

Jeff Clark

From: Jeff Clark
Sent: Wednesday, December 01, 2010 12:04 PM
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Subject: Cummins and Mack SP Teleconference Minutes of December 1, 2010
Attachments: AndrewsISB-LTMS2-Charts-Nov2010.ppt



AndrewsISB-LTM
i2-Charts-Nov201.

Attendance - Zack Bishop, Mark Cooper, Andy Ritchie, Jim Moritz, Jeff Clark, Janet Buckingham, Brad Carter, Allison Rajakumar, Jim Matasic, Bob Campbell, Scott Richards, Andy Broff, Ryan Johnson, Doyle Boese, Jim Rutherford, Shawn Whitacre, Philippe Saad, Tom Wingfield, Jim Haltermann, Greg Shank, Art Andrews, Riccardo Conti, Jim Gutzwiller, Chris Castanien

Cummins Meeting

1. ISB new engines - should a reference test be required before candidates are run with a new engine? After some discussion, no consensus or motion was forthcoming.
2. Continue discussions on LTMS 2 for ISB - Art Andrews reviewed his presentation (attached). Primary discussion centered around the constants used to derive potential calibration extensions. There are also some existing items in the test method (calibration period, new test lab/stand definitions, etc) that still need to be resolved.
3. Next Steps - the Cummins panel will convene at the call of the chair.

Mack Meeting

1. Review data & status of T-11 references on PC-9 HS fuel - Intertek finished a test, slightly mild, that resulted in a calibrated stand. Jim Moritz stated that the build seemed to shear the oil more than normal and that may explain the mild result. The viscosity curve did show evidence of breaking. Afton eot'd a test this morning. Bob Campbell stated that the test looks a bit mild, but is waiting on chem results. Bob also stated there may be some concerns on the fuel in his tank (evidence of unexpected light ends); he and Tom Wingfield are working this issue. Review of correction factors and severity adjustments may be considered in the future; Jim Rutherford will provide some analysis on this.
2. T-12 rod bearing issue: review analysis by rod bearing supplier/Mack and determine path forward - So far, no root cause of the bearing cracks have been identified. Mack is trying to get more information from the supplier and Lubrizol's metrology lab is still examining the issue as well, but in both cases complete information is not yet available. The possibility of another batch of bearings is unknown at this time. The hope is that more information will be available sometime next week.
3. Next Meeting - the Mack panel has tentatively set a conference call for Thursday,

December 9 at 3:00 pm Eastern.

Best Regards,

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ASTM Test Monitoring Center
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