



Designation: D2847 – 14

## Standard Practice for Testing Engine Coolants in Car and Light Truck Service<sup>1</sup>

This standard is issued under the fixed designation D2847; 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 reappraisal. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reappraisal.

### 1. Scope

1.1 This practice covers an updated procedure for evaluating corrosion protection and performance of an engine coolant in passenger car, light and heavy duty truck service that closely imitates current vehicle and engine manufacturers practices.

NOTE 1—Coolant evaluation in vehicle service may require considerable time and expense; therefore, the product should be pretested in the laboratory for general acceptability. Typical tests vary from small, closely controlled tests, to large tests where close control is not always practical. The most often referenced protocols for laboratory testing are defined in Specifications D3306, D6210, D7517, D7518, D7714, and D7715.

1.2 The units quoted in this practice are to be regarded as standard. The values given in parentheses are approximate equivalents for information only.

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.* Specific precautionary statements are given in Section 7.

### 2. Referenced Documents

2.1 *ASTM Standards:*<sup>2</sup>

D1121 Test Method for Reserve Alkalinity of Engine Coolants and Antirusts

D1287 Test Method for pH of Engine Coolants and Antirusts

D2809 Test Method for Cavitation Corrosion and Erosion-Corrosion Characteristics of Aluminum Pumps With Engine Coolants

D3306 Specification for Glycol Base Engine Coolant for Automobile and Light-Duty Service

D3321 Test Method for Use of the Refractometer for Field Test Determination of the Freezing Point of Aqueous Engine Coolants

<sup>1</sup> This practice is under the jurisdiction of ASTM Committee D15 on Engine Coolants and Related Fluids and is the direct responsibility of Subcommittee D15.10 on Dynamometer and Road Tests.

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<sup>2</sup> 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.

- D4725 Terminology for Engine Coolants and Related Fluids
- D5827 Test Method for Analysis of Engine Coolant for Chloride and Other Anions by Ion Chromatography
- D6130 Test Method for Determination of Silicon and Other Elements in Engine Coolant by Inductively Coupled Plasma-Atomic Emission Spectroscopy
- D6210 Specification for Fully-Formulated Glycol Base Engine Coolant for Heavy-Duty Engines
- D7517 Specification for Fully-Formulated 1,3 Propanediol (PDO) Base Engine Coolant for Heavy-Duty Engines
- D7518 Specification for 1,3 Propanediol (PDO) Base Engine Coolant for Automobile and Light-Duty Service
- D7714 Specification for Glycerin Base Engine Coolant for Automobile and Light-Duty Service
- D7715 Specification for Fully-Formulated Glycerin Base Engine Coolant for Heavy-Duty Engines

### 3. Terminology

3.1 *Definitions*—Refer to Terminology D4725.

### 4. Summary of Practice

4.1 Test coolant shall be a new coolant. The coolant is tested at the recommended concentration in an aqueous solution made with water that complies with the water recommendation published in Specifications D3306 and D6210. A minimum of five test vehicles per coolant are required, ten are recommended, but this number may be adjusted by agreement between customer and supplier. The test vehicles shall have been in service less than 3 months, 3000 miles, or 500 operating hours. Alternate specific requirements may always be agreed between customer and supplier. Customer and supplier may also choose to follow requirements published in Original Engine Manufacturer (OEM) specifications. The cooling system components and coolant are inspected according to a prescribed schedule to provide the basis for coolant performance evaluation.

4.2 A detailed cleaning and conditioning procedure is essential to obtain statistically significant and reproducible results.

### 5. Significance and Use

5.1 The data obtained from the use of this practice will provide a basis for the evaluation of coolant performance in

passenger car, light and heavy duty truck service (according to the test vehicles chosen). The data obtained may also be used to provide added significance to the data obtained from simulated service and engine dynamometer tests.

## 6. Apparatus

6.1 *Test Vehicles*—In selecting vehicles, refer to OEM recommendations. Consideration should be given to the current range of cooling system designs and materials. Engines specified should be reasonably available for the test, which is to say of current production design and materials. A matrix including every possible variable combination of such features is not required.

## 7. Safety Precautions

7.1 All coolant concentrates and their solutions should be considered harmful or fatal if swallowed.

7.2 (**Warning**—Do not remove pressure caps from systems when the engine is hot.)

7.3 All installations shall be made with the engine cooled to ambient air temperature to avoid burns.

7.4 Disconnect the hot (positive) battery lead to prevent the engine from starting to avoid hand injury by drive belts or fan blades.

7.5 The engine exhaust should be vented when the engine is run indoors at normal temperatures to check for cooling system leaks.

## 8. Sampling

8.1 Coolant samples may be removed from the test vehicle by any convenient means, such as a bulb and pipette. The 100-mL (~3.5 oz) coolant samples are kept in polyethylene bottles equipped with screw caps and suitable labels. A reserve supply of pre-mixed coolant is used to replace the coolant samples. Coolant added to the system for any reason is recorded in the test vehicle log.

## 9. Preparation of Apparatus

9.1 Obtain an initial sample of the coolant for laboratory analysis. This is the “0” miles sample. Record the odometer reading, date and time of initial sampling. Record other data as agreed between customer and supplier. Follow OEM or manual instruction, or both, for deaeration to ensure engine is properly deaerated at start of the field test.

9.2 Label the radiator and expansion reservoir fill caps conspicuously to show a coolant test is being conducted, and include instructions with whom to contact in case coolant additions are needed or other problems occur.

## 10. Procedure

10.1 Test the coolant being evaluated in a minimum of five vehicles at the recommended concentration (typically 50 % antifreeze and 50 % water as recommended in Specifications **D3306**, **D6210** but may be adjusted as agreed between customer and supplier).

10.2 Vehicle operating conditions may vary considerably in any test fleet. Record the type of service for each vehicle. Mileage accumulation rates may vary considerably. Therefore, the recommended inspections in **10.5** may be difficult to schedule. Alternative inspection and sampling schedules may be developed as agreed between customer and supplier.

10.3 All tests to determine the necessity of adding SCA or an extender should be logged as well as the addition of the SCA or an extender. Field testing can be done by using Test Strips.

10.4 Use water that complies with Specifications **D3306**, **D6210** to dilute the antifreeze (field testing can be done with water quality test strips), and blend the test coolant. Additions to the cooling system during the test should be the prescribed mixture of 50 % coolant meeting Specifications **D3306**, **D6210**, and volumes added shall be recorded in the vehicle test log.

**TABLE 1 Periodic Inspections**

Occurrence	Operational Sequence
Initial 15 to 30 min and 10 h or 800 km (500 miles), Light & Medium Duty: 40 000 km (25 000 miles) thereafter Heavy Duty: 80 000 km (50 000 miles) thereafter	Take a 100-mL (~3.5 oz) coolant sample and replace with reserve coolant. Analyze the samples for pH (Test Method <b>D1287</b> ), reserve alkalinity (Test Method <b>D1121</b> ), inhibitor concentrations (Test Methods <b>D5827</b> , <b>D6130</b> , etc.) and freezing protection. (Test Method <b>D3321</b> ) FP by refractometer for field use. Perform other tests as agreed between customer and supplier.
After each refueling	Without opening the system, and only if possible, visually check coolant level at operating temperature. If required, allow the system to cool to ambient temperature. Adjust to proper level in coolant reservoir and record the volume of coolant added in the vehicle test log. Do not overfill the cooling system.
At OEM recommended filter change interval	Inspect filter media for rust, debris or other deposits (may require to cut the filter canister)
At the end of test or as agreed between customer and supplier)	Terminate test. Check cooling system for aeration and cylinder head gasket failure. Retain a 4-L (1-gal) coolant sample. Remove and retain all radiator and heater hoses. Remove and retain coolant (water) pump and inspect these and the visible interior surface of the engine. Remove and retain the radiator. As agreed between customer and supplier, a more extensive inspection and analysis may be performed on the engine components. Record necessary vehicle data and finalize maintenance records in the test vehicle log. See <b>11.1 – 11.3</b> .
Follow OEM's recommendation	