



Test Monitoring Center

@ Carnegie Mellon University
6555 Penn Avenue, Pittsburgh, PA 15206, USA

<http://astmtmc.cmu.edu>
412-365-1000

Sequence IVA Information Letter 13-3
Sequence Number 22
March 12, 2013

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 IVA Mailing List

SUBJECT: 1) Re-grinding of Cams
2) Test Method Clean-up Items

- 1) At the February 28, 2013 Sequence IV Surveillance panel meeting, the panel allowed the use of cams that have been reground. Laboratories have the option of either scrapping or regrinding cams that have a surface anomaly (concavity or convexity) greater than 4 μm or taper of more than 10 μm in variation. Regrinding is done only by OHT Technologies. Cam lots that have acceptable calibration results prior to the issuance of this information letter do not require rework for these anomalies. Section 9.6.3.2 has been modified to address these requirements.
- 2) Also during the February 28, 2013 meeting, the panel agreed to address a number of discrepancies identified in the Test Method. The Rocker Cover Gas Temperature Thermocouple requirements were inadvertently deleted from the test method and these requirements have been restored. The requirement to have the TMC approve fuel batches and issue memorandum documenting approval has been removed. Section 6.3.11.10 has been added, Section 7.2.1 has been revised and Section 7.2.1.1 has been deleted accordingly.

The attached changes to Test Method D 6891 are effective March 1, 2013.

William A. Buscher III
Chairman
Sequence IVA Surveillance Panel

Frank. M. Farber
Director
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/gas/sequenceiv/procedure_and_ils/il13-3.pdf

Distribution: Email

Revises Test Method D 6891-10a, as amended by Information Letters 13-1 and 13-2

6.3.11.10 *Rocker Cover Gas Temperature*—Insert the rocker cover gas temperature sensor through the rear cylinder head rubber gasket (half moon rubber plug). Drill a 2 mm diameter hole in the rear rubber plug, 4 mm down from the top, flat surface, centered horizontally. Press fit a 3.2 mm diameter closed tip type J thermocouple, 4 cm length, into the drilled hole so that the tip of the sensor is 12 mm from the inside surface of the rubber plug.

7.2.1 *Fuel Approval Requirements*—The fuel is blended as needed by the fuel supplier. Base the fuel batch acceptance upon the physical and chemical specifications given in Annex A4. Engine validation tests are not necessary for fuel batch acceptance.

7.2.1.1 Deleted

9.6.2.3 Using a profilometer to perform pre-test measurements, check the camshaft for lobe concavity, convexity and taper across the nose of each camshaft lobe. Reject any camshaft that exhibits concavity or convexity of more than 4 μm in height or depth, or taper of more than 10 μm in variation. The laboratory has the one-time option of sending any camshaft, including camshafts rejected per the above criteria, at their discretion, to OHT for regrinding. OHT regrinds camshafts according to Nissan specifications. All camshafts meeting the above specification can then be put into service. Any test run with a reground camshaft should be noted in the test report comment section.