

**ISM  
Lubricant Performance Test**

**Report Packet Version No.**  
ISM VERSION 20040514 BETA

**Method**  
CCCCCCCC

**Conducted For:**  
CC  
CC

C	V =	Valid; The reference oil / non-reference oil was evaluated in accordance with the test procedure.
	I =	Invalid; The reference oil / non-reference oil was not evaluated in accordance with the test procedure.
	N =	Results cannot be interpreted as representative of oil performance (non-reference oil) and shall not be used in determining an average test result using multiple test criteria.

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

Stand:	CCCCC	Engine:	CCCCCCC	Engine Run No:	CCCC
End Of Test Date:	YYYYMMDD	End Of Test Time:	HH:MM		
Oil Code:	CC				
Formulation / Stand Code:	CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC				
Alternate Codes:	CCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCC

In my opinion the test CCCCCC been conducted in a valid manner in accordance with Test Method Dxxxx and the appropriate amendments through the information letter system. The remarks included in this report describe the anomalies associated with this test.

Submitted By: \_\_\_\_\_

Testing Laboratory

Signature Image

Signature

\_\_\_\_\_

Typed Name

\_\_\_\_\_

Title

**ISM Lubricant Performance Test  
Form 2  
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**ISM Lubricant Performance Test  
Form 3  
Summary Of Test Method**

The ISM Lubricant Performance Test is an engine-dynamometer test which evaluates the ability of a lubricant to minimize crosshead wear, filter plugging, sludge build-up, and top ring weight loss. This test is a two-stage, steady state test (constant speed and load). Stage A is 50 hours and is run with retarded fuel injection timing to produce elevated soot levels in the oil. Stage B is 50 hours and is run under heavy load conditions to induce wear. The stages are run in sequence (Stage A followed by Stage B) twice for a total test length of 200 hours.

The test engine is a Cummins ISM diesel engine with EGR. It is an in-line six cylinder, four-stroke, turbocharged engine with electronically controlled fuel injection. A two-h break-in is conducted prior to each test since a new engine build is used for each test.

**ISM Test Conditions**

<b>Parameter</b>	<b>Stage A</b>	<b>Stage B</b>
Time, h	50	50
Injection Timing, °BTDC	Variable	Variable
Speed, r/min	1800	1600
Fuel Flow, kg/h	58.0	64.4
Intake CO 2%	0.97 - 1.09	0.97 - 1.09
Inlet Manifold Temp., °C	80	65.5
Coolant Out Temp., °C	65.5	65.5
Fuel In Temp., °C	40	40
Oil Gallery Temp., °C	115	115
Intake Air Temp., °C	Record	Record
Intake Air Pressure, kPa absolute	Record	Record
Intake Manifold Pressure, kPa absolute	300 Minimum	320 Minimum
Exhaust Back Pressure, kPa absolute	107	107
Crankcase Pressure, kPa	Record	Record
Coolant System Pressure, kPa	99 - 107	99 - 107
Power, kW	Record	Record
Torque, Nm	Record	Record
Pre-turbine Exhaust Temp., °C	Record	Record
Tailpipe Exhaust Temp., °C	Record	Record
Oil Sump Temp., °C	Record	Record
Inlet Air Dew Point, °C	Record	Record
Inlet Air Humidity, kg/kg	Record	Record
Oil Gallery Pressure, kPa	Record	Record
Oil Filter Delta P, kPa	Record	Record

**ISM Lubricant Performance Test  
Test Results Summary  
Form 4**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
Stand: CCCCC	Engine: CCCCCCCC	Engine Run No.: CCCC
Formulation/Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCC		Engine Kit S/N: CCCCCCCCCC

Date Test Started	YYYYMMDD
Start Time	HH:MM
Test Length	S1234
TMC Oil Code <sup>A</sup>	CCCCCC
Laboratory Oil Code	CCCCCCCCCCCCCCCCCCCC
SAE Viscosity	CCCCCC
TGA Soot % At 50 h	S123.1
TGA Soot % At 150 h	S123.1
Average TGA Soot % 0 - 200 h	S123.1
Total Oil Consumption, kg	S12.12

	Adj. Average Crosshead Mass Loss (mg)	Filter Plugging Delta P (kPa)	Average Sludge Rating (merits)	Avg. Top Ring Weight Loss (mg)
Original Result	S12.1234	S123	S1.1	S123.1
Transformed Result <sup>B</sup>	S12.1234	S12.1234	S1.1234	S123.1234
Correction Factor <sup>B</sup>	S12.1234	S1.1234	S1.1234	S1.1234
Corrected Transformed Result <sup>B</sup>	S12.1234	S12.1234	S1.1234	S123.1234
Severity Adjustment <sup>B</sup>	S12.1234	S1.1234	S1.1234	S1.1234
Final Transformed Result <sup>B</sup>	S12.1234	S12.1234	S1.1234	S123.1234
<b>Final Result</b>	S123.1	S123	S1.1	S123.1

**Last Stand Reference Results**

Stand: CCCCC	Engine: CCCCCCCC	Engine Run No.: CCCC
Oil Code CCC		
Test Length	S1234	
TMC Oil Code	CCCCCC	
EOT Date	YYYYMMDD	
EOT Time	HH:MM	
Stand Calibration Expiration Date	YYYYMMDD	
TGA Soot % AT 50 h	S123.1	
TGA Soot % AT 150 h	S123.1	
Average TGA Soot % 0 - 200 h	S123.1	
Total Oil Consumption, kg	S12.12	

	Adj. Average Crosshead Mass Loss (mg)	Filter Plugging Delta P (kPa)	Average Sludge Rating (merits)	Avg. Top Ring Weight Loss (mg)
Original Result	S12.1234	S123	S1.1	S123.1
Transformed Result <sup>B</sup>	S12.1234	S12.1234	S1.1234	S123.1234
Correction Factor <sup>B</sup>	S12.1234	S1.1234	S1.1234	S1.1234
Corrected Transformed Result <sup>B</sup>	S12.1234	S12.1234	S1.1234	S123.1234
Final Transformed Result <sup>B</sup>	S12.1234	S12.1234	S1.1234	S123.1234
<b>Final Result</b>	S123.1	S123	S1.1	S123.1

<sup>A</sup> Reference Tests Only

<sup>B</sup> Filter Plugging Delta P Value in Transformed Units

**ISM Lubricant Performance Test  
Form 5  
Operational Summary**

Laboratory:	CC	EOT Date:	YYYYMMDD	EOT Time:	HH:MM
Stand:	CCCCC	Engine:	CCCCCCCC	Engine Run No.:	CCCC
Formulation/Stand Code: CC-CCCCCCCCC-C-C-CCCCCC-CC-CC-CCCCC					
Oil Code: CCC					

Parameter	Units	QI Threshold	EOT QI <sup>A</sup>	Target	Average	Samples <sup>B</sup>	BQD <sup>C</sup>	Over/Under Range <sup>D</sup>
Speed	r/min	0.000	S12.123	1800	S123456	S1234	S1234	S1234
Fuel Flow	kg/h	0.000	S12.123	58.0	S123.1	S1234	S1234	S1234
Coolant Out	°C	0.000	S12.123	65.5	S123.1	S1234	S1234	S1234
Fuel In	°C	0.000	S12.123	40	S12.1	S1234	S1234	S1234
Oil Gallery	°C	0.000	S12.123	115	S123.1	S1234	S1234	S1234
Intake Manifold	°C	0.000	S12.123	80.0	S12.1	S1234	S1234	S1234
Exhaust	kPa	0.000	S12.123	107	S123.1	S1234	S1234	S1234
<b>Parameter</b>	<b>Units</b>	<b>QI Threshold</b>	<b>EOT QI<sup>A</sup></b>	<b>Target</b>	<b>Average</b>	<b>Samples<sup>B</sup></b>	<b>BQD<sup>C</sup></b>	<b>Over/Under Range<sup>D</sup></b>
<b>Typical Values<sup>E</sup></b>								
Torque	N-m	TBD	TBD	S1234.1	S1234.1			
Power	kW	TBD	TBD	S123.1	S123.1			
Intake CO	%	Record	Record	S1.12	S1.12			
Blowby	L/min		TBD		S12.1			
Coolant In	°C		TBD		S123.1			
Intake Air	°C		TBD		S12.1			
Pre-Turbine	°C		TBD		S123.1			
Tailpipe	°C		TBD		S123.1			
Fuel	kPa		TBD		S1234.1			
Oil Gallery	kPa		TBD		S123.1			
Coolant	kPa		99 - 107		S123.1			
Intake Manifold	kPa		TBD		S123.1			
Crankcase	kPa		TBD		S1.1			
Intake Air	kPa		TBD		S12.12			

<sup>A</sup> QI values above the threshold are acceptable by the Cummins Surveillance Panel. QI values below the threshold may not be considered acceptable based on an engineering review. See the comments section of this report.

<sup>B</sup> Total number of data points taken

<sup>C</sup> Number of Bad Quality Data points not used in the calculation of the statistical measures

<sup>D</sup> Number of points clipped by over/under range limits

<sup>E</sup> Typical values determined from reference oil test database

**ISM Lubricant Performance Test  
Form 6  
Crosshead Mass Loss Summary**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Location	Serial No.	Pretest Mass (g)	EOT Mass (g)	Mass Loss (mg)
1E	CCCCC	S123.1234	S123.1234	S12.1
1I	CCCCC	S123.1234	S123.1234	S12.1
2I	CCCCC	S123.1234	S123.1234	S12.1
2E	CCCCC	S123.1234	S123.1234	S12.1
3E	CCCCC	S123.1234	S123.1234	S12.1
3I	CCCCC	S123.1234	S123.1234	S12.1
4I	CCCCC	S123.1234	S123.1234	S12.1
4E	CCCCC	S123.1234	S123.1234	S12.1
5E	CCCCC	S123.1234	S123.1234	S12.1
5I	CCCCC	S123.1234	S123.1234	S12.1
6I	CCCCC	S123.1234	S123.1234	S12.1
6E	CCCCC	S123.1234	S123.1234	S12.1

Intake / Exhaust Summary	Intake		Exhaust	
	As Measured	Outlier Screened	As Measured	Outlier Screened
Average Crosshead Mass Loss (mg)	S12.12	S12.12	S12.12	S12.12
Minimum Crosshead Mass Loss (mg)	S12.1	S12.1	S12.1	S12.1
Maximum Crosshead Mass Loss (mg)	S12.1	S12.1	S12.1	S12.1
Standard Deviation (mg)	S12.12	S12.12	S12.12	S12.12
Outlier Crossheads Locations <sup>4</sup>	CCCCCCCC		CCCCCCCC	

<sup>4</sup> Location Designation. Example: 3E

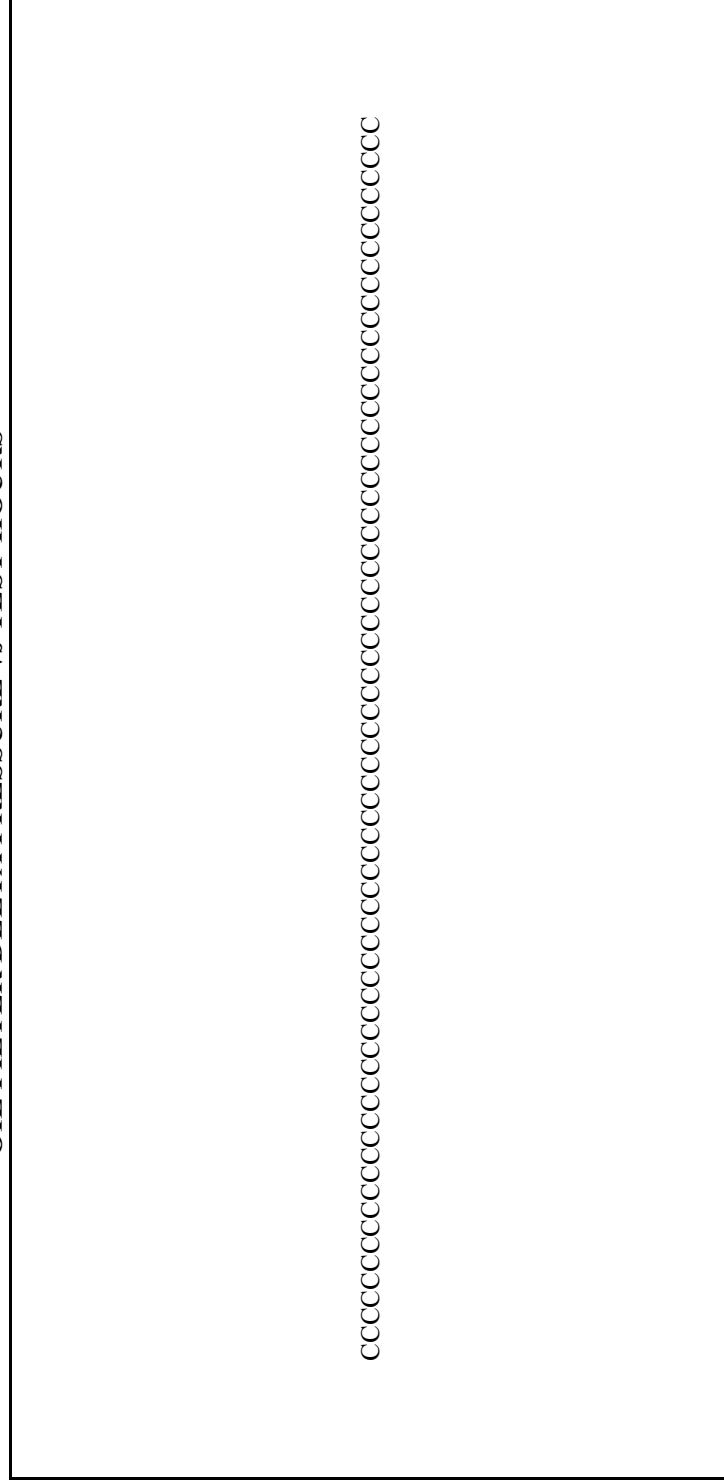
Overall Summary	As Measured	Outlier Screened	Adjusted to 4.6% Soot
Average Crosshead Mass Loss (mg)	S12.12	S12.12	S12.1234
Minimum Crosshead Mass Loss (mg)	S12.1	S12.1	
Maximum Crosshead Mass Loss (mg)	S12.1	S12.1	
Standard Deviation (mg)	S12.12	S12.12	

**ISM Lubricant Performance Test  
Form 7**

**Oil Filter Delta Pressure Plot**

Laboratory:	CC	EOT Date:	YYYYMMDD	EOT Time:	HH:MM
<b>Test Number</b>					
Stand:	CCCCC	Engine:	CCCCCCCC	Engine Run No.:	CCCC
Formulation / Stand Code:	CC-CCCCCCCCCC-C-C-CCCCCC-CC-CC-CCCC				
Oil code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC				

**OIL FILTER DELTA PRESSURE vs TEST HOURS**



**OIL FILTER DELTA P (kPa)**

CC

**TEST HOURS**

**ISM Lubricant Performance Test  
Form 8  
Sludge Rating Summary**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

**Sludge Rating Summary**

Sludge Depth	Valve Cover % of Area	Valve Cover Volume Factor	Oil Pan % of Area	Oil Pan Volume Factor
1/4A	S12	S1.12	S12	S1.12
1/2A	S12	S1.12	S12	S1.12
3/4A	S12	S1.12	S12	S1.12
A	S12	S1.12	S12	S1.12
AB	S12	S1.12	S12	S1.12
B	S12	S1.12	S12	S1.12
BC	S12	S1.12	S12	S1.12
C	S12	S1.12	S12	S1.12
D	S12	S1.12	S12	S1.12
E	S12	S1.12	S12	S1.12
F	S12	S1.12	S12	S1.12
G	S12	S1.12	S12	S1.12
H	S12	S1.12	S12	S1.12
I	S12	S1.12	S12	S1.12
J	S12	S1.12	S12	S1.12
Total Volume Factor:		S12.12	Total Volume Factor:	S12.12
Merit Rating:		S12.12	Merit Rating:	S12.12
<b>Average Sludge Rating:</b>			S1.1	



**ISM Lubricant Performance Test  
Form 9  
Rod Bearing Mass Loss**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine CCCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Cylinder Number	Bearing Location	Pretest Mass (g)	Post-Test Mass (g)	Mass Loss (mg)
1	Upper	S123.1234	S123.1234	S123.1
	Lower	S123.1234	S123.1234	S123.1
2	Upper	S123.1234	S123.1234	S123.1
	Lower	S123.1234	S123.1234	S123.1
3	Upper	S123.1234	S123.1234	S123.1
	Lower	S123.1234	S123.1234	S123.1
4	Upper	S123.1234	S123.1234	S123.1
	Lower	S123.1234	S123.1234	S123.1
5	Upper	S123.1234	S123.1234	S123.1
	Lower	S123.1234	S123.1234	S123.1
6	Upper	S123.1234	S123.1234	S123.1
	Lower	S123.1234	S123.1234	S123.1

	Bearing Mass Loss
Average (mg)	S123.1
Minimum (mg)	S123.1
Maximum (mg)	S123.1
Standard Deviation (mg)	S1.12



**ISM Lubricant Performance Test  
Form 11  
PISTON 1 Deposit Ratings**

Laboratory:	CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
Stand:	CCCC	Engine: CCCCCC	Engine Run No.: CCCC
Formulation / Stand Code:	CC-CCCCCCCCC-C-CCCCC-CC-CC-CCCC		
Oil Code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Total Piston Ratings Summary																					
Dep. Factor	Grooves				Lands				Dep. Factor	Lands				Oil Cooling		Under Crown					
	No. 1		No. 2		No. 1		No. 2			No. 3		No. 4		A, %	Dem.	A, %	Dem.	A, %	Dem.		
	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		
<b>HC -1.0</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>MC -0.5</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>LC - .25</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>8 - 9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>7 - 7.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>6 - 6.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	7.5												
<b>5 - 5.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>4 - 4.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>3 - 3.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>2 - 2.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	4.5												
<b>1 - 1.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>&gt;0 - 0.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	1.5												
<b>Clean</b>	0	0	0	0	0	0	0	0	Clean	0	0	0	0	0	0	0	0	0			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>Rating</b>	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12													
<b>TGC</b>										<b>Unweighted Deposits</b>				<b>Top Land Carbon</b>				<b>T.L. Flaked Carbon %</b>			
S12.12										S12.123				S12.12				S123.12			

**ISM Lubricant Performance Test  
Form 12  
Piston 2 Deposit Ratings**

Laboratory:	CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>			
Stand:	CCCCC	Engine: CCCCCC	Engine Run No.: CCCC
Formulation / Stand Code:	CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Total Piston Ratings Summary																					
Dep. Factor	Grooves				Lands				Dep. Factor	Lands				Oil Cooling		Under Crown					
	No. 1		No. 2		No. 1		No. 2			No. 3		No. 4		A, %	Dem.	A, %	Dem.	A, %	Dem.		
	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		
<b>HC -1.0</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>MC -0.5</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>LC - .25</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>8 - 9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>7 - 7.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>6 - 6.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	7.5												
<b>5 - 5.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>4 - 4.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>3 - 3.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>2 - 2.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	4.5												
<b>1 - 1.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>&gt;0 - 0.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	1.5												
<b>Clean</b>	0	0	0	0	0	0	0	0	Clean	0	0	0	0	0	0	0	0	0			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>Rating</b>	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12													
<b>TGC</b>										<b>Unweighted Deposits</b>				<b>Top Land Carbon</b>				<b>T.L. Flaked Carbon %</b>			
S12.12										S12.123				S12.12				S123.12			

**ISM Lubricant Performance Test  
Form 13  
Piston 3 Deposit Ratings**

Laboratory:	CC	EOT Date:	YYYYMMDD	EOT Time:	HH:MM
Stand:	CCCCC	Engine:	CCCCCCCC	Engine Run No.:	CCCC
Formulation / Stand Code:	CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC				
Oil Code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC				

Total Piston Ratings Summary																		
Dep. Factor	Grooves			Lands			Dep. Factor	Lands			Groove		Oil Cooling		Under Crown			
	No. 1	No. 2	No. 1	No. 1	No. 2	No. 2		No. 3	No. 3	No. 3	No. 3	No. 3	No. 3	No. 3	No. 3	No. 3	No. 3	
A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	
<b>HC -1.0</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>MC -0.5</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>LC - .25</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>8 - 9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>7 - 7.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>6 - 6.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>5 - 5.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>4 - 4.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>3 - 3.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>2 - 2.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>1 - 1.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>&gt;0 - 0.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>Clean</b>	0	0	0	0	0	0	Clean	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	
<b>Rating</b>	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	
<b>TGC</b>	S12.12			S12.12			S12.12			S12.12			S12.12		S12.12		S12.12	
<b>Unweighted Deposits</b>	S12.12			S12.12			S12.12			S12.12			S12.12		S12.12		S12.12	
<b>Top Land Carbon</b>	S12.12			S12.12			S12.12			S12.12			S12.12		S12.12		S12.12	
<b>T.L. Flaked Carbon %</b>	S12.12			S12.12			S12.12			S12.12			S12.12		S12.12		S12.12	

**ISM Lubricant Performance Test  
Form 14  
Piston 4 Deposit Ratings**

Laboratory:	CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>			
Stand:	CCCCC	Engine: CCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

Total Piston Ratings Summary																					
Dep. Factor	Grooves				Lands				Dep. Factor	Lands				Oil Cooling		Under Crown					
	No. 1		No. 2		No. 1		No. 2			No. 3		No. 4		A, %	Dem.	A, %	Dem.	A, %	Dem.		
	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		
<b>HC -1.0</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>MC -0.5</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>LC - .25</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>8 - 9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>7 - 7.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>6 - 6.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	7.5												
<b>5 - 5.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>4 - 4.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>3 - 3.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>2 - 2.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>1 - 1.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>&gt;0 - 0.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	4.5												
<b>Clean</b>	0	0	0	0	0	0	0	0	Clean												
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>Rating</b>	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12													
<b>TGC</b>										<b>Unweighted Deposits</b>				<b>Top Land Carbon</b>				<b>T.L. Flaked Carbon %</b>			
										S12.123				S12.12				S123.12			

**ISM Lubricant Performance Test  
Form 15  
Piston 5 Deposit Ratings**

Laboratory:	CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>			
Stand:	CCCCC	Engine: CCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC			
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC			

Total Piston Ratings Summary																					
Dep. Factor	Grooves				Lands				Dep. Factor	Lands				Oil Cooling		Under Crown					
	No. 1		No. 2		No. 1		No. 2			No. 3		No. 4		A, %	Dem.	A, %	Dem.	A, %	Dem.		
	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		
<b>HC -1.0</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>MC -0.5</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>LC - .25</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12			
<b>8 - 9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>7 - 7.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>6 - 6.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	7.5												
<b>5 - 5.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>4 - 4.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>3 - 3.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>2 - 2.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	4.5												
<b>1 - 1.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>&gt;0 - 0.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	1.5												
<b>Clean</b>	0	0	0	0	0	0	0	0	Clean	0	0	0	0	0	0	0	0	0			
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12													
<b>Rating</b>	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12													
<b>TGC</b>										<b>Unweighted Deposits</b>				<b>Top Land Carbon</b>				<b>T.L. Flaked Carbon %</b>			
S12.12										S12.123				S12.12				S123.12			

**ISM Lubricant Performance Test  
Form 16  
Piston 6 Deposit Ratings**

Laboratory:	CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>			
Stand:	CCCCC	Engine: CCCCCC	Engine Run No.: CCCC
Formulation / Stand Code:	CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Total Piston Ratings Summary															
Dep. Factor	Grooves						Dep. Factor	Lands							
	No. 1		No. 2		No. 3			No. 4		No. 3		No. 4			
	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.		
<b>HC -1.0</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>MC -0.5</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>LC - .25</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>8 - 9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>7 - 7.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>6 - 6.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>5 - 5.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>4 - 4.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>3 - 3.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>2 - 2.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>1 - 1.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>&gt;0 - 0.9</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>Clean</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		
<b>Total</b>	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	S12	S12.12	
<b>Rating</b>	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	S12.12	
<b>Unweighted Deposits</b>							<b>Top Land Carbon</b>							<b>T.L. Flaked Carbon %</b>	
S12.123							S12.12							S123.12	



**ISM Lubricant Performance Test  
Form 17  
Ring Mass Loss Summary**

Laboratory:	CC	EOT Date:	YYYYMMDD	EOT Time:	HH:MM
<b>Test Number</b>					
Stand:	CCCC	Engine:	CCCCCCCC	Engine Run No.:	CCCC
Formulation / Stand Code:	CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC				
Oil Code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC				

Cylinder	Top Ring			Second Ring			Oil Ring		
	Mass (g)		Mass Loss (mg)	Mass (g)		Mass Loss (mg)	Mass (g)		Mass Loss (mg)
	Pretest	EOT		Pretest	EOT		Pretest	EOT	
<b>1</b>	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1
<b>2</b>	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1
<b>3</b>	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1
<b>4</b>	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1
<b>5</b>	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1
<b>6</b>	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1	S12.1234	S12.1234	S123.1
<b>As Measured Results</b>									
<b>Average Mass Loss (mg)</b>			S123.1			S123.1			S123.1
<b>Std. Dev. Mass Loss (mg)</b>			S12.12			S12.12			S12.12
<b>Maximum Mass Loss (mg)</b>			S123.1			S123.1			S123.1
<b>Minimum Mass Loss (mg)</b>			S123.1			S123.1			S123.1
<b>Outlier Top Ring (cylinder number)</b>			S1						
<b>Outlier Screened Results</b>									
<b>Average Mass Loss (mg)</b>			S123.1						



**ISM Lubricant Performance Test  
Form 19  
Test Fuel Analysis (Last Batch)**

Laboratory:	CC	EOT Date:	YYYYMMDD	EOT Time:	HH:MM
<b>Test Number</b>					
Stand:	CCCCC	Engine:	CCCCCCCC	Engine Run No.:	CCCC
Formulation / Stand Code:	CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC				
Oil Code:	CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC				

<b>Fuel Supplier</b>	<b>Fuel Batch Identifier</b>
CCCCCCCCCCCCCCCCCCCC	CCCCCCCCCCCCCCCCCCCC

Measurement	Specifications	Analysis		Test Method
		New	EOT	
Total Sulfur, % Weight	0.04 - 0.05	S1.12	S1.12	D 2662
Gravity, °API	34.5 - 36.5	S1.1	S1.1	D 1298
<b>Hydrocarbon Composition</b>				
Aromatics % Volume	28 – 33	S1.1		D 1319
Olefin	Report	S12.1		D 1319
Cetane Index	Report	S1.1		D 4737
Cetane Number	42 – 48	S1.1		D 613
Copper Strip Corrosion	1 Maximum	AAAA		D 130
Flash Point, °C	54 Maximum	S123		D 93
Pour Point, °C	-18 Maximum	S123		D 97
Carbon Residue on 10% Residuum, %	0.35 Maximum	S1.12		D 524 (10% Bottoms)
Water & Sediment, % Volume	0.05 Maximum	AAAAAA		D 2709
Viscosity, cSt @ 40 °C	2.4 - 3.0	S1.1		D 445
Total Acid Number	0.05 Maximum	S1.123		D 664
Strong Acid Number	0.00 Maximum	S1.1		D 664
Accelerated Stability	Tbd	S1.1		D 2274
Saturates, %	Report	S12.1		D 1319
Cloud Point, °C	Report	S123		D 2500
<b>Distillation, °C</b>				
IBP	Report	S1234		D 86
10%	Report	S1234		D 86
50%	Report	S1234		D 86
90%	282 – 338	S1234		D 86
EP	Report	S1234		D 86

**ISM Lubricant Performance Test  
Form 20  
Injector Adjusting Screw Mass Loss**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Screw #	Evidence of Scuffing?	Pretest Mass, g	Post-Test Mass, g	Mass Loss, mg
<b>1</b>	CCC	S12.1234	S12.1234	S123.1
<b>2</b>	CCC	S12.1234	S12.1234	S123.1
<b>3</b>	CCC	S12.1234	S12.1234	S123.1
<b>4</b>	CCC	S12.1234	S12.1234	S123.1
<b>5</b>	CCC	S12.1234	S12.1234	S123.1
<b>6</b>	CCC	S12.1234	S12.1234	S123.1
<b>Total</b>				S123.1
<b>Average</b>				S123.1







**ISM Lubricant Performance Test  
Form 22  
Characteristics Of The Data Acquisition System**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCC		

Parameter (1)	Sensing Device (2)	Calibration Frequency (3)	Record Device (4)	Observation Frequency (5)	Record Frequency (6)	Log Frequency (7)	System Response (8)
<b>Temperatures</b>							
Oil @ Filt.	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Fuel In.	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Intake Air	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Intake Man.	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Pre-Turb.	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Cool. Out	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
<b>Pressure</b>							
Inlet Air	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Exhaust	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Oil Gallery	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
<b>Other</b>							
Fuel Flow	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Speed	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC
Load	CCCCCCCCCC	CCCCCCCCCC	CCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC	CCCCCCCCCC

**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  
DL – Automatic data logger  
C/D – Computer, using direct I/O entry
- (5) Data are 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



**ISM Lubricant Performance Test  
Form 23  
Valve Adjusting Screw Mass Loss Summary**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Location	Evidence of Scuffing?	Pretest Mass (g)	EOT Mass (g)	Mass Loss (mg)
1E	CCC	S123.1234	S123.1234	S12.1
1I	CCC	S123.1234	S123.1234	S12.1
2I	CCC	S123.1234	S123.1234	S12.1
2E	CCC	S123.1234	S123.1234	S12.1
3E	CCC	S123.1234	S123.1234	S12.1
3I	CCC	S123.1234	S123.1234	S12.1
4I	CCC	S123.1234	S123.1234	S12.1
4E	CCC	S123.1234	S123.1234	S12.1
5E	CCC	S123.1234	S123.1234	S12.1
5I	CCC	S123.1234	S123.1234	S12.1
6I	CCC	S123.1234	S123.1234	S12.1
6E	CCC	S123.1234	S123.1234	S12.1

Intake / Exhaust Summary	Intake		Exhaust	
	As Measured	Outlier Screened	As Measured	Outlier Screened
Average Mass Loss (mg)	S12.12	S12.12	S12.12	S12.12
Minimum Mass Loss (mg)	S12.1	S12.1	S12.1	S12.1
Maximum Mass Loss (mg)	S12.1	S12.1	S12.1	S12.1
Standard Deviation (mg)	S12.12	S12.12	S12.12	S12.12
Outlier Locations <sup>A</sup>	CCCCCCCC		CCCCCCCC	

<sup>A</sup> Location Designation. Example: 3E

Overall Summary	As Measured	Outlier Screened	Adjusted to 4.6% Soot
Average Mass Loss (mg)	S12.12	S12.12	S12.12
Minimum Mass Loss (mg)	S12.1	S12.1	
Maximum Mass Loss (mg)	S12.1	S12.1	
Standard Deviation (mg)	S12.12	S12.12	

**ISM Lubricant Performance Test  
Form 24  
Rocker Hat Mass Loss Summary**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Location	Evidence of Scuffing?	Pretest Mass (g)	EOT Mass (g)	Mass Loss (mg)
1E	CCC	S123.1234	S123.1234	S12.1
1I	CCC	S123.1234	S123.1234	S12.1
2I	CCC	S123.1234	S123.1234	S12.1
2E	CCC	S123.1234	S123.1234	S12.1
3E	CCC	S123.1234	S123.1234	S12.1
3I	CCC	S123.1234	S123.1234	S12.1
4I	CCC	S123.1234	S123.1234	S12.1
4E	CCC	S123.1234	S123.1234	S12.1
5E	CCC	S123.1234	S123.1234	S12.1
5I	CCC	S123.1234	S123.1234	S12.1
6I	CCC	S123.1234	S123.1234	S12.1
6E	CCC	S123.1234	S123.1234	S12.1

Intake / Exhaust Summary	Intake		Exhaust	
	As Measured	Outlier Screened	As Measured	Outlier Screened
Average Mass Loss (mg)	S12.12	S12.12	S12.12	S12.12
Minimum Mass Loss (mg)	S12.1	S12.1	S12.1	S12.1
Maximum Mass Loss (mg)	S12.1	S12.1	S12.1	S12.1
Standard Deviation (mg)	S12.12	S12.12	S12.12	S12.12
Outlier Locations <sup>A</sup>	CCCCCCC		CCCCCCC	

<sup>A</sup> Location Designation. Example: 3E

Overall Summary	As Measured	Outlier Screened	Adjusted to 4.6% Soot
Average Mass Loss (mg)	S12.12	S12.12	S12.12
Minimum Mass Loss (mg)	S12.1	S12.1	
Maximum Mass Loss (mg)	S12.1	S12.1	
Standard Deviation (mg)	S12.12	S12.12	

**ISM Lubricant Performance Test  
Form 25  
Liner Wear Summary**

Laboratory: CC	EOT Date: YYYYMMDD	EOT Time: HH:MM
<b>Test Number</b>		
Stand: CCCCC	Engine: CCCCCCC	Engine Run No.: CCCC
Formulation / Stand Code: CC-CCCCCCCCC-C-C-CCCCC-CC-CC-CCCC		
Oil Code: CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC		

Position	Wear Step (µm)					
	Cylinder Number					
	1	2	3	4	5	6
<b>1:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>2:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>3:00 (Thrust)</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>4:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>5:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>6:00 (Rear)</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>7:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>8:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>9:00 (Anti-Thrust)</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>10:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>11:00</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>12:00 (Front)</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1
<b>Average</b>	S123.1	S123.1	S123.1	S123.1	S123.1	S123.1

Summary	As Measured	Outlier Screened
<b>Average, µm</b>	S123.1	S123.1
<b>Std. Dev., µm</b>	S123.1	S123.1
<b>Minimum, µm</b>	S123.1	S123.1
<b>Maximum, µm</b>	S123.1	S123.1
<b>Outlier Liners<sup>A</sup></b>	CCCCC	

<sup>A</sup> Cylinder Number.