



## Test Monitoring Center

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Sequence VID Information Letter 10-4  
Sequence Number 6  
August 18, 2010

***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 VI Mailing List

SUBJECT: 1. Revised Location Dimension for Fuel to Fuel Rail Thermocouple  
2. Addition of Drift Specification for Load Cell Power Supply  
3. Corrected Test Volume of BL

1. During the August 5, 2010 Sequence VI Surveillance Panel Conference call, the panel agreed to revise the locating dimension for the fuel to fuel rail thermocouple from 500 mm  $\pm$  50mm from the center of the fuel rail inlet to within 550 mm of the center of the fuel rail inlet. Section 6.9.5.7 has been revised to reflect the revised location dimension.
2. During the August 5, 2010 Sequence VI Surveillance Panel Conference call, the panel agreed that laboratory ambient temperatures can affect the accuracy of the load cell power supply and agreed to include a maximum power supply temperature drift specification of 15  $\mu$  V/ $^{\circ}$ C. Section 6.4.2.5 has been added which incorporates this drift specification.
3. An error was noted in the Test Method, specifically, Section 7.1.1 states that approximately 33 L of BL is used during the test, but the correct amount of BL used during the test is approximately 49 L. Section 7.1.1 has been revised accordingly.

The attached changes to Test Method D 7589 are effective August 5, 2010

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Attachment

c: [ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/vid/procedure\\_and\\_ils/il10-4.pdf](ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/vid/procedure_and_ils/il10-4.pdf)

Distribution: Email

(Revises Test Method D7589-09, as amended by Information Letters 10-1, 10-2 and 10-3)

6.9.5.7 *Fuel to Engine Fuel Rail*—Insert the thermocouple into the center of a tee or cross fitting and locate it within 550 mm from the center point of the fuel rail inlet.

6.4.2.5 *Dynamometer Load Cell Power Supply*—Laboratory ambient temperatures can affect the accuracy of the load cell power supply. In order to minimize the error introduced by temperature changes to the load cell power supply, select a power supply with a temperature drift spec  $\leq 15 \mu\text{V}/^\circ\text{C}$  (manufacturers of power supplies often report this drift specification in ppm, and 15 ppm is equivalent to  $15 \mu\text{V}$ ).

7.1.1 Use VID BL (see X1.2) for new engine break-in and as primary calibration oil for evaluation of test oils. It is an SAE 20W-30 grade. The amount of BL oil required for each test is approximately 49 L.