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

Sequence VG Information Letter 07-1
Sequence No. 28

December 12, 2007

TO: Sequence VG Mailing List

SUBJECT: 1. Updated Industry Correction Factors for AES, RAC, AEV, and APV
2. Correction to Rating Workshop Designation

1. At the November 14, 2006 Sequence VG Surveillance Panel Meeting, the panel agreed to update the industry correction factors applied to Haltermann VG fuel batch TF2221LS20, based on 40 test results. Sections 13.2.1.1, 13.2.2.2 and 13.3.2.2 of Test Method D 6593 have been revised. These corrections are to be applied only to results obtained on fuel batch TA2221LS20 and are to be applied to reference oil tests completing on or after November 10, 2007 and non-reference oil tests completing on or after November 14, 2007.

2. Responsibility for the Light Duty Deposit/Distress Workshops has changed from the Coordinating Research Council (CRC) to the Society of Automotive Engineers (SAE). Sections 13.1.5, 13.1.6, 13.1.7 and 13.1.8 have been revised to reflect SAE Light Duty Deposit Workshops.

Ron Romano
FCSD, Service Product Development, SEO
Ford Motor Company

John L. Zalar
Administrator
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencev/procedure_and_ils/vgil07-1-28.pdf

Distribution: Email

13.1.5 All raters of Sequence VG engine parts shall attend an SAE Light Duty Deposit Rating Workshop every 12 months ± 30 days and produce data that meet the SAE definitions of Blue, Red, or White for varnish. If a rater is unable to meet this requirement, the rater can continue to rate Sequence VG parts during a grace period of 45 days after the completion of the workshop and can follow the procedure described in 13.1.6 to generate data that meet the SAE definitions of Blue, Red, or White.

13.1.6 A rater who is unable to meet the requirement in 13.1.5 can schedule a visit to the TMC to generate data on SAE Light Duty Deposit Rating Workshop parts and receive an assessment of rating performance compared to data collected at recent workshops. Visits to the TMC will be scheduled based on availability of parts.

13.1.7 The TMC will select a minimum of 24 parts from a collection of workshop parts for the rater to rate varnish. The TMC will provide rating booths and lights, but the rater is responsible for providing any necessary rating aids. The TMC will analyze the data and determine if the requirement in 13.1.5 has been met. If the requirement in 13.1.5 has not been met, any time remaining in the 45-day grace period is forfeited.

13.1.8 A second attempt to generate rating data at the TMC is permitted only after the rater receives training from an experienced industry rater. The experienced industry rater shall verify to the TMC, in writing, that the rater training has taken place. No more than two rater calibration attempts are permitted between SAE Light Duty Deposit Rating Workshops.

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 0.23, the industry correction factor. 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 0.42, the industry correction factor, to the original result. Add the original result, the industry correction factor and lab severity adjustment to obtain the final engine sludge result.

13.3.2.2 Determine original varnish ratings of all parts by comparison of the deposits on the rating locations 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 0.12 for average engine varnish and 0.39 for average piston varnish. For both average engine varnish and average piston varnish, add the original results, the industry correction factors and lab severity adjustments to obtain the final engine and piston varnish results.