Report On
Sequence IIIFVS Evaluation

Version

Conducted For

	V = Valid
	I = Invalid
	N = Results Cannot Be Interpreted As Representative Of Oil Performance (Non-Reference Oil) And Shall Not Be Used For Multiple Test Acceptance

	NR = Non-Reference Oil Test
	RO = Reference Oil Test

Test Number					
Test Stand		Stand Test		Lab Test	
Oil Code					
Formulation/Stand					
Alternate Codes					
EOT Date			EOT Time		

In my opinion this test been conducted in a valid manner in accordance with ASTM Test Method D 6984 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

_____
Typed Name

_____
Title

Sequence IIIFVS
Form 2

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Sequence IIIFVS
Form 3

Summary of Test Method

The Sequence IIIFVS test is a fired-engine, dynamometer lubricant test for evaluating automotive engine oils for certain high-temperature performance characteristics, including oil thickening and oil consumption. Such oils include both single viscosity grade and multi-viscosity grade oils that are used in spark-ignition, gasoline-fueled engines, as well as diesel engines.

The Sequence IIIFVS test utilizes a 1996 General Motors Powertrain 3800 Series II, water-cooled, 4 cycle, V-6 engine as the test apparatus. The Sequence IIIFVS test engine is an overhead valve design (OHV) and uses a single camshaft operating both intake and exhaust valves via pushrods and hydraulic valve lifters in a sliding-follower arrangement. The engine uses one intake and one exhaust valve per cylinder. Induction is handled by a modified GM port fuel injection system setting the Air-to-Fuel ratio at 15:1. The test engine is overhauled prior to each test, during which critical engine dimensions are measured and measured parts (pistons, camshaft, valve lifters, etc.) are replaced.

The Sequence IIIFVS test consists of a 10-minute operational check, followed by 80 hours of engine operation at moderately high speed, load, and temperature conditions. The 80-hour segment is broken down into eight 10-hour test segments. Following each 10-hour segment, and the 10-minute operational check, oil samples are drawn from the engine. The kinematic viscosities of the 10-hour segment samples are compared to the viscosity of the 10-minute sample to determine the viscosity increase of the test oil.

The Sequence IIIFVS test is operated at the following test states during the 80-hour portion of the test:

Parameter	**Set Point**
Engine Speed	3600 r/min
Engine Load	200 N·m
Oil Filter Block Temperature	155 °C
Coolant Outlet Temperature	122 °C
Fuel Pressure	365 kPa
Intake Air Temperature	27 °C
Intake Air Pressure	0.05 kPa
Intake Air Dew Point	16.1 °C
Exhaust Back Pressure	6 kPa
Engine Coolant Flow	160 L/min
Condenser Coolant Flow	10 L/min
Air-to-Fuel Ratio	15.0:1
Condenser Coolant Outlet Temperature	40 °C

Sequence IIIFVS
Form 4
Test Result Summary

Laboratory		Oilcode	
Test Stand No.		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Date Started		Engine No.	
Time Started		Fuel Batch	
Date Completed		SAE Viscosity	
Time Completed		TMC Oil Code[A]	
Test Length			

	Viscosity Increase (%)	Oil Consumption (L)[B]
Original Units		
Transformed Results[C]		
Industry Correction Factor		
Corrected Transformed Result		
Severity Adjustment		
Final Transformed Result		
Final Original Unit Result		

Most Recent Stand Reference Oil Test History[D]			
Test Number			
Oilcode			
Date Completed		TMC Oil Code	
Final Viscosity Increase, %		Fuel Batch	

[A] Reference Oil Tests Only

[B] Test Hours at which Oil Consumption was calculated

[C] Percent Viscosity Increase Transformation is 1/SQRT(Viscosity Increase)

[D] Non-reference Oil Tests Only

Sequence IIIFVS
Form 5
Operational Summary

Laboratory		Oilcode	
Test Stand No.		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

	Parameter	Units	QI Limit	EOT QI	Target	Average	Standard Deviation	Number of	
								Samples[A]	BQD[B]
Controlled Parameters	Speed	r/min	0.000		3600				
	Load	N·m	0.000		200				
	Oil Filter Block	°C	0.000		155.0				
	Engine Coolant Out	°C	0.000		122.0				
	Condenser Coolant Out	°C	0.000		40.0				
	Left Air-to-Fuel Ratio	-	0.000		15.0				
	Right Air-to-Fuel Ratio	-	0.000		15.0				
	Left Exhaust Back Pressure	kPa	0.000		6.0				
	Right Exhaust Back Pressure	kPa	0.000		6.0				
	Intake Air	kPa	0.000		0.05				
	Engine Coolant Flow	L/min	0.000		160.0				

	Parameter	Units	Average	Standard Deviation	Number of	
					Samples[A]	BQD[B]
Non-controlled Parameters	Oil Sump	°C				
	Pump Outlet Pressure	kPa				
	Gallery Pressure	kPa				
	Engine Coolant In	°C				
	Fuel Inlet	°C				
	Intake Air	°C				
	Intake Air Dew Point	°C				
	Intake Vacuum	kPa				
	Crankcase	kPa				
	Fuel Pressure	kPa				

Oil Consumption Data									
HOURS	Initial Run-in								
LEVEL (ml) low									

NO_X Measurement			
Hours			
NO_X, ppm			

[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.

Sequence IIIFVS
Form 6
Used Oil Analysis Results

Laboratory		Oilcode	
Test Stand No.		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Viscosity Increase Data (cSt @ 40°C)			
Hours	**Viscosity[A]**	**Change**	**Percent**
New Oil			
Initial[B]			

[A] 8000 cSt is maximum allowable viscosity
[B] At end of leveling run

Results of ICP Analysis of Used Oil										
Test Hours	Initial									
Iron										
Copper										
Lead										

Cold Crank Simulator Results, D5293	
Final Temperature, °C	
Final Cold-Crank Simulator Viscosity, cP	

Mini-Rotary Viscometer Results, D4684	
MRV Temperature, °C	
MRV Result, cP	
Yield Stress, Pa	

Sequence IIIFVS
Form 7
Blowby Values & Plot

Lab		Oil Code	
Stand		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Blowby Plot

Test Hours										
Blowby, L/min										
Test Hours								**Average**		
Blowby, L/min										

Sequence IIIFVS
Form 8
Viscosity Increase Plot

Lab		Oil Code	
Stand		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Sequence IIIFVS
Form 9
Hardware Information

Lab		Oil Code	
Stand		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Build Completion Date		Piston Batch (Code)	
Block Serial Number		Piston Size (Grade)	
Crankshaft Serial Number		Piston Ring Batch Code	
Camshaft Serial Number		Oil Filter Batch Code	
Cylinder Head Serial Number, Left		Intake Valve Seals Batch Code	
Cylinder Head Serial Number, Right		Valve Springs Batch Code	
Bearing Kit Serial Number		Top Ring Gap, mils	
Connecting Rod Type (PMNS)		Bottom Ring Gap, mils	

Sequence IIIFVS
Form 10
Downtime & Outlier Report Form

Lab		Oil Code	
Stand		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Number of Downtime Occurrences			
Test Hours	Date	Downtime	Reasons
			Total Downtime (hours) – Maximum allowable downtime: 24 hours

Other Comments		
Number of Comment Lines		

Sequence IIIFVS
Form 10A
Downtime & Outlier Report Form

Lab		Oil Code	
Stand		Test No.	
Laboratory Oil Code			
Formulation Stand Code			

Number of Downtime Occurrences			
Test Hours	Date	Downtime	Reasons
			Total Downtime (hours) – Maximum allowable downtime: 24 hours

Other Comments		
Number of Comment Lines		

Sequence IIIFVS
Form 11
American Chemistry Council Code of Practice
Test Laboratory Conformance Statement

Test Laboratory					
Test Sponsor					
Formulation / Stand Code					
Test Number					
Start Date		Start Time		Time Zone	

Declarations

No. 1 All requirements of the ACC Code of Practice for which the test laboratory is responsible were met in the conduct of this test. Yes _____ No_____ *

No. 2 The laboratory ran this test for the full duration following all procedural requirements; and all operational validity requirements of the latest version of the applicable test procedure (ASTM or other), including all updates issued by the organization responsible for the test, were met. Yes _____ No_____*

If the response to this Declaration is "No", does the test engineer consider the deviations from operational validity requirements that occurred to be beyond the control of the laboratory? Yes _____* No_____

No 3. A deviation occurred for one of the test parameters identified by the organization responsible for the test as being a special case. Yes _____* No_____ (This currently applies only to specific deviations identified in the ASTM Information Letter System)

	Operational review of this test indicates that the results should be included in the Multiple Test Acceptance Criteria calculations.
	*Operational review of this test indicates that the results should not be included in the Multiple Test Acceptance Criteria calculations.

Note: Supporting comments are required for all responses identified with an asterisk.

Comments

_____ _____
Signature Date

_____ _____
Typed Name Title