

**COMMENTS**

JEREMY: Excess metal and silicon are to be expected in a sample from the factory fill of oil. The marked elements are just high (on a ppm-per-mile basis for iron, which tends to track most closely with use) due to residual break-in material washing out. Future oil changes should bring progress until results look more like universal averages. On the far right, those represent typical wear for a mature 3.0L EcoBoost after ~5,100 miles on the oil. The viscosity is low, and that's okay. A trace of fuel dilution is harmless and from normal use like idling. Check back to monitor wear-in progress.

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	954	UNIT / LOCATION AVERAGES					UNIVERSAL AVERAGES
	MI/HR on Unit	954						
	Sample Date	10/10/2025						
	Make Up Oil Added	0 qts						
ALUMINIUM	4						4	
CHROMIUM	0						0	
IRON	11						11	
COPPER	30						5	
LEAD	1						0	
TIN	0						0	
MOLYBDENUM	81						110	
NICKEL	0						0	
MANGANESE	5						3	
SILVER	0						0	
TITANIUM	0						2	
POTASSIUM	2						1	
BORON	216						63	
SILICON	112						16	
SODIUM	9						6	
CALCIUM	1031						1103	
MAGNESIUM	572						595	
PHOSPHORUS	713						652	
ZINC	789						742	
BARIUM	3						2	

Values Should Be\*

PROPERTIES	SUS Viscosity @ 210°F	54.4	56-63				
	cSt Viscosity @ 100°C	8.59	9.1-11.3				
	Flashpoint in °F	380	>385				
	Fuel %	TR	<2.0				
	Antifreeze %	0.0	0				
	Water %	0.0	0.0				
	Insolubles %	0.2	<0.6				
	TBN						
	TAN						
ISO Code							

\* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

416 E. PETTIT AVE. FORT WAYNE, IN 46806 (260) 744-2380 www.blackstone-labs.com