

**Report On**  
**Sequence IIIGB Evaluation**

**Version**

Conducted For

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

<b>NR</b> = Non-Reference Oil Test
<b>RO</b> = Reference Oil Test

<b>Test Number</b>					
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 7320 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 IIIGB**

#### **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.	Blowby Values & Plot	Form 7
8.	Hardware Information	Form 8
9.	Downtime & Outlier Report Form	Form 9
10.	ACC Conformance Statement	Form 10

## Sequence IIIGB

### Form 3

#### Summary of Test Method

The Sequence IIIGB Test is a fired-engine, dynamometer lubricant test for generating a used oil sample to evaluate the ability of an oil to retain Phosphorus after operation in a high-temperature environment. 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 IIIGB Test utilizes a 1996 General Motors Powertrain 3800 Series II, water-cooled, 4 cycle, V-6 engine as the test apparatus. The Sequence IIIGB 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 IIIGB 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 Sequence IIIGB 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 °C
Coolant Outlet Temperature	115 °C
Fuel Pressure	377.5 kPa
Intake Air Temperature	35 °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
Breather Tube Coolant Flow	10 L/min
Air-to-Fuel Ratio	15.0:1
Condenser Coolant Outlet Temperature	40 °C

**Sequence IIIGB**  
**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		SAE Viscosity	
Time		TMC Oil Code <sup>A</sup>	
Test Length			

<b>Pass/Fail Results</b>	
<b>Phosphorus Retention</b>	
Original Units	
Industry Correction Factor	
Corrected Result	
Severity Adjustment	
Final Original Unit Result	

<b>Additional Results</b>			
Oil Consumption Hours, h		Oil Consumption, L	

<sup>A</sup>Reference Oil Tests Only

**Sequence IIIGB**  
**Form 5**  
**Operational Summary**

Lab		Oil Code							
Stand		Test No.							
Laboratory Oil Code									
Formulation Stand Code									
<b>Controlled Parameters</b>	<b>Parameter</b>	<b>Units</b>	<b>QI Threshold</b>	<b>EOT QI</b>	<b>Target</b>	<b>Average</b>	<b>Standard Deviation</b>	<b>Number of</b>	
								<b>Samples</b>	<b>BQD</b>
	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					
<b>Non-controlled Parameters</b>	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							

## Sequence IIIGB

### Form 6

#### Used Oil Analysis Results

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

Calcium and Phosphorus Results by ICP (D 5185)			
Test Hour <sup>A</sup>	Calcium (Ca)	Phosphorus (P)	Phosphorus Retention <sup>B</sup>
	ppm	ppm	%
<b>Initial<sup>C</sup></b>			

Oil Consumption Data						
Hours	Initial <sup>C</sup>					
Level low (mL)						
Total Oil Consumed (L)						

NO <sub>x</sub> Measurement			
Hours			
NO <sub>x</sub> (ppm)			

<sup>A</sup> Optional samples at test hours 20, 40, 60 and 80 are not required by procedure.

<sup>B</sup> Phosphorus Retention =  $(Ca_{ti} / Ca_{t100}) \times (P_{t100} / P_{ti}) \times 100$

where  $Ca_{ti}$  and  $P_{ti}$  are the analytical results from initial oil sample, removed from the engine following the initial run and  $Ca_{t100}$  and  $P_{t100}$  are the analytical results from the End of Test (100h). For oils where Calcium is not the highest concentration detergent metal, the highest concentration detergent metal should be substituted for Calcium into the equation.

<sup>C</sup> Initial = taken after the initial ten minute run.

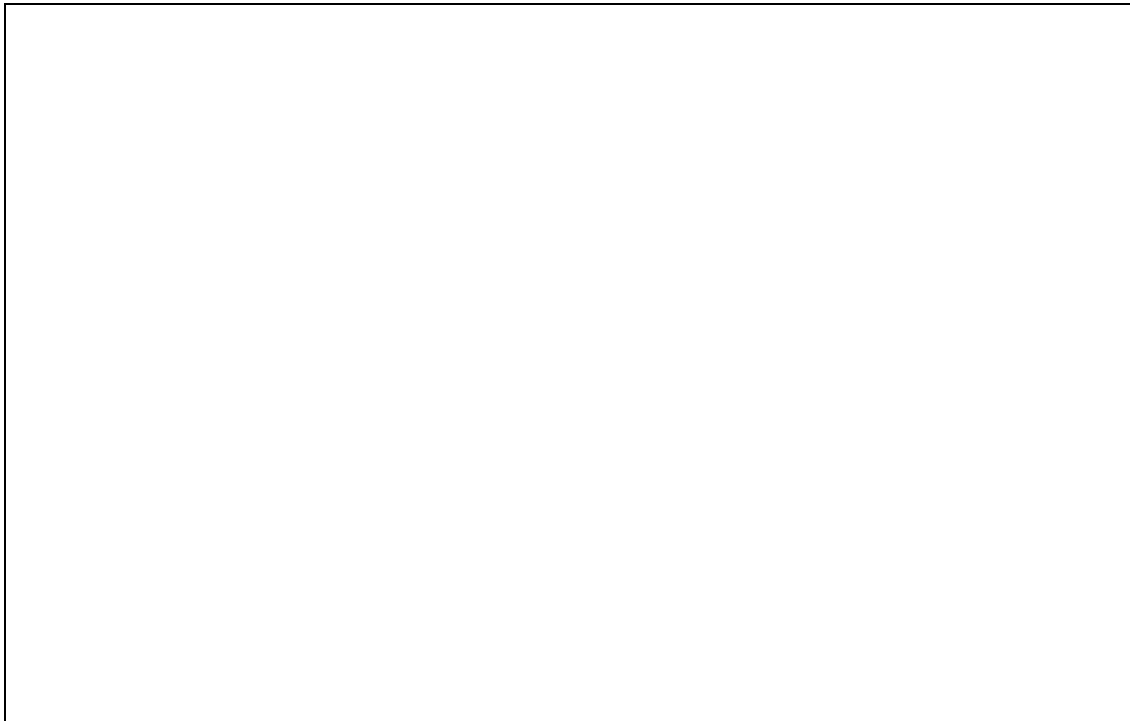
**Sequence IIIGB**

**Form 7**

**Blowby Values & Plot**

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

**Blowby Plot**



<b>Test Hours</b>										
<b>Blowby, L/min.</b>										
<b>Test Hours</b>										
<b>Blowby, L/min.</b>										
<b>Test Hours</b>		<b>Average</b>								
<b>Blowby, L/min.</b>										

**Sequence IIIGB**

**Form 8**

**Hardware Information**

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

FIFO	Piston Ring Batch Code		Build Completion Date	
FIFO	Oil Control (OC) Batch Code		Piston Size (Grade)	
FIFO	Expander Ring (EXP) Batch Code		Block Serial Number	
FIFO	Oil Filter Batch Code		Crankshaft Serial Number	
FIFO	Camshaft Pour Code		Crankshaft Part Number	
FIFO	Oil Cooler Batch Code		Camshaft Serial Number	
FIFO	Valve Springs Batch Code		Camshaft Phosphate Batch Code	
FIFO	Intake Valve Seals Batch Code		Cylinder Head Serial Number, Left	
FIFO	Exhaust Valve Seals Batch Code		Cylinder Head Serial Number, Right	
FIFO	Main Bearings (M) Batch Code		Top Ring Gap, mils	
FIFO	Connecting Rod Bearings (CR) Batch Code		Bottom Ring Gap, mils	
FIFO	Camshaft Bushing (CB) Batch Code		Bearing Kit Serial Number	
FIFO	Rocker Arm Batch Code		Cylinder Head Part Number, Left	
FIFO	Piston Batch (Code)		Cylinder Head Part Number, Right	







Sequence IIIGB

Form 10

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*)

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

Comments

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Typed Name

\_\_\_\_\_  
Title