**LTMS TF STG 20101025**

**Teleconference**

**'Rajakumar, Allison'**; **'Jeff Clark'**; **'Arthur.T.Andrews**@ExxonMobil.com'; **'Bob Mason'**; **'Dan Worcester** (dan.worcester@swri.org)'; **Chadwick, Martin** (Intertek); **Martinez, Jo G.** (jogm); **'Janet Buckingham'**; **'todd.dvorak**@aftonchemical.com'; **'Doyle Boese'**; 'Scinto, Phil'; **Jim Rutherford**

**Review Minutes (20101013) – approved**

**Latest draft documents –**

* ltms2ndEditionDraft17.9 (abridged) 20101019.docx
* ltms2ndEditionDraft17.1c 20100722.docx

**HD –**

* ~ best ways to calculate Ee and Ez limits by parameter and test type.
  + Art discussed his presentation.
  + Ez could be looked at in original units and vary by criterion.
  + Two thirds of those on the call believe the limits should be a function of the number of parameters, one third disagree.
  + We are looking for a proposal for how we might make the limits a function of the number of parameters.
* ISB soot levels, rates, and adjustment factors
  + Janet discussed her presentation.
  + She found a model including engine rather than stand might be more appropriate.
  + Using such a model, soot adjustment appears inappropriate.
  + Janet will also look at cam wear in a similar way.
  + Removing soot adjustment would be a change to the test procedure.
* T-11 and T-12
  + No discussion

**IIIG –**

* + Dave Glaenzer has a new version of Appendix F and will put Martin’s proposal in that format.
  + No next meeting scheduled yet.

**VID –**

* Martin put Dan’s proposal into an Appendix F format.
* Meeting tomorrow.
* Martin hopes to make this the last meeting of the VID LTMS.

**Next?**

* Next meeting 11:30 AM – 12:30 PM November 3.

**Action items:**

* **Jim Rutherford to communicate with Jim Moritz on next move with ISB surveillance panel and LTMS HD.**
* **Janet will do her analyses on camshaft wear in the ISB.**
* **All review ISB data to consider changing to a lab/engine system from a lab/stand system and whether the test method should include soot adjustments for tappet or camshaft wear.**
* **Anyone can make a proposal for how to set Ee and EZ limits as a function of the number of parameters.**