



## Reading Your Oil or Coolant Test Report

We understand that your initial exposure to an oil or coolant test report might be a little overwhelming. So, here's a simple way to look at things that should help you get the most out of your report without having to be an expert.

- First, look at the **Severity Code**. It's located in the upper right hand corner of your test report. The purpose of the Severity Code is to let you see the overall findings "at a glance". The Severity Code is listed in a range in "color-coded" boxes and numbers. The chart below lists the various Severity Codes and how to interpret the results.  
*Note: It's not really important at this time that you understand the actual test values. Instead, it's more important to know whether the sample is normal, abnormal or critical as the test values have been taken into account as part of the overall Severity Code rating.*

Overall Severity Rating	Severity Range	How to Interpret Your Results
<b>NORMAL</b>	<b>0 to 1</b>	Indicates your sample tested <b>within normal range limits</b> <sup>1</sup> established for samples in similar equipment applications.
<b>ABNORMAL</b>	<b>2 to 3</b>	Indicates your sample tested <b>outside normal range limits</b> established for samples in similar equipment applications.
<b>CRITICAL</b>	<b>4</b>	Indicates your sample tested <b>outside abnormal range limits</b> and that the sample shows a problem, or problems, that need immediate maintenance actions as covered in the Comments Section of the report.

- Next, read the **Comments Section**. The Comments Section tells you what the testing revealed and what our laboratory data analysts had to say about the results. Here, you'll also find maintenance recommendations. Recommendations may suggest immediate action or it may suggest continuing to run the oil or coolant for additional time. The Comments Section should help you the most as it tries to pinpoint problems and it contains the most information and as "straight talk" as possible about your sample.
- Last, look at the actual data and note the color coded boxes. The colors match up with the overall Severity Rating and point to problems and concerns found with your sample.

<sup>1</sup> Range limits are established through statistical methods proprietary to our contracted testing laboratory.

- **What does it mean if my report shows “Missing Information”?**

The information, listed at the top of your test report (*see example below*) may show “Missing Information” in either the Filter or Product Information boxes. Customers sometimes worry that this may indicate that the report is somehow no good or of little value. However, nothing could be further from the truth. Even without the information about the filter oil the oil or coolant type, your test report is still meaningful and a valuable part of the RV inspection. Why do we say this? Because oil and coolant test reports, from JG Lubricant Services, are designed to give as much information about your RV’s engine, transmission, generator and/or cooling system as possible and tell you if there are any issues that may need further attention before you sign on the bottom line.

 <b>Lubricant Analysis Report</b> <small>North America: +1-877-251-8315</small>		<table border="1"> <tr> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>NORMAL</td> <td>ABNORMAL</td> <td></td> <td></td> <td></td> </tr> </table>	0	1	2	3	4	NORMAL	ABNORMAL			
0	1	2	3	4								
NORMAL	ABNORMAL											
Account Information		Component Information	Sample Information									
Account Number: JGRVIC-0000-0000 Company Name: RV INSPECTION CONNECTION Contact: ROBYN SHORT Address: 110 TULAKA BLVD STE D HEBER SPRINGS, AR 72543 US Phone Number: 1-800-628-1455	VIN#: _____ RV MAKE/MODL: _____ Component Type: DIESEL ENGINE Manufacturer: CUMMINS Model: ISL Application: RECREATIONAL VEHICLE Sump Capacity: 0 gal	Tracking Number: _____ Lab Number: _____ Lab Location: _____ Data Analyst: _____ Sampled: _____ Received: _____ Completed: _____										
Filter Information Filter Type: <b>Missing Information</b> Micron Rating: 0	Miscellaneous Information	Product Information Product Manufacturer: <b>Missing Information</b> Product Name: <b>Missing Information</b> Viscosity Grade: <b>Missing Information</b>										
Comments	Flagged data does not indicate an immediate need for maintenance action. Continue to observe the trend and monitor equipment and fluid conditions. Copper is at a MINOR LEVEL. COPPER is most likely LEACHING into the oil via the OIL COOLER core tubing. This typically DOES NOT REQUIRE MAINTENANCE ACTION unless there is evidence of COOLANT in the oil. Unable to recommend EXTENDING DRAIN INTERVAL on this sample due to incomplete lubricant information. Please provide LUBRICANT MANUFACTURER, PRODUCT NAME, and VISCOSITY GRADE (if applicable). TITANIUM may be an additive in this lubricant. LUBRICANT TIME was not provided for this sample. Please provide missing lubricant information. Manufacturer, product name, and viscosity grade are needed to properly evaluate data.											

Your certified inspector has been trained to enter as much information as possible about the equipment. This enables the lab to do a better job of keeping an historical record of the oil and cooling system inspections. Information includes such things as Vehicle Identification Number (VIN), RV make, RV model, vehicle odometer reading, generator hour meter reading, and engine, transmission and generator makes and models. Even with all this effort, **the simple fact is that, on most used RVs, details about oil and coolant manufacturers, brand names, viscosity grades, and coolant types is often unknown.** This is true whether we inspect an RV that’s sitting on a dealer’s lot or if the RV is being sold by an individual in their driveway.

Unfortunately, most dealers and individual sellers do not know anything about the oil or coolant types installed in their used RVs. As an example, consider your own personal vehicles. Unless you happen to be a “gear head” or a really ambitious “Do It Yourself” (DIY) that does their own oil, coolant and filter changes, this information is typically unknown. Why? Because most people use the DIFM (Do It For Me) method. They take their vehicles to the local Jiffy Lube or their favorite mechanic and let them do the dirty work. They put a sticker on the window that tells you when it your oil, or coolant, was changed and when to come back for the next change. Makes it easy doesn’t it. Simply put, most dealers, and a whole lot of used RV owners, have no idea what’s in the crankcase, the transmission sump or the cooling system and, for inspection purposes, that’s OK. It would be nice to have this information. If oil and coolant type are known, the lab can also tell you if the oil or coolant can be run longer to save money. That’s why it’s always a good idea to keep doing fluid analysis on your RV after you make the purchase.

The test reports are designed to point out any major issues and educate you as to anything that might be of concern prior to your purchase. Oil and coolant information is typically not required to make those kinds of observations. As stated on the first page of this document, look at the Severity Code. If it’s in the normal range, the oil and/or coolant test came back OK. If it’s abnormal or critical, the comments will explain what was found and what to do about it. Don’t worry if your test report happens to show the words “Missing Information”. It’s typical of most used RV test reports and has no effect on the value of your test report. The report is telling you valuable information about systems that most other inspection firms leave out.

