



Test Monitoring Center

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1K/1N Information Letter No. 14-1
Sequence No. 34
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ASTM consensus has not yet been obtained on this information letter. An appropriate ASTM ballot will be issued in order to achieve such consensus.

TO: Caterpillar Surveillance Panel Mailing List

SUBJECT: Revision to fuel dilution test validity criteria and removal of reference oil 810

During the August 11, 2014 the surveillance panel approved a revision to the 1K/1N test procedure to clarify the fuel dilution test validity criteria and to remove the requirements to run tests on reference oil 810 and subsequent re-blends. As such Section 9.5 of D6750 has been modified and is attached. Section 10.2.2 should be deleted entirely.

The attached changes to Test Method D6750 are effective August 11, 2014.

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Attachment

c: [ftp://ftp.astmtmc.cmu.edu/docs/diesel/scote/procedure_and_ils/1k-1n/il14-01.pdf](http://ftp.astmtmc.cmu.edu/docs/diesel/scote/procedure_and_ils/1k-1n/il14-01.pdf)

Distribution: Email

(Revises Test Method D6750-14)

9.5 Pressure Testing of Fuel System Assembly—Pressure test the fuel system assembly, notably the high pressure fuel line and components at 20.00 MPa, to ensure that it is leak-proof. Because the fuel line connections are routed under the valve cover, fuel leakage can lead to undesirable fuel dilution of the engine oil. A fuel dilution greater than 2.0 % by volume at or beyond 24 h will render the test operationally invalid. The pressure test will also show if the P/N 7W8629 line assembly needs to be replaced.

Remove Section 10.2.2