

**M11 EGR  
Lubricant Performance Test**

**Report Packet Version No.**

**Method**

**Conducted For:**

	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.

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

Stand:	Engine:	Engine Run No:
End Of Test Date:	End Of Test Time:	
Oil Code:		
Formulation / Stand Code:		
Alternate Codes:		

In my opinion the test \_\_\_\_\_ 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

Typed Name

Title

**M11 EGR Lubricant Performance Test  
Form 2  
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**M11 EGR Lubricant Performance Test**  
**Form 3**  
**Summary Of Test Method**

The M11 EGR 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) three times for a total test length of 300 hours.

The test engine is a Cummins M11 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.

**M11 EGR Test Conditions**

<b>Parameter</b>	<b>Stage A</b>	<b>Stage B</b>
Time, h	50	50
Injection Timing, °BTDC	16 min	32
Speed, r/min	1800	1600
Fuel Flow, kg/h	58.0	64.4
Intake CO 2%	0.97 - 1.09	0.78 - 0.85
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

**M11 EGR Lubricant Performance Test  
Test Results Summary  
Form 4**

Laboratory:	EOT Date:	EOT Time:
Stand:	Engine:	Engine Run No.:
Formulation/Stand Code:		
Oil Code:	Engine Kit S/N:	

Date Test Started				
Start Time				
Test Length				
TMC Oil Code <sup>A</sup>				
Laboratory Oil Code				
SAE Viscosity				
TGA Soot % At 50 h				
TGA Soot % At 250 h				
Average TGA Soot % 0 - 300 h (≥ 4.6)				
Total Oil Consumption, kg				
	<b>Adj. Average Crosshead Mass Loss (mg)</b>	<b>Filter Plugging Delta P (kPa)</b>	<b>Average Sludge Rating (merits)</b>	<b>Avg. Top Ring Weight Loss (mg)</b>
Original Result				
Transformed Result <sup>B</sup>				
Correction Factor <sup>B</sup>				
Corrected Transformed Result <sup>B</sup>				
Severity Adjustment <sup>B</sup>				
Final Transformed Result <sup>B</sup>				
<b>Final Result</b>				

<b>Last Stand Reference Results</b>				
Test Number:				
Oil Code				
Test Length				
TMC Oil Code				
EOT Date				
EOT Time				
Stand Calibration Expiration Date				
TGA Soot % AT 50 h				
TGA Soot % AT 250 h (8.0 - 9.0)				
Average TGA Soot % 0 - 300 h (≥ 4.6)				
Total Oil Consumption, kg				
	<b>Adj. Average Crosshead Mass Loss (mg)</b>	<b>Filter Plugging Delta P (kPa)</b>	<b>Average Sludge Rating (merits)</b>	<b>Avg. Top Ring Weight Loss (mg)</b>
Original Result				
Transformed Result <sup>B</sup>				
Correction Factor <sup>B</sup>				
Corrected Transformed Result <sup>B</sup>				
Final Transformed Result <sup>B</sup>				
<b>Final Result</b>				

<sup>A</sup> Reference Tests Only

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

**M11 EGR Lubricant Performance Test  
Form 5  
Operational Summary**

Laboratory:	EOT Date:	EOT Time:
Stand:	Engine:	Engine Run No.:
Formulation/Stand Code:		
Oil Code:		

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		1800	1600			
Fuel Flow	kg/h	0.000		58.0	64.4			
Coolant Out	°C	0.000		65.5				
Fuel In	°C	0.000		40				
Oil Gallery	°C	0.000		115				
Intake Manifold	°C	0.000		80.0	65.5			
Exhaust	kPa	0.000		107				
<b>Parameter</b>	<b>Units</b>	<b>QI Threshold</b>	<b>Typical Values<sup>E</sup></b>	<b>Average</b>				
Torque	N-m	TBD	TBD					
Power	kW	TBD	TBD					
Intake CO	%	0.97 - 1.09 <sup>F</sup>	0.78 - 0.85 <sup>F</sup>					
Blowby	L/min		TBD					
Coolant In	°C		TBD					
Intake Air	°C		TBD					
Pre-Turbine (F)	°C		TBD					
Pre-Turbine (R)	°C		TBD					
Tailpipe	°C		TBD					
Fuel	kPa		TBD					
Oil Gallery	kPa		TBD					
Coolant	kPa		99 - 107					
Intake Manifold	kPa		TBD					
Crankcase	kPa		TBD					
Intake Air	kPa		TBD					

<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

<sup>F</sup> Intake CO<sub>2</sub> rates must be within specified range

**M11 EGR Lubricant Performance Test  
Form 6  
Crosshead Mass Loss Summary**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

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

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

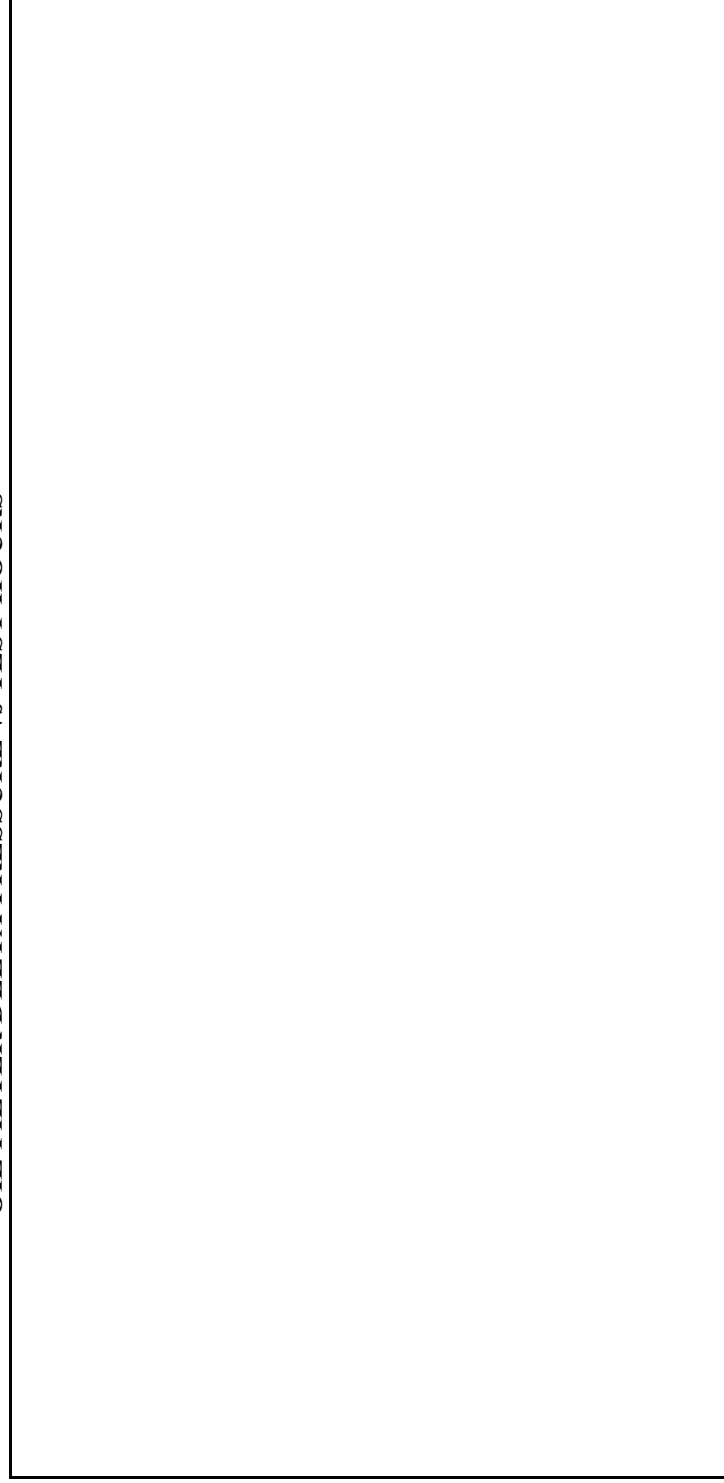
<sup>4</sup> Location Designation. Example: 3E

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

**M11 EGR Lubricant Performance Test  
Form 7  
Oil Filter Delta Pressure Plot**

Laboratory:	EOT Date:	EOT Time:
Stand:	Engine:	Engine Run No.:
<b>Test Number</b>		
Formulation / Stand Code:		
Oil code:		

**OIL FILTER DELTA PRESSURE vs TEST HOURS**



**TEST HOURS**

**M11 EGR Lubricant Performance Test  
Form 8  
Sludge Rating Summary**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

**Sludge Rating Summary**

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



**M11 EGR Lubricant Performance Test  
Form 9  
Rod Bearing Mass Loss**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

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

	Bearing Mass Loss
Average (mg)	
Minimum (mg)	
Maximum (mg)	
Standard Deviation (mg)	

**M11 EGR Performance Test  
Form 10  
Piston Rating Summary**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Unweighted Demerits										
Piston Number	Lands				Grooves			Under Crown	Oil Cooling Gallery	Total Demerits
	1	2	3	4	1	2	3			
1										
2										
3										
4										
5										
6										
Average Demerits										
									Average Total Unweighted Demerits	

Parameter	Piston Number						Average
	1	2	3	4	5	6	
TGC							
TLC							

**M11 EGR Lubricant Performance Test  
Form 11  
PISTON 1 Deposit Ratings**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Total Piston Ratings Summary															
Dep. Factor	Grooves						Dep. Factor	Lands							
	No. 1	No. 2	No. 1	No. 2	No. 3	No. 4		No. 3	No. 4	No. 3	No. 4	Oil Cooling	Under Crown		
A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.
<b>C</b>															
<b>a</b>															
<b>r</b>															
<b>b</b>															
<b>o</b>															
<b>n</b>															
<b>Total</b>															
<b>8-9</b>															
<b>7-7.9</b>							<b>7.5</b>								
<b>6-6.9</b>															
<b>5-5.9</b>							<b>4.5</b>								
<b>4-4.9</b>															
<b>3-3.9</b>															
<b>2-2.9</b>															
<b>1-1.9</b>							<b>1.5</b>								
<b>&gt;0-0.9</b>															
<b>Clean</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<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>0</b>
<b>Total</b>															
<b>Rating</b>															
<b>TGC</b>							<b>Unweighted Deposits</b>							<b>T.L. Flaked Carbon %</b>	

**M11 EGR Lubricant Performance Test  
Form 12  
Piston 2 Deposit Ratings**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Total Piston Ratings Summary																					
Dep. Factor	Grooves						Lands	Dep. Factor	Lands												
	No. 1	No. 2		No. 1		No. 2			No. 3	No. 4		No. 3		No. 4							
	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.			
<b>C</b>																					
<b>a</b>																					
<b>r</b>																					
<b>b</b>																					
<b>o</b>																					
<b>n</b>																					
<b>Total</b>																					
<b>8-9</b>																					
<b>7-7.9</b>																					
<b>6-6.9</b>																					
<b>5-5.9</b>																					
<b>4-4.9</b>																					
<b>3-3.9</b>																					
<b>2-2.9</b>																					
<b>1-1.9</b>																					
<b>&gt;0-0.9</b>																					
<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>0</b>		<b>0</b>		<b>0</b>		
<b>Total</b>																					
<b>Rating</b>																					
														<b>Unweighted Deposits</b>							
														<b>TGC</b>							
														<b>Top Land Carbon</b>							
														<b>T.L. Flaked Carbon %</b>							

**M11 EGR Lubricant Performance Test  
Form 13  
Piston 3 Deposit Ratings**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

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

**M11 EGR Lubricant Performance Test  
Form 14  
Piston 4 Deposit Ratings**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Total Piston Ratings Summary																					
Dep. Factor	Grooves				Dep. Factor	Lands				Groove		Lands		Oil		Under Crown					
	No. 1	No. 2	No. 1	No. 2		No. 3	No. 3	No. 4	No. 4	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.				
<b>C</b>																					
<b>a</b>																					
<b>r</b>																					
<b>b</b>																					
<b>o</b>																					
<b>n</b>																					
<b>Total</b>																					
<b>8-9</b>																					
<b>7-7.9</b>																					
<b>6-6.9</b>																					
<b>5-5.9</b>																					
<b>4-4.9</b>																					
<b>3-3.9</b>																					
<b>2-2.9</b>																					
<b>1-1.9</b>																					
<b>&gt;0-0.9</b>																					
<b>Clean</b>	0	0	0	0	Clean	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Total</b>																					
<b>Rating</b>																					
														<b>Unweighted Deposits</b>							
														<b>TGC</b>							
														<b>Top Land Carbon</b>							
														<b>T.L. Flaked Carbon %</b>							

**M11 EGR Lubricant Performance Test  
Form 15  
Piston 5 Deposit Ratings**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Total Piston Ratings Summary															
Dep. Factor	Grooves						Dep. Factor	Lands							
	No. 1	No. 2	No. 1	No. 2	No. 3	No. 4		No. 3	No. 4	No. 3	No. 4	Oil Cooling	Under Crown		
A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.
<b>C</b>															
<b>a</b>															
<b>r</b>															
<b>b</b>															
<b>o</b>															
<b>n</b>															
<b>Total</b>															
<b>8-9</b>															
<b>7-7.9</b>							<b>7.5</b>								
<b>6-6.9</b>															
<b>5-5.9</b>							<b>4.5</b>								
<b>4-4.9</b>															
<b>3-3.9</b>															
<b>2-2.9</b>															
<b>1-1.9</b>							<b>1.5</b>								
<b>&gt;0-0.9</b>															
<b>Clean</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<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>0</b>
<b>Total</b>															
<b>Rating</b>															
<b>TGC</b>							<b>Unweighted Deposits</b>							<b>T.L. Flaked Carbon %</b>	

**M11 EGR Lubricant Performance Test  
Form 16  
Piston 6 Deposit Ratings**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Total Piston Ratings Summary																			
Dep. Factor	Grooves						Lands	Dep. Factor	Lands										
	No. 1	No. 2		No. 1		No. 2			No. 3	No. 3		No. 4		Oil Cooling		Under Crown			
	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.	
<b>C</b>																			
<b>a</b>																			
<b>r</b>																			
<b>b</b>																			
<b>o</b>																			
<b>n</b>																			
<b>Total</b>																			
<b>8-9</b>																			
<b>7-7.9</b>																			
<b>6-6.9</b>																			
<b>5-5.9</b>																			
<b>4-4.9</b>																			
<b>3-3.9</b>																			
<b>2-2.9</b>																			
<b>1-1.9</b>																			
<b>&gt;0-0.9</b>																			
<b>Clean</b>	0		0		0		0		0		0		0		0		0		0
<b>Total</b>																			
<b>Rating</b>																			
														<b>Unweighted Deposits</b>					
														<b>Top Land Carbon</b>					
														<b>T.L. Flaked Carbon %</b>					
														<b>TGC</b>					



**M11 EGR Lubricant Performance Test  
Form 17  
Ring Mass Loss Summary**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

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



**M11 EGR Lubricant Performance Test  
Form 19  
Test Fuel Analysis (Last Batch)**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

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

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

**M11 EGR Lubricant Performance Test  
Form 20  
Injector Adjusting Screw Mass Loss**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

Screw #	Pretest Mass, g	Post-Test Mass, g	Mass Loss, mg
1			
2			
3			
4			
5			
6			
		<b>Total</b>	
		<b>Average</b>	







**M11 EGR Lubricant Performance Test  
Form 22  
Characteristics Of The Data Acquisition System**

Laboratory:	EOT Date:	EOT Time:
<b>Test Number</b>		
Stand:	Engine:	Engine Run No.:
Formulation / Stand Code:		
Oil Code:		

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.							
Fuel In.							
Intake Air							
Intake Man.							
Pre-Turb.							
Cool. Out							
<b>Pressure</b>							
Inlet Air							
Exhaust							
Oil Gallery							
<b>Other</b>							
Fuel Flow							
Speed							
Load							

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



**M11EGR Lubricant Performance Test  
Form 23  
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)*

***Check The Appropriate Conclusion***

	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

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title