

DIGI Field Test Kits



ENGINEERING YOUR SUCCESS.



Parameters

	Water in Oil	TBN (Total Base Number)	TAN (Total Acid Number)	Insolubles (Soot)	Viscosity
Diesel Engine Oil	✓	✓	-	✓	✓
Diesel Engine Oil (Cylinder Oil)	✓	✓	-	-	-
Heavy Fuel Oil	✓	-	-	-	✓
Distillate (Diesel/Gas Oil) Fuel Oil	✓	-	-	-	-
Hydraulic Oil	✓	-	✓	-	✓†
Gear Oil	✓	-	✓	-	✓
Greases	-	-	-	-	-
Gas Engine Oil (Dual Fuel)	✓	-	✓	-	✓
Gas Engine Oil (Stoichiometric)	✓	✓	✓	-	✓
Compressor Oil	✓	-	✓	✓	✓
Turbine Oil	✓	-	✓	-	✓†

† Recommended test to ensure correct grade, prior to adding oil to the system



DIGI Field Test Kit

FGK1108PA





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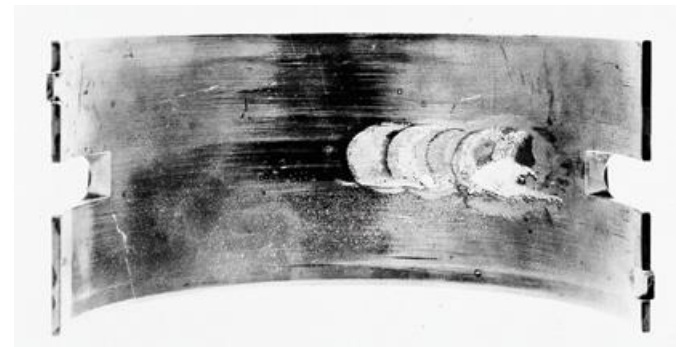
† Recommended test to ensure correct grade, prior to adding oil to the system

Water in Oil



Effects

- Surface Corrosion
- Metal to Metal Contact
- Reduces Lubricating characteristics
- Additive Package Instability
- Microbiological Growth
- Reduced power transfer capabilities

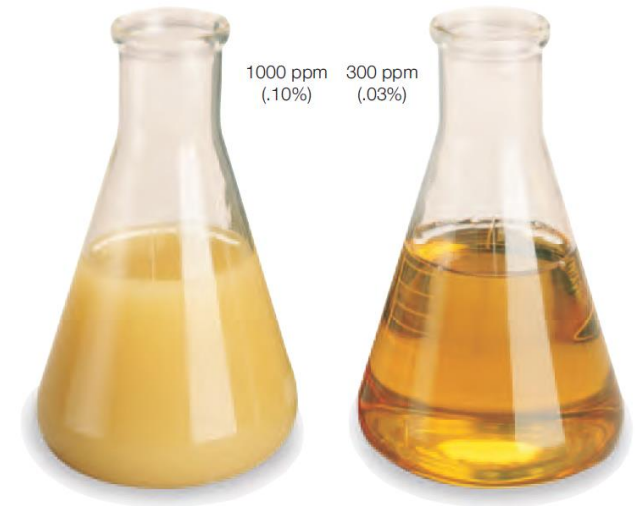


Water in Oil



Caused by:

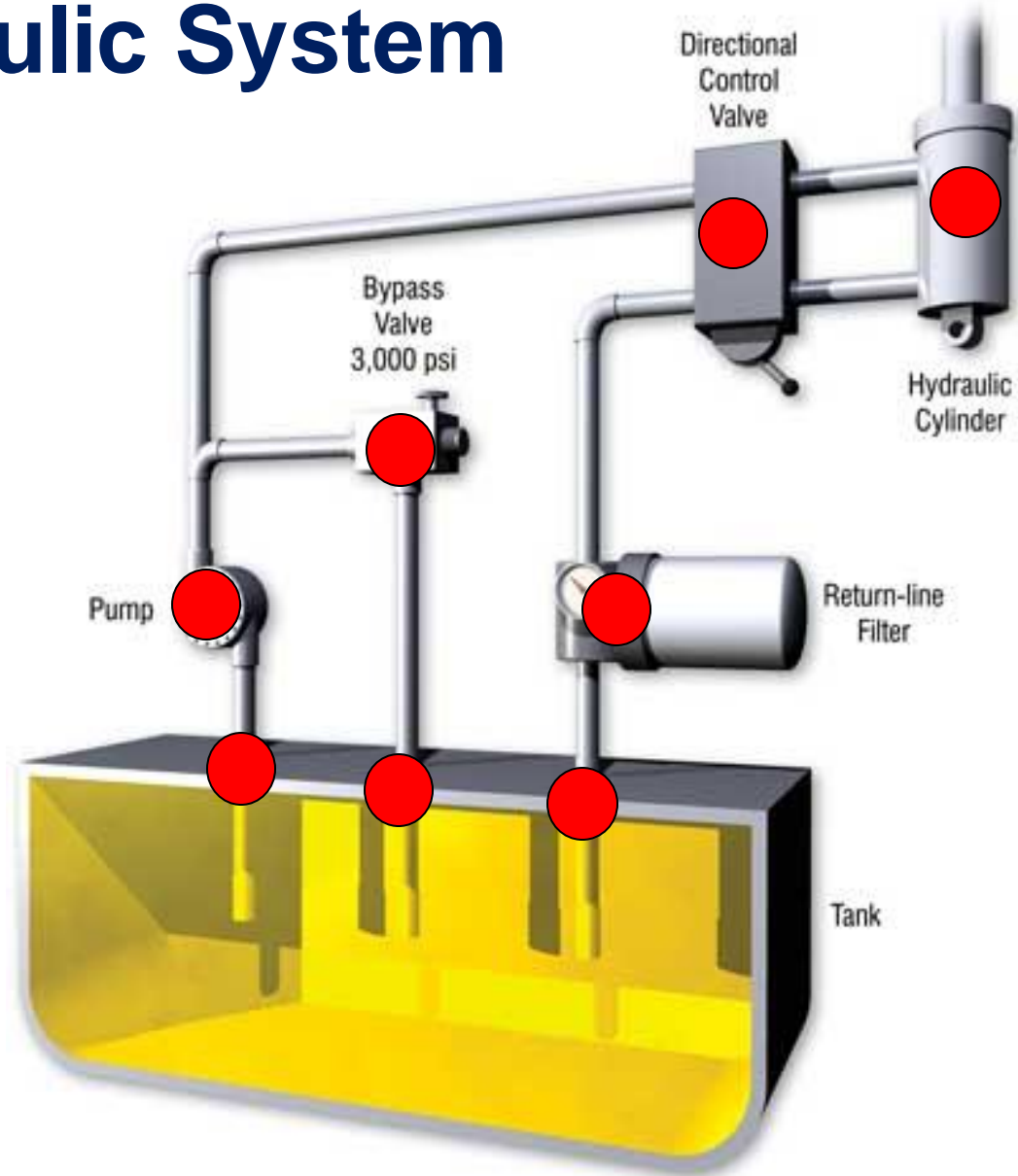
- Leakage – Heat Exchangers/Coolers
- Condensation
- Blow-by
- Tank Vents/Reservoir Leaks
- Incorrect/Contaminated Top-Up
- Poor system design
- Poor maintenance program/Condition Monitoring



Typical Warning Limits:

- Hydraulic Fluid 300ppm (0.03%)
- Engine Lubricants 1500ppm (0.15%)
- Gear Oils 1500ppm (0.15%)

Hydraulic System





How to



- Press any button to turn on
- Press middle button to select range
- Press “NEXT” to begin test

HFDE Condition Monitoring - Sales training





How to



- **Follow the intructions:**

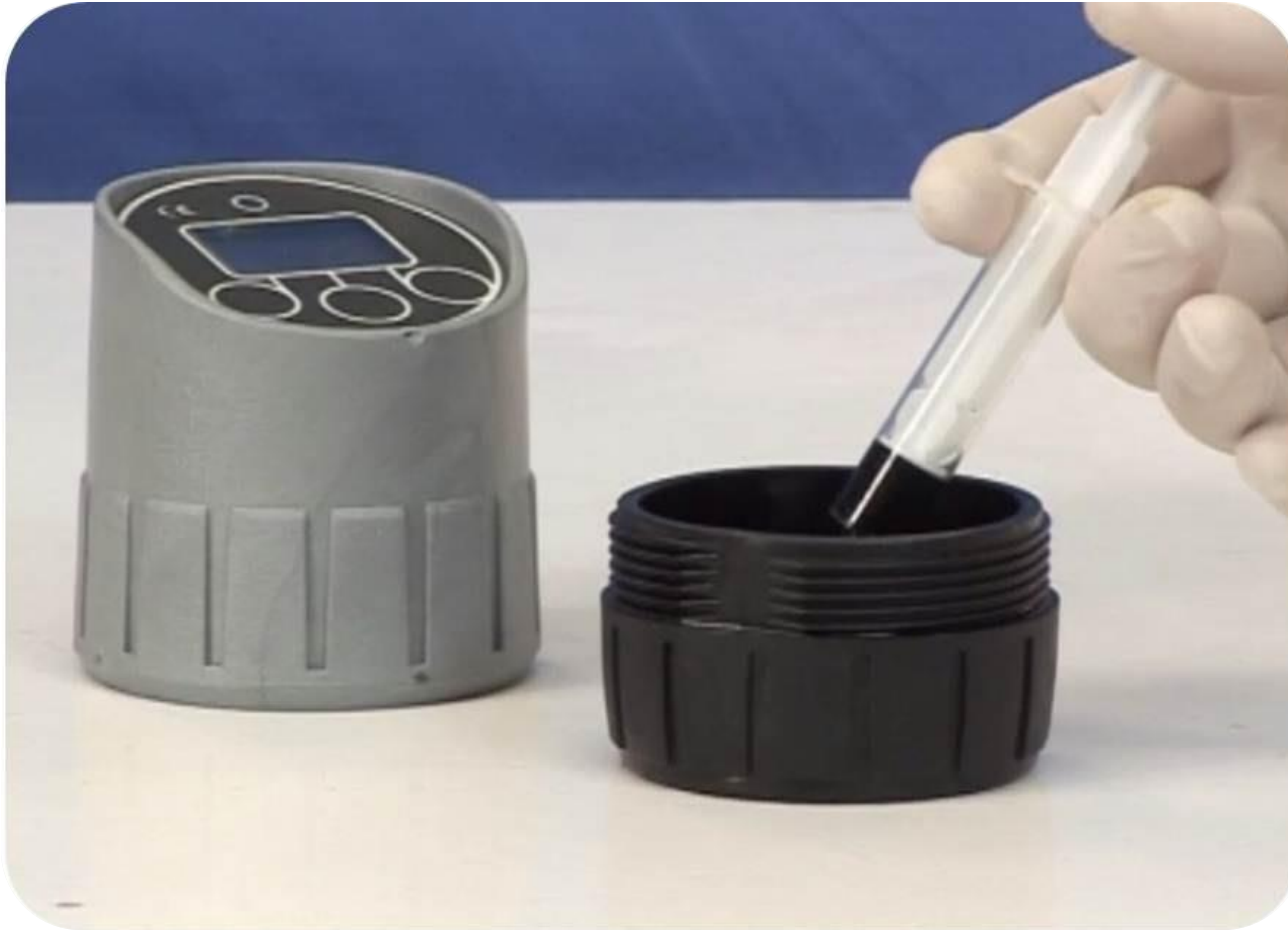


How to



- **Add Reagent A to the top line
(note; for lowest range test, volume is increased – use syringe)**

How to



- **Add oil sample (volume is displayed on screen)**



How to



- **Open EasySHIP tube and add to cell with agitator**

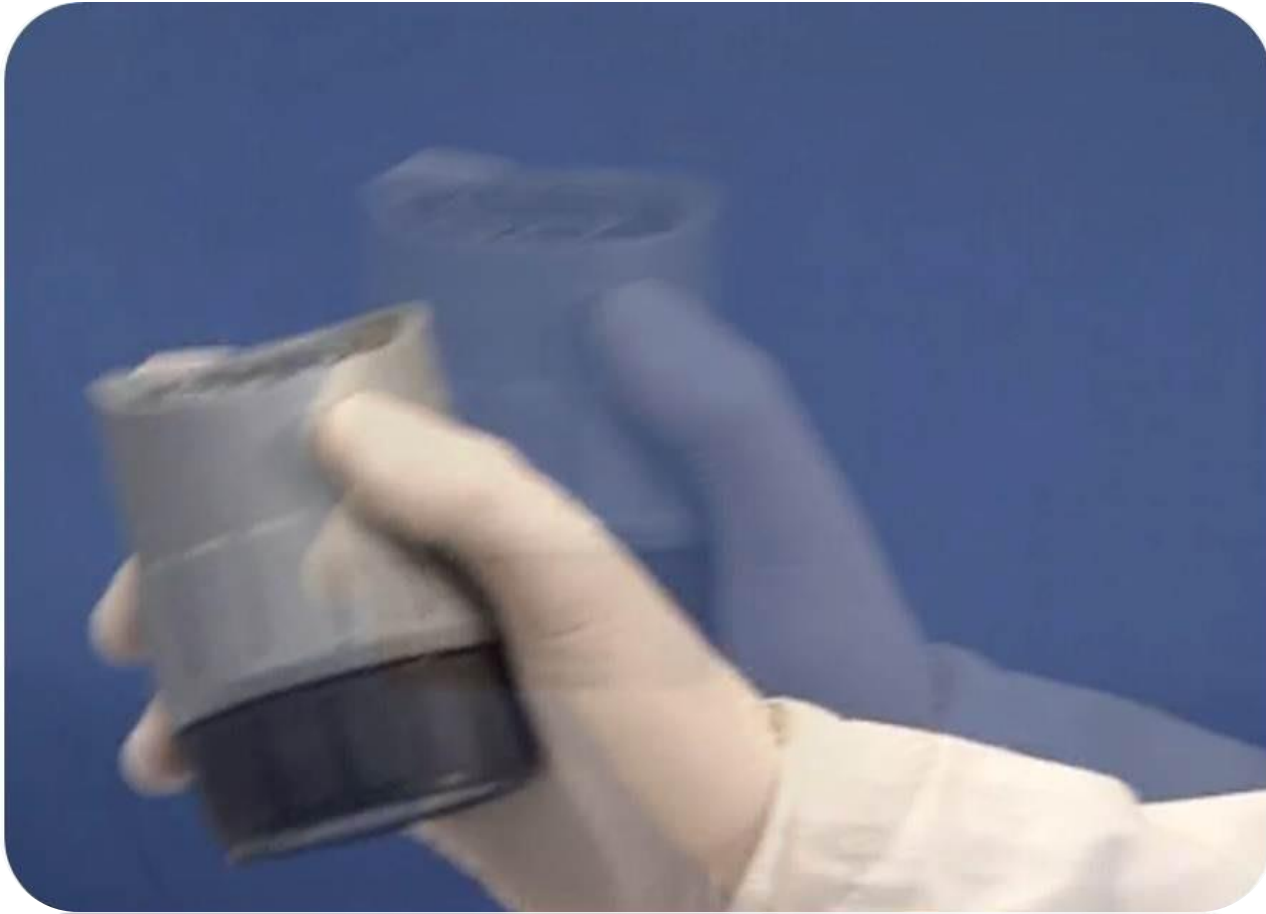
How to



- Press “START”



How to



- **Shake for 3 minutes**

How to



- **Result displayed on screen**



Warning Levels for Engine Oils

- **NORMAL (ACCEPTABLE) $< 0.05\%$**
($< 500\text{ppm}$)
- **ABNORMAL (CAUTION) $> 0.05\%$ and $< 0.15\%$**
($500 - 1500\text{ppm}$)
- **EXCESSIVE (CRITICAL) $\geq 0.15\%$**
 $1500\text{ppm} +$



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Hydraulic Oil	✓	-	✓	-	✓†
Gear Oil	✓	-	✓	-	✓
Greases	-	-	-	-	-
Gas Engine Oil (Dual Fuel)	✓	-	✓	-	✓
Gas Engine Oil (Stoichiometric)	✓	✓	✓	-	✓
Compressor Oil	✓	-	✓	✓	✓
Turbine Oil	✓	-	✓	-	✓†

† Recommended test to ensure correct grade, prior to adding oil to the system

What is TBN?

- Total Base Number
 - More commonly called Base Number
- It is simply an indication of the amount of alkaline reserves in your oil.
- Additives in the oil/lubricant are in there protect your system components from the corrosion that comes with acid contamination.
- When TBN falls, protection falls.





Scientists TBN

- **Total base number (TBN)** is a measure of a lubricant's reserve alkalinity. It is measured in milligrams of potassium hydroxide per gram (mg KOH/g).
- TBN determines how effective the control of acids formed will be during the combustion process. The higher the TBN, the more effective it is in suspending wear-causing contaminants and reducing the corrosive effects of acids over an extended period of time.



Total Base Number (TBN)



Effects of Low TBN

- Corrosion
- Increased Component Fouling

Decreases due to:

- Acidic Combustion By-Products
- Oxidation of Lubricant

Typical Warning Levels

- 50-60% of New Oil TBN – Marine Diesels
- <20% of New Oil TBN – Aux Power plant



Base Additives' Features

- **Rust Inhibitors** – Forms a barrier to repel water
- **Antioxidants/oxidation inhibitors** – Scavenge pro-oxidants, decompose hydro-peroxides & metal deactivator
- **Dispersant & Detergent** – Keeps the soot particles small & cleanse high temperature surfaces
- **Anti-wear & Extreme-pressure Additives** – Protect lubricated components from excessive friction
- **VI Improvers** – Help boost viscosity index of lubricants that are routinely exposed to wide ranging oil temperatures
- **Foam inhibitors/ Defoamants** – Inhibit the formation of stable foams
- **Pour Point Depressors** – Allow oil & lubricants to flow at low temperatures.

How to



- Press middle button to select the oil
- Press “NEXT” to begin test



How to



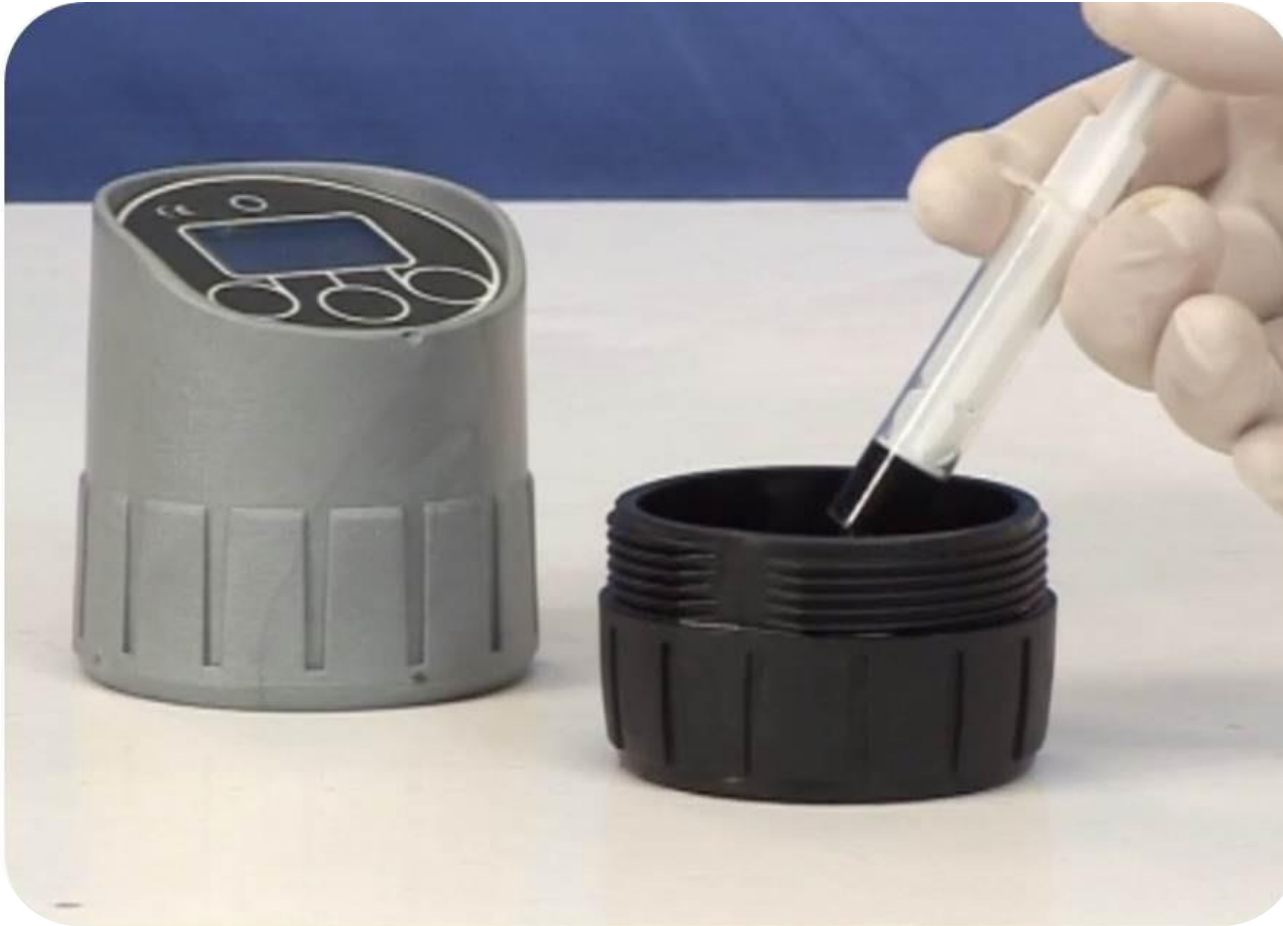
- **Follow the instructions:**

How to



- **Add Reagent C to the bottom line**

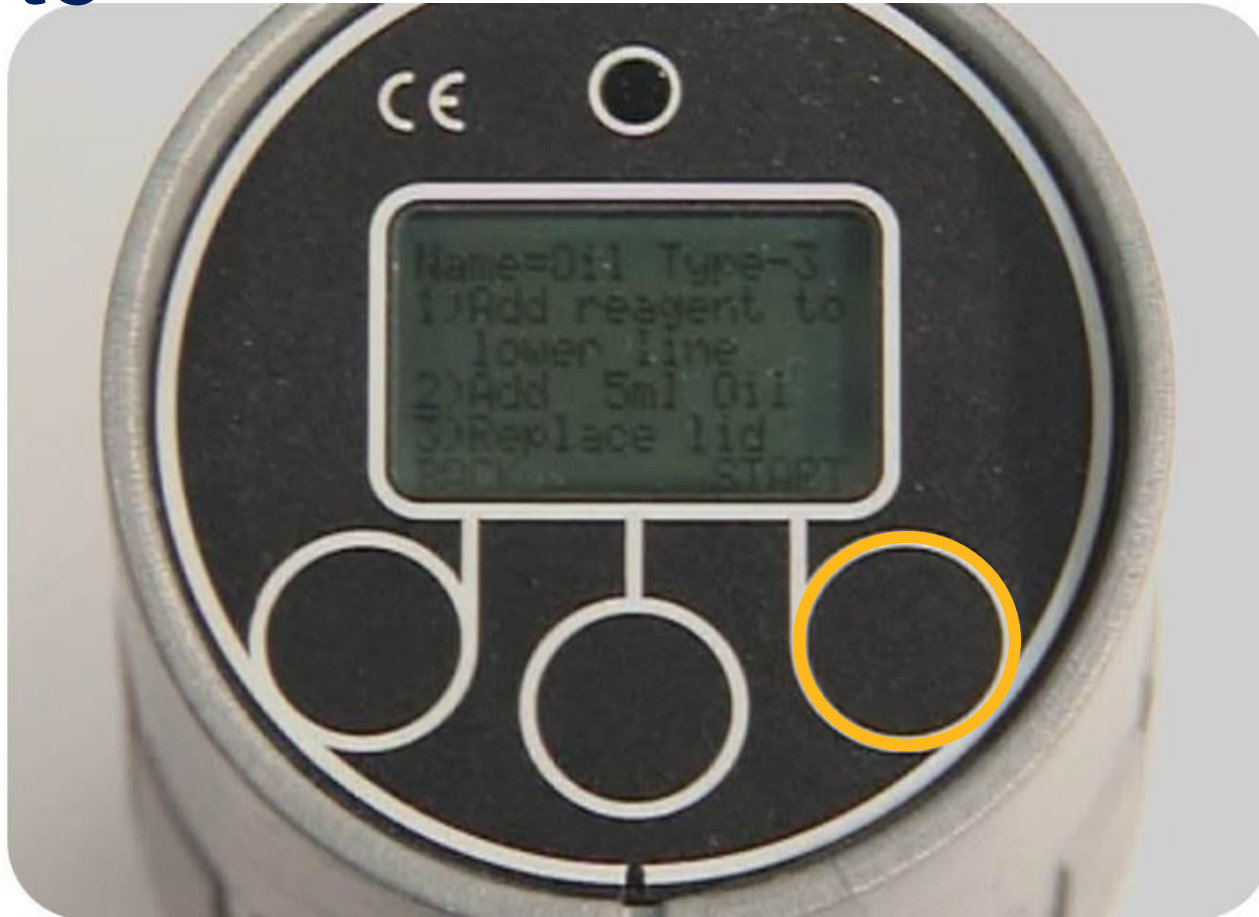
How to



- **Add oil sample (volume is displayed on screen)**



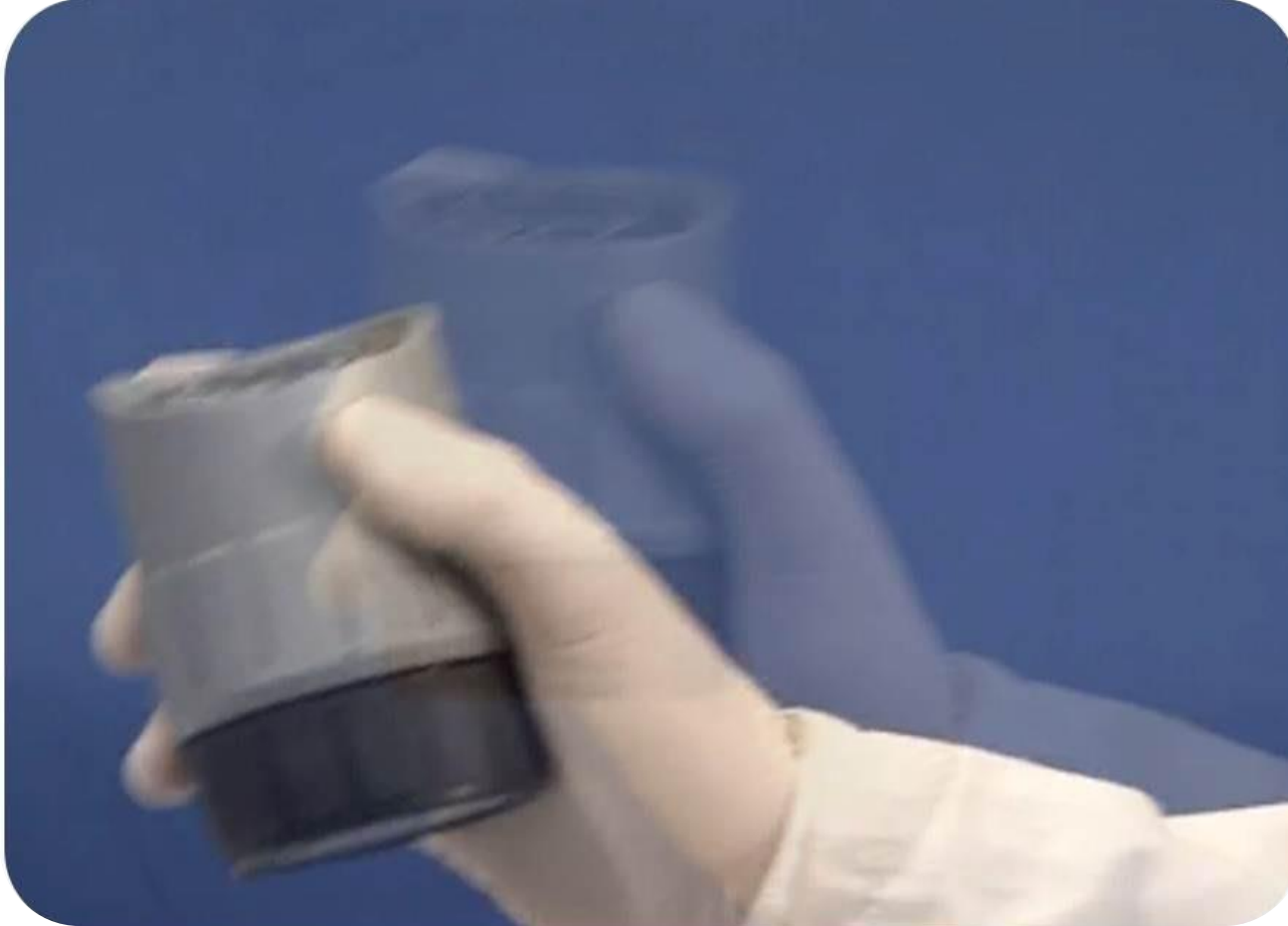
How to



- Press “START”

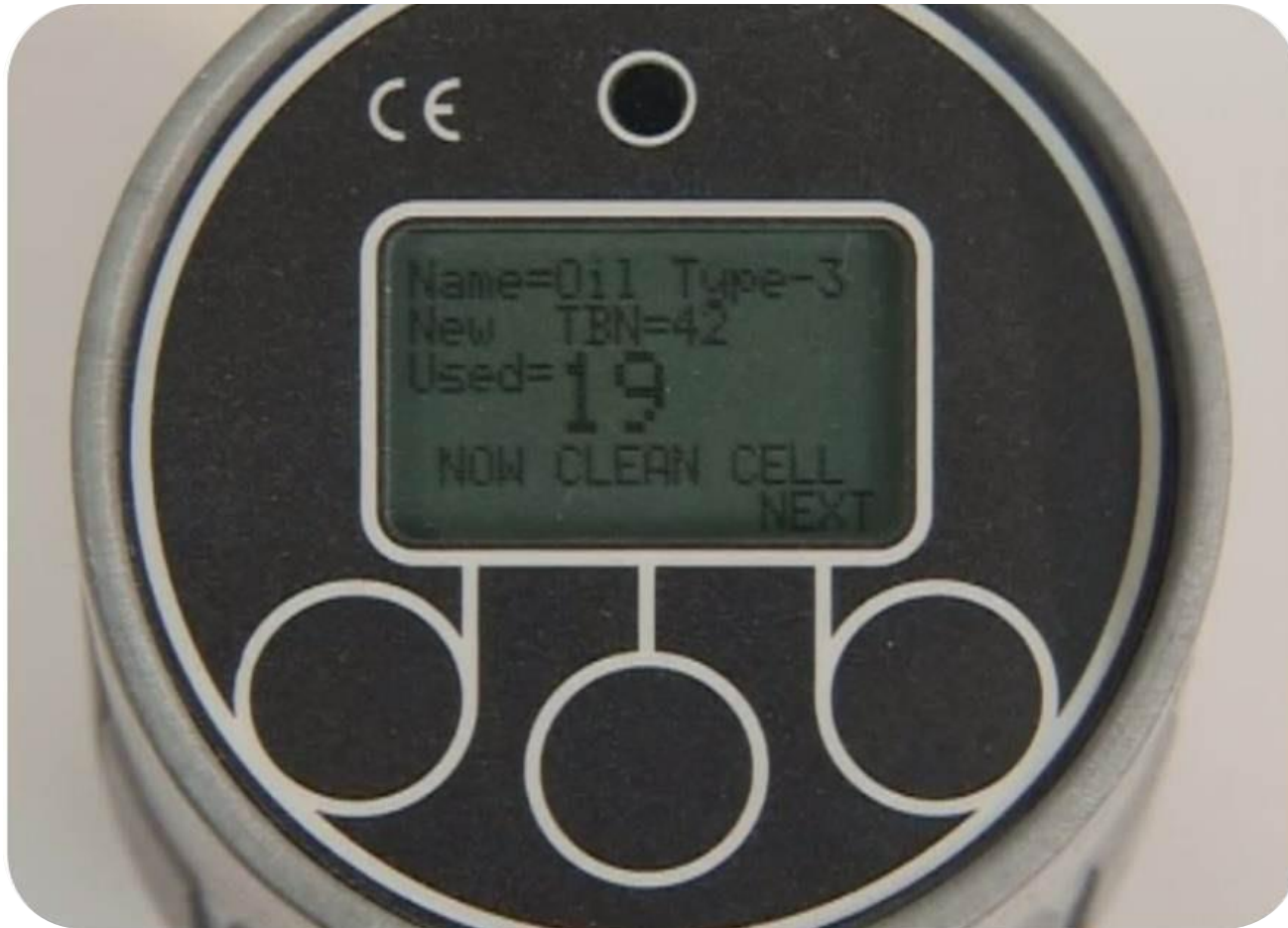


How to



- **Shake for 2 minutes**

How to



- **Result displayed on screen**

NOTE: for each oil type, a calibration test on new oil must be run (once only) **BEFORE** testing used oil.



DIGI Field Test Kit

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Distillate (Diesel/Gas Oil) Fuel Oil	✓	-	-	-	-
Hydraulic Oil	✓	-	✓	-	✓†
Gear Oil	✓	-	✓	-	✓
Greases	-	-	-	-	-
Gas Engine Oil (Dual Fuel)	✓	-	✓	-	✓
Gas Engine Oil (Stoichiometric)	✓	✓	✓	-	✓
Compressor Oil	✓	-	✓	✓	✓
Turbine Oil	✓	-	✓	-	✓†

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What is TAN?

- Total Acid Number
 - Also Known as Acid Number
- Testing for TAN is essential to maintain and protect your equipment, preventing damage in advance.
- Measure both the weak organic and strong inorganic acids present within an oil with the Parker Kittiwake TAN Test. A rise in TAN is indicative of oil contamination.





Total Acid Number (TAN)

Effects of High TAN :

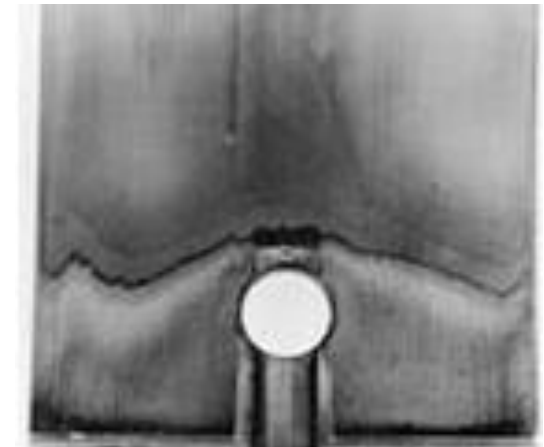
- Corrosion
- Increased Viscosity
- Lacquering

Increases due to:

- Acidic Combustion By-Products
- Lubricant Oxidation By-Products
- Contamination
- Cavitation

Typical Warning Levels:

- + 0.6 from nominal – Turbines
- + 0.9 from nominal – Hydraulics
- + 4 from nominal – Enclosed Gears
- + 2 from nominal – Compressors



How to



ADD 20ml REAGENT 'D'

ADD 20ml REAGENT 'D'

HFDE Condition Monitoring - Sales training



How to



ADD SINGLE DROPS TO
TURN SAMPLE GREEN

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How to



- **Manual shows volume to add**

How to



ADD SINGLE DROPS AND SHAKE

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How to



HFDE Condition Monitoring - Sales training





How to

Expected TAN	Sample Size	Factor
0 - 1.5	2 ml	0.05
0 - 3	1 ml	0.1
0 - 6	0.5 ml	0.2

Number of drops × **Factor** = **TAN Value**



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Insolubles

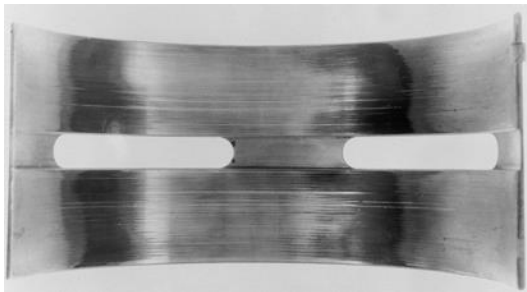


Effects on the oil:

- Increased Oil Viscosity
- Dispersancy loss – accumulation of particles
- Anti-wear Performance loss

Effects on the machine:

- Premature blockage of filters
- Fouling of Engine Components
- Deposit formation, sludge & oil-way blockage





Insolubles cont..

Increases due to:

- Carbon from Incomplete Combustion
- Polymers from Oxidation
- Sulphates from TBN/Sulphur Reaction
- Reaction with water (hydraulic system)



Typical Warning Levels:

- >2.0% High Speed Diesel Engines
- >3.0% Medium Speed Diesel Engines
- >2.0% High Speed Diesel Engines
- >3.0% Slow Speed Diesel Engines

Control

- Low-flow bypass filters and centrifuges



How to



- **Shake sample and pour into beaker**



How to

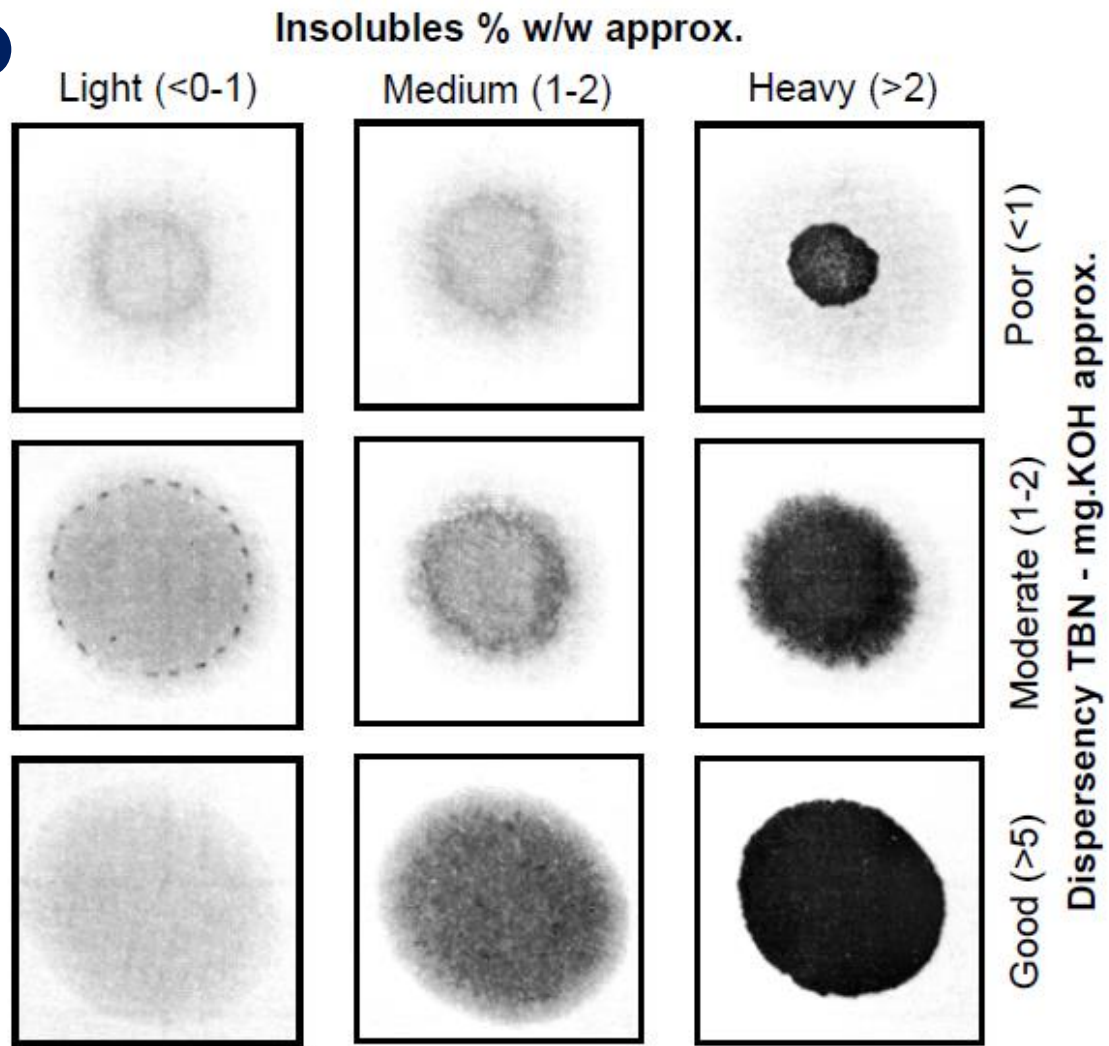


- **Dip rod into oil**
- **First drop back to beaker**
- **Second drop onto test paper**

HFDE Condition Monitoring - Sales training



How to



- Leave to dry
- Compare to chart



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How to



- **Shake sample and pour into beaker**
- **Leave to come to room temperature**



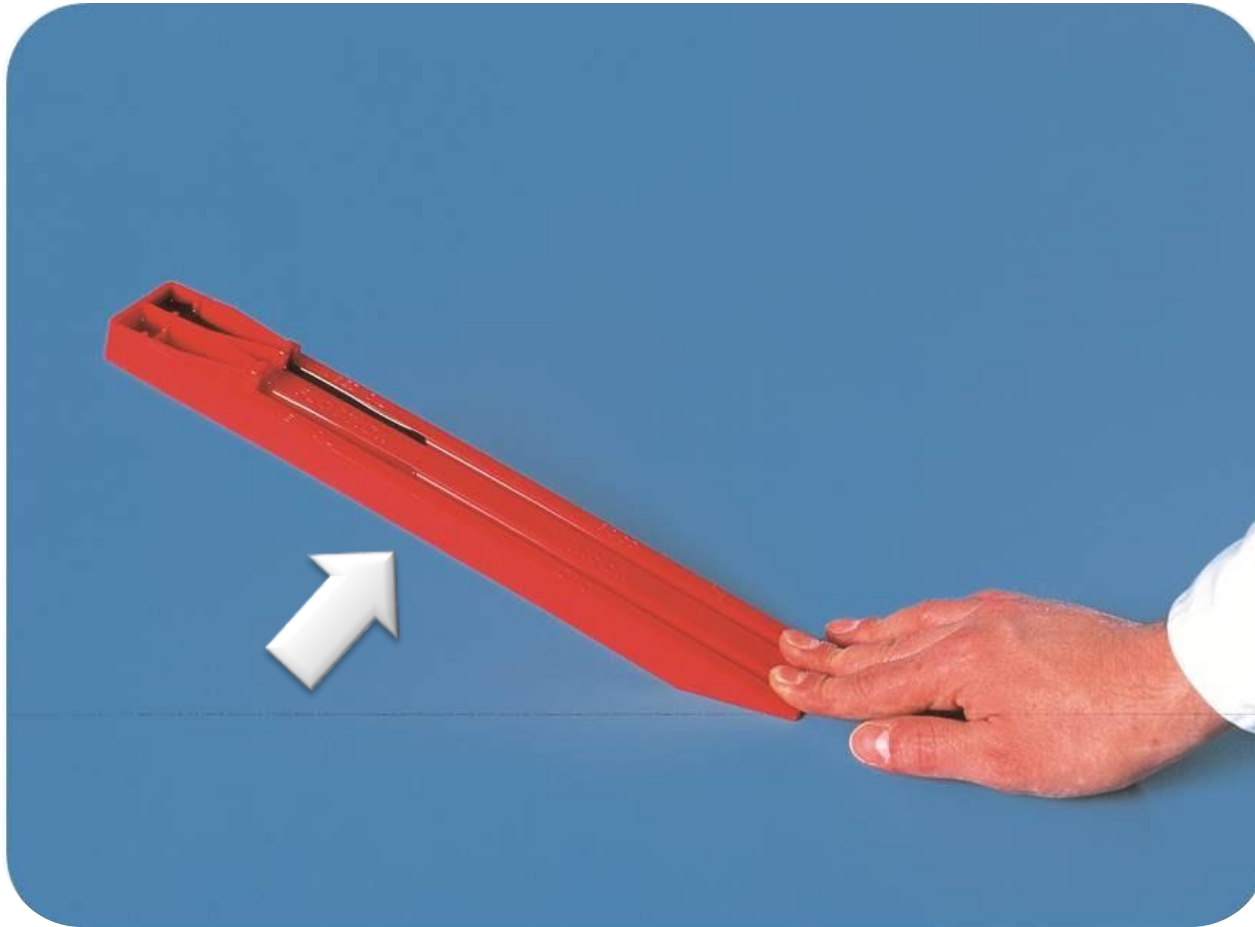
How to



- **Add 5ml NEW oil (room temperature) to side marked**
- **Add 5ml of USED oil sample (room temperature) to side marked**



How to



- Tilt until new oil reaches “Check Point”

How to



A

Used oil viscosity high.



B

Used oil in satisfactory condition.



C

Used oil viscosity low.





DIGI Field Kit - Reagent Packs

Consumable packs provide good ongoing business

- **Water in Oil reagent pack (50 tests)**
FGK2101PA
- **Total Base Number reagent pack (50 tests)**
FGK2002PA
- **Total Acid Number/TAN drop reagent pack (25 tests)**
FGK24743PA
- **Insolubles reagent pack (50 tests)**
FGK2003PA





DIGI Field Kit - Related Products

- **Filtration!!! After diagnosis, provide the solution!**

