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Standard Test Method for Evaluation of Engine Oils in Two-Stroke Cycle Turbo- Supercharged 6V92TA Diesel Engine¹

This standard is issued under the fixed designation D5862; 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)² 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 method³ 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 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.2.1 *Exceptions*—Where there is no direct SI equivalent, such as screw threads, National Pipe Threads/diameters, tubing size, or single source supply equipment specifications. Also, many of the figures still show inch-pound units.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.* Specific hazard statements are given in Sections 8, 10, 13, and 14.

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

1.4.1 *Exceptions*—Where there is no direct SI equivalent such as screw threads, National Pipe Threads/diameters, tubing size, or single source supply equipment specifications.

1.5 This test method is arranged as follows:

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¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.B0.02 on Heavy Duty Engine Oils.

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² 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. 06–1.

³ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report D02-1319.