



OIL REPORT

LAB NUMBER: S449502

UNIT ID: N5356D

REPORT DATE: 8/19/2026

CLIENT ID: 295037

CODE: 63/1,193

PAYMENT: CC: Visa

UNIT	EQUIP. MAKE/MODEL: Lycoming O-360-A4M	OIL TYPE & GRADE: Phillips XC (A/C) 20W/50
	FUEL TYPE: Gasoline (Leaded)	OIL USE INTERVAL: 10 Hours
	ADDITIONAL INFO: Cessna 172N, S/N: L-32128-36A	

CLIENT	JAN MOON	PHONE: (360) 480-9599
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COMMENTS	JAN: It sounds like the oil probably hasn't been changed many times since the cylinder work, and the extra aluminum and iron here could be from break-in, and that could also be why chrome is on the high side. For comparison, universal averages show normal wear for the O-360-A4M after ~40 hours on the oil. Aluminum and iron could also show corrosion since use has been light, and flying at least 5 hours/month can help with that. Ensure that the oil filter is fairly clean, and if all's well in operation, just resample next service to compare. There's no contamination to note.
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ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	10	UNIT / LOCATION AVERAGES							UNIVERSAL AVERAGES
	MI/HR on Unit	1,158								
	Sample Date	8/15/2026								
	Make Up Oil Added	2 qts								
	ALUMINUM	21								
	CHROMIUM	7								
	IRON	53								
	COPPER	4								
	LEAD	1168								
	TIN	0								
	MOLYBDENUM	0								
	NICKEL	3								
	MANGANESE	1								
	SILVER	0								
	TITANIUM	0								
	POTASSIUM	0								
	BORON	1								
	SILICON	7								
	SODIUM	1								
	CALCIUM	2								
	MAGNESIUM	1								
	PHOSPHORUS	24								
	ZINC	3								
	BARIIUM	0								

Values
Should Be*

PROPERTIES	SUS Viscosity @ 210°F	93.4	86-105					
	cSt Viscosity @ 100°C	18.79	17.0-21.8					
	Flashpoint in °F	490	>440					
	Fuel %	<0.5	<1.0					
	Antifreeze %	-						
	Water %	0.0	0.0					
	Insolubles %	0.3	<0.6					
	TBN							
	TAN							
	ISO Code							

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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