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MEMORANDUM: 06-060

DATE: October 2, 2006

TO: Mack Test Surveillance Panel
Cummins Surveillance Panel
Two-Cycle Diesel Surveillance Panel
Roller Follower Wear Test Surveillance Panel
Engine Oil Aeration Test Surveillance Panel

FROM: Jeff Clark

SUBJECT: Reference Testing for the October 2006 ASTM Period

This is a summary of several low-activity multi-cylinder diesel reference test areas for the October 2006 ASTM period, which began April 1, 2006 and ended September 30, 2006. The following paragraphs provide a brief summary for each test area and highlight issues of concern, if any. Attachment 1 shows activity levels for each of the seven test areas presented in this report.

Mack T-8

There are currently two calibrated stands at two laboratories.

Mack T-10

There are no calibrated stands. There is a very limited supply of test parts and there are T-12 limits that allow T-10 requirements to be met. As such, no further reference test activity is expected for the T-10. The surveillance panel needs to consider formally removing the T-10 as a monitored test and subsequently notifying industry stakeholders.

Cummins M11

There has been no reference activity for over three years. The surveillance panel needs to consider removing the M11 as a monitored test and subsequently notifying industry stakeholders.

Cummins M11EGR

There has been no reference activity for almost two years. There are ISM limits that allow M11EGR requirements to be met and as such, no further reference test activity is expected for the M11EGR. The surveillance panel needs to consider removing the M11EGR as a monitored test and subsequently notifying industry stakeholders.

Detroit Diesel 6V92

There is one calibrated stand at one laboratory. Reference oil test targets and candidate adjustment factors were updated effective July 1, 2006.

Roller Follower Wear Test

There are currently two calibrated stands at two laboratories. Information Letter 06-1, Sequence No. 8, was issued July 18, 2006. Topics covered included cleaning solvent, test fuel, precision estimate, and donated reference oil programs.

Engine Oil Aeration Test

There is currently one calibrated stand at one laboratory.

Additional Information:

The reference test databases, the industry LTMS plots, industry alarm logs, and timelines may all be accessed from the TMC home page at www.astmtmc.cmu.edu.

JAC/jac/mem06-060.jac.doc

Attachment

c: J.L. Zalar, TMC
F.M. Farber, TMC
ftp://ftp.astmtmc.cmu.edu/docs/diesel/eoat/semiannualreports/eoat-10-2006.pdf
ftp://ftp.astmtmc.cmu.edu/docs/diesel/rfwt/semiannualreports/rfwt-10-2006.pdf
ftp://ftp.astmtmc.cmu.edu/docs/diesel/6v92/semiannualreports/6v92-10-2006.pdf
ftp://ftp.astmtmc.cmu.edu/docs/diesel/cummins/semiannualreports/m11egr-10-2006.pdf
ftp://ftp.astmtmc.cmu.edu/docs/diesel/cummins/semiannualreports/m11-10-2006.pdf
ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/semiannualreports/t8-10-2006.pdf
ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/semiannualreports/t10-10-2006.pdf

Distribution: Email

Attachment 1
Reference Oil Test Activity of Multi-Cylinder Diesel Tests

Validity	T-8	T-10	M11	M11EGR	6V92	RFWT	EOAT
AC	1	0	0	0	1	2	1
OC	1[A]	0	0	0	0	0	1[B]
RC	0	0	0	0	0	0	0
XC	2[C]	0	0	0	0	0	0
Total	4	0	0	0	1	2	2
Calibrated As Of September 30, 2006							
Labs	2	0	0	0	1	2	1
Stands	2	0	0	0	1	2	1

[A] **The failed T-8 test (OC validity) was due to the both severe Viscosity Increase at 3.8% and Relative Viscosity (50% shear).**
[B] **The failed EOAT test (OC validity) was due to mild average engine oil aeration.**
[C] **The aborted (XC validity) T-8 tests were at one lab. One test was aborted for high soot and one test was aborted due to an injection pump failure.**