
**Methods of test for full-flow
lubricating oil filters for internal
combustion engines —**

**Part 14:
Cold start simulation and hydraulic
pulse durability for composite filter
 housings**

*Méthodes d'essai des filtres à huile de lubrification à passage intégral
pour moteurs à combustion interne —*

*Partie 14: Essais de simulation de démarrage à froid et de résistance
aux impulsions hydrauliques pour les corps de filtre pressurisés à base
de matériaux composites*



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ISO copyright office
Ch. de Blandonnet 8 • CP 401
CH-1214 Vernier, Geneva, Switzerland
Tel. +41 22 749 01 11
Fax +41 22 749 09 47
copyright@iso.org
www.iso.org

Contents

	Page
Foreword.....	iv
Introduction.....	v
1 Scope.....	1
2 Normative references.....	1
3 Terms, definitions, and graphical symbols.....	1
3.1 Terms and definitions.....	1
3.2 Graphical symbols.....	1
4 Operational characteristics to be tested.....	1
5 Test equipment.....	2
6 Test liquid.....	2
7 Test temperature.....	2
8 Accuracy.....	2
9 Cold start simulation and hydraulic pulse durability test.....	2
10 Test report.....	3
Annex A (normative) Values to be used for tests if no agreement is reached with the manufacturer.....	5
Bibliography.....	6

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 70, *Internal combustion engines*, Subcommittee SC 7, *Tests for lubricating oil filters*.

ISO 4548 consists of the following parts, under the general title *Methods of test for full-flow lubricating oil filters for internal combustion engines*:

- *Part 1: Differential pressure/flow characteristics*
- *Part 2: Element by-pass valve characteristics*
- *Part 3: Resistance to high differential pressure and to elevated temperature*
- *Part 4: Initial particle retention efficiency, life and cumulative efficiency (gravimetric method)*
- *Part 5: Test for cold start simulation and hydraulic pulse durability*
- *Part 6: Static burst pressure test*
- *Part 7: Vibration fatigue test*
- *Part 9: Inlet and outlet anti-drain valve tests*
- *Part 12: Filtration efficiency using particle counting, and contaminant retention capacity*
- *Part 13: Static burst pressure test for composite filter housings*
- *Part 14: Cold start simulation and hydraulic pulse durability for composite filter housings*
- *Part 15: Vibration fatigue test for composite filter housings*

Introduction

This part of ISO 4548 establishes standard test procedures for measuring the performance of full-flow lubricating oil filter modules made of composite materials for internal combustion engines in tests of cold start simulation and hydraulic pulse durability.

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Methods of test for full-flow lubricating oil filters for internal combustion engines —

Part 14:

Cold start simulation and hydraulic pulse durability for composite filter housings

1 Scope

This part of ISO 4548 specifies a method of testing the ability of full-flow lubricating oil filters manufactured with composite pressure vessel materials for internal combustion engines to withstand an internal pressure surge and cyclic internal pressure variations experienced in the application at specified operating temperatures.

These tests are intended for application to spin-on type filters and detachable filters with disposable elements constructed of composite materials.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 1219-1, *Fluid power systems and components — Graphical symbols and circuit diagrams — Part 1: Graphical symbols for conventional use and data-processing applications*

ISO 4548-1, *Methods of test for full-flow lubricating oil filters for internal combustion engines — Part 1: Differential pressure/flow characteristics*

3 Terms, definitions, and graphical symbols

3.1 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 4548-1 apply.

3.2 Graphical symbols

For the purposes of this document, the graphical symbols given in ISO 1219-1 apply.

4 Operational characteristics to be tested

Filters are subjected to a wide range of temperature and pressure fluctuations in service. The tests specified in [Clause 9](#) verify the ability of the filter canister and seal to withstand these high pressure fluctuations for a given number of start conditions or cyclic pressure variations. These tests can be performed over a range of test temperatures.

5 Test equipment

The test equipment and circuit shall be able to generate and repeat the pressure cycle (see [Figure 1](#)) at the specified test temperature.

6 Test liquid

The test liquid shall be either the same as the system operating fluid or another compatible fluid agreed between the supplier and purchaser. The liquid shall be able to operate in test temperature specified in [Clause 7](#).

7 Test temperature

In the absence of an engine manufacturer's specification or customer/supplier agreement; test temperature extremes of -20 °C and 130 °C.

8 Accuracy

Instrumentation shall be accurate to within the following limits:

- pressure: $\pm 1,0$ % of the upper cyclic test pressure;
- time: $\pm 0,002$ s resolution;
- temperature: ± 2 °C.

Use pressure transducers, amplifiers, and recording devices with a combined system frequency response, such that in the frequency range 0 kHz to 2 kHz, the amplitude ratio is within 0 dB to -3 dB.

Pressure transducer(s) shall be mounted directly into the test component, or as nearly as possible, so as to record the internal conditions applied to the component. Any restrictions between the transducers and the pressure-containing envelope being tested should be avoided.

Instruments and procedure should conform to ISO 9110-1 and ISO 9110-2.

9 Cold start simulation and hydraulic pulse durability test

Fit the filter on an appropriate adaptor and apply the filter manufacturer's recommended tightening torque or angle of rotation for the filter to be tested.

Connect the test adapter to the pipe work system of the test rig.

Start the test system, and allow the rig to run until all air has been purged from the system.

Precondition test assembly at the specified test temperature for 4 h.

Increase system pressure until the pressure agreed with the engine manufacturer is obtained. In the absence of such an agreement, one of the values given in [Annex A](#) shall be used.

Initiate cyclic test at system pressure meeting waveform specified in [Figure 1](#). Without specific requirement transmitted by the customer, the cycle rate shall be in the range of 0,5 cycles to 2 cycles per second.

Allow the test to continue, making visual checks for signs of failure at frequent intervals, until failure occurs or until the number of cycles agreed with the engine manufacturer has been applied. In the absence of such an agreement, the value given in [Annex A](#) for the test pressure chosen shall be used.

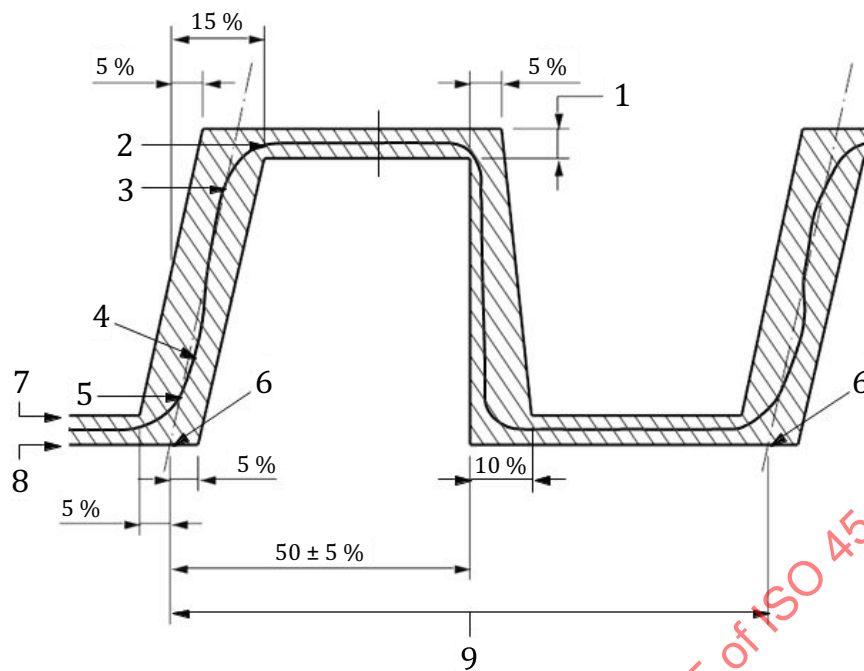
Stop the test. Check and record the tightening torque.

Remove the filter. Allow to drain and visually examine the unit to determine the failure point and type of failure, if any.

10 Test report

The test report shall include at least the following information:

- a) the name of the test establishment;
- b) the filter type (manufacturer, model number, and batch number);
- c) the date of the test;
- d) a description of the filter and whether it is new or used; if it is used, the approximate period of service;
- e) the category of filter (see [Annex A](#));
- f) the rated flow, in litres per minute;
- g) the test pressure in kPa;
- h) the test fluid;
- i) the test temperature;
- j) the mode of failure and its location;
- k) the torque applied initially and at the end of the test, in Newton metres;
- l) the number of cycles to failure or the number of cycles completed;
- m) the test cycle rate.



Key

- 1 test pressure $\pm 5\%$
- 2 cyclic test pressure
- 3 85 % test pressure
- 4 secant pressure rise
- 5 15 % cyclic test pressure
- 6 point "0" — the intersection of the secant pressure rise with zero pressure
- 7 5 % (CTP)
- 8 0 kPa (0 psi)
- 9 one impulse cycle

Figure 1 — Diagrammatic pressure pulse waveform for the cold start simulation test and for the hydraulic pulse durability test

Annex A (normative)

Values to be used for tests if no agreement is reached with the manufacturer

[Table A.1](#) gives the pressure and number of cycles to be used in the cold start simulation test and the hydraulic pulse durability test for the chosen category of filter.

Table A.1 — Pressure and number of cycles to be used for tests

Filter type	Category	Cold start simulation test		Hydraulic pulse durability test	
		Pressure kPa	Number of cycles	Pressure kPa	Number of cycles
Spin-on (light duty)	A	1 000 ± 30	1 000	500 ± 20	25 000
Spin-on (heavy duty)	B	1 300 ± 30	3 000	700 ± 20	50 000
Detachable with disposable element	C	1 600 ± 50	5 000	900 ± 30	75 000