Designation: D 6202 – 02

An American National Standard

Standard Test Method for Automotive Engine Oils on the Fuel Economy of Passenger Cars and Light-Duty Trucks in the Sequence VIA Spark Ignition Engine[1]

This standard is issued under the fixed designation D 6202; 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 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 the test method. Users of this test method shall contact the Administrator of TMC to obtain the most recent of these.

1. Scope

1.1 This test method covers an engine test procedure for the measurement of the effects of automotive engine oils on the fuel economy of passenger cars and light-duty 3856 kg (8500 lb), or less, gross vehicle weight trucks. The tests are conducted using a specified 4.6-L spark-ignition engine on a dynamometer test stand. It applies to multiviscosity grade oils used in these applications. Companion test methods used to evaluate engine oil performance for specification requirements are discussed in the latest revision of Specification D 4485.

1.2 The values stated in either SI units or other units shall be regarded separately as the standard. Within the text, the SI units are stated first with the other units shown in parentheses. The values stated in each system may not be exact equivalents; therefore, each system shall be used independently of the other, without combining values in any way.

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.*

1.4 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 Lubricantsand is the direct responsibility of Subcommittee D02.B0on Automotive Lubricants. The multi-cylinder engine test sequences were originally developed in 1956 by an ASTM Committee D02 group. Subsequently, the procedures were published in an ASTM special technical publication. The Sequence VIA was published as RR:D02-1364, dated August 24, 1995.

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[2] ASTM Test Monitoring Center, 6555 Penn Ave., Pittsburgh, PA 15206-4489. For other information, refer to RR: D02-1364 Sequence VIA Test Development. This research report and this test method are supplemented by Information Letters and Memoranda issued by the ASTM Test Monitoring Center. This edition incorporates revisions in all Information Letters through No. 01–1.

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