



Designation: D6891 – 21

Standard Test Method for Evaluation of Automotive Engine Oils in the Sequence IVA Spark-Ignition Engine¹

This standard is issued under the fixed designation D6891; 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

Portions of this test method are written for use by laboratories that make use of ASTM Test Monitoring Center (TMC)² services (see [Annex A1](#)).

The TMC provides reference oils, and engineering and statistical services to laboratories that desire to produce test results that are statistically similar to those produced by laboratories previously calibrated by the TMC.

In general, the Test Purchaser decides if a calibrated test stand is to be used. Organizations such as the American Chemistry Council require that a laboratory utilize the TMC services as part of their test registration process. In addition, the American Petroleum Institute and the Gear Lubricant Review Committee of the Lubricant Review Institute (SAE International) require that a laboratory use the TMC services in seeking qualification of oils against their specifications.

The advantage of using the TMC services to calibrate test stands is that the test laboratory (and hence the Test Purchaser) has an assurance that the test stand was operating at the proper level of test severity. It should also be borne in mind that results obtained in a non-calibrated test stand may not be the same as those obtained in a test stand participating in the ASTM TMC services process.

Laboratories that choose not to use the TMC services may simply disregard these portions.

1. Scope*

1.1 This test method measures the ability of crankcase oil to control camshaft lobe wear for spark-ignition engines equipped with an overhead valve-train and sliding cam followers. This test method is designed to simulate extended engine idling vehicle operation. The Sequence IVA Test Method uses a Nissan KA24E engine. The primary result is camshaft lobe wear (measured at seven locations around each of the twelve lobes). Secondary results include cam lobe nose wear and measurement of iron wear metal concentration in the used engine oil. Other determinations such as fuel dilution of

crankcase oil, non-ferrous wear metal concentrations, and total oil consumption, can be useful in the assessment of the validity of the test results.²

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 pipe fittings, tubing, NPT screw threads/diameters, or single source equipment specified.

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, health, and environmental practices and determine the applicability of regulatory limitations prior to use. See [Annex A8](#) for specific safety precautions.*

1.4 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.B0 on Automotive Lubricants.

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² The ASTM Test Monitoring Center will update changes in this test method by means of Information Letters. Information letters may be obtained from the ASTM Test Monitoring Center (TMC), 6555 Penn Ave., Pittsburgh, PA 15206-4489, Attention: Administrator. www.astmtmc.org. This edition incorporates all Information Letters through No. 20–1.

*A Summary of Changes section appears at the end of this standard