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Standard Test Method for Cummins ISM Test[1]

This standard is issued under the fixed designation D7468; 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.

1. Scope*

1.1 The test method covers a heavy-duty diesel engine test procedure conducted under high soot conditions to evaluate oil performance with regard to valve train wear, top ring wear, sludge deposits, and oil filter plugging in an EGR environment. This test method is commonly referred to as the Cummins ISM Test.[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 *Exception*—The only exception is where there is no direct SI equivalent such as screw threads, national pipe threads/diameters, tubing sizes, or where there is a sole source of supply equipment specification.

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.* See Annex A1 for general safety precautions.

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[2] Until the next revision of this test method, 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, 6555 Penn Avenue, Pittsburgh, PA 15206-4489, Attention: Administrator. This edition incorporates revisions in all information letters through No. 16–2.

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

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