

MACK-Volvo Surveillance Panel Meeting Notes

10/16/2025 @ 2:00 PM EST

Attendees

SwRI: Robert Warden, Isaac Leer, Travis Kostan, Jose Starling

Oronite: Josephine Martinez

Afton: Joseph Hoehn, Amanda Stone

Infineum: Andrew Smith (Chairman), Todd Dvorak, Jacob Goodale

Intertek: Garrett White (Secretary), Joshua Ward, Khaled Elnagi

Lubrizol: Austin Brininger, Phil Scinto

Exxon Mobil: Mike Alessi

TMC: Sean Moyer

TEI: Derek Grosch

John Deere: Ashu Gupta

Agenda

- T-13 ICF Statistical Analysis
- T-8 Equivalency Matrix Funding Request
- AOB

Action Items and Key Points

- **Motion passed to restart control charts with references completed on liner batch E, implement an ICF of -19.9 for IRPH, and implement an ICF of +0.361 for SQRT(KV40C) for liner batch E. Candidates completed on or after 10/16/2025 will receive the updated SA's and ICF's from the resubmitted reports of references completed with liner batch E. The panel will revisit the changes and review the data after 5 additional valid reference tests are completed on liner batch E with reference oil 823-1.**
- All labs are required to resubmit reference reports for tests completed on batch E liners with reference oil 823-1.
- Lubrizol to put together measurement comparison of oil and coolant passage differences between the new part number and old part number T-13 heads.
- Andrew to contact MACK/Volvo regarding possible T-13 head differences.

Summary of Discussion

T-13 ICF Statistical Analysis

- Both IRPH and SQRT(KV40C) have increased in severity since 2023.
- Possibly due to liner batch D and E, Brazil ring introduction estimated around kit number 1002, some evidence of soot influence, could be 823-1 target set incorrectly.
- Recommendations from the statisticians group:
 - Reset LTMS charts beginning with liner E reference tests
 - Reduce SQRT(KV40) ICF from +0.857 to +0.361
 - Implement ICF of -19.9 for IRPH
 - Revisit ICF's and targets in 2026 after more data is collected, also consider soot correction factors
- Zi going into batch E to equal zero when restarting charts with liner E runs plotted.
- The changes would be effective today and going forward.

Andrew Smith motions to restart control charts with references completed on liner batch E, implement an ICF of -19.9 for IRPH, and implement an ICF of +0.361 for SQRT(KV40C) for liner batch E. Candidates completed on or after 10/16/2025 will receive the updated SA's and ICF's from the resubmitted reports of references completed with liner batch E. The panel will revisit the changes and review the data after 5 additional valid reference tests are completed on liner batch E with reference oil 823-1.

Garrett White seconded the motion.

SwRI: Yes

Oronite: Yes

Afton: Yes

Infineum: Yes

Intertek: Yes

Lubrizol: Yes

CP Chem: No vote

Haltermann: No vote

Exxon Mobil: Yes

TMC: Waive

TEI: Waive

Ford: No vote

Volvo: No vote

Vote count: Yes (7), No (0), Waive (2)

Motion carried

T-8 Equivalency Matrix Funding Request

- Expected start date for matrix is February 2026
- Duration estimated at 3 months
- Projected completion is June 2026

AOB

- Original part number T-13 cylinder heads no longer available for purchase from Volvo/MACK dealers.
- This topic was raised by Lubrizol in early 2025 when they purchased a new head and did not find any notable differences.
- Garrett W – How does the panel wish to introduce these new heads?
- Andrew S – Would be good to obtain measurements of the oil and coolant passages.
- Austin B – We will see what we can put together in terms of oil and coolant passage measurements.
- **Action item: Lubrizol to put together measurement comparison of oil and coolant passage differences between the new part number and old part number T-13 heads.**
- **Action item: Andrew to contact MACK/Volvo regarding possible T-13 head differences.**

Next Meeting Date/Time

TBD

Meeting adjourned at 10/16/2025 @ 3:38 PM EST