



Test Monitoring Center

6555 Penn Avenue
Pittsburgh, PA 15206-4489
(412) 365-1000

MEMORANDUM: 02-086
DATE: October 7, 2002
TO: Sequence V Surveillance Panel
FROM: Richard E. Grundza
SUBJECT: Proposed Changes to Test Method D6593

Recently, the Sequence V Surveillance Panel was advised that certain statements in the Sequence VG Test Method, D6593, which provide recommendations for treating a situation resulting from an unsuccessfully controlled hazard associated with the use of a standard, need to be removed. In addition, a number of statements beginning with **Warning** should be revised to remove the warning label and be italicized for emphasis. A copy of these proposed changes is attached. This memorandum includes additional revisions and supercedes TMC Memorandum 02-080.

Given the minor nature of these changes, please consider this memorandum a motion for Unanimous (or General) Consent to issue an information letter updating the Sequence VG procedure. If no objections to this motion are received by close of business October 14, 2002, this motion passes and the changes will be implemented. Should any member object or request a formal vote, please state your objection to this action and this item will be added to the agenda of the next Sequence V Surveillance Panel meeting.

If you have any questions or comments, feel free to contact me.

REG/reg

Attachment

c: Lyle Bowman

<ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencev/memos/mem02-086.pdf>

Distribution: email



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Sequence VG Information Letter 02-5
Sequence No. 14

October , 2002

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 VG Surveillance Panel

SUBJECT: Remedial Statements

Recently, the Sequence VG Surveillance Panel was advised that certain remedial statements need to be removed from Test Method D6593. In addition, cautionary statements starting with a Warning also need to be correct to show emphasis of these items with the text in italics. The following sections have been revised to correct these warning statements, 7.7, 7.10.2.2, 8.3.4.2, 9.2.6, 12.1.1.7, 12.2.1.4 and A1.3.6.7. The following sections containing remedial statements have been deleted, A1.3.1.4, A1.3.1.9, A1.3.2.2, A1.3.2.7, A1.3.3.2, A1.3.3.6, A1.3.4.4, A1.3.4.9, A1.3.5.4, A1.3.5.9, A1.3.6.3, A1.3.6.6, A1.3.7.4 and A1.3.7.9. Section A1.3.8.7 has been revised to delete the remedial statement sentence.

These changes are effective October , 2002.

Peter Misangyi
Product Engineering
Ford Motor Company

John L. Zalar
Administrator
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/documents/gas/sequencev/procedures_and_ils/vgil02-5-14.pdf

Distribution: Email

(Revises Test Method D6593-01, as amended by Information Letters 01-3, 02-1, 02-2, 02-3 and 02-4)

7.7 *Solvents and Cleaners Required*—No substitutions for the following are allowed: *Use adequate safety provisions with all solvents and cleaners.*

7.10.2.2 The exhaust gas sample probes can be used until they become unserviceable. If the existing probes are not cracked, brittle, or deformed, clean the outer surface and clear all port holes. Check the probes for possible internal obstruction and reinstall the probes in the exhaust pipe. Stainless steel probes are generally serviceable for several tests; mild steel probes tend to become brittle after one test. *Exhaust gas is noxious. Any leaks in the connection to the sample probe will result in erroneous readings and incorrect air-fuel ratio adjustment.*

8.3.4.2 Regardless of the flushing technique employed, use an organic solvent (see 7.7.3) for the final flushing followed by separate rinses with hot (>60°C) water and aliphatic naphtha (7.7.1) before air drying the components. *Incomplete cleaning of the external oil system may allow debris to dislodge and circulate throughout the engine during subsequent tests. Incomplete cleaning may also cause oil temperature control problems and contaminate subsequent test oils.*

9.2.6 *Fuel*—Measure the fuel pressure near the injector rail inlet as shown in Fig.1. When utilizing a pressure gage mounted directly to the injector rail, the gage should be a damped, liquid filled type. *Too much weight attached to the fuel rail may cause it to leak. Any instrumentation attached to the fuel rail should be supported by something other than the fuel rail.*

12.1.1.7 Record all normal parameters in Steps 2 and 3 after operation at each step for 35 min. *Prolonged operation at a rich air-fuel ratio can cause excessive fuel dilution and alter test severity.*

12.2.1.4 If starting difficulties are encountered, the laboratory should not continue to crank the engine excessively. Perform diagnostics to determine the reason the engine will not start (ignition problems, insufficient or excess fuel, and so forth). *Excessive cranking times can promote additional fuel dilution of the test oil and can adversely affect the test. In addition to other precautions, do not attempt to pour gasoline into the intake-air horn.*

A1.3.1.4 Deleted. Existing Sections A1.3.1.5 through A1.3.1.8 renumbered as A1.3.1.4 through A1.3.1.7, Section A1.3.1.9 Deleted

A1.3.2.2 Deleted. Existing Sections A1.3.2.3 through A1.3.2.6 renumbered as A1.3.2.2 through A1.3.2.5, Section A1.3.2.7 Deleted

A1.3.3.2 Deleted. Existing Sections A1.3.3.3 through A1.3.3.5 renumbered as A1.3.3.2 through A1.3.3.4, Section A1.3.3.6 Deleted

A1.3.4.4 Deleted. Existing Sections A1.3.4.5 through A1.3.4.8 renumbered as A1.3.4.4 through A1.3.4.7, Section A1.3.4.9 Deleted

A1.3.5.4 Deleted Existing Sections A1.3.5.5 through A1.3.5.8 renumbered as A1.3.5.4 through A1.3.5.7, Section A1.3.5.9 Deleted

A1.3.6.3 Deleted Existing Sections A1.3.6.4 through A1.3.6.5 renumbered as A1.3.6.3 through A1.3.6.4, Existing Section A1.3.6.6 Deleted. Section A1.3.6.7 renumbered as A1.3.6.5. Renumbered Section A1.3.6.5 reworded as follows:

A1.3.6.5 *Used Oil Samples Only*—Since used oils contain compounds that were not originally present in the new oil, follow the most stringent Material Safety Data Sheets guidelines for all components present. *In*

addition to other precautions, note that continuous contact with used motor oil has caused skin cancer in laboratory mice.

A1.3.7.4 Deleted. Existing Sections A1.3.7.5 through A1.3.7.8 renumbered as A1.3.7.4 through A1.3.7.7, Section A1.3.7.9 Deleted.

A1.3.8.4 Deleted, Existing Sections A1.3.8.5 through A1.3.8.8 renumbered as A1.3.8.4 through A1.3.8.7. Renumbered Section A1.3.8.7 reworded as follows:

A1.3.8.7 Avoid contact with eyes, skin and clothing.

DRAFT