



Designation: D7320 – 18^{ε1}

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

This standard is issued under the fixed designation D7320; 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 reappraisal. A superscript epsilon (ε) indicates an editorial change since the last revision or reappraisal.

^{ε1} NOTE—Editorially updated TMC governance information in June 2022.

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 – Annex A4](#)).

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 covers an engine test procedure for evaluating automotive engine oils for certain high-temperature performance characteristics, including oil thickening, varnish deposition, oil consumption, as well as engine wear. Such oils include both single viscosity grade and multiviscosity grade oils that are used in both spark-ignition, gasoline-fueled engines, as well as in diesel engines.

1.1.1 Additionally, with nonmandatory supplemental requirements, a IIIGA Test (Mini Rotary Viscometer and Cold Cranking Simulator measurements), a IIIGVS Test (EOT viscosity increase measurement), or a IIIGB Test (phosphorous retention measurement) can be conducted. These supplemental

test procedures are contained in [Appendix X1](#), [Appendix X2](#), and [Appendix X3](#), respectively.

NOTE 1—Companion test methods used to evaluate engine oil performance for specification requirements are discussed in 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 *Exception*—Where there is no direct SI equivalent such as screw threads, national pipe threads/diameters, and tubing size.

1.3 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, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.B0.01 on Passenger Car Engine Oils.

Current edition approved April 1, 2018. Published April 2018. Originally approved in 2006. Last previous edition approved in 2017 as D7320 – 17a. DOI: 10.1520/D7320-18E01.

² Until the next revision of this test method, the ASTM Test Monitoring Center will update changes in the test method by means of information letters. Information letters may be obtained from the ASTM Test Monitoring Center, 203 Armstrong Drive, Freeport, PA 16229. Attention: Director. This edition incorporates revisions in all information letters through No. 17-3.

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