

# Coolant Fluid Analysis on a 2015 Tiffin Phaeton with only 35,320 miles (Cummins ISL 380HP)



## Coolant Analysis Report

North America: +1-877-971-7799

0	1	2	3	4
NORMAL	ABNORMAL			CRITICAL

Overall report severity based on comments.

Account Information	Component Information	Sample Information
Account Number: JGLUBR-0007-0228 Company Name: A & L RV INSPECTION Contact: AL PEARCE Phone Number: 678-764-4450	Component ID: [REDACTED] Secondary ID: 2015 Tiffin Phaeton Component Type: COOLANT - CONVENTIONAL EG Manufacturer: CUMMINS Model: ISL 9 Application: RECREATIONAL VEHICLE System Capacity: 10 qt	Tracking Number: 18061B00067 Lab Number: I-255000 Lab Location: Indianapolis Data Analyst: JAS Sampled: 01-May-2020 Submitted: 02-May-2020 Received: 04-May-2020 Completed: 06-May-2020
	Miscellaneous Information	Product Information
		Product Manufacturer: <a href="#">Information Requested</a> Product Name: <a href="#">Information Requested</a>
Comments	Suggest flushing this system with water that meets specifications and install new recommended coolant; Iron is at a SEVERE level; Iron sources may be corrosion from cylinder liners, engine block, cylinder head, and/or residual from a previous issue. The nitrite level is low which may be due to precipitation from over treatment with inhibitor, an air leak, over extending service, or mixing coolant formulations. The pH level is moderately low and below specifications. This may indicate inadequate buffers, an air leak, combustion gas leak, localized over heating, mixing coolant formulations, or over extending coolant use. Lead from solder corrosion in the radiator is at a MODERATE level; Lead corrosion (solder bloom) may be from the radiator, heat exchanger, oil cooler, flux, and/or residual from a previous issue. Copper corrosion is at a MINOR LEVEL; Copper sources may be corrosion or erosion of the radiator (tubes, top tank, side-plates), heat exchanger, oil cooler, charge air cooler, thermostat, and/or residual from a previous issue. Sample clarity and/or color may indicate fine particulate is present due to emulsified oil, glycol degradation, slight inhibitor drop out, and/or hoses degrading.	



Sample #	Sample Information							Corrosion Metals (ppm)							Contaminants (ppm)		Corrosion Inhibitors (ppm)			Carrier Salts (ppm/10)			
	Date Sampled	Date Received	Coolant Time mi	Unit Time mi	Coolant Change	SCA Added qt	Filter Change	Iron	Aluminum	Copper	Lead	Tin	Silver	Zinc	Titanium	Calcium	Magnesium	Silicon	Phosphates	Boron	Molybdenum	Sodium	Potassium
1	01-May-2020	04-May-2020	37302	0	Unk	0	Unk	44	3	7	23	0	0	13		4	0	18	74	336	12	245	11

Visual Testing							
#	Foam	Color	Oil	Fuel	Magnetic Precipitate	Non-Magnetic Precipitation	Odor
1	None	Cloudy Dark Pink	None	None	None	Moderate Flake	None

Basic Testing									
#	Freeze Point (°F)	Boil Point (°F)	Antifreeze Percent (%)	pH Waters (pH)	Total Hardness (ppm)	Nitrite (ppm)	Specific Conductance (µS)	SCA Number	Carboxylic Acid (Pass / Fail)
1	-44	227	54	7.7	10	300 - Strip	3960	0.3	

Additional Testing	
Sample #	Total Dissolved Solids ppm
1	1330