

# Series 1 Testing

## Oil Testing and Evaluation

### Suggested Testing Applications

Series 1 Testing is Fluids Life's "base" testing package and can be applied to a wide range of testing applications and components. Consult your Regional Account Manager for specific testing options.

#### Series 1 Tests:

- 💧 Spectrometry
- 💧 Viscosity
- 💧 Water Contamination (Crackle Test)
- 💧 Soot (Diesel)
- 💧 Glycol Contamination (Engines)
- 💧 Fuel Contamination (Engines)
- 💧 Oxidation/Nitration (Natural Gas)

### Test Description

#### Spectrometry

Detects and measures concentrations of wear metals, additive elements and contaminants. Our method tests for the presence of 23 elements and each element is displayed in ppm on a color coded report.

#### Viscosity

Viscosity is defined as a measurement of a fluid's resistance to flow. Fluid Life reports viscosity at both 40C and 100C for all samples using our own multiple pass patented technology.

#### Water Contamination

The presence of water in an industrial system is detrimental to lubricant properties and causes corrosion to metallic parts. Fluid Life's testing describes water levels as "negative", "reportable", "unacceptable" or "severe".

#### Soot

The soot content in diesel engine oils is a key indicator in monitoring the combustion condition of the engine. Fluid Life monitors and reports soot content as a percentage.

#### Glycol Contamination

Even small amounts of glycol contamination in an engine can cause damage. Fluid Life's method of tracking glycol contamination can detect glycol as low as 50 ppm.

#### Fuel Contamination

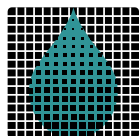
The presence of fuel can have detrimental effects on the performance of engine oil and operating components. Fluid Life's method of tracking fuel contamination encompasses the very best analytical technology available and detects fuel presence as low as 0.5 percent.

#### Oxidation/Nitration

Analysis of clean burning engines such as natural gas engines use oxidation and nitration values to indicate chemical degradation, which can lead to troublesome deposits on valves and pistons.



*...because what happens on the inside really counts*



The  
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Corporation

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