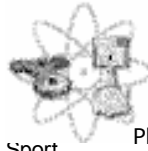


**Customer:** Auto-RX tests#1/ #2  
**Report Date:** 6/12/06-11/2/2006  
**Lab Number:** 6060970/06110004  
**Unit Type:** unit # 0050 02 Ford Explorer Sport  
**Engine/Trans Type:** 4.0 V6 SOHC  
**Oil Brand/Weight:** M1 TSUV 5w 30 /3oz maintdose  
**Mileage on Unit:** 72306/79821  
**Mileage on Oil:** 1434/6101



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**Unit Notes:**  
 Motorcraft oil filters, air filter changed at 67369.Plugs and PCV changed after test #1 due to worn condition. Confirm air filter NOT changed after test #1?

ELEMENTALS IN PPM	Iron	6 9	exceptionally low cylinder and bearing wear, RX effect in spite of fuel
	Copper	9 21	elevated bushing wear from fuel dilute, lower wear rate as fuel is corrected a bit
	Tin	0 0	No bearing / piston wear
	Lead	0 0	NO bearing wear, amazingly low
	Chromium	0 1	low to normal ring wear, excellent
	Nickel	0 1	low to normal valve guide or wrist pin wear
	Aluminum	3 9	piston wear elevated by fuel dilute
	Titanium	0 0	Normal
	Silver	0 0	Normal
	Calcium	1937	1937 Normal oil add, add depletion is limited after RX cleaning when duration 4.25 x the interval.
	Magnesium	23 18	Normal oil add, very little depletion
	Zinc	888 868	Normal oil add, very little depletion
	Phosphorus	640 566	Normal oil add, normal depletion
	Barium	0 1	normal oil add trace, very little
	Molybdenum	98 57	Normal oil additive, note depletion after duration 4.25X longer
	Antimony	0 0	Normal ... none
	Silicon	11 11	normal dirt ingress for duration, confirm air filter duration of use?
	Sodium	21 11	much lower dirt ingress but fuel dilute still present
	Boron	74 8	depleted oil add
	Potassium	0 0	None, normal clean, no coolant
Vanadium	0 0	Normal	
LUBE CONDITION	Viscosity 40C/100C	(40C) 58.7 / 57.3	normal shear, (100C) 11.0 normal / 10.0 normal SAE30, sheared from fuel
	TAN	1.05 2.0	still normal... in spite of fuel dilute and RX effect of raising this a bit
	Flashpoint	325 365	still fuel diluted but much more stable 4.25X longer drain, RX helping here
	Oxidation	21.7 28	elevated as RX is cleaning <20 target, elevated from cleaning and or fuel dilute effect
	Nitration	10.1 10	Low, perfect in spite of fuel dilute
	Water (KF - ppm)	336 364	Low, perfect water level low
	TBN	5.97 4.9	depleted by fuel but very stable, acid fighting reserve adequate
	Fuel	244 234	much improved after plugs/pcv change dropped from 125% to 0.75%, still too high see cu,al
	Soot	0 0	Clean solids reading
	Glycol/Coolant	0.0 0.0	None, normal
Vndx	182 162	depleted from fuel dilute shear	
Sulfate Byproduct	23 27	normal to slightly elevated range for interval from fuel dilution	

**Conclusions:**

Auto-RX guys and Don, Improved report showing a still fuel diluting Ford 4.0 V6 running LOW wear values except for copper. Auto-RX protecting cylinder and bearing wear rates, Ring seal is exceptional even with the fuel. RX effect. This is a PAO based motor oil so it is tough and will resist fuel but any oil will shear with 125%- 0.75% fuel levels. Air filter suspect. Wires, cap rotor, suspect still. Hows MPG now? Very good result. Result of M1TSUV with auto-rx maintenance dose is effective at protecting and keeping clean engine internals. Look forward to your input and response.

AT YOUR SERVICE ... TERRY

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