

Sequence IIIF Information Letter 03-2 Sequence No. 12 August 12, 2003

ASTM consensus has not been obtained on this information letter. An appropriate ASTM ballot will be issued in order to achieve such consensus.

TO: Sequence IIIF Mailing List

SUBJECT: Editorial Corrections

This Information Letter addresses specific parts and procedures pertaining to quality, consistency, performance, and accountability of test parts as part of the ongoing effort by the panel to ensure continual process improvement of the Sequence IIIF test.

**Editorial Correction** 

Annex A8 contains an error in Figures A8.1 and A8.2 in the Exhaust Backpressure specification shown in those figures. The old figure listed a target EBP specification of 3 kPa and the correct value is 6 kPa. Revised figures, which contain the correct information, are attached.

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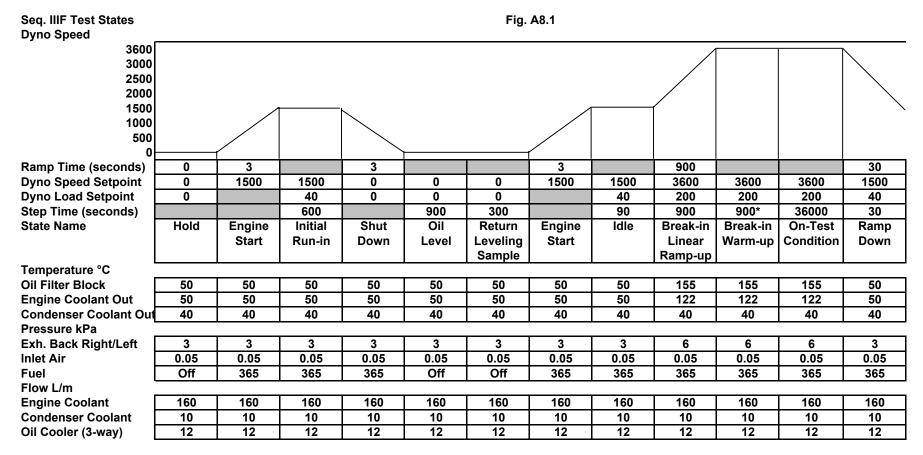
John L. Jalar

John L. Zalar Administrator ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/gas/sequenceiii/procedure\_and\_ils/IL03-2.pdf

Distribution: Email



\* Typical warm-up transition time to on test condition about 8 minutes.

\*\* Typical warm-up transition time to on test condition about 18 minutes.

All ramp times are linear with respect to dyno speed and load settings.

All temp., press., and flow settings are setpoint changes between states. Control systems should allow for overshoot and stabilization.

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Seq. IIIF Test States Dyno Speed	Fig. A8.2												
3600													
3000													
2500													
2000													
1500		$\sim$			1		ſ				<u> </u>		
1000													
500													
0	•			I									
Ramp Time (seconds)		3			3		30			30		3	
Dyno Speed Setpoint	1500	0	0	0	1500	1500	3600	3600	3600	1500	1500	0	
Dyno Load Setpoint	40	0	0	0		40	200	200	200	40	40	0	
Step Time (seconds)	90		900	300		90	30	1800**	36000	30	90		
State Name	Cool	Shut	Oil	Return	Engine	ldle	Linear	Test	On-Test	Ramp	Cool	Shut	
	Down &	Down	Level	Leveling	Start		Ramp-up	Condition	Condition	Down	Down &	Down	
	Sample			Sample				Warm-up			Sample		
Temperature °C													
Oil Filter Block	50	50	50	50	50	50	155	155	155	50	50	50	
Engine Coolant Out	50	50	50	50	50	50	122	122	122	50	50	50	
Condenser Coolant Out	40	40	40	40	40	40	40	40	40	40	40	40	
Pressure kPa													
Exh. Back Right/Left	3	3	3	3	3	3	6	6	6	3	3	3	
Inlet Air	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	
Fuel	365	365	Off	Off	365	365	365	365	365	365	365	Off	
Flow L/m													
Engine Coolant	160	160	160	160	160	160	160	160	160	160	160	160	
Condenser Coolant	10	10	10	10	10	10	10	10	10	10	10	10	
Oil Cooler (3-way)	12	12	12	12	12	12	12	12	12	12	12	12	

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