



## Standard Test Method for Evaluation of Engine Oils in Two-Stroke Cycle Turbo- Supercharged 6V92TA Diesel Engine<sup>1</sup>

This standard is issued under the fixed designation D 5862; 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 can be used by any properly equipped laboratory, without outside assistance. However, the ASTM Test Monitoring Center (TMC)<sup>2</sup> provides reference oils and an assessment of the test results obtained on those oils by the laboratory (see Annex A1). By this means, the laboratory will know whether their use of the test method gives results statistically similar to those obtained by other laboratories. Furthermore, various agencies require that a laboratory utilize the TMC services in seeking qualification of oils against specifications. For example, the U.S. Army imposes such a requirement, in connection with several Army engine lubricating oil specifications.

Accordingly, this test method is written for use by laboratories that utilize the TMC services. Laboratories that choose not to use those services may simply ignore those portions of the test method that refer to the TMC.

This test method may be modified by means of Information Letters issued by the TMC. In addition, the TMC may issue supplementary memoranda related to this test method. (See Annex A1.)

### 1. Scope

1.1 This test method<sup>3</sup> describes a two-stroke cycle diesel engine test procedure for evaluating engine oils for certain high-temperature performance characteristics, particularly cylinder liner scuffing and piston ring face distress, but also including port plugging, slipper bushing, and piston skirt distress. Such oils include both single viscosity SAE grade and multiviscosity SAE grade oils used in diesel engines. It is commonly known as the 6V92TA test. (See Note 1.)

NOTE 1—Companion test methods used to evaluate other engine oil performance characteristics for specification requirements are discussed in Engine Oil tests—SAE J304.

1.2 *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 appro-*

*priate safety and health practices and determine the applicability of regulatory limitations prior to use.* Specific hazard statements are given in Sections 8, 10, 13, and 14.

1.3 The values stated in either SI units or inch-pound units are to be regarded separately as the standard. The values stated in each system may not be exact equivalents; therefore each system must be used independently of the other, without combining values in any way.

1.4 This test method is arranged as follows:

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<sup>1</sup> This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.B0 on Automotive Lubricants.

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<sup>2</sup> ASTM Test Monitoring Center, 6555 Penn Ave., Pittsburgh, PA 15206-4489. Fax number: 412-365-1045. Web page: <http://www.astmtmc.cmu.edu/>. This test method is supplemented by Information Letters and memoranda issued by the TMC. Users of this test method shall contact the TMC to obtain the most recent of these. This edition incorporates revisions in all Information Letters through No. 02–1.

<sup>3</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR: D02-1319.

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## 2. Referenced Documents

- 2.1 *ASTM Standards*:<sup>4</sup>
- D 86 Test Method for Distillation of Petroleum Products
  - D 92 Test Method for Flash and Fire Points by Cleveland Open Cup
  - D 240 Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter
  - D 287 Test Method for API Gravity of Crude Petroleum and Petroleum Products (Hydrometer Method)
  - D 445 Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and the Calculation of Dynamic Viscosity)
  - D 482 Test Method for Ash from Petroleum Products
  - D 613 Test Method for Cetane Number of Diesel Fuel Oil
  - D 2622 Test Method for Sulfur in Petroleum Products by X-Ray Spectrometry
  - D 2709 Test Method for Water and Sediment in Distillate Fuels by Centrifuge
  - D 2887 Test Method for Boiling Range Distribution of Petroleum Fractions by Gas Chromatography
  - D 4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants
  - D 4485 Specification for Performance of Engine Oils
  - D 4683 Test Method for Measuring Viscosity at High Temperature and High Shear Rate by Tapered Bearing Simulator
  - D 4739 Test Method for Base Number Determination by Potentiometric Titration
  - D 5185 Test Method for the Determination of Additive

Metals, Wear Metals and Contaminants in Used Lubricating Oils by Inductively-Coupled Plasma Atomic Emission Spectrometry

E 344 Terminology Relating to Thermometry and Hydrometry

G 40 Terminology Relating to Wear and Erosion

2.2 *SAE Standards*:<sup>5</sup>

SAE J183 Engine Oil Performance and Engine Service Classification

SAE J304 Engine Oil Tests

2.3 *Military Specifications*:<sup>6</sup>

MIL-L-2104 Lubricating Oil, Internal Combustion Engine, Combat/Tactical Service

## 3. Terminology

### 3.1 Definitions:

3.1.1 *additive, n*—a material added to another, usually in small amounts, to impart or enhance desirable properties or to suppress undesirable properties. **D 4175**

3.1.2 *calibrate, v*—to determine the indication or output of a measuring device with respect to that of a standard. **E 344**

3.1.3 *candidate oil, n*—an oil which is intended to have the performance characteristics necessary to satisfy a specification and is to be tested against that specification. **D 5844**

3.1.4 *corrosion, n*—the chemical or electrochemical reaction between a material, usually a metal surface and its environment, that can produce a deterioration of the material and its properties. **D 5844**

3.1.5 *debris, n—in internal combustion engines*, solid contaminant materials unintentionally introduced into the engine or resulting from wear.

3.1.6 *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 a combustion gas sealant for the piston rings.

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

3.1.7 *free piston ring, n—in internal combustion engines*, a piston ring that will fall in its groove under its own weight when the piston, with the ring in a horizontal plane, is turned 90° (putting the ring in a vertical plane). **(Subcommittee B Glossary)**<sup>7</sup>

3.1.8 *heavy-duty, adj—in internal combustion engine operation*, characterized by average speeds, power output, and internal temperatures that are close to the potential maximums. **D 4485**

3.1.9 *heavy-duty engine, n—in internal combustion engines*, one that is designed to allow operation continuously at or close to its peak output. **D 4485**

<sup>5</sup> This standard is not available separately. Either order the SAE Handbook Vol 3, or the SAE Fuels and Lubricants Standards Manual HS 23 from: Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001.

<sup>6</sup> Available from the Standardization Documents Order Desk, Building 4, Section D, 700 Robbins Ave., Philadelphia, PA 19111-5094.

<sup>7</sup> Available from the Secretary of the ASTM D02.B0 Subcommittee.

<sup>4</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org). For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

3.1.10 *lubricant, n*—any material interposed between two surfaces that reduces the friction or wear, or both, between them.

3.1.11 *non-reference oil, n*—any oil other than a reference oil, such as a research formulation, commercial oil, or candidate oil. **D 5844**

3.1.12 *plugging, n*—the restriction of a flow path due to the accumulation of material along the flow path boundaries.

3.1.13 *reference oil*—an oil of known performance characteristics, used as a basis for comparison. **D 5844**

3.1.13.1 *Discussion*—Reference oils are used to calibrate testing facilities, to compare the performance of other oils, or to evaluate other materials (such as seals) that interact with oils.

3.1.14 *scoring, n*—in tribology, a severe form of wear characterized by the formation of extensive grooves and scratches in the direction of sliding. **G 40**

3.1.15 *scuffing, n*—in lubrication, damage caused by instantaneous localized welding between surfaces in relative motion which does not result in immobilization of the parts. **D 4863**

3.1.16 *soot, n*—in internal combustion engines, sub-micron size particles, primarily carbon, created in the combustion chamber as products of incomplete combustion.

3.1.17 *tight piston ring, n*—in internal combustion engines, a piston ring that will not fall in its groove under its own weight when the piston, with the ring in a horizontal plane, is turned 90° (putting the ring in a vertical plane); by subsequent application of moderate finger pressure, the ring will be displaced. **Subcommittee B Glossary<sup>7</sup>**

3.1.18 *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. **D 4175**

3.1.19 *wear, n*—the loss of material from, or relocation of material on, a surface.

3.1.19.1 *Discussion*—Wear generally occurs between two surfaces moving relative to each other, and is the result of mechanical or chemical action or by a combination of mechanical and chemical actions. **D 5302**

### 3.2 Definitions of Terms Specific to This Standard:

3.2.1 *liner scuffing, n*—scuffing characterized by vertical markings in the direction of piston motion which obscure visual detection of the honing crosshatch pattern of the liner.

3.2.2 *test, n*—any engine run-time accumulated beyond the break-in conducted according to this test method.

## 4. Summary of Test Method

4.1 A 500 horsepower 6V92TA diesel engine<sup>8</sup> is completely disassembled, solvent-cleaned, measured, and assembled using new parts as specified.

4.2 The engine is installed on a test stand equipped with the appropriate accessories for controlling speed, load, and various other engine operating parameters.

4.3 The engine is charged with the test oil and operated for 6 h and 10 min on a break-in cycle. An airbox inspection is

made after break-in to determine cylinder liner scuffing as a measure of the suitability of the engine build.

4.4 Following the break-in, the engine is operated under steady state conditions at both high load and high power for 7 cycles, totaling 100 h running time. Each cycle includes a heat soak and cool-down portion. This test stresses the lubricant thermally and mechanically to duplicate the service typical of these types of engines in use today.

4.5 Used oil samples are taken every 16 h with viscometric characteristics, metals, and base number (TBN) measured on a fixed schedule.

4.6 At the end of the test, the engine is disassembled, and the rings, liners, slipper bushings, and piston skirts are visually inspected for those signs of distress that relate to overall engine life.

## 5. Significance and Use

5.1 This test method was developed to evaluate diesel engine oils for protection against ring and liner distress caused by high thermal and mechanical loading.

5.2 Liner scuffing and ring distress experienced in this test method are measures of the oil's ability to protect against scuffing and scoring under high power and high load conditions typical of service experienced by engines in use today.

5.3 Piston pin slipper bushing wear, piston skirt tin removal, and liner port plugging are also examined in this test for distress which relates to overall engine life.

5.4 This test method was developed to correlate with field experience using oils of known good and poor protection against ring and liner distress.

5.5 The 6V92TA engine oil test is used in specifications and classifications of engine lubricating oils, such as the following:

5.5.1 Specification D 4485,

5.5.2 Military Specification MIL-L-2104, and

5.5.3 SAE Classification J 183.

## 6. Apparatus—General Description

6.1 The test engine is based on an 9 L Detroit Diesel 6V92TA, turbo-supercharged, aftercooled, two-stroke cycle diesel engine.

6.2 Use an engine test stand equipped to control engine speed and load, various temperatures, and other parameters.

6.3 Use appropriate air conditioning or heating apparatus, or both, as necessary to control the temperature of the intake air.

6.4 Use an appropriate fuel supply system.

## 7. Apparatus—Laboratory and Test Stand Requirements

7.1 *Laboratory*—Observe the following laboratory conditions to ensure good control of test operations and good repeatability:

7.1.1 Maintain the ambient laboratory atmosphere relatively free of dirt, dust, and other contaminants.

7.1.2 Control the temperature of the room in which parts measurements are made so that the temperature for after-test measurements is within a range of  $\pm 3^{\circ}\text{C}$  ( $\pm 5^{\circ}\text{F}$ ) relative to the temperature for the before-test measurements. If difficulty of parts fit during engine assembly is encountered, consider the effects of temperature coefficient of expansion.

<sup>8</sup> A Detroit Diesel 6V92TA engine shall be used; purchase it from a local Detroit Diesel Distributor. If it is necessary to locate a distributor, contact the Test Developer: Attention: Sequence 6V92TA Test Developer, Detroit Diesel Corporation, Fuels and Lubricants, 13400 West Outer Drive, Detroit, MI 48239-4001.

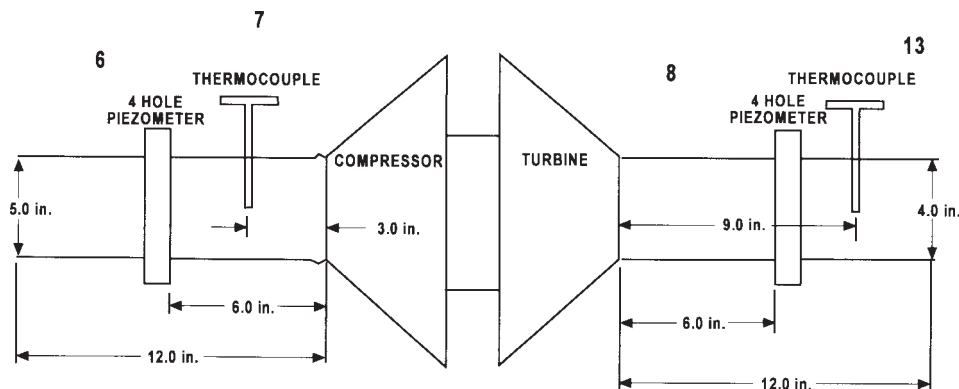


FIG. 1 Inlet and Exhaust Pressure and Temperature Sensor Locations

7.2 *Engine Stand Requirements*—A typical test stand is shown in Annex A2 (Fig. A2.1).

7.2.1 *Engine Speed and Load Control*—Dynamometer shall be able to maintain engine speeds of 1200 and 2300 r/min at the torques of 1850 N-m and 1550 N-m, respectively (approximately 373 kW). Load ramping is not required.

7.2.2 *Engine Cooling System*—Use a suitable external engine cooling system to maintain the specified engine coolant temperature during both the operating and cool-down portions of the test. The system shall incorporate the following features:

7.2.2.1 Cooling capacity of 370 kW (21 000 Btu/min).

7.2.2.2 Flow capacity of 760 L/min (200 gal/min).

7.2.2.3 Temperature control with coolant out temperature maintained at  $84 \pm 2^\circ\text{C}$  ( $183 \pm 4^\circ\text{F}$ ).

7.2.3 *Air Inlet System*:

7.2.3.1 Shall have a capacity of  $34 \text{ m}^3/\text{min}$  (1200 cfm), at a temperature of  $35 \pm 3^\circ\text{C}$  ( $95 \pm 5^\circ\text{F}$ ).

7.2.3.2 Shall utilize 13-cm (5-in.) inside diameter pipe as shown in Fig. 1.

7.2.3.3 Shall have an air inlet restriction of  $2.5 \pm 0.7 \text{ kPa}$  ( $10 \pm 3 \text{ in. H}_2\text{O}$ ).

7.2.4 *Exhaust System*:

7.2.4.1 Shall have a flow capacity of  $85 \text{ m}^3/\text{min}$  (3000 cfm) at  $510^\circ\text{C}$  ( $950^\circ\text{F}$ ).

7.2.4.2 Shall utilize a 10-cm (4-in.) inside diameter pipe as shown in Fig. 1.

7.2.4.3 Shall have backpressure of  $3.2 \pm 0.8 \text{ kPa}$  ( $0.95 \pm 0.25 \text{ in. Hg}$ ).

7.2.5 *External Oil Cooling System*—Incorporate the external oil cooling system shown in Annex A2 (Fig. A2.2). A bracket for this system is shown in Annex A2 (Fig. A2.3). The oil gallery set-point is to be  $102 \pm 1^\circ\text{C}$  ( $216 \pm 2^\circ\text{F}$ ) during the load mode, and  $111 \pm 1^\circ\text{C}$  ( $232 \pm 2^\circ\text{F}$ ) during the power mode. The table in Annex A2 (A2.1) describes the parts required for the external cooler.

7.2.6 *Adjustable Dipstick*—Shall be used to monitor oil consumption. The construction of this dipstick is shown in Annex A2 (Fig. A2.4).

7.2.7 *Fuel System*—Use a fuel system with 11 500 L (3000 gal) capacity. It shall have a mass flow capability of 92 kg/h (202 lbm/h) minimum.

7.3 *Drawings*—Obtain the equipment drawings referenced in the Annex A1 of this test method from the ASTM Test Monitoring Center. Because the drawings may not be to scale,

when using them to fabricate special parts, use the dimensions specified. Do not use a drawing as a pattern. Drawing dimensions are considered to be correct when the temperature of the equipment is  $22^\circ\text{C}$  ( $72^\circ\text{F}$ ), unless otherwise specified.

7.4 *Specified Equipment*—Use the equipment specified in the procedure whenever possible. Substitution of equivalent equipment is allowed, but only after equivalency has been proven to the satisfaction of the ASTM Test Monitoring Center. See Annex A2 (Fig. A2.1) for a view of the engine and attached apparatus used in this test method.

## 8. Apparatus—Test Engine

8.1 *Test Engine*—Detroit Diesel 6V92TA 9 L500 horsepower (rating for evaluation of lubricants) turbo-supercharged, aftercooled, two-stroke cycle diesel engine is procured from the recommended source.<sup>8</sup> Rebuild the engine as specified in this test method. It is based on the Industrial Engine Model Number 8063-7408 which has the power rating of 410 kW (550 bhp) at 2300 r/min. Engine timing: 1.484 in., Lash 0.016 in.

8.2 *Engine Parts*—Engine parts which are to be used for intermittent overhauls required in conducting this test procedure are listed in Annex A3. Critical parts are discussed under 8.2.4 and 8.2.5. Subassemblies are listed by complete subassemblies only; not by parts making up the subassemblies. Such parts are not replaced routinely and can be obtained from the Detroit Diesel Distributor.

8.2.1 Use all engine parts as received from the supplier; either the special kits from the Detroit Diesel Distributor (see 8.2.4), or original equipment manufactured by Detroit Diesel, unless defects in the parts require that they be returned to the supplier.

8.2.2 Do not divert to other applications parts obtained for use in 6V92TA testing.

8.2.3 Special tools are required for overhaul and measurement of the engine. Unless otherwise specified in this standard, these tools are available from the supplier and part numbers are listed in the Service Manual.<sup>9</sup>

<sup>9</sup> Service Manuals, Sections 1–3 and Sections 4–15 are identified as 06SE0379 (two volumes) and can be purchased from Robot Printing Inc., Detroit Diesel Corporation, 25215 Glendale Ave., Redford, MI 48239-2675.





TABLE 1 Replace Listed Parts Each Test

Part Name	Part Number
Cylinder liner	23508937
Piston dome	23508938
Seal—dome to skirt	8923729
Piston skirt	23508940
Piston pin	5101120
Piston pin retainer	5180250
Slipper bushing	23501687
Oil control ring upper groove	23509097 top ring
	23509098 bottom ring
Oil control ring lower groove	23509099 2 rings required
Oil ring expander	23509101
Fire ring	23508939
Compression rings	23509100
	2 rings required per kit
Connecting rod upper bearing shell <sup>A</sup>	5107200
Connecting rod lower bearing shell <sup>A</sup>	5148936
Oil filter (12 µm) <sup>A</sup>	23518524 2 required

<sup>A</sup> Parts not in 23508936 cylinder kits.

8.2.4 *Service Part Kit*—Use the service parts (see Annex A3) and special parts in 8.2.5 and build-up procedures appropriate to the 6V92TA test engine stated in the service manual. Engine build-up and overhaul cannot be easily accomplished without this manual. Special service test cylinder kits (23508936) comprise parts that shall be replaced after each test and are available by order from any Detroit Diesel Distributor. These parts have undergone 100 % inspection by the test developer and orders for these uniquely numbered parts are linked by computer to a centrally controlled supply. The parts that replaced each test are included in these special service kits. They shall be used with no substitutions. Any difficulties experienced in ordering these pre-inspected parts should be referred to the test developer.<sup>8</sup>

8.2.5 *Required New Engine Parts*—See Table 1.

8.2.6 *Parts Replaced As Needed*—See Table 2. Not routinely replaced, these parts have normal service part numbers and shall be used.

8.2.7 *Cylinder Liners*—The following measurements and directives shall be followed for free standing cylinder liners.

8.2.7.1 Measure diametrical cylinder bore:

- 13 mm (0.5 in.) from the top
- 25 mm (1 in.) above ports
- 25 mm (1 in.) below ports
- 13 mm (0.5 in.) from bottom

Specified range is 122.911 to 122.974 mm (4.8390 to 4.8415 in.). Measure and report on two axes (eight total measurements). Use Form 11 (see Annex A5) for reporting these measurements.

8.2.7.2 *Average Surface Finish*<sup>10,11</sup>—Maintain 1.1–1.7 µm (45–65 µin.)  $R_a$  above the ports. Use Form 11 (see Annex A5) for reporting these measurements.

8.2.7.3 Sort liners by flange height, identified by *L* or *H*. Use only the same flange heights on each side of the engine; however both sizes may be used in the same engine.

<sup>10</sup> The sole source of supply of the apparatus known to the committee at this time is Taylor Hobson (Form Talysurf), available from Rank Precision Industries, 411 East Jarvis Ave., Des Plaines, IL 60018.

<sup>11</sup> 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 committee<sup>1</sup>, which you may attend.

TABLE 2 Parts To Be Replaced as Needed

Part Name	Part Number
Connecting rod	5104501
Fuel injector 145 mm <sup>3</sup> (6 required)	5226555 <sup>A</sup>
Turbocharger (1.23 A/F OTM MNT, 4 in. IN)	23502746
Blower	23505854
Plate oil cooler	8547237
Water pump	892236

<sup>A</sup> For rebuilt injectors see 8.2.15.

8.2.8 *Piston Ring Measurement*—Measure all rings as follows:

8.2.8.1 Measure radial thickness for all fire and compression rings. Measure in five locations, two at 25 mm each side of the ring gap, one opposite the gap, and two more locations mid-distance between the gap and opposite the gap. Average the measurements and record on Form 10 (see Annex A5).

8.2.8.2 Measure end gaps using 123.0 mm (4.840 in.) gage.<sup>11,12</sup>

(1) *Fire and Compression Rings*— $1.016 \pm 0.127$  mm ( $0.040 \pm 0.005$  in.).

(2) *Oil Control Rings*—Upper  $0.4064 \pm 0.025$  mm ( $0.016 \pm 0.001$  in.). Lower  $0.5842 \pm 0.051$  mm ( $0.023 \pm 0.002$  in.).

8.2.8.3 Weigh all rings in grams. Use Form 10 (see Annex A5) for reporting these measurements.

8.2.9 *Piston Skirt Measurements and Clearances*:

8.2.9.1 Diameter of the piston shall be 122.667 to 122.733 mm (4.8294 to 4.8320 in.) measured<sup>11,13</sup> at 13 mm (0.5 in.) toward the top of the piston skirt 90° from the piston pin hole. This dimension includes tin plate.

8.2.9.2 Tin plate thickness for pistons supplied in the test kit shall be measured and verified to be in specification by the test kit supplier.

8.2.9.3 Piston skirt to liner clearance shall fall between 0.1778 and 0.3048 mm (0.007 and 0.012 in.), to be determined by subtracting diameters. Use Form 11 (see Annex A5) for reporting these measurements.

8.2.10 *Piston Pin Slipper Bushing*—Weigh to  $\pm 0.001$  g. Use Form 10 (see Annex A5) for reporting these measurements.

8.2.11 *Main Bearings*—Inspect main bearing shells prior to each test and replace every three tests or sooner, if necessary.

8.2.12 *Rocker Arm Bushings Injector Position*—Measure<sup>11,14</sup> the inside diameter and record on Form 11 (see Annex A5).

8.2.13 *Valves*—Leak check prior to each test. Regrind or replace valves every five tests. See 8.4.2.2.

8.2.14 *Connecting Rods*—Install a new set of six connecting rods at least every tenth test. It is recommended that all six connecting rods be replaced following a cylinder kit failure.

<sup>12</sup> The sole source of supply of the apparatus known to the committee at this time is a Hemco Master 4.840 Class Y Ring Standard, available from Rex Supply Corporation, 8539 North East Loop 410, San Antonio, TX 78216.

<sup>13</sup> The sole source of supply of the apparatus known to the committee at this time is a Mitutoyo (4–5 in.) C Clamp micrometre #293-751-10, available from L. Dewitt McCarter, Inc., 318 East Nakoma, San Antonio, TX 78216.

<sup>14</sup> The sole source of supply of the apparatus known to the committee at this time is a Mitutoyo Inside Micrometre #568-406, available from L. Dewitt McCarter, Inc., 318 East Nakoma, San Antonio, TX 78216.

8.2.15 *Injectors*—Check injector output every test. These data may be recorded on the form in Appendix X3, (Fig. X3.10) or a similar form. Replace with new or rebuilt injectors if injector requirements are not met. These are described in Section 2.0 of the Shop Notes.<sup>9</sup> A special tool, J22410 is called for.

8.2.15.1 If injector rebuilding is selected, use the following injector exchange program, ASTM Injector Exchange Program, Detroit Diesel Remanufacturing—West, Inc., 100 Lode-stone Way, Tooele, UT 84074. Attention: ASTM Injector Exchange Administrator.

8.2.16 *Ordering Information:*

8.2.16.1 Refer to Part Number 5226555 ASTM.

8.2.16.2 Delivery will be ten days after ordering.

8.2.16.3 Injectors will be identified with “ASTM” conspicuously stamped on the injector body.

8.2.16.4 It is recommended that laboratories maintain 12 working and calibrated injectors per engine minimum.

8.2.17 *Additional Information:*

8.2.17.1 Injectors will be disassembled and cleaned.

8.2.17.2 A new spray tip assembly will be installed.

8.2.17.3 Plunger and bushing to be machined to new part specifications.

8.2.17.4 Output flow specification 140 to 145 cc.

8.2.17.5 All injectors to be visually inspected for visual and functional defects.

8.3 *Special Cleaning Procedures*—Before any major disassembly, drain the engine of lubrication oil, water and fuel. Before removing any subassemblies from the engine (but after removal of the electrical equipment) thoroughly clean the exterior of the engine. Then, after each subassembly is removed and disassembled, clean the individual parts as necessary. Engine build-up forms are provided in Appendix X3 and may be used to organize the cleaning, parts measurements, and engine build-up tasks.

8.3.1 *Engine Block Cleaning*—Complete disassembly of the block may not be required, provided adequate cleaning is accomplished. This modification shall be included in the test report. If disassembly is required, the following procedure should be used. Note that a new service replacement cylinder block shall be cleaned with Penetone<sup>11,15</sup> to remove the rust preventive and the oil galleries shall be blown out with compressed air. (**Warning**—In addition to other precautions, to prevent possible personal injury, wear adequate eye protection. Penetone is a solvent and should not be ingested, nor come into contact with eyes or more than casual contact with the skin; spray goggles and hand protection are recommended. Use an airgun meeting OSHA standards.)

8.3.1.1 If judged necessary, the engine block should be completely disassembled and cleaned thoroughly by solvent

spraying<sup>11,16</sup> with Varsol 3139.<sup>17</sup> Alternatively, the block may be soaked in Penetone for about 12 h. (**Warning**—Health hazard.)

8.3.1.2 Scrape all gasket material from the cylinder block. (**Warning**—In addition to other precautions, unless it is known otherwise, treat all gasket material in the engine and subassemblies as though it contains asbestos. When stripping gaskets from parts, do not grind or file off the material or abrade it off with a wire brush or wheel. Use a putty knife to remove the gasket after it has been wetted with water or oil.)

8.3.1.3 Before each run, all oil gallery plugs and core hole plugs (except cup plugs) should be removed to allow the cleaning solution to contact the inside of the oil and water passages. This permits more efficient cleaning. As a minimum, the engine may be solvent flushed while remaining on the test stand.

8.3.1.4 Rinse the block in hot water to remove cleaning solution.

8.3.1.5 Dry the cylinder block with compressed air. (**Warning**—In addition to other precautions, to prevent possible personal injury, wear adequate eye protection. Use an airgun that conforms to OSHA requirements.)

(I) The above procedure may be used on all ordinary cast iron and steel parts of the engine, unless specifically mentioned.

8.3.2 *Cylinder Head Cleaning*—After the cylinder head has been disassembled and all of the plugs (except cup plugs) have been removed, thoroughly solvent clean the head and dry with compressed air. Do not soak heads in Penetone because it will deteriorate the fuel injector tube seals. Instead use an aliphatic hydrocarbon to wash the heads. (**Warning**—In addition to other precautions, aliphatic hydrocarbons should not be ingested, nor come into contact with eyes or more than casual contact with the skin. Spray goggles and hand protection are recommended.)

8.3.3 *Piston Ring Cleaning*—Remove heavy carbon from the piston rings by using an ultrasonic bath with Oakite Rust Stripper<sup>11,18</sup> as a cleaning medium. A concentration of 150 g/L has been found effective. Agitate for 1 h and rinse with hot water. Rinse rings with EF-411<sup>11,19</sup> as soon as possible to prevent rusting. (**Warning**—Health hazard.) (**Warning**—In addition to other precautions, the rust stripper is caustic. Use eye and hand protection.)

8.3.4 *Air Box Cleaning*—Special attention shall be given to the airbox area to ensure that there is no residual debris that

<sup>15</sup> The sole source of supply of the apparatus known to the committee at this time is Penetone (specifically Penmul L-460), a product of Penetone Corp., P.O. Box 22006, Los Angeles, CA 90022.

<sup>16</sup> The sole source of supply of the apparatus known to the committee at this time is a Flex-Rite Spray Gun, available from Snap-On, Dan Rodgers, 114 Storywood, San Antonio, TX 78217.

<sup>17</sup> Aliphatic hydrocarbons are available at local petroleum product suppliers.

<sup>18</sup> The sole source of supply of the apparatus known to the committee at this time is Oakite Rust Stripper, OF, available from Wrico, 4835 Whirlwind, San Antonio, TX 78217.

<sup>19</sup> The sole source of supply of the apparatus known to the committee at this time is EF-411, available from Mobil Oil Corp., Att: Illinois Order Board, P.O. Box 66940, AMF-O'Hare, IL 60666. Request P/N 47503-8.

could be ingested through the liner ports in subsequent tests. A check for air flow from the air box drain tubes should be made as outlined in the service manual.

**8.3.5 Oil Heat Exchanger Cleaning**—Disassemble and flush oil side with Varsol 3139. Water side may be cleaned as necessary.

**8.3.6 Blower Cleaning**—Remove rear cover and drain all oil, then wash front and rear with Varsol or equivalent.

**8.3.7 Turbocharger Cleaning**—Do not routinely wash or clean turbocharger; just drain oil.

**8.3.8 Crankshaft**—Blow out drilled passages in the crankshaft.

**8.4 Periodic Maintenance Inspections**—Use forms equivalent to those shown in Appendix X3. As contrasted with the inspections and test part measurements made in 8.2, make the following inspections only at periodic intervals based on the overhaul experience of the laboratory; not necessarily after each test. However they should be done after each failure where obvious overheating occurred.

**8.4.1 Cylinder Block Inspection**—Remove liners with the special tool described in the service manual. Do not attempt to push the liner out by inserting a bar in the liner ports and rotating the crankshaft, otherwise the piston may be damaged or the upper ring groove may collapse.

**8.4.1.1 Inspect Block Bores**—Because most of the engine cooling is accomplished by heat transfer through the cylinder liners to the water jacket, a good liner-to-block contact must exist when the engine is operating. After the cylinder liners are removed from the engine, the block bores shall be inspected as outlined in the service manual.

**8.4.1.2 Check for Flatness**—The cylinder head contact surfaces shall be checked for flatness with an accurate straight edge and a feeler gage. The cylinder head deck surfaces of the block shall not vary more than 0.003 in. (0.076 mm) transversely and not over 0.006 in. (0.152 mm) longitudinally.

**8.4.1.3 Check Counterbore Depth**—Make sure the cylinder liner counterbores in the block are clean and free of dirt. Then check the depth. They shall be either 0.4755 to 0.4770 in. (12.078 to 12.116 mm) or 0.4905 to 0.4920 in. (12.459 to 12.497 mm) and shall not vary more than 0.0015 in. (0.0381 mm) throughout the entire circumference. Tool J22273<sup>8,20</sup> or equivalent is recommended for this measurement.

**8.4.1.4 Check Main Bearing Bores**—Check the bore diameters<sup>11,21</sup> with the main bearing caps in their original positions. The specified main bearing bore diameter is 4.812 to 4.813 in. (122.225 to 122.250 mm). If the bores do not fall within these limits, the block shall be rejected. Main bearing bores are line-bored with the bearing caps in place and thus are in longitudinal alignment. If a main bearing bore is more than 0.001 in. (0.025 mm) maximum overall misalignment or 0.0005 in. (0.013 mm) misalignment between adjacent bores, the block shall be line-bored or scrapped.

**8.4.1.5** The cylinder block main bearing bore measurements should be made with the block in an upside down position on a flat surface rather than on an engine overhaul stand.

**8.4.1.6 After Inspection**—If the cylinder block is not to be used immediately, spray the machined surfaces with EF-411.<sup>11,19</sup>

#### 8.4.2 Cylinder Head Inspection:

**8.4.2.1** It is good practice to inspect cylinder heads for cracks after each test. A number of methods are described in the service manual for this purpose. A service replacement cylinder head is available which includes the exhaust valve guides, valve seat inserts, water nozzles, injector tubes, pilot sleeves, bridge guides, valve spring seats and the necessary plugs. The head shall be rebuilt at least every five runs. If the plugs are replaced separately, coat the threads with Locktite Pipe Sealant with Teflon<sup>11,22</sup>, install the necessary plugs and tighten to torque specified in the service manual.

**8.4.2.2** Leak test valves after each test. Commercial testers<sup>11,23</sup> are specifically manufactured for this purpose.

**8.4.2.3** Check exhaust valve to head protrusion/recession after each test and log the results on forms equivalent to those shown in Fig. X3.10. If valve recession exceeds 0.711 mm (0.028 in.) replace valve seats.<sup>11,24</sup>

**8.4.3 Rocker Arm Bushing, Injector Position**—Check inside diameter of the bushing and record on Form 11 (see Annex A5). Replace if rocker arm shaft to bushing clearance exceeds 0.102 mm (0.0040 in.).

**8.4.4 Other Part and Sub-Assembly Inspection**—Other parts and subassemblies should be inspected less frequently, based on laboratory experience. Procedures are outlined in detail in the service manual for the inspection of all parts and subassemblies. Particular attention should be paid to making visual inspections of such items as the turbocharger aftercooler and turbine wheel assembly where deposit build-up is gradual and therefore performance deterioration is difficult to detect.

#### 8.5 Engine Build-up Procedures:

**8.5.1 General**—Assembly procedures and the numerous special tools required are not detailed in the following, but should be done in accordance with the instructions in the service manual.

**8.5.2 Parts Selection**—Instructions concerning the use of new or used parts are given under 8.2.

**8.5.3 Engine Measurement Records**—Record engine parts measurements on data sheets equivalent to those shown in Appendix X3. Certain critical parts measurements are also recorded in Annex A5.

**8.5.4 Build-up Lubrication**—Lubricate all engine parts with EF-411<sup>11,19</sup> during assembly.

<sup>20</sup> Specialized overhaul tools and a listing of such tools necessary for the overhaul of the engine used in this test method can be purchased from Detroit Diesel distributors.

<sup>21</sup> The sole source of supply of the apparatus known to the committee at this time is a Sunnen Model CF-1000 Bore Gage, available from Sunnen Products, 7910 Manchester, St. Louis, MO 63143.

<sup>22</sup> The sole source of supply of the apparatus known to the committee at this time is Locktite J26558-92, available from local distributors of Permatex products or from Permatex Company, Inc. (Locktite Corporation), 18731 Cranwood Parkway, P.O. Box 7138, Cleveland, OH 44128-7137. Trademark Teflon.

<sup>23</sup> The sole source of supply of the apparatus known to the committee at this time is a Sioux 1630K Vacuum Tester, available from Sioux Tools Inc., 2909 Floynd Boulevard, Sioux City, IA 51102.

<sup>24</sup> The sole source of supply of the apparatus known to the committee at this time is a Kwik-Way Out-of-Round Tool P/N 049-0340-24, available from Kwik-Way, 500 57th Street, Marion, IA 52302.

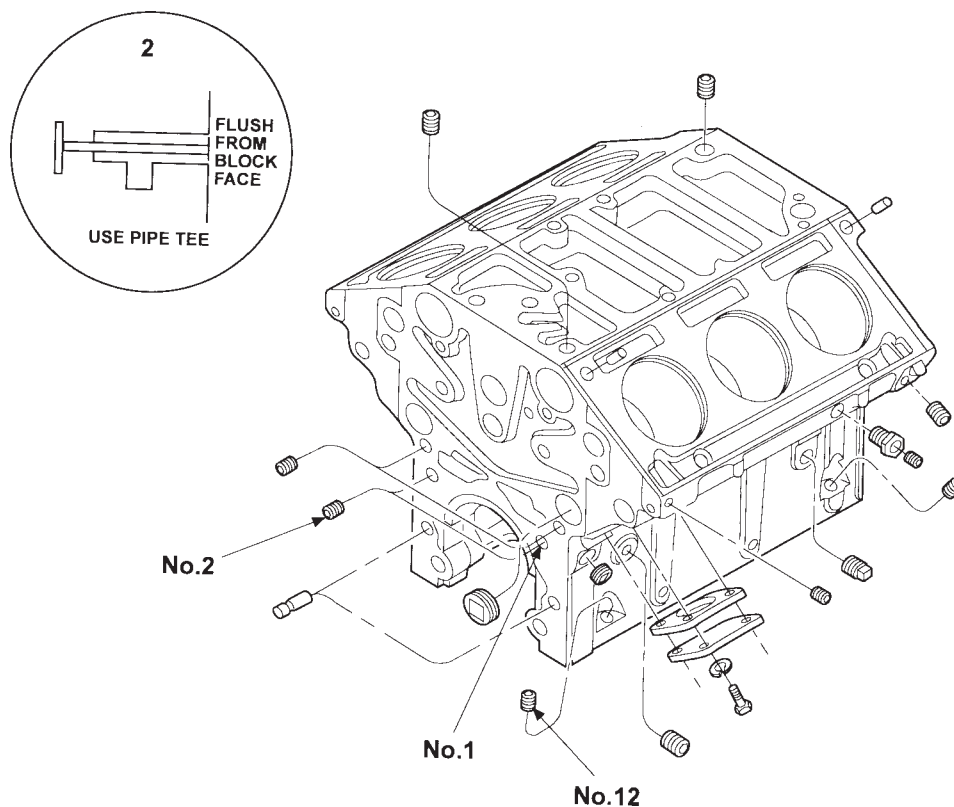


FIG. 2 Position of Pressure and Temperature Sensors

**8.5.5 Sealing Compounds**—During rebuilding, cylinder head bolts and main bearing bolts which are torqued to specific settings shall be first coated with International Compound No. 2.<sup>11,25</sup> Be sure that no excess is left on the bolts. However, all bolts, plugs, fittings or fasteners, (including studs) that intersect with a through hole and come in contact with oil, fuel or coolant shall have a sealer applied to the threads. It is recommended that Loctite J26558-92 Pipe Sealant with Teflon, or equivalent, be used. Exercise care to use International Compound No. 2 only when specified in the service manual.

**8.5.6 Gaskets and Seals**—Use new gaskets and seals as necessary at all locations during each engine assembly. Utilize gasket kit No. 23512684. The gasket between the turbocharger and blower (No. 8925778) shall be renewed each test.

#### 8.5.7 Engine Assembly:

**8.5.7.1 Install Connecting Rods to Pistons**—Torque connecting rod bolts to 55–60 lbf-ft (75–81 N·m). Use International Compound No. 2 on threads when torquing.

**8.5.7.2 Install Pistons into Cylinder Liners**—With the piston assembled to the connecting rod and the piston rings in place, lubricate the piston, rings, and inside surface of the piston ring compressor J2422 as described in the service manual. Use EF-411<sup>11,19</sup> to lubricate the surfaces.

**8.5.7.3 Install Liners into Block**—Slide the piston, rod, and liner assembly into the block bore until the liner flange rests

against the insert in the counterbore in the block. Ensure that the various matchmarks described in the service manual are in line.

**8.5.7.4 Install Lower Bearing Shell**—Tighten the connecting rod bolt nuts to 60–70 lbf-ft (81–95 N·m).

**8.5.7.5 Assemble and Install Cylinder Head**—After cleaning and inspection, assemble and install the cylinder head as described in the service manual. Note that a special lifting tool is required. Note that the bolt tightening sequence described shall be followed.

**8.5.7.6 Install Subassemblies**—Complete the engine assembly by installing all remaining accessories, fuel lines, electrical connections, controls, etc.

## 9. Measurement Instrumentation

**9.1 Temperature Measurement**—Use iron-constantan (Type J) thermocouples or platinum resistance thermocouples for temperature measurement.<sup>11,26</sup> Other temperature sensors that give the same results may be used, provided that they are approved by the ASTM Test Monitoring Center.

**9.1.1 Thermocouple Location**—Locate the sensing tip of all thermocouples in the center of the stream of the medium involved, unless otherwise specified.

**9.1.2 Oil Gallery**—Locate thermocouple on the right front of block in turbocharger oil feed line, flush with block face. See Fig. 2, location No. 2.

<sup>25</sup> The sole source of supply of the apparatus known to the committee at this time is International Compound No. 2, available from IRMCO, 2117 Greenleaf Street, Evanston, IL 60202.

<sup>26</sup> Thermocouples and packing glands (Part MPG-125-A-T) have been found suitable and are available from the Sales Department of Conax Corporation, 2300 Walden Ave., Buffalo, NY 14225.



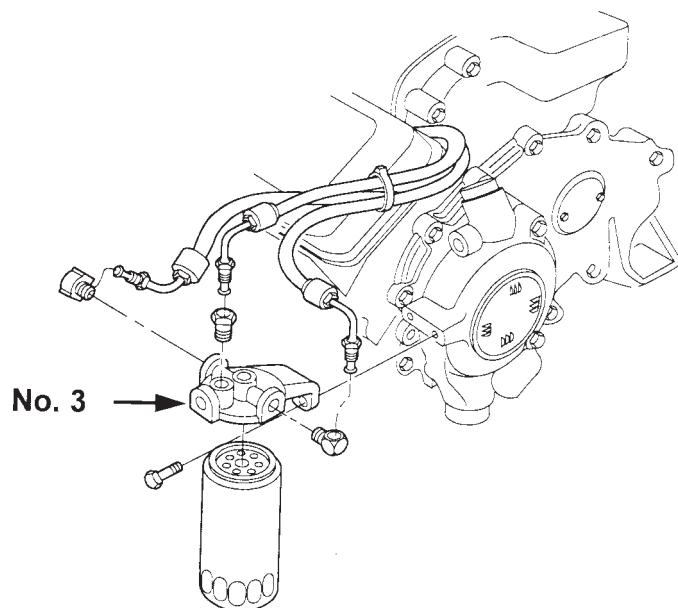


FIG. 3 Position of Pressure and Temperature Sensors

9.1.3 *Fuel In*—Locate thermocouple at the fuel filter. See Fig. 3, location No. 3.

9.1.4 *Coolant In*—Locate thermocouple at coolant inlet to coolant pump. See Fig. 3, location No. 4.

9.1.5 *Coolant Out*—Locate thermocouple after right and left thermostat housing outlets join. See Fig. 4, location No. 5.

9.1.6 *Air Inlet*—Locate thermocouple before compressor. See Fig. 1, location No. 7.

9.1.7 *Air Box*—Locate thermocouple right bank, rear air box cover. Tip of thermocouple should be 32 mm (1¼ in.) inside air box cover.

9.1.8 *Oil Sump*—Locate thermocouple in left side of oil sump, 50 to 120 mm (2 to 5 in.) from back and 50 to 100 mm (2 to 4 in.) from bottom of oil pan. See Fig. 5, location No. 11.

9.1.9 *Exhaust*—Locate thermocouple as shown in Fig. 1, location No. 13.

9.2 *Pressure Measurement*—Use pressure sensors such as pressure gages or manometers, or electronic transducers, located as indicated, and following the established guidelines.<sup>27</sup>

9.2.1 *Pressure Sensor Location*—Locate pressure sensors in the center of flow unless otherwise specified.

9.2.2 *Oil Gallery*—Locate pressure sensor on the left front of block. See Fig. 2, location No. 1.

9.2.3 *Air Inlet*—The air inlet restriction sensor (4-hole piezometer) is located in the air inlet, 150 ± 25 mm (6 ± 1 in.) from turbocharger as shown in Fig. 1, location No. 6.

9.2.4 *Exhaust Back Pressure*—Locate 4-hole piezometer in exhaust stream as shown in Fig. 1, location No. 8.

9.2.5 *Air Box*—Locate sensor in right bank, rear air box cover.

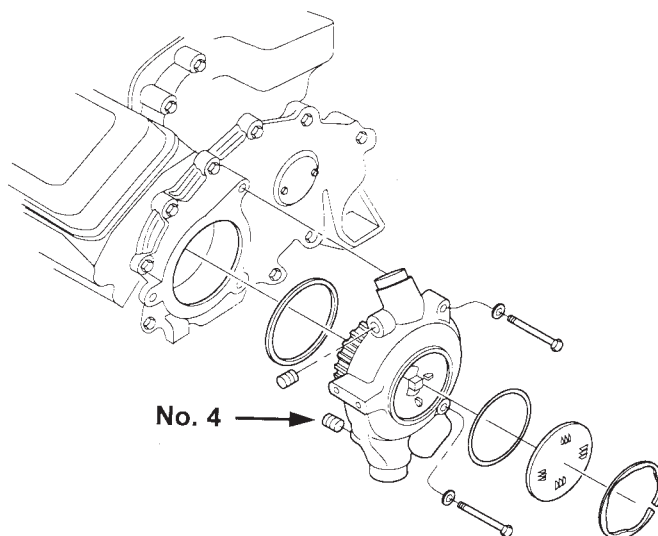


FIG. 3 (continued)

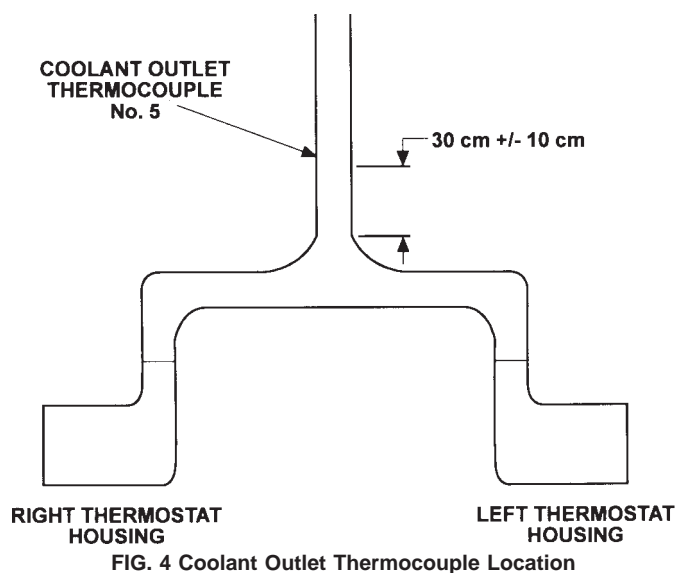


FIG. 4 Coolant Outlet Thermocouple Location

9.2.6 *Crankcase Pressure*—The sensor may be located in the front dipstick hole on the left side of the engine as shown in Fig. 2, location No. 12. This measurement is optional.

## 10. Reagents and Materials

10.1 *Test Fuel*—Use ASTM 2D Fuel or equivalent. It shall have the specific properties shown in Annex A4 (Table A4.1). (**Warning**—Combustible. Health hazard.)

10.1.1 Make certain that all tanks used for transportation and storage are clean before they are filled with test fuel.

10.1.2 Verify that at least 11 300 L (3000 gal) of test fuel is available before starting the test.

### 10.2 Test Oil:

10.2.1 *Selection*—The supplier of the test oil sample shall determine that it is representative of the lubricant formulation being evaluated and that it is not contaminated.

10.2.2 *Quantity*—The supplier of the test oil shall provide approximately 100 L (25 gal) of the test oil sample.

<sup>27</sup> Supporting data (1987-04-02 Instrumentation Task Force Report to the ASTM Committee D02.B0.08 Technical Guidance Committee) have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR: D02-1218.

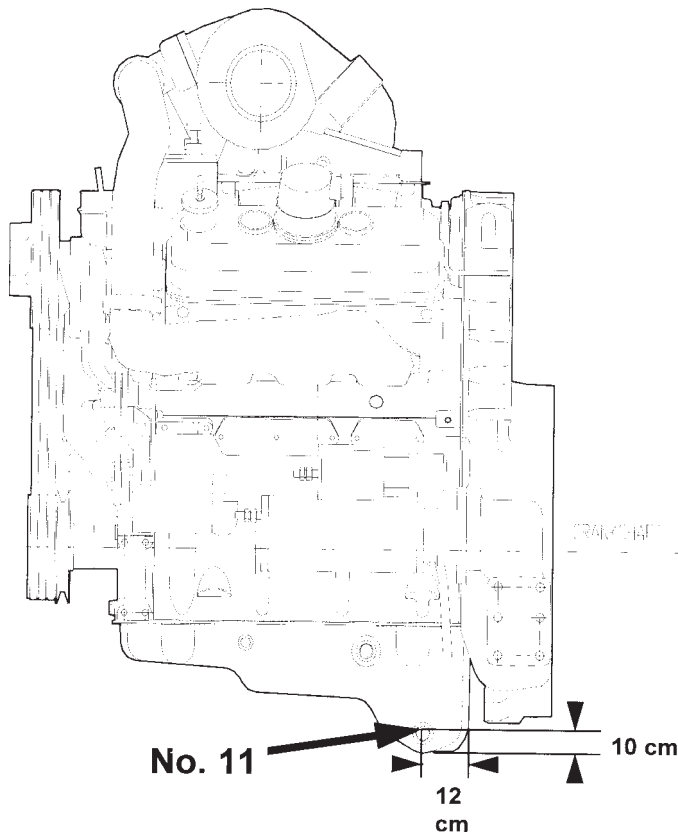


FIG. 5 Oil Sump Temperature Sensor Location

10.2.3 *Identification*—The oil sample shall be clearly identified with the name of the test sponsor, the oil formulation, and the batch code. The code number from the container is to be entered on the test report.

10.2.4 *Storage Prior to Test*—The test laboratory shall store the test oil sample in a covered building to prevent both contamination by rainwater and excessive heat exposure.

10.3 *Coolant Composition*—A 50 % concentration of regular grade ethylene glycol type antifreeze<sup>11,28</sup> in distilled water is to be used. (**Warning**—Combustible. Health hazard.)

10.4 *Sealing and Anti-seize Compounds*—The following sealing and anti-seize compounds are required for this test method:

10.4.1 *For All Bolts Under Specified Torque*—Use International Compound No. 2 to achieve proper fastener torque. Use minimum quantities and remove all excess, as discussed in 8.5.5.

10.4.2 All bolts, plugs, fittings or fasteners, (including studs) that intersect with a through hole and come in contact with oil, fuel or coolant shall have a sealer applied to the threads. It is recommended that Loctite J26558-92 Pipe Sealant with Teflon® be used, as discussed in 8.5.5.

10.5 *Cleaning Materials*—The following cleaning materials are required in the procedure. The use of alternative materials requires approval by the ASTM TMC.

10.5.1 *For Block Cleaning*—Use Penetone (specifically Penmul L-460), as discussed in 8.3.1.

10.5.2 *For Head Cleaning*—Use an aliphatic carbon, as discussed in 8.3.2.

10.5.3 *For Piston Ring Cleaning*—Use Oakite Rust Stripper OF, as discussed in 8.3.3.

10.5.4 *For Coolant System Cleaning*—Use Nalprep 2001,<sup>11,29</sup> as discussed in 13.1.2.

## 11. Hazards

11.1 *General*—The environment involved with any engine test is inherently hazardous. Serious injury of personnel and damage to facilities can occur if adequate safety precautions are not taken. However, as evidenced by the fact that many thousands of engine tests are successfully conducted each year it is possible to take adequate precautions.

11.2 *Caveat*—The following paragraphs do not cover all possible safety-related problems associated with 6V92TA testing.

11.3 *Personnel*—Carefully select and train personnel who will be responsible for the design, installation, and operation of 6V92TA test stands. Make certain that the test operators are capable of handling the tools and facilities involved and in observing all safety precautions, including avoiding contact with either moving or hot test parts.

11.4 *Personnel Protection Facilities*—Provide the following personnel protection facilities:

11.4.1 Provide safety shower and eye-rinse equipment in close proximity to the facilities used for parts cleaning, engine assembly, engine test operation, and parts rating.

11.4.2 Provide, and require the use of, appropriate face masks, eye protection, chemical breathers, gloves, and so forth, in all aspects of 6V92TA testing.

11.4.3 Provide dry chemical fire extinguishers for putting out fires.

11.4.4 Advise personnel not to use water to attempt to extinguish fires involving fuel, oil, or glycol.

11.4.5 Equip test stands with automatic fire extinguishing equipment.

11.4.6 Install suitable guards around all external moving parts, or hot parts.

11.4.7 Advise personnel not to work alongside the engine and coupling shaft when the engine is operating at high speeds.

11.4.8 Provide barrier protection between the engine and coupling shaft, and operating personnel.

11.4.9 Prohibit the wearing of loose or flowing clothing by personnel working near a running engine.

11.5 *Safety Equipment and Practices*—Observe the following in order to establish and maintain safe working conditions for 6V92TA testing:

11.5.1 Provide the proper tools for conducting the 6V92TA test.

11.5.2 Require regular inspection and approval by the laboratory safety department of the facilities used for 6V92TA testing.

<sup>28</sup> The sole source of supply of the apparatus known to the committee at this time is ethylene glycol, available locally or from Dow Chemical Company, 2040 Dow Center, Midland, MI 48674.

<sup>29</sup> The sole source of supply of the apparatus known to the committee at this time is Nalprep 2001, available from Detroit Diesel Corporation, Part Number 23507863, or Penn Ray Companies, Inc., 1801 Estes Ave., Elk Grove Village, IL 60007.

11.5.3 Properly install all fuel lines, oil lines, and electrical wiring. Maintain them in good condition.

11.5.4 Select and install coolant hoses and clamps with special care in order to prevent coolant leaks and possible fires.

11.5.5 Do not permit tripping hazards to exist in any of the areas involved with 6V92TA testing.

11.5.6 Keep the outer surfaces of the engine, other equipment, and the floor area free from fuel and oil.

11.5.7 Do not allow the accumulation of containers of oil or fuel in 6V92TA areas.

11.5.8 Demand that personnel be alert for leaking fuel, exhaust gas, oil, or coolant, and that they take action to stop such leaks.

11.5.9 Equip the test stand with an automatic fuel shutoff valve designed to turn off the fuel supply to the engine whenever the engine is not running.

11.5.10 Make provision for manual, remote operation of the fuel shutoff valve.

11.5.11 Install suitable interlocks to shut down the engine when any of the following develop: loss of dynamometer field current, engine overspeeding, loss of engine oil pressure, failure of the exhaust system, failure of the room ventilation, activation of the fire protection system, excessive vibration, and so forth.

## 12. Laboratory and Test Stand Calibration

12.1 *Frequency of Calibration*—To maintain test precision and avoid bias, engine test stand calibration is required at regular intervals. The frequency of calibration is dependent on the laboratories' previous calibration experience or at the discretion of the ASTM Test Monitoring Center. See 12.5.1.

12.2 *Reference Oils*—The reference oils used to calibrate 6V92TA test stands have been formulated or selected to represent specific chemical types or performance levels, or both. They are available from the TMC.<sup>2</sup> The Test Monitoring Center will assign reference oils for calibration tests. These oils are supplied under code numbers (blind reference oils).

12.2.1 Reference oils and subsequent rebends that have been used in this test method are:

TMC 861 (REO 217), SAE 15W-40  
TMC 862, SAE 30

12.3 *Test Numbering*—Each 6V92TA test shall be numbered to identify the test stand number, the test stand run number, engine number and number of runs made on engine. See 15.1 for test numbering protocol.

### 12.4 *New Laboratories and New Test Stands:*

12.4.1 A new stand is defined as a test dynamometer/cell and support hardware that has never been previously calibrated under this test procedure. On both new and existing stands the test engine is not part of the stand calibration.

12.4.2 A new laboratory shall have consecutive calibration test passes to be considered calibrated.

12.4.3 A laboratory not running a 6V92TA test for twelve months from the start of the last test is considered a new laboratory. Under special circumstances (that is, extended downtime due to industry-wide parts shortage or fuel outages) the TMC may extend the lapsed time requirement. Non-

reference oil tests conducted during an extended time allowance shall be annotated on Form 15 (see Annex A5).

12.4.4 The TMC may schedule more frequent reference oil tests at their discretion.

### 12.5 *Calibrated Laboratories and Test Stands:*

12.5.1 A calibration test on a reference oil assigned by the TMC is required after no more than ten operationally valid non-reference oil tests starts or after six months from the start date of the last acceptable calibration test (whichever comes first).

### 12.6 *Calibration Test Acceptance Bands:*

12.6.1 Calibration test targets and acceptance bands are published every six months by the TMC. These acceptance bands, based on a 90 % confidence level, are calculated using reference oil tests completed during the previous six-month period or ten tests, whichever is greater. Calibration status of a test laboratory is based upon the calibration test acceptance bands in effect at the time of completion of the calibration test.

12.6.2 The specified test parameters for determination of the test acceptance bands are:

12.6.2.1 Cylinder liner, % area scuffing,

12.6.2.2 Fire ring face distress, demerits, and

12.6.2.3 Second and third ring average ring face distress, demerits.

### 12.7 *Failing Calibration Tests:*

12.7.1 Failure of a reference oil test to meet test acceptance bands can be indicative of a false alarm, testing stand, testing laboratory, or industry-related problem. When this occurs, the laboratory, in conjunction with the TMC, shall attempt to determine the problem source.

12.7.2 The TMC will decide, with input as needed from industry expertise (testing laboratories, test developer, ASTM Technical Guidance Committee, Surveillance Panel, and so forth), if the reason for any unacceptable blind reference oil test is isolated to one particular stand or related to other stands. If it is decided that the problem is isolated to an individual stand, calibrated testing on other stands can continue throughout the laboratory. Alternatively, if it is decided that more than one stand may be involved, the involved stands will not be considered calibrated until the problem is identified, corrected and an acceptable reference oil test completed in one of the involved stands.

12.7.3 If non-standard tests are conducted on the calibrated test stand, the stand may be required to be re-calibrated prior to running standard tests, at the discretion of the TMC.

### 12.8 *Non-reference Oil Test Result Severity Adjustment:*

12.8.1 Fixed non-reference oil test pass criteria are published in Specification D 4485. Provision is made in this test procedure to adjust non-reference oil test results to compensate for test severity deviations from the original severity levels. Non-reference test adjustment factors represent the shift in the means of average liner scuffing, fire ring distress, and 2nd and 3rd ring face distress of Reference Oil 862 (and subsequent rebends) and are based on a moving average of the five most recent operationally valid tests on that oil.

12.8.2 Adjustment factors for non-reference tests are published semiannually by the TMC. Adjustment factors are applied (added) to individual test results based on the time

period in which a 6V92TA test is completed. In the case of a single test, these adjusted results are compared to the fixed pass limits for a one-test program. In two-test or three-test programs, the adjusted test results are first averaged and then compared to the appropriate two-test or three-test fixed pass limits. Test results are recorded in the appropriate spaces on Form 20 (see Annex A5).

#### 12.9 Reporting Reference Results:

12.9.1 *Final Report Forms*—For reference oil tests, the standardized report form and data dictionary for reporting the test results and for summarizing the operational data are required.

12.9.1.1 The report forms and data dictionary are available on the ASTM Test Monitoring Center web page at <http://www.astmtmc.cmu.edu/> or can be obtained in hardcopy format from the TMC.

12.9.2 Transmit the calibration test results by facsimile to the ASTM Test Monitoring Center<sup>2</sup> immediately after completion of the test analysis using the report forms, see Annex A5. Electronic data transfer is discussed in 15.4. Adhere to the variable format (significant digits) listed in Annex A6 when reporting test results regardless of transfer medium.

12.9.3 Referee results should be reported to the TMC<sup>2</sup> within ten working days of test completion.

12.9.4 The TMC will review all calibration test results to determine test acceptability. If the test is judged acceptable, the reference oil will be disclosed by the TMC. In the event the reference oil test is not acceptable, an explanation of the problem relating to the failure should be provided by the test laboratory. If the problem is not obvious, all test related equipment shall be rechecked. If no explanation of the problem is presented, it will be assumed the problem is laboratory related and another reference oil will be assigned.

12.9.5 One copy of the standard final test report with photographs, one copy of the daily and operational log sheets, and one copy of the rating work sheets for each 6V92TA reference oil test shall be forwarded as soon as possible to the following and shall be received within 30 days of test completion: ASTM Test Monitoring Center.<sup>2</sup>

12.10 *Analysis of Reference Oils*—Do not submit reference oils to physical or chemical analyses, or both, for identification purposes prior to testing. Identifying the oils by analyses prior to testing could undermine the confidentiality required to operate an effective blind reference oil system. Therefore, reference oils are supplied with the explicit understanding that they will not be subjected to analyses other than those specified within this procedure (see 13.3.1.1) unless specifically authorized by the ASTM Test Monitoring Center. In such cases where analyses beyond the test procedure are authorized, written confirmation of the circumstances involved, the data obtained, and the name of the person authorizing the analysis shall be supplied to the ASTM Test Monitoring Center.

### 13. Test Procedure

#### 13.1 Pre-Test Procedure:

13.1.1 *Oil Charging*—Test severity can be affected by the volume of oil maintained in the engine during this test. Additionally, oil consumption is a condition of test validity.

13.1.1.1 Oil filling is accomplished with the use of an electric or air driven gear pump suitable for this purpose. Reasonable care should be exercised to ensure that the test oil, as delivered from the pump, is clean and free of contamination. Previous test oils shall be thoroughly flushed from the pump and delivery lines.

13.1.1.2 The recommended location for oil filling is at the remote oil cooler filter adapter. See Annex A2 (Fig. A2.2). This location also may be used for oil sampling.

13.1.1.3 For dry engine oil charge, pump  $22.0 \pm 0.3$  kg ( $48.5 \pm 0.7$  lb) of test oil into the engine through the oil filter adapter.

13.1.1.4 Start the engine and idle for 10 min or until the oil gallery temperature reaches 60°C (140°F).

13.1.1.5 Stop the engine and wait 25 min.

13.1.1.6 Set the full mark on the adjustable dipstick to the oil level. The adjustable dipstick is described in Annex A2 (Fig. A2.4). Remove the dipstick and place in a location where this setting will not be altered. Cap the dipstick tube opening.

13.1.1.7 Complete the break-in as described in 13.1.2.

13.1.1.8 For wet engine oil charge, pump 18 kg (40 lb) of test oil into the engine.

13.1.1.9 Start the engine and idle for 10 min or until the oil gallery temperature reaches 60°C (140°F).

13.1.1.10 Stop the engine and wait 25 min.

13.1.1.11 Add additional test oil until the oil level reaches the full mark. This represents the initial oil charge.

13.1.1.12 Oil additions are made at the end of each test cycle after the engine has stopped for 25 min. Determine the approximate oil volume needed to return to the full mark indicated on the adjustable dipstick using the intermediate scribe lines.

13.1.1.13 Weigh the oil make-up and add to the engine. Record the weight in the test log.

13.1.1.14 At the end of the test, estimate the weight of oil needed to return to the full mark, but do not add fresh oil at this point.

13.1.1.15 The total oil consumed in the test is determined by the sum of the oil additions, included the estimated addition described in 13.1.1.14. It does not include the initial oil charge or the final quantity of oil in the engine. Record as grams per hour (g/h) on Forms 2 or 3 (see Annex A5) as appropriate.

13.1.2 *Coolant Flush Procedure*—Fill the engine coolant system with cleaning agent<sup>11,18</sup> just previous to start-up for engine break-in. (**Warning**—Health hazard.)

13.1.2.1 At the start of break-in, fill the coolant system as follows:

(1) Check that all drain cocks are closed.

(2) Fill the coolant system (approximately 45 L) with clean water and add 1 L of Nalprep 2001 to the surge pot as it is filling up.

(3) Fill the system until the coolant level is to the top of the sight glass.

(4) Install the red cap.

13.1.2.2 Flush the cleaning agent from the coolant system prior to start-up for a test. Proceed as follows:

(1) Drain the cleaning solution from the engine.



**TABLE 3 Engine Operating Conditions for Break-in**

Speed, r/min	Torque, Nm	Power, kW	Duration, min	Coolant Out Temperature, °C Nominal	Oil Pressure, kPa Nominal
1000	Nominal	15	10	Report	200
1200	320	40	10	78	220
1500	320	50	20	78	337
1500	640	100	30	78	337
1500	960	150	30	78	337
2100	960	211	90	78	404
2100	1360	299	180	78	404

(2) Fill and drain the cooling system two times with clean water.

(3) Fill the cooling system with clean water.

(4) Run the engine to do oil leveling at idle until the oil sump temperature is >60°C; then shut down the engine.

(5) Drain the water from the engine.

(6) Fill the coolant system with a premixed 50/50 solution of ethylene glycol type antifreeze in distilled water.

13.1.3 *Engine Break-in*—Perform engine conditioning using the test oil, reference or non-reference. Make an oil and filter change following break-in. The specific engine operating conditions for break-in are provided in Table 3.

13.1.4 *Power Check*—At the conclusion of break-in, but before shutting down engine, verify that engine output is adequate by performing a power check. Increase engine speed to 2300 r/min and increase torque until a nominal fuel flow rate of 90 kg/h is obtained. Observe and record engine power, which shall be at least 373 kW. If the engine fails to reach this power level, and repairs cannot remedy the power loss, the test should not be started. The duration of the power check should be only long enough to determine engine power output.

13.1.5 *Air Box Inspection*—At the conclusion of break-in and after the power check, an air box inspection shall be made. See 13.3.2.

## 13.2 Engine Operating Procedure:

### 13.2.1 Test Procedure:

13.2.1.1 At the completion of break-in and following service to the lubricant and filters, start the engine and allow it to warm up for 10 min, maintaining an idle. Increase engine speed to 1200 r/min. Apply load and adjust fuel flow until the conditions for Mode 1 (Torque), as is shown in Table 4, are set. Maintain this setting for 8 h.

13.2.1.2 At the end of Mode 1 (Torque) increase engine speed to 2300 r/min. Adjust the fuel flow to obtain the fuel flow range specified in Table 4. Maintain this condition for 8 h. Upon completion of this mode, return engine to idle for 5 min, then stop engine. Oil sampling shall be done during this 5-min period. See 13.3.1 for oil sampling procedure and schedule.

13.2.1.3 The third mode is a heat soak period and is an integral portion of the test procedure. During this period however, airbox inspections, oil sampling and oil leveling may be performed. This mode of the test may be longer, but cannot be shorter than 3 h. Heat soak after the seventh cycle is not necessary.

13.2.1.4 Table 5 summarizes the 100-h test sequence by segment.

### 13.3 Periodic Measurements and Functions:

**TABLE 4 Test Parameters**

(Means and Ranges)		
Controlled Conditions	Torque Mode	Power Mode
Engine speed, r/min	1200 ± 10	2300 ± 10
Oil gallery temperature, °C	102.0 ± 1.1	111.0 ± 1.1
Fuel temperature, °C	38.0 ± 2.8	38.0 ± 2.8
Fuel rate, kg/h	52.0 ± 1.8	90.0 ± 1.8
Coolant ΔT, °C	6.0 ± 2.7	6.0 ± 2.7
Air inlet restriction, kPa	Report only	2.5 ± 0.7
Exhaust backpressure, kPa	Report only	3.2 ± 0.8
Air inlet temperature, °C	35.0 ± 2.8	35.0 ± 2.8
Engine coolant out, °C	84.0 ± 2.2	84.0 ± 2.2
Non-Controlled Conditions	Torque Mode	Power Mode
Engine power, kW	216–238	364–379
Oil sump temperature, °C	111–119	120–131
Oil gallery pressure, kPa	207–310	345–482
Oil consumption max, g/h	340	340

**TABLE 5 6V92TA 100-Hour Test Summary**

Segment	Mode	Length
1	Break-in	6 h 10 min
	Power check	Only long enough to determine output
	Cool down	5 min
	Oil and filter change	...
	Start-up	10 min
	Torque mode	8 h (test begins)
	Power mode	8 h
	Cool-down	5 min
2–6	Heat soak	3 h minimum
	Repeat number 1 (5 times)	
7	Start-up	10 min
	Torque mode	2 h
	Power mode	2 h
	Cool-down	5 min
	End of test	

### 13.3.1 Oil Additions and Used Oil Sampling:

13.3.1.1 Take samples of the test oil according to the schedule shown in Table 6 as a means of test quality control and possible problem diagnosis. Where applicable, ASTM test methods are recommended for this analysis and are identified in Table 6.

13.3.1.2 Take oil samples from the oil filter adapter of the remote oil cooler, Annex A2 (Fig. A2.2), while the engine is idling. This shall be done during the 5-min cool down after completion of a test mode. (**Warning**—In addition to other precautions, oil samples taken in this manner will be hot and can cause severe burns. Proper safety precautions to avoid skin contact, including the use of gloves, apron and safety glasses, are recommended.)

13.3.1.3 Take oil samples by first purging the sample line of 100 mL (approximately 3.4 fl oz) of test oil. This purge oil is immediately returned to the engine before oil leveling. Then draw the sample into the appropriate clean, engine oil compatible container as required by the analytical laboratory. All sample volumes should be within 10 % of 100 mL, except for a 500-mL sample taken at 96 h.

13.3.1.4 Take samples prior to any oil leveling or makeup.

### 13.3.2 Air Box Inspections:

13.3.2.1 Perform airbox inspections by removing small covers on the engine block exposing the liner port area. With the use of a bore scope or similar device, a limited inspection



TABLE 6 Oil Sampling Schedule

Analytical Tests	New Oil	Break-in	Engine Test Hours					
			16	32	48	64	80	96
Viscosity, cSt (D 445)								
40°C	X	X	X		X		X	X
100°C	X	X	X		X		X	X
Wear metals, ppm (D 5185)								
Fe, Sn, Pb, Cu, Cr, Al, Si	X	X	X	X	X	X	X	X
Additive metals, ppm								
B, Ca, Mg, Zn, P, Mo, Na, S	X	X	X		X		X	X
Base number (D 4739)	X	X	X		X		X	X
Viscosity HTHS								
10 <sup>6</sup> s <sup>-1</sup> 150°C (D 4683)	X							
Volatility at 371°C (D 2887)	X							X

of the ring faces and liner inside diameter are possible. Such inspections are useful as a diagnostic tool to provide interim test part conditions and identify impending engine failure. It is not intended for prediction of failing oil performance.

13.3.2.2 An airbox inspection for liner and ring distress is required after break-in. Make an estimate of cylinder liner scuffing and report on Form 16 (see Annex A5). Exercise extreme care when removing the airbox covers and working in the liner port area so as not to disturb any soot accumulation in the liner parts, which, if accidentally spilled into the cylinder, can cause ring and liner scuffing. Use a bore scope<sup>11,30</sup> for this inspection. Excessive liner scuffing after break-in could be indicative of a test problem. A test may be aborted at the discretion of the laboratory.

13.3.2.3 Due to the potential of introducing soot and combustion debris, which can initiate liner and ring scuffing, airbox inspections are not recommended during the test unless one or more of the following conditions exist:

(1) A sudden increase in crankcase pressure or blowby occurs.

(2) Used oil iron content exceeds 500 ppm.

(3) Power output is below 364 kW (488 bhp) during the power mode immediately preceding the inspection.

13.3.2.4 Report all airbox inspections on Form 16 (see Annex A5). Note the cause for the inspection in the appropriate area of the form.

13.4 *Diagnostic Data Review*—This section outlines significant characteristics of specific engine operating parameters. The parameters can directly influence the test or may be used to indicate normalcy of other parameters.

13.4.1 *Exhaust Temperatures*—Deviations for individual exhaust temperatures are used to indicate incorrect combustion, a sign of injector malfunctioning.

13.4.2 *Crankcase Pressure*—Higher crankcase pressure than normal can indicate scuffed cylinders, a leak in the seal between the piston dome and skirt, or a blower seal failure.

13.4.3 *Airbox Pressure*—Low boost pressure can indicate a damaged turbocharger (either broken vanes or a bearing failure), exhaust system leaks or blower malfunction.

TABLE 7 Ring Distress Rating Scale<sup>A</sup>

Demerit Factor	Distress Type	Definition
0.00	Non-distress	Non-contact area or contact area with no scratches or discoloration.
0.25	Light distress	Discoloration or light vertical scratches with no discoloration.
0.50	Medium distress	Light vertical scratches with discoloration.
0.75	Heavy distress	Deep vertical scratches with discoloration.
1.00	Extreme distress	Deep vertical scratches or scoring with discoloration. Indications of blowby, broken, or hot sticking.

<sup>A</sup> On the rare occasions when piston ring surface shows a color tint rather than a distinct color change, the ring will be called discolored.

### 13.5 End of Test Procedure:

13.5.1 Estimate the amount of oil necessary to bring oil to full mark, and add this amount to the cumulative oil make-up for a final oil consumption figure. Do not actually add the oil to the engine.

13.5.2 After taking end-of-test oil sample, drain oil, fuel, and water from the engine.

13.5.3 Remove engine to cleaning area and clean all surfaces as necessary to remove loose dirt, etc. before removing sub-assemblies.

13.5.4 Mount engine on overhaul stand and remove all required subassemblies, cleaning each individual part after removal. Pistons, rings, and liners, and bearings shall be cleaned as outlined in 8.3. Take care to identify and maintain all locations for test parts. Cut liners as exactly in half as possible, along the crankshaft center line, taking special care not to disturb deposits. This is accomplished by use of a suitable saw and done after cleaning with Varsol 3139 and before rating.

## 14. Interpretation of Test Results

### 14.1 Parts Rating Area—Environment:

14.1.1 Ensure that the ambient atmosphere of the parts rating area is reasonably free of contaminants and the temperature maintained at 75 ± 5°F (24 ± 3°C).

14.1.2 Rate all engine parts under cool white fluorescent lighting with an illumination level of 350 to 500 fc (3800–5400 lx). Ensure that all background and adjacent surfaces are flat white.

### 14.2 Piston Rings:

14.2.1 Measure radial ring thickness, mm.

14.2.2 Measure end gap all rings, mm.

14.2.3 Measure percent ring collapse based on reduction of freestanding ring gap, report to nearest 25 %.

14.2.4 Measure ring weight change, g.

14.2.5 Visually rate for ring distress in demerits as follows.

14.2.5.1 *Ring Face Distress*—Rate the rings using the scale shown in Table 7. To obtain a numerical ring demerit, multiply the distress value by the percentage of the affected area in relation to the total ring face. Determine area of distress to the nearest 1 %. Broken rings are assumed to have a distressed area of 100 % and are therefore assigned 1.00. Report results on Form 6 (see Annex A5). (**Warning**—Due to extreme collapsing, rings broken near the tips may not be recognized as

<sup>30</sup> The sole source of supply of the apparatus known to the committee at this time is an Olympus Model 1LK-5 and 1FD-10 (both parts needed), available from Olympus Corporation, Industrial Fiber Optics, 4 Nevada Drive, Lake Success, NY 11042-1179.

broken. Measurement of ring weights or outside diameter, or both, may be necessary to confirm ring breakage.)

#### 14.3 *Cylinder Liner:*

##### 14.3.1 Visually rate for liner distress (scuffing):

14.3.1.1 For rating purposes, cut the liner in half vertically along the crankshaft center line. Only the area below 30 mm (1 $\frac{3}{16}$  in.) from the top of the liner and above 12.7 mm (0.5 in.) from the top of ports is rated. The area removed by the cut is normally 1 % of the area on each side. The scuff rating of this missing area is estimated based on the rating of the adjacent areas. If the adjacent area is scuffed, the area removed by the cut is rated as scuffed and vice versa. If a liner is not cut exactly into 50 % halves, the percentage of scuffed area will be normalized to the 50 % ideal by transferring the excess scuffing on the larger section to the smaller. Scuffing, which occurs anywhere within the circumference, regardless of its vertical area, is measured in circumferential percentage. A completely scuffed liner is assigned 100 %. Scuffing is defined, for the purpose of this test method, as vertical markings that overwhelm the honing crosshatch, such that no honing crosshatch pattern is visible. No differentiation is made as to scuffing severity. Report results on Form 6 (see Annex A5).

##### 14.3.2 Visually rate for port plugging, percent area.

14.3.2.1 Estimate the percentage of cross-sectional area of the liner ports, which is plugged by deposits. These deposits likely will be black in color and dry to wet in consistency. Estimate each port and average for each liner. When reporting liner port plugging less than 1 %, report to one decimal place, that is, 0.X %. When plugging is equal to or greater than 1 %, report to the nearest 1 %. Report results on Form 7 (see Annex A5).

14.4 *Piston Pin Slipper Bushing*—Measure weight to  $\pm 0.001$  g, record on Form 12, Fig. A5.13.

14.5 *Piston Rating*—Identify areas of tin plate removal by scratching the surface with a sharp iron object (a nail works well). Quantify those areas as a percentage of the total piston skirt surface area. Report results on Form 6 (see Annex A5).

14.6 *Rocker Arm Bushing Injector Position*—Measure inside diameter, mm<sup>2</sup>, record on a form similar to the one in Appendix X3 (Fig. X3.10).

#### 14.7 *Referee Rating:*

14.7.1 Referee ratings are required for every calibration test. The official calibration test rating is the average of the lab and referee ratings. Conduct a referee rating by a calibrated rater at a facility other than the laboratory that conducted the test. Referee ratings cannot be performed by the same calibrated facility on two consecutive tests from any laboratory.

14.7.2 Referee ratings are optional on non-reference oil tests. Conduct a referee rating by a calibrated rater at a facility other than the laboratory that conducted the test. Referee rating are recommended when a test result is close to the passing limit of the test.

14.7.3 When utilized, report the referee rating. The final test result is the average of the laboratory rating and the referee rating.

14.7.4 *Calibrated Rater*—Each laboratory, on a calendar year basis, shall send a minimum of one heavy-duty diesel rater to either the task force meeting held every spring or the

**TABLE 8 Test Numbering**

NOTE—Segment 1—Segment 2—Segment 3—Segment 4 (Example 58-12A-25-8) where:

Segment Number	Description	Example
Segment 1	Test stand (cell) number	Stand 58
Segment 2	Sequential test stand run number—Test stand number and sequential test stand run number remain unchanged for reruns of aborted, invalid or unacceptable calibration tests. However, the sequential stand run number shall be followed by the letter A for the first rerun, B for the second, etc.	12A = 12th run, 1st repeat.
Segment 3	<i>Engine Number</i> —Assigned by laboratory and permanently stamped or etched on block.	Engine 25
Segment 4	<i>Sequential Engine Run Number</i> —Any time a test finishes break-in and reaches test conditions it is considered a test, and as such, increases the run number on the engine regardless of the outcome.	Run No. 8

expanded Heavy-Duty Piston Rating Workshop held every fall. If this schedule is not suitable to a particular rater or laboratory, then make alternative arrangements as soon as possible to have the rater calibrated.

## 15. Preparation of Report

15.1 *Test Numbering*—Use a four segment test number to provide a unique identification for each test. The format for this number is shown in Table 8.

15.2 *Operational Data*—Provide accumulated operational data in the following format according to Forms 4 and 5 (see Annex A5) as appropriate.

### AVERAGE STANDARD DEVIATION MAXIMUM MINIMUM

15.3 *Photographs*—Identify components from each cylinder with the test number appearing on the photograph. Identify thrust and anti-thrust sides where applicable.

15.3.1 *Cylinder Liners*—Split along crankshaft axis to show inside surface. Identify thrust and anti-thrust surfaces.

15.3.2 *Pistons*—Photograph thrust and anti-thrust of each with the pin bores parallel with the plane of the photograph. Optimize the lighting to identify areas of tin loss.

15.3.3 *Rings*—Arrange in position as they are on the piston, by cylinder. Photograph area 180° from the ring gap. One cylinder set per photo.

15.3.4 *Slipper Bushings*—It is recommended to arrange all six per photograph. Identify cylinder position.

15.3.5 *Cylinder Heads Fire Deck or Piston Domes*—All cylinders may be included in a single photograph, but shall be identified as to position. Photographs of either fire deck or piston domes may be taken for indication of any unusual lubricant ash deposits.

15.4 *Test Oil Analysis*—Record the oil analysis results of samples taken on Form 9 (see Annex A5) or a similar form.

15.5 *Electronic Transmission of Test Results*—Data may be transferred electronically to the TMC.<sup>2</sup> This is especially desirable for those laboratories routinely submitting data to the TMC. ASTM Data Dictionaries have been prepared by the ASTM Data Communication Task Force that are specific to the

**TABLE 9 Test Precision—Reference Oils**

Parameter	No. of Laboratories	<i>n</i>	Repeatability ( <i>r</i> )	Reproducibility ( <i>R</i> )
Average fire ring distress, (demerits)	5	39	0.178	0.184
Average 2nd and 3rd ring distress (demerits)	5	39	0.092	0.093
Average liner distress (demerits)	5	39	29.0	30.1

6V92TA Procedure. The report forms shown in Annex A5 contain variable names (Mnemonics) that correspond to mnemonics shown in Annex A6, Data Dictionary. These mnemonics are used to develop a flat-file for electronic data transfer. Mnemonics shown in the left most column in Annex A6 are industry approved standards and may assist users in developing data bases. In addition, the variable formats (significant digits) listed in Annex A6 are to be adhered to when reporting test results regardless of transfer medium. For more information on the use of Annex A6 and transmitting data electronically, contact the TMC.

## 16. Precision and Bias

16.1 *Precision*—To aid the potential user of this test method in assessing the variability that can be expected between test results when the test method is used in one or more laboratories, the precision information in Table 9 has been developed.

Test precision is established on the basis of reference oil test results (for operationally valid tests) monitored by the ASTM Test Monitoring Center. The data are reviewed semiannually by the 6V92TA Surveillance Panel and are available on request from the TMC.

16.1.1 Repeatability (*r*) is defined as: the difference between successive results obtained by the same laboratory under constant operating conditions on the same oil. Table 9 shows that the repeatability was obtained by pooling standard deviation of test results obtained from individual laboratories across reference oils 861, 861.1, and 862.

16.1.2 Reproducibility (*R*) is defined as: the difference between two single and independent results obtained by different operators working in different laboratories on the same oil. The values (*r* and *R*) shown in Table 9 were based on data available in December 1994. The latest information for these precision values can be obtained from the TMC.

16.2 *Bias*—No estimate of the bias for this procedure is possible, as the behavior of an oil is determined only under the specific conditions of the test and no absolute standards exist.

## 17. Keywords

17.1 cylinder liner distress; diesel engines; engine oil; engine wear; heavy-duty performance; ring distress; scoring; scuffing; 6V92TA test

## ANNEXES

### (Mandatory Information)

#### A1. THE ROLE OF THE ASTM TEST MONITORING CENTER AND THE CALIBRATION PROGRAM

A1.1 *Nature and Functions of the ASTM Test Monitoring Center (TMC)*—The ASTM TMC<sup>2</sup> is a nonprofit organization located in Pittsburgh, PA, and is staffed to administer engineering studies; conduct laboratory visits; 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 Subcommittee D02.B0 and the Test Monitoring Board. The TMC coordinates its activities with the test sponsors, the test developers, the surveillance panels, and the testing laboratories.

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 Test Monitoring Board (TMB) elected by Subcommittee D02.B0. The TMB selects the TMC Administrator who is responsible for directing the activities of the TMC staff.

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 and reviewed by Subcommittee D02.B0.

#### A1.5 Conducting a Reference Oil Test

A1.5.1 For those laboratories that choose to utilize the services of the ASTM TMC in maintaining calibration of test stands, full-scale calibration testing shall be conducted at regular intervals. These full-scale tests are conducted using coded reference oils supplied by the ASTM TMC. It is a laboratory's responsibility to maintain the calibration in accordance with the test procedure. It is also a laboratory's responsibility to keep the on-site reference oil inventory at or above the minimum level specified by the TMC test engineers.

A1.5.2 When laboratory personnel decide to run a reference calibration test, they shall request an oil code from the cognizant TMC engineer. Upon completion of the reference oil test, the data shall be sent in summary form (use TMC-acceptable forms) to the TMC by telephone facsimile transmission, or by some other method acceptable to the TMC. The TMC will review the data and contact the laboratory engineer to report the laboratory's calibration status. All reference oil tests, whether aborted, invalidated, or successfully completed,



shall be reported to the TMC. Subsequent to sending the data in summary form to the TMC, the laboratory is required to submit to the TMC the written test report specified in the test procedure.

**A1.6 *New Laboratories***—Laboratories wishing to become a part of the ASTM Test Monitoring System will be requested to conduct reference oil tests to ensure that the laboratory is using the proper testing techniques. Information concerning fees, laboratory inspection, reagents, testing practices, appropriate committee membership, and rater training can be obtained by contacting the TMC Administrator at the ASTM Test Monitoring Center.<sup>2</sup>

**A1.7 *Introducing New 6V92TA Reference Oils***—The calibrating reference oils produce various ring and liner distress characteristics. When new reference oils are selected, member laboratories will be requested to conduct their share of tests to enable the TMC to establish the proper industry average and test acceptance limits. The ASTM D02.B02 6V92TA Surveillance Panel will require a minimum number of tests to establish the industry average and test acceptance targets for new reference oils. The TMC estimates that laboratories normally will be requested to run no more than one contributing test per year per test stand.

## **A1.8 TMC Information Letters**

**A1.8.1** Occasionally it is necessary to change the procedure, and notify the test laboratories of the change, prior to consideration of the change by either Subcommittee D02.B0 on Automotive Lubricants, or Committee D02 on Petroleum Products and Lubricants. In such a case, the TMC will issue an Information Letter. Subsequently, prior to each semiannual Committee D02 meeting, the accumulated Information Letters

are balloted by Subcommittee D02.B. By this means, the society due process procedures are applied to these Information Letters.

**A1.8.2** The review of an Information Letter prior to its original issue will differ according to its nature. In the case of an Information Letter concerning a part number change which does not affect test results, the TMC is authorized to issue such a letter. Long-term studies by the Surveillance Panel to improve the test procedure through improved operation and hardware control may result in a recommendation to issue an Information Letter. If obvious procedural items affecting test results need immediate attention, the test sponsor and the TMC will issue an Information Letter and present the background and data to the Surveillance Panel for approval prior to the semiannual Subcommittee D02.B meeting.

**A1.8.3** Authority for the issuance of Information Letters was given by the Committee on Technical Committee Operations in 1984, as follows: “COTCO recognizes that D-2 has a unique and complex situation. The use of Information Letters is approved providing each letter contains a disclaimer to the effect that such has not obtained ASTM consensus. These Information Letters should be moved to such consensus as rapidly as possible.”

**A1.9 *TMC Memoranda***—In addition to the aforementioned Information Letters, supplementary memoranda are issued. These are developed by the TMC, and distributed to the 6V92TA Surveillance Panel and to participating laboratories. They convey such information as batch approvals for test parts or materials, clarification of the test procedure, notes and suggestions of the collection and analysis of special data that the TMC may request, or for any other pertinent matters having no direct effect on the test performance, results, or precision and bias.

## **A2. DETAILED SPECIFICATIONS AND DRAWINGS OF APPARATUS**

**A2.1** See Table A2.1 and Figs. A2.1-A2.4.

**TABLE A2.1 Parts List—External Oil Cooler 6V92TA Engine Oil Test<sup>A,B</sup>**

NOTE—Detroit Diesel sourced parts may be purchased from any Detroit Diesel Distributor.

Quantity to Order	Part Name	Vendor	Part No.
1	Filter housing adapter	Detroit Diesel	8920506
1	Oil cooler cover	Detroit Diesel	5101742
1	Exchanger housing	Detroit Diesel	5117680
1	Core (double pass 12 plate)	Detroit Diesel	8547237
1	Oil line #1 26 in., #20	Local	...
1	Oil line #2 26 in., #20	Local	...
1	Water control valve with ½ in. orifice	Honeywell	311747
1	Water pipe—assorted ¾ in. galv. pipe	Local	...
1	Cover/sandwich plate	Detroit Diesel	5130374
1	Gasket for sandwich plate	Detroit Diesel	23501594
1	Gasket for water-in side plate	Detroit Diesel	5117317
1	Elbow	Detroit Diesel	5129834
1	Elbow gasket	Detroit Diesel	5117254
1	Oil-in and -out gasket	Detroit Diesel	8924412
4	Oil-in and -out gasket	Detroit Diesel	5117535
1	Oil-in and -out gasket	Detroit Diesel	8926782
1	Oil-in and -out gasket	Detroit Diesel	23501585
1	Oil-in and -out gasket	Detroit Diesel	23501589

<sup>A</sup> Honeywell P/N 311747 has been found suitable for this use. Equivalent valves of other manufacture may be used.

<sup>B</sup> Parts fabricated on-site: coolant to engine adapter, oil lines to engine block adapter plate, oil lines to heat exchanger adaptor plate, process water line cover plate, and water neck cover plate.

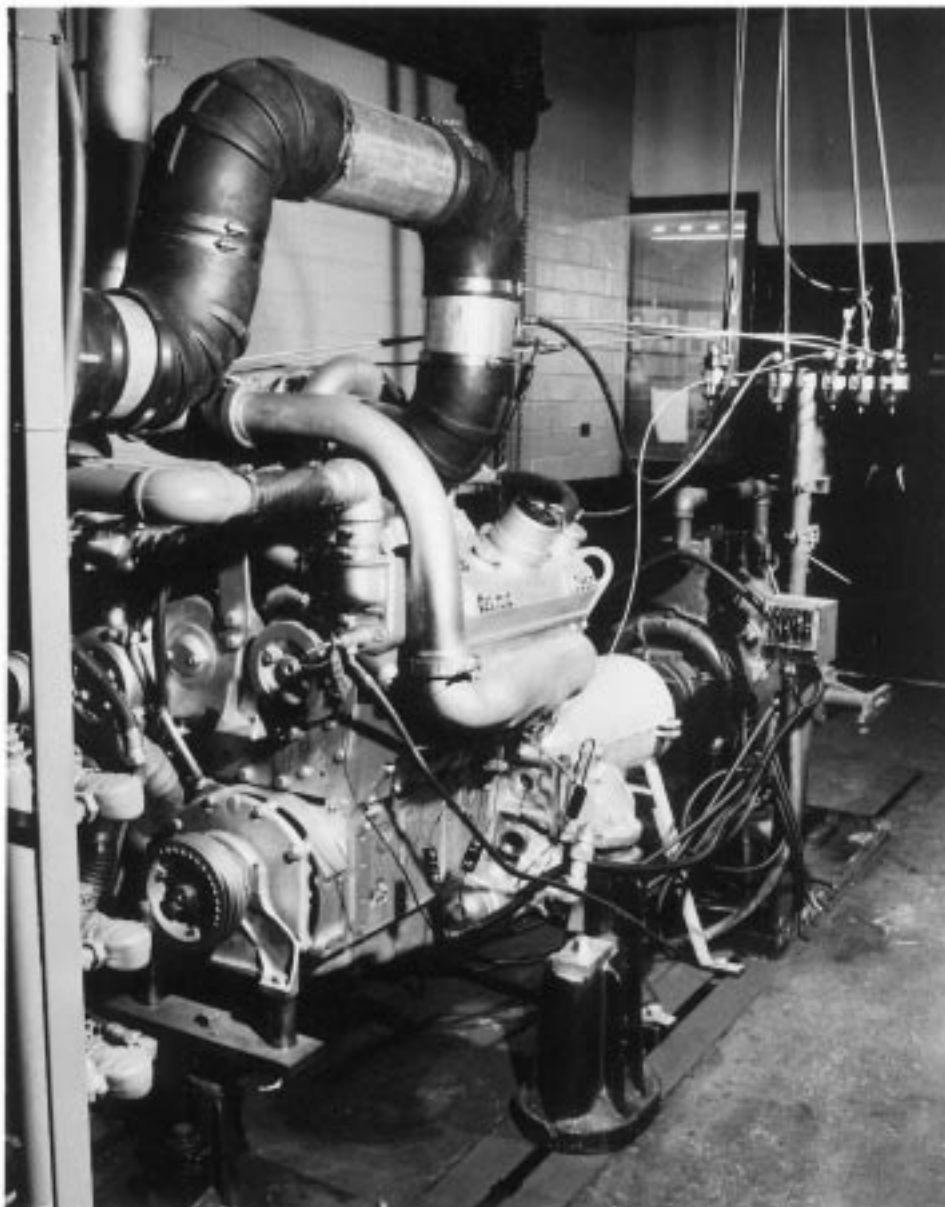


FIG. A2.1 Typical 6V92TA Engine Oil Test Stand

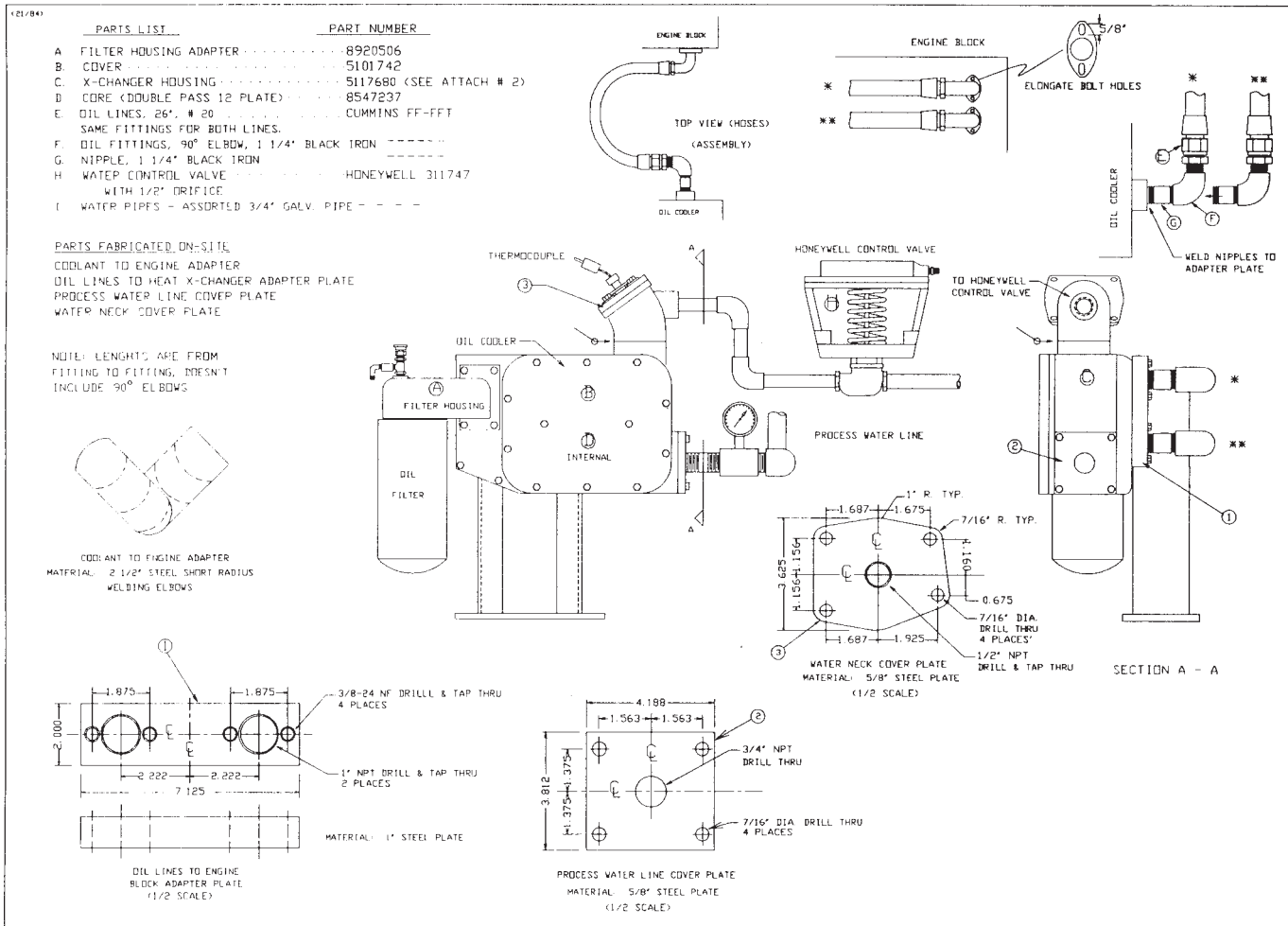


FIG. A2.2 External Oil Cooler, 6V92TA Engine Oil Test



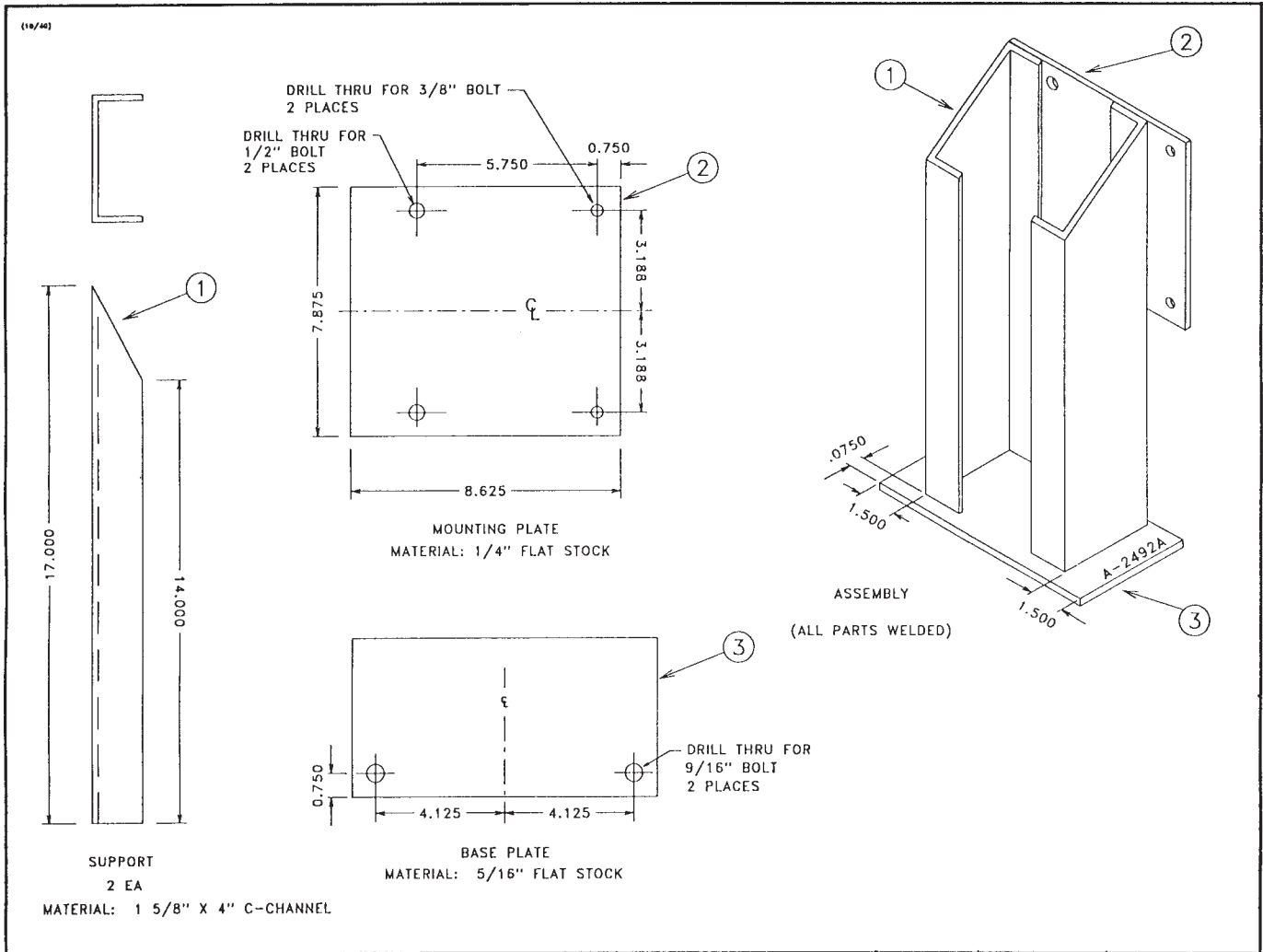
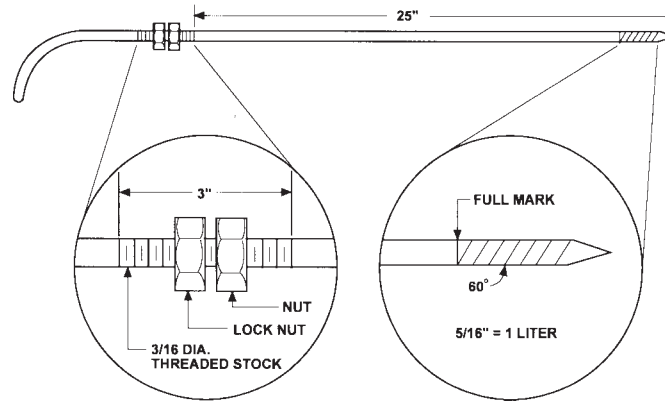


FIG. A2.3 Support—External Oil Cooler, 6V92TA Engine Oil Test



<sup>A</sup> For the purpose of this test procedure, an adjustable length dipstick is required to monitor oil consumption. This dipstick may be constructed to the dimensional requirements shown above or the supplied dipstick may be modified as follows:

1. Cut the supplied dipstick into two sections just below the handle, separating the ribbon section from the handle.
2. Cut 2 in. from the bottom of the ribbon section and grind a taper similar to the original ribbon end.
3. Weld a 3-in. long section of  $\frac{3}{16}$ -in. diameter threaded stock to the handle. Thread two matching nuts onto this section and weld the ribbon section at the other end of the threaded section. The length from the handle to the tip of the dipstick should be approximately 28 in. with the factory supplied dipstick tube.
4. Scribe seven lines equally spaced at  $\frac{3}{16}$ -in. from the bottom of the dipstick. The top line represents the full mark. These lines should be parallel to the oil level. The factory supplied dipstick tube will require scribed lines at a 60° angle from horizontal to compensate for the angle of entry of the dipstick. Each line will correspond to 1 L of oil.

**FIG. A2.4 Adjustable Oil Dipstick 6V92TA Engine Oil Test <sup>A</sup>**

### A3. ENGINE PART NUMBER LISTING

A3.1 See Table A3.1.

**TABLE A3.1 6V92TA Engine Parts (Non-Critical) Required for Build-Up**

Part Name	Part Number
Liner insert	05148501
Liner seal	08927189
Element fuel strainer, spin-on TP-915D	25013878
Element fuel strainer, spin-on TP-916D	5013794
Gasket air box cover, small	08923792
Gasket air box cover, large	08923791
Shell, main bearing upper	05148830
Shell, main bearing lower	05107201
Thrust washer	05117005
Gasket set, cylinder head	05199673
Gasket, oil pan	23503588
Gasket, pick-up tube	05117269
Gasket, pick-up tube	05117242
Piston pin, solid core	05101120

#### A4. TEST FUEL ANALYSIS

A4.1 See Table A4.1.

**TABLE A4.1 Typical Analysis of 6V92TA Test Fuel**

ASTM 2D Fuel (or equivalent) with the Following Specific Properties:	
Cetane No. <sup>A</sup>	40 min
API gravity <sup>B</sup>	at 15.6°C 33 Typical
Distillation <sup>C</sup>	
IBP	160 to 204°C (320 to 400°F)
50 %	246 to 288°C (475 to 550°F)
90 %	288 to 327°C (550 to 620°F)
Total sulfur <sup>D</sup>	0.10 to 0.40 %
Flash point <sup>E</sup>	54°C (130°F) min
Viscosity <sup>F</sup>	1.9 to 4.0 cSt at 40°C
Ash <sup>G</sup>	0.01 % max
Water and solids <sup>H</sup>	0.05 % max
Gross heat of combustion <sup>I</sup>	45.2 MJ/kg min
Approximately 11 360 L (3000 gal) required	

<sup>A</sup> In accordance with Test Method D 613.

<sup>B</sup> In accordance with Test Method D 287.

<sup>C</sup> In accordance with Test Method D 86.

<sup>D</sup> In accordance with Test Method D 1266.

<sup>E</sup> In accordance with Test Method D 92.

<sup>F</sup> In accordance with Test Method D 445.

<sup>G</sup> In accordance with Test Method D 482.

<sup>H</sup> In accordance with Test Method D 2709.

<sup>I</sup> In accordance with Test Method D 240.

#### A5. REPORT FORMS

A5.1 The required report forms are available on the ASTM Test Monitoring Center Web Page at <http://www.astmtmc.cmu.edu/> or can be obtained in hardcopy format from the TMC. See Table A5.1.

**TABLE A5.1 Index of Report Forms**

Final Report Cover Sheet
Form 1, Test Lab Affidavit
Form 2, Reference Result Summary
Form 3, Non-reference Oil Test Result Summary
Form 4, Torque Mode—Operational Summary
Form 5, Power Mode—Operational Summary
Form 6, Test Lab Engine Rating Result
Form 7, Referee Lab Engine Rating Result
Form 8, Parts Measurement Summary
Form 9, Oil Analysis Summary
Form 10, Pre-Test Parts Measurement (A)
Form 11, Pre-Test Parts Measurement (B)
Form 12, Post-Test Parts Measurement (A)
Form 13, Post-Test Parts Measurement (B)
Form 14, Heat Soak Summary
Form 15, Unscheduled Downtime and Maintenance Summary
Form 16, Air Box Inspection Summary
Form 17, Test Fuel Analysis
Form 18, Characteristics of Data Acquisition System
Form 19, Origin of Critical Engine Parts
Form 20, Outlier Information



## A6. DATA DICTIONARY

A6.1 The required data dictionary is available on the [www.astmtmc.cmu.edu/](http://www.astmtmc.cmu.edu/) or can be obtained in hardcopy format from the TMC.

## APPENDIXES

## (Nonmandatory Information)

## X1. OIL PRODUCER'S AFFIDAVIT

X1.1 See Fig. X1.1.

OIL PRODUCER'S AFFIDAVIT											
THE NON-REFERENCE OIL (CODE NO. _____) EVALUATED IN THE 6V92TA TEST WAS BLENDED AND STATISTICALLY TESTED IN COMPLIANCE TO THE 6V92TA TEST METHOD AND ASTM D 4485.											
OIL PRODUCER'S COMPANY NAME _____						REPRESENTATIVE'S SIGNATURE _____					
Formulation/Stand Code      FORM											
TEST NO.	DATE TEST COMP	OIL CODE NO.	TEST LAB	TEST STAND NO.	TEST STAND RUN NO.	ENGINE RUN NO.	ENGINE BLOCK RUN NO.	FIRE RING DISTRESS, DEMERITS	2ND & 3RD RING AVG. FACE DIST., DEMERITS	% AREA, AVERAGE LINER SCUFFING	
TEST DATA											
1ST											
2 ND											
3 RD											
4 TH											
TEST AVG.											
1 ST TEST RESULT											
2 - TEST AVERAGE											
3 - TEST AVERAGE											
OUTLIER MINIMUM LEVEL											
THREE TEST AVERAGE RESULT WITH OUTLIER REMOVED											
ACCEPTANCE LIMITS*								MAXIMUM	MAXIMUM	MAXIMUM	
1ST TEST PASSING LIMIT											
2 - TEST PASSING LIMIT											
3 - TEST PASSING LIMIT											

\* TMC Acceptance Limits (Effective Date: \_\_\_\_\_ )

FIG. X1.1 Oil Producer's Affidavit



## X2. ENGLISH TO METRIC CONVERSIONS FOR 6V92TA TEST

X2.1 See Fig. X2.1.

Parameter	English in (x)	Conversion	Metric Out	No. Decimals to Retain
BSFC	lb / hp · h	$608 \cdot x$	g / kWh	1
Fuel Flow	lb / h	$0.45 \cdot x$	kg / h	1
Gas Volume	ft <sup>3</sup>	$0.0283 \cdot x$	m <sup>3</sup>	
Heat Transfer Rate	Btu / min	$0.0176 \cdot x$	kW	
Length	in.	$25.4 \cdot x$	mm	
Liquid Volume	gal	$3.785 \cdot x$	L	
Power	hp	$0.746 \cdot x$	kW	1
Pressure	in. H <sub>2</sub> O	$0.249 \cdot x$	kPa	1
Pressure	in. Hg	$3.38 \cdot x$	kPa	1
Pressure	psi	$6.895 \cdot x$	kPa	1
Temperature	°F	$0.556 \cdot (x - 32)$	°C	1
Torque	lbf · ft	$1.3558 \cdot x$	N · m	1

**FIG. X2.1 English to Metric Conversions for 6V92TA**

## X3. ENGINE BUILD-UP FORMS

X3.1 See Figs. X3.1-X3.10.



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**6V92TA ENGINE OIL TEST**

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

**Engine Parts Identification**

Engine Number			
Left Head Number		Right Head Number	
Left Camshaft Number		Right Camshaft Number	
Turbocharger Number		Blower Number	
Injector Number			
1L		1R	
2L		2R	
3L		3R	

**Parts Replacement Schedule**

Enter the Number of Tests Prior to This Test

	Number of Tests		Number of Tests
Main Bearings (3 Tests Max.)		Valves Regrind (5 Max.)	
Connecting Rods (10 Max.)		Cylinder Head (5 Max.)	

**Parts Cleaning Checksheet**

Initial When Completed

Cylinder Block		Air Box	
Turbocharger		Cylinder Head	
Oil Cooler		Blower	
Crankshaft			

**Parts Inspection Check Sheet**

Initial when Completed

Cylinder Block Bore Measurement		Liner Counter Bore Measurement	
Main Bearing Bore Measurement		Rod Bearing Clearance	
Main Bearing Clearance		Cylinder Liner Height	
Injector Rock Arm Bushing Diameter		Cylinder Liner ID Finish Measurement	
Valve Protrusion		Valves Leak Test	
Cylinder Head Warp Measurement		Injector Output Test	

**FIG. X3.1 Engine Rebuild Worksheet**



## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

**Cylinder Liner Inside Diameter Measurements**

All measurements made on free standing liner

Specification: 122.911 to 122.974 mm (4.8390 to 4.8415 in.)

Roundness 0.0762 mm (0.003 in.) max.

Cyl. No.		Top	Above Port	Below Port	Bottom	Average	Roundness
<b>1L</b>	Transverse						
	Longitudinal						
<b>2L</b>	Transverse						
	Longitudinal						
<b>3L</b>	Transverse						
	Longitudinal						
<b>1R</b>	Transverse						
	Longitudinal						
<b>2R</b>	Transverse						
	Longitudinal						
<b>3R</b>	Transverse						
	Longitudinal						

Inside Diameter Measurements are to be made on two axis relative to the engine centerline and the installed position of the liner. Transverse (Thrust / Anti-thrust) and Longitudinal ( Front / Back). Measurements are made in four locations:

1. Top is 12.7 mm (0.5 in.) from top
2. Above Port is 25.4 mm (1 in.) above ports
3. Below Port is 25.4 mm (1 in.) below ports
4. Bottom is 12.7 mm (0.5 in.) from bottom

Roundness is the difference of the average inside diameter measurements from each axis

**Liner Bore Surface Finish**Specification 1.1 to 1.7  $\mu$ m (45 - 65 micro-inches) above ports

<b>1L</b>	<b>2L</b>	<b>3L</b>	<b>1R</b>	<b>2R</b>	<b>3R</b>	<b>Average</b>

FIG. X3.2 Cylinder Liner Measurements Worksheet



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**6V92TA ENGINE OIL TEST**

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

**Piston Skirt Outside Diameter and Liner Clearance**

Specification: 122.667 to 122.733 mm (4.8294 to 4.8320 in.)

Piston / Liner Clearance Specification 0.1778 to 0.3048 mm (0.007 to 0.012 in.)

Cyl No.	1	2	Average	Average Liner ID from Fig X3.1	Piston / Liner Clearance
<b>1L</b>					
<b>2L</b>					
<b>3L</b>					
<b>1R</b>					
<b>2R</b>					
<b>3R</b>					

Piston Skirt Outside Diameter Measurements are to be taken on two axis, 90° apart at 12.7 mm (0.5 in.) from the pin bore toward the top of the piston skirt. The specification includes tin plating.

Piston to Liner clearance is calculated from the difference between the average liner inside diameter and the average piston skirt outside diameter.

**FIG. X3.3 Worksheet for Piston Skirt and Skirt/Liner Clearance Measurement**





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## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN: \_\_\_\_\_

Cylinder No.		Fire Ring	2nd Comp.	3rd Comp.	No. 1 Oil Ring Upper	No. 1 Oil Ring Lower	No. 2 Oil Ring Upper	No. 2 Oil Ring Lower
Ring Gap Spec., mm(in.)		$1.016 \pm 0.127$ (0.040 $\pm$ 0.005)	$1.016 \pm 0.127$ (0.040 $\pm$ 0.005)	$1.016 \pm 0.127$ (0.040 $\pm$ 0.005)	$0.4064 \pm 0.025$ (0.016 $\pm$ 0.001)	$0.5842 \pm 0.051$ (0.023 $\pm$ 0.002)	$0.4064 \pm 0.025$ (0.016 $\pm$ 0.001)	$0.5842 \pm 0.051$ (0.023 $\pm$ 0.002)
1L	Pre-Test							
	Post-Test							
	Change							
2L	Pre-Test							
	Post-Test							
	Change							
3L	Pre-Test							
	Post-Test							
	Change							
1R	Pre-Test							
	Post-Test							
	Change							
2R	Pre-Test							
	Post-Test							
	Change							
3R	Pre-Test							
	Post-Test							
	Change							

FIG. X3.4 Worksheet for Measurement of Piston Ring End Gaps



## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

Measurements are to be recorded in millimeters

Measurement Locations:

Locations 1 and 2 are taken 25 mm from the gap,

Location 3 is directly opposite, 180°, from the gap

Locations 4 and 5 are taken approximately mid-distance between

Locations 1 and 3, and 2 and 3 (45° from gap) respectively

Cylinder No.	Location	1	2	3	4	5	Average
<b>1L</b>	Fire Ring						
	2nd Comp.						
	3rd Comp.						
<b>2L</b>	Fire Ring						
	2nd Comp.						
	3rd Comp.						
<b>3L</b>	Fire Ring						
	2nd Comp.						
	3rd Comp.						
<b>1R</b>	Fire Ring						
	2nd Comp.						
	3rd Comp.						
<b>2R</b>	Fire Ring						
	2nd Comp.						
	3rd Comp.						
<b>3R</b>	Fire Ring						
	2nd Comp.						
	3rd Comp.						

FIG. X3.5 Worksheet for Pre-Test Measurement of Piston Ring Radial Thickness



## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN: \_\_\_\_\_

Measurements are to be recorded in millimeters

Measurement Locations:

Locations 1 and 2 are taken 25 mm from the gap,

Location 3 is directly opposite, 180° from the gap

Locations 4 and 5 are taken approximately mid-distance between

Locations 1 and 3, and 2 and 3 (45° from gap) respectively

Enter Change as difference between Pre-Test Average and Post-Test Average Measurements

Cylinder No.		1	2	3	4	5	Average	Change
<b>1L</b>	Fire Ring							
	2nd Comp.							
	3rd Comp.							
<b>2L</b>	Fire Ring							
	2nd Comp.							
	3rd Comp.							
<b>3L</b>	Fire Ring							
	2nd Comp.							
	3rd Comp.							
<b>1R</b>	Fire Ring							
	2nd Comp.							
	3rd Comp.							
<b>2R</b>	Fire Ring							
	2nd Comp.							
	3rd Comp.							
<b>3R</b>	Fire Ring							
	2nd Comp.							
	3rd Comp.							

FIG. X3.6 Worksheet for Post-Test Measurement of Piston Ring Radial Thickness



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## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

Record Parts Weights in Grams

Cylinder No.		Fire Ring	2nd Comp.	3rd Comp.	Slipper Bushing	Slip Bshg Date Code
<b>1L</b>	Pre-Test					
	Post-Test					
	Wt. Loss					
<b>2L</b>	Pre-Test					
	Post-Test					
	Wt. Loss					
<b>3L</b>	Pre-Test					
	Post-Test					
	Wt. Loss					
<b>1R</b>	Pre-Test					
	Post-Test					
	Wt Loss					
<b>2R</b>	Pre-Test					
	Post-Test					
	Wt. Loss					
<b>3R</b>	Pre-Test					
	Post-Test					
	Wt. Loss					

FIG. X3.7 Worksheet for Test Part Weights





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**6V92TA ENGINE OIL TEST**

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

**Engine Block Bore Measurements**

Measurements are to be made with the block resting flat on the ground with bearing caps in place and torqued to specification

Location	1L	2L	3L	1R	2R	3R	Min.	Max.
Upper Pilot Dia., A, mm (in.)							13.6131 (5.3595)	13.6233 (5.3635)
Lower Two Seal Ring Lands, B, mm (in.)							13.5547 (5.3365)	13.5623 (5.3395)
Water Jacket Dia. Upper, C, mm (in.)							13.2486 (5.2160)	13.2550 (5.2185)
Water Jacket Dia. Lower, D, mm (in.)							13.2486 (5.2160)	13.2550 (5.2185)

See Service Manual Section 1.1, Figure 5 for locations.

Cylinder Head Flatness Inspection, 0.076 mm (0.003 in.) - Enter "OK" if inspected and verified \_\_\_\_\_

**Cylinder Liner Counter Bore Measurements**

Measurements are average of four readings minimum

	1L	2L	3L	1R	2R	3R	Specification
Diameter mm (in.)							14.1097 - 14.1224 (5.5550 - 5.5600)
Depth, mm (in.)							1.2078 - 1.2116 (0.4755 - 0.4770) or 1.2459 - 1.2497 (0.4905 - 0.4920)
Liner Height, mm (in.)							1.0617 - 1.2243 (0.0418 - 0.0482)

Depth measurements shall not vary more than 0.1381 mm (0.0015 in.) throughout the entire circumference.

Liner Height is the distance between the top of the cylinder liner installed in the block and the top of the block, see Section 1.6.3, Figure 7 of the Service Manual.

**FIG. X3.8 Worksheet for Cylinder Block Dimension Measurements**



## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

**Main Bearing Bore Inside Diameter Measurement**

Measurements to be made with engine block upside down on flat surface  
with bearing caps in place and torqued to specification

	1	2	3	4	Specification
Inside Diameter, mm (in.)					122.225 - 122.250 (4.8120 - 4.8130)
Alignment, mm (in.)					0.025 (0.001) Max.
Crankshaft Journal Diameter, mm (in.)					114.2619 - 114.3051 (4.4985 - 4.5002)
Clearance, mm (in.)					0.03556 - 0.1397 (0.0014 - 0.0055)

Bore Misalignment between adjacent bores 0.013 mm (0.005 in.) maximum

**Connecting Rod Bearing Inside Diameter Measurement**

Measurements are to be made in the vertical direction  
with the bearing caps in place and torqued to specification

	1L	2L	3L	1R	2R	3R	Specification
Rod Bearing Diameter, mm (in.)							76.2127 -76.2889 (3.0005 - 3.0035)
Crankshaft Journal Diameter, mm (in.)							76.1619 -76.2051 (2.9985 - 3.0002)
Clearance, mm (in.)							0.02032 - 0.1143 (0.0008 - 0.0045)

FIG. X3.9 Worksheet for Bearing and Journal Measurement



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## 6V92TA ENGINE OIL TEST

DATE: \_\_\_\_\_ TEST NO: \_\_\_\_\_

LUBRICANT: \_\_\_\_\_ TECHNICIAN \_\_\_\_\_

**Injector Rocker Arm Bushing and Shaft Clearance Measurement**

Refer to Section 1.2.1 of the Service Manual

Cyl.	Pre Test	Post Test	Change	Shaft Diameter Pre Test	Clearance
1L					
2L					
3L					
1R					
2R					
3R					
Specification	22.2250 - 22.2504 (0.8750 - 0.8760)			22.1869 - 22.1996 (0.8735 - 0.8740)	.0254 - 0.1016 (0.0010 - 0.0040)

**Exhaust Valve Protrusion / Recession Measurement**

Refer to Section 1.2.2 of the Service Manual

	1L	2L	3L	1R	2R	3R	Specification
Protrusion							0.1524 mm (0.006 in.)
Recession							0.5842 mm (0.023 in.)

**Fuel Injector Flow Measurement**

Refer to Section 2.0 for Test Procedure

1L	2L	3L	1R	2R	3R	Specification
						140 -145 mm <sup>3</sup>

FIG. X3.10 Worksheet for Cylinder Head Component Build-up Measurements

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