**Date: <Enter Date>**

**To: Subcommittee D02.0B**

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**Work Item #: <Enter Work Item number>**

**Ballot Action: New test method**

**Rationale: This method, commonly referred to as the Caterpillar C13 Engine Oil Aeration Test, defines a heavy‑duty diesel engine test procedure conducted under high‑idle conditions to evaluate engine oil performance with regards to engine lubricant aeration. The method forms part of PC-11 the heavy-duty diesel engine oil category.**

*Note:**This document is a draft procedure submitted for consideration by ASTM and the appropriate sub committees and groups for use in the development of a new ASTM standard. Modifications to this procedure will be made throughout development before being accepted.*

*Prepared by: Martin Thompson and Terry Bates*

*Reviewed by:*

*Accepted by:*

**Standard Test Method for**

**Evaluation of Engine Oil Aeration Resistance in a Caterpillar C13 Direct‑Injected Turbocharged Automotive Diesel Engine[[1]](#footnote-1)1**

This standard is issued under the fixed designation DXXXX; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

**INTRODUCTION**

This test method is written for use by laboratories that utilize the portions of the test method that refer to ASTM Test Monitoring Center (TMC)[[2]](#footnote-2) services (see Annex A1). Laboratories that choose not to use the TMC services may simply disregard these portions.[[3]](#footnote-3)

The TMC provides reference oils, and engineering and statistical services to laboratories that desire to produce test results that are statistically similar to those produced by laboratories previously calibrated by the TMC.

In general, the Test Purchaser decides if a calibrated test stand is to be used. Organizations such as the American Chemistry Council require that a laboratory utilize the TMC services as part of their test registration process. In addition, the American Petroleum Institute and the Gear Lubricant Review Committee of the Lubricant Review Institute (SAE International) require that a laboratory utilize the TMC services in seeking qualification of oils against their specifications.

**1. Scope**

1.1  This test method evaluates an engine oil's resistance to aeration in automotive diesel engine service. It is commonly referred to as the Caterpillar C13 Engine Oil Aeration Test (COAT). The test is conducted under high-engine-speed (1800 r/min) idling conditions using a specified Caterpillar 320 kW, direct-injection, turbocharged, after-cooled, six-cylinder diesel engine designed for heavy-duty, on-highway truck use. This test method was developed as a for Test Method D6894 after it was determined that this test did not correlate with oil aeration in actual service and that the test engine was no longer available.

Note 1—Companion test methods used to evaluate engine oil performance for specification requirements are discussed in the latest revision of Specification [D4485](" \l "refa00019_2).

1.2  The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.2.1  *Exception—*Where there is no direct SI equivalent, for example, screw threads, national pipe threads/diameters, and tubing size.

1.3  *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.* See Annex A2 for general safety precautions.

1.4  This test method is arranged as follows:

|  |  |
| --- | --- |
|  | Section |
| Scope | [1](#s00001) |
| Referenced Documents | [2](#s00006) |
| Terminology | [3](#s00010) |
| Summary of Test Method | [4](#s00028) |
| Significance and Use | [5](#s00032) |
| Apparatus | [6](#s00037) |
| Reagents and Materials | [7](#s00047) |
| Preparation of Apparatus | [8](#s00057) |
| Calibration | [9](#s00069) |
| Test Procedure | [10](#s00084) |
| Determination of Test Results | [11](#s00127) |
| Report | [12](#s00129) |
| Precision and Bias | [13](#s00135) |
| Keywords | [14](#s00144) |

**2.  Referenced Documents**

2.1  *ASTM Standards:[[4]](#footnote-4)*

D235

[D445](#refa00006_1)  Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and Calculation of Dynamic Viscosity)

D3524 Diesel Fuel Diluent in Used Diesel Engine Oils by Gas Chromatography

D5185 Multielement Determination of Used and Unused Lubricating Oils and Base Oils by Inductively Coupled Plasma Atomic Emission Spectrometry (ICP-AES)

D4052

D6894  Test Method for Evaluation Aeration Resistance of Engine Oils in Direct-Injected Turbocharged Automotive Diesel Engine

D7549  Test Method for Evaluation of Heavy-Duty Engine Oils under High Output Conditions–Caterpillar C13 Test Procedure

[E29](" \l "refa00026_1)  Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications

[IEEE/ASTM SI 10](" \l "refa00028_1)  Standard for Use of the International System of Units (SI): The Modern Metric System

2.2  *SAE Standard:[[5]](#footnote-5)*

[J 304](" \l "refr00001_1)  Engine Oil Tests

2.3  *API Standard:[[6]](#footnote-6)*

[API 1509](" \l "refr00002_1)  Engine Oil Licensing and Certification System

**3.  Terminology**

3.1  *Definitions:*

3.1.1  *automotive*, *adj*—descriptive of equipment associated with self-propelled machinery, usually vehicles driven by internal combustion engines.        **[D6594](" \l "a00025)**

3.1.2  *calibrate*, *v*—to determine the indication or output of a device (e.g., thermometer, manometer, engine) with respect to that of a standard.

3.1.3  *candidate oil*, *n*—an oil that is intended to have the performance characteristics necessary to satisfy a specification and is to be tested against that specification.        **[D5844](" \l "refa00021_2)**

3.1.4  *engine oil*, *n*—a liquid that reduces friction or wear, or both, between the moving parts within an engine; removes heat particularly from the underside of pistons; and serves as combustion gas sealant for the piston rings.

3.1.4.1  *Discussion*—It may contain additives to enhance certain properties. Inhibition of engine rusting, deposit formation, valve train wear, oil oxidation, and foaming are examples.

**[D5862](" \l "refa00022_2)**

3.1.5  *foam*, *n*—*in liquids*, a collection of bubbles formed in or on the surface of a liquid in which the air or gas is the major component on a volumetric basis.        **[D6082](" \l "a00023)**

3.1.6  *heavy-duty*, *adj*— *in internal combustion engine operation*, characterized by average speeds, power output and internal temperatures that are close to the potential maximums.        **[D4485](" \l "a00019)**

3.1.7  *heavy-duty engine*, *n*—*in internal combustion engine types*, one that is designed to allow operation continuously at or close to its peak output.

3.1.8  *lubricant*, *n*—any material interposed between two surfaces that reduces the friction or wear, or both, between them.        **[D5862](" \l "a00022)**

3.1.9  *non-reference oil*, *n*—any oil other than a reference oil; such as a research formulation, commercial oil, or candidate oil.        **[D5844](" \l "refa00021_3)**

3.1.10  *reference oil*, *n*—an oil of known performance characteristics, used as a basis for comparison.        **[D5844](" \l "a00021)**

3.1.11  *test oil*, *n*—any oil subjected to evaluation in an established procedure.        **[D6557](" \l "a00024)**

3.1.12  *used oil*, *n*—any oil that has been in a piece of equipment (for example, an engine, gearbox, transformer, or turbine), whether operated or not.        **[D4175](" \l "a00018)**

3.2  *Definitions of Terms Specific to This Standard:*

3.2.1  *aeration*, *n*—*in liquids*, the action of impregnating with air that forms foam bubbles in or on the surface of a liquid or is entrained as a dispersion in that liquid.

3.2.2  *flush*, *n*—the action of cleaning out the engine oil system using new test oil to remove any residues as well as to minimize possible carryover effect from the previous test oil.

3.3  *Abbreviations and Acronyms*:

3.3.1  *A*—absolute

3.3.2  *ACERT*—Advanced Combustion Emission Reduction Technology

3.3.3  *BOT*—Beginning of Test

3.3.4  *Cat*[[7]](#footnote-7)—abbreviation for Caterpillar

3.3.5  ELC[[8]](#footnote-8)—Extended Life Coolant

3.3.6  EOAT—Engine Oil Aeration Test

3.3.7  EOT—End of Test

3.3.8  FDM—Flow and Density Meter

3.3.9  *G*—gauge

3.3.10  ICP-AES—Inductively Coupled Plasma Atomic Emission Spectrometry

3.3.11  P—Pressure

3.3.12  P/N—Part Number

3.3.13  T—Temperature

3.3.14  TMC—Test Monitoring Centre of ASTM

**4.  Summary of Test Method**

4.1  This test method uses a production Caterpillar C13 diesel engine. It is installed on a stand equipped with appropriate instrumentation to record and control various operating parameters. This test is run on an engine that is built with new components and then used for multiple oil evaluations until operational conditions or aeration performance are impacted by the engine condition.

4.2  The test operation involves two test oil flushes of 35 min duration for each test, a test warm‑up for 35 min, a baseline reference period for 5 min and then a test length of 50 h at high‑engine speed (1800 r/min) idling conditions.

4.3  The percent aeration of the engine oil is determined using a flow and density meter to continuously monitor the density of a small portion of diverted gallery oil flow that has controlled pressure, temperature, and flow rate. The density of this oil is used to calculate the percentage of total sample volume that is entrained air.

**5.  Significance and Use**

5.1 *Background*—Prior to this test, the ability of an engine lubricant to resist aeration was measured by Test Method D6894. This test no longer correlated with the field in a study performed by Caterpillar. This test was developed due to concerns over the field correlation and the reliability of the volume aeration measurement. The Caterpillar C13 EOAT was developed, therefore, to provide a better measurement of the ability of a lubricant to resist aeration during engine operation.

5.2 *Test Method*—This test method evaluates aeration performance under high‑speed operation in a turbocharged, heavy‑duty, four‑stroke diesel engine.

5.3 *Use*:

5.3.1 The tendency of engine oils to aerate in direct-injection, turbocharged diesel engines is influenced by a variety of factors, including engine oil formulation, oil temperature, sump design and capacity, residence time of the oil in the sump, and the design of the pressurized oil systems. In some engine-oil-activated systems, the residence time of the oil in the sump is insufficient to allow dissipation of aeration from the oil. As a consequence, aerated oil can be circulated to hydraulically activated components, adversely affecting the characteristics and engine operation.

5.3.2 The results from this test method may be compared against specification requirements to ascertain acceptance.

5.3.3 The design of the test engine used in this test method is representative of many, but not all, diesel engines. This factor, along with the unique operating conditions, needs to be considered when comparing the test results against specification requirements.

**6. Apparatus**

6.1  *Test Engine*—The test engine is a production 2004 Caterpillar 320 kW C13 engine[[9]](#footnote-9),[[10]](#footnote-10), designed for heavy‑duty, on‑highway truck use. It is an electronically controlled, turbocharged, after‑cooled, direct‑injected, six‑cylinder diesel engine with an in‑block camshaft and a four‑valve per cylinder arrangement. The engine uses Caterpillar’s ACERT technology featuring multiple injections per cycle and inlet‑valve‑actuation control. It features a 2004 US EPA emissions configuration with electronic control of fuel metering, fuel injection timing and inlet‑valve‑actuation timing. See [Annex AX](#an00010) for source of the test engine and critical and non-critical parts.

6.2  *Test Engine Configuration*

6.2.1 *Oil Heat Exchanger and Oil Heat System*—Replace the standard Caterpillar oil heat exchanger core with a stainless steel core, Caterpillar P/N 1Y-4026. Additionally install a remotely mounted heat exchanger. Control the oil temperature with a dedicated cooling loop and control system which is separate from the engine coolant (see [Annex A6](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#an00055)). Ensure that the oil cooler bypass valve is blocked closed.

6.2.2 *Oil Pan Modification*—Modify the oil pan as shown in [A4.1](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#an00016).

6.2.3 *Engine Control Module (ECM)—*The ECM defines the desired engine fuel timing and quantity. It also limits maximum engine speed and power. Caterpillar electronic governors are designed to maintain a speed indicated by the throttle position signal. Speed variation drives fuel demand (rack). Rack and engine speed are input to the injection duration and timing maps to determine duration and timing commands for the fuel injectors. Obtain special oil test engine control software (module P/N 250-6675-03) for correct maps. Contact the Caterpillar oil test representative through TMC for installation of this software. Use the Caterpillar engine technician (ET) service software package, version 2004B or later,[6](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a" \l "fn00099) to monitor engine parameters, flash software, and to change power and injector trim values. Use the full dealer version purchased from a Caterpillar dealer with a yearly subscription.

6.2.4 *Crankshaft Position Sensor*—Sense the crankshaft position using a primary sensor at the crankshaft gear and as secondary sensor at the camshaft gear. The secondary sensor provides position information during cranking and in the event of a primary sensor position failure. *Calibrate the engine control software before starting the timed test operation.*

6.2.5 *Air Compressor*—*Do not use the engine-mounted air compressor for this test method.* Remove the air compressor and install a block-off plate kit in its place (P/N 227-2574 cover group and P/N 223-3873, plug group) ([Fig. A4.5](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00005) or equivalent).

6.2.6 *Turbocharger* —Modify the turbocharger waste-gate for manual control by replacing the supplied pressure control with a manual linkage. See [Figs. A4.21-](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00021)[A4.23](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00023).

6.3  *Test Stand Configuration*:

6.3.1  *For Full-Load Break in*—Configure the stand with a drive-line and dynamometer capable of meeting the conditions described in the break-in and on-test portions of D7549.

6.2.1 Engine Mounting—Install the engine so that it is upright and the crankshaft is horizontal.

6.2.1.1 Configure the engine mounting hardware to minimize block distortion when the engine is fastened to the mounts. Excessive block distortion may influence test results.

6.2.2 Intake Air System—With the exception of the air filter and intake air tube, the intake air system is not specified. See [Fig. X1.1](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fx00001) of a typical configuration. Use a suitable air filter. Install the intake air tube ([Fig. A4.6](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00006)) at the intake of the turbocharger compressor. The intake air tube is a minimum 305 mm of straight, nominal 102 mm diameter tubing. The system configuration upstream of the air tube is not specified.

Note 1: Difficulty in achieving or maintaining intake manifold pressure or intake manifold temperature, or both, may be indicative of insufficient or excessive restriction.

6.2.3 Charge Air Cooler—In addition to the Caterpillar supplied charge air cooler which is engine mounted, use another cooler to simulate the air-to-air charge air cooler used in most field applications. A Modine (P/N 1A012865) cooler has been found suitable for this use. See [A2.1](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#an00009) for instructions on obtaining this cooler. Alternatively, other charge air coolers may be used with the following limitations: *(1)* the cooler shall provide sufficient cooling capacity to control inlet manifold temperatures in the range specified elsewhere in this test method; *(2)* the boost air pressure drop across the cooler not exceed 15 kPa; and *(3)* the cooler is equipped with a drain system to remove condensate continuously from the boost air cooler outlet side. Remove the coolant diverter valve diaphragm for the Caterpillar supplied charge air cooler.

6.2.4 Exhaust System—Install the exhaust tube, see [Fig. A4.7](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00007), at the discharge flange of the turbocharger turbine housing. The piping downstream of the exhaust tube is required, but not specified. Provide a method to control exhaust pressure.

6.2.5 Fuel System—The fuel supply and filtration system is not specified. See [Fig. X1.2](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fx00002) for a typical configuration. Determine the fuel consumption rate by measuring the rate of fresh fuel flowing into the day tank. Provide a method to control fuel temperature. Return the excess fuel from the engine into the day tank.

6.2.6 Coolant System—The system configuration is not specified. See [Fig. X1.3](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fx00003) showing a typical configuration consisting of a non-ferrous core heat exchanger, a reservoir (expansion tank) and a temperature control valve. Pressurize the system by regulating air pressure at the top of the expansion tank. Ensure the system has a sight glass to detect air entrapment.

6.2.6.1 System volume is not specified. Avoid a very large volume as it may increase the time required for the engine coolant to reach operating temperatures.

6.2.7 Pressurized Oil Fill System—The oil fill system is not specified. A typical system includes an electric pump, a 50 L reservoir, and a transfer hose. [Fig. A4.24](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00024) shows the location of the pressurized oil fill system.

6.2.8 External Oil System for Full Load Break-in—Configure the oil system according to [Fig. A5.1](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00026). The capacity of the oil reservoir is (10 to 13) L. Ensure that the oil return is drawn from the bottom of the oil reservoir [Fig. A4.9](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00009). Use Viking Pump Model No. SG053514. Locate the external oil pumps at an elevation that is below the pump supply fitting on the oil pan. The nominal oil pump motor speed is 1725 rpm. [Figs. A4.1-](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00001)[A4.4](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00004) show the pump supply and return port locations. This system is removed for testing after the break-in and during the Aeration tests. The supply and return port locations of the oil pan are capped when this system is not in use.

6.2.8.1 Oil Sample Valve Location—Locate the oil sample valve on the oil sump drain port.

6.2.8.2 Unacceptable Oil System Materials—Do not use brass or copper fittings because they can adversely influence oil wear metal analyses in the external oil system.

6.2.9 Crankcase Aspiration—Vent the blowby gas at the blowby filter housing located at the left front side of the cylinder head cover ([Fig. A4.10](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00010)). Use crankcase breather P/N 9Y-4357. Use breather spacer P/N 221-3934 or equivalent 20 mm thick plate with a fully open center. Use a P/N 9Y-1758 gasket on each side of the spacer.

6.2.10 Blowby Rate—See the general configuration of this system in [Fig. A4.10](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00010). The minimum internal volume of the blowby canister is 26.5 L. The inside diameter of the pipe connecting the breather outlet to the blowby canister is 32 mm. Incline the pipe downward to the canister. The hose connecting the blowby canister to the flow rate measuring device is not specified but shall match closely to the inlet of the device. The flow rate measurement device is not specified, but must be able to measure approximately 70L/min. The J-TEC Associates, Inc. Model No. YF563A or YF563B doe give satisfactory results under the conditions specified in this test method.

6.4  *Aeration Measurement System*— The aeration measurement system uses the density to calculate the percent entrained air volume within the engine oil at a given pressure and temperature. The system utilizes a coriolis based flow and density meter that is capable of measuring density to more than one thousandth of a gram per cubic centimeter. The aeration is calculated using the difference in density between an un-aerated oil sample that is measured by ASTM D4052 and the density of the aerated oil during the test measured by the flow and density meter (FDM). The aeration measurement system comprises of a heated line, pressure control valve, flow and density meter (FDM), variable speed pump, pressure transducers and thermocouples. Assemble the system with the indicated line lengths, fittings and components as shown in Annex AX.

6.X Aeration Measurement System Enclosure

The aeration measurement system is enclosed in a cabinet that is capable of maintaining the internal temperature at 50 degrees c regardless of ambient temperatures. This temperature is typically maintained by an internal heater and insulation within the cabinet. The enclosure must include the FDM, FDM inlet and outlet thermocouples and pressure transducers.

6.5  *System Time Responses—*The maximum allowable system time responses are shown in Table X. Determine system time responses in accordance with the Data Acquisition and Control Automation II (DACA II) Task Force Report.[[11]](#footnote-11)

**TABLE X Maximum Allowable System Time Responses**

| Measurement | Time Response |
| --- | --- |
| Speed | 2.0 s |
| Temperature | 3.0 s |
| Pressure | 3.0 s |
| Fuel Flow  Oil Sample Flow | 40.0 s  TBD |

6.6  Oil Sample Containers—Preferably use high-density polyethylene containers for oil samples. (Warning—Avoid using glass containers which may break and cause injury or exposure to hazardous materials.)

**7.**   **Engine Liquids and Cleaning Solvent**

7.1  *Test Oil*—Approximately 115 L of test oil is required to complete the test.

7.2  *Test Fuel*—Approximately 490 L of Chevron Philips PC-10 ultra‑low‑sulfur diesel fuel[[12]](#footnote-12), is required to complete the test.

7.3  *Engine Coolant,*—Use a mixtureof mineral‑free water and Caterpillar‑brand, coolant concentrate containing 0.50 volume fraction of concentrate.

7.3.1  As an option, premixed coolant is available and may be used directly.

7.3.2  Table 1 shows Caterpillar part numbers for several sized containers of concentrate and premixed coolant.

7.3.3  The mineral-free water shall have a mineral content not exceeding 34.4 mg/kg of total dissolved solids.

7.3.4  Use the coolant mixture for a maximum of 5000 hours. The mixture shall remain at 0.50 volume fraction concentrate during the course of the test. Verify by using either Caterpillar testers 5P3514 or 5P0957 or an equivalent tester. Keep the coolant mixture free from contamination.

7.3.5  Keep the total solids below 5000 mg/kg.

7.3.6  Maintain a correct additive concentration. Verify by checking the coolant using Caterpillar test kit P/N 8T5296.

7.4  *Cleaning Solvent*—Use a solvent meeting the requirements of Specification [D235](http://enterprise.astm.org/SUBSCRIPTION/NewValidateSubscription.cgi?D235-HTML), Type II, Class C for aromatic content (0 volume percent to 2 volume percent), flash point (61 °C, min), and color (not darker that +25 Saybolt or 25 Pt-Co). Obtain a certificate of analysis for each batch of solvent from the supplier. (**Warning—**Combustible. Health Hazard. Use adequate safety precautions.)

**TABLE 1 Part Numbers for Cat*A* ELC*B* Coolant Concentrate and Premixes**

**Containing 0.50 Volume Fraction Concentrate**

| Container Size | 3.8 L | 19 L | 208 L | | Tote,[*C*](#tfn00001) 275 g |
| --- | --- | --- | --- | --- | --- |
| Concentrate P/N | 119-5150 | ... | 136-3707 | | ... |
| Premix P/N | 101-2844 | 129-2151 | 101-2845 | 222-1534 | |

*A* Registered Trademark of Caterpillar Inc., 100 North East Adams St., Peoria, IL 61629.

*B*  Trademark of Caterpillar Inc., 100 North East Adams St., Peoria, IL 61629.

*C*  A small container.

**8.**   **Preparation of Apparatus**

8.1 Cleaning of Parts

8.1.1 General—Preparation of test engine components specific to the Caterpillar C13 test are indicated in this section. Use the Caterpillar Service Manual Form SEN R 9700[9](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00010) ([Annex AX](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#an00021)) for the preparation of other components (except for the piston second ring—see [8.2.7](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#s00110)). Take precautions to protect rusting of iron components. Use of an engine parts washer followed by a solvent wash is permitted.

8.1.2 Engine Block—Disassemble the engine, including removal of the crankshaft, camshaft, piston cooling tubes, oil pump, and oil gallery plugs. Thoroughly clean the surfaces and oil passages (galleries). Use a nylon brush to clean the oil passages. Removal of camshaft bearings is optional.

8.1.3 Cylinder Head, Intake System and Duct—Disassemble and clean these components before each test. Scrub with a nylon brush and solvent. Use of an engine parts washer followed by a solvent wash is permitted.

8.1.4 Rocker Cover and Oil Pan—Clean the Rocker Cover and Oil Pan. Use a nylon brush, as necessary, to remove deposits.

8.1.5 External Oil System—Flush the internal surfaces of the oil lines and the external reservoir with solvent. Repeat until the solvent drains cleanly. Flush the solvent through the oil pumps until the solvent drains cleanly, then air dry.

8.1.6 High Pressure Turbocharger—Carefully remove the turbine housing from the turbocharger and clean the waste-gate valve with solvent and a soft wire brush.

8.1.7 Cam Follower Assembly—Take the cam follower assembly apart and inspect the bushings and pins. Replace the parts as necessary.

8.2 Engine Assembly:

8.2.1  Perform an engine assembly at lab discretion. Instances when an engine rebuild should be considered include not meeting operational conditions, or when reference limits cannot be met.

8.2.1 General—Except as noted in this section, use the procedures described in the Caterpillar Service Manual Form SEN R 9700[9](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00010) ([Annex AX](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#an00021)). Assemble the engine with the components shown in the Engine Build Parts List ([Annex AX](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#an00010)).

8.2.2 Parts Reuse and Replacement—Reuse engine components, except as noted in [8.2.7](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#s00110), and provided that they meet production tolerances as described in the Caterpillar Service Manual.

8.2.3 Build-up Oils—For the head, main caps, and rod bolts, use Exxon Mobil 600N engine oil[10](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00011) as the build-up oil. For the rest of the engine build, use Mobil EF-411 engine oil[10](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00011) or test oil to lubricate the parts. If test oil is used, the engine build is valid only for the respective test oil.

8.2.4 Coolant Thermostat—Lock the engine coolant thermostat open.

8.2.5 Fuel Injectors—Use P/N 239-4908 fuel injectors. If fuel injectors are reused, exercise caution to avoid mechanical damage to or contamination of the nozzles. Dedicate the injectors to a particular cylinder. Install the injectors according to the method described in Caterpillar Service Manual Form SENR9700 (XAnnex Ac). Use Mobil EF-411 engine oil as the build-up oil for the injector o-rings.

8.2.6 Piston Cooling Tubes—Target the piston cooling tubes. Contact TMC for directions.

8.2.7 New Parts—The following new parts are included in the Engine Build Parts List. They are not reusable. Clean the parts prior to use. A full rebuild parts list is available from the TMC website (www.astm.tmc.cmu.edu). For piston second rings, follow the C13 Piston Second Ring Pre-Test Cleaning Procedure, available from the TMC. During a test, a replacement of any of the new parts listed below will invalidate the test.

8.2.7.1 Pistons.

8.2.7.2 Piston rings (top, second and oil).

8.2.7.3 Cylinder liners.

8.2.7.4 Valves (intake, exhaust).

8.2.7.5 Valve guides.

8.2.7.6 Valve seats.

8.2.7.7 Connecting rod bearings, main bearings and thrust plate.

8.2.7.8 Turbochargers

8.2.7.9 Oil pump

8.2.7.10 Oil pressure regulator springs located inside of the oil filter block

8.3 *Operational Measurements:*

8.3.1 Specified *Units and Formats*—See Annex A4.

8.3.2.1 Fuel Consumption Rate Measurement—Calibrate the fuel consumption rate measurement system before each reference oil test sequence and within six months after completion of the last successful calibration test. Temperature-compensate volumetric systems, and calibrate them against a standard mass flow device. The flowmeter on the test stand shall agree within 0.2 % of the calibration standard, that standard itself being calibrated against a national standard.

8.3.2.2 Temperature Measurement Calibration—Calibrate the temperature measurement systems before each reference oil test sequence and within six months after completion of the last successful calibration test. Each temperature measurement system shall agree within ± 0.5 °C of the laboratory calibration standard, that standard itself being calibrated against a national standard.

8.3.2.3 Pressure Measurement Calibration—Calibrate the pressure measurement systems before each reference oil test sequence and within six months after completion of the last successful calibration test. Confirm the calibration standard against a national standard.

8.3.2.4 Flow and Density Meter Calibration— Calibrate the FDM with each engine rebuild . The FDM should be calibrated if there are concerns with the accuracy of the density or flow measurements. The flow rate calibration may be checked using the same method described in 8.3.2.1. The density measurement can be verified for relative accuracy by filling the FDM with a known density fluid. The FDM shall only be calibrated by a certified third party according to the manufacturer’s suggestion using a specified fluid and accuracy.

8.3.3 *Temperature, Pressure and Flow-rate Measurement Locations*

8.3.3.1 General—The measurement equipment is not specified. Install the sensors such that the tip is located midstream of the flow unless otherwise indicated. The accuracy and measurement of the temperature measurement sensors and the complete measurement system shall follow the guidelines in ASTM Research Report RR:D02-1218.[11](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00012)

8.3.3.2 Coolant Out Temperature—Install the sensor in the fitting on the thermostat housing ([Fig. A4.12](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00012)).

8.3.3.3 Coolant In Temperature—Install the sensor on the right side of the coolant pump intake housing at the 1-in. NPT port ([Fig. A4.13](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00013)).

8.3.3.4 Fuel In Temperature—Install the sensor in the fuel pump inlet fitting ([Fig. A4.15](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00015)).

8.3.3.5 Oil Gallery Temperature—Install the sensor at the 1/4 in. NPT female boss on the right rear of the engine ([Fig. A4.14](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00014)) extending from the cross fitting described in Table XX to the center of the oil gallery flow.

8.3.3.6 Intake Air Temperature—Install the sensor in the inlet air tube 127 mm upstream of the compressor connection ([Fig. A4.6](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00006)).

8.3.3.7 Intake Manifold Temperature—Install the sensor at the 1/8 in. NPT female boss on the outside radius of the inlet manifold elbow ([Fig. A4.16](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00016)).

8.3.3.8 Exhaust Temperature—Install the sensor in the exhaust tube ([Fig. A4.7](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00007)).

8.3.3.9Aeration System Enclosure Tempearture - Measure with a sensor inserted 3 inches directly above the vertical centerline of the micro motion and extending into the enclosure to the vertical plane of the FDM face.

8.3.3.10 Oil sump temperature —Measure from the right rear oil pan drain plug pictured in AXX.X with a thermocouple inserted 2in into the oil pan.

8.3.3.9 Additional Temperatures—It is permissible to measure any additional temperatures that may be useful for test operation or engine diagnostics.

Note 2: Additional exhaust sensor locations, at the exhaust ports and pre-turbine (front and rear), are recommended. The detection of changes in exhaust temperatures is an important diagnostic feature.

8.3.4 Pressure Measurement Locations:

8.3.4.1 General—The measurement equipment is not specified. Follow the guidelines in ASTM Research Report RR:D02-1218[11](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00012) for the accuracy and resolution of the pressure measurement sensors and the complete measurement system. If the laboratory has problems with condensation forming in the pressure lines, install a condensation trap at the lowest elevation of the tubing between the pressure measurement location and the final pressure sensor for crankcase pressure, intake air pressure, and exhaust pressure. Route the tubing to avoid intermediate loops or low spots before and after the condensation trap.

8.3.4.2 Oil Gallery Pressure—Measure the pressure at the 1/4 in. NPT fitting on the right rear of the engine ([Fig. A4.14](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00014)).

8.3.4.3 Oil Filter Inlet Pressure—Measure the pressure at the plug located on the inlet side of the oil filter assembly ([Fig. A4.8](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00008)).

8.3.4.4 Inlet Manifold Pressure—Measure the pressure at the 1/4 in. NPT port on the outside radius of the inlet manifold elbow ([Fig. A4.16](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00016)).

8.3.4.5 Crankcase Pressure—Measure the pressure by installing a bulkhead fitting in the valve cover, top-front ([Fig. A4.11](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00011)).

8.3.4.6 Intake Air Pressure—Measure the pressure at a wall tap on the intake air tube 153 mm upstream of the compressor connection ([Fig. A4.6](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00006)).

8.3.4.7 Exhaust Pressure—Measure the pressure on the exhaust tube ([Fig. A4.7](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00007)).

8.3.4.8 Fuel Pressure—Measure the pressure at the fuel filter head ([Fig. A4.25](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00025)).

8.3.4.9 Coolant Pressure—Measure the pressure on top of the expansion tank ([Fig. X1.3](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fx00003)).

8.3.4.10 Intercooler Delta Pressure—Measure the pressure drop across the intercooler. Measure the intercooler inlet pressure at the elbow outlet of the CAT charge air cooler ([Fig. A4.19](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00019)). Use the intake manifold pressure ([8.3.4.4](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#s00138)) as the intercooler outlet pressure. The intercooler delta pressure is the difference between the intercooler outlet pressure and the intercooler inlet pressure.

8.3.4.11 Additional Pressures—It is permissible to measure any additional pressures that may be useful for test operation or engine diagnostics.

Note 3: See [Fig. A4.19](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00019) and [Fig. A4.20](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00020) for additional instrument placement information.

8.3.5 Flow Rate Measurement Locations:

8.3.5.1 General—The equipment for fuel rate measurements is not specified. Follow the guidelines in ASTM Research Report RR:D02-1218[11](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fn00012) for the accuracy and resolution of the flow rate measurement system.

8.3.5.2 Blowby—Measure the blowby flow rate using a JTEC model VF563A or VF563B.

8.3.5.3 Fuel Flow—Determine the fuel consumption rate by measuring the fuel flowing to the day tank ([Fig. X1.2](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fx00002)).

8.3.X *Controller outputs and indications of malfunction in the aeration measurement system -* Record the controller output percentage for the sample pressure control regulator. If this value is above 50% output for 15W-40 or thinner viscosity oils the test is invalid. Oils of higher viscosity need a statement of validity in the comments section of the report if they exceed 50 percent output.

8.3.4 *Parameters for Aerated Oil Samples—*Measure temperature, pressure, flow rate and density using the aeration system shown in Fig. A3.1.

8.3.4.1 Record the oil sample temperature as the average of the inlet and outlet thermocouple temperatures of the FDM. (This temperature is a theoretical temperature at the midpoint of the FDM.)

8.3.4.2 Record the oil sample pressure as the average of the inlet and outlet pressure transducers of the FDM. (This temperature is a theoretical pressure at the midpoint of the FDM.)

**9. Engine/Stand Calibration and Non-Reference Oil Tests**

9.1 General—Calibrate the test stand by conducting a test with a blind reference oil.8 Submit the results to the TMC for determination of acceptance according to the Lubricant Test Monitoring System (LTMS).5

9.2 New Test Stand—A new test stand is one that has never been calibrated or has not completed an acceptable reference oil test within 24 months of the end of test (EOT) date of the last acceptable reference oil test. Perform a calibration (9.2.1) to introduce a new test stand.

9.2.1 New Test Stand Calibration—Calibrate the new test stand in accordance with the LTMS.5

9.3 Stand Calibration Period—The calibration period is 6 months and a certain number of operationally valid non-reference oil tests, whichever comes first, from the EOT date of the last acceptable reference oil test. The number of non-reference oil tests allowed during a calibration period is determined by the number of reference oil tests that have been completed on a test stand. The first calibration period on a new stand is 6 months or 2 non-reference oil tests whichever comes first. The second calibration period on a stand is 6 months or 4 non-reference oil tests. The 3rd calibration period on a stand is 6 months or 6 tests. The 4th and all subsequent calibration periods on a test stand is 6 months or 9 tests.

9.4 Stand Modification and Calibration Status—Stand calibration status will be invalidated by conducting any nonstandard test or modification of the test and control systems, or both. A non-standard test is any test conducted under modified procedure, non-procedural hardware, controller set point modifications, or any combination thereof. If changes are made the current calibration period is terminated. A reference test is required before restarting the current calibration period. If changes are contemplated, contact the TMC beforehand to ascertain the effect on the calibration status.

9.5 Test Numbering System:

9.5.1 General—The test number has three parts, X, Y and Z. X represents the test stand number, Y represents the sequential test stand run number and Z represents the number of hours run on the stand since the last reference oil test. For example 27-15-150 indicates test stand number 27 and test stand run number 15 that has been run for 150 hours since the last reference oil test. The test stand run number, Y will increase sequentially by one for each test start (reference oil or non-reference oil). A letter suffix may also be necessary (see 9.5.2).

9.5.2 Reference Oil Tests—A reference oil test conducted subsequent to an unacceptable reference oil test shall include alerter suffix after Y. The letter suffix shall begin with A and incremented alphabetically until acceptable reference oil test is completed. For example, if two consecutive unacceptable reference oil tests were conducted and the first number was 27-15-150, the second test number would be 27-16A-150. A third calibration attempt would have the test number 27-17B-150. If the third test were acceptable, then 27-17B-150 would identify the reference oil test in the test report.

9.5.3 Non-Reference Oil Tests—Add no letter suffix to Y for aborted or operationally invalid non-reference oil tests.

9.6 Reference Oil Test Acceptance—Determine reference oil test acceptance in accordance with the LTMS.5

9.7 Reference Oil Accountability:

9.7.1 Keep full accounts of the identification and quantities of all reference oils used. With the exception of the oil analyses required in 11.3, perform no chemical or physical analyses on reference oils without written permission from the TMC. In such an event, include the written confirmation and the analytical results generated in the reference oil test report.

9.7.2 Retain used reference oil samples for 90 days from the EOT date.

9.8 Non-Reference Oil Tests: Last Start Date—when running non-reference oil test during the calibration period; crank the engine prior to the expiration of the calibration period(9.3).

9.9 Donated Reference Oil Test Programs—The surveillance panel is charged with maintaining effective reference oil test severity and precision monitoring. During times of new parts introductions, new or re-blended reference oil additions, and procedural revisions, it may be necessary to evaluate the possible effects on severity and precision levels. The surveillance panel may choose to conduct a program of donated reference oil tests in those laboratories participating in the monitoring system to quantify the effect of a particular change on severity and precision. Typically the surveillance panel requests its panel members to volunteer enough reference oil test results to create a robust data set. Broad laboratory participation is needed to provide a representative sampling of the industry. To ensure the quality of the data obtained, donated tests are conducted on calibrated test stands. The surveillance panel shall arrange an appropriate number of donated tests and ensure completion of the test program in a timely manner.

9.10 Adjustment to Reference Oil Calibration Periods:

9.10.1 Procedural Deviations—On occasions when a laboratory becomes aware of a significant deviation from the test method, such as might arise during an in-house review or aTMC inspection, the laboratory and the TMC shall agree on an appropriate course of action to remedy the deviation. This action may include the shortening of existing reference oil calibration periods.

9.10.2 Parts and Fuel Shortages—Under special circumstances, such as industry-wide parts or fuel shortages, the surveillance panel may direct the TMC to extend the time intervals between reference oil tests. These extensions shall not exceed one regular calibration period.

9.10.3 Reference Oil Test Data Flow—To ensure continuous severity and precision monitoring, calibration tests are conducted periodically throughout the year. There may be occasions when laboratories conduct a large portion of calibration tests in a short period of time. This could result in an unacceptably large time frame when very few calibration tests are conducted. The TMC can shorten or extend calibration periods as needed to provide a consistent flow of reference oil test data. Adjustments to calibration periods are made such that laboratories incur no net loss (or gain) in calibration status.

9.10.4 Special Use of the Reference Oil Calibration System—The surveillance panel has the option to use the reference oil system to evaluate changes that have potential impact on test severity and precision. This option is only taken when a program of donated tests is not feasible. The surveillance panel and the TMC shall develop a detailed plan for the test program. This plan requires all reference oil tests in the program to be completed as close to the same time as possible, so that no laboratory or stand calibration is left in an excessively long pending status. In order to obtain the integrity of the reference oil monitoring system each reference oil test is conducted so as to be interpretable for stand calibration. To facilitate the required test scheduling, the surveillance panel may direct the TMC to lengthen and shorten reference oil calibration periods within laboratories such that the laboratories incur no net loss (or gain) in calibration status.

**10. Procedure**

10.1 *Engine Break-in Following Engine Assembly:*

10.1.1 Install the engine on a stand capable of maintaining the operating conditions described in D7549.

10.1.2 *Oil Fill for Break-in:*

10.1.2.1 Install a new Caterpillar IR-1808 oil filter.[[13]](#footnote-13)

10.1.2.2 Charge the engine with 36L+/- .2 L Caterpillar branded DEO-ULS CJ-4 15W-40 oil or an equivalent Caterpillar certified CJ-4 15W-40 oil. Use a pressurized, oil‑fill system such as that described in 6.2.7 of D7549 or charge manually through the engine oil add tube.

10.1.3  Carry out a break‑in as described in 10.5 and Table 3 of D7549 with an additional 75 hour engine stabilization period as described in ANNEX?? The purpose of this break-in is to properly stabilize engine performance and passivate any engine build silicon and fluid remnants.

note 2—After the engine has performed the break-in it can be transferred to the stand equipped with the aeration measurement system and instrumented according to this procedure. Alternatively, both the break-in and the aeration testing can be carried out on the same stand provided as it can meet the break-in procedure conditions and can also maintain the operation conditions defined in this procedure for aeration testing.

10.2  *Pretest Procedure:*

10.2.1  Install a new Caterpillar 1R-1808 oil filter.

10.2.2  Charge the engine with 32.2 L ± .2 L of test oil.

10.2.2.1 Either use a pressurized system such as that described in 6.2.7 of D5749 or charge manually through the engine oil add tube.

10.2.3  *Warm‑up—*Start the engine and perform the warm-up described by Steps 1 and 2 of Table 2. After completion of Step 2, perform a 2 min cool‑down at Step 1 conditions before stopping the engine.

10.2.4  Drain the engine of the initial oil charge while allowing the oil sampling circuit pump to run and drain.

10.2.5  Repeat 10.2.2 to 10.2.4.

10.2.6 Measure out 36 L ± .2 L of test oil and determine the mass. Record the volume and mass of the oil. Charge the engine as described in 10.2.2.1.

10.3  *Shutdowns and Maintenance—*The test may be shutdown at the discretion of the laboratory to perform repairs. However, the intent of this test method is to conduct the 50 h test procedure without shutdowns. Shutdowns between 30 and 50 hours test time invalidate the test. This period is critical to accurate measurement of the aeration average from 40-50 hours.

10.3.1  *Normal Shutdown—*A normal shutdown is accomplished by ramping down to warm-up Step 1 conditions, running for 2 min and then stopping the engine.

10.3.2  *Emergency Shutdown—*An emergency shutdown occurs when the normal shutdown cannot be completed, such as under an alarm condition. During an emergency shutdown ignition can be turned off immediately and the engine allowed to stop.

10.3.3  *Maintenance—*Engine components or stand support equipment or both may be repaired or replaced at the discretion of the laboratory and in accordance with this method. It is recommended to monitor the condition of the oil pressure regulator springs within the oil filter housing. These springs may require replacement if the oil gallery pressures are not typical.

10.3.4  *Downtime—*The limit for total downtime is not specified. Record on the appropriate form all shutdowns, pertinent actions and total downtime during the 50 h test procedure. Downtime is calculated as the period between the engine leaving on-test and until it returns to on-test. Warm-up periods are included in the downtime period.

10.3.5  *Engine* *Restarting—*Each time the engine is re-started, perform the warm-up described in 10.2.3 before proceeding onto test.

**TABLE 2 Warm-up**

|  |  |  |  |
| --- | --- | --- | --- |
| **Parameter** | **Units** | **Step 1** | **Step 2** |
| Stage Length | min | 5 | 30 |
| Speed | r/min | 900 | 1800 |
| Coolant Out Temperature*A* | º C | 90 | 90 |
| Intake Air Temperature*A* | º C | 25 | 25 |
| Manifold Temperature*A* | º C | 40 | 40 |
| Fuel Temperature*A* | º C | 40 | 40 |
| Gallery Oil Temperature*A* | º C | 90 | 90 |
| Sample Oil Temperature*A* | º C | 90 | 90 |
| Sample Oil Flow*A* | L/min | 1.5 | 1.5 |
| Sample Oil Pressure*A* | kPaA | 150 | 150 |
| Intake Air Pressure*A* | kPaA | 96 | 96 |
| Fuel Flow | g/min | Record | Record |
| Blowby Flow | L/min | Record | Record |
| Intake Manifold Pressure | kPaG | Record | Record |
| Exhaust After Turbo Temperature*A* | º C | Record | Record |
| Fuel Pressure | kPaG | Record | Record |
| Oil Gallery Pressure | kPaG | Record | Record |
| Coolant System Pressure | kPaG | 100 | 100 |
| Exhaust Restriction Pressure | kPaG | 104 | 104 |
| Crankcase Pressure  Aeration Enclosure Temperature | kPaA  º C | 103  50 | 103  50 |

*A This is the control set-point. It can require up to 30 min of operation to achieve.*

10.4  *Baseline Reference Procedure:*

10.4.1  *General—*Carry out a baseline reference procedure after completion of the pretest procedure described in 10.2 and prior to carrying out the 50 h test procedure. The purpose of the baseline reference procedure is to determine a comparison baseline value of various parameters required for the 50 h test procedure. Large differences between these baseline values and the values obtained with D4052 densities can be used to determine proper FDM function.

10.4.2  After 10.2.6, start the engine and perform the warm-up described in Table 2.

10.4.3  *Thermal expansion coefficient baseline:*

10.4.3.1  Record the oil sample density, as measured by the FDM, and its corresponding temperature for all data points between 80 ºC and 90 ºC as the engine is warming up. This temperature window is typically seen during the last 10 min of warm-up Step 2.

10.4.3.2  Determine the comparative baseline thermal expansion coefficient by calculating the linear slope of oil sample density versus oil sample temperature through a 10 ºC oil sample temperature increase using the least squares method. This value is not used for the reported aeration calculation described in Table 5.

10.4.3.3  The baseline value for the thermal expansion coefficient so determined is used for all subsequent restarts and warm-ups.

10.4.5  *Comparison Density Baseline*:

10.4.5.1  Immediately following Step 2 of this warm-up, run the engine for 5 min under Step 2 warm-up conditions. All parameters defined in the Table 2 should be stable.

10.4.5.2  Record the oil sample density as measured by the FDM during the 5 min. and calculate the average. This is the un-aerated comparison baseline density which is used for all subsequent restarts and warm-ups. This value is not used for the reported aeration calculation described in Table 5.

10.4.4  *Chemical Analysis Baseline Density and Thermal Expansion Coefficient—*Density values of unused test oil are determined using ASTM method D4052. The chemical analysis is performed on the new oil sample described in 10.5.2. The density per D4052 is measured at 10 degree increments from 30 to 90 degrees c for this sample. These 7 data points are used to calculate the thermal expansion coefficient as the slope of the regression and the linear predicted density of the samples at 90 degrees c. The density at 90 degrees c is calculated by first order linear regression of density versus temperature and a projection of this slope through 90 degrees. R2 values for this linear regression must be greater than .99990. Values lower than this require a re-run of the D4052 sample to insure a sufficiently accurate 90 degree density and thermal expansion coefficient. This method is used to prevent inaccurate single point results from method D4052 and takes advantage of multiple points and the linear thermal expansion of oils in this temperature range.

10.5  *50 h Test Procedure:*

10.5.1  Immediately after completing the warmup and baseline reference procedure described in 10.4 and without shutting down the engine, start the 50 h test procedure described in Table 3.

10.5.2  *New Oil Sample—*Take a 240 mL sample of the fresh test oil from the original oil container. Measure and report the parameters shown in Table 4.

10.5.3  *Test Timer—*The 50 h test timer starts immediately following the warmup and baseline reference described in 10.4. If a shutdown occurs, stop the test timer immediately at the initiation of the shutdown. The test timer shall resume after the warm-up described in Table 2 and when the test has been returned to the test operation schedule and all controlled parameters are within specification requirements.

10.5.4  *Operational Data Acquisition—*Record all operational parameters shown in Table 3 with automated data acquisition at a minimum frequency of once every 30 seconds. Recorded values shall have a minimum resolution in accordance with Annex A4. Report on the appropriate form of the test report.

10.5.5  *Oil Sampling and Analyses—*Take oil samples and carry out analyses according to the schedule and methods shown in Table 4.

10.6  *End of Test*:

10.6.1  After completion of the 50 h test perform a normal shutdown as described in 10.3.1.

10.6.2  Drain the test oil charge from the engine with the oil sample circuit pump running, weigh the drained oil and calculate the total oil consumed during the test as the difference in mass between the initial charge (as recorded in 10.2.6) and the drained oil.

**TABLE 3 50 h Test Schedule of Conditions**

|  |  |  |
| --- | --- | --- |
| **Parameter** | **Unit** | **Step 1** |
| Stage Length | h | 50 |
| Speed | r/min | 1800 |
| Coolant Out Temperature | º C | 90 |
| Intake Air Temperature | º C | 25 |
| Manifold Temperature | º C | 40 |
| Fuel Temperature | º C | 40 |
| Gallery Oil Temperature | º C | 90 |
| Sample Oil Temperature | º C | 90 |
| Sample Oil Flow | L/min | 1.5 |
| Sample Oil Pressure | kPaA | 84 |
| Intake Air Pressure | kPaA | 96 |
| Fuel Flow | g/min | Record |
| Blowby Flow | L/min | Record |
| Intake Manifold Pressure | kPaG | Record |
| Intercooler Delta Pressure | KPaG | 15 Max |
| Exhaust After Turbo Temperature | ° C | Record |
| Fuel Pressure | kPaG | Record |
| Oil Gallery Pressure | kPaG | Record |
| Coolant System Pressure | kPaG | 100 |
| Exhaust Restriction Pressure | kPaG | 104 |
| Crankcase Pressure  ~~Pressure Regulator Inlet Pressure~~ | kPaG  ~~kPaG~~ | 103  ~~TBDRecord~~ |
| Pressure Regulator Controller Output A | % | <50% |
| Micropump Controller Output A | % | <50% |

A If this value is above 50% output for 15W-40 or thinner viscosity oils the test is invalid. Oils of higher viscosity need a statement of validity in the comments section of the report if they exceed 50 percent output.

**TABLE 4 Analytical Parameters**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Parameter | Test Method | Units | BOT | EOT | 1 h 5 h 25 h |
| Diesel Fuel Dilution | D3524 | mass percent | No | Yes | No |
| Kinematic Viscosity at 100 °C | D445 | mm2/s | Yes | Yes | Yes |
| Wear Metals*A* by ICP-AES  Density | D5185  D4052 | ppm*B*  g/cc | Yes  Yes | Yes | Yes |

*A* Al, Cr, Cu, Fe, Pb, Si

*B* Mass fraction

**11. Calculation, Test Validity and Test Results**

11.1  *Oil Aeration Calculations*—Calculate the oil aeration and aeration averages from the data acquired in 10.5.4 using the equations in Table 5. Report on the appropriate form of the test report. The aeration percentage must be reported to two decimal places.

|  |  |  |
| --- | --- | --- |
| **Table 5 Parameters and equations for calculating oil aeration** | | |
| **Parameter** | **Unit** | **Source** |
| Sample Oil Density | g/mL | Direct Measurement |
| Sample Oil Temperature | º C |  |
| Sample Oil Pressure | kPaA |  |
| Sample Oil Flow | L/min | Direct Measurement |
| Ambient Pressure | kPaA | Direct Measurement |
| Air Density | g/mL |  |
| Baseline Oil Density | g/mL | D4052 calculated to 90 º see section 10.x.x |
| Thermal Expansion Coef. | g/mLº C | Calculated using D4052 values see section 10.x.x |
| Temp. Corrected Density | g/mL |  |
| Oil Aeration | percent |  |

11.1.1  Do not include any values obtained within a 4 h period following an engine shutdown and restart in the calculation of oil aeration averages.

11.2 *Test Results*—Report the average aeration value for the operational period 40 h to 50 h, the linear increase in the aeration value from 40h to 50h as calculated by the least squares method and report the plot of the oil aeration versus time for the operational period 0 h to 50 h.

11.2.1  Report this information on the appropriate form of the test report.

**11.x.x** *Quality Index Calculation*

Ax.1.1  Calculate Quality Index (QI) for all control parameters in accordance with the DACA II Report. Be sure to account for missing or bad quality data in accordance with the DACA II Report as well.

Ax.1.2  Use the U, L, Over Range, and Under Range values shown in [Table Ax.1](#ta00003) for the QI calculations.

**TABLE Ax.1 Quality Index and Average Calculation Values**

| Control Parameter | Units | Quality Index  Threshold | Quality Index U & L Values | | | | Over & Under Range Values | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| U | | L | | High | Low |
| Speed | r/min | 0.000 | 1802.5 | | 1797.5 | | 1993.6 | 1606.4 |
| Coolant Out Temp. | °C | 0.000 | 90.4 | | 89.6 | | 121.0 | 59.0 |
| Inlet Air Temp. | °C | 0.000 | 26.2 | | 23.8 | | 118.0 | -68.0 |
| Inlet Manifold Temp. | °C | 0.000 | 40.5 | | 39.5 | | 78.7 | 1.3 |
| Fuel In Temp. | °C | 0.000 | 40.4 | | 39.6 | | 71.0 | 9.0 |
| Oil Gallery Temp. | °C | 0.000 | 90.2 | | 89.8 | | 105.5 | 74.5 |
| Sample Measurement System Enclosure Temp. | °C | 0.000 | **50.75** | | **49.25** | | **108.1** | **-8.1** |
| Sample Oil Temp. | °C | 0.000 | 90.2 | | 88.8 | | 143.7 | 35.3 |
| Sample Oil Flow | L/min. | 0.000 | 1.53 | | 1.47 | | 3.8 | -0.8 |
| Sample Oil Pressure | kPaA | 0.000 | 84.35 | | 83.65 | | 111.1 | 56.9 |
| Exhaust Back Pressure | kPaA | 0.000 | 104.3 | | 103.7 | | 127.2 | 80.8 |
| Crankcase Pressure | kPaA | 0.000 | 103.25 | | 102.75 | | 122.4 | 83.6 |
| Ranged Parameter | Units | Range |  |  |  |  | Over & Under Range Values | |
| High | Low |
| Inlet Air Pressure | kPaA | 96.0 ± 1.5 |  |  |  |  | 212.2 | 0.0 |
| Inlet Manifold Pressure | kPaA | **TBD** |  | |  | | **TBD** | **TBD** |

Ax.1.3  Round the calculated QI values to the nearest 0.001.

Ax.1.4  Report the QI values on the appropriate form.

**Ax.2  Averages**

Ax.2.1  Calculate averages for all control, ranged, and non-control parameters and report the values on the appropriate form.

Ax.2.2  The averages for control and non-control parameters are not directly used to determine operational validity but they may be helpful when an engineering review is required (refer to [Ax.4](#an00031)).

**Ax.3  Determining Operational Validity**

Ax.3.1  QI threshold values for operational validity are shown in [Table Ax.1](#ta00003). Specifications for all ranged parameters are shown in [Table Ax.1](#ta00003).

Ax.3.1.1  A test with EOT QI values for all control parameters equal to or above the threshold values and with averages for all ranged parameters within specifications is operationally valid, provided that no other operational deviations exist that may cause the test to be declared invalid.

Ax.3.1.2  Conduct an engineering review (see [Ax.4](#an00031)) to determine the operational validity of a test with any control parameter QI value less than the threshold value.

Ax.3.1.3  A test with a ranged parameter average value outside the specification is invalid.

**Ax.4  Engineering Review**

Ax.4.1  Conduct an engineering review when a control parameter QI value is below the threshold value. A typical engineering review involves investigation of the test data to determine the cause of the below threshold QI. Other affected parameters may also be included in the engineering review. This can be helpful in determining if a real control problem existed and the possible extent to which it may have impacted the test. For example, a test runs with a low QI for fuel flow. An examination of the fuel flow data may show that the fuel flow data contains several over range values. At this point, an examination of exhaust temperatures may help determine whether the instrumentation problem affected real fuel flow versus affecting only the data acquisition.

Ax.4.1.1 During an engineering review, give special consideration to a deviation that might affect the oil aeration measurement for either the duration of the test or during the critical measurement period of 40 to 50 h. For example, a negative QI generated for Sample Oil Pressure for an operational deviation that occurs during the first 10 h of the test may result in declaring the test to be valid. Conversely, the same deviation that occurs from 40 to 50 h may result in declaring the test to be invalid.

Ax.4.2  For reference oil tests, conduct the engineering review jointly with the TMC. For non-reference oil tests, optional input is available from the TMC for the engineering review.

Ax.4.3  Determine operational validity based upon the engineering review and summarize the decision in the comment section on the appropriate form. It may be helpful to include any supporting documentation at the end of the test report. The final decision regarding operational validity rests with the laboratory.

**12.  Report**

12.1  For reference oil results, use the standardized report form set available from the ASTM TMC and data dictionary for reporting test results and for summarizing operational data.

Note 3—Report the non-reference oil test results on these same forms if the results are intended to be submitted as candidate oil results against a specification.

12.1.1  Fill out the report forms according to the formats shown in the data dictionary.

12.1.2  Transmit results to the TMC within 5 working days of test completion.

12.1.3  Transmit the results electronically as described in the ASTM Data Communications Committee Test Report Transmission Model (Section 2 — Flat File Transmission Format) available from the ASTM TMC. Upload files via the TMC’s website.

12.2  Report all reference oil test results, whether aborted, invalidated, or successfully completed, to the TMC.

12.3  *Deviations from Test Operational Limits—*Report all deviations from specified test operational limits.

12.4  *Precision of Reported Units—*Use the Practice [E29](#a00031) rounding‑off method for critical pass/fail test result data. Report the data to the same precision as indicated in data dictionary.

12.5  In the space provided, note the time, date, test hour, and duration of any shutdown or off-test condition. Document the outcome of all prior reference oil tests from the current calibration sequence that were operationally or statistically invalid.

12.6  If a calibration period is extended beyond the normal calibration period length, make a note in the comment section and attach a written confirmation of the granted extension from the TMC to the test report. List the outcomes of previous runs that may need to be considered as part of the extension in the comment section.

**13. Precision and Bias**

**14. Keywords**

14.1 Caterpillar C13, diesel engine oil, lubricants, aeration; automotive; EOAT; heavy-duty diesel engine.

**ANNEXES**

**ANNEX A1.  ASTM TEST MONITORING CENTER ORGANIZATION**

**ANNEX A2. SAFETY PRECAUTIONS**

**ANNEX A3. ENGINE AND ENGINE BUILD PARTS KIT**

**ANNEX A4. AERATION MEASUREMENT SYSTEM**

**ANNEX A5. ENGINE MODIFICATIONS AND INSTRUMENTATION**

**ANNEX A6. OIL TEMPERATURE CONTROL SYSTEM**

**ANNEX A7. SPECIFIED UNITS AND FORMATS**

**ANNEX A8. INTERPRETATION OF BASELINE PARAMETERS**

**ANNEX A9. SCHEDULE FOR TAKING OIL SAMPLES AND CARRYING OUT ANALYSES**

**ANNEX 10 Engine break-in procedure**

**A1. ASTM TEST MONITORING CENTER ORGANIZATION**

A1.1  *Nature and Functions of the ASTM Test Monitoring Center (TMC)—*The TMC is a non‑profit organization located in Pittsburgh, Pennsylvania and is staffed to: administer engineering studies; conduct laboratory inspections; perform statistical analyses of reference oil test data; blend, store, and ship reference oils; and provide the associated administrative functions to maintain the referencing calibration program for various lubricant tests as directed by ASTM Subcommittee D02.B0 and the ASTM Executive Committee. The TMC coordinates its activities with the test sponsors, the test developers, the surveillance panels, and the testing laboratories. Contact TMC through the TMC Director at:

ASTM Test Monitoring Center

6555 Penn Avenue

Pittsburgh, PA 15206-4489

www.astmtmc.cmu.edu

A1.2  *Rules of Operation of the ASTM TMC—*The TMC operates in accordance with the ASTM Charter, the ASTM Bylaws, the Regulations Governing ASTM Technical Committees, the Bylaws Governing ASTM Committee D02, and the Rules and Regulations Governing the ASTM Test Monitoring System.

A1.3  *Management of the ASTM TMC—*The management of the Test Monitoring System is vested in the Executive Committee elected by Subcommittee D02.B0. The Executive Committee selects the TMC Director who is responsible for directing the activities of the TMC.

A1.4  *Operating Income of the ASTM TMC—*The TMC operating income is obtained from fees levied on the reference oils supplied and on the calibration tests conducted. Fee schedules are established by the Executive Committee and reviewed by Subcommittee D02.B0.

**A2.  SAFETY PRECAUTIONS**

A2.1  The operation of engine tests may expose personnel and facilities to safety hazards. Personnel trained and experienced with engine testing shall perform the design, installation and operation of the test stands.

A2.2  Install guards (shields) around all external moving, hot, or cold components. Design the guard to contain the energy level of a rotating component should the component break free. Properly route fuel, oil and electrical wiring, and guard, ground and keep in good order.

A2.3  Keep the test stand free of oil and fuel spills and tripping hazards. Do not permit containers of oil or fuel, or both, to accumulate in the testing area. Fire fighting equipment shall be immediately accessible. Observe normal precautions whenever using combustible solvents for cleaning purposes.

A2.4  Safety masks, glasses or hearing protection, or a combination thereof, shall be worn by personnel working on the test stand. Do not wear loose or flowing clothing, including neither long hair nor other accessory to dress, near rotating equipment. Caution personnel against working alongside the engine and driveline while the engine is running.

A2.5  Interlocks shall automatically shut down the engine when an anomaly in any of the following occurs: engine or dynamometer coolant temperature, engine oil pressure, dynamometer field current, engine speed, exhaust temperature, excessive vibration, or when the fire protection system is activated. The interlock shall include a method to cut off the fuel supply to the engine at the injector pipe (including the return line). A remote fuel cutoff station (external to the test stand) is recommended.

A2.6  Employ other safety precautions as required be regulations.

**ANNEX A3 ENGINE AND ENGINE BUILD PARTS KIT**

A3.1 Obtain the Caterpillar C13 Engine Arrangement Number 244-4803 or 249-8361 by contacting the Caterpillar Oil Test Engine Representative. Current contact information is maintained at the ASTM Test Monitoring Center (TMC).

A3.2 Critical parts are shown in Table A3.1.

TABLE A3.1 Engine Build Parts (Critical)

| Item | Part Number |
| --- | --- |
| Piston | 1Y-4106 |
| Liner – Cylinder | 1Y-4107 |
| Ring – Top | 1Y-4108 |
| Ring – Intermediate | 1Y-4109 |
| Ring – Oil | 1Y-4110 |
| Valve – Intake | 224-3028 |
| Valve – Exhaust | 224-3030 |
| Valve Guide | 259-2186 |
| Valve Seat – Intake | 224-2410 |
| Valve Seat – Exhaust | 224-1270 |
| Connecting Rod Bearing | 116-1089 |
| Main Bearing | 211-0587 and 211-0588 |
| Thrust Plate | 1Y4118 or 116-1107 |

A3.2.1 Obtain critical parts by contacting the Caterpillar Oil Test Engine Representative. Current contact information is maintained at the TMC.

A3.3 A listing of non-critical engine build parts is available from the TMC. The list shows current part numbers. The parts may be obtained directly from a Caterpillar dealer.

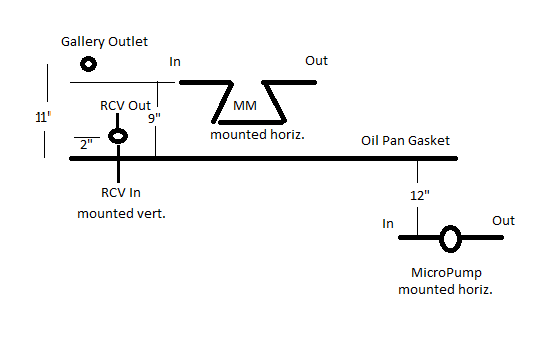
**A4. AERATION MEASUREMENT SYSTEM**

**A4.1 See Fig A4.1**



**FIG A4.1 General layout of the engine and aeration system**

**A4.2 See Fig A4.2.**



**FIG. A4.2 Diagram of Aeration System Orientation Compared to Engine**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  | |  |  |
| **Table X.X Aeration System Piping Orientation (Order of Flow)** | | | | |
| Oil Gallery Outlet | | The system inlet oil is pulled from the passenger upper rear gallery port using a 3/8” Straight Thread male to ¼” NPT female fitting. This fitting is connected to a 1/4” NPT cross fitting by a ¼” male to male nipple. This cross fitting is used for gallery pressure, temperature and the aeration oil sample flow. | | |
| Heated Line | | A 5'x1/2" heated line (Critical part described in A4.x) is connected to the lower port of the cross fitting.1 This line must be bent to accommodate the orientations and locations shows in Figure A4.2.2 Care should be taken when bending this item as it can kink or break. | | |
| Pressure Regulator | | A pressure regulator (Critical part described in A4.x) is mounted to the heated line and oriented for vertical flow. | | |
| SS Line | | A 1'x1/2" (#10AN) PTFE line will run from the top of the regulator.1 | | |
| 4 way coupling | | A 4x1/2" coupling will be placed with the thermocouple fitting facing upwards and pressure line downwards.1 | | |
| Flow and density meter (FDM) | | A CMF 025 Elite Micromotion and Elite Transmitter will be oriented with the inlet centerline horizontal and the unit plane vertical.1 | | |
| Mount | | A height adjustable mount must be used for mounting the FDM. (9”+/- 2” in from oil pan gasket to MM centerline) | | |
| 4 way coupling | | A 4x1/2" coupling will be placed with the thermocouple fitting facing upwards and pressure line downwards.1 | | |
| SS Line | | A 4'x3/8" (#6AN) SS PTFE line will run from the temp/pressure coupling to the Pump.1 | | |
| Pump | | The pump should be mounted with the inlet centerline horizontal and attached to the Mount | | |
| Sump Return | | A 4'x1/2" (#6AN) SS PTFE line will run from the Pump to the front lower right side drain plug.1 | | |

1 Fittings needed to convert between pipe sizing or thread types is not defined. These fittings should be selected to maintain a minimum amount of additional length and as constant an internal diameter as possible.

2 Care should be taken when bending this item as it can kink or break. Please use the manufacturers recommended bend radius and methods.

|  |  |
| --- | --- |
| Table x.x Aeration System Critical Parts List and Sourcing | |
| Heated Line1 | 5' by 1/2" Insulated and heated stainless steel line. Model number Unique Heated Products SII-B-8-060-S-E8-PPO-A-AK-D72-000 |
| Regulator2 | 2‑way Pressure Control Valve (1/4", H, ATO). Model number Badger Meter Research Control Valve 1001GCN36SVOHLN36 |
| Flow and density meter (FDM)3 | Emerson Process Elite Micromotion model CMF 025 Stainless Steel. |
| Variable Speed Pump3 | Emerson Process MicroPump model number S-74014-40  GEAR PUMP SYSTEM 115V 14.700 LBS 38 |

[1] This item can be sourced from Unique Heated Products at [www.Heatedproducts.com](http://www.Heatedproducts.com)

[2] This item can be sourced from Badger Meter at [www.Badgermeter.com](http://www.Badgermeter.com)

[3] This item can be sourced from Emerson Process Management at [www.Emersonprocess.com](http://www.Emersonprocess.com)

|  |  |  |  |
| --- | --- | --- | --- |
|  | **ANNEX A5 ENGINE MODIFICATIONS AND INSTRUMENTATION**  FIG. A5.1 Oil Pan Modifications for External Oil System—Auxiliary Oil System Suction Port Location  Oil Pan Modifications for External Oil System—Auxiliary Oil System Suction Port Location  FIG. A5.2 Oil Pan Modifications for External Oil System—Suction Port Baffle Design  Oil Pan Modifications for External Oil System—Suction Port Baffle Design  Note 1: Bend radii to be compatible with material thickness.  FIG. A5.3 Oil Pan Modifications for External Oil System—Baffle Placement on Oil Pan  Oil Pan Modifications for External Oil System—Baffle Placement on Oil Pan  FIG. A5.4 Oil Pan Modifications for External Oil System—Auxiliary Oil System Return Port Location  Oil Pan Modifications for External Oil System—Auxiliary Oil System Return Port Location    FIG. A5.6 Inlet Tube  Inlet Tube  FIG. A5.7 Exhaust Tube  Exhaust Tube  FIG. A5.8 Oil Filter Inlet Pressure Port  Oil Filter Inlet Pressure Port  FIG. A5.10 Crankcase Aspiration System  INSERT PHOTO OF CRANKCASE PRESSURE CONTROL SYSTEM  FIG. A5.11 Crankcase Pressure Connection  Crankcase Pressure Connection  FIG. A5.12 Coolant Outlet Temperature  Coolant Outlet Temperature  FIG. A5.13 Coolant to Engine  Coolant to Engine  FIG. A5.14 Oil Gallery Pressure and Temperature  Oil Gallery Pressure and Temperature  FIG. A5.15 Fuel to Engine Temperature  Fuel to Engine Temperature  FIG. A5.16 Intake Manifold Pressure and Temperature  Intake Manifold Pressure and Temperature  FIG. A5.17 Oil Filter Out Pressure and Temperature  Oil Filter Out Pressure and Temperature  FIG. A5.18 Cooling System Pressure  Cooling System Pressure  FIG. A5.19 Right Side of Installed Engine  Right Side of Installed Engine  FIG. A5.20 Left Side of Installed Engine  Left Side of Installed Engine  FIG. A5.21 Turbo Waste-gate Control  Turbo Waste-gate Control  FIG. A5.22 Turbo Waste-gate Control Cable  Turbo Waste-gate Control Cable  FIG. A5.23 Turbo Waste-gate Control Manual Adjuster  Turbo Waste-gate Control Manual Adjuster  FIG. A5.24 Pressurized Oil Fill Location  Pressurized Oil Fill Location  FIG. A5.25 Fuel Pressure Measurement Location  Fuel Pressure Measurement Location |  |  |

### ANNEX A6 OIL TEMPERATURE CONTROL SYSTEM

A6.1 *System Details*—See [Figs. A6.1-](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00027)[A6.4](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00030) for details of the auxiliary oil heat exchanger setup.

FIG. A6.1 Remote Oil Heat Exchanger

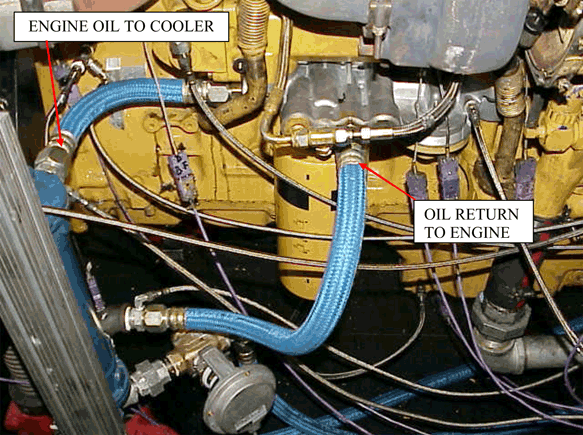


FIG. A6.2 Filter Base (P/N 251-6668) View

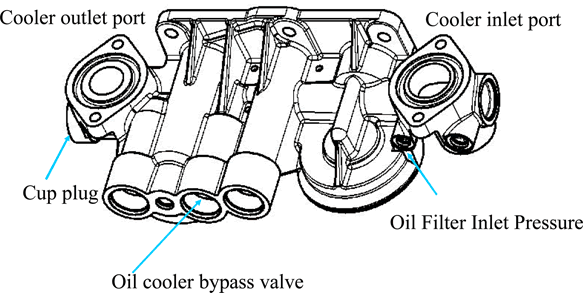


FIG. A6.3 Filter Base Modifications

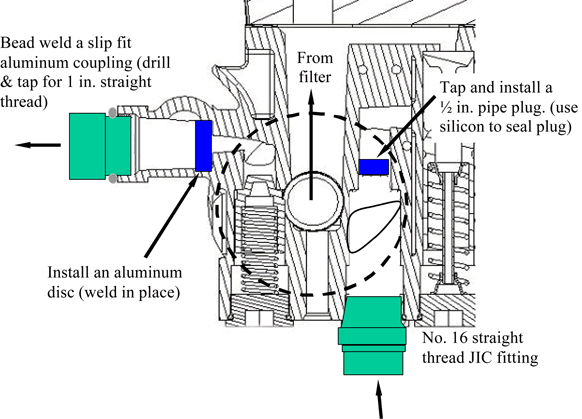
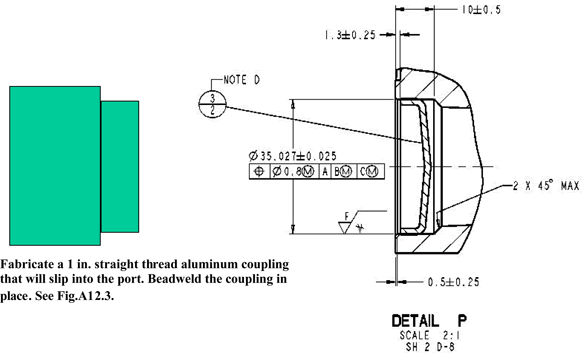


FIG. A6.4 Details of Cup Plug Feature at Back End of Filter Base



Note 1: Units in millimetres.

A6.2 *Heat Exchanger*—Use an ITT Standard SSCF heat exchanger, P/N SN5160030014004.

A6.3 *Oil Lines and Fittings* —Use two size No.16 oil lines with a maximum length of 914 mm (Total of both lines), preferably made from stainless steel braided hose . Use size No.16 NPT threaded fittings for the line connections.

**ANNEX A7. SPECIFIED UNITS AND FORMATS**

A7.1  *Specified Units*:

A7.1.1  *Test Report—*Record operational parameters according to [Table A7.1](#ta00004). Report test results in the units and with the significant digits shown in [Table A7.2](#ta00005). Round test results in compliance with Practice [E29](" \l "a00030).

**TABLE A7.1 Units and precision ~~Piston Rating Locations~~**

| Parameter | Record Data  to Nearest |
| --- | --- |
| Speed | 1 rpm |
| Power | 1 kW |
| Torque | 1 N.m |
| Fuel Flow | 1 g/min |
| Coolant In Temperature | 0.1 °C |
| Coolant Out Temperature | 0.1 °C |
| Fuel In Temperature | 0.1 °C |
| Oil Gallery Temperature | 0.1 °C |
| Intake Air Temperature | 0.1 °C |
| Exhaust (Tailpipe) Temperature | 1 °C |
| Intake Manifold Pressure | 0.1 kPa |
| Crankcase Pressure | 0.01 kPa |
| Exhaust Pressure | 0.1 kPa |
| Carbon Dioxide | 0.01 % |

**TABLE A7.2 Significant Digits for Test Results**

| Parameter | Round Off  to Nearest |
| --- | --- |
| Oil Consumption | 0.1 g |
| Aeration | 0.01 % volume |

A7.1.2  *Measurements and Conversions—*Except for the exceptions noted in [1.2.1](#s00004), all parameters have been specified in SI units. The intent of this test method is to measure all parameters directly in SI units. If parameters are measured in inch-pound units, then the laboratory shall show to the TMC that the measurements are within the tolerances after conversion to SI units.

A7.1.2.1  Significant error may occur due to rounding or tolerance stacking, or both, when converting from inch-pound units to SI units.

A7.2  *Specification Format*—Specifications are listed in three formats: *(1)* target, *(2)*  target and range, and *(3)* range with no target.

A7.2.1  *Target—*A target specification has no tolerance. Therefore, the only acceptable value is the target. A representative specification format is xx.xx (target). For example, the oil pan charge is listed as 30.8 kg.

A7.2.1.1  Do not intentionally calibrate or control a parameter with a target at a level other than the target.

A7.2.2  *Target and Range—*A target and a range specification implies that the correct value is the target and the range is intended as a guide for maximum acceptable variation about the mean. A representative specification format is xx.xx ± x.xx (target ± range). For example, the engine speed is (1800 ± 5) r/min.

Note A7.1—The mean of a random sample should be equivalent to the target. Operation within the range does not imply that the parameter will not bias the final test results.

A7.2.3  *Range with No Target—*A range with no target specification is used when *(1)* the parameter is not critical and control within the range is sufficient or *(2)* the measurement technique is not precise, or both. A representative format is xx.xx – xx.xx (rangelow – rangehigh). For example, the system coolant pressure is (99 to 107) kPa.

**ANNEX A8. SCHEDULE FOR TAKING OIL SAMPLES AND CARRYING OUT ANALYSES**

At test hours 0, 1, 5, 25 and 50 remove an 8oz sample after a 4oz purge and perform the following tests on the engine oil: Fuel Dilution (D3524), Viscocity at 100c (D445), Metals ICP (D5185), Soot By TGA Analysis (by annex A4 of test method D5967). Return the 4oz purge to the engine through the oil add tube.

In addition to the analysis above, the 0 hour sample must also perform a test to determine the density at the following temperatures using method D4052: 30, 40, 50, 60, 70, 80, 90 º C

**ANNEX 10 Engine break-in procedure**

**CAT Aeration Test Rebuilt Engine Break-in Procedure (Rev 2, 20140703):**

~~Install engine in test stand capable of running the engine at the conditions specified in the C13 Deposit test procedure~~. Measure oil consumption, crankcase pressure and blow-by. Aeration measurement equipment is not required.

Use Cat DEO-ULS 15W-40 oil for the break-in. Fill per the C13 deposit test procedure. Measure silicon on new oil using ICP method ????.

The purpose of this break-in is primarily to passivate engine components containing Si and to properly break-in the new engine components. This Si can leach into the engine oil and cause elevated aeration levels.

Run the C13 deposit test one hour break-in. Let cool 4 hours and check valve lash per the C13 deposit test procedure.

**Hours 0-25:** Proceed to C13 deposit test conditions following the C13 Deposit Test warm-up procedure. Run for 25 hours and shut down per the C13 deposit test procedure. **Take oil samples at hours 1 and 25** and measure silicon.

Drain oil from the engine, oil cooler, and oil weigh system. Replace oil filter.

Refill engine with new Cat DEO-ULS 15W-40 per the C13 deposit test procedure.

**Hours 25-50:** Proceed to test conditions following the C13 Deposit Test warm-up procedure. Run for 25 more hours and shut down per the C13 deposit test procedure. **Take oil samples at hours 30, 40, and 50** and measure silicon.

Drain oil from the engine, oil cooler, and oil weigh system. Replace oil filter.

Refill engine with new Cat DEO-ULS 15W-40 per the C13 deposit test procedure.

**Hours 50-75:** Proceed to test conditions following the C13 Deposit Test warm-up procedure. Run for 25 more hours and shut down per the C13 deposit test procedure. **Take oil samples at hours 51, 60, 70, and 75** and measure silicon.

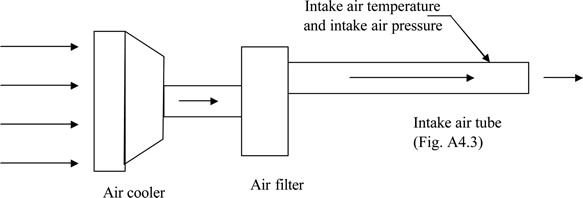
**Hours 75-85:** Perform 2 oil change intervals running for 5 hours each at C13 on test conditions.

Drain oil from the engine, oil cooler, and oil weigh system. Replace oil filter.

Refill engine with new Cat DEO-ULS 15W-40 per the C13 deposit test procedure.

**After 75 engine hours:** The oil change and run intervals after 75 hours must be performed without engine load. Continue 50 hour oil change intervals as necessary until silicon shows less than a 3 ppm increase from hour 1 to hour 50. Note final engine hours.

FIG. X1.1 Intake Air System (Typical)



Note 1: See [Fig. A4.6](http://compass.astm.org/EDIT/html_annot.cgi?D7549+14a#fa00006).

FIG. X1.2 Fuel System (Typical)

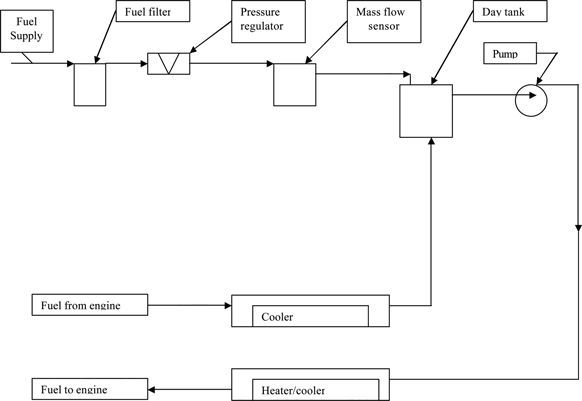
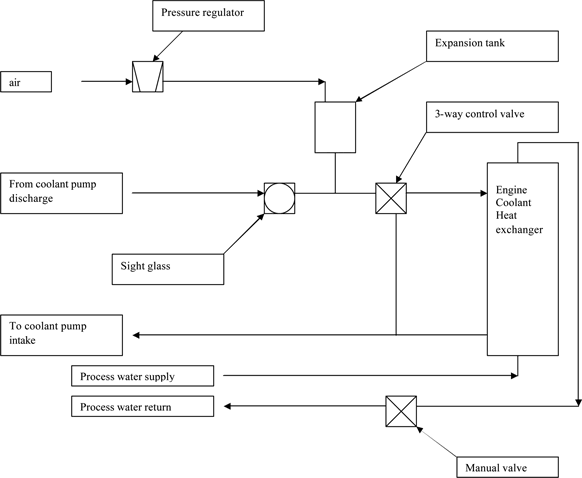


FIG. X1.3 Coolant System (Typical)



1. This test method is under the jurisdiction of ASTM Committee [D02](http://www.astm.org/COMMIT/COMMITTEE/D02.htm) on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee [D02.B0.02](http://www.astm.org/COMMIT/SUBCOMMIT/.htm) on Heavy-Duty Engine Oils.

   Current edition approved XXXX. Published YYYY. [↑](#footnote-ref-1)
2. ASTM Test Monitoring Center, 6555 Penn Avenue, Pittsburgh, PA 15206-4489. www.astmtmc.cmu.edu. [↑](#footnote-ref-2)
3. The advantage of utilizing the TMC services to calibrate test stands is that the test laboratory (and hence the Test Purchaser has an assurance that the test stand was operating at the proper level of test severity. It should also be borne in mind that results obtained in a non‑calibrated test stand may not be the same as those obtained in a test stand participating in the ASTM TMC services process. [↑](#footnote-ref-3)
4. For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For  *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website. [↑](#footnote-ref-4)
5. Available from Society of Automotive Engineers (SAE), 400 Commonwealth Dr., Warrendale, PA 15096-0001. This standard is not available separately. Either order the SAE Handbook Vol. 3 or the SAE Fuels and Lubricants Standards Manual HS-23. [↑](#footnote-ref-5)
6. Available from American Petroleum Institute (API), 1220 L. St., NW, Washington, DC 20005-4070, http://www.api.org. [↑](#footnote-ref-6)
7. Registered trademark of Caterpillar Inc., 100 North East Adams St., Peoria, IL 61629. [↑](#footnote-ref-7)
8. Trade mark of Caterpillar Inc., 100 North East Adams St., Peoria, IL 61629. [↑](#footnote-ref-8)
9. The sole source of supply of the apparatus known to the committee at this time is Caterpillar Inc., 100 North East Adams St., Peoria, IL 61629. [↑](#footnote-ref-9)
10. If you are aware of alternative suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee1 which you may attend. [↑](#footnote-ref-10)
11. Available from ASTM Test Monitoring Center, 6555 Penn Avenue, Pittsburgh, PA 15206-4489, Attention: Administrator. [↑](#footnote-ref-11)
12. The sole source of supply of the fuel known to the committee at this time is Chevron Philips Chevron Phillips Chemical Company LP, 10001 Six Pines Drive, Suite 4036B, The Woodlands, TX 77387-4910, www.cpchem.com. [↑](#footnote-ref-12)
13. Available from a Caterpillar parts distributor. [↑](#footnote-ref-13)