



Update: Caterpillar Support of Industry Engine Tests

Heavy-Duty Engine Oil
Classification Panel

ASTM Section D.02.BO.02

Phoenix, Dec 4, 2007

C13 in place of 1P



Cat C13

Multi-cylinder Engine test

Piston deposits

Oil consumption

Required in API CJ-4 oil category

Required in Cat ECF-2, applicable to CI-4 oils

Cat 1P

Single-cylinder Engine test

Piston deposits

Oil consumption

Required in API CH-4 oil category

A second 1P test is required in Cat ECF-1-a, applicable to CH-4 oils if ash content is >1.3%

C13 in place of 1P

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Proposal:

- ❑ For API CH-4 oils, if an oil passes a C13, it does not have to run a 1P

Required:

- ❑ Need data to support this proposal
- ❑ Cat will request from ACC: provide data on oils that ran on both tests
 - Determine a C13/1P pass/fail matrix

Pending establishment of Pass/Fail matrix, Cat would agree to allow a C13 to substitute for a 1P test

1P Parts availability:

- Liner parts P/N 1Y3997 were made available this year.
- Liner parts can supplement the industry for 3 years.

Cat 1M-PC – Parts Availability

1M-PC supports API CF and CF-2 oils

- Previously: Cylinder liner availability issues
 - Resolution: Using production parts 5H-5657
- Cat proposed supporting 1M-PC for 5 years from 2004
 - Support period ends 2009

Currently: Issues with availability of 1M-PC Head, P/N 1Y-7943

- The Head will be available on an MTO basis (made to order)
- This part is only made for the 1M-PC engine test
- A price increase is expected. Increase is about double. The price difference will be incurred by the industry.
- Expected lead time is around 2 months after sending the PO

Cat 1M-PC – Proposal



- Proposal: Cat to stop supporting 1M-PC Jan 2009
- Meantime: Head to be ordered on an MTO basis
- Cat continue to support other parts

Option: consolidate engine tests and replace 1M-PC with an equivalent test



Questions?