

SUBCOMMITTEE D02.B0 BALLOT ITEM

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To: ASTM D02.B0 Members

From: Lyle Bowman, B0.9 Chairman

Subject: Revision of D 4485

WK#: WK 2771

Rationale: Passing both the Cummins M11 EGR and Mack T-10 test methods are two of the specified requirements in the CI-4 Engine Oil Category. The Cummins surveillance panel recommended changing the measurement of top ring wear in the M11 EGR test from a required maximum value to a Report only item. To ensure that piston ring wear in Cummins engines is still adequately protected, Cummins has subsequently determined that a passing T-10 test, which includes the measurement of piston ring wear, is a suitable substitute.

In Table 3, in the CI-4 Category, for the M11 EGR test methods,

	One-test	Two-tests	Three-tests
M11 EGR <sup>y</sup>			
<del>Average top ring weight loss, mg, max</del>	<del>175</del>	<del>186</del>	<del>191</del>
<u>Average top ring weight loss, mg</u>	<u>Report</u>	<u>Report</u>	<u>Report</u>

4.1.9.3 The M11 EGR heavy-duty diesel engine test is used to evaluate oil performance with respect to valve train ~~and piston ring~~ wear, sludge deposits, and oil filter plugging in an exhaust gas recirculation environment.

In TABLE A9.1, Outlier Test Determination Values

~~M11 EGR TRWL~~ 22.9 (est. of std. dev.)