**LTMS TF STG 20101103 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 Notes (20101025) – approved**

**Previous 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.**

**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.
	+ Proposals?
		- Dimensionality by principal components or simulation
		- Min, max, and linear interpolation
		- Unique by parameter
		- Percentages of level 1 or level 3 ei and Zi limits
	+ Ez could be looked at in original units and vary by criterion.
* ISB soot levels, rates, and adjustment factors
	+ Janet’s new work
		- PC10B = 831
	+ Others?
* T-11 and T-12
	+ Update?

**IIIG –**

* + Dave Glaenzer has a new version of Appendix F (10/19) and will put Martin’s proposal in that format.
	+ No next meeting scheduled yet.

**VID –**

* VID LTMS task force declared finished. To present at next meeting in January.

**Next?**

* Next meeting November 17 11:30 eastern

**Action items:**

* All consider approaches to Ee and Ez limits by parameter and test type for resolution next meeting
* Jeff give Doyle philipe.f.saad@cummins.com contact information. Doyle try to establish whether we can identify engine generation from engine serial number in LTMS dataset
* Jim prepare communication to Cummins SP today for approval by LTMS TF STG
* LTMS TF STG comment back to Jim by 9 AM pacific on above communication