



OIL REPORT

LAB NUMBER:
 REPORT DATE: 3/14/2014
 CODE: 20/75

UNIT ID: DIFFERENTIAL
 CLIENT ID:
 PAYMENT:

UNIT	EQUIP. MAKE/MODEL: Differential Honda	OIL TYPE & GRADE: Lubrication Engineers 1605
	FUEL TYPE:	OIL USE INTERVAL: 4,370 Miles
	ADDITIONAL INFO: 2004 S2000	

CLIENT	PHONE:
	FAX:
	ALT PHONE:
	EMAIL:

COMMENTS JOSHUAAAAAAAAAAAAAAAAAAAAAAAAA: This one... this one doesn't look good... Chrome, iron, nickel, and titanium are all quite high. Obviously most of the wearing bits in a differential are steel, so it's possible that all this stuff is just alloy metals in the steel and not a bunch of uh-oh at various places, but it's not a happy report. Maybe your diff doesn't like the LE oil? It's tough to say. Or perhaps the end the autocross season was particularly rough? Also tough to say. I'm sure we'll talk about this one on the phone tonight. I love you and miss you.

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	4,370	UNIT / LOCATION AVERAGES	5,150					
	MI/HR on Unit	97,020		93,800					UNIVERSAL AVERAGES
	Sample Date	02/19/14		08/01/13					
	Make Up Oil Added	0 qts		0					
ALUMINUM	2	1	0					1	
CHROMIUM	9	5	1					1	
IRON	666	388	110					118	
COPPER	1	1	0					2	
LEAD	1	1	1					1	
TIN	0	1	1					1	
MOLYBDENUM	5	3	1					10	
NICKEL	50	30	10					12	
MANGANESE	20	13	5					4	
SILVER	0	1	1					0	
TITANIUM	38	22	5					1	
POTASSIUM	3	2	0					2	
BORON	84	96	108					220	
SILICON	18	22	25					20	
SODIUM	8	6	3					3	
CALCIUM	16	36	56					219	
MAGNESIUM	4	4	3					235	
PHOSPHORUS	1097	988	879					1323	
ZINC	13	17	21					80	
BARIUM	3	2	1					2	

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	97.5	82-105	87.5				
	cSt Viscosity @ 100°C	19.76	16.0-21.8	17.38				
	Flashpoint in °F	440	>405	410				
	Fuel %	-		-				
	Antifreeze %	-		-				
	Water %	0.0	<0.1	0.0				
	Insolubles %	0.4	<0.8	0.3				
	TBN							
	TAN							
	ISO Code							

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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