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Here is the response from Curtin's.

This does not appear to be a coolant leak, because typically both potassium and sodium would be increasing in tandem. Based on the increase of both potassium and aluminum, my assumption is normal leaching of the potassium/aluminum or a flux off of the charge air cooler.

The rest of the oil analysis look relatively normal.

I'd agree that I would recommend the DW-40 for most of the year.

Not sure exactly when the Shell Rotella T5W-60 is normal. The vessel testing is around a level similar to the 5W-60 Full Synthetic? Is that what they are using?

I really don't think this is a problem. For example on the Aluminum that the report says is excessively high but 10 ppm

Cummins spec is up to 20 ppm of Aluminum is acceptable