

**Report Forms
Sequence VIII Engine Evaluation of Engine Oils**

Form 1

Version
Conducted For

	V = Valid
	I = Invalid

	NR = Non-reference oil
	RO = Reference oil

Test Number			
Test Stand	Power Section	Number of Runs on Power Section Since Calibration Test	Total Runs on Power Section
Date Completed:		Completion Time:	
Oil Code:			
Formulation/Stand Code:			
Alternate Codes:			

<p>In my opinion this test _____ been conducted in a valid manner in accordance with the Sequence VIII Test Method D6709 and the appropriate amendments through the Information Letter System. The remarks included in this report describe anomalies associated with this test.</p>
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SUBMITTED BY:

_____ Testing Laboratory

_____ Signature

_____ Typed Name

_____ Title

Form 2

Sequence VIII Engine Evaluation of Engine Oils

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Sequence VIII Engine Evaluation of Engine Oils
Form 3
Summary of Test Method

The Sequence VIII test is designed to evaluate crankcase lubricating oils for their copper and lead corrosion control capabilities. It also evaluates shear stability under high temperature operating conditions.

The Sequence VIII involves steady state operation of the single cylinder CLR oil evaluation engine. After a 4-hour break-in and a 1/2-hour flush, the engine is operated under constant speed, air-fuel ratio and fuel flow conditions for an additional 40 hours. Prior to each run, the engine is thoroughly cleaned, and pertinent measurements of the engine parts are taken. A new piston, piston rings, and copper/lead connecting rod bearing are installed. The cylinder head is also reconditioned.

The key operating conditions for this procedure are as follows:

Parameter	Set Point
Duration	40 h
Speed	3150 ± 25 r/min
Load	Adjusted to provide proper fuel flow at the specified Air-to-Fuel Ratio
Fuel Flow	2.25 ± 0.11 kg/h
Air-to-Fuel Ratio	13.43 ± 0.5
Engine Jacket Out Coolant Temperature	93.5 ± 1°C
Engine Jacket Coolant Temperature Delta	5.6 ± 1°C
Gallery Oil Temperature	135.0 or 143.5 ± 1°C ^B
Crankcase Off Gas	850 ± 28 SCL/h ^A

^A Controlled by adding sufficient ambient air to rocker box to achieve an Off Gas Flow of 30 ft³/h

^B 135°C for SAE 5W, 10W; 143.5°C for SAE 20,30,40,50 and multi-viscosity grade oils.

This test utilizes an unleaded fuel named "KA24E" which has a green identifying dye. It is supplied by Haltermann Products.

At the conclusion of the test, the engine is disassembled and the performance of the oil being tested is judged by the following:

- 1) By the weight loss of the copper/lead big end connecting rod bearing.
- 2) By periodic oil sample analysis.

Sequence VIII Engine Evaluation of Engine Oils

Form 4 Test Results

Laboratory		Oilcode	
Date Completed		Time Completed	
Test Number			
Formulation/Stand			

SAE Viscosity		Oil Temperature (135.0° or 143.5°C)	
Laboratory Oil Code		Date Started	
Test Fuel Type		Time Started	
Test Fuel Lot		Bearing Batch No.	
Bearing Oil Storage Lead, ppm ^A		Bearing Lot	
Test Length		Industry Reference Oil Code ^A	

Bearing Weight Loss Summary	
Test Length @ Measurement, hours	
Top Bearing Half, mg	
Bottom Bearing Half, mg	
Total, mg	
Industry Correction Factor	
Severity Adjustment (non-reference tests only)	
Final Bearing Weight Loss, mg	

Hours	Viscosity cSt @ 40°C	Viscosity cSt @ 100°C	Stripped Viscosity cSt @100°C
New Oil			
10			

Test Stand/Power Section Reference History			
Stand No.		Power Section No.	
Runs on Power Section			
Bearing Batch No.		Bearing Lot No.	
Industry Reference Oil Code		Stripped Viscosity, cSt	
Completion Date		Completion Time	
Total Bearing Weight Loss, mg		Final Bearing Weight Loss, mg	
Oil Code			

^A Reference Oil Tests Only

**Sequence VIII Engine Evaluation of Engine Oils
Form 5
Operational Summary**

Laboratory		Oilcode	
Date Completed		Time Completed	
Test Number			
Formulation/Stand			

Test Parameter	Specification	Minimum	Maximum	Average
Speed, r/min	3150 ± 25			
Air-to-Fuel Ratio	13.43 ± 0.5			
Fuel Flow, kg/h	2.25 ± 0.11			
Output, W	Record			
Oil Heater Input, W (optional)	Record			
Crankcase Off Gas, L/h	850 ± 28			
Temperatures	Specification	Minimum	Maximum	Average
Gallery Oil ^A , °C	143.5 or 135.0 ± 1			
Coolant In, °C	Record			
Coolant Out, °C	93.5 ± 1			
Coolant Delta, °C	5.6 ± 1			
Intake Air, °C	Record			
Pressures	Specification	Minimum	Maximum	Average
Oil, kPa	276 ± 14			
Intake Manifold Vacuum, kPa	Record			
Exhaust, kPa	0 to 3.4			
Crankcase Vacuum, kPa	0.50 ± 0.12			
Spark Advance, °BTDC	35 ± 1			
Blowby, L/h	Record			

Oil Consumption ^B	Initial Oil Charge (ml)	New Oil Added (ml)	Oil Samples (ml)	Final Oil Drain (ml)
Total Oil Consumption:				

^A 135°C for SAE 5W, 10W; 143.5°C for SAE 20,30,40,50 and multi-viscosity grade oils.

^B Total Oil Consumption = (Initial Oil Charge + New Oil Added) – (Oil Samples + Final Oil Drain)

Sequence VIII Engine Evaluation of Engine Oils
Form 6
Parts Measurement and Critical Parts Listing

Laboratory		Oilcode	
Date Completed		Time Completed	
Test Number			
Formulation/Stand			

Power Section Measurements, mm				
Measurement	Specification	Minimum	Maximum	Average
Valve Stem Clearance in Guide, Inlet	0.0508 – 0.1016			
Valve Stem Clearance in Guide, Exhaust	0.0762 – 0.1270			
Connecting Rod Bearing Clearance	0.0610 – 0.0762			
Main Bearing Clearance, Front	0.0508 – 0.0762			
Main Bearing Clearance, Rear	0.0508 – 0.0762			
Connecting Rod Journal Out-of-Round	0.0254 Maximum			

Runs on Liner		Liner may be used as long as the piston-to-liner clearance is in the specified range.
Piston to Liner Clearance		0.0305 to 0.0635 mm

Critical Parts Listing	
Parts	ID Code
Crankshaft	
Camshaft	
Main Bearings	
Camshaft Bearings	
Connecting Rod	
Piston	
Cylinder Liner	

Sequence VIII Engine Evaluation of Engine Oils

Form 9

Deviation of Operational Parameters

Laboratory		Oilcode	
Date Completed		Time Completed	
Test Number			
Formulation/Stand			

Primary Parameter	Maximum Permitted Deviation Percentage	Calculated Total Deviation Percentage
Engine Oil Gallery Temperature	2.5%	
Engine Coolant Outlet Temperature	2.5%	
Engine Coolant Temperature Delta	2.5%	
Fuel Flow	2.5%	
Crankcase Off Gas	2.5%	
Oil Pressure	2.5%	
Secondary Parameter		
Engine Speed	5%	
Air-to-Fuel Ratio	5%	
Spark Advance	5%	
Exhaust Pressure	5%	
Crankcase Vacuum	5%	

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Form 10

Data Acquisition System Details

Laboratory		Oilcode	
Date Completed		Time Completed	
Test Number			
Formulation/Stand			

Parameter (1)	Sensing Device (2)	Calibration Frequency (3)	Record Device (4)	Observation Frequency (5)	Record Frequency (6)	Log Frequency (7)	System Response (8)
TEMPERATURES							
Oil Gallery							
Coolant Out							
Coolant Delta							
OTHER							
Fuel Flow							
Engine Speed							
Air-to-Fuel Ratio							
Exhaust Pressure							
Crankcase Off Gas							
Oil Pressure							
Crankcase Vacuum							

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
 CIM - COMPUTER, USING MANUAL DATA ENTRY
 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
- (9) SEE ANNEX AII FOR PROCEDURE TO DETERMINE SYSTEM RESPONSE OF THE CHARACTERISTICS OF THE ACQUISITION SYSTEM.

**Sequence VIII Engine Evaluation of Engine Oils
Form 11**

**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

<input type="checkbox"/>	Operational review of this test indicates that the results should be included in the Multiple Test Acceptance Criteria calculations.
<input type="checkbox"/>	*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

Title