Report On
Sequence IIIG Evaluation

Version

Conducted For

	V = Valid
	I = Invalid
	N = Results Cannot Be Interpreted As Representative Of Oil Perfromance (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 conducted in a valid manner in accordance with the latest draft of Sequence IIIG procedure 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

_____
Typed Name

_____
Title

Form 2

Sequence IIIG

Table of Contents

1.	Title / Validity Declaration Page	Form 1
2.	Table of Contents	Form 2
3.	Summary of Test Method	Form 3
4.	Test Result Summary	Form 4
5.	Operational Summary	Form 5
6.	Used Oil Analysis	Form 6
7.	Valve Lifter and Camshaft Wear Results	Form 7
8.	Summary of Oil Ring Land Deposit Rating	Form 8
9.	Summary of Piston Deposits	Form 9
10.	Blowby Values & Plot	Form 10
11.	Viscosity Increase Plot	Form 11
12.	Hardware Information	Form 12
13.	Downtime & Outlier Report Form	Form 13

Sequence IIIG

Form 3

Summary of Test Method

The Sequence IIIG Test is a fired-engine, dynamometer lubricant test for evaluating automotive engine oils for certain high-temperature performance characteristics, including oil thickening, varnish deposition, oil consumption, and engine wear. 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 IIIG Test utilizes a 1996 General Motors Powertrain 3800 Series II, water-cooled, 4 cycle, V-6 engine as the test apparatus. The Sequence IIIG 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 rated or measured parts (pistons, camshaft, valve lifters, etc.) are replaced.

The Sequence IIIG Test consists of a 10-minute operational check, followed by 100 hours of engine operation at moderately high speed, load, and temperature conditions. The 100-hour segment is broken down into five 20-hour test segments. Following each 20-hour segment, and the 10-minute operational check, oil samples are drawn from the engine. The kinematic viscosities of the 20-hour segment samples are compared to the viscosity of the 10-minute sample to determine the viscosity increase of the test oil.

The Sequence IIIG Test is operated at the following test states during the 100-hour portion of the test:

Parameter	Set Point
Engine Speed	3600 r/min
Engine Load	250 N-m
Oil Filter Block Temperature	150 ^{o}C
Coolant Outlet Temperature	115 ^{o}C
Fuel Pressure	365 kPa
Intake Air Temperature	35 ^{o}C
Intake Air Pressure	0.05 kPa
Intake Air Dew Point	16.1 ^{o}C
Exhaust Back Pressure	6 kPa
Engine Coolant Flow	160 L/min
Breather Tube Coolant Flow	10 L/min
Air-to-Fuel Ratio	15.0:1
Breather Tube Coolant Outlet Temperature	40 ^{o}C

SEQUENCE IIIG
FORM 4

TEST RESULT SUMMARY

Lab		Oil Code	
Stand		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	
Test Length			

Pass/Fail Results						
	Viscosity Increase (%)	**Average Cam + Lifter Wear (µm)**	**Average Weighted Piston Deposits (merits)**	**Average Piston Skirt Varnish (merits)**	**Number of Hot-Stuck Rings**	**Oil Consumption (L)[B]**
Original Units						
Transformed Results						
Industry Correction Factor						
Corrected Transformed						
Severity Adjustment						
Final Transformed Result						
Final Original Unit Result						

Additional Results					
Oil Consumption Hours, h [B]			Average Oil Ring Plugging, %		
Maximum Cam + Lifter Wear,			Number of Cold-Stuck Rings		
MRV Temperature, °C		MRV Result, cP		Yield Stress, cP	

Most Recent Stand Reference Oil Test History[C]			
Test Number	- -		
Oil Code			
Date Completed		TMC Oil	
Final Viscosity Increase, %		Fuel Batch	
Final Average Piston Skirt Varnish, merits			
Final Average Cam + Lifter Wear, µm			
Final Maximum Cam + Lifter Wear, µm			
Final Average Weighted Piston Deposit, merits			

[A]Reference Oil Tests Only
[B]Test Hours at which Oil Consumption was calculated
[C]Non-Reference Oil Tests Only

Sequence IIIG

Form 5

Operational Summary

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

	Parameter	Units	QI Threshol	EOT QI	Target	Average	Standard Deviation	Number of Samples	Number of BQD
Controlled Parameters	Speed	r/min	**0.000**		**3600**				
	Load	Nm	**0.000**		**250**				
	Oil Filter Block	°C	**0.000**		**150.0**				
	Engine Coolant Out	°C	**0.000**		**115.0**				
	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	Number of BQD
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			

Sequence IIIG

Form 6

Used Oil Analysis Results

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

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

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

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

Cold Crank Simulator Results, D 5293	
Specified Temperature, °C	
Cold-Crank Simulator Viscosity at Specified Temperature, cP	

Mini-Rotary Viscometer Results, D 4684	
MRV Temperature, °C	
MRV Result, cP	
Yield Stress, cP	

Sequence IIIG

Form 7

Valve Lifter And Camshaft Wear Results

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

Number	Camshaft Lobe, µm	Valve Lifter, µm	Cam & Lifter Wear, µm
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
Maximum			
Minimum			
Average			

Sequence IIIG

Form 8

Summary Of Oil Ring Land Deposit Rating

Lab		Oil Code			
Stand		Test No.	--	--	
Laboratory Oil Code					
Formulation Stand Code					
Rater			Rating Date		

Piston	Oil Ring Land Deposit, Merits	% Chipped
1		
2		
3		
4		
5		
6		
Average		

Piston	% Oil Ring Plugging	Ring Sticking[A]	
		Hot-Stuck Rings	Cold-Stuck Rings
1			
2			
3			
4			
5			
6			
Total			
Average			

[A] Possible values T = top compression ring
B = bottom compression ring
O = oil ring
N = none

Sequence IIIG

Form 9

Summary Of Piston Deposits

Lab		Oil Code	
Stand		Test No.	-- --
Laboratory Oil Code			
Formulation Stand Code			
Rater		Rating Date	

Note: CRC Manual 20 used for **ALL** Ratings

NOTE: These are un-weighted ratings

	Grooves, merits			Lands, merits		Undercrown, merits
	1	2	3	2	3	
Piston 1						
Piston 2						
Piston 3						
Piston 4						
Piston 5						
Piston 6						
WF	0.05	0.10	0.20	0.15	0.30	0.10

Note: These are un-weighted ratings

	Piston Skirt Varnish, merits		
	Thrust	Anti-Thrust	Average
Piston 1			
Piston 2			
Piston 3			
Piston 4			
Piston 5			
Piston 6			
Average			
WF			0.10

PSVAVx = (PSVTx + PSVAx)/2 *where x = Number of Piston*
PSVTAV = average of six Thrust Piston Skirt ratings.
PSVAAV = average of six Anti-Thrust Piston Skirt ratings.
APV = average of all 12 Piston Skirt ratings.

	Total Weighted Deposits, merits
Piston 1	
Piston 2	
Piston 3	
Piston 4	
Piston 5	
Piston 6	

WPDx = (WF*G1Px)+(WF*G2Px)+(WF*G3Px)+ (WF*L2Px)+ (WF*ORLDx)+(WF*UCPx)+(WF*PSVAVx)

where: x = Number of Piston
WF = Appropriate Weighting Factor (WF) for part, from table.

Average Weighted Piston Deposits, merits	

WPD = (WPD1+WPD2+WPD3+WPD4+WPD5+WPD6)/6

Sequence IIIG

Form 10

Blowby Values & Plot

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

Blowby Plot

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

Sequence IIIG

Form 11

Viscosity Increase Plot

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

Sequence IIIG

Form 12

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		
Camshaft Batch Code		Oil Cooler Batch Code		
Cylinder Head Serial Number, Left		Valve Springs Batch Code		
Cylinder Head Serial Number, Right		Lifter Serial Number	1	
Bearing Kit Serial Number			2	
Top Ring Gap, mils			3	
Bottom Ring Gap, mils			4	
Intake Valve Seals Batch Code			5	
Exhaust Valve Seals Batch Code			6	
Rocker Arm Batch Code			7	
Connecting Rod Type (CAST or PM)			8	
			9	
			10	
			11	
			12	

Sequence IIIG

Form 13

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 IIIG

Form 13A

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		