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# Standard Test Method for Evaluation of Automotive Engine Oils in the Sequence IIIF, Spark-Ignition Engine<sup>1</sup>

This standard is issued under the fixed designation D6984; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

## INTRODUCTION

This test method described can be used by any properly equipped laboratory; it does not require the assistance of anyone outside that laboratory. However, the ASTM Test Monitoring Center (TMC)<sup>2</sup> provides reference oils and an assessment of the test results obtained on those oils by the laboratory (see **Annex A1**). By these means, the laboratory will know whether their use of the test method gives results statistically similar to those obtained by other laboratories. Furthermore, various agencies require that a laboratory utilize the TMC services in seeking qualification of oils against specifications. For example, the U.S. Army imposes such a requirement in connection with several Army engine lubricating oil specifications.

Accordingly, this test method is written for use by laboratories that utilize the TMC services. Laboratories that choose not to use those services may simply ignore those portions of the test method that refer to the TMC.

This test method may be modified by means of Information Letters issued by the TMC. In addition, the TMC may issue supplementary memoranda related to the test method (see **A1.8**).

## 1. Scope\*

1.1 This test method covers an engine test procedure for evaluating automotive engine oils for certain high-temperature performance characteristics, including oil thickening, varnish deposition, oil consumption, as well as engine wear. Such oils include both single viscosity grade and multiviscosity grade oils that are used in both spark-ignition, gasoline-fueled engines, as well as in diesel engines.

NOTE 1—Companion test methods used to evaluate engine oil performance for specification requirements are discussed in SAE J304.

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 *Exceptions*—The values stated in inches for ring gap measurements are to be regarded as standard, and where there

is no direct SI equivalent such as screw threads, National Pipe Threads/diameters, tubing size, or 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 requirements prior to use.*

1.4 This test method is arranged as follows:

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<sup>1</sup> This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.B0.01 on Passenger Car Engine Oils.

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<sup>2</sup> Until the next revision of this test method, the ASTM Test Monitoring Center will update changes in the 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. www.astmtmc.cmu.edu. This edition incorporates revisions contained in all information letters through 13–3.

\*A Summary of Changes section appears at the end of this standard

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## 2. Referenced Documents

### 2.1 *ASTM Standards*:<sup>3</sup>

- D86** Test Method for Distillation of Petroleum Products at Atmospheric Pressure
- 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)
- D240** Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter
- D323** Test Method for Vapor Pressure of Petroleum Products (Reid Method)
- D381** Test Method for Gum Content in Fuels by Jet Evaporation
- D445** Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and Calculation of Dynamic Viscosity)
- D525** Test Method for Oxidation Stability of Gasoline (Induction Period Method)
- D1319** Test Method for Hydrocarbon Types in Liquid Petroleum Products by Fluorescent Indicator Adsorption
- D2699** Test Method for Research Octane Number of Spark-Ignition Engine Fuel
- D2700** Test Method for Motor Octane Number of Spark-Ignition Engine Fuel
- D3231** Test Method for Phosphorus in Gasoline
- D3237** Test Method for Lead in Gasoline by Atomic Absorption Spectroscopy
- D3338** Test Method for Estimation of Net Heat of Combustion of Aviation Fuels
- D3343** Test Method for Estimation of Hydrogen Content 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
- D4485** Specification for Performance of Active API Service Category Engine Oils
- D4684** Test Method for Determination of Yield Stress and Apparent Viscosity of Engine Oils at Low Temperature
- D4815** Test Method for Determination of MTBE, ETBE, TAME, DIPE, tertiary-Amyl Alcohol and C<sub>1</sub> to C<sub>4</sub> Alcohols in Gasoline by Gas Chromatography
- D5185** Test Method for Multielement Determination of Used and Unused Lubricating Oils and Base Oils by Inductively Coupled Plasma Atomic Emission Spectrometry (ICP-AES)
- D5191** Test Method for Vapor Pressure of Petroleum Products (Mini Method)
- D5293** Test Method for Apparent Viscosity of Engine Oils and Base Stocks Between -5 °C and -35 °C Using Cold-Cranking Simulator
- D5452** Test Method for Particulate Contamination in Aviation Fuels by Laboratory Filtration

- D5453** Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence
- D5862** Test Method for Evaluation of Engine Oils in Two-Stroke Cycle Turbo-Supercharged 6V92TA Diesel Engine (Withdrawn 2009)<sup>4</sup>
- D6557** Test Method for Evaluation of Rust Preventive Characteristics of Automotive Engine Oils
- D6593** Test Method for Evaluation of Automotive Engine Oils for Inhibition of Deposit Formation in a Spark-Ignition Internal Combustion Engine Fueled with Gasoline and Operated Under Low-Temperature, Light-Duty Conditions
- D6750** Test Methods for Evaluation of Engine Oils in a High-Speed, Single-Cylinder Diesel Engine—1K Procedure (0.4 % Fuel Sulfur) and 1N Procedure (0.04 % Fuel Sulfur)
- D7320** Test Method for Evaluation of Automotive Engine Oils in the Sequence IIIG, Spark-Ignition Engine
- D7422** Test Method for Evaluation of Diesel Engine Oils in T-12 Exhaust Gas Recirculation Diesel Engine
- E29** Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications
- E191** Specification for Apparatus For Microdetermination of Carbon and Hydrogen in Organic and Organo-Metallic Compounds
- E608/E608M** Specification for Mineral-Insulated, Metal-Sheathed Base Metal Thermocouples
- E1119** Specification for Industrial Grade Ethylene Glycol
- G40** Terminology Relating to Wear and Erosion
- IEEE/ASTM SI-10** Standard for Use of the International System of Units (SI): The Modern Metric System
- ### 2.2 *Military Specification*:<sup>5</sup>
- MIL-PRF-2104** Lubricating Oil, Internal Combustion Engine, Tactical Service
- ### 2.3 *SAE Standards*:<sup>6</sup>
- J183** Engine Oil Performance and Engine Service Classification (Other Than “Energy-Conserving”)
- J300** Engine Oil Viscosity Classification \*HS-23/00\*
- J304** Engine Oil Tests
- ### 2.4 *Other ASTM Document*:<sup>7</sup>
- ASTM Deposit Rating Manual 20** (Formerly CRC Manual 20)

## 3. Terminology

### 3.1 *Definitions*:

<sup>4</sup> The last approved version of this historical standard is referenced on [www.astm.org](http://www.astm.org).

<sup>5</sup> Available from Standardization Documents Order Desk, DODSSP, Bldg. 4, Section D, 700 Robbins Ave., Philadelphia, PA 19111-5098.

<sup>6</sup> Available from Society of Automotive Engineers, 400 Commonwealth Dr., Warrendale, PA 15096-0001. These standards are not available separately. Order either SAE Handbook Vol. 3, or SAE Fuels and Lubricants Standards Manual HS-23.

<sup>7</sup> For Stock #TMCMN20, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

<sup>3</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org). For *Annual Book of ASTM Standards* volume information, refer to the standard’s Document Summary page on the ASTM website.

3.1.1 *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.

3.1.2 *BTDC (before top dead center)*, *n*—used with the degree symbol to indicate the angular position of the crankshaft relative to its position at the point of uppermost travel of the piston in the cylinder.

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 *clogging*, *n*—the restriction of a flow path due to the accumulation of material along the flow path boundaries. **D4175**

3.1.5 *cold-stuck piston ring*, *n*—in internal combustion engines, a piston ring that is stuck when the piston and ring are at room temperature, but inspection shows that it was free during engine operation.

3.1.5.1 *Discussion*—A cold-stuck piston ring cannot be moved with moderate finger pressure. It is characterized by a polished face over its entire circumference, indicating essentially no blowby passed over the ring face during engine operation. **D4175**

3.1.6 *correction factor*, *n*—a mathematical adjustment to a test result to compensate for industry-wide shifts in severity. **D4175**

3.1.7 *corrosion*, *n*—the chemical or electrochemical reaction between a material, usually a metal surface, and its environment that can produce a deterioration of the material and its properties. **D6557**

3.1.8 *debris*, *n*—in internal combustion engines, solid contaminant materials unintentionally introduced into the engine or resulting from wear. **D5862**

3.1.9 *engine oil*, *n*—a liquid that reduces friction or wear, or both, between the moving parts within an engine; removes heat, particularly from the underside of pistons; and serves as a combustion gas sealant for piston rings.

3.1.9.1 *Discussion*—It may contain additives to enhance certain properties. Inhibition of engine rusting, deposit formation, valve train wear, oil oxidation, and foaming are examples. **D6750**

3.1.10 *EWMA*, *n*—abbreviation for exponentially-weighted moving average. **D4175**

3.1.11 *free piston ring*, *n*—in internal combustion engines, a piston ring that will fall in its groove under the force of its own weight when the piston, with the ring in a horizontal plane, is turned 90° (putting the ring in a vertical plane). **D5862**

3.1.11.1 *Discussion*—In the determination of this condition, the ring may be touched slightly to overcome static friction.

3.1.12 *hot-stuck piston ring*, *n*—in internal combustion engines, a piston ring that is stuck when the piston and ring are at room temperature, and inspection shows that it was stuck during engine operation.

3.1.12.1 *Discussion*—The portion of the ring that is stuck cannot be moved with moderate finger pressure. A hot-stuck

piston ring is characterized by varnish or carbon across some portion of its face, indicating that portion of the ring was not contacting the cylinder wall during engine operation. **D4175**

3.1.13 *lubricant test monitoring system (LTMS)*, *n*—an analytical system in which ASTM calibration test data are used to manage lubricant test precision and severity (bias). **D4175**

3.1.14 *LTMS date*, *n*—the date the test was completed unless a different date is assigned by the TMC. **D4175**

3.1.15 *LTMS time*, *n*—the time the test was completed unless a different time is assigned by the TMC. **D4175**

3.1.16 *lubricant*, *n*—any material interposed between two surfaces that reduces the friction or wear, or both, between them. **D5862**

3.1.17 *lubricating oil*, *n*—a liquid lubricant, usually comprising several ingredients, including a major portion of base oil and minor portions of various additives. **D4175**

3.1.18 *material safety data sheet (MSDS)*, *n*—a fact sheet summarizing information about material identification; hazardous ingredients; health, physical, and fire hazards; first aid; chemical reactivities and incompatibilities; spill, leak, and disposal procedures; and protective measures required for safe handling and storage. <http://www.msdssearch.com>

3.1.19 *non-compounded engine oil*, *n*—a lubricating oil having a viscosity within the range of viscosities of oils normally used in engines, and that may contain anti-foam agents or pour depressants, or both, but not other additives.

3.1.19.1 *Discussion*—In this test method non-compounded oil is also known as build-up oil. **D4175**

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

3.1.21 *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 a combination thereof.

3.1.22 *quality index (QI)*, *n*—a mathematical formula that uses data from controlled parameters to calculate a value indicative of control performance. **D4175**

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

3.1.23.1 *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**

3.1.24 *rust (coatings)*, *n*—of iron or its alloys, a corrosion product consisting of hydrated iron oxides, usually reddish in color but can also be brown-to-black.

3.1.25 *SA*, *n*—abbreviation for severity adjustment.

3.1.26 *scoring*, *n*—in tribology, a severe form of wear characterized by the formation of extensive grooves and scratches in the direction of sliding. **G40**

3.1.27 *scuffing*, *n*—in lubrication, damage caused by instantaneous localized welding between surfaces in relative motion that does not result in immobilization of the parts. **D6593**

3.1.28 *test oil*, *n*—any oil subjected to evaluation in an established procedure. **D6557**

3.1.28.1 *Discussion*—It can be any oil selected by the laboratory conducting the test. It could be an experimental product or a commercially available oil. Often, it is an oil that is a candidate for approval against engine oil specifications (such as manufacturers' or military specifications, and so forth).

3.1.29 *test procedure*, *n*—one where test parameters, apparatus, apparatus preparation, and measurements are principal items specified.

3.1.30 *used oil*, *n*—any oil that has been in a piece of equipment (for example, an engine, gearbox, transformer, or turbine), whether operated or not. **D4175**

3.1.31 *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**

3.1.32 *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. **D7422**

### 3.2 Definitions of Terms Specific to This Standard:

3.2.1 *build-up oil*, *n*—EF-411, non-compounded, ISO VG 32 (SAE 10) oil used in lubricating some of the Sequence IIIF parts during engine assembly.

3.2.2 *calibrated test stand*, *n*—a test stand on which Sequence IIIF engine oil tests are conducted within the lubricant test monitoring system as administered by the TMC. (See 10.1).

3.2.3 *central parts distributor (CPD)*, *n*—the manufacturer and supplier of many of the parts and fixtures used in this test method.

3.2.3.1 *Discussion*—Because of the need for rigorous inspection and control of many of the parts used in this test method, and because of the need for careful manufacture of special parts and fixtures used, companies having the capabilities to provide the needed services have been selected as the official suppliers for the Sequence IIIF test method. These companies work closely with the original parts suppliers, with the Test Procedure Developer,<sup>8</sup> and with the ASTM groups associated with the test method to help ensure that the equipment and materials used in the method function satisfactorily.

3.2.4 *critical parts (CP)*, *n*—those components used in the test which are known to affect test severity.

3.2.4.1 *Discussion*—Critical parts shall be obtained from the Central Parts Distributor or Special Parts Supplier, who will identify them with either a serial number or a batch/lot control number.

3.2.5 *EOT time (end of test time)*, *n*—Twenty minutes after the engine reaches 80 test h of operation, which allows 90 s for

ramp-down, a 15-min wait for oil to drain into the sump, and allows the operator 3.5 min to measure oil level.

3.2.6 *non-production parts (NP)*, *n*—components used in the test, which are available only through the Central Parts Distributor, Special Parts Supplier, or the Test Procedure Developer.

3.2.7 *participating laboratory*, *n*—a laboratory equipped to conduct Sequence IIIF tests, which conducts reference oil tests in cooperation with the TMC, in order to have calibrated test stands available for non-reference oil testing.

3.2.8 *pinched piston ring*, *n*—an installed piston ring which will not move in its groove under moderate finger pressure, but which has a polished face over its entire circumference indicating that it was free during engine operation. The ring may be restricted over varying degrees of its circumference.

3.2.9 *reference oil test*, *n*—a standard Sequence IIIF engine oil test of a reference oil designated by the TMC.

3.2.10 *service parts operations parts (SPO)*, *n*—these test components are obtained from Service Parts Operations, a division of General Motors Corp.

3.2.11 *sluggish piston ring*, *n*—an installed piston ring which offers resistance to movement in its groove, but can be pressed into or out of the groove under moderate finger pressure; when so moved, it does not spring back (one that is neither free nor stuck).

3.2.12 *special parts supplier (SPS)*, *n*—the manufacturer and supplier of many of the parts and fixtures used in this test method.

3.2.13 *special test parts (stp)*, *n*—parts that do not meet all the definitions of critical parts, non-production parts, or SPO parts, but shall be obtained from the Special Parts Supplier.

3.2.14 *standard test, (valid test)*, *n*—an operationally valid, full-length Sequence IIIF test conducted on a calibrated test stand in accordance with the conditions listed in this test method.

3.2.15 *stuck piston ring*, *n*—one that is either partially or completely bound in its groove and cannot be readily moved with moderate finger pressure.

3.2.16 *test full mark*, *n*—the oil level established after the 10-min initial run-in.

3.2.17 *test procedure developer*, *n*—the group or agency which developed the Sequence IIIF test procedure before its standardization by ASTM, and which continues to be involved with the test in respect to modifications in the test method, development of Information Letters, supply of test parts, and so forth.

3.2.17.1 *Discussion*—In the case of the Sequence IIIF test, the Test Procedure Developer is General Motors Research and Development Center.

3.2.18 *test stand*, *n*—a suitable foundation (such as a bed-plate) to which is mounted a dynamometer, and which is equipped with a suitable data acquisition system, fluids process control system, supplies of electricity, compressed air, and so forth, to provide a means for mounting and operating an engine in order to conduct a Sequence IIIF engine oil test.

<sup>8</sup> General Motors Corp., Research and Developmental Ctr., Mail Code 480-106-160, Sequence IIIF Test Coordinator, 30500 Mound Rd., Box 9055, Warren, MI 48090-9055.

3.2.19 *test start, n*—introduction of test oil into the engine after the final assembly and mounting in the test stand.

3.2.20 *test start time, n*—the time that test oil was introduced into the engine on the test stand.

#### 4. Summary of Test Method

4.1 A 3800 Series II V-6 test engine block, with a displacement of 3.8 L, is solvent-cleaned, measured, and rebuilt using new parts installed as specified in this test method.

4.2 The engine is installed on a test stand equipped with an appropriate data acquisition system, the required fluids process control system, and all necessary accessories for controlling speed, torque, and various other operating parameters.

4.3 The engine is charged with the test oil.

4.4 The engine is operated for an initial run-in period of 10 min to check all test stand operating systems and to establish a zero hour oil level reading and initial oil viscosity sample.

4.5 Following the initial run-in of 10 min and oil level determination, the engine is operated under non-cyclic, moderately high speed, torque, and temperature conditions for 80 h, in 10 h segments.

4.6 The initial oil level in the oil pan is determined after the initial run-in of 10 min, and subsequent oil level calculations are determined during the oil leveling period at the end of each 10 h segment.

4.7 Used oil samples are taken after the initial run-in of 10 min and after each 10 h test segment; kinematic viscosity at 40 °C is determined for each of the ten samples; the percentage change in viscosity of the nine latter samples is determined relative to the viscosity of the first used oil sample (10 min initial run-in).

4.8 At the conclusion of the test, the engine is disassembled and the parts are visually rated to determine the extent of deposits formed. In addition, wear measurements are obtained.

#### 5. Significance and Use

5.1 This test method was developed to evaluate automotive engine oils for protection against oil thickening and engine wear during moderately high-speed, high-temperature service.

5.2 The increase in oil viscosity obtained in this test method indicates the tendency of an oil to thicken because of oxidation. In automotive service, such thickening can cause oil pump starvation and resultant catastrophic engine failures.

5.3 The deposit ratings for an oil indicate the tendency for the formation of deposits throughout the engine, including those that can cause sticking of the piston rings in their grooves. This can be involved in the loss of compression pressures in the engine.

5.4 The camshaft and lifter wear values obtained in this test method provide a measure of the anti-wear quality of an oil under conditions of high unit pressure mechanical contact.

5.5 The test method was developed to correlate with oils of known good and poor protection against oil thickening and

engine wear. Specially formulated oils that produce less than desirable results with unleaded fuels were also used during the development of this test method.

5.6 The Sequence IIIF engine oil test has replaced the Sequence IIIE test and can be used in specifications and classifications of engine lubricating oils, such as:

5.6.1 Specification **D4485**,

5.6.2 Military Specification MIL-PRF-2104, and

5.6.3 SAE Classification J183.

#### 6. Apparatus

6.1 *Laboratory*—Observe the following laboratory conditions to ensure good control of test operations and good repeatability:

6.1.1 Maintain the ambient laboratory atmosphere relatively free of dirt, dust, and other contaminants.

6.1.2 Control the temperature of the room in which parts measurements are made so that the temperature for after-test measurements is within a range of  $\pm 3$  °C relative to the temperature for the before-test measurements. If difficulties with parts fits are encountered, consider the effects of temperature coefficient of expansion. (See 6.2.)

6.1.3 Filter the air in the engine build-up area, and control its temperature and humidity to prevent accumulation of dirt or rust on engine parts.

6.1.4 If an engine is assembled in an area of controlled environment and moved to a non-controlled area, provide suitable protection of the engine so that moist air cannot enter the engine and promote rusting before the test.

6.1.5 Do not permit air from fans or ventilation systems to blow directly on an engine mounted on a test stand during test operation.

6.2 *Drawings*—Obtain the equipment drawings referenced in **Annex A13** of this test method from the TMC. Because the drawings may not be to scale or may not contain dimensions when using them to fabricate special parts, do not use a dimensionless drawing as a pattern. Drawings supplied with dimensions are considered to be correct when the temperature of the equipment is  $22$  °C  $\pm 3$  °C, unless otherwise specified.

6.3 *Specified Equipment*—Use the equipment specified in the procedure whenever possible. Substitution of equivalent equipment is allowed, but only after equivalency has been proven to the satisfaction of the TMC, the Test Procedure Developer, and the ASTM Sequence IIIF Surveillance Panel.

6.3.1 Do not use heat lamps or fans directed at the engine, and do not use insulation on the engine for oil or coolant temperature control.

NOTE 2—For operator safety and the protection of test components, the use of shielding and insulation on the exhaust system may be incorporated downstream of the oxygen sensor elbow.

6.4 *Test Engine*—The test engine is based on a 1996-97 L36 3800 Series II V-6 engine with a displacement of 3.8 L and a 9.0:1 compression ratio, equipped with a production fuel injection system, a retrofit flat-tappet valvetrain, and a special Powertrain control module (PCM) for test specific dynamometer operation. Rebuild the engine as specified in this test method.

NOTE 3—Complete test engines are not available for purchase. Test engines can be rebuilt using parts and test kits. See Sequence IIIF Engine Assembly Manual<sup>2</sup>; see [Annex A2](#) and [Annex A13](#) for listings of parts and related equipment.

6.4.1 *Engine Parts*—Use the engine parts specified in the Sequence IIIF Engine Assembly Manual.

6.4.1.1 Use all engine parts as received from the supplier, Central Parts Distributor, Special Parts Supplier, or original equipment manufacturer, unless modifications are specified in this test method or the Sequence IIIF Engine Assembly Manual.

6.4.1.2 Do not divert any parts obtained for use in Sequence IIIF testing to other applications.

6.4.1.3 Before disposing of any Sequence IIIF engine parts, destroy or otherwise render them useless for automotive engine applications.

6.4.1.4 Use the components listed in [Annex A16](#) on a first in - first out basis. Specific guidelines are also listed in [Annex A16](#).

6.5 *Engine Speed and Torque Control*—Use dynamometer speed and torque control systems that are capable of controlling the speed and torque as specified in Section 11 of this procedure.

6.6 *Sequence IIIF Fluid Conditioning Module*—Use the Kundinger Fluid Conditioning Module<sup>9</sup> to control the following parameters: engine coolant, condenser coolant, oil cooler coolant, exhaust manifold coolant, and the test fuel supply. The system incorporates the following features: pumps, flow meters, flow control and three-way control valves, external heating and cooling systems, pressure regulator, and low-point drains. The system integrates with the test stand data acquisition and control computer for process control. If a laboratory wishes to build its own Fluid Conditioning Module, a list of suitable equipment can be found in [Annex A14](#).

6.6.1 *Engine Cooling System*—The fluid conditioning module system supplies non-pressurized coolant at a flow rate of 160 L/min and controls temperature at 122 °C at the engine coolant outlet. The system incorporates the following features: pump, vortex-type flow meter, flow control and three-way control valves, external heating and cooling systems, and low-point drains. The system integrates with the test stand data acquisition and control computer for process control and maintains the specified engine coolant temperature and flow. The system should be flushed with clean water at least once each reference period.

6.7 *Flushing Tank*—Use a flushing tank such as that shown in drawings RX-116924-C, RX-117230-E, and RX-117231-C<sup>2</sup> to circulate the cleaning agents. Use plumbing materials that are impervious to the acidic cleaning agents (stainless steel is satisfactory).

6.8 *Coolant Mixing Tank*—Use a mixing tank such as that shown in drawing RX-117350-D<sup>2</sup> to premix the engine coolant.

6.9 *Condenser Cooling System*—Contained in the fluid conditioning module, supplies non-pressurized coolant at a flow rate of 10 L/min  $\pm$  2 L/min and temperature controlled at 40 °C (see [Annex A8](#)) at the condenser outlet. The system incorporates the following features: condenser heat exchanger, BX-212-1 or OHT3F-075-1<sup>11,10</sup> condenser adapter fitting, pump, magnetic-type flow meter, flow control and three-way control valves, external heating and cooling systems, and low-point drains. The system integrates with the test stand data acquisition and control computer for process control and maintains the specified coolant temperature and flow.

6.10 *Engine Oil-Cooling System*—The system consists of an oil filter adapter, engine-mounted oil cooler, gaskets as specified in the Engine Assembly Manual, Section 8-Sheet 3 and 3a and a shell-and-tube heat exchanger. The engine oil-cooling system uses engine coolant pumped from the Fluid Conditioning Module through a three-way control valve to the oil cooler circuit which contains a heat exchanger prior to the engine-mounted oil cooler. To maintain the specified oil temperature of 155 °C at the oil filter adapter, the three-way control valve varies the coolant flow as necessary through the oil cooler circuit. The heat exchanger in the oil cooler coolant circuit is a tube-and-shell style and uses process water as the cooling media (see [Fig. A15.1](#)). When testing high oxidation-sensitive oils, the oil cooling system may go into a bypass mode, causing the engine-mounted oil cooler to be by-passed. In this condition, the TMC may allow engineering judgment for the oil temperature Quality Index on reference oil tests.

6.10.1 Replace the oil cooler after every test.

6.10.2 Do not use cuprous lines or fittings in the oil system.

6.10.3 Do not use magnetic plugs in the oil system.

6.10.4 Use suitable hose and fittings when plumbing the oil-cooling system.

6.10.5 The oil cooler, oil filter, or both can be replaced once each test if the oil filter pressure differential during test operations is greater than 100 kPa, if bypass operation is detected or if the oil pressure delta slowly climbs as test hours are accumulated and decreases by more than 10 kPa in less than 1 min.

6.10.5.1 Replacement of the oil cooler, oil filter, or both may be performed only once per test (that is, if a filter is replaced at 30 h, the cooler cannot be replaced at 50 h).

6.10.5.2 If the oil filter is replaced during the test, drain any oil contained in the old oil filter into the new oil filter before installing it on the test engine.

6.10.5.3 No new test oil may be added to the engine as a result of oil filter or oil cooler replacement. Consider as oil consumption any oil lost as a result of oil filter or oil cooler replacement.

6.10.5.4 If the oil cooler, oil filter, or both are replaced during a test, place a note in the test report detailing what components were replaced and when they were replaced.

<sup>11</sup> The sole source of supply of the apparatus known to the committee at this time is OH Technologies Inc. P.O. Box 5039, Mentor, OH 44061-5039.

<sup>10</sup> 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, <sup>1</sup> which you may attend.

<sup>9</sup> A suitable Fluid Conditioning Module is available from Kundinger Fluid Controls, 171 Harmon Rd., Auburn Hills, MI 48326.

6.11 *Fuel System*—Contained in the Fluid Conditioning Module is a pressurized, recirculating fuel system, including a pressure regulator to provide  $377.5 \text{ kPa} \pm 12.5 \text{ kPa}$  fuel pressure. The system should be switched off so no fuel pressure is present at the injector rail during engine shutdowns.

6.12 *Induction Air Supply Humidity, Temperature, and Pressure*—Maintain the throttle body intake air at a moisture content of  $11.4 \text{ g/kg} \pm 0.7 \text{ g/kg}$  of dry air, a dry bulb temperature of  $27 \text{ }^\circ\text{C} \pm 2 \text{ }^\circ\text{C}$ , and a static pressure of  $0.050 \text{ kPa}$  (see [Annex A7](#)). Measure temperature and pressure at the inlet air adapter.

6.13 *Temperature Measurement*—Use 1.6 mm or 3.2 mm metal-sheathed, Specification [E608/E608M](#), iron-constantan (Type J) thermocouples for temperature measurements. Use the shortest possible thermocouples to meet the insertion depth requirements listed in this test method and minimize exposed thermocouple sheathing.

6.13.1 *Thermocouple Location*—Locate the sensing tip of all thermocouples in the center of the stream of the medium involved, unless otherwise specified.

6.13.1.1 *Oil Filter Adapter*—Install the thermocouple in the tapped hole in the oil filter adapter as shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 3.

6.13.1.2 *Oil Pan (Sump)*—Install the thermocouple in the oil sump drain plug OHT3F-063-1 with the tip extending 19 mm to 25 mm beyond the end of the sump drain plug.

6.13.1.3 *Engine Coolant In*—Install the thermocouple in the coolant inlet adapter OHT3F-031-1 with the sensing tip centered in the coolant flow.

6.13.1.4 *Engine Coolant Out*—Install the thermocouple for the coolant outlet OHT3F-034-1 with the sensing tip centered in the coolant flow.

6.13.1.5 *Condenser Coolant Out*—Locate the thermocouple in the coolant-out fitting in the condenser with the sensing tip centered in the coolant flow.

6.13.1.6 *Blowby Gas*—Install the thermocouple at the outlet of the condenser with the sensing tip centered in the blowby gas flow.

6.13.1.7 *Fuel*—Install the thermocouple in the fuel rail fittings on the inlet side of the fuel rail.

6.13.1.8 *Inlet Air*—Install the thermocouple in the inlet air adapter, as shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 4.

6.14 *Air-to-Fuel Ratio Determination*—Determine the engine air-to-fuel ratio (AFR) by measuring the  $\text{CO}$ ,  $\text{CO}_2$ , and  $\text{O}_2$  components of the exhaust gas sample with electronic exhaust gas analysis equipment. When using electronic exhaust gas analyzers, exercise particular care to dry the exhaust gas sample prior to introducing it into the analyzer. Take the exhaust gas samples from the exhaust manifold exit flanges. (See [Annex A6](#) and Sequence III F Engine Assembly Manual, Section 8-Sheet 1.)

6.14.1 *Injector Flow Testing*—Flow test the fuel injectors before each test according to the following procedure:

6.14.1.1 Use aliphatic naphtha as the calibration fluid.

6.14.1.2 Apply 276 kPa to the fuel rail.

6.14.1.3 Continuously apply 13 V to the injector solenoid.

6.14.1.4 Allow the injector to spray into a graduated cylinder capable of holding at least 250 mL.

6.14.1.5 Volume-check all injectors for 60 s and note the volume produced by each injector.

6.14.1.6 Observe the spray pattern that each injector produces; if the injector has a straight stream or dribbles, it should be discarded.

6.14.1.7 The six injectors that are to be installed on an engine fuel rail shall produce volumes that are within 5 mL of each other.

6.14.2 Remove the solvent that is remaining in the injector from the flow check using compressed air.

6.15 *Exhaust and Exhaust Back Pressure Systems:*

6.15.1 *Exhaust Manifolds and Pipes*—Install water-cooled exhaust manifolds and stainless runners as shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 2.

6.15.2 *Water-Jacketed Exhaust Pipes*—For safety, water-jacketed exhaust pipes or external water spray systems are allowed only when introduced beyond the Y pipe and after the system drops below the bedplate or enters the overhead loft.

6.15.3 *Exhaust Sample Lines*—Install exhaust sample lines in the two exhaust manifold exit flanges. Both left and right banks should use the same sample line location (inboard or outboard), as shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 1. Use good laboratory practice to ensure that water does not accumulate in the lines during engine operation.

6.15.4 *Back-Pressure Lines*—Install exhaust-backpressure lines in the two exhaust manifold exit flanges. Both left and right banks should use the same backpressure measurement location (inboard or outboard), as shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 1. Use good laboratory practice to ensure that water does not accumulate in the lines during engine operation.

6.16 *Blowby Flow Rate Measurement*—Use the sharp-edge orifice meter, part number RX-116169-A1, revision N, to measure engine blowby flow rates. (See [11.11](#).)

6.17 *Pressure Measurement and Pressure Sensor Location*—Use electronic pressure transducers located as indicated in this test method.

6.17.1 *Intake Manifold Vacuum*—Use a transducer having a range of 0 kPa to 100 kPa. Connect the transducer to the vacuum outlet located on the intake plenum main vacuum port. Tee the transducer, manifold absolute pressure sensor, and fuel rail pressure regulator all together from the main port.

6.17.2 *Engine Oil Gallery Pressure*—Use a transducer having a range of 0 kPa to 700 kPa. Connect the transducer to the location shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 3 (OUT Port, oil to block).

6.17.3 *Oil Pump Outlet Pressure*—Use a transducer having a range of 0 kPa to 700 kPa. Connect the transducer to the location shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 3 (IN Port, oil to filter).

6.17.4 *Exhaust Back Pressure*—Use a transducer having a range of 0 kPa to 10 kPa. Attach the line to the exhaust end plate as shown in the Sequence III F Engine Assembly Manual, Section 8-Sheet 1.



6.17.5 *Inlet Air Pressure*—Use a transducer having a range of 125 Pa. Connect the transducer to the air inlet adapter as shown in the Sequence IIIF Engine Assembly Manual, Section 8-Sheet 4.

6.17.6 *Crankcase Pressure*—Use a transducer having a range of -125 Pa to +125 Pa. Connect the transducer to the front of the lower intake manifold as shown in the Sequence IIIF Engine Assembly Manual, Section 6-Sheet 7.

6.18 *PCV Plug*—Block off the positive crankcase ventilation system during testing using a dummy PCV valve, part number OHT3F-002-1, as shown in the Sequence IIIF Engine Assembly Manual, Section 6-Sheet 11.

6.19 *Parts Modifications*—Modify the following parts according to the instructions listed in the Sequence IIIF Engine Assembly Manual:

6.19.1 *Throttle Body*, Section 7-Sheet 5.

6.19.2 *Intake Manifold*, Section 6-Sheet 7.

6.19.3 *Engine Block*, Section 1-Sheet 2.

## 7. Reagents and Materials

7.1 *Test Fuel*—Use only EEE unleaded fuel<sup>12,10</sup> (**Warning**—Flammable. Health hazard) (see **Annex A4, Fig. A4.1**), observing the following:

7.1.1 Make certain that all tanks used for transportation and storage are clean before filling with test fuel.

7.1.2 Verify that at least 2000 L of test fuel (**Warning**—Flammable. Health hazard) is available for use before initiating a test.

7.1.3 Analyze quarterly the contents of each storage tank that contains fuel used for qualified Sequence IIIF tests to ensure the fuel has not deteriorated or been contaminated in storage. Analyze the fuel for Distillation, Gravity, RVP, Sulfur, and Gums. Send the results from these analyses to the TMC for inclusion in the Sequence III Test Fuel database.

7.2 *Engine and Condenser Coolant*—Use ethylene glycol meeting Specification **E1119** for industrial grade ethylene glycol (**Warning**—Combustible. Health hazard).

7.3 *Coolant Additive*—Use Nacool 2000 or Pencool 2000 coolant additive<sup>13,10</sup> for the engine and condenser coolant (**Warning**—Combustible. Health hazard. See appropriate MSDS).

7.4 *Coolant Preparation*—Prepare the coolant blend for the engine coolant system, and for the oil cooler and condenser coolant system, in the following manner:

7.4.1 Do not apply heat either during, or following, the coolant preparation.

7.4.2 Use a container of a size adequate to hold the entire coolant blend required by both systems. See drawing RX-117350-D<sup>2</sup> for an example of a suitable container.

7.4.3 Add the required amount of glycol (**Warning**—Combustible. Health hazard) to the container.

7.4.4 Add the required amount of additive concentrate to the container to achieve a concentration of 15.625 mL/L of coolant additive—to-glycol (**Warning**—See appropriate MSDS).

7.4.5 Mix the blend in the container for 30 min.

7.4.6 Add the blend to the engine coolant system and the condenser coolant system.

7.5 *Pre-Test Cleaning Materials*—Use the cleaning materials (**Warning**—See appropriate MSDS) specified in the following list for cleaning of parts to be used in the test. Do not use unapproved substitutes (See **Note 4**).

**NOTE 4**—Only these specific materials and sources have been found satisfactory. If chemicals other than these are proposed for use, equivalency shall be proven and approval obtained from the TMC.

7.5.1 Use Penmul L460 as the parts cleaning agent<sup>14,10</sup> (**Warning**—Corrosive. Health hazard.).

7.5.2 *Solvent*—Use only mineral spirits meeting the requirements of Specification **D235**, Type II, Class C for Aromatic Content (0 vol % to 2 vol %), Flash Point (61 °C, min) and Color (not darker than +25 on Saybolt Scale or 25 on Pt-Co Scale). (**Warning**—Combustible. Health hazard.) Obtain a Certificate of Analysis for each batch of solvent from the supplier.

7.5.3 Sequence IIIF Test component cleaner, a mixture (by mass) of:

94 parts oxalic acid<sup>15,10</sup> (**Warning**—Corrosive. Health hazard.), and

6 parts dispersant<sup>16,10</sup> (**Warning**—Corrosive. Health hazard.).

**NOTE 5**—If permitted by the hazardous materials disposal practices in a laboratory, sodium carbonate can be used to neutralize the oxalic acid in used Sequence IIIF Test component cleaner.

7.5.4 Use NAT-50 or PDN-50 soap<sup>17,10</sup> in automatic parts washers to clean Sequence IIIF engine parts. (See **9.4**.)

7.6 *Sealing and Anti-seize Compounds*—Use the sealing compounds specified in the following list.

7.6.1 Use Permatex No. 2 non-hardening sealer as the sealing compound for cylinder head bolts.<sup>18</sup>

7.6.2 Use Perfect Seal Number 4 brush-type sealing compound as the sealing compound for front and rear cover gaskets.<sup>19,10</sup>

<sup>14</sup> The sole source of supply of Penmul L 460 known to the committee at this time is Penetone Corp. 74 Hudson Ave., Tenafly, NJ 07670.

<sup>15</sup> The sole source of supply of the oxalic acid (55-lb bags) and sodium carbonate (50-lb bags) known to the committee at this time is Ashland Chemical Co., P.O. Box 391, Ashland, KY 41114.

<sup>16</sup> The sole source of supply of Petro Dispersant No. 425 Powder (50-lb bags) known to the committee at this time is Witco Corp., 3230 Brookfield, Houston, TX 77045.

<sup>17</sup> The sole source of supply of the soap for the parts washing machine known to the committee at this time is Better Engineering Mfg., Inc., 8361 Town Center Ct., Baltimore, MD 21236.

<sup>18</sup> Permatex No. 2 non-hardening sealer is available through local distributors of Permatex products.

<sup>19</sup> The sole source of supply of Perfect Seal No. 4 Brush-Type Sealing Compound, part GM3D (16 oz container) known to the committee at this time is P.O.B. Sealants Inc., 11102 Kenwood Rd. Cincinnati, OH 45242.

<sup>12</sup> The sole source of supply of the apparatus known to the committee at this time is Haltermann Products, 3520 Okemos Rd., Suite 6-176, Okemos, MI.

<sup>13</sup> The sole source of supply of the apparatus known to the committee at this time is Penray Companies, Inc., 1801 Estes Ave, Elk Grove, IL 60007.

7.6.3 Use only GM Autocare Assembly Adhesive,<sup>20</sup> part number 12346141, Dow RTV Grade 3154 sealer,<sup>21</sup> or Permatex Ultra Black Sealer,<sup>22</sup> part number 24105, on the oil pan gasket and intake manifold gasket only. (See Sequence IIIF Engine Assembly Manual, Section 4-Sheet 13 and Section 6-Sheet 6.)

7.6.4 Polytetrafluoroethylene tape may be used, provided it does not come into contact with engine oil.

## 8. Test Oil Sample Requirements

8.1 *Selection*—The supplier of the test oil sample shall determine that the test oil sample is representative of the lubricant formulation to be evaluated and that it is not contaminated.

8.2 *Quantity*—The supplier shall provide 15 L of the test oil sample.

NOTE 6—A Sequence IIIF test can be conducted with as little as 12 L of test oil, provided that no spillage or leakage occur during test preparation. The greater quantity is specified to accommodate minor spillage and leakage.

8.3 *Storage Prior to Test*—The test laboratory shall store the test oil sample in a covered building to prevent contamination by rainwater.

## 9. Preparation of Apparatus

9.1 *Condenser Cleaning*—Immediately after completing a Sequence IIIF test, remove the stainless steel condenser assembly, disassemble it, and soak it in parts cleaning agent. After the soaking, clean the inside of the tube with parts cleaning agent and a non-cuprous bristle brush. Rinse both the blowby gas and coolant sides of the condenser with clean solvent.

9.1.1 After ten tests, or more frequently if film is present, clean the coolant side of the condenser by flushing it for one-half hour with a water solution of 20 g/L of Sequence IIIF test component cleaner (see 7.4). Rinse it thoroughly with tap water at 60 °C.

9.2 After cleaning the coolant side of the condenser, pressure check it for leaks using air at 70 kPa.

9.3 *Intake Manifold Cleaning*—Clean the intake manifold with solvent.

9.4 *Cleaning of Engine Parts*—Clean all engine parts (other than the block and heads; see 9.5 and 9.6) thoroughly prior to engine assembly. Degrease them first, and then brush them with parts cleaning agent. Immediately remove the cleaner by spraying with hot tap water. Blow-dry the parts with clean, dry shop air and immediately coat them with a 50/50 mixture of build-up oil and solvent.

9.4.1 Clean the connecting rods by soaking in solvent for a minimum of 2 h. Spray the rods with a 50/50 mixture of solvent and EF-411.

9.5 *Engine Block Cleaning*—Clean the block according to the following:

9.5.1 Remove the debris in the head bolt and main bearing-cap bolt holes using class 2B bottoming taps of the appropriate sizes.

9.5.2 Physically remove from the water jacket all sand and slag deposits, and any other debris using a sharp-ended drill rod or a long straight slot screwdriver.

9.5.2.1 Check the camshaft tunnel for sharp edges on the front of each bore and along the cross-drilled oil gallery inside each bearing bore. Deburr as necessary. See the Sequence IIIF Engine Assembly Manual, Section 1-Sheet 2.

9.5.3 Thoroughly clean the block prior to honing as follows: In the case of a block used in a previous test, remove the crankshaft, main bearings, and bearing caps. In addition, remove all bushings, bearings, and oil gallery plugs prior to cleaning. With either a new or a used block, prevent cleaner or oil from entering the engine coolant passages. (See Sequence IIIF Engine Assembly Manual, Section 1-Sheet 5.)

9.5.3.1 Clean the block in a heated bath or temperature-controlled automated parts washer before and after honing. Follow these suggested guidelines as listed below to ensure there is no rusting of the engine block after this process:

(1) Use only NAT-50 or PDN-50 soap at a concentration of 0.73 kg of soap per 380 L of water. Change the soap and water solution at least every 25 h of use.

(2) Set the water temperature to 60 °C.

(3) Do not, in any manner, pre-condition the water that is being used.

(4) Prior to installing the engine in the parts washer, ensure that all coolant passages are blocked off to prevent cleaning solutions from entering the passages.

(5) Allow the block to run through the cleaning cycle for a period of 30 min to 40 min.

(6) After the cycle is complete, immediately remove the block from the washer and spray it down with solvent.

(7) Wipe cylinder bores out with a lint free towel.

(8) Spray engine block with a mixture of 50:50 build-up oil and solvent.

(9) Do not remove the paint dot from the crankcase area of the block.

(10) Allow the block to cool to room temperature before honing the block.

9.5.3.2 See the Sequence IIIF Engine Assembly Manual, Section 2 for the honing procedure.

9.5.3.3 After honing the cylinder walls, clean the engine block again according to 9.5.3 and spray the engine block (including all oil galleries) first with solvent followed by a 50:50 mixture of solvent and build-up oil. Using this 50:50 mixture, wipe out the cylinder bores with clean cloth towels until all honing residue has been removed.

9.5.3.4 Air dry the engine block, using clean dry shop air, and coat the cylinder walls with build-up oil using soft, lint-free, clean cloths.

9.6 *Cylinder Head Cleaning*—Clean the cylinder heads according to the following:

9.6.1 Explore all accessible water passages with a flexible probe to detect any material that would interfere with coolant flow.

<sup>20</sup> GM Autocare Assembly Adhesive is available from local GM dealers.

<sup>21</sup> Dow RTV Grade 3154 sealer is available from commercial sources.

<sup>22</sup> Permatex Ultra Black Sealer is available from commercial sources.

9.6.2 Using a 10 mm wire brush, extending two-thirds the length of the cylinder head from freeze plug hole to freeze plug hole, clean all core sand and casting slag from the cylinder heads to ensure unrestrained coolant flow.

9.6.3 Clean the cylinder heads according to the recommended engine block cleaning procedure (see 9.5.3.1) or clean with solvent. Spray the heads with a 50/50 mixture of solvent and EF-411. When cleaning the heads, do not remove the paint dot.

9.7 *Engine Build-up Procedure*—Laboratories should design and maintain engine-build data sheets in a format compatible with Microsoft Excel and record data for cylinder bore measurements, piston and ring sizing data, valve train spring force calibrations, camshaft and lifter measurements, and all critical part identification information. This data shall be available to the TMC and the Test Procedure Developer for investigative studies, as deemed necessary for hardware investigations during times of industry severity shifts or other problems.

9.7.1 *General Information*—Use only the listed service parts, special test parts, and special build-up procedures specific to this test as outlined in this test method and the Sequence IIIF Engine Assembly Manual. (See 6.4.) Make and record measurements, specified in this test method, of the cylinders, pistons, rings, valve train, cam, and lifters. These measurements will provide evidence of conformance to the specifications of the test method, and will provide baselines for determining engine wear that occurs during a Sequence IIIF test.

9.7.2 *Special Parts*—Use the special parts listed in the Sequence IIIF Engine Assembly Manual, Sections 8, 9, 10, and 11.

9.7.3 *Hardware Information*—Complete Form 12, Hardware Information, in standardized report form set (see Annex A5).

9.7.4 *Fastener Torque Specifications and Torquing Procedures*—Use the following specifications and torquing procedures when installing bolts in the engine:

9.7.4.1 *Main Bearing Cap Bolts*—Do not use air tools on bolts to seat the main bearing caps in the engine block. Use a rubber or plastic mallet to seat the main bearing caps to avoid misalignment and potential damage to the engine block. Apply build-up oil to the threads and to the surfaces of the bolts that contact the main bearing caps. In order to prevent hydraulic lock, do not apply oil to the tapped holes in the cylinder block. Install the bolts finger-tight and tighten them further with the SPS Torque Sensor I torque wrench<sup>23,10</sup> or Ingersoll-Rand ETW-E180<sup>24,10</sup> only, working from the center out in a criss-cross pattern. See the Sequence IIIF Engine Assembly Manual for torquing instructions. (See Section 1-Sheet 6 for honing and Section 3-Sheet 6 for final assembly.)

9.7.4.2 *Cylinder Head Bolts*—Install the cylinder head bolts, GM Part No. 25527831 (long) and 25533811 (short), that

are of special design for yield applications using the SPS Torque Sensor I or Ingersoll-Rand ETW-E180 torque wrench. See the Sequence IIIF Engine Assembly Manual for installation instructions. Replace the bolts after each test. (See Section 1-Sheet 7 for honing and Section 5 Sheet 3 for final assembly.)

9.7.4.3 *Torques for Miscellaneous Bolts, Studs, and Nuts*—Use the torques for miscellaneous bolts, studs, and nuts given in the Sequence IIIF Engine Assembly Manual.

9.8 *Parts Replacement*—See 9.8.1 for information regarding parts. Replace test parts as follows:

9.8.1 Install the new parts listed in Annex A2 (Table A2.1) for each test.

9.8.2 Install the new parts listed in Annex A2 (Table A2.2) only if the used part is no longer suitable for test purposes.

9.9 *Engine Block Preparation*—Prepare the engine block as follows:

9.9.1 Install new engine block freeze plugs; use a driver to facilitate this replacement.

9.9.2 Install the main bearing caps, without the bearings in place. Tighten the retaining bolts using the procedure in 9.7.4.1.

9.9.3 To prevent entry of honing fluid into the coolant passages of the engine block, cover and seal the coolant inlet passages and freeze plug openings. Close the petcocks if previously installed; if not, install ¼ in. NPT pipe plugs.

9.9.4 With a 300 mm smoothing file, deburr the surfaces of the block that mate with the cylinder heads to ensure adequate gasket seating.

9.9.5 Use the honing torque plates B-H-J GM 3.8L/3E-R-s\_t-HT<sup>25,10</sup> to pre-stress the engine block for honing. Install the torque plates with the proper hardened washers (supplied with the honing torque plates), single washers on top row and double washers on bottom row, to establish proper bolt depth. Clean the threaded bores for the cylinder head attachment bolts using a bottoming tap before each installation of the torque plates. The torque plates require the use of new head gaskets, SPO Part No. 24503801 left head and 24503802 right head, along with cylinder head, torque-to-yield fasteners, SPO Part No. 25527831 (long). Clean all sealing and thread locking compounds from the fasteners for the torque plate installation. Coat each fastener with build-up oil and see Section 1-Sheet 7 of the Sequence IIIF Engine Assembly Manual for installation instructions.

9.9.6 Use only the CV-616 honing machine to hone the cylinder walls. See the Sequence IIIF Engine Assembly Manual, Section 2, for all of the proper setup and operational procedures for each specific run on the Sequence IIIF engine block.

9.9.7 Replace the honing fluid, filters, and fiber mats used in the honing machine after every 15 h of honing machine operation. Use the honing machine hour meter to determine hours of operation. See the Sequence IIIF Engine Assembly Manual, Section 2-Sheet 8.

9.9.8 The flow rate of the honing lubricant should be approximately 7 L/min. In addition, do not introduce solvents

<sup>23</sup> Available from Sunnen Products Co., 7910 Manchester Ave, St. Louis, MO 63143.

<sup>24</sup> Available from Ingersoll-Rand Assembly Solutions, 510 Hester Drive, White House, TN 37188.

<sup>25</sup> The sole source of supply of the apparatus known to the committee at this time is B-H-J Products Inc., 37530 Enterprise Ct., Newark, CA 94560.

into the honing fluid or use them to clean the honing stones or guides. Use only honing fluid to clean honing stones or guides.

9.9.9 Hone the cylinder walls without the main bearings in place, but with all bearing caps installed.

9.9.10 Clean the engine block following honing according to 9.5.3.1.

9.9.10.1 Allow cylinder block to cool for a minimum of 10 min before taking final bore measurements.

9.9.11 If desired, check the main bearing bore clearances using a mandrel, part BX-398-1, according to the following procedure:

9.9.11.1 Starting from the front of the block, slide the mandrel through all four main bearing bores. If excessive resistance is encountered while inserting the mandrel, remove the mandrel from the engine block and inspect the main bearing bores for burrs, nicks, dirt, alignment problems, or any abnormalities.

9.9.11.2 Carefully remove any nicks, burrs, scratches, or dirt with 400-grit paper or a fine stone. Then use a clean shop towel with mineral spirits to wipe the affected surfaces. Reinstall the mandrel to ensure that it can freely pass through all four main bearing bores. If the mandrel will not clear the bores after completing the above steps, do not use this block. Notify the Test Procedure Developer of the problem.

9.9.11.3 After honing, repeat the above procedure prior to final engine build. The mandrel is an alignment and clearance gauge only, not an assembly tool. The mandrel should not be in the bores when installing the main bearing caps or torquing the main bearing bolts.

9.10 *Piston Fitting and Numbering*—Fit the pistons to the cylinders according to recommendations listed in the Sequence IIF Engine Assembly Manual for the run sequence of the block. Use only the specified code pistons for each run sequence. Number the pistons with odd numbers in the left bank from front to rear and with even numbers in the right bank from front to rear.

9.10.1 *Piston Rings*—Pre-size the rings for each run and check the ring gaps in the cylinder bore for each test.

9.10.1.1 Prior to checking the piston ring gaps, remove any paint marks on the rings using acetone and a soft cloth, followed by a mineral spirits rinse.

9.10.1.2 The top ring gap shall be 0.042 in.  $\pm$  0.002 in. (1.067 mm  $\pm$  0.051 mm). The bottom ring gap shall be 0.038 in.  $\pm$  0.002 in. (0.965 mm  $\pm$  0.051 mm). The top ring gap shall be larger than the bottom ring gap and the difference between the two ring gaps shall be between 0.003 in. and 0.006 in. (0.076 mm and 0.152 mm). If the ring gap difference is below 0.003 in. (0.076 mm), contact the Test Procedure Developer. Check the ring gap with a Starrett Ring Taper Gage No. 270<sup>26</sup> with the ring positioned in the cylinder bore using a piston ring depth gauge (drawing RX-118602-B<sup>2</sup>). Position the rings 0.932 in. (23.67 mm) below the cylinder-block deck surface during gap measurement.

9.10.1.3 Record the top and bottom ring gaps on Form 12, Hardware Information, in the standardized report form set (see

Annex A5). Record and report ring gaps in mils (1 mil = 0.001 in. = 0.0254 mm).

9.11 *Pre-Test Camshaft and Lifter Measurements*—Measure the camshaft lobe height and lifter lengths, prior to engine assembly, according to the following procedure:

9.11.1 Remove camshaft and lifters from laboratory inventory.

9.11.2 Remove camshaft and lifters from original container and packaging and set container and packaging aside for later use. Clean camshaft with degreasing solvent. Do not clean the lifters; wipe the lifters with a clean cloth or towel.

9.11.3 Make the camshaft measurement using Mitutoyo Snap Gauge, model 201-152, and a Mitutoyo Digital Indicator, model 543-252B, to measure the camshaft lobes. Make the lifter measurement with a digital indicator equipped with a Mitutoyo 4.3 mm flat tip, model 131-259 mounted in a indicator stand. Equip the indicator stand with a V-block that is rigidly mounted to the base and locates the lifter with its center axis in line with the digital indicator. Store the camshaft and lifters in a temperature-controlled room, before making dimensional measurements, for at least 90 min to ensure temperature stabilization.

9.11.3.1 Use dimensional measuring equipment accurate to 0.01 mm. Before each measurement session, use standards traceable to the National Institute of Standards and Technology, to ensure measuring equipment accuracy. Include standards having length values within 1.3 mm of the typical lifter and lobe measurement taken. Use the same equipment and standards post-test measuring as were used for pre-test measuring. If a calibration shift between the pre-test and post-test measurements is detected, evaluate the shift to determine the effect on the wear measurement. Record the results of the evaluation and any corrective action taken.

9.11.4 With the camshaft positioned in a set of V-blocks, remove any burrs around the outer edge of the camshaft thrust surface, if necessary. Thoroughly clean the camshaft with degreasing solvent to remove all rust preventative coatings and blow-dry it with clean, dry shop air.

9.11.5 Measure the maximum pre-test dimension of each camshaft lobe, transverse to the camshaft axis to the nearest 0.001 mm. This dimension is at the rear edge of all lobe positions (lobes are numbered from the front to the rear of the camshaft). Record the measurements and temperature at the time of measurement on internal laboratory forms. (See 9.7.) After measuring, coat the camshaft with build-up oil. Return the camshaft to its original packaging and container until installed in the engine.

9.11.6 Measure the pre-test length of the lifters at the center of the lifter foot to the nearest 0.001 mm. Record the measurements and temperature at time of measurement on internal laboratory forms. (See 9.7.)

9.11.7 Record the unique serial number for each lifter on internal laboratory forms. (See 9.7.) Do not use electro-mechanical scribing devices. Do not place any marks on the lifter body or foot. Return the lifters to their original packaging until installed in the engine.

9.12 *Camshaft Bearing Installation*—The camshaft tunnel is specially processed and uses oversize bearings provided

<sup>26</sup> A Starrett Ring Taper Gage No. 270 has been found suitable and is available from commercial sources.

through the CPD. Install the camshaft bearings according to the Sequence IIIF Engine Assembly Manual, Section 3-Sheet 3. Always inspect the lifter and main bearing oil galleries for splintered babbitt materials that might have been shaved from the outside diameter of the bearings during installation. Remove any materials from the oil galleries with clean dry shop air.

9.13 *Camshaft Installation*—Install the camshaft according to the Sequence IIIF Engine Assembly Manual, Section 3-Sheet 11:

9.13.1 Coat the camshaft lobes and journals with a light film of test oil.

NOTE 7—Camshafts should not sit dry inside the engine block waiting for final assembly more than 24 h.

9.13.2 Install the camshaft in the engine block, exercising care to avoid damage to the lobes, journals, and bearings.

9.13.3 *Installation of Camshaft Thrust Plate*—Lubricate the thrust plate with build-up oil and install the thrust plate to the front of the engine using new Torx fasteners.

9.14 *Main Bearings*—Verify that the main bearing bore areas in the engine block and bearing caps are clean. Install new main bearings, part no. OHT3F-042-2, in the engine block and main bearing caps, and lightly oil the bearing surfaces with build-up oil. Use new main bearing cap bolts for each Sequence IIIF test engine build.

9.14.1 *Crankshaft*—Install the crankshaft.

9.14.2 *Main Bearing Cap Installation*—Install the main bearing caps using new bolts for each test. Do not remove the phosphate coating from the bolts. Do not use air tools on the main bearing cap bolts to seat the caps. Install the bolts finger-tight, and tighten them according to the procedure in 9.7.4.1. Use the main bearings as received.

9.15 *Crankshaft Sprocket*—Install a matched set two-piece crankshaft sprocket, part no. OHT3F-036-1.

9.16 *Camshaft Sprocket, and Timing Chain*—Install a new camshaft sprocket and timing chain.

9.17 *Crankshaft Endplay*—Measure the crankshaft endplay. It should be between 0.076 mm and 0.279 mm.

9.18 *Piston Pin Installation*—Install new piston pins and retainers for each test. Clean piston pins using a clean lint-free cloth and oil with build-up oil. The piston pins are full floating and held in place by two retainers.

9.18.1 *Piston Installation*—Clean pistons using solvent and air dry. Wipe the pistons with a lint-free cloth prior to installation.

9.18.2 Use a piston ring expander to install the pre-gapped piston rings (see 9.10.1) on the pistons.

9.18.3 Position the ring end gaps as shown in the Sequence IIIF Engine Assembly Manual, Section 3-Sheet 8.

9.18.4 Coat the cylinder walls with build-up oil and wipe them with a clean, lint-free soft cloth, repeating the process until clean; apply a final coat of build-up oil before installing the piston assembly.

9.18.5 Coat the pistons and rings with build-up oil.

9.18.6 Install the pistons in the cylinders, using a ring compressor tool.<sup>27</sup>

9.19 *Harmonic Balancer*—Deburr the harmonic balancer keyway slot and the slot on the crankshaft with a mill file. Do not install the balancer until after performing the oil pump priming operation in the test stand just prior to test start.

NOTE 8—To make the balancer a slip-fit, remove the rolled edge on the inside diameter of the balancer until the balancer slips easily over the crankshaft.

9.20 *Connecting Rod Bearings*—Clean the bearings using a clean, lint-free cloth and oil with build-up oil prior to installation. Use new connecting rod bearings, part no. OHT3F-042-2, for each test, furnished as part of the engine bearing kit.

9.20.1 Install the bearings in the connecting rods, and install the bearing caps with the rods in place on the crankshaft.

9.20.1.1 Tighten the connecting rod bolts according to the specifications listed in the Sequence IIIF Engine Assembly Manual. Determine the torque specifications for the connecting rod bolts by the type of connecting rod: cast or powdered metal.

9.21 *Engine Front Cove*—Use a new front cover with each new engine block or if the oil pump gerotor housing is worn.

9.21.1 Install new oil pump gears or a new front cover and new gears, as deemed necessary, according to the Sequence IIIF Engine Assembly Manual inspection requirements Section 4-Sheet 2.

9.21.2 Install a new oil pump relief valve and spring.

9.21.3 Ensure the oil pump relief valve moves freely inside its bore in the front cover. Check the oil-pump-relief-valve clearance according to the Sequence IIIF Engine Assembly Manual, Section 4-Sheet 4.

9.21.4 Bolt the front cover and oil pump assembly to the engine block.

9.21.5 Inspect the oil pickup tube and screen assembly for cleanliness; install using a new gasket.

9.22 *Coolant Inlet Adapter*—Replace the water pump with a coolant inlet adapter, as shown in drawing OHT3F-031-1.

9.23 *Oil Dipstick Hole*—Plug the oil dipstick hole with a hole-plug (Part No. OHT3F-065-2). To determine the oil level at the appropriate time during a test, temporarily remove this plug and insert the calibrated dipstick (Part No. OHT3F-064-2).

9.24 *Oil Pan*—Install the oil pan, part no. OHT3F-073-1, on the engine block, using a new gasket. Do not use magnetic drain plugs in the pan.

NOTE 9—Ensure the cut out area of the windage tray/oil pan gasket does not interfere with the oil dipstick and modify if necessary.

9.25 *Cylinder Head Assembly*—Prepare the cylinder heads according to the following procedure:

9.25.1 Install new cup-type freeze plugs.

9.25.2 Deburr all surfaces of the cylinder heads that mate with the engine block and the manifolds with a 300 mm smooth file to ensure satisfactory gasket seating.

<sup>27</sup> Ring compressor tools are available from automotive tools suppliers.

9.25.3 Thoroughly clean the cylinder heads according to 9.6 and air blow them dry prior to final assembly. (**Warning**—For technical use only.)

9.25.4 Coat the valve stems and valve guides with build-up oil.

9.25.5 Install the valves and lightly lap them, if desired. Clean the cylinder heads after lapping to ensure that no lapping compound remains on any parts. Install the valves in the location where lapped for final assembly.

9.25.6 Install new valve stem seals over the valve stems onto the valve guides. Exercise extreme care when installing the seals in order to avoid either cutting the seals or positioning them incorrectly on the guides, thereby helping to preclude high oil consumption. See Sequence IIIF Engine Assembly Manual, Section 5-Sheet 1.

9.25.7 Install new valve springs, part no. OHT3F-059-5 (color code yellow). Place the smaller diameter end of the spring against the retainer. Do not remove the factory paint dot from the valve spring.

9.25.8 Install valve retainers and keepers.

9.26 *Adjustment of Valve Spring Forces*—Adjust the force of each valve spring according to the following procedure:

9.26.1 Before and after using the valve spring load measurement apparatus (such as Part No. BX-310-2), calibrate the load cell using the following technique. Use dead weights to produce the specified force of 801 N.

9.26.1.1 *Load Cell to Load Cell Technique*—Affix load cell weight adapter plate (see Fig. 1) to calibration load cell. Zero the calibration load cell. Individually place calibrated dead weights onto calibration load cell. Verify that each dead weight indicates the appropriate load on calibration transducer readout. Repeat the calibration of the calibration load cell. The two consecutive readings shall agree within  $\pm 0.23$  kg; if not, inspect the load cell and replace as necessary. Align calibration load cell beneath apparatus load cell. Place the air cylinder ram

on the calibration load cell. Set the apparatus load cell to read the value of the calibration load cell. Apply air pressure to the aligned load cells. Vary air pressure to give several different loads, including 82 kg. Determine that both calibration and apparatus transducer readouts indicate the same value, if not, adjust the apparatus load cell. Repeat the calibration of the valve-spring load-measurement apparatus. The two readings shall agree within  $\pm 0.23$  kg; if not, inspect the apparatus load cell and replace if necessary. Retain data obtained during each calibration.

9.26.2 Install a cylinder head in the holding fixture. The holding fixture shall position the cylinder head such that the valve is directly in line with the air cylinder-loading unit and no side loading of the valve takes place.

9.26.3 Install Zeroing fixture, part no. D4031, to cylinder head. Zeroing fixture, part no. D4031, is part of the valve-spring load-measurement apparatus, part no. BX-310-2.

9.26.4 Place the air cylinder-loading unit over a valve and check for proper alignment of the valve tip with the loading unit.

9.26.5 Position the dial indicator and its foot on the zeroing fixture to facilitate accurate measurement of valve stem axial movement.

9.26.6 Rapidly apply and release the air pressure three times to ensure free travel of the piston rod; adjust the air pressure to obtain a valve deflection reading of 9.5 mm, if necessary.

9.26.7 If the readings are not within the specifications of  $801 \text{ N} \pm 22 \text{ N}$  force as shown by the load cell indicator, add or remove shims, or interchange parts as necessary.

9.26.8 Repeat steps 9.26.2 through 9.26.7.

9.27 *Cylinder Head Installation*—Use new head gaskets for each application. Do not use any sealers on the cylinder head gaskets. Use new fasteners for each application. Before using the fasteners for cylinder head attachment, remove all pre-coat sealers. Remove thread locking compounds from the threads

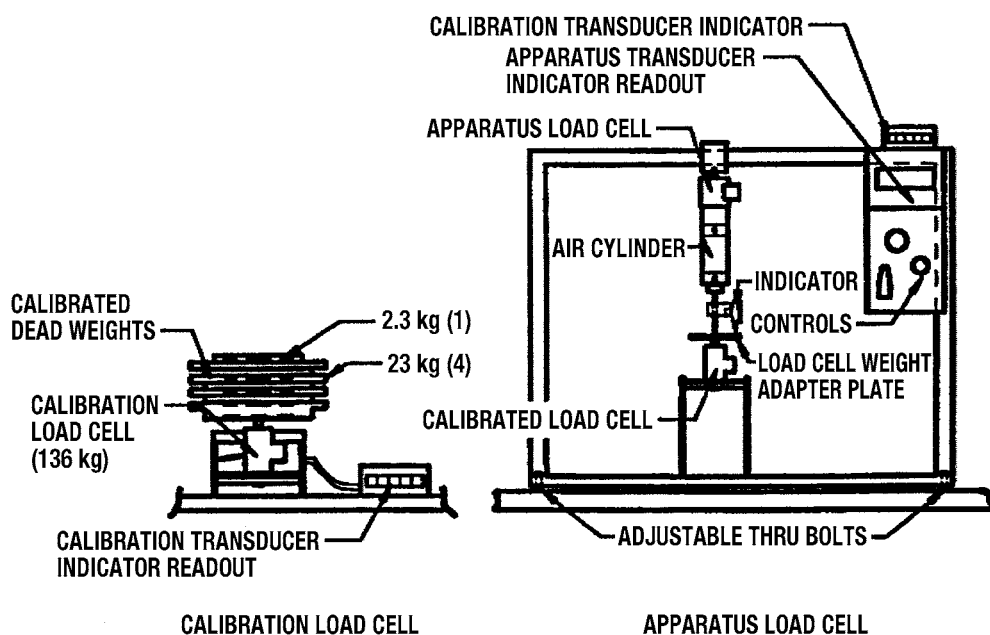


FIG. 1 Load Cell-to-Load Cell Calibration Method Diagram