

ISO 9001:2008



ANAC references : -SRG 4064 4064

Your references :

Vehicle: 4064

Component: Diesel engine



Make and type:

Vehicle: XXXX XXXXXXXXXXXX

Component: XXXX XXXXXXXXXXXX

SPECIMEN / ZZ-

Diagnosis date: 3 may 2013

Oil : Total Rubia Tir 8900 10W40

	PRO	PRO	PRO	PRO	PRO
Sample date	30-NOV-11	06-MAR-12	02-JUL-12	29-OCT-12	21-FEB-13
Sample Number	2587484	2654458	2654507	2679217	2797354
Intern. sample		X		X	
Working time	501549 K	507531 K	513284 K	517257 K	518733 K
Mileage oil	8082 K	5982 K	11735 K	3873 K	5449 K

Wear

Element	Unit	30-NOV-11	06-MAR-12	02-JUL-12	29-OCT-12	21-FEB-13
Iron	ppmc	43	34	23	117	126
Lead	ppmc	2	< 1	< 1	< 1	2
Copper	ppmc	2	1	< 1	7	17
Tin	ppmc	< 1	< 1	< 1	< 1	2
Chromium	ppmc	1	1	< 1	8	8
Aluminium	ppmc	4	5	4	11	13
Nickel	ppmc	< 1	< 1	< 1	2	2

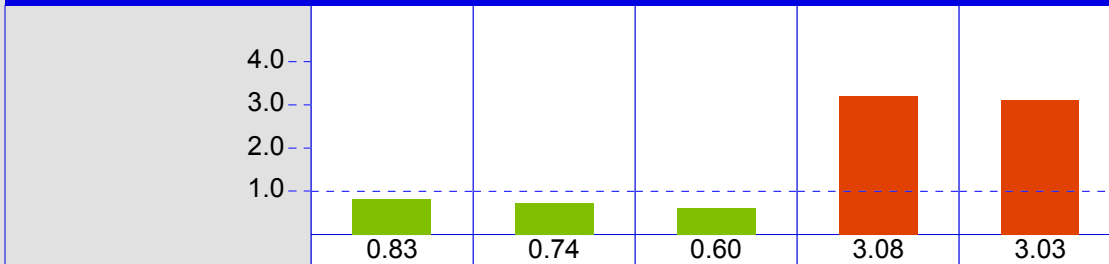
Contamination

Element	Unit	30-NOV-11	06-MAR-12	02-JUL-12	29-OCT-12	21-FEB-13
Si-Foreign	ppm	20	12	13	68	82
Soot	%	2.8	1.8	0.9	2.4	3.8
Water	%	<0.07	OK	OK	<0.07	OK
Cooling liq.		OK	OK	OK	OK	OK
Fuel	%	OK	OK	OK	OK	OK

Oil

Parameter	Unit	30-NOV-11	06-MAR-12	02-JUL-12	29-OCT-12	21-FEB-13
Visc. 100°C	mm2/s	16.4	15.1	14.2	15.6	17.9

Wear coefficient



Comments

- Increase of the viscosity at 100°C in comparison with the indicated oil type.

Remarks

- A wrong statement of the type of oil used, can lead to an erroneous colour diagnosis.
- Please refer to the enclosed CAPS sheet

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C. A. P. S.

Customer Assisted Prognosis System:

Based on the feedback from our customers, the percentage probability of the possible causes of this red diagnosis was calculated.

Possible causes	Prob
• Air intake system. Engine wear caused by penetration of sand or dust.	37 %
• Internal wear of the engine, not caused by the detected contamination of the oil.	25 %
• Malfunctioning of the fueling system or incomplete combustion.	20 %
• Service, usage and maintenance conditions.	12 %
Evaluation	
DEGREE OF IMPORTANCE	
<p>0 10 20 30 40 50 60 70 80 90 100 %</p>	
Comments	
<ul style="list-style-type: none"> • Abrasive wear of different parts of the engine. • Wear of copper based parts, e.g. bearings, bushes, washers,... For engines equipped with a copper cored oil cooler, this may be the origin of the high copper concentration. 	
General comments	
<ul style="list-style-type: none"> • A successful intervention is not always followed by a green diagnosis. In some cases the improvement of the results is not immediate. • Important remark: Always carefully maintain the oil filter in accordance with the manufacturer's instructions. 	
Please always contact your ANAC consultant before repairing or dismantling the engine. This CAPS report is based on the engine type provided by you.	



Please give us the specifications of these engine types, so we can identify them better in the database. This will allow us to make a more accurate diagnosis. Please fill in this form and return by mail or fax to n°

09/341.16.71

ENGINE SPECIFICATIONS

ANAC references : -SRG 4064 4064		SPECIMEN / ZZ-
Your references :		
Vehicle: 4064		
Component: <u>Diesel engine</u>		
Vehicle:	Make : XXXX	
	Type : XXXXXXXXXXXX	
Component:	Make : XXXX	Correction or other name of type
	Type : XXXXXXXXXXXX
Cylinder content: l	Number of cylinders:	
Power: hp kW	Aspiration :	
Cooling :	<input type="checkbox"/> normal	
<input type="checkbox"/> air	<input type="checkbox"/> turbocharged	
<input type="checkbox"/> water	Fuel injection:	
Euro: 3, 4 or 5	<input type="checkbox"/> Indirect	
	<input type="checkbox"/> Direct: pump injector, common rail, other...	
Other information:		

! Even if you can't provide us all the specifications, we ask you to return this form. All information can be useful !