

**1R SCOTE TEST PROCEDURE
FORM 1**

METHOD CC

VERSION 1R VERSION 20011129

CONDUCTED FOR

CC
CC

C	V = VALID
	I = INVALID
	N = RESULTS CAN NOT BE INTERPRETED AS REPRESENTATIVE OF OIL PERFORMANCE (NON-REFERENCE OIL) AND SHALL NOT BE USED FOR MULTIPLE TEST ACCEPTANCE CRITERIA.
CC	RO = REFERENCE OIL TEST
	NR = ALL OTHER TESTS
C	WAS THIS TEST RUN UNDER A VALID CALIBRATION? (Y/N)
C	LAB IS CURRENTLY OPERATING UNDER AN LTMS PRECISION ALARM *
C	STAND IS CURRENTLY OPERATING UNDER AN LTMS PRECISION ALARM *

* Check box only if YES

Test Number		
Test Stand: CCCCC	Engine Run CCCC	
EOT Time: HH:MM	EOT Date: YYYYMMDD	
Oil Code: CCC		
Formulation/Stand CC-CCCCCCCCCC-C-C-CCCCCC-CC-CC-CCCCC		
Alternate Codes: CCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCCCC
SAE Viscosity Grade: CCCCCCC		

In my opinion this test CCCCCCCC been conducted in accordance with the 1R Test Procedure(Research Report) and the appropriate amendments through the information letter system. The remarks included in the report describe the anomalies associated with this test.

SUBMITTED BY: _____
Testing Laboratory
Signature Image
Signature

Typed Name

Title

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

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>			

START DATE: <i>YYYYMMDD</i>	START TIME: <i>HH:MM</i>	TOTAL TEST LENGTH: <i>S1234</i>	TMC OIL <i>CCCCC</i>
LAB INTERNAL OIL <i>CCCCCCCCCCCCCCCCCCCC</i>		ENGINE SERIAL NUMBER: <i>CCCCCCCCCC</i>	

	CORRECTION EFFECTIVE DATE	WD	TGC	TLC	BOTOC g/h	EOTOC g/h	OIL CON. DELTA EOTOC-BOTOC g/h
UNADJUSTED LAB RATING		<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>
INDUSTRY CORRECTION (IF ANY)	<i>YYYYMMDD</i>	<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>
SUBTOTAL		<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>
LAB SEVERITY ADJUSTMENT (IF ANY) ^B	<i>YYYYMMDD</i>	<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>
TOTAL		<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>

	EFFECTIVE DATE	WD	TGC	TLC	BOTOC g/h	EOTOC g/h	OIL CON. DELTA EOTOC-BOTOC g/h
TEST TARGET MEAN ^A	<i>YYYYMMDD</i>	<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>
TEST TARGET STD ^A	<i>YYYYMMDD</i>	<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>
API <i>CCCCCCC</i> PASS LIMIT ^B	<i>YYYYMMDD</i>	<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	<i>S12.1</i>	<i>S12.1</i>	<i>S12.1</i>

	REFEREE LAB	WD	TGC	TLC	
REFEREE RATINGS ^A	<i>CC</i>	<i>S1234.1</i>	<i>S12.12</i>	<i>S12.12</i>	

	TOP	INT. 1	OIL	PISTON CROWN	PISTON SKIRT	LINER
RING LOSS OF SIDE CLEARANCE (mm)	<i>S1.123</i>	<i>S1.123</i>	<i>S1.123</i>			
RING END GAP INCREASE (mm)	<i>S1.123</i>	<i>S1.123</i>	<i>S1.123</i>			
IS THE RING STUCK?	<i>CCC</i>	<i>CCC</i>	<i>CCC</i>			
SCUFFED AREA %	<i>S123</i>	<i>S123</i>	<i>S123</i>	<i>S123</i>	<i>S123</i>	<i>S123</i>
AVERAGE WEAR STEP (µm)						<i>S1234</i>
% BORE POLISH						<i>S123.1</i>

Notes: ^AReference oil tests or as requested by test sponsor
^BNon-reference oil tests only

**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 ^A	BQD ^B	OVER/UNDER RANGE ^C
	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	75	S1234.1	S1234	S1234	S1234
	TEMPERATURE								
	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	60	S123.1	S1234	S1234	S1234
	FUEL INTO HEAD	0.00	S12.123	°C	42	S123.1	S1234	S1234	S1234
	PRESSURES								
	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
	EXHAUST (ABSOLUTE)	0.00	S12.123	kPa	252	S123.1	S1234	S1234	S1234
NON-CONTROLLED PARAMETERS	OPERATING PARAMETER	PROCESS			TOTAL DATA POINTS				
		UNITS	TYPICAL RANGE ^D	AVERAGE	SAMPLES ^A	BQD ^B	OVER/UNDER RANGE ^C		
	INTAKE AIR FLOW	kg/h	360-410	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		
	TEMPERATURE								
	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	590-620	S123.1	S1234	S1234	S1234		
	PRESSURES								
	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	30-85	S12.1	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 ^A	CCCCCCCCCCCC ^B	CCCCCCCCCCCC ^A	
TOP RING	CCCCCCCCCCCC ^C	CCCCCCCCCCCC ^E		
INTERMEDIATE RING	CCCCCCCCCCCC ^C	CCCCCCCCCCCC ^E		
OIL RING	CCCCCCCCCCCC ^C	CCCCCCCCCCCC ^E		
PISTON CROWN	CCCCCCCCCCCC ^D	CCCCCCCCCCCC ^D	CCCCCCCCCCCC ^F	CCCCCCCCCCCC ^G
PISTON SKIRT	CCCCCCCCCCCC ^H	CCCCCCCCCCCC ^I		
FUEL INJECTOR	CCCCCCCCCCCC ^J	CCCCCCCCCCCC ^K		
ECM EPROM	CCCCCCCCCCCC ^L		CCCCCCCCCCCC	
PISTON COOLING JET	CCCCCCCCCCCC	CCCCCCCCCCCC		

^A On liner O.D.

^B On liner O.D. (NNNN)

^C On box label

^D On top of piston

^E On paper envelope containing the ring

^F Number below "E" located on piston top

^G Number above "E" located on piston top

^H On bottom surface of skirt rim

^I On bottom surface under pin bore

^J On top surface of plunger

^K On top surface of plunger - 6 digits

^L On ECAT software

1R SCORE TEST PROCEDURE

FORM 5

PISTON RATING SUMMARY

TEST	LAB: CC	EOT	YYYYMMDD	END	HH:MM	STAND: CCCCC	RUN	CCCC	METHOD: CC
FORMULATION/STAND CODE: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC OIL CODE: CCC									
TEST	CCCCCCCC	FUEL BATCH: CCCCCCCCC	DATE RATED: YYYYMMDD	RATER	CCC	VERIFIED	CCC	TMC OIL CODE: CCCCC	
LAST STAND REFERENCE INFORMATION									
DATE COMPLETED: YYYYMMDD STAND #: CCCCC									
WD TGC TLC BOTOC g/h EOTOC g/h									
LAST REF. THIS STAND	S123.1	S12.12	S12.12	S12.1					
INDUSTRY AVERAGE	S123.1	S12.12	S12.12	S12.1					
INDUSTRY STD	S123.1	S12.12	S12.12	S12.1					
TOTAL PISTON RATINGS SUMMARY									
GROOVES									
LANDS									
GROOVE									
LANDS									
DEP. FACTOR									
NO. 1 NO. 2 NO. 3 NO. 4									
A, % DEM. A, % DEM. A, % DEM. A, % DEM. A, % DEM. A, % DEM.									
C	HC - 1.0	S123	S123.12	S123	S123.12	S123	S123.12	S123	S123.12
A	MC - 0.5	S123	S123.12	S123	S123.12	S123	S123.12	S123	S123.12
R	LC - .25	S123	S123.12	S123	S123.12	S123	S123.12	S123	S123.12
O		S123	S123.12	S123	S123.12	S123	S123.12	S123	S123.12
N	TOTAL	S123	S123.12	S123	S123.12	S123	S123.12	S123	S123.12
V									
A									
R									
N									
I									
S									
H									
CLEAN									
TOTAL									
RATING									
LOCATION FACTOR									
IND RATING									
WD: S1234.1 TLHC %: S12.12 TGF %: S12.12 IGF %: S12									
UNWEIGHTED: S1234.1 TIC: S12.12 TGC: S12.12 IGC: S12.12 TLFC %: UNDERCROWN CARBON: S123.12									

1R SCOTE TEST PROCEDURE
Form 5A

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: CCC			

CC

**1R SCOTE TEST PROCEDURE
FORM 7
OIL ANALYSIS DATA**

TEST IDENTIFICATION	
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: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC	
TEST FUEL: CCCCCCCCCC	
FUEL BATCH: CCCCCCCCCC	

OIL ANALYSIS	NEW	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123	S123
VISC @ 100°C	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
VISC @ 40°C	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
TBN D4739	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
TAN D664	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
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
WEAR METALS (ppm)																	
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 ₂	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234	S1234
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 ²	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
SPECIFICATIONS	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
TOP	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>	
INT.	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>	
OIL	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 µm		TRANSVERSE µm	
	FRONT	REAR	T	AT
WEAR STEP @ 13 mm	S1234	S1234	S1234	S1234

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 RETAINED 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-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC</i>			
OILCODE: <i>CC</i>			

CC

1R SCOTE TEST PROCEDURE
 Form 18
 TMC CONTROL CHART ANALYSIS
 (Reference Oil Tests Only)

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>			

CC