

## **Report of the Month**

## This Volvo marine engine has a problem. Can you guess what happened?

To learn more about where the elements are coming from, click here.

Volvo Marine D6-435 OIL TYPE & GRADE: MAKE/MODEL: 15W/40 FUEL TYPE: Diesel OIL USE INTERVAL: 293 Hours

ADDITIONAL INFO: Delta 54

This is the port engine, and it's wearing heavily due to seawater contamination (evident in sodium and potassium). Silicon can be dirt or sealer material. Every metal is high, but the aluminum level is particularly concerning. In a healthy D6-435, aluminum is normally in the single digits and about 1/4 of the iron level. In this case, aluminum is easily the dominant metal and off the charts at 518 ppm. Chrome is a ring metal with iron from cylinders and shafts. Copper, lead, and tin are from bearings and bushings. Inspect ASAP.

	MI/HR on Oil	293	IINIT /		
	MI/HR on Unit	1,800	UNIT / LOCATION AVERAGES		UNIVERSAL
	Sample Date	7/7/2021			AVERAGES
	Make Up Oil Added				
S	ALUMINUM	518	20		3
MILLION	CHROMIUM	44	3		1
	IRON	361	59		11
	COPPER	24	15		5
띪	LEAD	32	5		1
4	TIN	9	2	T.	1
RTS	MOLYBDENUM	73	72	78	30
ĸ	NICKEL	10	4		1
PA	MANGANESE	4	1		0
Z	SILVER	0	0		0
	TITANIUM	0	0		0
ENTS	POTASSIUM	52	1		3
É	BORON	4	5		73
ELEM	SILICON	15	7		7
۳	SODIUM	1142	5		4
-	CALCIUM	1306	1223		1749
	MAGNESIUM	1454	1199		493
	PHOSPHORUS	1169	1137		1091
	ZINC	1434	1400		1238
	BARIUM	0	0		0

Values

Should Be\*

	SUS Viscosity @ 210°F	79.5	69-80			
	cSt Viscosity @ 100°C	15.39	12.7-15.8		2	
9	Flashpoint in °F	450	>415			
Е	Fuel %	<0.5	<2.0			
F.	Antifreeze %	2.28	0.0			
3OPE	Water %	0.0	0.0			
	Insolubles %	0.4	<0.6			
ā	TBN					
	TAN					
	ISO Code					

<sup>\*</sup> THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

The owner writes: Just wanted to let you guys know you nailed it! The center engine blew a sea water hose in the Bahamas. The engine was discovered to have excessive blow-by and low compression on two cylinders. This analysis will aid in the insurance claim.