

COMMENTS

We don't know the exact type engine in your 900 SE but we guessed it could be the 2.3L so we used that engine type for the universal average file. Lead, regardless of the type Saab engine, should read at about 1/4th the iron level. Your lead was quite high and may show a problem at bearings. It could also be a result of having gas contamination in the oil at this level. When regularly present in an oil, the gas will soften the babbit at bearings. The other wear metals were reasonably low and show no problems. Minor moisture (not anti-freeze) found too.

ELEMENTS IN PARTS PER MILLION

MI/HR ON OIL	2,500	UNIT / LOCATION AVERAGES								UNI VERSAL AVERAGES
MI/HR ON UNIT	98,000									
SAMPLE DATE	02/10/05									
ALUMINUM	3	3								4
CHROMIUM	1	1								1
IRON	18	18								38
COPPER	17	17								10
LEAD	49	49								13
TIN	0	0								1
MOLYBDENUM	6	6								11
NICKEL	1	1								0
MANGANESE	0	0								0
SILVER	0	0								0
TITANIUM	0	0								0
POTASSIUM	0	0								0
BORON	0	0								27
SILICON	12	12								10
SODIUM	2	2								8
CALCIUM	1606	1606								1839
MAGNESIUM	49	49								386
PHOSPHORUS	640	640								909
ZINC	691	691								1066
BARIUM	0	0								0

PROPERTIES

TEST	cST VISCOSITY @ 40 °C	SUS VISCOSITY @ 100 °F	VISCOSITY INDEX	cST VISCOSITY @ 100 °C	SUS VISCOSITY @ 210 °F	FLASHPOINT IN °F	FUEL %	ANTIFREEZE %	WATER %	INSOLUBLES %
VALUES SHOULD BE					59-65	>360	<2.0	0	<0.1	<0.6
TESTED VALUES WERE					59.3	315	2.3	0.0	0.1	0.4