



Test Monitoring Center

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SEQUENCE VIB INFORMATION LETTER 08-2
SEQUENCE NUMBER 25
December 22, 2008

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 VIB Mailing List

SUBJECT: Revision to Table 3

During the December 16, 2008 Sequence VIB Surveillance Panel conference call, the panel agreed to revise Table 3 of Test Method D 6837 to show the correct load cell temperature delta of $\leq 12^{\circ}$ C. Sequence VIB Information Letter 00-1 had revised the load cell temperature delta on the report forms, but not in Table 3. A revised Table 3 is attached.

This change is effective the date of this information letter.

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Ford Motor Company

John L. Zalar
Administrator
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/procedure_and_ils/il08-2.pdf

Distribution: Email

Revises Test Method D 6837-08, as amended by Information Letter 08-1

TABLE 3 Sequence VIB Test Operating Conditions ^A

Parameter	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Speed, rpm ^B	1500	800	800	1500	1500
	±2	±2	±2	±2	±2
Torque, Nm ^B	98.00	26.00	26.00	98.00	98.00
	±0.07	±0.07	±0.07	±0.07	±0.07
Nominal, Power kW	15.39	2.18	2.18	15.39	15.39
Gallery, °C ^B	125 ± 1	105 ± 1	70 ± 1	70 ± 1	45 ± 1
Coolant, °C ^B	105 ± 1	95 ± 1	60 ± 1	60 ± 1	45 ± 1
Stabilization Time, min ^C	60	60	60	60	60
All Stages					
Temperatures, °C					
Oil Circulation	Record				
Coolant Out	Record				
Intake Air ^B	27 ± 2				
Fuel-to-Flowmeter ^D	20 to 32 (delta from the max stage average reading shall be ≤4)				
Fuel-to-Fuel Rail ^B	20 ± 2				
Delta Load Cell ^D	Delta from the max stage average shall be ≤12				
Oil Heater	205 max				
Pressures					
Intake Air, kPa	0.05 ± 0.02				
Fuel-to-Flowmeter, kPa	100 min				
Fuel-to-Fuel Rail, kPa	205 to 310				
Intake Manifold, kPa abs.	Record				
Exhaust Back Pressure, kPa abs. ^B	104.00 ± 0.17				
Engine Oil, kPa	Record				
Crankcase, kPa	0.0 ± 0.25				
Flows					
Engine Coolant, L/min	130 ± 4				
Fuel Flow, kg/h ^B	Record				
Humidity, Intake Air, g/kg of dry air	11.4 ± 0.8				
Air-to-Fuel Ratio ^B	14.00:1 to 15.00:1				
Air-to-Fuel Ratio ^D	Delta from max stage average reading shall be ≤0.50				
Ignition Timing	20° BTDC ± 2°				

^A Controlled parameters should be targeted for the middle of the specification range.

^B Critical measurement and control parameters.

^C Counted from the time the temperature set points are initially adjusted to the specific levels.

^D Difference between the maximum stage average reading of the entire test and the individual stage average readings.