: 4/22/2015  
 CODE: 20/75

UNIT ID:  
 CLIENT ID:  
 PAYMENT:

<b>UNIT</b>	EQUIP. MAKE/MODEL: Chrysler 3.6L Pentastar DOHC	OIL TYPE & GRADE: G-Oil 5W/30
	FUEL TYPE: Gasoline (Unleaded)	OIL USE INTERVAL: 5,180 Miles
	ADDITIONAL INFO:	

<b>CLIENT</b>	PHONE:
	FAX:
	ALT PHONE:
	EMAIL:

**COMMENTS** The only curious find in this sample from your new Wrangler is iron This is more than we saw in the factory oil and it's not like we can blame a longer oil run for the increase. The other metals are looking great, so that makes iron even more of a mystery. A steel-on-steel part is likely the culprit and that's probably something in the valve train. This is still a new car though, so we're not recommending you do anything drastic just yet. Maybe the engine saw some harder use or some idling this time. The thin viscosity shouldn't hurt anything. Check back in 5,000 miles.

<b>ELEMENTS IN PARTS PER MILLION</b>	MI/HR on Oil	5,180	<b>UNIT / LOCATION AVERAGES</b>	4,806	4,942	<b>UNIVERSAL AVERAGES</b>
	MI/HR on Unit	14,928		9,748	4,942	
	Sample Date	4/3/2015		1/2/2015	10/18/2014	
	Make Up Oil Added	0 qts		0 qts	0 qts	
ALUMINUM	3	5	4	8	4	
CHROMIUM	1	1	1	1	1	
IRON	50	41	26	47	18	
COPPER	31	90	58	182	28	
LEAD	0	0	1	0	0	
TIN	0	2	0	5	0	
MOLYBDENUM	60	116	57	231	81	
NICKEL	1	0	0	0	0	
MANGANESE	2	6	3	14	2	
SILVER	0	0	0	0	0	
TITANIUM	1	2	4	0	2	
POTASSIUM	5	7	4	12	8	
BORON	8	19	11	37	41	
SILICON	15	45	26	95	13	
SODIUM	20	30	58	11	56	
CALCIUM	2499	2308	2260	2165	1945	
MAGNESIUM	12	10	10	8	177	
PHOSPHORUS	701	687	667	694	713	
ZINC	836	795	767	783	788	
BARIUM	0	0	0	1	0	

Values  
Should Be\*

<b>PROPERTIES</b>	SUS Viscosity @ 210°F	54.7	56-63	53.0	50.6
	cSt Viscosity @ 100°C	8.67	9.1-11.3	8.18	7.44
	Flashpoint in °F	400	>365	370	425
	Fuel %	<0.5	<2.0	<0.5	<0.5
	Antifreeze %	0.0	0.0	0.0	0.0
	Water %	0.0	<0.1	0.0	0.0
	Insolubles %	0.1	<0.6	0.3	0.1
	TBN				
	TAN				
	ISO Code				

\* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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