



Test Monitoring Center

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

Sequence VG Information Letter 05-3
Sequence No. 24

July 26, 2005

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 Mailing List

SUBJECT: Change of New Fuel Batch Designation

Recently, the Sequence VG Surveillance Panel was informed that the designation for the new fuel batch has been changed for accounting purposes by the supplier. Sections 13.2.1.1, 13.2.2.2 and 13.3.2.2 of Test Method D6593 have been revised to reference the new batch number, TF2221LS20. This change is effective immediately.

Peter Misangyi
Product Engineering
Ford Motor Company

John L. Zalar
Administrator
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencev/procedure_and_ils/vgil05-3-24.pdf

Distribution: Email

(Revises Test Method D6593-04a, as amended by Information Letters 04-2, 04-3, 04-4, 05-1 and 05-2)

13.2.1.1 If the test was run using Haltermann fuel, Batch TF2221LS20, average the two RAC sludge ratings to obtain the original RAC result. Adjust the original result by adding 0.627 and dividing by 1.041. The industry correction factor is the difference between the adjusted original result and the original result. Add the original result, the industry correction factor and lab severity adjustment to obtain the final RAC sludge result.

13.2.2.2 If the test was run using Haltermann fuel, Batch TF2221LS20, adjust the original engine sludge merit rating by adding 2.175 to the original result and dividing by 1.192. The industry correction factor is the difference between the adjusted original result and the original result. Add the original result, the industry correction factor and lab severity adjustment to obtain the final result.

13.3.2.2 Determine original varnish ratings of all parts by comparison of the deposit on the rating location using the CRC Rust/Varnish/Lacquer Rating Scale for non-rubbing parts from CRC Manual 20. If the test was run using Haltermann fuel, Batch TF2221LS20, use fixed industry correction factors of 0.19 for average engine varnish and 0.54 for average piston varnish. For both average engine varnish and average piston varnish, add the original result, the industry correction factor and lab severity adjustment to obtain the final result.