



Test Monitoring Center

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Sequence IIIH Information Letter 17-3
Sequence No. 3
July 3, 2017

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 III Mailing List

SUBJECT: 1. Information Letters 17-1 and 17-2 Revision to the test method
2. Corrections to Tables A10.1 and A11.1

1. The following sections of Test Method D8111-17 have been revised to incorporate Information Letters 17-1 and 17-2: 6.1.1.4, 6.2.2, 6.2.3, 6.12.1, 10.1.1, 10.1.2, 10.5, 10.5.1, 10.5.1.1, 10.5.1.2, 10.5.2, 10.5.2.1, 10.5.2.2, 10.5.2.3 10.5.3, Figure A3.1.
2. During publication of Test Method D8111, typographical errors were noted in Tables A10.1 and A10.2 which have been corrected in the attachment.

The attached changes to Test Method D8111-17 are effective with the issuance of this letter.

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Attachments

c: http://www.astmtmc.cmu.edu/ftp/docs/gas/ChryslerIIIH/procedure_and_ils/il17-3_IIIH.pdf

Distribution: Electronic Mail

Modifies Test Method D8111-17

6.1.4 A fan is required to be installed to direct air flow on or near the electronic components in the exhaust system; but air (hot or cold) is not permitted to be directed onto other engine surfaces during test operation.

6.2.2.2 To minimize the temperature effects on electronic components near the exhaust system, place a fan with an output less than 140 L/s at the front of the engine with the air flow directed toward the exhaust pipes, parallel to the driveshaft. Place fan at a minimum of 35 cm from the centerline of the harmonic balancer.

6.2.3 For operator safety and the protection of test components, the use of shielding and insulation on the exhaust system may be incorporated downstream of the oxygen sensor elbow.

6.12.1 Ventilate blowby gasses from the test cell through a scavenger fan. Do not allow the fan to create a vacuum on the crankcase. Do not insulate any components in the blowby system. An Air Ecology Evacuation System^{18, 10} has been found to be suitable. The crankcase ventilation configuration is shown in Annex A3.

10.1.1 The effective date of a reference test is the LTMS date and time of the reference test.

10.1.2 Test start time is defined as the introduction of the reference oil into the engine.

10.5 Test Numbering System:

10.5.1 *Acceptable Tests*—The format *AAA-BB-CCC* is utilized for numbering tests. *AAA* represents the test stand number. *BB* represents the number of tests since last reference. *CCC* represents the total number of tests on the stand.

10.5.1.1 As an example, 6-10-175 represents stand number 6; 10, the tenth test since the last reference; and 175, the number of tests conducted on that stand.

10.5.1.2 Consecutively number all tests on a given stand.

10.5.2 *Unacceptable or Aborted Tests*—If a calibration test is aborted or the results are outside the acceptance limits, include a letter suffix after the *CCC* portion of the test numbering format.

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10.5.2.1 Begin the suffix with the letter A and continue alphabetically until a calibration test is completed within the acceptance limits. For example, if three consecutive unacceptable calibration tests are completed on the same test stand, and the first test is 6-10-175, the next two test numbers would be 6-10-175A and 6-10-175B.

10.5.2.2 If the results of the next calibration test are acceptable, the test would be numbered 6-10-175C, and would permanently identify the test and appear on future correspondence.

10.5.2.3 Add no letter suffix to the number of tests other than calibration tests.

10.5.3 The completion of any amount of operational time on tests, other than calibration tests, requires the test number to be increased by one for each infraction.

Modifies Test Method D8111-17

Table A10.1 Oil Level and Consumption Worksheet

Oil Level at end of initial run: _____ mL

Initial Fill: 5.92 L	Initial Run	At 20 h	At 40 h	At 60 h	At 80 h	EOT	EOT Total
Add 177 mL of new oil to purge container							
Remove 472 mL purge							
Remove 236 mL analysis sample							
Remove 59 mL analysis sample							
Replace 472 mL purge and new oil mix	^A						
Dipstick mark after drain down, mm							
Difference between new and current oil levels, mL							
New oil added – analysis sample							
20 h oil consumption, mL							
Performed by:							

^A Purge only. No new oil added at initial and EOT oil levels.

A10.2 Record oil volume in Table A10.2.

TABLE A10.2 Determination of Volume of Engine Oil in Pan

mm on dipstick	mL in pan	mm on dipstick	mL in pan	mm on dipstick	mL in pan
3	500	48	2300	77	4100
5	600	50	2400	78	4200
7	700	52	2500	79	4300
10	800	54	2600	80	4400
12	900	57	2700	81	4500
15	1000	60	2800	82	4600
18	1100	62	2900	83	4700
20	1200	63	3000	84	4800
22	1300	65	3100	85	4900
25	1400	67	3200	86	5000
28	1500	68	3300	87	5100
30	1600	69	3400	88	5200
32	1700	70	3500	89	5300
35	1800	72	3600	90	5400
38	1900	73	3700	92	5500
40	2000	74	3800	93	5600
43	2100	75	3900	94	5700
45	2200	76	4000	95	5800

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Figure A3.1

