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RSI BULLETIN #R-023

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SUBJECT: Reporting Heavy Duty Test Results

The Caterpillar 1M-PC, Caterpillar 1N, Mack T-8, GM 6.2L and Detroit Diesel 6V92TA test types were recently introduced into the CMA Code of Practice (CMA Code Bulletin C-09). As RSI collects data, it is evident that test report formats, variable names and units of measure vary. As these test reports and units of measure undergo the ASTM standardization process, RSI expects additional changes in format.

RSI must be certain the data entered into the data base accurately represent the intended values reported to the sponsoring companies. Until the ASTM develops a standard format for reporting test data, test labs that are voluntary participants in the CMA Code of Practice must submit the entire test report (less photos) to RSI and include a summary of the key measurements used to classify the oil's performance. Forms for these summaries are enclosed.

The units of measure are noted within the forms and represent current practice. The values must be reported in these units. RSI will replace/discontinue these forms as the ASTM standardizes reporting practices and units of measure.

All test reports must have the summary form before RSI enters data into the computer. This includes heavy duty test reports already sent to RSI as well as heavy duty test information being submitted retroactively as described in RSI Bulletin #R-021.

Summary of Key Performance Measurements

Caterpillar 1M-PC		
Formulation/Stand Code:		
Test Number:		
	CF	CF-2
Top Groove Fill, %		
Weighted Total Demerits[1]		
Ring Side Clearance Loss, inches		
Piston Ring Sticking		
Piston Scuffing, %		
Piston Ring Scuffing, %		
Piston Liner Scuffing, %		

Forms 1MPC
RSI Bulletin #R-023

[1] Techniques to determine Weighted Total Demerits are different for CF and CF-2.

Summary of Key Performance Measurements

Caterpillar 1N	
Formulation/Stand Code:	
Test Number:	
Weighted Demerits	
Top Groove Fill, %	
Top Land Heavy Carbon, %	
Brake Specific Oil Consumption, g/Kw-h	
Piston Scuffing, %	
Piston Ring Scuffing, %	
Piston Liner Scuffing, %	
Piston Ring Sticking	

Forms 1N
RSI Bulletin #R-023

Summary of Key Performance Measurements

Mack T-8	
Formulation/Stand Code:	
Test Number:	
Viscosity Increase, cSt	
Filter Plugging (ΔP), kPa	
Brake Specific Oil Consumption, g/Kw-h	

Forms T8
RSI Bulletin #R-023

Summary of Key Performance Measurements

GM 6.2L	
Formulation/Stand Code:	
Test Number:	
Roller Follower Wear, mils	

Forms 62L
RSI Bulletin #R-023

Summary of Key Performance Measurements

Detroit Diesel 6V92TA	
Formulation/Stand Code :	
Test Number:	
Cylinder Liner Scuffing, %	
Average Cylinder Liner Port Plugging, %	
Maximum Cylinder Liner Port Plugging, %	
Fire Ring Face Distress	
Average of No. 2 & 3 Ring Face Distress	

Forms 6V92
RSI Bulletin #R-023