

**Mack T-12 EGR Engine Oil Test**

**Report Packet Version No.**

**Conducted For**

	<b>V = Valid; The Reference Oil/Non-Reference Oil was evaluated in accordance with the test procedure.</b>
	<b>I = Invalid; The Reference Oil/Non-Reference Oil was not evaluated in accordance with the test procedure.</b>
	<b>N = Reference Oil) and shall not be used in determining an average test result using multiple test criteria.</b>

	<b>NR = Non-Reference Oil Test</b>
	<b>RO = Reference Oil Test</b>

Test Number			
<b>Stand:</b>	<b>Stand Run:</b>	<b>Engine:</b>	<b>Engine Hours:</b>
<b>End Of Test Date:</b>		<b>End Of Test Time:</b>	
<b>Oil Code:</b>			
<b>Formulation/Stand Code:</b>			
<b>Alternate Codes</b>			

<p><b>In my opinion this test _____ been conducted in a valid manner in accordance with the Test Method D 7422 and the appropriate amendments through the information letter system. The remarks included in this report describe the anomalies associated with this test.</b></p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**Submitted By:**

\_\_\_\_\_

**Testing Laboratory**

\_\_\_\_\_

**Signature**

\_\_\_\_\_

**Typed Name**

\_\_\_\_\_

**Title**

**Mack T-12 EGR Engine Oil Test  
Form 2**

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**Mack T-12 EGR Engine Oil Test  
Form 3**

The Mack T-12 EGR Engine Oil Test is a fuel engine-dynamometer test which evaluates the ability of a lubricant to minimize piston ring wear, cylinder liner wear, lead corrosion, oil consumption, and oxidation. This test is a two-phase, steady state test (constant speed and load), run with heavy EGR. The first phase is 100 h and is run with retarded fuel injection timing to produce elevated soot levels in the oil. The second phase is 200 h and is run under heavy load conditions to induce piston ring and cylinder liner wear.

The test engine is a Mack E-TECH V-MAC III diesel engine with EGR. It is an in-line six-cylinder, four stroke, turbocharged engine. It has electronically controlled fuel injection with six individual electronic pumps. A one h break-in is conducted prior to each test since a new engine build is used for each test.

**Mack T-12 Test Conditions**

<b>Parameter</b>	<b>Phase I</b>	<b>Phase II</b>
<b>Time, h</b>	<b>100</b>	<b>200</b>
<b>Injection Timing, °BTDC</b>	<b>Variable</b>	<b>21</b>
<b>Speed, r/min</b>	<b>1800</b>	<b>1200</b>
<b>Fuel Flow, kg/h</b>	<b>59.2</b>	<b>63.5</b>
<b>Intake CO<sub>2</sub>, %</b>	<b>3.09</b>	<b>1.42</b>
<b>Exhaust CO<sub>2</sub>, %</b>	<b>9.25</b>	<b>9.78-10.08 typical</b>
<b>Inlet Manifold Temp., °C</b>	<b>90</b>	<b>80</b>
<b>Coolant Out Temp., °C</b>	<b>66</b>	<b>108</b>
<b>Fuel In Temp., °C</b>	<b>40</b>	<b>40</b>
<b>Oil Gallery Temp., °C</b>	<b>88</b>	<b>116</b>
<b>Intake Air Temp., °C</b>	<b>25</b>	<b>25</b>
<b>Intake Air Restriction, kPa</b>	<b>3.5 – 4.0</b>	<b>3.5 – 4.0</b>
<b>Inlet Manifold Pressure, kPa</b>	<b>265 Nominal</b>	<b>302-312</b>
<b>Exhaust Back Pressure, kPa</b>	<b>2.7 – 3.5</b>	<b>2.7 – 3.5</b>
<b>Crankcase Pressure, kPa</b>	<b>0.25 – 0.75</b>	<b>0.25 – 0.75</b>
<b>Torque, Nm</b>	<b>Record</b>	<b>Record</b>
<b>Pre-Turbine Exhaust Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>Tailpipe Exhaust Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>Oil Sump Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>EGR Pre-Venturi Temp., °C</b>	<b>Record</b>	<b>Record</b>
<b>Inlet Air Dew Point, °C</b>	<b>Record</b>	<b>Record</b>
<b>EGR Pre-Venturi Press., kPa</b>	<b>Record</b>	<b>Record</b>
<b>Main Gallery Oil Pressure, kPa</b>	<b>Record</b>	<b>Record</b>
<b>Oil Filter Delta P, kPa</b>	<b>Not to exceed 138</b>	<b>Not to exceed 138</b>

**Mack T-12 EGR Engine Oil Test  
Form 4  
Test Results Summary**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Test Results					
<b>Date Test Started:</b>		<b>Start Time:</b>		<b>Test Length:</b>	
<b>TMC Oil Code: <sup>A</sup></b>		<b>Lab Oil Code:</b>		<b>SAE Viscosity:</b>	
<b>Average TGA Soot % at 100 h</b>					
<b>Centrifugal Oil Filter Mass Gain, g</b>					
<b>Oil Filter Delta P, kPa (138 maximum)</b>					
<b>EOT TBN</b>					
	<b>Delta Pb@ EOT (ppm)</b>	<b>Avg Liner Wear (µm)</b>	<b>Avg Top Ring Weight Loss (mg)</b>	<b>Oil Consumption (g/h)</b>	<b>Delta Pb 250-300h (ppm)</b>
<b>Original Result</b>					
<b>Transformed Result <sup>B</sup></b>					
<b>Correction Factor <sup>B</sup></b>					
<b>Corrected Transformed Result <sup>B</sup></b>					
<b>Severity Adjustment <sup>E</sup></b>					
<b>Final Transformed Result <sup>B</sup></b>					
<b>Corrected Original Unit Result</b>					
<b>Severity Adjustment <sup>F</sup></b>					
<b>Final Original Unit Result</b>					
<b>Mack Merits <sup>C</sup></b>					
<b>Total Mack Merits <sup>C</sup></b>					

Last Stand Reference Results					
<b>Test Number:</b>					
<b>Oil Code:</b>					
<b>Test Length:</b>			<b>TMC Oil Code:</b>		
<b>EOT Date:</b>			<b>EOT Time:</b>		
<b>Number of Tests Since Stand Calibration<sup>D</sup></b>					
<b>Stand Calibration Expiration Date</b>					
<b>Average TGA Soot % at 100 h</b>					
	<b>Delta Pb@ EOT (ppm)</b>	<b>Avg Liner Wear (µm)</b>	<b>Avg Top Ring Weight Loss (mg)</b>	<b>Oil Consumption (g/h)</b>	<b>Delta Pb 250-300h (ppm)</b>
<b>Final Original Unit Result</b>					

<sup>A</sup> Reference Tests only.

<sup>B</sup> Transformed Units apply to Avg Liner Wear, Delta Pb @ EOT, Oil Consumption, and Delta Pb 250-300h only.

<sup>C</sup> Non-reference Tests only.

<sup>D</sup> Operationally valid tests only, including current test.

<sup>E</sup> Transformed unit severity adjustments for Delta Pb @ EOT, Oil Consumption, and Delta Pb 250-300h only.

<sup>F</sup> Original unit severity adjustment applies to Avg Liner Wear only.

**Mack T-12 EGR Engine Oil Test  
Form 5  
Operational Summary**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>	<b>Oil Code:</b>	
<b>Formulation/Stand Code:</b>		

	Parameter	Units	QI		Target		Average		Samples <sup>B</sup>	BQD <sup>C</sup>	Over/Under Range <sup>D</sup>
			Threshold	EOT QI <sup>A</sup>							
<b>Controlled Parameters</b>	Speed	r/min	0.000		1800	1200					
	Fuel Flow	kg/h	0.000		59.2	63.5					
	Inlet Manifold Temp.	°C	0.000		90	80					
	Coolant Out Temp.	°C	0.000		66	108					
	Fuel In Temp.	°C	0.000		40						
	Oil Gallery Temp.	°C	0.000		88	116					
	Inlet Air Temp.	°C	0.000		25						
	Inlet Air Restriction	kPa			3.5 – 4.0						
	Inlet Man. Pressure	kPa			265 Nominal	307±5					
	Exh. Back Pressure	kPa			2.7 – 3.5						
	Crankcase Pressure	kPa			0.25 – 0.75						
	Intake CO <sub>2</sub>	%			3.09±0.05	1.42±0.05					
Exhaust CO <sub>2</sub>	%			9.25±0.15	9.93±0.15						
<b>Non-Controlled Parameters</b>	Parameter	Units	Typical Values <sup>E</sup>		Average						
	Torque	Nm	1232-1397	2434-2543							
	Brake Specific Fuel Cons.	g/kW-h	212-263	179-228							
	Pre-Turbine Temp. (L)	°C	482-605	504-759							
	Pre-Turbine Temp. (R)	°C	503-567	491-758							
	Tailpipe Temp.	°C	303-354	280-433							
	Oil Sump Temp.	°C	92-105	73-190							
	EGR Pre-Venturi Temp.	°C	138-201	107-126							
	Blowby	L/min	41-176	71-264							
	Inlet Air Dew Point	°C	6-22	6-22							
	EGR Pre-Venturi Pressure	kPa	226-331	235-336							
	Main Gallery Oil Pressure	kPa	394-502	165-269							

<sup>A</sup> QI values above the threshold are acceptable by the Mack Surveillance Panel. QI values below the threshold may not be considered acceptable based on an engineering review. Refer to Annex A5

<sup>B</sup> Total number of data points taken. Minimum acceptable value is 3000

<sup>C</sup> Number of Bad Quality Data points not used in the calculation of the statistical measures.

<sup>D</sup> Number of points clipped by over/under range limits.

<sup>E</sup> Typical values determined from reference oil test database

Fig A1.5 – Operational Summary

**Mack T-12 EGR Engine Oil Test  
Form 6  
Rod Bearing Weight Loss**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Cylinder #	Location	SOT Weight, g	EOT Weight, g	Weight Change, mg
1	Upper			
2	Upper			
3	Upper			
4	Upper			
5	Upper			
6	Upper			

Summary	As Measured	Outlier Screened
Upper Bearing Average Weight Loss, mg		
Upper Bearing Weight Loss Std. Dev., mg		
Upper Bearing Minimum Weight Loss, mg		
Upper Bearing Maximum Weight Loss, mg		
Outlier Upper Rod Bearing <sup>A</sup>		

<sup>A</sup> Cylinder number

Cylinder #	Location	SOT Weight, g	EOT Weight, g	Weight Change, mg
1	Lower			
2	Lower			
3	Lower			
4	Lower			
5	Lower			
6	Lower			
Lower Bearing Average Weight Loss, mg				
Lower Bearing Weight Loss Std. Dev., mg				
Lower Bearing Minimum Weight Loss, mg				
Lower Bearing Maximum Weight Loss, mg				

**Mack T-12 EGR Engine Oil Test  
Form 7  
Ring Weight Loss**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Cylinder No.	Top Ring SOT Weight, g	Top Ring EOT Weight, g	Weight Loss, mg
1			
2			
3			
4			
5			
6			

Summary	As Measured	Outlier Screened
<b>Top Ring Average Weight Loss, mg</b>		
<b>Top Ring Weight Loss Std. Dev., mg</b>		
<b>Top Ring Minimum Weight Loss, mg</b>		
<b>Top Ring Maximum Weight Loss, mg</b>		
<b>Outlier Ring<sup>B</sup></b>		

<sup>A</sup> Results calculated without rings with plasma flanking.

<sup>B</sup> Ring number wear results are not currently outlier screened.

Cylinder No.	2nd Ring SOT Weight, g	2 <sup>nd</sup> Ring EOT Weight, g	Weight Loss, mg
1			
2			
3			
4			
5			
6			
<b>2<sup>nd</sup> Ring Average Weight Loss, mg</b>			
<b>2<sup>nd</sup> Ring Weight Loss Std. Dev., mg</b>			
<b>2<sup>nd</sup> Ring Min. Weight Loss, mg</b>			
<b>2<sup>nd</sup> Ring Max. Weight Loss, mg</b>			

Cylinder No.	Oil Ring SOT Weight, g	Oil Ring EOT Weight, g	Weight Loss, mg
1			
2			
3			
4			
5			
6			
<b>Oil Ring Average Weight Loss, mg</b>			
<b>Oil Ring Weight Loss Std. Dev., mg</b>			
<b>Oil Ring Minimum Weight Loss, mg</b>			
<b>Oil Ring Maximum Weight Loss, mg</b>			



**Mack T-12 EGR Engine Oil Test  
Form 9  
Liner Surface Roughness & Bore Diameter**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Liner No.	Location	Ra (µm)	Bore Diameter (mm)	Avg.	Std. Dev.	Dia. (mm)
1	Top Ring Travel @ 0°			Avg.		
	Top Ring Travel @ 90°			Std. Dev.		
	Top Ring Travel @ 180°			Min.		
	Top Ring Travel @ 270°			Max.		
2	Top Ring Travel @ 0°			Avg.		
	Top Ring Travel @ 90°			Std.Dev.		
	Top Ring Travel @ 180°			Min.		
	Top Ring Travel @ 270°			Max.		
3	Top Ring Travel @ 0°			Avg.		
	Top Ring Travel @ 90°			Std. Dev.		
	Top Ring Travel @ 180°			Min.		
	Top Ring Travel @ 270°			Max.		
4	Top Ring Travel @ 0°			Avg.		
	Top Ring Travel @ 90°			Std.Dev.		
	Top Ring Travel @ 180°			Min.		
	Top Ring Travel @ 270°			Max.		
5	Top Ring Travel @ 0°			Avg.		
	Top Ring Travel @ 90°			Std. Dev.		
	Top Ring Travel @ 180°			Min.		
	Top Ring Travel @ 270°			Max.		
6	Top Ring Travel @ 0°			Avg.		
	Top Ring Travel @ 90°			Std. Dev.		
	Top Ring Travel @ 180°			Min.		
	Top Ring Travel @ 270°			Max.		

	Ra (µm)	Bore Diameter (mm)
<b>Average Surface Roughness &amp; Bore Diameter</b>		
<b>Standard Deviation Surface Roughness &amp; Bore Diameter</b>		
<b>Minimum Surface Roughness &amp; Bore Diameter</b>		
<b>Maximum Surface Roughness &amp; Bore Diameter</b>		

**Mack T-12 EGR Engine Oil Test  
Form 10  
Liner Wear Summary**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

<b>Position</b>	<b>Wear Step (<math>\mu\text{m}</math>)</b>					
	<b>Cylinder Number</b>					
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>1:00</b>						
<b>2:00</b>						
<b>3:00 (Thrust)</b>						
<b>4:00</b>						
<b>5:00</b>						
<b>6:00 (Rear)</b>						
<b>7:00</b>						
<b>8:00</b>						
<b>9:00 (Anti-Thrust)</b>						
<b>10:00</b>						
<b>11:00</b>						
<b>12:00 (Front)</b>						
<b>Average</b>						

<b>Summary</b>	<b>As Measured</b>	<b>Outlier Screened</b>
<b>Average, <math>\mu\text{m}</math></b>		
<b>Std. Dev., <math>\mu\text{m}</math></b>		
<b>Minimum, <math>\mu\text{m}</math></b>		
<b>Maximum, <math>\mu\text{m}</math></b>		
<b>Outlier Liners <sup>A</sup></b>		

<sup>A</sup> Cylinder Number.







**Mack T-12 EGR Engine Oil Test  
Form 12  
Test Fuel Analysis (Last Batch)**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Supplier:</b>		<b>Batch Identifiers:</b>

Measurement	Specs.	Analysis		Test Method
		New	EOT	
<b>Total Sulfur, ppm</b>	<b>7 - 15</b>			<b>D 5453 or equivalent</b>
<b>Gravity, °API</b>	<b>34 - 37</b>			<b>D 4052</b>
<b>Hydrocarbon Composition</b>				
<b>Aromatics % Wt.</b>	<b>26 - 31.5</b>			<b>D 5186</b>
<b>Olefins % Vol.</b>	<b>Report</b>			<b>D 1319</b>
<b>Cetane Index</b>	<b>Report</b>			<b>D 976</b>
<b>Cetane No.</b>	<b>43 - 47</b>			<b>D 613</b>
<b>Copper Strip Corrosion</b>	<b>1 Maximum</b>			<b>D 130</b>
<b>Flash Point, °C</b>	<b>54 Minimum</b>			<b>D 93</b>
<b>Pour Point, °C</b>	<b>-18 Maximum</b>			<b>D 97</b>
<b>Carbon Residue on 10% Residuum, %</b>	<b>0.35 Maximum</b>			<b>D 524 (10% Bottoms)</b>
<b>Water &amp; Sediment, % Vol.</b>	<b>0.05 Maximum</b>			<b>D 2709</b>
<b>Viscosity, cSt @ 40°C</b>	<b>2.0 - 2.6</b>			<b>D 445</b>
<b>Total Acid Number</b>	<b>0.05 Maximum</b>			<b>D 664</b>
<b>Strong Acid Number</b>	<b>0.00 Maximum</b>			<b>D 664</b>
<b>Accelerated Stability</b>	<b>1.5 max</b>			<b>D 2274</b>
<b>Ash, % Wt.</b>	<b>0.005 max</b>			<b>D 482</b>
<b>HFRR, µm</b>	<b>460 max<sup>A</sup></b>			<b>D 6079<sup>A</sup></b>
<b>90% Distillation, °C</b>	<b>293 - 332</b>			<b>D 86</b>

<sup>A</sup>May be altered to be consistent with CARB or ASTM diesel fuel specifications.

**Mack T-12 EGR Engine Oil Test  
Form 13  
Characteristics of the Data Acquisition System**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Parameter (1)	Sensing Device (2)	Calibration Frequency (3)	Record Device (4)	Observation Frequency (5)	Record Frequency (6)	Log Frequency (7)	System Response (8)
<b>Temperatures</b>							
<b>Oil @ Filt.</b>							
<b>Fuel In.</b>							
<b>Intake Air</b>							
<b>Intake Man.</b>							
<b>Pre-Turb.</b>							
<b>Cool. Out</b>							
<b>Other</b>							
<b>Fuel Flow</b>							
<b>Engine RPM</b>							
<b>Load</b>							
<b>Inlet Restr.</b>							
<b>Exh. Press.</b>							
<b>Oil Gal. Press.</b>							

**Legend:**

- (1) Operating Parameter
- (2) The type of device used to measure temperature, pressure or flow
- (3) Frequency at which the measurement system is calibrated
- (4) The type of device where data is recorded  
 LG - Handlog Sheet  
 DL - Automatic Data Logger  
 SC - Strip Chart Recorder  
 C/M - Computer, Using Manual Data Entry  
 C/D - Computer, Using Direct I/O Entry
- (5) Data are observed but only if recorded off spec.
- (6) Data are recorded but are not retained at EOT
- (7) Data are logged as permanent record, note specify if:  
 SS - Snapshot Taken at Specified Frequency  
 AG/X - Average of X Data Points at Specified Frequency
- (8) Time for the output to reach 63.2% of final value for step change at input

**Mack T-12 EGR Engine Oil Test  
Form 14  
Build-up and Hardware Information**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

**Injection Timing**

Timing Hours	Timing (Deg)
<b>Total Timing Changes</b>	

**Hardware**

Part	Part Number	Serial Number
<b>Primary Turbocharger</b>		
<b>Secondary Charger</b>		
<b>Cylinder Head (front)</b>		
<b>Cylinder Head (rear)</b>		
<b>Pistons</b>		
<b>Injection Nozzles</b>		
<b>Rod Bearings</b>		
<b>Liners</b>		
<b>Ring Set</b>		

Cylinder Kit Location	CPD ID Number
<b>Cylinder 1</b>	
<b>Cylinder 2</b>	
<b>Cylinder 3</b>	
<b>Cylinder 4</b>	
<b>Cylinder 5</b>	
<b>Cylinder 6</b>	

<b>Cylinder Liner Batch ID</b>	
<b>Ring Pack Batch ID</b>	
<b>Conrod Bearing Batch ID</b>	
<b>Main Bearing Batch ID</b>	
<b>Piston Crown Batch ID</b>	
<b>2<sup>nd</sup> Ring Batch ID</b>	
<b>Oil Ring Batch ID</b>	
<b>Piston Skirt Batch ID</b>	
<b>Coolant ID</b>	

**Mack T-12 EGR Engine Oil Test  
Form 15  
Rating Summary: Piston #1**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

**NOTE:** Reporting of this information is NOT mandatory for T-12 Tests.

Total Piston Ratings Summary																				
C a r b o n	Dep. Factor	Grooves				Lands				Dep. Factor	Groove		Lands				Oil Cooling		Under Crown	
		No. 1		No. 2		No. 1		No. 2			No. 3		No. 3		No. 4		A, %	Dem.	A, %	Dem.
		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.				
	HC-1.0																			
	MC-0.5																			
	LC-.25																			
	Total																			
V a r i s h	8 - 9									7.5										
	7 - 7.9																			
	6 - 6.9																			
	5 - 5.9									4.5										
	4 - 4.9																			
	3 - 3.9																			
	2 - 2.9									1.5										
	1 - 1.9																			
	>0 - 0.9																			
Clean	0	0	0	0	0	0	0	Clean	0	0	0	0	0	0	0	0	0	0		
Total																				
<b>Rating</b>																				
<b>Location Factor</b>		2		3		1		3		20		20		60		0.5		1		
<b>Ind Rating</b>																				
<b>WDP</b>				<b>TGC</b>				<b>TLC</b>				<b>Unweighted Deposits</b>				<b>T. L. Flaked Carbon %</b>				

**Mack T-12 EGR Engine Oil Test  
Form 16  
Rating Summary: Piston #2**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

**NOTE:** Reporting of this information is NOT mandatory for T-12 Tests.

Total Piston Ratings Summary																				
C a r b o n	Dep. Factor	Grooves				Lands				Dep. Factor	Groove		Lands				Oil Cooling		Under Crown	
		No. 1		No. 2		No. 1		No. 2			No. 3		No. 3		No. 4		A, %	Dem.	A, %	Dem.
		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.				
	HC-1.0																			
	MC-0.5																			
	LC-.25																			
	<b>Total</b>																			
V a r i s h	8-9									7.5										
	7-7.9																			
	6-6.9																			
	5-5.9									4.5										
	4-4.9																			
	3-3.9																			
	2-2.9									1.5										
	1-1.9																			
	>0-0.9																			
	Clean		0		0		0		0	Clean		0		0		0		0		0
<b>Total</b>																				
<b>Rating</b>																				
<b>Location Factor</b>		2		3		1		3		20		20		60		0.5		1		
<b>Ind Rating</b>																				
<b>WDP</b>		<b>TGC</b>				<b>TLC</b>				<b>Unweighted Deposits</b>				<b>T. L. Flaked Carbon %</b>						

**Mack T-12 EGR Engine Oil Test  
Form 17  
Rating Summary: Piston #3**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

**NOTE:** Reporting of this information is NOT mandatory for T-12 Tests.

Total Piston Ratings Summary																				
C a r b o n	Dep. Factor	Grooves				Lands				Dep. Factor	Groove		Lands				Oil Cooling		Under Crown	
		No. 1		No. 2		No. 1		No. 2			No. 3		No. 3		No. 4		A, %	Dem.	A, %	Dem.
		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.				
	HC-1.0																			
	MC-0.5																			
	LC-.25																			
	Total																			
V a r i s h	8-9									7.5										
	7-7.9																			
	6-6.9																			
	5-5.9																			
	4-4.9									4.5										
	3-3.9																			
	2-2.9																			
	1-1.9									1.5										
	>0-0.9																			
		Clean		0		0		0		0	Clean		0		0		0		0	
	Total																			
<b>Rating</b>																				
<b>Location Factor</b>		2		3		1		3		20		20		60		0.5		1		
<b>Ind Rating</b>																				
<b>WDP</b>				<b>TGC</b>				<b>TLC</b>				<b>Unweighted Deposits</b>				<b>T. L. Flaked Carbon %</b>				

**Mack T-12 EGR Engine Oil Test  
Form 18  
Rating Summary: Piston #4**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

**NOTE:** Reporting of this information is NOT mandatory for T-12 Tests.

Total Piston Ratings Summary																				
C a r b o n	Dep. Factor	Grooves				Lands				Dep. Factor	Groove		Lands				Oil Cooling		Under Crown	
		No. 1		No. 2		No. 1		No. 2			No. 3		No. 3		No. 4		A, %	Dem.	A, %	Dem.
		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.				
	HC-1.0																			
	MC-0.5																			
	LC-.25																			
	Total																			
V a r i s h	8-9									7.5										
	7-7.9																			
	6-6.9																			
	5-5.9									4.5										
	4-4.9																			
	3-3.9																			
	2-2.9									1.5										
	1-1.9																			
	>0-0.9																			
	Clean		0		0		0		0	Clean		0		0		0		0		0
	Total																			
<b>Rating</b>																				
<b>Location Factor</b>		2		3		1		3			20		20		60		0.5		1	
<b>Ind Rating</b>																				
WDP		TGC				TLC				Unweighted Deposits				T. L. Flaked Carbon %						

**Mack T-12 EGR Engine Oil Test  
Form 19  
Rating Summary: Piston #5**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

**NOTE:** Reporting of this information is NOT mandatory for T-12 Tests.

Total Piston Ratings Summary																					
C a r b o n	Dep. Factor	Grooves				Lands				Dep. Factor	Groove		Lands				Oil Cooling		Under Crown		
		No. 1		No. 2		No. 1		No. 2			No. 3		No. 3		No. 4		A, %	Dem.	A, %	Dem.	
		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.					
	HC-1.0																				
	MC-0.5																				
	LC-.25																				
	Total																				
V a r i s h	8-9									7.5											
	7-7.9																				
	6-6.9																				
	5-5.9									4.5											
	4-4.9																				
	3-3.9																				
	2-2.9									1.5											
	1-1.9																				
	>0-0.9																				
	Clean		0		0		0		0	Clean		0		0		0		0		0	
	Total																				
<b>Rating</b>																					
<b>Location Factor</b>		2		3		1		3				20		20		60		0.5		1	
<b>Ind Rating</b>																					
WDP				TGC				TLC				Unweighted Deposits				T. L. Flaked Carbon %					

**Mack T-12 EGR Engine Oil Test  
Form 20  
Rating Summary: Piston #6**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		
<b>Date Rated:</b>	<b>Rater Initials:</b>	<b>Verified By:</b>

**NOTE:** Reporting of this information is NOT mandatory for T-12 Tests.

Total Piston Ratings Summary																				
C a r b o n	Dep. Factor	Grooves				Lands				Dep. Factor	Groove		Lands				Oil Cooling		Under Crown	
		No. 1		No. 2		No. 1		No. 2			No. 3		No. 3		No. 4		A, %	Dem.	A, %	Dem.
		A, %	Dem.	A, %	Dem.	A, %	Dem.	A, %	Dem.		A, %	Dem.	A, %	Dem.	A, %	Dem.				
	HC-1.0																			
	MC-0.5																			
	LC-.25																			
	Total																			
V a r i s h	8-9									7.5										
	7-7.9																			
	6-6.9																			
	5-5.9																			
	4-4.9									4.5										
	3-3.9																			
	2-2.9																			
	1-1.9									1.5										
	>0-0.9																			
		Clean		0		0		0		0	Clean		0		0		0		0	
	Total																			
	Rating																			
	Location Factor	2		3		1		3			20		20		60		0.5		1	
	Ind Rating																			
	WDP					TGC				TLC		Unweighted Deposits				T. L. Flaked Carbon %				

**Mack T-12 EGR Engine Oil Test  
Form 21  
Main Bearing Weight Loss**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Position No.	Location	SOT Weight, g	EOT Weight, g	Weight Change, mg
1	Upper			
2	Upper			
3	Upper			
4	Upper			
5	Upper			
6	Upper			
7	Upper			
<b>Upper Bearing Average Weight Loss, mg</b>				
<b>Upper Bearing Weight Loss Std. Dev., mg</b>				
<b>Upper Bearing Minimum Weight Loss, mg</b>				
<b>Upper Bearing Maximum Weight Loss, mg</b>				

Position No.	Location	SOT Weight, g	EOT Weight, g	Weight Change, mg
1	Lower			
2	Lower			
3	Lower			
4	Lower			
5	Lower			
6	Lower			
7	Lower			
<b>Lower Bearing Average Weight Loss, mg</b>				
<b>Lower Bearing Weight Loss Std. Dev., mg</b>				
<b>Lower Bearing Minimum Weight Loss, mg</b>				
<b>Lower Bearing Maximum Weight Loss, mg</b>				

**Mack T-12 EGR Engine Oil Test  
Form 22  
Ring Gap Measurements**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number:</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

Cylinder No.	Top Ring Gap, mm		
	SOT	EOT	Delta (EOT-SOT)
1			
2			
3			
4			
5			
6			
<b>Average</b>			

Cylinder No.	2 <sup>nd</sup> Ring Gap, mm		
	SOT	EOT	Delta (EOT-SOT)
1			
2			
3			
4			
5			
6			
<b>Average</b>			

Cylinder No.	Oil Ring Gap, mm		
	SOT	EOT	Delta (EOT-SOT)
1			
2			
3			
4			
5			
6			
<b>Average</b>			

**Mack T-12 EGR Engine Oil Test  
Form 23  
T-10 Merits Calculated with T-12 Results**

<b>Laboratory:</b>	<b>EOT Date:</b>	<b>EOT Time:</b>
<b>Test Number</b>		
<b>Oil Code:</b>		
<b>Formulation/Stand Code:</b>		

	<b>Delta Pb@ EOT (ppm)</b>	<b>Avg Liner Wear (µm)</b>	<b>Avg Top Ring Weight Loss (mg)</b>	<b>Oil Consumption (g/h)</b>	<b>Delta Pb 250-300h (ppm)</b>
<b>T-12 Final Original Unit Result</b>					
<b>T-10 Mack Merits <sup>A</sup></b>					
<b>Total T-10 Mack Merits <sup>A</sup></b>					

<sup>A</sup> Non-reference Tests only.

**Mack T-12 EGR Engine Oil Test  
Form 24  
American Chemistry Council Code of Practice  
Test Laboratory Conformance Statement**

Test Laboratory					
Test Sponsor					
Formulation / Stand Code					
Test Number					
Start Date		Start Time		Time Zone	

**Declarations**

No. 1 All requirements of the ACC Code of Practice for which the test laboratory is responsible were met in the conduct of this test. Yes \_\_\_\_\_ No \_\_\_\_\_\*

No. 2 The laboratory ran this test for the full duration following all procedural requirements; and all operational validity requirements of the latest version of the applicable test procedure (ASTM or other) including all updates issued by the organization responsible for the test, were met.  
Yes \_\_\_\_\_ No \_\_\_\_\_\*

If the response to this Declaration is “No”, does the test engineer consider the deviations from operational validity requirements that occurred to be beyond the control of the laboratory?  
Yes \_\_\_\_\_\* No \_\_\_\_\_

No. 3 A deviation occurred for one of the test parameters identified by the organization responsible for the test as being a special case. Yes \_\_\_\_\_\* No \_\_\_\_\_ (*This currently applies only to specific deviations identified in the ASTM Information Letter System*)

***Check The Appropriate Conclusion***

	Operational review of this test indicates that the results should be included in the Multiple Test Acceptance Criteria calculations.
	*Operational review of this test indicates that the results should not be included in the Multiple Test Acceptance Criteria calculations.

Note: *Supporting comments are required for all responses identified with an asterisk.*

Comments

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Typed Name

\_\_\_\_\_  
Title