



**1R SCOTE TEST PROCEDURE  
FORM 2  
TEST REPORT SUMMARY**

LAB: CC	EOT DATE: YYYYMMDD	END TIME: HH:MM	METHOD: CC
STAND: CCCCC	RUN NUMBER: CCCC		
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
OILCODE: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

START DATE: YYYYMMDD	START TIME: HH:MM	TOTAL TEST LENGTH: S12	TMC OIL CCCCC
LAB INTERNAL OIL CCCCCCCCCC		ENGINE SERIAL NUMBER: CCCCCCCCCC	

	CORRECTION EFFECTIVE DATE	WD	TGC	TGF %	TLC	TLHC %	OIL CONSUMPTION g/h	TRANSFORMED OIL CONSUMPTION	EOTOC g/h	TRANSFORMED EOTOC
UNADJUSTED LAB RATING		S1234.1	S12.12	S12.12	S12.12	S12.12	S12.1	S1.123	S12.1	S1.123
INDUSTRY CORRECTION (IF ANY)	YYYYMMDD	S1234.1	S12.12	S12.12	S12.12	S12.12		S1.123		S1.123
SUBTOTAL		S1234.1	S12.12	S12.12	S12.12	S12.12		S1.123		S1.123
LAB SEVERITY ADJUSTMENT (IF ANY) <sup>B</sup>	YYYYMMDD	S1234.1	S12.12	S12.12	S12.12	S12.12		S1.123		S1.123
TOTAL		S1234.1	S12.12	S12.12	S12.12	S12.12	S12.1	S1.123	S12.1	S1.123

	EFFECTIVE DATE	WD	TGC	TGF %	TLC	TLHC %	OIL CONSUMPTION g/h	TRANSFORMED OIL CONSUMPTION	EOTOC g/h	TRANSFORMED EOTOC
TEST TARGET MEAN <sup>A</sup>	YYYYMMDD	S1234.1	S12.12	S12.12	S12.12	S12.12		S1.123		S1.123
TEST TARGET STD <sup>A</sup>	YYYYMMDD	S1234.1	S12.12	S12.12	S12.12	S12.12		S1.123		S1.123
API CCCCCC PASS LIMIT <sup>B</sup>	YYYYMMDD	S1234.1	S12.12	S12.12	S12.12	S12.12	S12.1		S12.1	

	REFEREE LAB	WD	TGC	TGF %	TLC	TLHC %				
REFEREE RATINGS <sup>A</sup>	CC	S1234.1	S12.12	S12.12	S12.12	S12.12				

	TOP	INT. 1	OIL	PISTON CROWN	PISTON SKIRT	LINER
RING LOSS OF SIDE CLEARANCE (mm)	S1.123	S1.123	S1.123			
RING END GAP INCREASE (mm)	S1.123	S1.123	S1.123			
IS THE RING STUCK?	CCC	CCC	CCC			
SCUFFED AREA %	S123	S123	S123	S123	S123	S123
AVERAGE WEAR STEP (mm)						S1.123
% BORE POLISH						S123.1

Notes: <sup>A</sup> Reference oil tests or as requested by test sponsor  
<sup>B</sup>

**1R SCOTE TEST PROCEDURE  
FORM 3  
OPERATIONAL SUMMARY**

LAB: CC	EOT DATE: YYYYMMDD	END TIME: HH:MM	METHOD: CC
STAND: CCCCC		RUN NUMBER: CCCC	
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
OILCODE: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

CONTROLLED PARAMETERS	OPERATING PARAMETER	QUALITY INDEX THRESHOLD	EOT QUALITY INDEX	PROCESS			TOTAL DATA POINTS		
				UNITS	TARGET	AVERAGE	SAMPLES <sup>A</sup>	BQD <sup>B</sup>	OVER/UNDER RANGE <sup>C</sup>
	ENGINE SPEED	0.00	S12.123	r/min	1800	S1234.1	S1234	S1234	S1234
	FUEL FLOW	0.00	S12.123	g/min	240	S1234.1	S1234	S1234	S1234
	HUMIDITY	0.00	S12.123	g/kg	17.8	S12.1	S1234	S1234	S1234
	COOLANT FLOW	0.00	S12.123	L/min	65	S1234.1	S1234	S1234	S1234
	<b>TEMPERATURE</b>								
	COOLANT OUT	0.00	S12.123	°C	105	S12.1	S1234	S1234	S1234
	OIL TO MANIFOLD	0.00	S12.123	°C	120	S123.1	S1234	S1234	S1234
	INLET AIR MANIFOLD	0.00	S12.123	°C	85	S123.1	S1234	S1234	S1234
	FUEL INTO HEAD	0.00	S12.123	°C	42	S123.1	S1234	S1234	S1234
	<b>PRESSURES</b>								
	OIL TO MANIFOLD	0.00	S12.123	kPa	415	S123.1	S1234	S1234	S1234
	INLET AIR (ABSOLUTE)	0.00	S12.123	kPa	292	S123.1	S1234	S1234	S1234
	FUEL FROM HEAD	0.00	S12.123	kPa	275	S123.1	S1234	S1234	S1234
	CO <sub>2</sub> % INLET MANIFOLD	0.00	S12.123	%	1.55	S123.1	S1234	S1234	S1234

NON-CONTROLLED PARAMETERS	OPERATING PARAMETER	PROCESS			TOTAL DATA POINTS		
		UNITS	TYPICAL RANGE <sup>D</sup>	AVERAGE	SAMPLES <sup>A</sup>	BQD <sup>B</sup>	OVER/UNDER RANGE <sup>C</sup>
	INTAKE AIR FLOW	kg/h	250-320	S1234.1			
	POWER	kW	65-70	S123.1	S1234	S1234	S1234
	TORQUE	Nm	330-350	S1234.1	S1234	S1234	S1234
	BLOWBY	L/min	20-56	S123.1	S1234	S1234	S1234
	<b>TEMPERATURE</b>						
	COOLANT IN	°C	97-101	S12.1	S1234	S1234	S1234
	COOLANT DELTA T	°C	4-8	S12.1	S1234	S1234	S1234
	OIL COOLER IN	°C	120-124	S123.1	S1234	S1234	S1234
	HEATING OIL	°C	165 max.	S123.1	S1234	S1234	S1234
	EXHAUST	°C	630-670	S123.1	S1234	S1234	S1234
	<b>PRESSURES</b>						
	CRANKCASE	kPa	0.09-0.3	S1.12	S1234	S1234	S1234
	COOLANT TO JUG	kPa	64-92	S12.1	S1234	S1234	S1234
	OIL FILTER DELTA P	kPa		S12.1	S1234	S1234	S1234
	EXHAUST (ABSOLUTE)	kPa	298	S123.1	S1234	S1234	S1234

A Total number of data points taken as determined from test length and procedural specified sampling rate.  
B Number of Bad Quality Data points not used in the calculation of the statistical measures.  
C Number of points clipped by over/under range limits of the statistical measures.  
D Gathered from 1Q Matrix Test data.

**1R SCOTE TEST PROCEDURE  
FORM 4  
ASSEMBLY MEASUREMENTS AND PART RECORD**

LAB: CC	EOT DATE: YYYYMMDD	END TIME: HH:MM	METHOD: CC
STAND: CCCCC	RUN NUMBER: CCCC		
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
OILCODE: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

ASSEMBLY MEASUREMENTS AND PARTS RECORD	
INJECTOR SETTING ( GO / NO-GO )	CCCCC
WAS TIMING INITIALIZED? (YES/NO)	CCC
PISTON/HEAD CLEARANCE mm	S1.123
CAM GEAR BACKLASH mm	S12.12
DESIRED FUEL TIMING °BTC	S12
INTAKE VALVE OPEN °ATC	S12
INJECTOR PLUNGER LIFT mm @ 72°	S1.123
INTAKE VALVE LIFT mm @ 456°	S1.123
EXHAUST VALVE LIFT mm @ 247°	S1.123

	PART NUMBER	SERIAL NUMBER	DATE CODE	INSPECTION CODE
LINER	CCCCCCCCCCCC <sup>A</sup>	CCCCCCCCCCCC <sup>A</sup>	CCCCCCCCCCCC <sup>B</sup>	
TOP RING	CCCCCCCCCCCC <sup>C</sup>	CCCCCCCCCCCC <sup>E</sup>		
INTERMEDIATE RING	CCCCCCCCCCCC <sup>C</sup>	CCCCCCCCCCCC <sup>E</sup>		
OIL RING	CCCCCCCCCCCC <sup>C</sup>	CCCCCCCCCCCC <sup>E</sup>		
PISTON CROWN	CCCCCCCCCCCC <sup>D</sup>	CCCCCCCCCCCC <sup>D</sup>	CCCCCCCCCCCC <sup>B</sup>	CCCCCCCCCCCC <sup>G</sup>
PISTON SKIRT	CCCCCCCCCCCC <sup>H</sup>	CCCCCCCCCCCC <sup>I</sup>		
FUEL INJECTOR	CCCCCCCCCCCC <sup>J</sup>	CCCCCCCCCCCC <sup>K</sup>		
ECM EPROM	CCCCCCCCCCCC		CCCCCCCCCCCC	
PISTON COOLING JET	CCCCCCCCCCCC	CCCCCCCCCCCC		

<sup>A</sup> On liner O.D.

<sup>B</sup> On liner O.D. (NNAN)

<sup>C</sup> On box label

<sup>D</sup> On top of piston

<sup>E</sup> On paper envelope containing the ring

<sup>F</sup> Number below "E" located on piston top

<sup>G</sup> Number above "E" located on piston top

<sup>H</sup> On bottom surface of skirt rim

<sup>I</sup> On bottom surface under pin bore

<sup>J</sup> On top surface of plunger

<sup>K</sup> On top surface of plunger - 6 digits



**1R SCOTE TEST PROCEDURE  
Form 5A**

LAB: <i>CC</i>	EOT DATE: <i>YYYYMMDD</i>	END TIME: <i>HH:MM</i>	METHOD: <i>CC</i>
STAND: <i>CCCCC</i>		RUN NUMBER: <i>CCCC</i>	
FORMULATION/STAND CODE: <i>CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC</i>			
OILCODE: <i>CC</i>			

*CC*



**1R SCOTE TEST PROCEDURE  
FORM 6A  
REFEREE RATING**

<b>TEST IDENTIFICATION</b>			
LAB: CC	EOT DATE: YYYYMMDD	END TIME: HH:MM	METHOD: CC
STAND: CCCC	RUN #: CCCC		
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
OILCODE: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			
<b>REFEREE RATING INFORMATION</b>			
COMPANY: CC	RATING NUMBER: CCCCCCCCC	DATE RATED: YYYYMMDD	RATER: CCC

<b>TOTAL PISTON RATINGS SUMMARY</b>																	
DEP. FACTOR	GROOVES			LANDS			DEP. FACTOR	GROOVES			LANDS			OIL COOLING		UNDER CROWN	
	NO. 1 A, % DEM.	NO. 2 A, % DEM.	NO. 1 A, % DEM.	NO. 2 A, % DEM.	NO. 1 A, % DEM.	NO. 2 A, % DEM.		NO. 3 A, % DEM.	NO. 3 A, % DEM.	NO. 4 A, % DEM.	NO. 3 A, % DEM.	NO. 3 A, % DEM.	NO. 4 A, % DEM.	A, %	DEM.		A, %
C	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
A	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
R	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
B																	
O																	
N	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
8 - 9	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
7 - 7.9	S123	S123.12	S123	S123.12	S123	S123.12	7.5	S123	S123.12	S123	S123.12	S123	S123.12				
6 - 6.9	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
5 - 5.9	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
4 - 4.9	S123	S123.12	S123	S123.12	S123	S123.12	4.5	S123	S123.12	S123	S123.12	S123	S123.12				
3 - 3.9	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
2 - 2.9	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
1 - 1.9	S123	S123.12	S123	S123.12	S123	S123.12	1.5	S123	S123.12	S123	S123.12	S123	S123.12				
>0 - 0.9	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
CLEAN	S123	0	S123	0	S123	0		S123	0	S123	0	S123	0				0
TOTAL	S123	S123.12	S123	S123.12	S123	S123.12		S123	S123.12	S123	S123.12	S123	S123.12				
RATING	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12		S123.12	S123.12	S123.12	S123.12	S123.12	S123.12				S123.12
LOCATION FACTOR	2	3	1	3				20	20	20	60						1
IND RATING	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12		S123.12	S123.12	S123.12	S123.12	S123.12	S123.12				S123.12
WD:	S1234.1	TLHC %:	S12.12	TLC %:	S12.12	TGC %:	S12.12	IGF %:	S12.12	IGC %:	S12	TLFC %:	S123456				S123456
UNWEIGHTED:	S1234.1	TLC:	S12.12	TLC:	S12.12	TGC:	S12.12	IGC:	S12.12	IGC:	S12.12	TLFC %:	UNDERCROWN CARBON:				S123.12



**1R SCOTE TEST PROCEDURE  
FORM 7**

<b>TEST IDENTIFICATION</b>	
LAB: CC	EOT DATE: YYYYMMDD
STAND: CCCCC	END TIME: HH:MM
METHOD: CC	
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC	
OIL CODE: CCC	
TEST FUEL: CCCCCCCCCC	
FUEL BATCH: CCCCCCCCCC	
RUN NUMBER: CCCC	

OIL ANALYSIS	NEW	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
VISC @ 100°C	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12
VISC @ 40°C	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12
TBN D4739	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12
TAN D664	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12	S123.12
TGA Soot %	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>WEAR METALS (ppm)</b>																	
Fe	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
Al	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
Si	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
Cu	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
Cr	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
Pb	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
FUEL DILUTION %	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1
IR O <sub>2</sub>	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123	S1234.123
BLOWBY (L/min)	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
Oil Consumption g/h for hrs ending	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1
Oil Consumption r	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12	S1.12
FUEL POSITION (mm)	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1	S12.1

NOTE:  
 (1) Total Oil In System 5800 ± 50 grams.  
 (2) Refill oil scale cart to full level every 36 hours. Take oil samples, as shown, before adding oil.



**1R SCOTE TEST PROCEDURES**

**FORM 9**

**RING MEASUREMENTS**

LAB: <i>CC</i>	EOT DATE: <i>YYYYMMDD</i>	END TIME: <i>HH:MM</i>	METHOD: <i>CC</i>
STAND: <i>CCCCC</i>		RUN NUMBER: <i>CCCC</i>	
FORMULATION/STAND CODE: <i>CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC</i>			
OILCODE: <i>CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC</i>			

ALL RING MEASUREMENTS ARE MADE USING METRIC FEELER GAGES

RING GAPS (mm)	1Y4014 TOP	1Y4013 INTERMEDIATE	1Y4012 OIL
<b>SPECIFICATIONS</b>	0.350mm - 0.550mm	0.754mm - 0.906mm	0.400mm - 0.750mm
PRE-TEST	<i>S1.123</i>	<i>S1.123</i>	<i>S1.123</i>
POST-TEST	<i>S1.123</i>	<i>S1.123</i>	<i>S1.123</i>
INCREASE	<i>S1.123</i>	<i>S1.123</i>	<i>S1.123</i>

RING SIDE CLEARANCE*		A	B	C	D	AVG.	MIN.	SPECIFICATION
<b>TOP</b>	PRE-TEST	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	0.090mm - 0.127mm
	POST-TEST	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	
	LSC	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	<i>S12.123</i>	
<b>INT.</b>	PRE-TEST	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	0.060mm - 0.110mm
	POST-TEST	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	
	LSC	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	<i>S12.123</i>	
<b>OIL</b>	PRE-TEST	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	0.030mm - 0.080mm
	POST-TEST	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	
	LSC	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S12.123</i>	<i>S1.123</i>	<i>S12.123</i>	

\* NOTES:

1. WRITE "STUCK" IN PLACE OF DIMENSION WHEN APPLICABLE
2. WRITE "<0.03 mm" FOR CLEARANCE WHEN APPLICABLE.
3. WRITE ">" BEFORE CALCULATED DECREASE OR AVERAGE DECREASE VALUES THAT INCORPORATE A "<0.03 mm" IN CALCULATION.
- 4 LSC = LOSS OF SIDE CLEARANCE
5. MIN: OIL RING MINIMUM SIDE CLEARANCE IS MEASURED 360° AROUND PISTON.

**1R SCOTE TEST PROCEDURE  
FORM 10  
LINER MEASUREMENTS**

LAB: CC	EOT DATE: YYYYMMDD	END TIME: HH:MM	METHOD: CC
STAND: CCCCC	RUN NUMBER: CCCC		
FORMULATION/STAND CODE: CC-CCCCCCCCCC-C-C-CCCCCC-CC-CC-CCCC			
OILCODE: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

LINER SURFACE FINISH (µm)			
DISTANCE FROM TOP	TRANSVERSE	LONGITUDINAL	AVERAGE
130 mm	S1.12	S1.12	S1.12
50 mm	S1.12	S1.12	S1.12
25 mm	S1.12	S1.12	S1.12
TOTAL AVERAGE (Spec: 0.4 - 0.8 µm)			S1.12

% LINER BORE POLISH - GRID (ADD T/AT VALUES FROM GRID)	
THRUST	S123.1
ANTI-THRUST	S123.1
TOTAL	S123.1

LINER BORE MEASUREMENT (137.154mm minimum)				
BEFORE TEST - DIAMETER (DIAL BORE GAGE)				
BORE HEIGHT	LONGITUDINAL	TRANSVERSE	OUT OF ROUND (0.038 mm max)	
250 mm	S123.123	S123.123	S1.123	
210 mm	S123.123	S123.123	S1.123	
170 mm	S123.123	S123.123	S1.123	
130 mm	S123.123	S123.123	S1.123	
50 mm	S123.123	S123.123	S1.123	
25 mm	S123.123	S123.123	S1.123	
15 mm	S123.123	S123.123	S1.123	
TAPER (0.050 max)	S123.123	S123.123		
AFTER TEST - (SURFACE PROFILE)				
	LONGITUDINAL		TRANSVERSE	
	FRONT	REAR	T	AT
WEAR STEP @ 13 mm	S1.123	S1.123	S1.123	S1.123

1R SCORE TEST PROCEDURE  
FORM 11

CHARACTERISTICS OF THE DATA ACQUISITION SYSTEM

LAB: CC	EOT DATE: YYYYMMDD	END TIME: HH:MM	METHOD: CC
STAND: CCCCC	RUN NUMBER: CCCC		
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
OILCODE: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

PARAMETER (1)	SENSING DEVICE (2)	CALIBRATION FREQUENCY (3)	RECORD DEVICE (4)	OBSERVATION FREQUENCY (5)	RECORD FREQUENCY (6)	LOG FREQUENCY (7)	SYSTEM RESPONSE (8)
OPERATION CONDITIONS							
ENGINE SPEED (r/min)	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
ENGINE POWER (kW)	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
FUEL FLOW (g/min)	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
HUMIDITY (g/kg)	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
TEMPERATURES (°C)							
COOLANT OUT	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
COOLANT IN	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
OIL TO MANIFOLD	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
OIL COOLER IN	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
INLET AIR	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
EXHAUST	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
FUEL TO HEAD	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
PRESSURES (kPa)							
OIL TO MANIFOLD	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
INLET AIR	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
EXHAUST	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
FUEL FROM HEAD	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
CRANKCASE	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
Flows (L/min)							
BLOWBY	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC
COOLANT FLOW	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCCCCCC	CCCCCCCC

LEGEND:

- (1) OPERATING PARAMETER
- (2) THE TYPE OF DEVICE USED TO MEASURE TEMPERATURE, PRESSURE, OR FLOW
- (3) FREQUENCY AT WHICH THE MEASUREMENT SYSTEM IS CALIBRATED
- (4) THE TYPE OF DEVICE WHERE DATA IS RECORDED
- LG - HANDLOG SHEET
- DL - AUTOMATIC DATA LOGGER
- SC - STRIP CHART RECORDER
- C/M - COMPUTER, USING MANUAL DATA ENTRY
- C/D - COMPUTER, USING DIRECT I/O ENTRY
- (5) DATA AREA OBSERVED BUT ONLY RECORDED IF OFF SPEC.
- (6) DATA ARE RECORDED BUT ARE NOT REATTAINED AT EOT
- (7) DATA ARE LOGGED AS PERMANENT RECORD, NOTE SPECIFY IF:  
SS - SNAPSHOT TAKEN AT SPECIFIED FREQUENCY  
AG/X - AVERAGE OF X DATA POINTS AT SPECIFIED FREQUENCY
- (8) TIME FOR THE OUTPUT TO REACH 63.2% OF FINAL VALUE FOR STEP CHANGE AT INPUT





**1R SCOTE TEST PROCEDURE**  
**Form 15**  
**PISTON, RING AND LINER PHOTOGRAPHS**

LAB: <i>CC</i>	EOT DATE: <i>YYYYMMDD</i>	END TIME: <i>HH:MM</i>	METHOD: <i>CC</i>
STAND: <i>CCCCC</i>		RUN NUMBER: <i>CCCC</i>	
FORMULATION/STAND CODE: <i>CC-CCCCCCCCCC-C-C-CCCCCC-CC-CC-CCCCC</i>			
OILCODE: <i>CC</i>			

*CC*