



Test Monitoring Center

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

APPROVED BY ASTM D02.B	12/6/00
	(DATE)

SEQUENCE VE INFORMATION LETTER 00-1
Sequence No. 45

September 14, 2000

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 VE Mailing List

SUBJECT: Corrections to Definitions Contained in Test Method

Recently, the Test Monitoring Center was informed by the chairman of Section D02.B0.9 that several of the definitions contained in the Test Method D 5302 do not match the Subcommittee D02.B *Glossary of Terms and Their Definitions*. Sections 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1.7, 3.1.8, 3.1.9, 3.1.11 and 3.1.13 have been revised to reflect the correct terminology. The attached revised sections are effective with the issuance of this letter.

Peter Misangyi
Product Engineering
Ford Motor Company

John L. Zalat
Administrator
ASTM Test Monitoring Center

Attachment

(Revises Test Method D 5302 -99)

3.1.2 *blowby, n-in internal combustion engines*, the combustion products and unburned air-and-fuel mixture that enter the crankcase.

3.1.3 *cold-stuck piston ring, n-internal combustion engines*, one that is stuck when the piston and ring are at room temperature, but inspection shows that it was free during engine operation.

3.1.4 *debris, n-in internal combustion engines*, solid contaminant materials unintentionally introduced into the engine or resulting from wear. (D 5862)

3.1.5 *free piston ring, n-in internal combustion engines*, a piston ring that will fall in its groove under its own weight when the piston, with the ring in a horizontal plane, is turned 90 degrees (putting the ring in a vertical plane). (D 5862)

3.1.7 *knock, n-in a spark ignition engine*, abnormal combustion, often producing audible sound, caused by autoignition of the air/fuel mixture. (D 4175)

3.1.8 *scoring, n-in tribology*, a severe form of wear characterized by the formation of extensive grooves and scratches in the direction of sliding (G 40).

3.1.9 *scuff, scuffing, n-in lubrication*, damage caused by instantaneous localized welding between surfaces in relative motion that does not result in immobilization of the parts. (D 4863)

3.1.11 *tight piston ring, n-in internal combustion engines*, a piston ring that will not fall in its groove under its own weight when the piston, with the ring in a horizontal plane, is turned 90 degrees (putting the ring in a vertical plane); by subsequent application of moderate finger pressure, the ring will be displaced. (D 5862)

3.1.13 *wear, n-* the loss of material from, or relocation of material on, a surface. (D 5844)