

**Mack T-10  
EGR Engine Oil Test**

**Report Packet Version No.**

**Conducted For**

<b>T-10:</b>	<b>V =</b> Valid; The Reference Oil/Non-Reference Oil was evaluated in accordance with the test procedure.
	<b>I =</b> Invalid; The Reference Oil/Non-Reference Oil was not evaluated in accordance with the test procedure.
<b>T-10A:</b>	<b>N =</b> 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.

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

<b>Stand:</b>	<b>Stand Run:</b>	<b>Engine:</b>	<b>Engine Hours:</b>
<b>End Of Test Date:</b>		<b>End Of Test Time:</b>	
<b>Oil Code:</b>			
<b>Formulation/Stand Code:</b>			
<b>Alternate Codes</b>			

<p><b>In my opinion this test _____ been conducted in a valid manner in accordance with the Test Method Dxxx and the appropriate amendments through the information letter system. The remarks included in this report describe the anomalies associated with this test.</b></p>
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**Submitted By:** \_\_\_\_\_

\_\_\_\_\_ **Testing Laboratory**

\_\_\_\_\_ **Signature**

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

\_\_\_\_\_ **Title**

**Mack T-10  
EGR Engine Oil Test  
Form 2**

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**Mack T-10  
EGR Engine Oil Test  
Form 3**

The Mack T-10 EGR Engine Oil Test is a fuel engine-dynamometer test which evaluates the ability of a lubricant to minimize piston ring wear, cylinder liner wear, lead corrosion, oil consumption, and oxidation. This test is a two-phase, steady state test (constant speed and load). The first phase is 75 h and is run with retarded fuel injection timing to produce elevated soot levels in the oil. The second phase is 225 h and is run under heavy load conditions to induce piston ring and cylinder liner wear.

The test engine is a Mack E-TECH V-MAC III diesel engine with EGR. It is an in-line six-cylinder, four stroke, turbocharged engine. It has electronically controlled fuel injection with six individual electronic pumps. A one h break-in is conducted prior to each test since a new engine build is used for each test.

**Mack T-10 Test Conditions**

<b>Parameter</b>	<b>Phase I</b>	<b>Phase II</b>
<b>Time, h</b>	<b>75</b>	<b>225</b>
<b>Injection Timing, °BTDC</b>	<b>Variable</b>	<b>18</b>
<b>Speed, r/min</b>	<b>1800</b>	<b>1200</b>
<b>Fuel Flow, kg/h</b>	<b>59.2</b>	<b>63.5</b>
<b>Exhaust O<sub>2</sub> Level, %</b>	<b>Record</b>	<b>Record</b>
<b>Intake CO<sub>2</sub>, %</b>	<b>1.5</b>	<b>0.2</b>
<b>Exhaust CO<sub>2</sub>, %</b>	<b>Record</b>	<b>Record</b>
<b>Inlet Manifold Temp., °C</b>	<b>70</b>	<b>66</b>
<b>Coolant Out Temp., °C</b>	<b>66</b>	<b>85</b>
<b>Fuel In Temp., °C</b>	<b>40</b>	<b>40</b>
<b>Oil Gallery Temp., °C</b>	<b>88</b>	<b>113</b>
<b>Intake Air Temp., °C</b>	<b>25</b>	<b>25</b>
<b>Intake Air Restriction, kPa</b>	<b>3.5 – 4.0</b>	<b>3.5 – 4.0</b>
<b>Inlet Manifold Pressure, kPa</b>	<b>tbd</b>	<b>tbd</b>
<b>Exhaust Back Pressure, kPa</b>	<b>2.7 – 3.5</b>	<b>2.7 – 3.5</b>
<b>Crankcase Pressure, kPa</b>	<b>0.25 – 0.75</b>	<b>0.25 – 0.75</b>
<b>Power, kW</b>	<b>~257</b>	<b>~324</b>
<b>Torque, Nm</b>	<b>Record</b>	<b>Record</b>
<b>Pre-Turbine Exhaust Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>Tailpipe Exhaust Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>Oil Sump Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>EGR Pre-Venturi Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>Inlet Air Dew Point, °C</b>	<b>Record</b>	<b>Record</b>
<b>Inlet Air Humidity, kg/kg</b>	<b>Record</b>	<b>Record</b>
<b>Main Gallery Oil Pressure, kPa</b>	<b>Record</b>	<b>Record</b>
<b>Oil Filter Delta P, kPa</b>	<b>Not to exceed 138</b>	<b>Not to exceed 138</b>

**Mack T-10  
EGR Engine Oil Test  
Form 4  
Test Results Summary**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Test Results						
<b>Date Test Started:</b>		<b>Start Time:</b>			<b>Test Length:</b>	
<b>TMC Oil Code: <sup>A</sup></b>		<b>Laboratory Oil Code:</b>			<b>SAE Viscosity:</b>	
<b>Average TGA Soot % at 75 h</b>						
<b>Centrifugal Oil Filter Mass Gain, g</b>						
<b>Oil Filter Delta P, kPa (138 maximum)</b>						
<b>EOT TBN</b>						
<b>MRV Yield Stress (Pa) <sup>C</sup></b>						
	<b>Delta Pb@ EOT (ppm)</b>	<b>Avg Liner Wear (µm)</b>	<b>Avg Top Ring Weight Loss (mg)</b>	<b>Oil Consumption (g/h)</b>	<b>Delta Pb 250-300h (ppm)</b>	<b>MRV<sup>C</sup> Viscosity @75h (cP)</b>
<b>Original Result</b>						
<b>Transformed Result <sup>B</sup></b>						
<b>Correction Factor <sup>B</sup></b>						
<b>Corrected Transformed Result <sup>B</sup></b>						
<b>Severity Adjustment <sup>B</sup></b>						
<b>Final Transformed Result <sup>B</sup></b>						
<b>Final Original Unit Result <sup>B</sup></b>						
<b>Mack Merits <sup>D</sup></b>						
<b>Total Mack Merits <sup>D</sup></b>						

Last Stand Reference Results						
<b>Test Number:</b>						
<b>Oil Code:</b>						
<b>Test Length:</b>				<b>TMC Oil Code:</b>		
<b>EOT Date:</b>				<b>EOT Time:</b>		
<b>Stand Calibration Expiration Date:</b>						
<b>Average TGA Soot % at 75 h</b>						
	<b>Delta Pb@ EOT (ppm)</b>	<b>Avg Liner Wear (µm)</b>	<b>Avg Top Ring Weight Loss (mg)</b>	<b>Oil Consumption (g/h)</b>	<b>Delta Pb 250-300h (ppm)</b>	<b>MRV<sup>C</sup> Viscosity @75h (cP)</b>
<b>Original Result</b>						
<b>Transformed Result <sup>B</sup></b>						
<b>Correction Factor <sup>B</sup></b>						
<b>Corrected Transformed Result <sup>B</sup></b>						
<b>Final Transformed Result <sup>B</sup></b>						
<b>Final Original Unit Result <sup>B</sup></b>						

<sup>A</sup> Reference Tests only.

<sup>B</sup> Transformed Units for Delta Pb only.

<sup>C</sup> For T-10A use only.

<sup>D</sup> Non-reference Tests only.

**Mack T-10  
EGR Engine Oil Test  
Form 5  
Operational Summary**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>	<b>Oil Code:</b>	
<b>Formulation/Stand Code:</b>		

	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>
<b>Controlled Parameters</b>	Speed	r/min	0.000		1800	1800					
	Fuel Flow	kg/h	0.000		59.2	59.2					
	Inlet Manifold Temp.	°C	0.000		70	66					
	Coolant Out Temp.	°C	0.000		66	85					
	Fuel In Temp.	°C	0.000		40						
	Oil Gallery Temp.	°C	0.000		88	113					
	Inlet Air Temp.	°C	0.000		25						
	Inlet Air Restriction	kPa			3.5 – 4.0						
	Inlet Man. Pressure	kPa			TBD	TBD					
	Exh. Back Pressure	kPa			2.7 – 3.5						
	Crankcase Pressure	kPa			0.25 – 0.75						
Intake CO <sub>2</sub>	%			1.5±.05	0.2±.05						
<b>Non-controlled Parameters</b>	Parameter	Units	Typical Values <sup>E</sup>		Average						
	Power	KW	230 – 255	308 – 326							
	Torque	Nm	1223 – 1351	2456 – 2593							
	Exhaust O <sub>2</sub>	%	7.0 – 8.5	5.5 – 6.8							
	Exhaust CO <sub>2</sub>	%	7.18 – 9.97	9.60 – 11.09							
	Pre-Turbine Temp. (L)	°C	518 – 655	547 – 730							
	Pre-Turbine Temp. (R)	°C	572 – 674	540 - 726							
	Tailpipe Temp.	°C	421 – 464	477 – 510							
	Oil Sump Temp.	°C	91 – 101	117 – 127							
	EGR Pre-Venturi Temp.	°C	210 – 253	91 – 111							
	Blowby	L/min	53 – 120	70 – 200							
	Inlet Air Dew Point	°C	6 – 25	8 – 28							
Inlet Air Humidity	g/kg	4.5 – 20.3	3.5 – 24.1								
Main Gallery Oil Pressure	kPa	398 – 489	174 – 263								

<sup>A</sup> QI values above the threshold are acceptable by the Mack Surveillance Panel. QI values below the threshold may not be considered acceptable based on an engineering review. Refer to Annex A5

<sup>B</sup> Total number of data points taken. Minimum acceptable value is 3000

<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

**Mack T-10  
EGR Engine Oil Test  
Form 6  
Rod Bearing Weight Loss**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Cylinder #	Location	SOT Weight, g	EOT Weight, g	Weight Change, mg
1	Upper			
2	Upper			
3	Upper			
4	Upper			
5	Upper			
6	Upper			

Summary	As Measured	Outlier Screened
Upper Bearing Average Weight Loss, mg		
Upper Bearing Weight Loss Std. Dev., mg		
Upper Bearing Minimum Weight Loss, mg		
Upper Bearing Maximum Weight Loss, mg		
Outlier Upper Rod Bearing <sup>A</sup>		

<sup>A</sup> Cylinder number

Cylinder #	Location	SOT Weight, g	EOT Weight, g	Weight Change, mg
1	Lower			
2	Lower			
3	Lower			
4	Lower			
5	Lower			
6	Lower			
Upper Bearing Average Weight Loss, mg				
Upper Bearing Weight Loss Std. Dev., mg				
Upper Bearing Minimum Weight Loss, mg				
Upper Bearing Maximum Weight Loss, mg				

**Mack T-10  
EGR Engine Oil Test  
Form 7  
Ring Weight Loss**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Cylinder #	Top Ring SOT Weight, g	Top Ring EOT Weight, g	Weight Loss, mg
1			
2			
3			
4			
5			
6			

Summary	As Measured	Outlier Screened
<b>Top Ring Average Weight Loss, mg</b>		
<b>Top Ring Weight Loss Std. Dev., mg</b>		
<b>Top Ring Minimum Weight Loss, mg</b>		
<b>Top Ring Maximum Weight Loss, mg</b>		
<b>Outlier Ring<sup>B</sup></b>		

<sup>A</sup> Results calculated without rings with plasma flanking.

<sup>B</sup> Ring number wear results are not currently outlier screened.

Cylinder #	2nd Ring SOT Weight, g	2 <sup>nd</sup> Ring EOT Weight, g	Weight Loss, mg
1			
2			
3			
4			
5			
6			
<b>2<sup>nd</sup> Ring Average Weight Loss, mg</b>			
<b>2<sup>nd</sup> Ring Weight Loss Std. Dev., mg</b>			
<b>2<sup>nd</sup> Ring Min. Weight Loss, mg</b>			
<b>2<sup>nd</sup> Ring Max. Weight Loss, mg</b>			

Cylinder #	Oil Ring SOT Weight, g	Oil Ring EOT Weight, g	Weight Loss, mg
1			
2			
3			
4			
5			
6			
<b>Oil Ring Average Weight Loss, mg</b>			
<b>Oil Ring Weight Loss Std. Dev., mg</b>			
<b>Oil Ring Minimum Weight Loss, mg</b>			
<b>Oil Ring Maximum Weight Loss, mg</b>			





**Mack T-10  
EGR Engine Oil Test  
Form 9**

**Liner Surface Roughness & Bore Diameter**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Liner No.	Location	Ra (µm)	Bore Diameter (mm)		Ra (µm)	Dia. (mm)
1	Top Ring Travel @ 0°C			Avg.		
	Top Ring Travel @ 90°C			Std. Dev.		
	Top Ring Travel @ 180°C			Min.		
	Top Ring Travel @ 270°C			Max.		
2	Top Ring Travel @ 0°C			Avg.		
	Top Ring Travel @ 90°C			Std.Dev.		
	Top Ring Travel @ 180°C			Min.		
	Top Ring Travel @ 270°C			Max.		
3	Top Ring Travel @ 0°C			Avg.		
	Top Ring Travel @ 90°C			Std. Dev.		
	Top Ring Travel @ 180°C			Min.		
	Top Ring Travel @ 270°C			Max.		
4	Top Ring Travel @ 0°C			Avg.		
	Top Ring Travel @ 90°C			Std.Dev.		
	Top Ring Travel @ 180°C			Min.		
	Top Ring Travel @ 270°C			Max.		
5	Top Ring Travel @ 0°C			Avg.		
	Top Ring Travel @ 90°C			Std. Dev.		
	Top Ring Travel @ 180°C			Min.		
	Top Ring Travel @ 270°C			Max.		
6	Top Ring Travel @ 0°C			Avg.		
	Top Ring Travel @ 90°C			Std. Dev.		
	Top Ring Travel @ 180°C			Min.		
	Top Ring Travel @ 270°C			Max.		

	Ra (µm)	Bore Diameter (mm)
<b>Average Surface Roughness &amp; Bore Diameter</b>		
<b>Standard Deviation Surface Roughness &amp; Bore Diameter</b>		
<b>Minimum Surface Roughness &amp; Bore Diameter</b>		
<b>Maximum Surface Roughness &amp; Bore Diameter</b>		

**Mack T-10  
EGR Engine Oil Test  
Form 10  
Liner Wear Summary**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Position	Wear Step ( $\mu\text{m}$ )					
	Cylinder Number					
	1	2	3	4	5	6
1:00						
2:00						
3:00 (Thrust)						
4:00						
5:00						
6:00 (Rear)						
7:00						
8:00						
9:00 (Anti-Thrust)						
10:00						
11:00						
12:00 (Front)						
Average						

Summary	As Measured	Outlier Screened
Average, $\mu\text{m}$		
Std. Dev., $\mu\text{m}$		
Minimum, $\mu\text{m}$		
Maximum, $\mu\text{m}$		
Outlier Liners <sup>A</sup>		

<sup>A</sup> Cylinder Number.







**Mack T-10  
EGR Engine Oil Test  
Form 12  
Test Fuel Analysis (Last Batch)**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Supplier:</b>		<b>Batch Identifiers:</b>

Measurement	Specs.	Analysis		Test Method
		New	EOT	
<b>Total Sulfur, % Weight</b>	<b>0.04 – 0.05</b>			<b>D 2622</b>
<b>Gravity, °API</b>	<b>34.5 – 36.5</b>			<b>D 287 or D 4052</b>
<b>Hydrocarbon Composition</b>				
<b>Aromatics % Vol.</b>	<b>28 – 33</b>			<b>D 1319</b>
<b>Olefin</b>	<b>Report</b>			<b>D 1319</b>
<b>Cetane Index</b>	<b>Report</b>			<b>D 976 &amp; D 4737</b>
<b>Cetane No.</b>	<b>42 – 48</b>			<b>D 613</b>
<b>Copper Strip Corrosion</b>	<b>1 Maximum</b>			<b>D 130</b>
<b>Flash Point, °C</b>	<b>54 Minimum</b>			<b>D 93</b>
<b>Pour Point, °C</b>	<b>-18 Maximum</b>			<b>D 97</b>
<b>Carbon Residue on 10% Residuum, %</b>	<b>0.35 Maximum</b>			<b>D 524 (10% Bottoms)</b>
<b>Water &amp; Sediment, % Vol.</b>	<b>0.05 Maximum</b>			<b>D 2709</b>
<b>Viscosity, cSt @ 40°C</b>	<b>2.4 – 5.0</b>			<b>D 445</b>
<b>Total Acid Number</b>	<b>0.05 Maximum</b>			<b>D 664</b>
<b>Strong Acid Number</b>	<b>0.00 Maximum</b>			<b>D 664</b>
<b>Accelerated Stability</b>	<b>Tbd</b>			<b>D 2274</b>
<b>Distillation, °C</b>				
<b>IBP</b>	<b>Report</b>			<b>D 86</b>
<b>10%</b>	<b>Report</b>			<b>D 86</b>
<b>50%</b>	<b>Report</b>			<b>D 86</b>
<b>90%</b>	<b>282 – 338</b>			<b>D 86</b>
<b>EP</b>	<b>Report</b>			<b>D 86</b>

**Mack T-10  
EGR Engine Oil Test  
Form 13  
Characteristics of the Data Acquisition System**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

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>							
<b>Oil @ Filt.</b>							
<b>Fuel In.</b>							
<b>Intake Air</b>							
<b>Intake Man.</b>							
<b>Pre-Turb.</b>							
<b>Cool. Out</b>							
<b>Other</b>							
<b>Fuel Flow</b>							
<b>Engine RPM</b>							
<b>Load</b>							
<b>Inlet Restr.</b>							
<b>Exh. Press.</b>							
<b>Oil Gal. Press.</b>							

**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**  
 LG - Handlog Sheet  
 DL - Automatic Data Logger  
 SC - Strip Chart Recorder  
 C/M - Computer, Using Manual Data Entry  
 C/D - Computer, Using Direct I/O Entry
- (5) **Data are observed but only if recorded 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**

**Mack T-10  
EGR Engine Oil Test  
Form 14  
Build-up and Hardware Information**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

**Injection Timing**

Timing Hours	Timing (Deg)
<b>Total Timing Changes</b>	

**Hardware**

Part	Part Number	Serial Number
<b>Primary Turbocharger</b>		
<b>Secondary Charger</b>		
<b>Cylinder Head (front)</b>		
<b>Cylinder Head (rear)</b>		
<b>Pistons</b>		
<b>Injection Nozzles</b>		
<b>Rod Bearings</b>		
<b>Liners</b>		
<b>Ring Set</b>		

Cylinder Kit Location	CPD ID Number
<b>Cylinder 1</b>	
<b>Cylinder 2</b>	
<b>Cylinder 3</b>	
<b>Cylinder 4</b>	
<b>Cylinder 5</b>	
<b>Cylinder 6</b>	



**Mack T-10  
EGR Engine Oil Test  
Form 15  
Rating Summary: Piston #1**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

Total Piston Ratings Summary																			
Dep. Factor	Grooves						Dep. Factor	Lands											
	No. 1	A, %	Dem.	No. 2	A, %	Dem.		No. 1	A, %	Dem.	No. 2	A, %	Dem.						
	No. 1	A, %	Dem.	No. 2	A, %	Dem.		No. 3	A, %	Dem.	No. 4	A, %	Dem.	Oil Cooling	A, %	Dem.	Under Crown	A, %	Dem.
HC-1.0																			
MC-0.5																			
LC-.25																			
<b>Total</b>																			
8-9																			
7-7.9							7.5												
6-6.9																			
5-5.9																			
4-4.9																			
3-3.9																			
2-2.9																			
1-1.9																			
>0-0.9																			
Clean	0			0			Clean	0			0			0			0		0
<b>Total</b>																			
<b>Rating</b>																			
<b>Location Factor</b>	2		3	1		3		20		20		60		0.5			1		
<b>Ind Rating</b>	<b>WDP</b>			<b>TGC</b>			<b>TLC</b>			<b>Unweighted Deposits</b>			<b>T.L. Flaked Carbon %</b>						



Mack T-10  
EGR Engine Oil Test  
Form 17  
Rating Summary: Piston #3

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

Total Piston Ratings Summary																				
	Grooves						Dep. Factor	Lands												
	No. 1	Dem.	A, %	No. 2	Dem.	A, %		No. 1	Dem.	A, %	No. 2	Dem.	A, %							
<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>							7.5													
<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			Clean	0			0			0			0			0
<b>Total</b>																				
<b>Rating</b>																				
<b>Location Factor</b>	2			3							3			20			20			60
<b>Ind Rating</b>																				
<b>WDP</b>																				
<b>TGC</b>																				
<b>TLC</b>																				
<b>Unweighted Deposits</b>																				
<b>T.L. Flaked Carbon %</b>																				

Mack T-10  
EGR Engine Oil Test  
Form 18  
Rating Summary: Piston #4

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

Dep. Factor	Grooves						Dep. Factor	Lands						Oil Cooling	Under Crown							
	No. 1		No. 2		No. 1			No. 1		No. 2		No. 3				No. 4						
	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.			A, %	Dem.					
HC-1.0																						
MC-0.5																						
LC-.25																						
<b>Total</b>																						
8-9																						
7-7.9																						
6-6.9																						
5-5.9																						
4-4.9																						
3-3.9																						
2-2.9																						
1-1.9																						
>0-0.9																						
Clean	0		0		0		0		0		0		0		0	0		0		0		0
<b>Total</b>																						
<b>Rating</b>																						
<b>Location Factor</b>	2		3		1		3		1		3		1		1	20		20		60		0.5
<b>Ind Rating</b>	<b>WDP</b>		<b>TGC</b>		<b>TLC</b>		<b>Unweighted Deposits</b>		<b>T.L. Flaked Carbon %</b>													



**Mack T-10  
EGR Engine Oil Test  
Form 20  
Rating Summary: Piston #6**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

Total Piston Ratings Summary																	
Dep. Factor	Grooves						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.
HC-1.0																	
MC-0.5																	
LC-.25																	
<b>Total</b>																	
8-9																	
7-7.9																	
6-6.9							7.5										
5-5.9																	
4-4.9																	
3-3.9							4.5										
2-2.9																	
1-1.9							1.5										
>0-0.9							Clean										
<b>Clean</b>	0		0		0		0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>																	
<b>Rating</b>																	
<b>Location Factor</b>	2	3	1	3			20	20	20	60							
<b>Ind Rating</b>																	
<b>WDP</b>		<b>TGC</b>		<b>TLC</b>				<b>Unweighted Deposits</b>		<b>T.L. Flaked Carbon %</b>							