



# Test Monitoring Center

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Sequence VG Information Letter 02-5  
Sequence No. 14

October 25, 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 needed to be removed from Test Method D6593. Consequently, the following sections 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, A1.3.7.9, and A1.3.8.4. One sentence containing a remedial statement has been removed from Section A1.3.8.8. In addition, the word **Warning** has been removed from cautionary statements throughout the test method. These statements are now shown in italics for emphasis. Cautionary statements have been revised in the following sections: 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.

These changes are effective the date of this information letter.

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Attachment

c: [ftp://ftp.astmtmc.cmu.edu/documents/gas/sequencev/procedures\\_and\\_ils/vgil02-5-14.pdf](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

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

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

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

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

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

Sections A1.3.6.4 through A1.3.6.5 renumbered as A1.3.6.3 through A1.3.6.4

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.