VG REPORT FORMS VERSION *20020801 BETA*

REPORT ON SEQUENCE VG EVALUATION

CONDUCTED FOR

	V = VALID
	I = INVALID
	N = RESULTS CAN NOT BE INTERPRETED AS REPRESENTATIVE OF OIL PERFORMANCE (NON-REFERENCE OIL) AND SHALL NOT BE USED IN DETERMINING AN AVERAGE TEST RESULT USING MULTIPLE TEST ACCEPTANCE CRITERIA.

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

Test Number			
Test Stand:	Runs Between Calibration Tests:	Total Runs on Test Stand:	
Date Completed:		End of Test Time:	
Oil Code:			
Formulation/Stand Code:			
Alternate Codes:			

In my opinion this test been conducted in a valid manner in accordance with the VG Test Method D6593 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

FIG A7.1 Title Page

Form 2

Sequence VG

Table of Contents

FIG A7.2 Table of Contents

Sequence VG Sludge and Varnish Deposit Test
Form 3

Summary of Test Method

The Sequence VG engine sludge and varnish deposit test is a fired engine-dynamometer test which evaluates the ability of a lubricant to minimize the formation of sludge and varnish deposits. This test method is a cyclic test, with a total running duration of 216 hours.

The test engine is a Ford 4.6L, spark ignition, four stroke, eight cylinder "V" configuration engine. Features of this engine include dual overhead camshafts, a cross-flow fast burn cylinder head design, two valves per cylinder and electronic port fuel injection. A 90 minute break-in schedule is conducted prior to each test, since a new engine build is used for each test.

The Sequence VG test requires a new engine for each test. Each test is run for 216 hours, consisting of 54 cycles of 4 hours each. Each cycle consists of 3 stages. The stages of the test cycle are set at the following conditions:

Condition	Stage I	Stage II	Stage III
Duration, minutes	120	75	45
Engine Speed, r/min	1200	2900	700
Engine Power, kW	Record	Record	1.10 - 1.50
Manifold Abs Press, kPa (abs)	69	66	Record
Engine Oil In, ˚C	68	100	45
Engine Coolant Out, ˚C	57	85	45
Engine Coolant Flow, L/min	48	Record	Record
Engine Coolant Pressure, kPa (gauge)	70	70	70
RAC Coolant In, ˚C	29	85	29
Rocker Cover Flow, L/min	15	15	15
Intake Air, ˚C	30	30	30
Intake Air Press, kPa (gauge)	0.05	0.05	0.05
Exhaust Gas Analysis, Lambda	1.0	1.0	0.75
Blowby Flow Rate Avg, L/min	Record	60 - 70	-----
Air/Fuel Ratio	Stoich	Stoich	11.5:1
Intake Air Humidity, g/kg	11.4	11.4	11.4
Exhaust Back Pressure, kPa abs	104	107	Record
Fuel Flow, kg/h	Record	Record	Record

Upon test completion, the engine is disassembled and rated for sludge and varnish. Average Engine Sludge and Average Engine Varnish are calculated.

FIG A7.3 Test Method Summary

SEQUENCE VG
FORM 4
TEST RESULT SUMMARY
NON-REFERENCE & REFERENCE OIL TESTS

Laboratory:	Stand:	Stand Runs:	Oil Code:
Date Started:	Time Started:	Date Completed:	Time Completed:
Formulation/Stand Code:			

Lab Engine Number:	SAE Viscosity:
Test Length:	Fuel Batch:
Industry Oil Code:	

CRITICAL PARAMETERS						
	Average Engine Sludge, merits	Rocker Cover Sludge, merits	Average Engine Varnish, merits	Average Piston Skirt Varnish, merits	Oil Screen Sludge, % Area	Number of Hot Stuck Rings
Original Result						
Transformed Result						
Industry Correction Factor						
Corrected Transformed Result						
Severity Adjustment						
Final Transformed Result						
Final Original Unit Result						

Clogging Information		**Additional Information**	
Oil Screen Debris, % Area		Number of Cold Stuck Rings	
Oil Ring Clogging, % Area		Average Blowby Stage II, L/min	
PCV Valve @ 25 kPa, %		Oil Consumption, grams	
PCV Valve @ 60 kPa, %			

Last Reference Oil Test Calibrating Stand Information - Fill Out For Non-reference Oil Tests Only			
Stand:	Total Runs on Test Stand:	Oilcode:	
Industry Oil Code:	Engine Number:	SAE Viscosity:	Date Completed:
Test Length:	Fuel Batch:	Calibration Expiration Date:	

Clogging Information		**Additional Information**	
Oil Screen Debris, % Area		Number of Cold Stuck Rings	
Oil Ring Clogging, % Area		Average Blowby Stage II, L/min	
PCV Valve @ 25 kPa, %		Oil Consumption, grams	
PCV Valve @ 60 kPa, %			

	Average Engine Sludge, merits	Average Rocker Cover Sludge, merits	Average Engine Varnish, merits	Average Piston Skirt Varnish, merits	Oil Screen Sludge, % Area	Number of Hot Stuck Rings
Final Original Unit Result						

FIG A7.4 Test Result Summary

SEQUENCE VG
FORM 5
TEST RESULT SUMMARY
NON-REFERENCE & REFERENCE OIL TESTS

Laboratory:	Stand:	Stand Runs:	Oil Code:
Date Started:	Time Started:	Date Completed:	Time Completed:
Formulation/Stand Code:			

Hardware Identification	Production Number		Serial Number
Casting Numbers	Block	Cam, Left	Cam, Right
Piston Part Number		Piston Ring Casting Number	
Cylinder Head Casting Number	Left		Right

Sludge Deposits	
Area	**Merit**
Rocker Arm Cover, Left	
Rocker Arm Cover, Right	
Camshaft Baffle, Left	
Camshaft Baffle, Right	
Timing Chain Cover	
Oil Pan Baffle	
Oil Pan	
Valve Deck Area, Left	
Valve Deck Area, Right	
Average Engine Sludge	

Varnish Deposits	
Area	**Merit**
Piston Skirt, Thrust	
Cam Baffle, Left	
Cam Baffle, Right	
Average Engine Varnish	

Wear Measurements		
Ring Wear	**Units**	**Value**
Follower Pin Wear, cyl #8, Intake.	µm	
Follower Pin Wear, cyl #8, Exhaust.	µm	
Ring Gap Increase, cyl #1 & #8, Max	µm	
Ring Gap Increase, cyl #1 & #8, Avg	µm	

Piston Varnish Deposits, Thrust Side	
Piston Number	**Merit**
1	
2	
3	
4	
5	
6	
7	
8	
Average	

FIG A7.5 Deposit Breakdown

SEQUENCE VG
FORM 6
OPERATIONAL SUMMARY

Laboratory:		Date Completed:	Time Completed:
Stand:	Stand Runs:	Total Runs on Stand:	Oil Code:
Formulation/Stand Code:			

	Parameter	Units	QI Threshold	EOT QI	Target			Average			Samples	BQD	Over/Under Range
					Stage 1	Stage 2	Stage 3	Stage 1	Stage 2	Stage 3			
Controlled Parameters	Speed	r/min	0.000		1200	2900	700						
	Manifold Abs Press	kPa	0.000		69	66	Record						
	Engine Oil, In	˚C	0.000		68	100	45						
	Engine Coolant,Out	˚C	0.000		57	85	45						
	Engine Coolant Flow	L/min	0.000		48	Record	Record						
	Engine Coolant Pressure	kPa	0.000		70	70	70						
	RAC Coolant, In	˚C	0.000		29	85	29						
	RAC Flow	L/min	0.000		15	15	15						
	Intake Air	˚C	0.000		30	30	30						
	Intake Air Pressure	kPa	0.000		0.05	0.05	0.05						
	Intake Air Humidity	g/kg	0.000		11.4	11.4	11.4						
	Exhaust Backpressure	kPa	0.000		104	107	Record						
Non-controlled Parameters	**Parameter**	**Units**			**Specifications**								
	Fuel Flow	kg/h			Record	Record	Record						
	Blowby	L/min			Record	60-70							
	Power	kW			Record	Record	1.3 ± 0.2						
	Exhaust Gas												
	Lambda, Left Bank	AFR			1.0	1.0	0.75						
	Lambda, Right Bank	AFR			1.0	1.0	0.75						

FIG A7.6 Operational Summary

SEQUENCE VG
FORM 7
OIL ADDITION RECORD & BLOWBY RATES
NON-REFERENCE & REFERENCE OIL TESTS

Laboratory:	Stand:	Stand Runs:	Oil Code:
Date Started:	Time Started:	Date Completed:	Time Completed:
Formulation/Stand Code:			

Cycle	Test Hour	Oil Added, g	Oil Consumed, g
Total, g			

Stage II	
Test Hours	Blowby, L/min
Maximum	
Minimum	
Average Blowby, Hours 23 - 119	
Average	

FIG A7.7 Blowby and Oil Additions

SEQUENCE VG
FORM 8
ANALYSIS OF OIL

Laboratory:	Stand:	Stand Runs:	Oil Code:
Date Started:	Time Started:	Date Completed:	Time Completed:
Formulation/Stand Code:			

Test Hours	Ag, ppm	Al, ppm	Cr, ppm	Cu, ppm	Fe, ppm	Pb, ppm	Si, ppm	Sn, ppm	Fuel Dilution by GC, Wt. % D3525	Pentane Insolubles, Wt. % D893B [A]	TBN D4739 [A]	Vis. @ 40˚C, cSt D445	Vis. @ 100˚C, cSt D445 [A]

[A] Analyses not required by Test Method

FIG A7.8 Oil Analysis

SEQUENCE VG
FORM 9
DOWNTIME OCCURRENCES AND OTHER COMMENTS

Laboratory:	Stand:	Stand Runs:	Oil Code:
Date Started:	Time Started:	Date Completed:	Time Completed:
Formulation/Stand Code:			

Number of Downtime Occurrences			
Test Hours	Date	Downtime	Reasons
			Total Downtime

Other Comments		
Number of Comment Lines		

FIG A7.9 Downtime