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Standard Test Method for Evaluation of Diesel Engine Oils in T-12 Exhaust Gas Recirculation Diesel Engine¹

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1. Scope

1.1 This test method covers an engine test procedure for evaluating diesel engine oils for performance characteristics, including lead corrosion and wear of piston rings and cylinder liners in an engine equipped with exhaust gas recirculation and running on ultra-low sulfur diesel fuel.² This test method is commonly referred to as the Mack T-12.

1.2 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.2.1 *Exception*—Where there is no direct SI equivalent, such as the units for screw threads, National Pipe Threads/diameters, tubing size, and single source supply equipment specifications.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use. See Annex A6 for specific safety precautions.*

2. Referenced Documents

2.1 ASTM Standards:³

- D86 Test Method for Distillation of Petroleum Products at Atmospheric Pressure
- D93 Test Methods for Flash Point by Pensky-Martens Closed Cup Tester
- D97 Test Method for Pour Point of Petroleum Products

¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.B0 on Automotive Lubricants.

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² The ASTM Test Monitoring Center will update changes in this test method by means of Information Letters. Information letters may be obtained from the ASTM Test Monitoring Center, 6555 Penn Avenue, Pittsburgh, PA 15206-4489, Attention: Administrator. This edition incorporates revisions in all Information Letters through No. 09-1.

³ For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

- D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test
- D235 Specification for Mineral Spirits (Petroleum Spirits) (Hydrocarbon Dry Cleaning Solvent)
- D287 Test Method for API Gravity of Crude Petroleum and Petroleum Products (Hydrometer Method)
- D445 Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and Calculation of Dynamic Viscosity)
- D482 Test Method for Ash from Petroleum Products
- D524 Test Method for Ramsbottom Carbon Residue of Petroleum Products
- D613 Test Method for Cetane Number of Diesel Fuel Oil
- D664 Test Method for Acid Number of Petroleum Products by Potentiometric Titration
- D976 Test Method for Calculated Cetane Index of Distillate Fuels
- D1319 Test Method for Hydrocarbon Types in Liquid Petroleum Products by Fluorescent Indicator Adsorption
- D2274 Test Method for Oxidation Stability of Distillate Fuel Oil (Accelerated Method)
- D2500 Test Method for Cloud Point of Petroleum Products
- D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
- D2709 Test Method for Water and Sediment in Middle Distillate Fuels by Centrifuge
- D3338 Test Method for Estimation of Net Heat of Combustion of Aviation Fuels
- D4052 Test Method for Density, Relative Density, and API Gravity of Liquids by Digital Density Meter
- D4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants
- D4294 Test Method for Sulfur in Petroleum and Petroleum Products by Energy Dispersive X-ray Fluorescence Spectrometry
- D4485 Specification for Performance of Engine Oils
- D4739 Test Method for Base Number Determination by Potentiometric Hydrochloric Acid Titration
- D5185 Test Method for Determination of Additive Elements, Wear Metals, and Contaminants in Used Lubricating Oils and Determination of Selected Elements in Base

Oils by Inductively Coupled Plasma Atomic Emission Spectrometry (ICP-AES)

D5186 Test Method for Determination of the Aromatic Content and Polynuclear Aromatic Content of Diesel Fuels and Aviation Turbine Fuels By Supercritical Fluid Chromatography

D5453 Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence

D5967 Test Method for Evaluation of Diesel Engine Oils in T-8 Diesel Engine

D6078 Test Method for Evaluating Lubricity of Diesel Fuels by the Scuffing Load Ball-on-Cylinder Lubricity Evaluator (SLBOCLE)

E29 Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications

E178 Practice for Dealing With Outlying Observations

2.2 *National Archives and Records Administration*.⁴
Code of Federal Regulations Title 40 Part 86.310-79

3. Terminology

3.1 Definitions:

3.1.1 *blind reference oil, n*—a reference oil, the identity of which is unknown by the test facility.

3.1.1.1 *Discussion*—This is a coded reference oil that is submitted by a source independent from the test facility. **D4175**

3.1.2 *blowby, n*—in internal combustion engines, that portion of the combustion products and unburned air/fuel mixture that leaks past piston rings into the engine crankcase during operation.

3.1.3 *calibrate, v*—to determine the indication or output of a device (e.g., thermometer, manometer, engine) with respect to that of a standard.

3.1.4 *candidate oil, n*—an oil that is intended to have the performance characteristics necessary to satisfy a specification and is intended to be tested against that specification. **D4175**

3.1.5 *exhaust gas recirculation (EGR), n*—the mixing of exhaust gas with intake air to reduce the formation of nitrogen oxides (NO_x). **D4175**

3.1.6 *heavy-duty, adj*—in internal combustion engine operation, characterized by average speeds, power output and internal temperatures that are close to the potential maximums. **D4175**

3.1.7 *heavy-duty engine, n*—in internal combustion engine types, one that is designed to allow operation continuously at or close to its peak output.

3.1.8 *non-reference oil, n*—any oil other than a reference oil; such as a research formulation, commercial oil or candidate oil. **D4175**

3.1.9 *non-standard test, n*—a test that is not conducted in conformance with the requirements in the standard test method; such as running on an uncalibrated test stand, using different test equipment, applying different equipment assem-

bly procedures, or using modified operating conditions. **D4175**

3.1.10 *oxidation, n*—of engine oil, the reaction of the oil with an electron acceptor, generally oxygen, that can produce deleterious acidic or resinous materials often manifested as sludge formation, varnish formation, viscosity increase, or corrosion, or combination thereof.

3.1.11 *reference oil, n*—an oil of known performance characteristics, used as a basis for comparison.

3.1.11.1 *Discussion*—Reference oils are used to calibrate testing facilities, to compare the performance of other oils, or to evaluate other materials (such as seals) that interact with oils. **D4175**

3.1.12 *sludge, n*—in internal combustion engines, a deposit, principally composed of insoluble resins and oxidation products from fuel combustion and the lubricant, that does not drain from engine parts but can be removed by wiping with a cloth. **D4175**

3.1.13 *standard test, n*—a test on a calibrated test stand, using the prescribed equipment according to the requirements in the test method, and conducted according to the specified operating conditions.

3.1.14 *test parameter, n*—a specified component, property, or condition of a test procedure.

3.1.14.1 *Discussion*—Examples of *components* are fuel, lubricant, reagent, cleaner, and sealer; of *properties* are density, temperature, humidity, pressure, and viscosity; and of *conditions* are flow rate, time, speed, volume, length, and power. **D4175**

3.1.15 *varnish, n*—in internal combustion engines, a hard, dry, generally lustrous deposit that can be removed by solvents but not by wiping with a cloth. **D4175**

3.1.16 *wear, n*—the loss of material from a surface, generally occurring between two surfaces in relative motion, and resulting from mechanical or chemical action or a combination of both. **D4175**

4. Summary of Test Method

4.1 The test operation involves use of a Mack E-TECH V-MAC III diesel engine with Exhaust Gas Recirculation (EGR). A warm-up and a 1 h break-in are followed by a two-phase test consisting of 100 h at 1800 r/min and 200 h at 1200 r/min, both at constant speed and load.

4.2 Take oil samples periodically and analyze for viscosity increase and wear metals content.

4.3 Rebuild the engine prior to each test. Disassemble, solvent-clean, measure, and rebuild, the engine power section using all new pistons, rings, cylinder liners, and connecting rod bearings, in strict accordance with furnished specifications.

4.4 Solvent-clean the engine crankcase and replace worn or defective parts.

4.5 Equip the test stand with appropriate accessories for controlling speed, load, and various engine operating conditions.

5. Significance and Use

5.1 This test method was developed to evaluate the wear performance of engine oils in turbocharged and intercooled four-cycle diesel engines equipped with EGR and running on

⁴ Available from U.S. Government Printing Office Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401, <http://www.access.gpo.gov>.

ultra-low sulfur diesel fuel. Obtain results from used oil analysis and component measurements before and after test.

5.2 The test method may be used for engine oil specification acceptance when all details of the procedure are followed.

6. Apparatus

6.1 General Description:

6.1.1 The test engine is a Mack E-TECH V-MAC III, electronically controlled fuel injection with six electronic unit pumps, using 2002 cylinder heads, P/N 11GBA81025 ([Annex A2](#)). It is an open-chamber, in-line, six-cylinder, four-stroke, turbocharged, charge air-cooled, and compression ignition engine. The bore and stroke are (124 by 165) mm, and the displacement is 12 L.

6.1.2 The ambient laboratory atmosphere shall be relatively free of dirt and other contaminants as required by good laboratory standards. Filtering air, controlling temperature, and controlling humidity in the engine buildup area helps prevent accumulation of dirt and other contaminants on engine parts and aids in measuring and selecting parts for assembly.

6.2 Test Engine:

6.2.1 *Mack T-12 Test Engine*—The engine is available from Mack Trucks, Inc. A complete parts list is shown in [Table A2.1](#). Use test parts on a first-in/first-out basis.

6.2.2 Engine Cooling System:

6.2.2.1 Use a new Mack coolant conditioner shown in [Table A2.1](#), every test, to limit scaling in the cooling system. Pressurize the system at the expansion tank to 103 kPa. Use the coolant described in [7.3.1](#).

6.2.2.2 Use a closed-loop, pressurized external engine cooling system composed of a nonferrous core heat exchanger, reservoir, and water-out temperature control valve. The system shall prevent air entrainment and control jacket temperatures within the specified limit. Install a sight glass between the engine and the cooling tower to check for air entrainment and uniform flow in an effort to observe and prevent localized boiling. Block the thermostat wide open.

6.2.2.3 Use a closed-loop, pressurized external EGR cooling system composed of a nonferrous core heat exchanger, reservoir, and coolant-out temperature control valve. The system shall prevent air entrainment and control jacket temperatures within the specified limit. Install a sight glass between the EGR coolers and the cooling tower to check for air entrainment and uniform flow in an effort to observe and prevent localized boiling. The coolant flow direction is to be parallel (concurrent) with the EGR gas flow. Every reasonable attempt should be made to ensure that the EGR temperatures leaving the coolers are very similar. [Fig. A1.3](#) shows the coolant flow to and from the EGR coolers, respectively.

6.2.3 Auxiliary Oil System:

6.2.3.1 To maintain a constant oil level in the pan, provide an additional 9.5 L sump by using a separate closed tank connected to the sump. Circulate oil through the tank with an auxiliary pump. The system schematic is shown in [Fig. A1.1](#). The No. 6 and No. 8 Aeroquip⁵ lines are to have inside diameters of 10 mm and 13 mm, respectively. Use a minimum

No. 8 size vent line. Equivalent lines may be substituted for Aeroquip⁵ lines provided they have the proper inside diameters.

6.2.3.2 Locate the auxiliary oil system suction line on the exhaust side of the oil pan, down from the oil pan rail 127 mm, and back from the front of the pan 178 mm. This location is directly above the oil sump temperature thermocouple. Refer to [Fig. A1.4](#). Connect the auxiliary oil system return line to the power steering pump cover on the front timing gear cover. Refer to [Fig. A1.5](#). Connect the auxiliary oil scale vent line to the top of the auxiliary oil sump bucket and the dipstick tube opening.

6.2.3.3 Viking Pump Model SG053514 shall be used as the auxiliary oil pumps. Pump speed is specified as 1725 r/min.⁶

6.2.4 Oil Cooling System:

6.2.4.1 Use the oil cooler adapter blocks to mount the oil cooler to the engine. The adapter blocks are available from the supplier list in [A2.7](#).

6.2.4.2 Use the oil filter housing (part number 27GB525M) shown in [Fig. A1.8](#).

6.2.5 *Blowby Meter*—Use a meter capable of providing data at a minimum frequency of 6 min. To prevent blowby condensate from draining back into the engine, ensure the blowby line has a downward slope to a collection bucket. Ensure the collection bucket has a minimum volume of 18.9 L. Locate the blowby meter downstream of the collection bucket. The slope of the blowby line downstream of the collection bucket is unspecified.

6.2.6 *Air Supply and Filtration*—Use the Mack air filter element and the Mack filter housing shown in [A2.3](#). Replace filter cartridge when ΔP of 2.5 kPa is reached. Install an adjustable valve (flapper) in the inlet air system at least 2 pipe diameters before any temperature, pressure and humidity measurement devices. Use the valve to maintain inlet air restriction within required specifications.

6.2.7 *Fuel Supply*—Heating, cooling, or both of the fuel supply may be required, and a recommended system is shown in [Fig. A1.2](#).

6.2.8 *Intake Manifold Temperature Control*—Use stainless steel intake manifolds (P/N M10105GCX4332RSS for front manifold, M10105GCX5212RSS for rear manifold) available from the supplier listed in [A2.2](#). Use a Modine intercooler to control intake manifold temperature (refer to [A2.4](#)). To minimize potential intake air condensation keep the intercooler out temperature above 30 °C at all times of engine operation.

6.2.9 *Injection Timing Control*—Remove the engine intake manifold temperature sensor. Use the intake manifold temperature to control injection timing according to the Temperature to Injection Timing Correlation shown in [Annex A4](#).

6.2.10 *Oil Pump*—Use a Mack P/N 315GC465BM oil pump. The oil pump is available from the supplier listed in [A2.2](#).

⁶ The sole source of supply of the apparatus known to the committee at this time is Viking Pump, Inc., a unit of IDEX Corporation, 406 State Street, P.O. Box 8, Cedar Falls, IA 50613-0008. If you are aware of alternative suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee,¹ which you may attend.

⁵ Aeroquip lines are available at local industrial hose suppliers.

6.2.11 *EGR Venturi Unit*—Use a stainless steel EGR venturi unit, P/N 762GBX433SS, available from the supplier listed in [A2.2](#).

6.2.12 *Fuel Pressure Regulator*—Use a P/N 691GC227M2 fuel pressure regulator.

6.2.13 *Engine Control Module (ECM)*—To avoid an ECM fault code, it may be necessary to replace the engine ECM sensors for Coolant Out and Fuel In temperatures with fixed resistances that are equivalent to the Phase I set points (refer to [Table 1](#)).

7. Engine Fluids

7.1 *Test Oil*—Approximately 151 L of test oil are required for the test.

7.2 *Test Fuel*—Obtain the ultra-low sulfur diesel (ULSD) test fuel from the supplier shown in [A2.6](#). The required fuel properties and tolerances are shown in [Table 2](#).

7.3 Coolant:

7.3.1 For the engine coolant, use demineralized water with salt content less than 0.03 g/L or distilled water (do not use antifreeze solutions). Use Pencool 3000 coolant additive at the manufacturer’s recommended rate. Pencool 3000 may be obtained from the supplier shown in [A2.8](#).

7.3.2 The EGR coolant is not specified and is at the discretion of the lab.

7.4 Cleaning Materials:

7.4.1 For cleaning engine parts, use only mineral spirits (solvent) meeting the requirements in Specification [D235](#), Type II, Class C for Aromatic Content (0 to 2 vol %), Flash Point (142 °C, min) and Color (not darker than +25 on Saybolt Scale or 25 on Pt-Co Scale), refer to [A2.5](#). (**Warning**—Combustible. Health hazard.) Obtain a Certificate of Analysis for each batch of solvent from the supplier.

7.4.2 Pentane. (**Warning**—Flammable. Health hazard.)

8. Preparation of Apparatus at Rebuild

8.1 Cleaning of Parts:

8.1.1 *Engine Block*—Thoroughly spray the engine with solvent to remove any oil remaining from the previous test and air-dry. The optional use of an engine parts washer shall be followed by a solvent wash.

8.1.2 *Rocker Covers and Oil Pan*—Remove all sludge, varnish and oil deposits. Rinse with solvent and air-dry. The optional use of an engine parts washer shall be followed by a solvent wash.

TABLE 1 Test Conditions

| Parameters | Limits | |
|------------------------------------|--------------------------------|--------------------------------|
| | Phase I | Phase II |
| Time, h | 100 | 200 |
| Injection Timing, °BTDC | Variable | 21 |
| Controlled Parameters ^A | | |
| Speed, r/min | 1800 | 1200 |
| Fuel Flow, kg/h | 59.2 | 63.5 |
| Intake CO ₂ Level, % | 3.09 ± 0.05 | 1.42 ± 0.05 |
| Exhaust CO ₂ Level, % | 9.10–9.40 | 9.78–10.08 typical |
| Inlet Manifold Temp., °C | 90 | 80 |
| Coolant Out Temp., °C | 66 | 108 |
| Fuel In Temp., °C | 40 | 40 |
| Oil Gallery Temp., °C | 88 | 116 |
| Intake Air Temp., °C | 25 | 25 |
| Ranged Parameters ^B | | |
| Inlet Air Restriction, kPa | 3.5–4.0 | 3.5 - 4.0 |
| Inlet Manifold Pressure, kPa | 78.5 nominal | 91.0 ± 1.5 |
| Exhaust Back Pressure, kPa | 2.7–3.5 | 2.7–3.5 |
| Crankcase Pressure, kPa | 0.25–0.75 | 0.25–0.75 |
| Uncontrolled Parameters | | |
| Torque, N·m ^C | Record | Record |
| Exhaust Temp., °C | | |
| Pre-turbine | Record | Record |
| Tailpipe | Record | Record |
| Oil Sump Temp., °C | Record | Record |
| Coolant In Temp., °C | Record | Record |
| EGR Pre-Venturi Temp., °C | Minimum 104 | Minimum 104 |
| Intercooler Out Temp., °C | Minimum 30 | Minimum 30 |
| Inlet Air Dew Point, °C | Record | Record |
| Inlet Air Humidity, g/kg | Record | Record |
| Blowby, L/min | Record | Record |
| EGR Pre-Venturi Pressure, kPa | Record | Record |
| Pre-turbine Exhaust Pressure, kPa | Record | Record |
| Main Gallery Oil Pressure, kPa | Record | Record |
| Oil Filter ΔP, kPa | Not to exceed 138 ^D | Not to exceed 138 ^D |

^A All control parameters shall be targeted at the mean indicated.

^B All ranged parameters shall fall within the specified ranges.

^C At 98.2 kPa and 29.5 °C dry air.

^D If oil filter ΔP exceeds 138 kPa, change the two full flow filters. If the filters are changed, attempt to recover as much oil as possible by draining the filters. No new oil is to be added. The test report shall indicate if the filters are changed.

TABLE 2 ULSD Fuel Specification

| Property | Specification | Test Method |
|--|-------------------------|---------------------------------|
| Additives | Lubricity additive only | ... |
| Distillation Range, °C, 90 % | 293–332 | ASTM D86 |
| Specific Gravity | 0.840–0.855 | ASTM D4052 |
| API Gravity | 34–37 | ASTM D4052 |
| Corrosion, 3 h at 50 °C | 1 max | ASTM D130 |
| Sulfur, g/kg | 7–15 | ASTM D5453 or equivalent |
| Flash Point, °C | 54 min | ASTM D93 |
| Pour Point, °C | –18 max | ASTM D97 |
| Cloud Point, °C | Report | ASTM D2500 |
| Viscosity at 40 °C, mm ² /s | 2.0–2.6 | ASTM D445 |
| Ash, mass fraction % | 0.005 max | ASTM D482 |
| Carbon Residue on 10 % Bottoms | 0.35 max | ASTM D524 |
| Net Heat of Combustion | Report | ASTM D3338 |
| Water and Sediment, volume % | 0.05 max | ASTM D2709 |
| Total Acid Number | 0.05 max | ASTM D664 |
| Strong Acid Number | 0 max | ASTM D664 |
| Cetane Index | Report | ASTM D976 |
| Cetane Number | 43–47 | ASTM D613 |
| Accelerated Stability, mg/100 mL | 1.5 max | ASTM D2274 |
| Composition | | |
| Aromatics, mass fraction % | 26–31.5 | ASTM D5186 |
| Olefins, vol % | Report | ASTM D1319 |
| Saturates, vol % | Report | ASTM D1319 |
| Lubricity, g | 3100 min ^A | ASTM D6078 ^A |

^A May be altered to be consistent with California Air Resources Board (CARB) or ASTM diesel fuel specifications.

8.1.3 *Auxiliary Oil System*—Flush all oil lines, galleries and external oil reservoirs with solvent to remove any previous test oil and then air-dry.

8.1.4 *Oil Cooler and Oil Filter*—Flush the oil cooler and filter lines with solvent to remove any previous test oil and then air-dry. The optional use of an engine parts washer shall be followed by a solvent wash.

8.1.5 *Cylinder Head*—Clean the cylinder heads using a wire brush to remove deposits and rinse with solvent to remove any sludge and oil and then air-dry. The optional use of an engine parts washer shall be followed by a solvent wash.

8.1.6 *Intake Manifold*—Clean the intake manifold before each test. Scrub the manifold using a nylon brush and solvent, and then wash the manifold using an engine parts washer.

8.1.7 *EGR Coolers*—Replacing or cleaning of the EGR coolers is at the test laboratory's discretion. An example of a successful cleaning method is available from the Test Monitoring Center (TMC).

8.1.8 *EGR Venturi Unit*—Clean the venturi before each test. Spray with solvent and scrub with a nylon brush.

8.2 Valves, Seats, Guides, and Springs:

8.2.1 Visually inspect valves, seats, and springs for defects or heavy wear and replace if necessary. Replacement of the valves, guides, and seat inserts for each test is recommended, but not required.

8.2.2 Use honing and cutting oil when reaming the valve guides. Hone finish if desired. Valve stem-to-guide clearance shall be (0.038 to 0.089) mm for intake valves and (0.064 to 0.114) mm for exhaust valves.

8.3 Cylinder Liner, Piston, and Piston Ring Assembly:

8.3.1 *Cylinder Liner Fitting*—For proper heat transfer, fit cylinder liners to the block using the procedure outlined in the Mack Service Manual.⁷

8.3.2 *Piston and Rings*—Cylinder liners, pistons, and rings are provided as a set and shall be used as a set. Examine piston rings for any handling damage. Record the pre-test measurements as detailed in 11.1.

8.4 Injectors and Injection Pumps:

8.4.1 *Injectors*—Injector nozzles are available from the supplier shown in A2.2. Check the injector opening pressure at the start of each calibration period. Reset the injector opening pressure if it is outside the specification of (24 000 ± 2000) kPa.

8.4.2 *Injection Pumps*—The electronic unit pumps (EUP) may be changed at any time using the procedure specified in the Mack Service Manual. Be sure to enter the EUP's four digit calibration code into the Engine Control Unit (ECU). The calibration code can be found on the EUP label.

8.5 Assembly Instructions:

8.5.1 *General*—The test parts specified for this test are intended to be used without material or dimensional modification. Exceptions, for example, a temporary parts supply problem, shall be approved by the TMC, and noted in the test report. All replacement test engine parts shall be genuine Mack Truck Inc. parts. Assemble all parts as illustrated in the Mack Service Manual except where otherwise noted. Target all dimensions for the means of the specifications. Use Bulldog Oil for lubricating parts during assembly; see A2.10.

8.5.1.1 *Thermostat*—Block the thermostat wide open.

8.5.1.2 *Connecting Rod Bearings*—Install new connecting rod bearings for each test. See 10.1 for recording pre-test measurements.

8.5.1.3 *Main Bearings*—Install new main bearings for each test.

8.5.1.4 *Piston Undercrown Cooling Nozzles*—Particular care shall be taken in assembling the piston undercrown cooling nozzles to insure proper piston cooling (as outlined in the Mack Service Manual).

⁷ Mack Service Manuals are available from local Mack Trucks, Inc. distributors.

NOTE 1—Proper oil pressure is also important to assure sufficient oil volume for proper cooling.

8.5.1.5 *Thrust Washers*—Install new thrust washers for each test.

8.5.2 *New Parts*—Use test parts on a first-in/first-out basis. Install the following new parts for each re-build, see [Table A2.1](#) for part numbers:

- 8.5.2.1 Cylinder liners.
- 8.5.2.2 Pistons.
- 8.5.2.3 Piston rings.
- 8.5.2.4 Overhaul gasket set.
- 8.5.2.5 Oil filters.
- 8.5.2.6 Engine coolant conditioner.
- 8.5.2.7 Primary fuel filter.
- 8.5.2.8 Secondary fuel filter.
- 8.5.2.9 Valve stem seals.
- 8.5.2.10 Valve guides.
- 8.5.2.11 Connecting rod bearings.
- 8.5.2.12 Main bearings.
- 8.5.2.13 Thrust washers.

8.6 *Measurements:*

8.6.1 *Calibrations*—Calibrate thermocouples, pressure gages, speed and fuel flow measuring equipment prior to each reference oil test or at any time readout data indicates a need. Conduct calibrations with at least two points that bracket the normal operating range. Make these calibrations part of the laboratory record. During calibration, connect leads, hoses and readout systems in the normally used manner and calibrate with necessary standards. For controlled temperatures, immerse thermocouples in calibration baths. Calibrate standards with instruments traceable to the National Institute of Standards and Technology on a yearly basis.

8.6.2 *Temperatures:*

8.6.2.1 *General*—Measure temperatures with thermocouples and conventional readout equipment or equivalent. For temperatures in the (0 to 150) °C range, calibrate temperature measuring systems to ± 0.5 °C for at least two temperatures that bracket the normal operating range. Insert all thermocouples so that the tips are located midstream of the flow unless otherwise indicated.

8.6.2.2 *Ambient Air*—Locate thermocouple in a convenient, well-ventilated position from the engine and hot accessories.

8.6.2.3 *Coolant*—Locate the coolant-out thermocouple in the water manifold prior to the thermostat housing. Locate it in the center of the water stream. Refer to [Fig. A1.6](#). Locate the coolant-in thermocouple anywhere between the heat exchanger and the coolant pump inlet, as shown in [Fig. A1.7](#).

8.6.2.4 *Oil Gallery*—Locate thermocouple at the center port on the filter housing. Insertion depth shall be 98 mm. Refer to [Fig. A1.8](#).

8.6.2.5 *Oil Sump Temperature*—Using a front sump oil pan configuration, locate a thermocouple on the exhaust side of the oil pan, from the front of the pan 178 mm and from the top of the pan 178 mm. Thermocouple length shall be 102 mm. Refer to [Fig. A1.4](#).

8.6.2.6 *Intake Air Temperature*—Locate the intake air thermocouple in the center of the air stream at the turbocharger inlet as shown in [Fig. A1.9](#). The temperature thermocouple is

to be upstream of the compressor inlet connection approximately 102 mm. It is not necessary to control intake air humidity, but measurements are required.

8.6.2.7 *Fuel In*—Locate thermocouple at the fitting on the outlet side of the fuel transfer pump as shown in [Fig. A1.10](#).

8.6.2.8 *Pre-Turbine Exhaust*—Locate one thermocouple in each side of the exhaust manifold section, see [Fig. A1.11](#).

8.6.2.9 *Exhaust Tailpipe*—Locate a thermocouple in the exhaust pipe downstream of the turbocharger (305 to 406) mm. Locate the thermocouple downstream of the exhaust back pressure tap, and upstream of the CO₂ probe. Refer to [Fig. A1.12](#).

8.6.2.10 *Intake Manifold*—Locate a thermocouple at the tapped fitting on the intake air manifold as shown in [Fig. A1.13](#).

8.6.2.11 *EGR Cooler Inlet*—Distinct EGR cooler inlet temperature measurements are not necessary. The pre-turbine exhaust temperatures may be used instead (refer to [8.6.2.8](#)).

8.6.2.12 *EGR Cooler Outlet*—Locate thermocouples as shown in [Fig. A1.14](#).

8.6.2.13 *EGR Pre-Venturi*—Locate thermocouple as shown in [Fig. A1.15](#). The sensors may be located at a tee fitting. If they are not located at the same tee fitting then locate the EGR Pre-Venturi thermocouple downstream of the pressure sensor.

8.6.2.14 *Intercooler Outlet*—Locate the thermocouple downstream of the cooler outlet and prior to the flow stream split at the intake air bypass.

8.6.2.15 *Additional Temperature Measurements*—Monitor any additional temperatures that the test lab regards as helpful in providing a consistent test procedure.

8.6.3 *Pressures:*

8.6.3.1 *Before Oil Filter*—Locate the pickup at the tapped hole on the oil cooler fitting, see [Fig. A1.16](#).

8.6.3.2 *After Oil Filter (Main Oil Gallery)*—Locate the pickup at the left port of the filter housing. Refer to [Fig. A1.8](#).

8.6.3.3 *Pre-Turbine Exhaust*—Locate the pickup in each side of the exhaust manifold section, see [Fig. A1.11](#). This measurement is not mandatory, but it is recommended for diagnostic and safety purposes.

8.6.3.4 *Intake Manifold (Air Boost)*—Take the measurement at the tapped fitting provided on the intake manifold as illustrated in [Fig. A1.17](#).

8.6.3.5 *Intake Air Pressure (Intake Air Restriction)*—Measure with a Keil Probe (p/n KDF-8-W required) located upstream of the compressor inlet approximately 203 mm (see [Fig. A1.9](#)). The probes may be obtained from the supplier shown in [A2.11](#).

8.6.3.6 *Exhaust Back*—Measure exhaust back pressure in a straight section of pipe, downstream of the turbocharger (305 to 406) mm, with a pressure tap hole as shown in [Fig. A1.12](#). Do not locate the tap downstream of either the temperature thermocouple or the CO₂ probe.

8.6.3.7 *Crankcase Pressure*—Locate the pickup at any location in the auxiliary oil system vent line, such as between the dipstick tube fitting and the top of the auxiliary oil sump bucket.

8.6.3.8 *Compressor Discharge*—Locate the pickup within 152 mm of the second compressor.

8.6.3.9 *Coolant System*—Locate the pickup at the top of the coolant system expansion tank.

8.6.3.10 *Barometric Pressure*—Locate a barometer in a convenient location in the lab.

8.6.4 *Carbon Dioxide Measurements:*

8.6.4.1 *General*—Calibrate the sensors prior to each measurement taken during the course of the test. The CO₂ levels for the calibration span gases are specified. The Phase I intake span gas shall be (3 to 4) % CO₂ and the Phase II intake span gas shall be (1.5 to 2) % CO₂. The exhaust span gas for both phases shall be (10 to 15) % CO₂. The blend quality for all span gases shall be Primary Standard ± 1 %. The intake and exhaust CO₂ samples shall be saturated at (4 to 5) °C.

8.6.4.2 *Intake Carbon Dioxide Probe*—Measure intake CO₂. Locate the probe as shown in Fig. A1.8. Use a 6.4 mm probe that meets the Code of Federal Regulations, Title 40 Part 86.310-79. The probe diameter is not to exceed the sample line diameter.

8.6.4.3 *Exhaust Carbon Dioxide Probe*—Measure the exhaust CO₂. Locate the probe (355 to 432) mm downstream of the turbocharger. Locate the probe downstream of both the temperature thermocouple and exhaust back pressure tap. Use a 6.4 mm probe that meets the Code of Federal Regulations, Title 40 Part 86.310-79. The probe diameter is not to exceed the sample line diameter. Refer to Fig. A1.12.

8.6.5 *Engine Blowby*—Connect the metering instrument to the filter element canister on the engine front cover.

8.6.6 *Fuel Consumption Measurements*—Place the measuring equipment in the fuel line before the primary fuel filter. Install the primary fuel filter before the fuel transfer pump and install the secondary filter before the unit injection pumps. *Fuel return lines shall never be plugged. Accurate fuel consumption measurements require proper accounting of return fuel.*

8.6.7 *Humidity*—Place the measurement equipment downstream of any air conditioning and in such a manner as not to affect intake air temperature and pressure measurements.

8.6.8 *System Time Responses*—The maximum allowable system time responses are shown in Table 3. Determine system time responses in accordance with the Data Acquisition and Control Automation II (DACA II) Task Force Report.⁸

9. Procedure

9.1 *Pretest Procedure:*

9.1.1 *Initial Oil Fill for Pretest Break-In*—The initial oil fill is 32.7 kg of test oil. Add the first 3.3 kg of fresh test oil to the oil filters (half in each filter), then turn on the auxiliary oil

pumps and add an additional 29.4 kg of test oil to the engine. This oil may be added directly through the engine oil fill tube.

9.1.2 *Pretest Break-In:*

9.1.2.1 Run the break-in sequence described in Annex A5.

9.1.2.2 Drain the oil after the break-in is completed within 1 h. Replace all oil filters. Refill the engine with test oil and conduct the test in accordance with 9.4. When performing the pre-test oil charge, do not account for any hang up oil left in the oil system.

9.2 *Engine Start-Up*—Perform all engine start-ups according to Annex A5. Start-ups are not included as test time. Test time starts as soon as the engine returns to the test cycle. The start date and time of a test is defined as when the engine first reaches test conditions as shown in Table 1. Crank the engine prior to start-up to fill the engine oil passages. This practice will enhance engine durability significantly.

9.3 *Engine Shutdown:*

9.3.1 Perform all non-emergency shutdowns according to Annex A5. The shutdown operation does not count as test time. Record the length and reason of each shutdown on the appropriate form.

9.3.2 All operationally valid tests should not exceed 10 shutdowns. Additionally, all operationally valid tests should not exceed downtime of 150 h. Conduct an engineering review if either condition is exceeded.

9.4 *Test Cycle:*

9.4.1 The test cycle includes a 1 h break-in followed by a 300 h test. Operating conditions are shown in Table 1. Conduct the break-in by operating at Phase II conditions for 30 min, followed by Phase I conditions for 30 min. Conduct the test by operating for 100 h at Phase I conditions, followed by 200 h at Phase II conditions. Conduct the transition from Phase I to Phase II according to Annex A5.

9.4.1.1 Based upon oil analysis, injection timing may be changed within the first 100 h of the test (Phase I) to ensure meeting the soot window of (4.30 ± 0.30) % at 100 h, refer to 11.7.

9.4.2 *Operational Validity*—Determine operational validity according to Annex A3.

9.5 *Oil Samples*—Take 120 mL oil samples at every 25 h interval. Take the EOT oil sample within 30 min of test completion. Always take oil samples before new oil is added. Obtain oil samples from the pre-filter pressure port, refer to Fig. A1.16. This can be done by installing a tee fitting, a small petcock valve and No. 4 Aeroquip line of length (254 to 305) mm, from which the sample is taken. Prior to each sample, take a 240 mL purge. After sample completion, be sure to return the purge to the engine.

9.6 *Oil Addition and Drain:*

9.6.1 Initially establish the Phase I full mark as the oil mass after running at Phase I test conditions for 4 h, but *do not* add any new oil until 100 test hours (Phase II). Before transitioning to Phase II record the oil mass. Drain a sufficient amount of oil to obtain an oil mass which is below the Phase I full mark by 2.27 kg, and add 2.27 kg of new oil to the engine. If the oil mass is already more than 2.27 kg below the full mark, do not perform a forced drain.

⁸ The Data Acquisition and Control Automation II Task Force Report may be obtained from the ASTM Test Monitoring Center, 6555 Penn Avenue, Pittsburgh, PA 15206-4489, Attention: Administrator.

TABLE 3 Maximum Allowable System Time Responses

| Measurement Type | Time Response, s |
|------------------|------------------|
| Speed | 2.0 |
| Temperature | 3.0 |
| Pressure | 3.0 |
| Flow | 45.0 |

9.6.1.1 Establish the Phase II full mark at 104 h. Starting at 150 h and each 50 h period thereafter, drain a sufficient amount of oil to obtain an oil mass which is below the full mark by 2.27 kg, and add 2.27 kg of new oil to the engine. For any 50 h period, if the oil mass is already below the full mark by more than 2.27 kg, do not perform a forced drain.

9.7 *Oil Mass Measurements*—Record the oil mass every 6 min and compute the oil consumption (refer to 10.5) from these readings.

NOTE 2—Experience has shown that a sudden and sharp increase in oil consumption may indicate an oil leak in the turbochargers and may necessitate a change of turbochargers.

9.8 *Fuel Samples*—Take one 120 mL fuel sample at SOT and at EOT.

9.9 *Periodic Measurements:*

9.9.1 Make measurements at 6 min intervals on the parameters listed in 9.9.2 and record statistics on the appropriate form. Automatic data acquisition is required. Recorded values shall have minimum resolution as shown in Table 4. Characterize the procedure used to calculate the data averages on the appropriate form.

9.9.2 *Parameters:*

- 9.9.2.1 Speed, r/min.
- 9.9.2.2 Torque, N·m.
- 9.9.2.3 Oil Gallery Temperature, °C.
- 9.9.2.4 Oil Sump Temperature, °C.
- 9.9.2.5 Coolant Out Temperature, °C.
- 9.9.2.6 Coolant In Temperature, °C.
- 9.9.2.7 Intake Air Temperature, °C.
- 9.9.2.8 Intake Manifold Temperature, °C.
- 9.9.2.9 Intake Manifold Pressure, kPa.
- 9.9.2.10 Fuel Flow, kg/h.
- 9.9.2.11 Fuel Inlet Temperature, °C.
- 9.9.2.12 Tailpipe Exhaust Back Pressure, kPa.
- 9.9.2.13 Before Filter Oil Pressure, kPa.
- 9.9.2.14 Main Gallery Oil Pressure, kPa.
- 9.9.2.15 Crankcase Pressure, kPa.
- 9.9.2.16 Pre-Turbine Exhaust Temperature, Front Manifold, °C.
- 9.9.2.17 Pre-Turbine Exhaust Temperature, Rear Manifold, °C.
- 9.9.2.18 Inlet Air Restriction, kPa.
- 9.9.2.19 Tailpipe Exhaust Temperature, °C.
- 9.9.2.20 Crankcase Blowby, L/min (see 9.10).
- 9.9.2.21 Pre-Turbine Exhaust Pressure, Front Manifold, kPa.

- 9.9.2.22 Pre-Turbine Exhaust Pressure, Rear Manifold, kPa.
- 9.9.2.23 Inlet Air Humidity, g/kg.
- 9.9.2.24 EGR Cooler Outlet Temperature, °C.
- 9.9.2.25 EGR Pre-Venturi Temperature, °C.
- 9.9.2.26 Inlet Air Dew Point, °C.
- 9.9.2.27 Oil Weight, kg.
- 9.9.2.28 Intercooler Outlet Temperature, °C.

9.10 *Blowby*—Record the crankcase blowby on the appropriate form. Take care to prevent oil traps from occurring in the blowby line at any time during operation.

9.11 *Centrifugal Oil Filter Mass Gain*—Prior to the start of test, determine the mass of the centrifugal oil filter canister. At EOT, remove the centrifugal oil filter canister from the engine and drain upside down for 30 min. After draining, determine the mass of the canister and record on the appropriate form. Determine the centrifugal oil filter mass gain for each test.

9.12 *Oil Filter ΔP Calculation:*

9.12.1 The reported oil filter ΔP is the maximum oil filter ΔP that occurs as a result of the test. Calculate the oil filter ΔP as follows:

$$\Delta P = \Delta P_{max} - \Delta P_{initial} \quad (1)$$

where:

- ΔP_{max} = maximum ΔP across the oil filter, and
- ΔP_{initial} = ΔP across the oil filter at the start of test conditions.

9.12.2 If an oil filter change is made, add the oil filter ΔP value obtained after the filter change to the oil filter ΔP obtained prior to the filter change. If a shutdown occurs, add the oil filter ΔP value obtained after the shutdown to the oil filter ΔP obtained prior to the shutdown. Change the oil filter if the ΔP exceeds 138 kPa. Report oil filter ΔP on the appropriate form.

9.13 *Carbon Dioxide*—Measure and record intake and exhaust CO₂ levels every 4 h.

10. Inspection of Engine, Fuel, and Oil

10.1 *Pre-Test Measurements:*

- 10.1.1 *Pistons*—No piston measurements are required.
- 10.1.2 *Cylinder Sleeves Inside Diameter Surface Finish*—Measurement is to be an average of four readings, taken at 90° intervals over an axial trace length of 12.7 mm, beginning from the top of the sleeve at 6.35 mm, and extending from the top of the sleeve to 19.1 mm. Identify these trace locations as 12 o'clock (12:00), 3 o'clock (3:00), 6 o'clock (6:00), and 9 o'clock (9:00). For reference, locate 12:00 towards the front of

TABLE 4 Minimum Resolution of Recorded Measurements

| Parameter | Record Data to Nearest | Parameter | Record Data to Nearest |
|-----------------------------|------------------------|------------------------------------|------------------------|
| Speed | 1 r/min | Blowby | 1 L/min |
| Fuel Flow | 0.1 kg/h | Inlet Air Dew Point | 1 °C |
| Coolant Temperatures | 0.1 °C | Oil Temperatures | 0.1 °C |
| Fuel In Temperature | 0.1 °C | Exhaust Temperatures | 1 °C |
| Intake Air Temperature | 0.1 °C | EGR Temperatures | 1 °C |
| Intake Manifold Temperature | 0.1 °C | Oil Pressures | 1 kPa |
| Exhaust Back Pressure | 0.1 kPa | Crankcase Pressure | 0.1 kPa |
| Inlet Air Restriction | 0.1 kPa | Intake Manifold Pressure | 1 kPa |
| Torque | 1 N·m | Intake and Exhaust CO ₂ | 0.01 % |
| Power | 1 kW | Oil Weight | 0.001 kg |
| Humidity | 0.1 g/kg | ... | ... |

engine. Designate the cylinder number equivalent permanent mark on the water jacket portion of the sleeve's outside diameter.

10.1.3 *Piston Rings*—Clean and measure according to the Mack Test Ring Cleaning and Measuring Procedure, available from the TMC. Report results on the appropriate form.

10.1.4 *Connecting Rod Bearings*:

10.1.4.1 Prior to measuring, mark bearings with a single digit on the locating tang to identify cylinder location.

10.1.4.2 Clean the bearings with solvent (see 7.4.1). Use a soft brush if necessary. Air-dry the bearings. Rinse in pentane. Do not handle bearings with bare hands. Use gloves or plastic covered tongs.

10.1.4.3 Weigh bearings on a scale capable of a resolution of 1 mg.

10.2 *Post Test Engine Measurements*:

10.2.1 *Pistons*—Before removing pistons, carefully remove carbon from top of cylinder sleeve—do not remove any metal.

10.2.2 *Cylinder Sleeves*—Measure according to Instructions for Measuring Cylinder Sleeves, available from the TMC. Report the results on the appropriate form.

10.2.3 *Piston Rings*—Clean and measure according to the Mack Test Ring Cleaning and Measuring Procedure, available from the TMC. Report results on the appropriate form.

10.2.4 *Connecting Rod Bearings*:

10.2.4.1 Clean the bearings with solvent (see 7.4.1). Use a soft brush if necessary. Air-dry the bearings. Rinse in pentane. Do not handle bearings with bare hands. Use gloves or plastic covered tongs.

10.2.4.2 Weigh bearings on a scale capable of a resolution of 1 mg.

10.3 *Oil Inspection*—Analyze oil samples for viscosity at 100 °C according to Test Method D445 or Test Method D5967, Annex A3. Base viscosity increase on the minimum viscosity. In addition to the viscosity measurements, conduct soot analysis according to Test Method D5967, Annex A4. Conduct the 100 h soot measurement twice and report the average (round the result according to Practice E29). To maintain accuracy and precision conduct all soot measurements at a TMC-calibrated laboratory. Determine wear metals content (iron, lead, copper, chromium, aluminum, nickel), additive metals content, silicon and sodium levels according to Test Method D5185 every 25 h from 0 h to EOT. Conduct EOT lead content measurements at least twice and report the average value. Conduct oil analysis as soon as possible after sampling. Determine base number every 25 h, including EOT, according to Test Method D4739. Determine acid number every 25 h, including EOT, according to Test Method D664. Determine oxidation using both integrated IR (IR measurement techniques are available from the TMC) and peak height IR every 25 h, including EOT. Report all results.

10.4 *Fuel Inspections*:

10.4.1 Use fuel purchase inspection records to insure conformance to the specifications listed in Table 2 and to complete the appropriate form for the last batch of fuel used during the test. In addition, perform the following inspections on new (0 h) and EOT (300 h) fuel samples:

10.4.1.1 API Gravity at 15.6 °C, Test Method D287 or D4052.

10.4.1.2 Total Sulfur, mg/kg, Test Method D5453 (D2622 or D4294 can be substituted). Use one 120 mL sample for inspections.

10.5 *Oil Consumption Calculation*:

10.5.1 Using the oil mass measurements taken at 6 min intervals (see 9.7), determine the oil consumption in grams per hour by performing linear regression on the data for each of the eight 25 h periods from (100 to 300) h. The oil consumption for a 25 h period is the slope of the regression line for that same period. Report the oil consumption as the average of the eight results.

10.5.1.1 Following any shutdowns, oil samples, oil additions, or phase transitions exclude from the regression 1 h of oil mass data to account for the stabilizing of the oil scale.

10.5.1.2 If any shutdowns occur during a 25 h period, the result for that 25 h period shall be the weighted average of all the regression slopes that apply to that period. The weighting of a regression slopes is the length of run time associated with it. An example with two shutdowns, one at 109 h and one at 118.5 h is shown in Table 5.

10.5.1.3 Report the average oil consumption for the test on the appropriate form.

11. Laboratory and Engine Test Stand Calibration and Non-Reference Oil Test Requirements

11.1 *Calibration Frequency*—To maintain test consistency and severity levels, calibrate the test stand at regular intervals.

11.2 *Calibration Reference Oils*:

11.2.1 The reference oils used to calibrate T-12 test stands have been formulated or selected to represent specific chemical types or performance levels, or both. They can be obtained from the TMC. The TMC will assign reference oils for calibration tests. These oils are supplied under code numbers (blind reference oils).

11.2.2 *Reference Oils Analysis*—Do not submit reference oils to physical or chemical analyses for identification purposes. Identifying the oils by analyses could undermine the confidentiality required to operate an effective blind reference oil system. Therefore, reference oils are supplied with the explicit understanding that they will not be subjected to analyses other than those specified within this procedure unless specifically authorized by the TMC. In such cases where analyses are authorized, supply written confirmation of the circumstances involved, the data obtained, and the name of the person authorizing the analysis to the TMC.

TABLE 5 25 h Period Oil Consumption Sample Calculation

| Oil Scale Data | Time Start (hh:mm) | Time Stop (hh:mm) | Run Time | Regression Slope (g/h) |
|--|--------------------|-------------------|----------|------------------------|
| Stabilizing | 100:00 | 101:00 | 1:00 | n/a |
| Collecting | 101:00 | 109:00 | 8:00 | 40.0 |
| Stabilizing | 109:00 | 110:00 | 1:00 | n/a |
| Collecting | 110:00 | 118:30 | 8:30 | 45.0 |
| Stabilizing | 118:30 | 119:30 | 1:00 | n/a |
| Collecting | 119:30 | 125:00 | 5:30 | 48.5 |
| Oil Consumption (100 to 125) h = [(8 × 40.0) + (8.5 × 45.0) + (5.5 × 48.5)] / 22 | | | | |
| = 44.1 g/h | | | | |

11.3 *Test Numbering*—Number each T-12 test to identify the test stand number, the test stand run number, engine serial number, and engine hours at the start of the test. The sequential stand run number remains unchanged for reruns of aborted, invalid, or unacceptable calibration tests. However, follow the sequential stand run number by the letter A for the first rerun, B for the second, and so forth. For calibration tests, engine hours shall be zero. For non-reference oil tests, engine hours are the test hours accumulated since last calibration. For example, 58-12A-2H0380-0 defines a test on stand 58 and stand run 12 as a calibration test that was run twice on engine 2H0380 (serial number). A test number of 58-14-2H0380-300 defines a test on stand 58 and stand run 14 as a non-reference oil test on engine 2H0380, which has run 300 hours since the last reference.

11.4 *New Laboratories and New Test Stands:*

11.4.1 A new lab is any lab that has never previously calibrated a test stand under this test method.

11.4.2 A new stand is a test cell and support hardware which has never previously been calibrated under this test method.

11.4.2.1 A new complete engine with EGR kit requires a successful calibration test.

11.4.3 Calibrate a new test stand in accordance with the Lubricant Test Monitoring System (LTMS).⁹

11.5 *Test Stand Calibration:*

11.5.1 *Test Stand Calibration*—Perform a calibration test on a reference oil assigned by the TMC after ten months or ten operationally valid non-reference tests have elapsed since the completion of the last successful calibration test. A non-reference test may be started provided at least one hour remains in the calibration period. An unsuccessful calibration test voids any current calibration on the test stand.

11.5.2 *Test Stand and Engine Combination*—For reference and non-reference tests, any engine may be used in any stand. However, use the engines in the test stands on a first available engine basis (FIFO). In other words, there shall be no attempt on the part of the test laboratory to match a particular test stand and engine combination for any given test.

11.5.2.1 A new complete engine setup with EGR kit requires a calibration test.

11.5.3 If non-standard tests are conducted on a calibrated test stand, the TMC may require the test stand to be recalibrated prior to running standard tests.

11.6 *Test Results:*

11.6.1 The specified measurements for reference oil tests are average top ring weight loss in milligrams, average cylinder liner wear in micrometres, Δ lead at EOT in milligrams per kilogram, Δ lead in milligrams per kilogram (250 to 300) h, and average oil consumption in grams per hour. The specified measurements for non-reference oil tests are included in the Mack Merit Rating system as shown in [Annex A8](#).

11.6.2 *Average Top Ring Weight Loss*—Screen the data for outliers according to [Annex A7](#). Calculate the average top ring weight loss, excluding any outliers, and report the data on the appropriate forms.

11.6.3 *Average Cylinder Liner Wear*—Screen the data for outliers according to [Annex A7](#). Calculate the average cylinder liner wear step, excluding any outliers, and report the data on the appropriate forms.

11.6.3.1 *Correction Factor for Average Cylinder Liner Wear*—For all test using Batch R piston ring and cylinder liner hardware, multiply the average cylinder liner wear from [11.6.3](#) by 0.58 to get the final average cylinder liner wear result. Report the data on the appropriate form.

11.6.4 Δ Lead at EOT— Δ Lead at EOT results are adjusted to account for any upper connecting rod bearing weight loss outliers.

11.6.4.1 Calculate the measured average upper connecting rod bearing weight loss and report the value on the appropriate form.

11.6.4.2 Use Practice [E178](#), two-sided test at a 95 % significance level, to determine if any connecting rod bearing weight loss values are outliers. Report the outlier screened average upper connecting rod bearing weight loss on the appropriate form. If no outliers were identified, this value will be identical to the measured value calculated in [11.6.4.1](#).

11.6.4.3 Calculate Δ lead according to the following:

$$\Delta lead = (lead_{300} - lead_{NEW}) \times (OABWLU / ABWLU) \quad (2)$$

where:

$lead_{300}$ = lead content of the 300 h oil sample, mg/kg,

$lead_{NEW}$ = lead content of the new oil sample, mg/kg,

$ABWLU$ = as measured upper connecting rod bearing weight loss, mg, and

$OABWLU$ = outlier screened upper connecting rod bearing weight loss, mg.

Report the calculated Δ lead at EOT value on the appropriate forms.

11.6.5 Δ Lead (250 to 300) h—Calculate the Δ Lead (250 to 300) h by subtracting the lead value at 250 h from the lead value at 300 h. Report the results on the appropriate forms. Do not adjust the results to account for outlier upper rod bearings.

11.6.6 *Oil Consumption*—Report the oil consumption, as calculated per [10.5](#), on the appropriate form.

11.7 *Reference and Non-Reference Oil Test Requirements:*

11.7.1 All operationally valid tests shall produce a soot level of (4.3 ± 0.3) % at 100 h. Any test which misses the 100 h soot window is considered operationally invalid. A lab should terminate a test that has missed the 100 h soot window.

11.7.1.1 Injection timing can be adjusted anytime within the first 100 h to meet the 100 h soot window. As a guideline, do not change injection timing more than $\pm 5^\circ$ from the initial injection timing.

11.7.2 Calibration acceptance is determined in accordance with the Lubricant Test Monitoring System (LTMS)⁹ as administered by the TMC.

11.8 *Non-Reference Oil Test Result Severity Adjustments*—This test method incorporates the use of a Severity Adjustment (SA) for non-reference oil test results. A control chart technique, described in the LTMS, has been selected for identifying when a bias becomes significant for average top ring weight loss, average cylinder liner wear, Δ lead at EOT, Δ lead (250 to 300) h, and oil consumption. When calibration test results identify a significant bias, determine a SA according to LTMS.

⁹ The Lubricant Test Monitoring System may be obtained from the ASTM Test Monitoring Center, 6555 Penn Avenue, Pittsburgh, PA 15206-4489, Attention: Administrator.

Report the SA value on the appropriate form, Test Results Summary, in the space for SA. Add this SA value to non-reference oil test results, and enter the adjusted result in the appropriate space. The SA remains in effect until a new SA is determined from subsequent calibration test results, or the test results indicate the bias is no longer significant. Calculate and apply SA's on a laboratory basis.

11.9 Donated Reference Oil Test Programs—The surveillance panel is charged with maintaining effective reference oil test severity and precision monitoring. During times of new parts introductions, new or re-blended reference oil additions, and procedural revisions, it may be necessary to evaluate the possible effects on severity and precision levels. The surveillance panel may choose to conduct a program of donated reference oil tests in those laboratories participating in the monitoring system, in order to quantify the effect of a particular change on severity and precision. Typically, the surveillance panel requests its panel members to volunteer enough reference oil test results to create a robust data set. Broad laboratory participation is needed to provide a representative sampling of the industry. To ensure the quality of the data obtained, donated tests are conducted on calibrated test stands. The surveillance panel shall arrange an appropriate number of donated tests and ensure completion of the test program in a timely manner.

11.10 Adjustments to Reference Oil Calibration Periods:

11.10.1 Procedural Deviations—On occasions when a laboratory becomes aware of a significant deviation from the test method, such as might arise during an in-house review or a TMC inspection, the laboratory and the TMC shall agree on an appropriate course of action to remedy the deviation. This action may include the shortening of existing reference oil calibration periods.

11.10.2 Parts and Fuel Shortages—Under special circumstances, such as industry-wide parts or fuel shortages, the surveillance panel may direct the TMC to extend the time intervals between reference oil tests. These extensions shall not exceed one regular calibration period.

11.10.3 Reference Oil Test Data Flow—To ensure continuous severity and precision monitoring, calibration tests are conducted periodically throughout the year. There may be occasions when laboratories conduct a large portion of calibration tests in a short period of time. This could result in an unacceptably large time frame when very few calibration tests are conducted. The TMC can shorten or extend calibration periods as needed to provide a consistent flow of reference oil test data. Adjustments to calibration periods are made such that laboratories incur no net loss or gain in calibration status.

11.10.4 Special Use of the Reference Oil Calibration System—The surveillance panel has the option to use the reference oil system to evaluate changes that have potential impact on test severity and precision. This option is only taken when a program of donated tests is not feasible. The surveillance panel and the TMC shall develop a detailed plan for the test program. This plan requires all reference oil tests in the program to be completed as close to the same time as possible, so that no laboratory or stand, or both calibration is left in an excessively long pending status. In order to maintain the integrity of the reference oil monitoring system, each reference

oil test is conducted so as to be interpretable for stand calibration. To facilitate the required test scheduling, the surveillance panel may direct the TMC to lengthen and shorten reference oil calibration periods within laboratories such that the laboratories incur no net loss or gain in calibration status.

12. Report

12.1 Reporting Reference Oil Test Results—For reference oil tests, the standardized report form set and data dictionary for reporting test results and for summarizing operational data are required. Report forms and the Data Dictionary are available from the TMC. Fill out the report forms according to the formats shown in the Data Dictionary. When transmitting data electronically, a Header Data Dictionary shall precede the Data Dictionary. The latest version of this Header Data Dictionary can be obtained from the TMC either by ftp (internet) or by calling the Test Engineer responsible for this particular test. Round the data in accordance with Practice E29.

12.1.1 During the test, if the engine is shut down or operated out of test limits, record the test hours, time, and date on the appropriate form. In addition, all prior reference oil tests that were deemed operationally or statistically invalid should be noted in the comment section.

12.1.2 When reporting reference oil test results, transmit the test data electronically by utilizing the ASTM Data Communications Committee Test Report Transmission Model (see Section 2—Flat File Transmission Format) which is available from the TMC. Transmit the data within five working days of test completion. Mail a copy of the final test report within 30 days of test completion to:

ASTM Test Monitoring Center
6555 Penn Avenue
Pittsburgh, PA 15206-4489

12.2 Deviations from Test Operational Limits—Report all deviations from specified test operational limits on the appropriate form under Other Comments.

13. Precision and Bias

13.1 Precision:

13.1.1 Test precision is established on the basis of operationally valid reference oil test results monitored by the TMC.

13.1.1.1 Intermediate Precision Conditions—Conditions where test results are obtained with the same test method using the same test oil, with changing conditions such as operators, measuring equipment, test stands, test engines, and time.

NOTE 3—The Intermediate precision is the appropriate term for this method, rather than repeatability, which defines more rigorous within-laboratory conditions.

13.1.1.2 Intermediate Precision Limit (i.p.)—The difference between two results obtained under intermediate precision conditions that would, in the long run, in the normal and correct conduct of the test method, exceed the values shown in Table 6 in only one case in twenty. When only a single test result is available, the Intermediate Precision Limit can be used to calculate a range (test result \pm Intermediate Precision Limit) outside of which a second test result would be expected to fall about one time in twenty.