

**Low Speed Pre-Ignition Test
Form 1**

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
	RO = Reference oil

Test Number								
Stand		Stand Run		Engine		Engine Run		
Oil Code:								
Hours on Engine					Hours on Cylinder Head			
Formulation Stand Code								
Alternate Codes								
Date Started					Time Started			
Date Completed					Time Completed			
Test Length					Total Downtime			
Ref Oil Code ^A :								
SAE Viscosity								

^A Reference Tests Only

<p>In my opinion this test _____ been conducted in a valid manner in accordance with test Method DXXXX and appropriate amendments. The remarks included in the report describe the anomalies associated with this test.</p>

Submitted By: _____

Testing Laboratory

Signature

Typed Name

Title

**Pre-Ignition Test
Form 2
Table of Contents**

1.	Title / Validity Declaration Page	Form 1
2.	Table of Contents	Form 2
3.	Test Results Summary	Form 3
4.	Summary of LSPI Iterations	Form 4
5.	Operational Summary – Iteration A	Form 5
6.	Operational Summary – Iteration B	Form 6
7.	Operational Summary – Iteration C	Form 7
8.	Operational Summary – Iteration D	Form 8
9.	Operational Summary – CAN BUS, Iterations A and B	Form 9
10.	Operational Summary – CAN BUS, Iterations C and D	Form 10
11.	LSPI Cycle Count and Type Summary	Form 11
12.	LSPI Events Summary-Iteration A	Form 12
13.	LSPI Events Summary-Iteration B	Form 13
14.	LSPI Events Summary-Iteration C	Form 14
15.	LSPI Events Summary-Iteration D	Form 15
16.	Chem Analysis	Form 16
17.	Hardware Information	Form 17
18.	Downtime Record	Form 18
19.	Comment Record	Form 19
19.	ACC Conformance	Form 20

**Pre-ignition Test
Form 3
Summary of Test Method**

The Pre-ignition test is a fired engine dynamometer lubricant test which evaluates the ability of a test lubricant to reduce pre-ignition events. The test method is a cyclic test.

The Pre-ignition Test uses a Ford water cooled, 4 cycle, in-line cylinder, 2.0 liter EcoTech engine as the test apparatus. The engine incorporates a dual overhead cam, four valves per cylinder (2 intake; 2 exhaust), and direct acting mechanical bucket lifter valve train design. The engine is monitored for pre-ignition events and total number of pre-ignition events are tabulated at the end of test the end of test.

The test sequence is repeated for 4 test iterations. Each iteration is as outlined in the table below:

Parameters	Units	Iteration			
		A	B	C	D
Duration	cycles	175000	175000	175000	175000
Engine Speed	r/min	1750	1750	1750	1750
Torque	Nm	269	269	269	269
Equivalence Ratio	λ	1.00	1.00	1.00	1.00
Coolant Out Temperature	°C	95	95	95	95
Coolant Flow	L/min	55	55	55	55
Oil Gallery Temperature	°C	95	95	95	95
Inlet Air Temperature	°C	30	30	30	30
Air Charge Temperature	°C	43	43	43	43
Fuel Temperature	°C	30	30	30	30
Inlet Air Pressure	kPa	0.05	0.05	0.05	0.05
Exhaust Back Pressure	kPaA	104	104	104	104

**Pre-Ignition Test
Form 4
Test Results Summary**

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

Summary of Valid Iterations	
Iteration	Number of Events*
A	
B	
C	
D	
Average of Valid Iterations	
Total Number of Pre-ignitions, Valid Iterations	

Summary of LSPI Events							
Iteration	Number of Events*	Number of Cycles	Number of Invalid Cycles (per cylinder)				Iteration Validity
			1	2	3	4	

*Events are defined as the total number of pre-ignition events from all four cylinders during each iteration.

**Pre-Ignition Test
Form 5
Operational Summary – Iteration A**

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

	Parameter	Units	QI Threshold	EOT QI	Target	Average	Standard Deviation	Number of	
								Samples	BQD
Controlled Parameters	Speed	r/min	0.000		1750				
	Torque	Nm	0.000		269				
	Coolant Out	°C	0.000		95				
	Oil Gallery	°C	0.000		95				
	Inlet Air	°C	0.000		30				
	Air Charge	°C	0.000		35				
	Fuel	°C	0.000		30				
	Inlet Air	kPaA	0.000		0.05				
	Exhaust Back	kPaA	0.000		104				
	Coolant	kPaG	0.000		70				
	Humidity	g/kg	0.000		11.4				
	Coolant Flow	L/min	0.000		55				

	Parameter	Units	Average	Standard Deviation	Number of	
					Samples	BQD
Non-controlled Parameters	Coolant In	°C				
	Oil Sump	°C				
	Exhaust	°C				
	Boost Pressure	kPaA				
	Intake Manifold	kPaA				
	Barometric	kPaA				
	Crankcase	kPaG				
	Fuel	kPaG				
	Fuel Flow	L/min				
	Power	kW				
	Equivalence Ratio	λ				

**Pre-Ignition Test
Form 6
Operational Summary – Iteration B**

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

Controlled Parameters	Parameter	Units	QI Threshold	EOT QI	Target	Average	Standard Deviation	Number of	
								Samples	BQD
	Speed	r/min	0.000		1750				
	Torque	Nm	0.000		269				
	Coolant Out	°C	0.000		95				
	Oil Gallery	°C	0.000		95				
	Inlet Air	°C	0.000		30				
	Air Charge	°C	0.000		35				
	Fuel	°C	0.000		30				
	Inlet Air	kPaA	0.000		0.05				
	Exhaust Back	kPaA	0.000		104				
	Coolant	kPaG	0.000		70				
	Humidity	g/kg	0.000		11.4				
	Coolant Flow	L/min	0.000		55				

Non-controlled Parameters	Parameter	Units	Average	Standard Deviation	Number of	
					Samples	BQD
	Coolant In	°C				
	Oil Sump	°C				
	Exhaust	°C				
	Boost Pressure	kPaA				
	Intake Manifold	kPaA				
	Barometric	kPaA				
	Crankcase	kPaG				
	Fuel	kPaG				
	Fuel Flow	L/min				
	Power	kW				
	Equivalence Ratio	λ				

**Pre-Ignition Test
Form 7
Operational Summary – Iteration C**

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

Controlled Parameters	Parameter	Units	QI Threshold	EOT QI	Target	Average	Standard Deviation	Number of	
								Samples	BQD
	Speed	r/min	0.000		1750				
	Torque	Nm	0.000		269				
	Coolant Out	°C	0.000		95				
	Oil Gallery	°C	0.000		95				
	Inlet Air	°C	0.000		30				
	Air Charge	°C	0.000		35				
	Fuel	°C	0.000		30				
	Inlet Air	kPaA	0.000		0.05				
	Exhaust Back	kPaA	0.000		104				
	Coolant	kPaG	0.000		70				
	Humidity	g/kg	0.000		11.4				
	Coolant Flow	L/min	0.000		55				

Non-controlled Parameters	Parameter	Units	Average	Standard Deviation	Number of	
					Samples	BQD
	Coolant In	°C				
	Oil Sump	°C				
	Exhaust	°C				
	Boost Pressure	kPaA				
	Intake Manifold	kPaA				
	Barometric	kPaA				
	Crankcase	kPaG				
	Fuel	kPaG				
	Fuel Flow	L/min				
	Power	kW				
	Equivalence Ratio	λ				

**Pre-Ignition Test
Form 8
Operational Summary – Iteration D**

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

Controlled Parameters	Parameter	Units	QI Threshold	EOT QI	Target	Average	Standard Deviation	Number of		
								Samples	BQD	
	Speed	r/min	0.000		1750					
	Torque	Nm	0.000		269					
	Coolant Out	°C	0.000		95					
	Oil Gallery	°C	0.000		95					
	Inlet Air	°C	0.000		30					
	Air Charge	°C	0.000		35					
	Fuel	°C	0.000		30					
	Inlet Air	kPaA	0.000		0.05					
	Exhaust Back	kPaA	0.000		104					
	Coolant	kPaG	0.000		70					
Humidity	g/kg	0.000		11.4						
Coolant Flow	L/min	0.000		55						

Non-controlled Parameters	Parameter	Units	Average	Standard Deviation	Number of		
					Samples	BQD	
	Coolant In	°C					
	Oil Sump	°C					
	Exhaust	°C					
	Boost Pressure	kPaA					
	Intake Manifold	kPaA					
	Barometric	kPaA					
	Crankcase	kPaG					
	Fuel	kPaG					
	Fuel Flow	L/min					
	Power	kW					
Equivalence Ratio	λ						

**Pre-Ignition Test
Form 9
Operational Summary – CAN BUS, Iterations A and B**

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

PCM CAN BUS Channels	Iteration A	Units	Average	Standard Deviation	Number of		
					Samples	BQD	
	Ignition Timing Advance for #1 Cylinder	°					
	Absolute Throttle Position	%					
	Engine Coolant Temperature	°C					
	Intake Air Temperature	°C					
	Equivalence Ratio (Lambda)	λ					
	Absolute Load Value	%					
	Intake Manifold Absolute Pressure	kPaA					
	Fuel Rail Pressure	kPaA					
	Boost Absolute Pressure - Raw Value	kPaA					
	Turbocharger/Supercharger Wastegate	%					
	Actual Intake (A) Camshaft Position	°					
	Actual Exhaust (B) Camshaft Position	°					
	Intake (A) Camshaft Position Actuator Duty	%					
Exhaust (B) Camshaft Position Actuator Duty	%						
Charge Air Cooler Temperature	°C						

PCM CAN BUS Channels	Iteration B	Units	Average	Standard Deviation	Number of		
					Samples	BQD	
	Ignition Timing Advance for #1 Cylinder	°					
	Absolute Throttle Position	%					
	Engine Coolant Temperature	°C					
	Intake Air Temperature	°C					
	Equivalence Ratio (Lambda)	λ					
	Absolute Load Value	%					
	Intake Manifold Absolute Pressure	kPaA					
	Fuel Rail Pressure	kPaA					
	Boost Absolute Pressure - Raw Value	kPaA					
	Turbocharger/Supercharger Wastegate	%					
	Actual Intake (A) Camshaft Position	°					
	Actual Exhaust (B) Camshaft Position	°					
	Intake (A) Camshaft Position Actuator Cycle	%					
Exhaust (B) Camshaft Position Actuator Duty	%						
Charge Air Cooler Temperature	°C						

**Pre-Ignition Test
Form 10
Operational Summary – CAN BUS, Iterations C and D**

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

PCM CAN BUS Channels	Iteration C	Units	Average	Standard Deviation	Number of	
					Samples	BQD
	Ignition Timing Advance for #1 Cylinder	°				
	Absolute Throttle Position	%				
	Engine Coolant Temperature	°C				
	Intake Air Temperature	°C				
	Equivalence Ratio (Lambda)	λ				
	Absolute Load Value	%				
	Intake Manifold Absolute Pressure	kPaA				
	Fuel Rail Pressure	kPaA				
	Boost Absolute Pressure - Raw Value	kPaA				
	Turbocharger/Supercharger Wastegate	%				
	Actual Intake (A) Camshaft Position	°				
	Actual Exhaust (B) Camshaft Position	°				
	Intake (A) Camshaft Position Actuator Duty	%				
	Exhaust (B) Camshaft Position Actuator	%				
	Charge Air Cooler Temperature	°C				

PCM CAN BUS Channels	Iteration D	Units	Average	Standard Deviation	Number of	
					Samples	BQD
	Ignition Timing Advance for #1 Cylinder	°				
	Absolute Throttle Position	%				
	Engine Coolant Temperature	°C				
	Intake Air Temperature	°C				
	Equivalence Ratio (Lambda)	λ				
	Absolute Load Value	%				
	Intake Manifold Absolute Pressure	kPaA				
	Fuel Rail Pressure	kPaA				
	Boost Absolute Pressure - Raw Value	kPaA				
	Turbocharger/Supercharger Wastegate	%				
	Actual Intake (A) Camshaft Position	°				
	Actual Exhaust (B) Camshaft Position	°				
	Intake (A) Camshaft Position Actuator Cycle	%				
	Exhaust (B) Camshaft Position Actuator	%				
	Charge Air Cooler Temperature	°C				

**Pre-Ignition Test
Form 11
LSPI Cycle Count and Type Summary**

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

Cylinder	Iteration A			Iteration B			Iteration C			Iteration D		
	PP Only	MFB2 Only	PP and MFB2	PP Only	MFB2 Only	PP and MFB2	PP Only	MFB2 Only	PP and MFB2	PP Only	MFB2 Only	PP and MFB2
1												
2												
3												
4												
All												

Evaluation Criteria

Parameter	Iteration A				Iteration B				Iteration C				Iteration D			
	Cyl 1	Cyl 2	Cyl 3	Cyl 4	Cyl 1	Cyl 2	Cyl 3	Cyl 4	Cyl 1	Cyl 2	Cyl 3	Cyl 4	Cyl 1	Cyl 2	Cyl 3	Cyl 4
PP Mean																
PP Std Dev																
PP F Value																
PP Thresh																
MFB2 Mean																
MFB2 Std Dev																
MFB2 F Value																
MFB2 Thresh																

Legend:

- PP** **Peak Pressure Only**
- MFB2** **Mass Fraction Burn 2% Only**
- PP& MFB2** **Both Peak Pressure and Mass Fraction Burn 2%**

**Pre-Ignition Test
Form 12
Summary of Preignition Events, Iteration A**

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

Cylinder	Cycle	Peak Pressure	MFB2	Type

Cylinder	Cycle	Peak Pressure	MFB2	Type

Legend:
PP Peak Pressure Only
MFB2 Mass Fraction Burn @2% Only
PP&MFB2 Both Peak Pressure and Mass Fraction Burn @ 2%

Pre-Ignition Test
Form 13
Summary of Preignition Events, Iteration B

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

Cylinder	Cycle	Peak Pressure	MFB2	Type

Cylinder	Cycle	Peak Pressure	MFB2	Type

Legend:
PP **Peak Pressure Only**
MFB2 **Mass Fraction Burn @2% Only**
PP&MFB2 **Both Peak Pressure and Mass Fraction Burn @ 2%**

**Pre-Ignition Test
Form 14
Summary of Preignition Events, Iteration C**

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

Cylinder	Cycle	Peak Pressure	MFB2	Type

Cylinder	Cycle	Peak Pressure	MFB2	Type

Legend:
PP **Peak Pressure Only**
MFB2 **Mass Fraction Burn 2% Only**
PP&MFB2 **Both Peak Pressure and Mass Fraction Burn 2%**

**Pre-Ignition Test
Form 18
Downtime Record**

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

Number of Downtime Occurrences			
Test Hours	Date	Downtime	Reasons
			Total Downtime (hours)

LSPI
Form 20
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
