



Test Monitoring Center

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412-365-1000

MEMORANDUM: 09-047

DATE: October 19, 2009

TO: Andrew Ritchie, Chairman, Sequence VG Surveillance Panel

FROM: Richard E. Grundza 

SUBJECT: Sequence VG Reference Test Status from April 1, 2009 through September 30, 2009

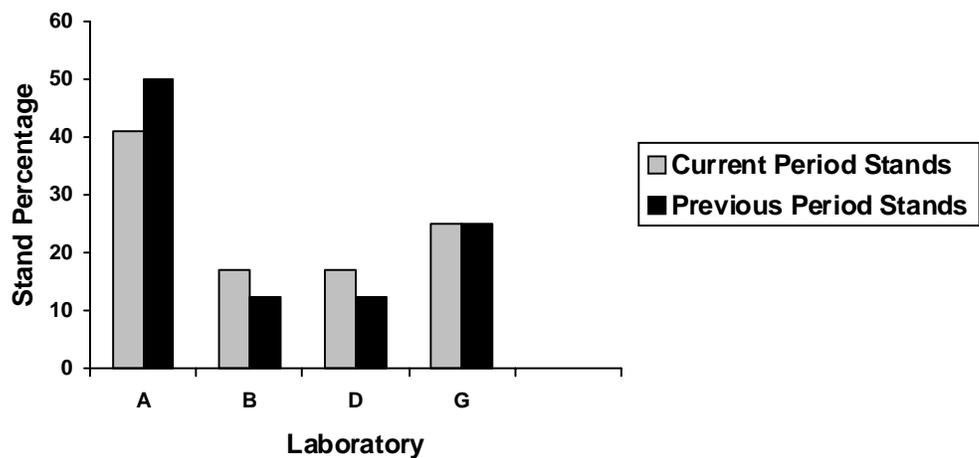
The following is a summary of Sequence VG reference tests that were completed during the period April 1, 2009 through September 30, 2009

Lab/Stand Distribution

	Reporting Data	Calibrated as of 9/30/09
Number of Laboratories	4	4
Number of Stands	12	12

The following chart shows the laboratory/stand distribution:

Laboratory/Stand Distribution

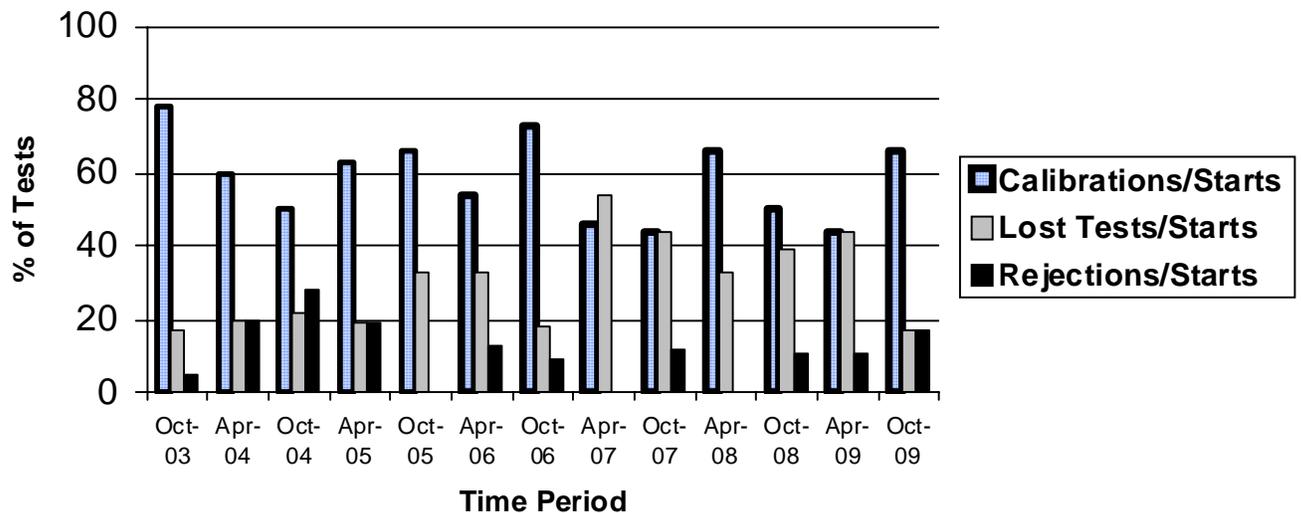


The following summarizes the status of the reference oil tests reported to the TMC:

	TMC Validity Codes	No. of Tests
Operationally and Statistically Acceptable	AC	16
Operationally Invalid, Lab Judgment	LC	4
Operationally Valid, Statistically Unacceptable	OC	4
Total		24

Calibrations per start, lost tests per start and rejections per start rates are summarized below:

Calibration Attempt Summary



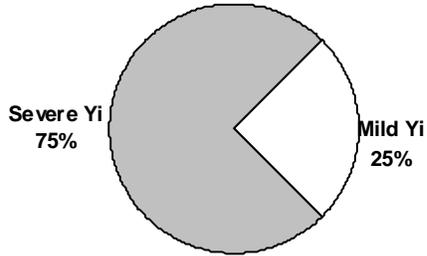
The calibration per start rate has increased with respect to the previous period. The lost test per start rate has decreased with respect to the previous period. The rejected test per start rate has increased when compared to the previous period. All rates compare well with historical rates.

In addition to the calibration attempts, a total of twelve results were reported on reference oils, run to approve fuel batch XC2721NX10.

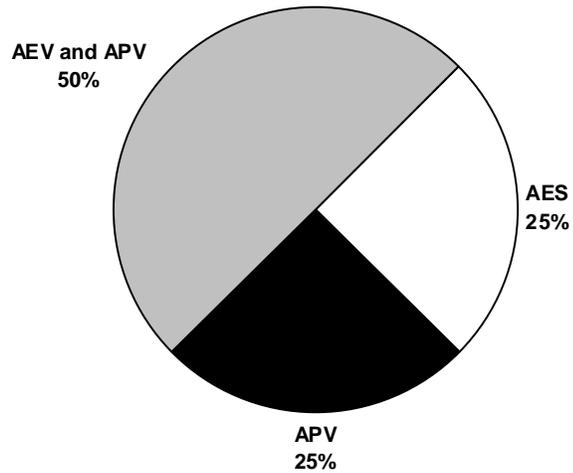
There were no LTMS deviations written during this report period. A total of seven LTMS deviations have been written to date.

Four tests failed this report period. The following depicts the reasons and directions (severe or mild) for the tests being unacceptable.

Distribution of LTMS Stand Alarms



Distribution of Stand Alarms by Parameter

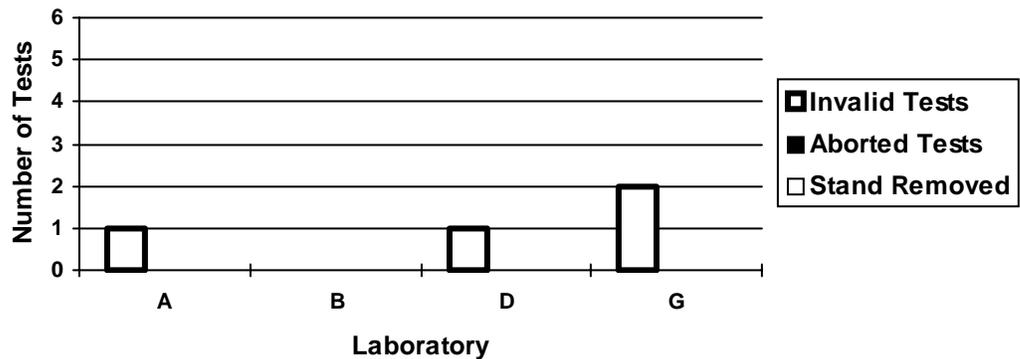


The following table lists the reasons for operationally invalid and aborted tests this period.

Reason	Number of Tests
Engine coolant flow calibration error	1
Rocker arm cover inlet and oil inlet temperature and speed QI < 0.000, excessive shutdowns	1
Incorrect PCV valve, negative crankcase pressure	1
Faulty driveline coupling	1

Aborted and operationally invalid tests by laboratory are summarized with the following chart:

Lost Test Distribution



Severity and Precision

Below is a summary of the average delta/s values, pooled standard deviation, and average delta in reported units for tests reported during this period.

<u>Variable</u>	<u>Pooled s</u> <u>All Oils</u>	<u>Mean</u> <u>Delta/s</u>	<u>Based</u> <u>on</u>	<u>Delta in</u> <u>Reported</u> <u>Units</u>
RAC	0.23	0.27	8.0	0.06
AES	0.55	0.05	7.8	0.03
APV	0.30	-0.91	7.5	-0.27
AEV	0.13	-0.59	8.9	-0.08
OSCR	0.61	-0.12	20	-1.5

Average Engine Sludge (AES)

Industry control charts for AES show that severity is in control for the period, after sounding two severe warning alarms at the beginning of the period (see Figure 1). The precision chart began the period in control, but sounded a series of ten warning and or action alarms and ended the period in control. The industry summation Δ/s plot for AES shows a on or near target results for the period. Lab severity appears to be the driving force for the precision alarms. One lab has been mild, with an average of Δ/s 1.30, while the remaining labs have average Δ/s values ranging from -0.59 to -1.18. Figure 6 shows the pooled standard deviation of 0.55, has degraded when compared with the previous period.

Rocker Cover Sludge (RAC)

The industry control charts for RAC severity were in control for the period (see Figure 2). With the exception of a two test warning alarm at the beginning of the period, industry precision was in control for the period. The industry summation Δ/s plot for RAC shows a slight mild trend for the period. Figure 6 shows the standard deviation, 0.23, has improved with regards to the previous period.

Oil Screen Clogging (OSCR)

With the exception of a severe warning alarm, OSCR severity and precision charts were in control for the period (see Figure 3). The summation Δ/s plot for OSCR shows OSCR trending mild for the period. Figure 6 shows the pooled standard deviation, 0.61 has improved when compared to previous periods.

Average Engine Varnish (AEV)

AEV severity in ended the period in action alarm, while precision was in control for the period (see Figure 4). The summation Δ/s plot for AEV trended severe for the period. These alarms may be driven by one stand with four severe results of -2.455, -2.556, -1.546 and -1.444 Δ/s from target. Figure 7 shows the standard deviation, 0.13, has degraded with respect to the last three report periods.

Average Piston Varnish (APV)

Like the AEV control charts, APV severity ended the period in action alarm. In spite of a series of warning and action alarms, APV precision was in control at the end of the period (see Figure 5). The summation Δ/s plot shows trending severe for the period. Like AEV, these alarms may be driven by one stand with four severe results of -3.571, -3.750, -1.750 and -1.750 Δ/s from target. Figure 7 shows precision for APV has degraded, when compared to the previous periods.

Fuels and Reference Oils

Reference oil quantities available at the laboratories and TMC as well as estimated life of these oils, are tabulated below.

Oil	TMC Inventory, in gallons	TMC Inventory, in tests	Laboratory Inventory, in tests	Estimated life
925-3	61	20	5	3 years
1006	41	13	2	< 1 year
1006-2	4,050	1350	6	3+ years
1007	252	84	4	3+ years
1009	561	187	6	3+ years

Note: Oils 1006, 1006-2, 1007 and 1009 are used across multiple test areas, TMC inventory represents total amount of that oil on hand.

Information Letters

Information letter 09-1 was issued June 3, 2009. The subject of this information letter can be found in the Industry Timeline, Figure 8.

QI Deviations

There were no QI deviations reviewed by the Test Monitoring Center for this report period. A total of 37 QI deviations have been generated to date.

Lab Visits

Two lab visits were conducted this period. No significant items were identified during these visits.

REG/reg

Attachments

c: Sequence VG Surveillance Panel

J. A. Clark

F. M. Farber

<ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencev/semiannualreports/vg-10-2009.pdf>

Distribution: Email

Listing of Tables and Figures Included as Part of This Report to the Sequence VG Surveillance Panel

Figures 1 through 5 are the Industry control charts for AES, RAC, OSCR, AEV and APV.

Figures 6 and 7 compare pooled precision estimates from this report period with previous periods.

Figure 8 is the Industry Timeline.

Figure 1

SEQUENCE VG INDUSTRY OPERATIONALLY VALID DATA

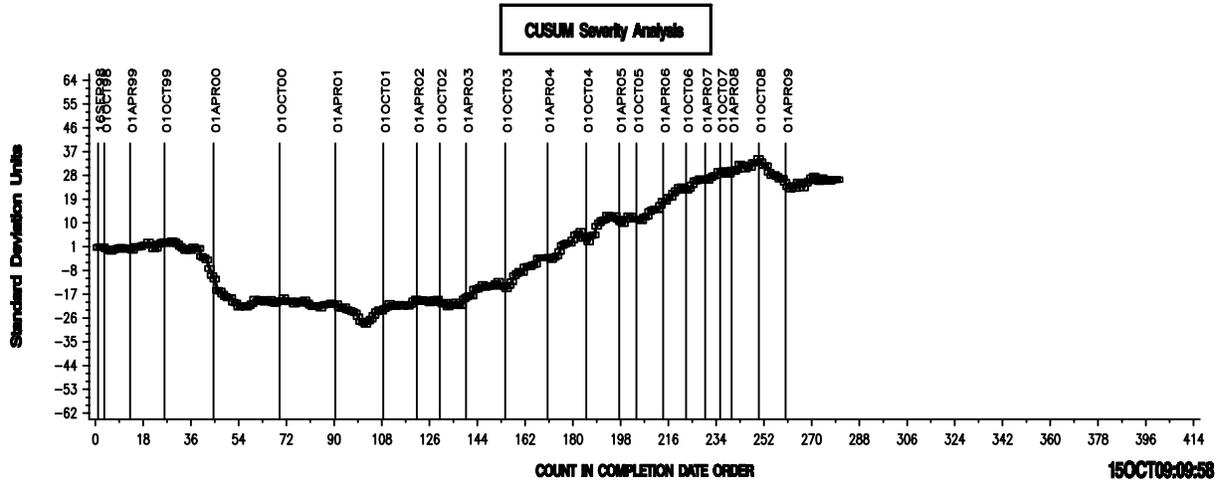
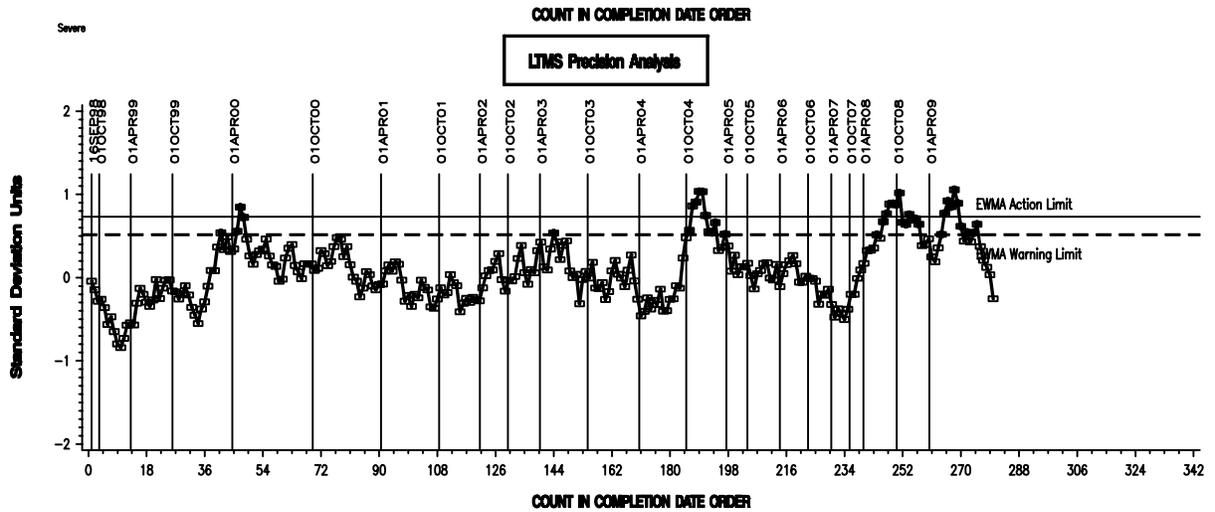
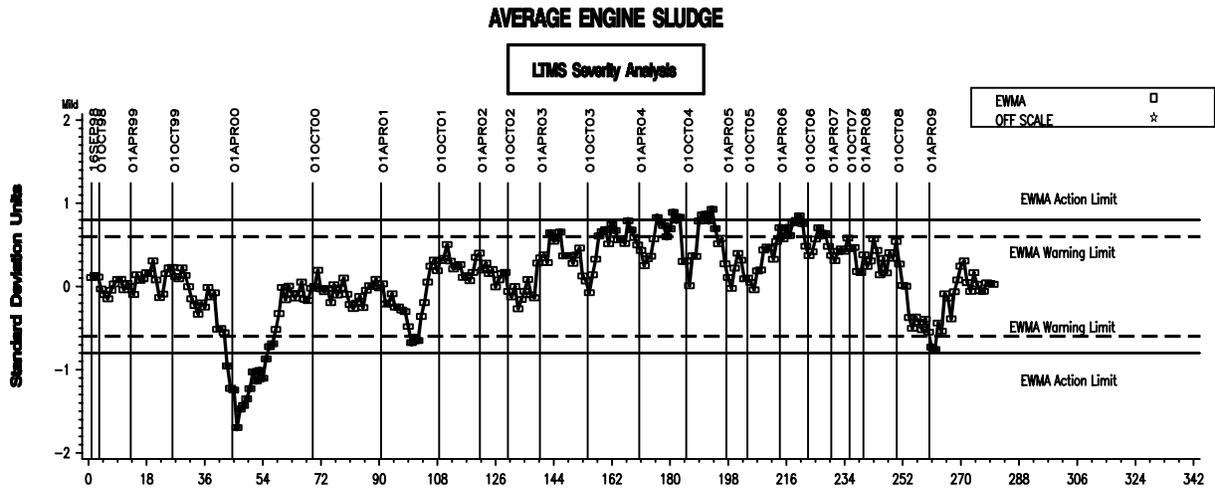
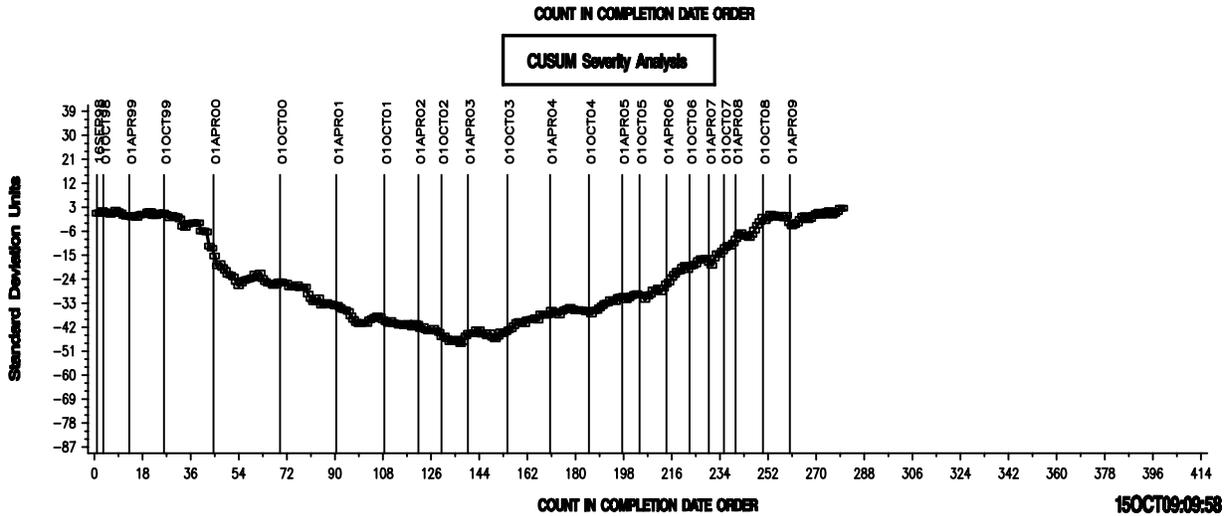
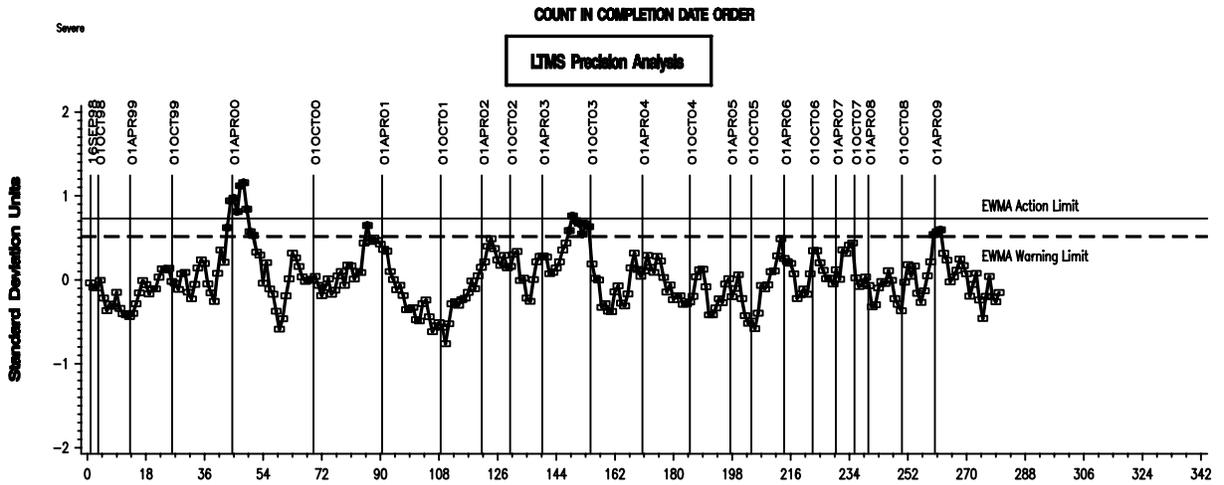
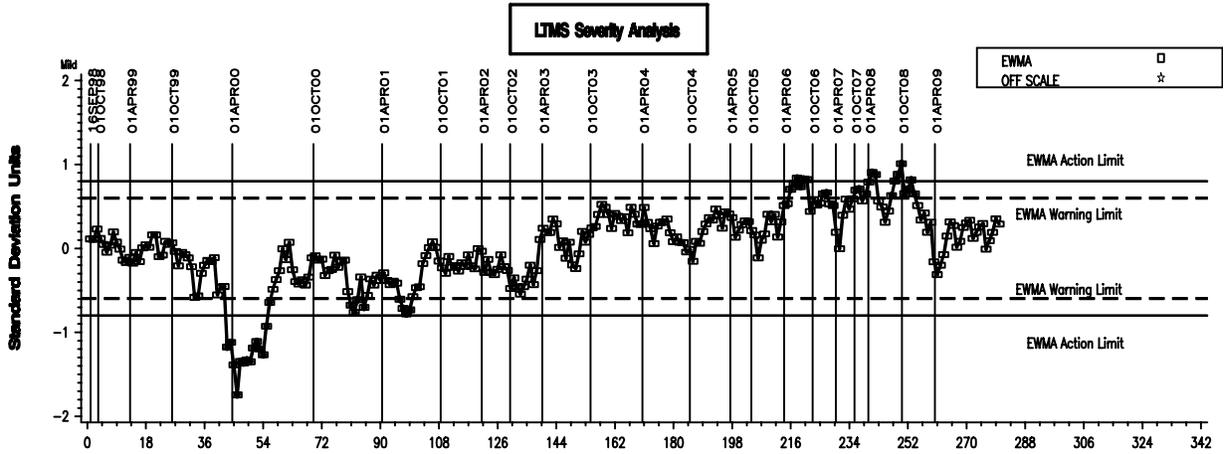


Figure 2
SEQUENCE VG INDUSTRY OPERATIONALLY VALID DATA

AVERAGE ROCKER COVER SLUDGE



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Figure 3
SEQUENCE VG INDUSTRY OPERATIONALLY VALID DATA

OIL SCREEN SLUDGE

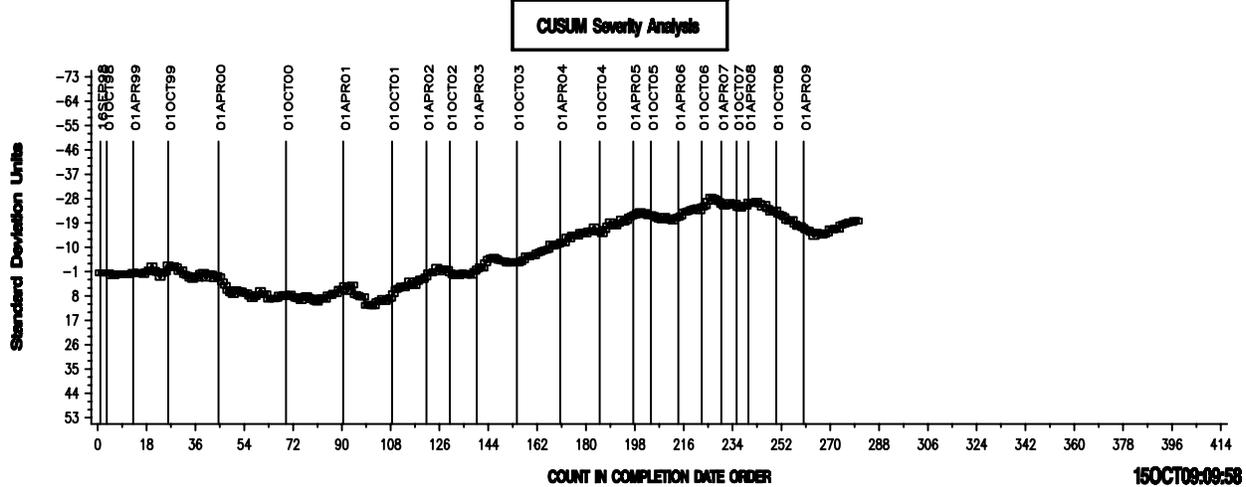
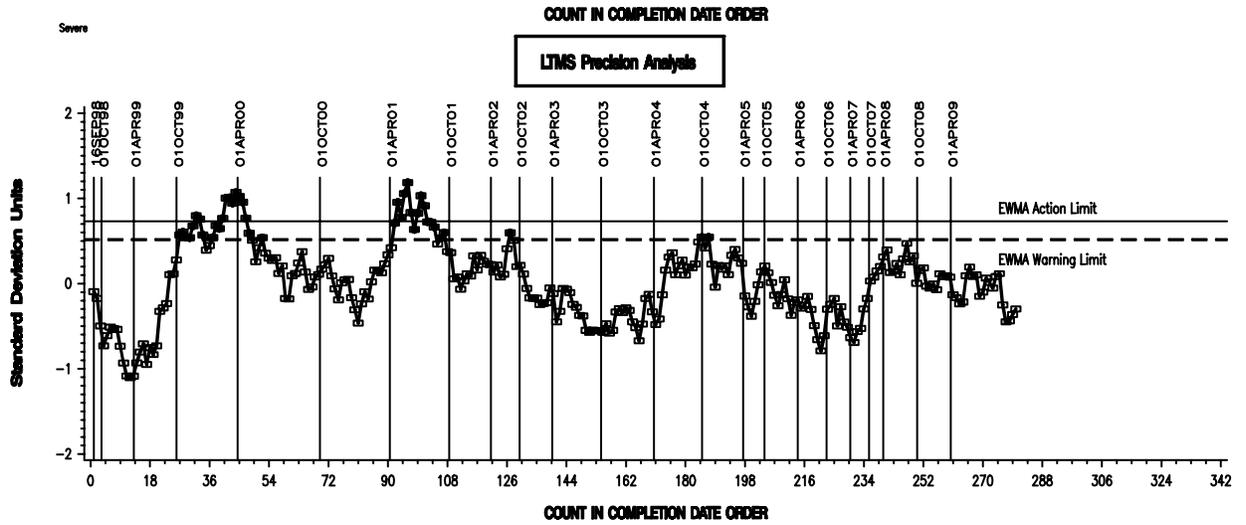
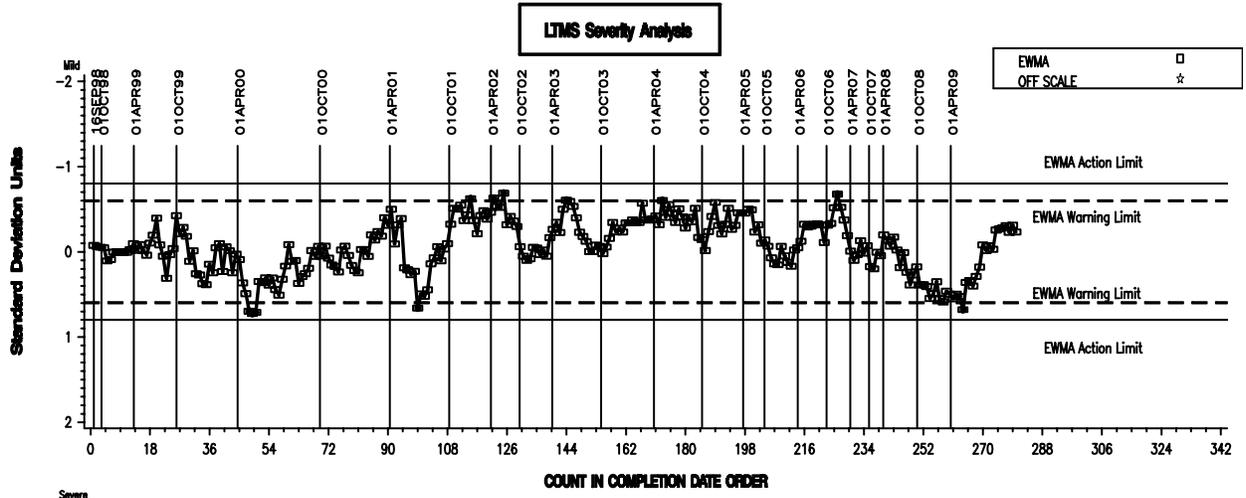
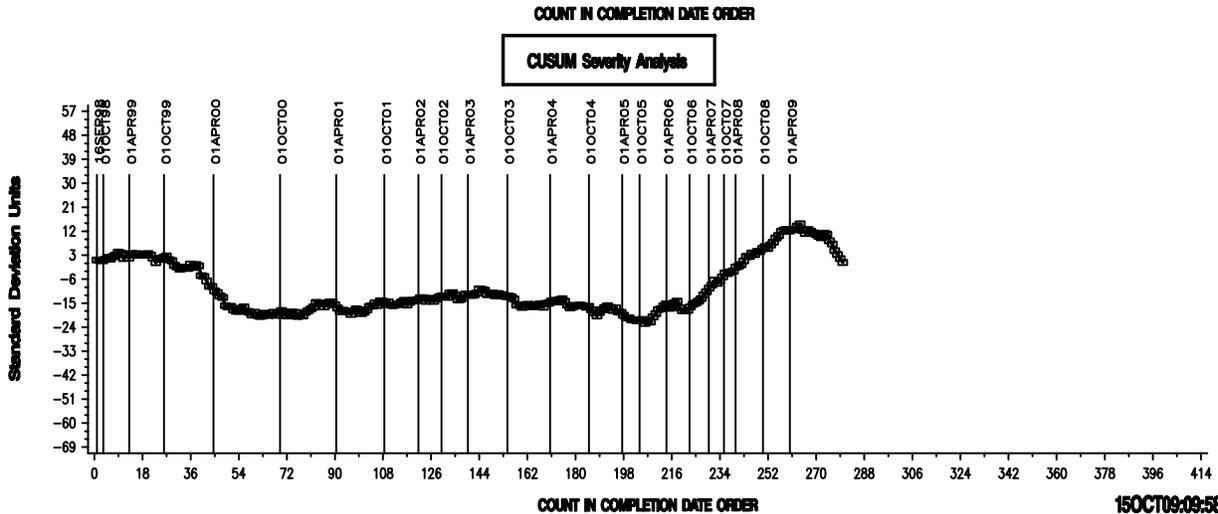
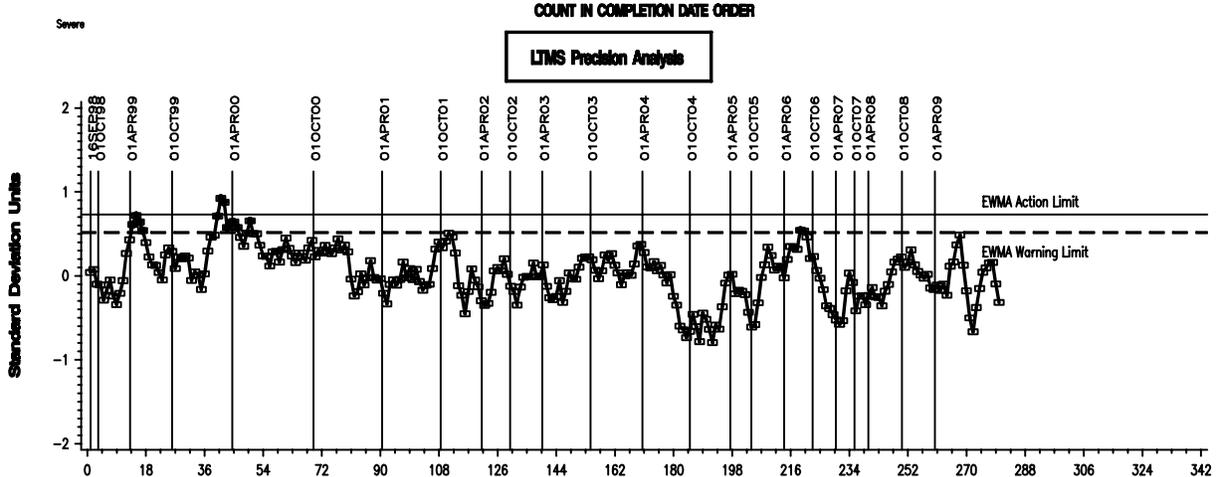
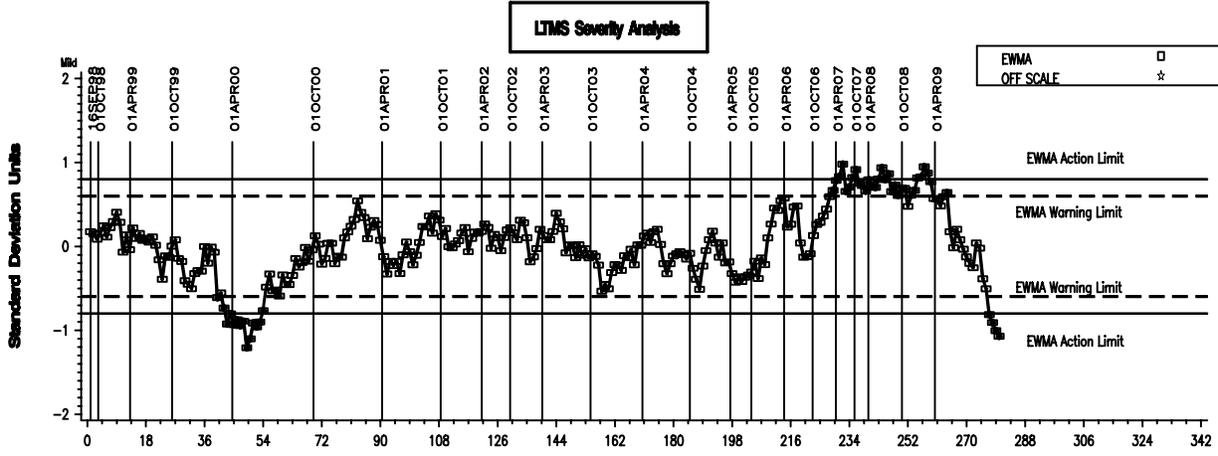


Figure 4
SEQUENCE VG INDUSTRY OPERATIONALLY VALID DATA

AVG. ENG. VARN. 3-PART FINAL RESULT APV + BAFFLES



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Figure 5
SEQUENCE VG INDUSTRY OPERATIONALLY VALID DATA

AVG PISTON SKIRT RATING

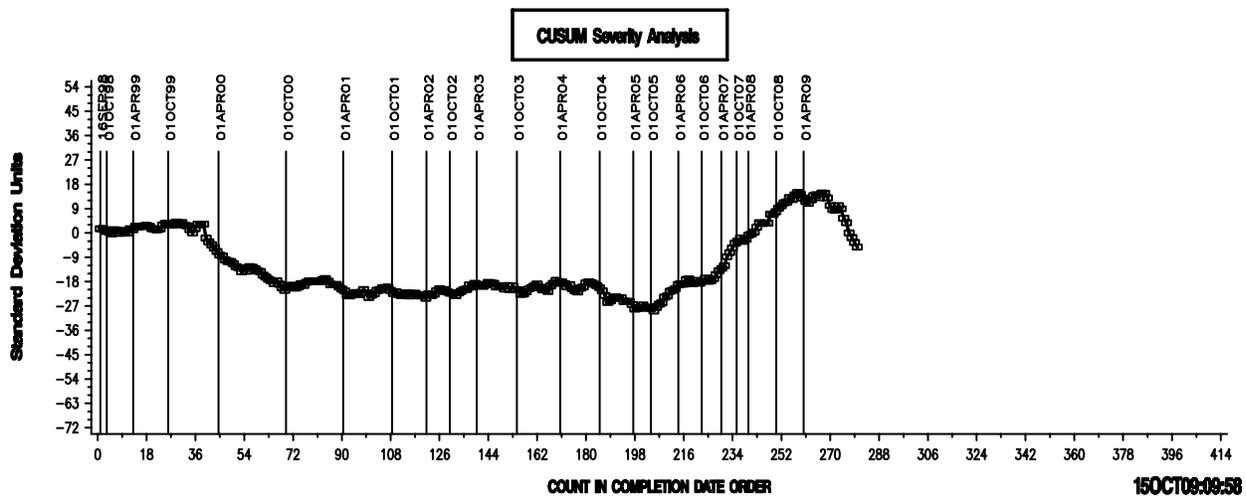
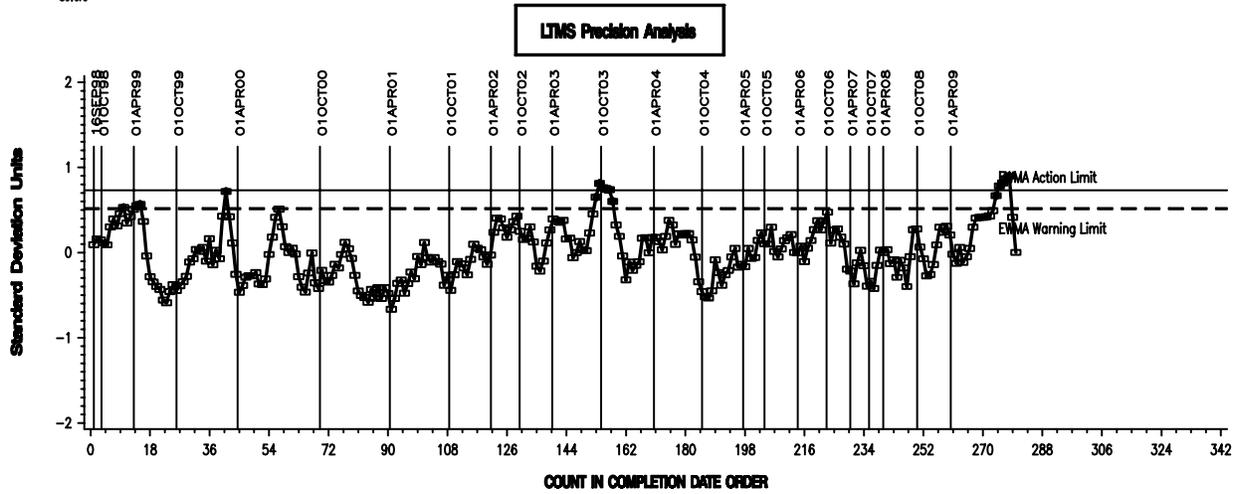
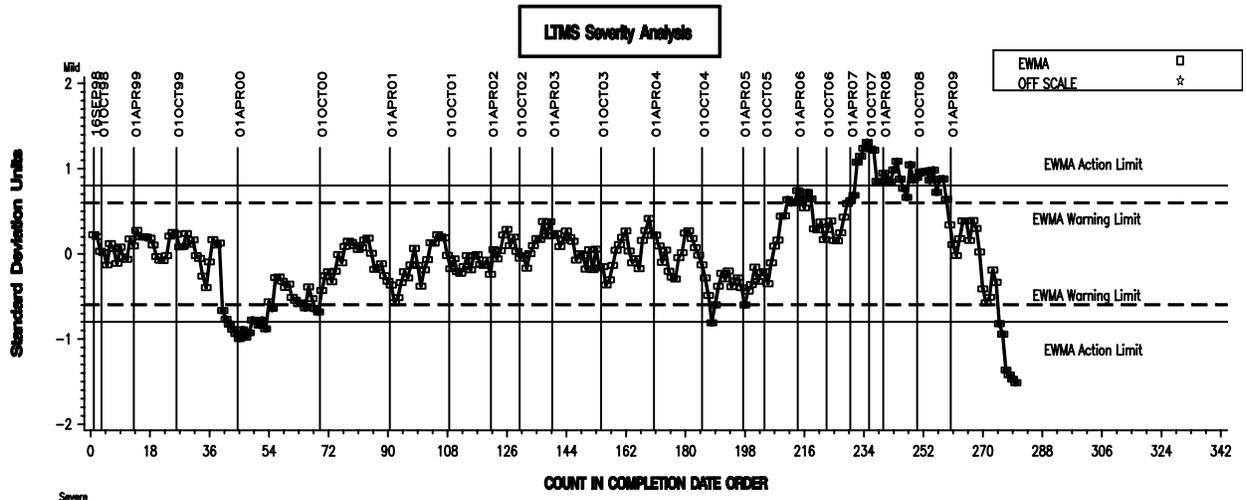


Figure 6

Comparison of Pooled Precision Estimates By ASTM Report Period

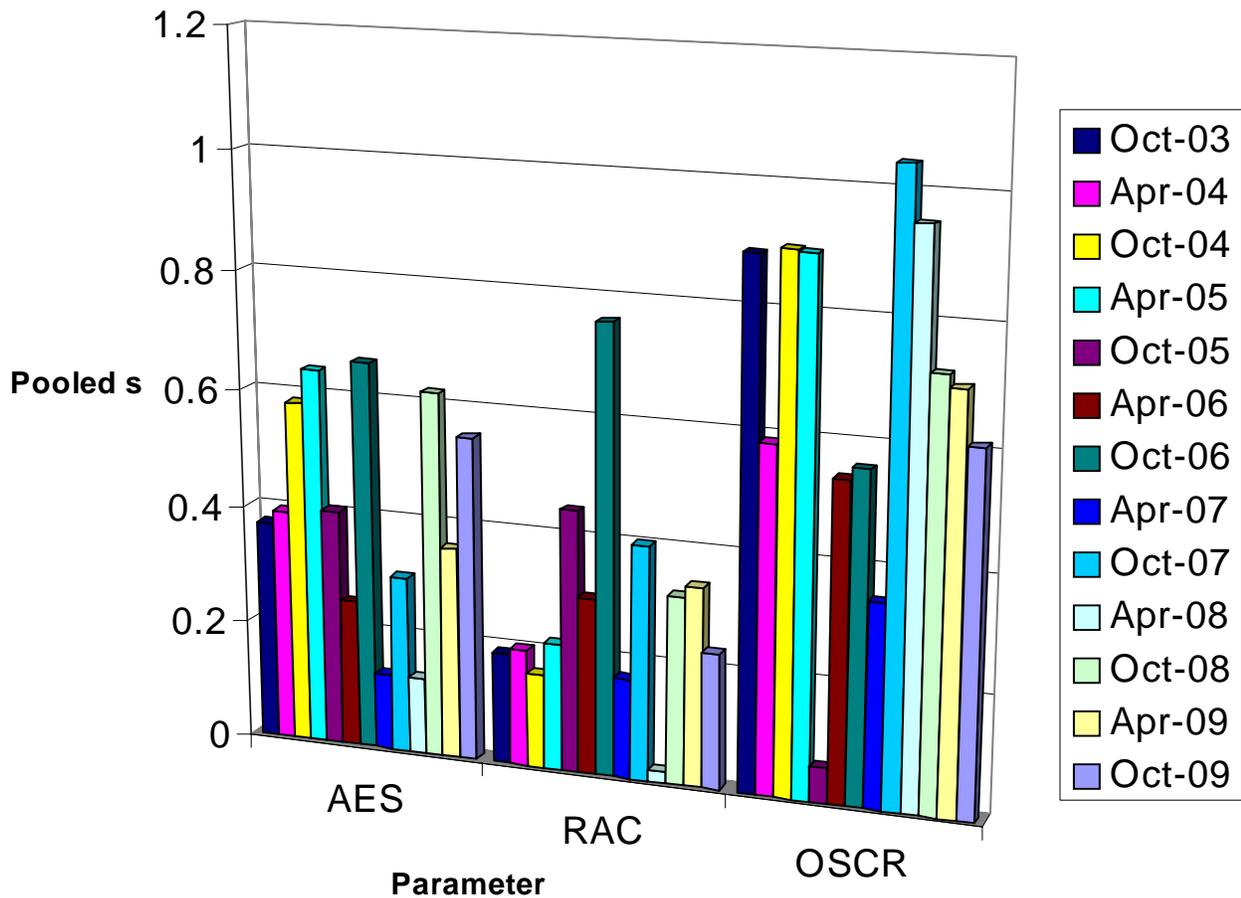


Figure 7

Comparison of Pooled Precision Estimates By ASTM Report Period

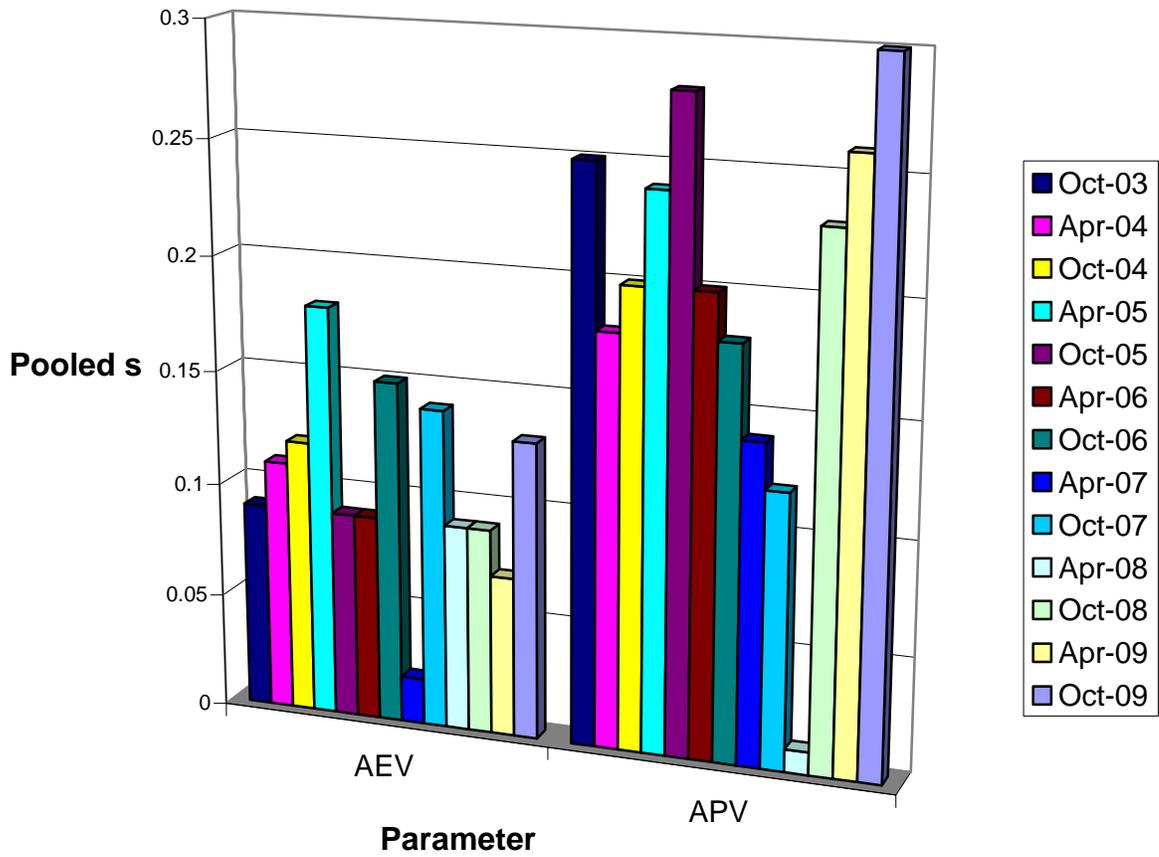


Figure 8

Date	Item Changed	Information Letter
19980901	Matrix testing begins	
19990211	Sequence VG Test approved, matrix stands charted and calibrated where applicable	
19990503	Information Letter 99-1 issued, adding ring weight loss, bore wear and pin wear measurements; as well as other procedural changes	99-1
19990615	Numerous procedure updates as identified in Information Letter 99-2	99-2
19990830	In conjunction with approval of VG fuel batch 996416, new test targets were published for oils 1006 and 1007	
19990830	Batch 996416 was approved for qualified testing at 8/13/99 Surveillance Panel meeting	
19991025	Revised Exhaust Backpressure limits for stages I and II to 102 and 106 kPa, respectively	99-3
19991025	Deleted rating of Underside of Block sludge and revised report forms and data dictionary accordingly	99-3
19991025	Added Section 11 to document stand referencing requirements	99-3
19991025	Added Section 16 and Annex A14, which give precision and bias statements	99-3
19991025	Updated listing of kit parts given in Sections 7.2 and 7.3 and Annex A5	99-3
19991025	Revised the type of oil filter and screen size, Sections 7.4.9 and 8.3.2.2 and A3.8 changed to reflect this	99-3
19991115	Update reference oil targets for oils 1006 and 1007 (n=10), also revised severity adjustment standard deviation	
20000215	Revised Exhaust Backpressure Limits for stages I and II to 104 and 107 kPa, respectively	00-1
20000215	Deleted varnish ratings for cam baffles, oil pan, timing chain cover and rear seal housing	00-1
20000215	Revised Form 8 to not allow value to be entered for oil added at cycle 54 and deleted form 7	00-1
20000802	Added Oil Ring Clogging Rating, changed follower pin wear measurement from all 8 cylinders to cylinder 8 only.	00-2
20000802	Changed bore wear measurements from all cylinders to cylinders 1 and 8.	00-2
20000802	Changed from ring weight loss to ring gap increase on cylinders 1 & 8.	00-2
20000802	Added transformation for oil screen clogging. Deleted photos for cam baffles, timing chain cover rear seal housing varnish.	00-2
20000802	Report forms and Data dictionary changes, version 20000713	00-2
20001101	Revised Section 13.4.1 Report forms and Data dictionary changes, version 20000831	00-3
20010115	Changed analysis method for water in fuel	01-1
	Deleted 7.1.1, Changed D1744 to D6304. Clarified procedures for bore wear, follower pin wear, oil screen clogging and top ring gap increase.	01-1
20010115	Revised stage III rocker cover inlet temp ramp.	01-1
20010115	Deleted ring groove chamfer measurement. Revised dipstick calibration. Revised temperature and pressure calibration frequency, changed dipstick calibration procedure, dropped stage I blowby measurement. Dropped 0.5% O ₂ calibration gas.	01-1
20010115	Modified fuel injector flow requirements and deleted Appendix X2.	01-1
20010320	Information Letter written to incorporate information letters not incorporated into Test Method D6593	01-2
20010320	Dropped requirement to measure Benzene in fuel, defined a process for consensus rating and no longer requires analysis of used oil for TBN, vis@ 100 °C and pentane insolubles	01-3
20011114	Dropped NO _x measurements, monitor Power QI, addressed rating changes recommended by Light Duty Rating Task Force and allowed adjustments to	02-1

	blowby flow rates during 1 st 48 hours of the test	
20020301	Replaced, CO, CO ₂ and O ₂ measurements with Lambda	02-2
20020408	Revised references to CRC manuals 12 and 14 to manual 20	02-3
20020515	Allowed use of power supply for EEC and Lambda sensors, revised calibration frequency for Lambda sensor and dropped requirement to measure bore wear Dropped rating of RAC covers for varnish and added Cam baffle varnish ratings	02-4
20020809	Initial targets (n=3) for reference oil 1009	
20021023	Initial targets (n=5) for reference oil 1009	
20021025	Removed remedial statements and made other editorial changes	02-5
20030128	Target Update (n=10) for reference oil 1006-2	
20030327	Removed requirement to include photographs in final report	03-1
20030410	Deleted exhaust gas values for stages I and II	03-2
20030515	Target Update (n=10) for reference oil 1009	
20030905	Corrected Section 16.1.2.1 and revised Section A7.1 to include ACC Conformance Statement. Procedure changes to address processes necessary to use Romeo Engines for calibrated testing Replaced Aliphatic Naphtha with ASTM D235 Type II, Class C solvent	03-3
20040105	Target Update (n=20) for reference oil 1006-2	
20040109	Increased last non reference oil start date from 171 to 180 days Editorial changes to precision statements	04-1
20040207	Target Update (n=20) for reference oil 1009	
20040513	Revised U & L values for MAP and EBP Allowed removal of piston staining	04-2
20040701	Revised section 12.1.5 to allow ring gap adjustments during 1st 48 hours of test	04-3
20041103	Target Update (n=30) for reference oil 1006-2 Target Update (n=30) for reference oil 1009 Target Update (n=22) for reference oil 925-3	
20041214	Revised section 7.1.1 to require degreasing solvent that meets requirements of D235 for Aromatics, color and flash point and require a Certificate of analysis for each batch	04-4
20050101	Revised standard deviation for severity adjustment calculation for all parameters	
20050601	Deleted ring gap increase and follower pin wear, clarified Oil screen rating, updated precision statement, added limits for lost test data, editorial changes	05-1
20050719	Approved fuel batch TA1921LS15, with correction factors for AES, RAC, AEV and APV	05-2
20050726	Changed fuel batch designation from TA1921LS15 to TF2221LS20	05-3
20051209	Allowed use of an alternate AFR measuring device	05-4
20051209	Added tolerance to location of AFR measuring device sensor	05-4
20051209	Required raters to attend Rating Workshop on an annual basis	05-4
20060616	Allowed camshafts to be run for 4 tests	06-1
20061107	Changes to rater calibration requirements	06-2
20071212	Updated Industry Correction Factors	07-1
20071212	Revised name for Rating Workshop	07-1
20080213	Revised cam baffle cleaning technique	08-1
20080213	Additional throttle body	08-1
20080305	Closed loop AFR control	08-2
20080515	Added ring gap increase and follower pin wear measurements	08-3
20090603	Approved fuel batch XC2721NX10 and associated correction factors	09-1
20090603	Added requirement to report the results of all tests run to completion, regardless of validity	09-1