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# Fuel and Lub Oil Test Kits

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[Part #](#) **FG-K19763-KW**



Parker's Cold Corrosion Test Kit is a quick, simple to use chemical test that provides an accurate measure of the parts per million (PPM) value of Fe<sub>2+</sub> and Fe<sub>3+</sub> compounds in used scrape down oil.

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## Technical Specifications

Product Series:	Cold Corrosion Test Kit	Sensing Method:	Chemical test
Technology:	Filtration, Hydraulics	Accuracy:	0 to 800 PPM (Accuracy +/- 40 PPM)
Operating Temperature:	20 to 55 °C, 68 to 131 °F	Signal Output:	Visual
Brand:	Kittiwake	Cycle Time:	< 5 min
Division:	Hydraulic & Industrial Process Filtration Division	Specifications Met:	CE Certification
Industry:	EMEA	Materials of Construction:	Plastic
Product Type:	Marine	Seal Material:	n/a
Product Style:	Condition Monitor	Body Material:	n/a
Product Style:	Corrosive Iron	For Fluid Type:	Cylinder Oils
Operating Pressure:	n/a	Weight:	0.5 kg
Flow Rate:	n/a	Height:	100 mm
Port Size:	n/a	Length:	100 mm
Port Type:	n/a	Width:	35 mm
Maximum Fluid Temperature:	n/a	Operating Time:	5 min
Minimum Fluid Temperature:	n/a	Cycles per Lifetime:	100 tests

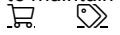
[Safety Warning](#)

## Item Information

Parker Kittiwakes patent Fuel and Lub Oil Test Kits are a quick, simple to use chemical test that provides an accurate measure of the parts per million (PPM) value of Fe<sub>2+</sub> and Fe<sub>3+</sub> compounds in used scrape down oil. Rather than simply giving a figure for the total iron (including metallic compounds), which other tests provide, knowing the specific PPM of corroded iron allows informed decisions to be made in adjustments to feed rates and the Base Number (BN) of the oil used. The quick test (<5 minutes per cylinder) allow rapid analysis of the whole engine. No long waiting periods are required to obtain accurate measurements. Coupled with tests to measure the metallic content (such as Parker Kittiwakes LinerSCAN or Analex Alert), the cause of high levels of iron can accurately be determined. High Iron levels caused by scuffing incidents or Catalytic converter bunker fuels can be isolated from cold corrosion issues. Conversely, corrosion caused by sulphuric acid corrosion of the liners can be isolated from other wear mechanisms in the cylinder chamber.



Most OEMs recommend a maximum cold corrosion figure of 200PPM. Ideally this should be kept below 100PPM within the engine to maintain



Used in conjunction with other onboard testing recommended by engine OEM's, such as regular residual Base Number BN testing, an accurate picture of the operating conditions can be quickly determined and the correct course of corrective actions implemented. Parker Kittiwakes BN test kits and metallic wear debris meters make the perfect companion to the Cold Corrosion Test Kit.

- Excellent correlation between field measurements and lab Inductively Coupled Plasma (ICP) results (see graph)
- Monitors products of corrosion that cannot be detected magnetically
- Provides early warning that cold corrosion is underway
- Gives a running commentary on internal corrosion as the operator adjusts the cylinder liner jacket temperature or oil feed rate
- When used in conjunction with the Parker Kittiwake LinerSCAN, it is possible to monitor abrasive and corrosive wear independently
- Each test is simple, cost effective and quick (<5 minutes) to complete

For more information or a detailed discussion about your specific requirements please contact Parker or an authorised Parker distributor.

Where to Buy

## CAD Drawings + Files



## Related Documents



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