



## **ISO 5011 Test Results**

**Certified to the ISO 5011 Air Filtration Standard**

**Cold Air Intake Kit**

**2007-08**

**Chevrolet & GMC SUVs**

**V8-5.3L, 6.0L, 6.2L**

**Part Numbers:**

**75-5042 (Cotton Filter)**

**75-5042D (Dry Filter)**

## **ISO 5011, Second Edition Air Filter or Intake Kit Test Report**

The test data presented in the following report represents the restriction of airflow, efficiency and dust loading capacity. The filters tested were procured from various distributors or provided by customers. The tests were performed in accordance with ISO 5011. The following were measured in accordance with the test: (1) Pressure Drop for Clean Element, Initial Efficiency and Dust Loading Capacity. The Flow Rate used to conduct the Dust Loading and Capacity test(s) is listed under the *Average Environmental Conditions and Test Specifications*. PTI ISO Course Test Dust was utilized and the particle data sheet for the batch is attached.

The test sequence begins with measuring the pressure drop of a clean filter as a function of the airflow rate which is measured in cubic feet per minute (CFM). Subsequently, the cumulative efficiency and dust loading capacity are measured. The termination point when measuring for capacity is shown at the bottom of the report under the heading *Termination  $\Delta P$* . The results of the tests are recorded in the top table and charts shown on the next page. The filters are inspected before and after the tests are performed.

The Top Table demonstrates the results of the testing for up to three (3) samples per filter type (part number). The Efficiency represents the amount of dust (contaminants) that was stopped by the filter during each test. The Capacity measures the dust holding capability of the filter.

During the test, the filter is loaded with dust until it reaches a terminal pressure drop increase of 10 inches of water (28" H<sub>2</sub>O for Heavy Duty Vehicles) across the filter element (please refer to the Average Environmental Conditions and Test Specifications at the bottom of the next page to verify the pressure drop utilized on this particular test).

The Line Graph shows the pressure drop as a function of the airflow rate for the clean filter(s). The computer controlled test equipment initiates the test at close to zero (0) cubic feet per minute (CFM) and then increases the CFM gradually until the CFM termination point is reached. During the test, the restriction of the filter is measured in inches of water ("H<sub>2</sub>O) as it relates to the air flow rate (CFM). Visual inspections of filters are performed to insure against dust leakage and manufacturing flaws.

The Bar Graph illustrates the cumulative efficiency for the filter(s) tested.

### **Definition of Terms & Test Protocol**

#### Restriction

Restriction measures how difficult it is for the air to get through the filter and is measured in inches of H<sub>2</sub>O. Instead of referring to restriction, the industry uses "air flow" to describe the effect of restriction. They say for example, that a High Performance Filter "flows better" than the OEM paper filter. On a line graph, the lower the restriction of a filter the better the air flow.

#### Efficiency

Efficiency is measured in % and is the amount of dirt/contaminants that the filter stops from going into the engine.

#### Capacity

Capacity is the total amount of contaminants/dirt the filter will hold before reaching its termination point. The termination point is a predefined restriction point that is used as the cut-off point when measuring how much dirt a filter will hold. For typical vehicles, 10" H<sub>2</sub>O is used at the termination point. For heavy duty trucks, this number is 28" H<sub>2</sub>O.

Note: Testing was conducted based on the ISO 5011 testing standard; however, variances from the actual test procedures may exist. The intent of the testing is to show comparative test results between various products that are intended for similar use. Tests are conducted under a climate controlled environment; however, changes in temperature and humidity between tests may occur which could alter the actual test results.

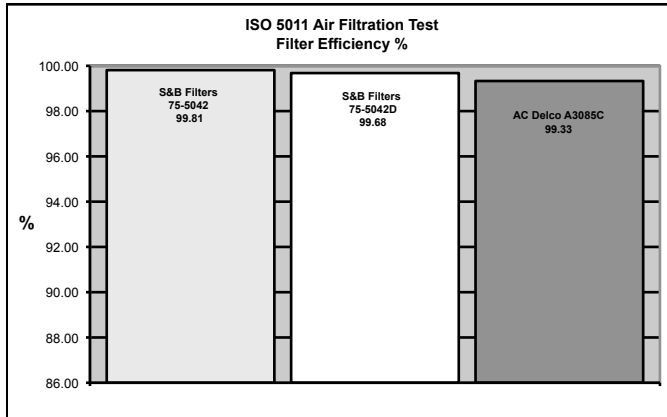
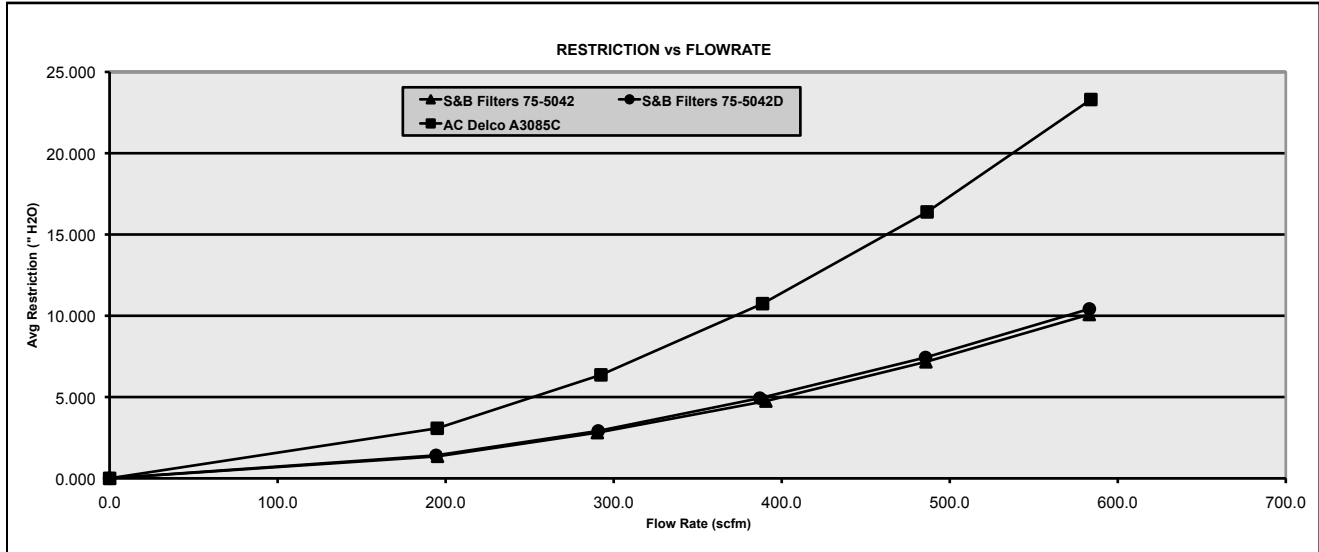
# ISO 5011 Air Filtration Standard

## Intake Kit Comparison

### S&B Filters 75-5042

Test Number 330

Air Filter Mfg. & Part #	INITIAL RESTRIC. ("H2O)	CAPACITY (grams)	EFFICIENCY (%)	Air Flow scfm	Net Restriction (Inches of H2O)	% Less Restrictive than A3085C/AC Delco
Filter #1 S&B Filters 75-5042	5.9	274.7	99.81	0.0 195.1 290.3 390.6 485.8 583.0	0.000 1.353 2.810 4.751 7.166 10.077	0.0% 56.0% 55.9% 55.8% 56.3% 56.8%
Filter #2 S&B Filters 75-5042D	6.1	163.8	99.68	0.0 194.3 290.8 386.9 485.6 583.1	0.000 1.413 2.916 4.932 7.434 10.422	0.0% 54.1% 54.2% 54.1% 54.6% 55.3%
Filter #3 AC Delco A3085C	11.3	560.5	99.33	0.0 195.0 292.4 388.6 486.5 584.0	0.000 3.078 6.365 10.746 16.388 23.303	



**ISO 5011 Air Filtration Test Air Flow Summary**

**07'-08' Chevrolet / GMC SUV 5.3L**

**S&B Filters Part Number 75-5042 Flows:**

- 55.8% Better Than OE at Rated CFM
- 56.1% Better Than OE Across CFM Spectrum

**S&B Filters Part Number 75-5042D Flows:**

- 54.1% Better Than OE at Rated CFM
- 54.5% Better Than OE Across CFM Spectrum

The Capacity and Efficiency tests for S&B Filters KF-1035 and KF-1035D were conducted at a higher CFM (653CFM).

**AVERAGE ENVIRONMENTAL CONDITIONS & TEST SPECIFICATIONS**

Temperature:	71.20 deg F	Housing:	uni con
Relative Humidity:	50.47 %	Contaminant:	Coarse
Baro Pressure:	28.97 mmHg	Contam. Lot #:	5457C
Test Stand:	# 11	Dust Feed Rate:	18.28 grams/minute
Inlet Size:	3.75 inches	Rated Flow:	389 cfm

Testing was conducted based on the ISO 5011 Air Filtration standard.



## Determination of Gasoline and Diesel Engine Air Consumption

**CFM Calculator: Enter Data in Blue Shaded Areas**

Engine Displacement (cubic inches)	323.4
RPM at maximum horse power	5,200
Cycle Factor:	2
Enter "2" for 4 Cycle Diesel and Gasoline Enter "1" for 2 Cycle Diesel and Gasoline	
Volumetric Efficiency:	0.8
Naturally Aspirated Gasoline & Diesel Engines Enter "0.8" Super Charged Engines Enter "1.30" Turbocharged Engines Enter "1.75"	

**Liters to CID Converter**

Liters:	5.3
Cubic Inches:	323.4

**Vehicle Information**

Model Year	07-08'
Make	GM
Model	Silverado / Sierra
Engine Specs	V8 Gas

<b>Based on the information entered above, the estimated CFM of the vehicle at maximum Horse Power is:</b>	<b>389</b>
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CYCLE FACTOR	
	Cycle Factor
4 Cycle Gasoline and Diesel Engine	2
2 Cycle Gasoline and Diesel Engine	1

VOLUMETRIC EFFICIENCY	
	Volumetric Efficiency (Approximate)
Naturally Aspirated Gasoline & Diesel Engines	0.8
Supercharged Engines	1.30
Turbocharged Engines	1.75

*Note: The 1.75 volumetric efficiency is applicable only at top governed engine speed under full load conditions.*

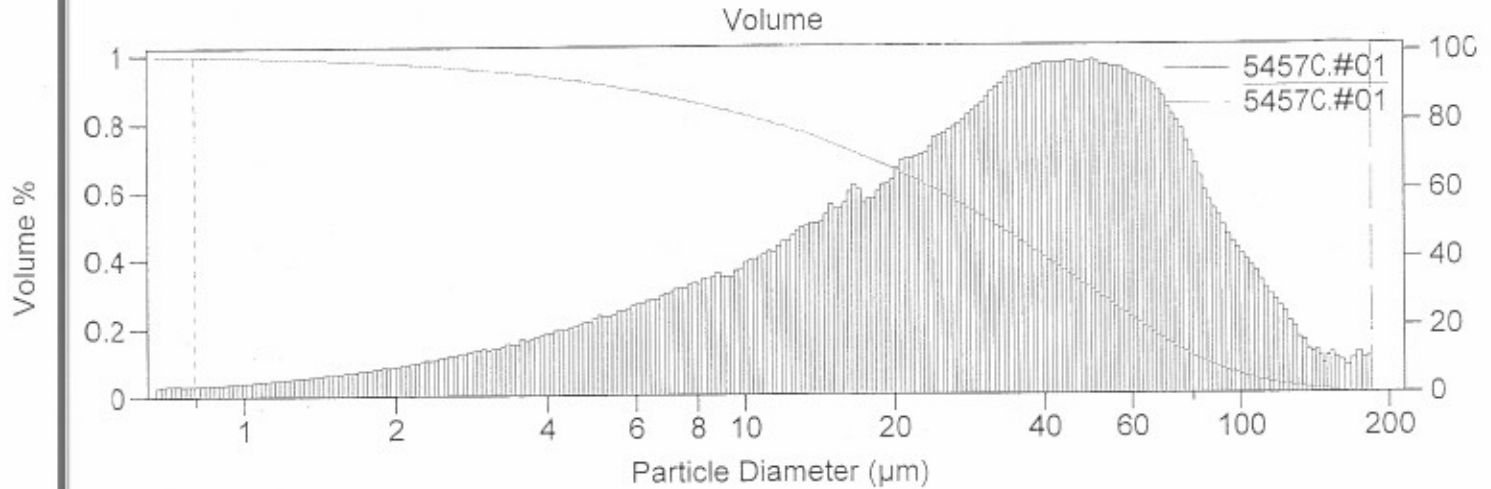
EQUATION	
The following is a method of determining approximated gasoline and diesel engine air flow requirement:	
$\text{Air Flow (CFM)} = \frac{\text{Displacement (cubic inches)}}{1728} \times \frac{\text{RPM}}{\text{Cycle Factor}} \times \text{Volumetric Efficiency}$	

EXAMPLE	
Information necessary to calculate air consumption:	
Ford F250 7.3L V8 Diesel Truck	
4 cycle, 2800 RPM@Maximum HP, 445.4 (cubic inches) displacement, turbocharged	
$\text{Air Flow (CFM)} : \frac{445.4}{1728} \times \frac{2800}{2} \times 1.75 = 631 \text{ CFM}$	



14531 Ewing Avenue South Burnsville, Minnesota 55306  
Phone: 952-894-8737

Filename: 5457C.#01 Sample Number: 200  
 Group ID: 5457C  
 Sample ID: ISO 12103-1, A4 COARSE TEST DUST  
 Comment: SAE COARSE TEST DUST, NIST TRACEABLE  
 Operator: LHA  
 Electrolyte: ISOTON II  
 Dispersant: TYPE IC  
 Aperture Size: 400 µm 5457d.#01  
 200 µm 5457d.#02  
 100 µm 5457d.#03  
 30 µm 5457d.#04  
 Acquired: 17:51 4 Apr 2007  
 Serial Number: 33  
 Edited: size data



LC= 0.794 µm UC= 184.4 µm {99.75%}

Volume Statistics (Geometric)				5457C.#01	Cumulative Volume	Numeric data%	
					Micron size	less than	
Calculations from 0.794 µm to 184.4 µm					1	0.6	
Volume	4.967e9 µm <sup>3</sup>				2	2.5	
Mean:	25.84 µm	S.D.:	47.4 µm		3	4.5	
Median:	31.56 µm	Variance:	2250 µm <sup>2</sup>		4	6.6	
Mean/Median Ratio:	0.819				5	8.6	
Mode:	49.89 µm				7	12.7	
Spec. surf. area:	0.476 m <sup>2</sup> /ml				10	18.3	
					20	34.3	
					40	60.2	
					80	89.2	
% >	10	25	50	75	90	120	97.4
Size µm	82.30	55.98	31.56	14.15	5.778	180	99.9
						200	100.0

# MATERIAL SAFETY DATA SHEET

## Section 1: Product/Company Information

Identity: Arizona sand including Arizona Road Dust, Arizona Silica, AC Fine and AC Coarse Test Dusts, SAE Fine and Coarse Test Dusts, J726 Test Dusts, ISO Ultrafine, ISO Fine, ISO Medium and ISO Coarse Test Dusts, MIL STD 810 Blowing Dust.

Mfg. Name: Powder Technology Inc.  
14331 Ewing Avenue S.  
Burnsville, MN 55306

Emergency Number: (952) 894-8737  
Number for Info: (952) 894-8737  
Date Updated: 2 March 2006

## Section 2: Emergency and First Aid

**Eyes:** Immediately flush eye thoroughly with water. Get medical attention if irritation persists.

**Skin:** N/A

**Inhalation:** Remove person to fresh air. If breathing is difficult, administer oxygen. If not breathing, give artificial respiration. Seek medical help if coughing and other symptoms do not subside.

**Ingestion:** Do not induce vomiting. If conscious, have the victim drink plenty of water and call a physician if discomfort is experienced.

## Section 3: Composition Information

### Typical chemical composition:

<u>Chemical</u>	<u>CAS Number</u>	<u>Percent of Weight</u>
SiO <sub>2</sub>	14808-60-7	68-76%
Al <sub>2</sub> O <sub>3</sub>	1344-28-1	10-15%
Fe <sub>2</sub> O <sub>3</sub>	1309-37-1	2-5%
Na <sub>2</sub> O	1313-59-3	2-4%
CaO	1305-78-8	2-5%
MgO	1309-48-4	1-2%
TiO <sub>2</sub>	13463-67-7	0.5-1.0%
K <sub>2</sub> O	12136-45-7	2-5%

Loss on Ignition 2 - 5 %

All components of this material are included on the TSCA Inventory.

### Section 8: Fire and Explosion Hazard Data

Flash Point: None	Lower Explosive Limit: None
Auto ignition Temperature: Not combustible	Upper Explosive Limit: None
Flammable Limits: N/A	Special Fire Fighting Procedures: None
Extinguishing Media: Not Combustible	Unusual Fire and Explosion Hazards: None
Hazardous Combustion Products: None	

### Section 9: Stability and Reactivity Data

Stability:	Product is stable
Incompatibility (Materials to Avoid):	Strong Acids
Hazardous Decomposition:	Will not occur
Hazardous Polymerization:	Will not occur

### Section 10: Handling and Storage

Handle and store in a manner so that airborne dust does not exceed applicable exposure limits. Use adequate ventilation and dust collection. Use exposure control and personal protection methods as described in Section 12.

### Section 11: Toxicological Information

Conditions aggravated by exposure: Eye disease, Skin disorders and Chronic Respiratory conditions.

### Section 12: Exposure Control/Personal Protection

Respiratory Protection:	Use local exhaust or general dilution ventilation to control dust levels below applicable exposure limits. Minimize dispersal of dust into the air. Use appropriate NIOSH approved respiratory protection for respirable crystalline silica.
Eye Protection:	Wear safety glasses with side shields or goggles to avoid contact with the eyes. In extremely dusty environments and unpredictable environments, wear tight-fitting unvented or indirectly vented goggles to avoid eye irritation or injury