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Reply to:

Scott Parke
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6555 Penn Avenue
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December 4, 2006

To: Single Cylinder Diesel Surveillance Panel

Enclosed are the minutes of the SCOTE Surveillance panel teleconference held November 14, 2006. Please address any corrections during the time allotted for minutes approval at the next meeting.

Scott Parke
Secretary SCOTE Surveillance Panel

Attachments

cc: <ftp://ftp.astmtmc.cmu.edu/docs/diesel/scote/minutes/TELECONFERENCE%202006-11-14.pdf>

distribution: Email

TELECONFERENCE MINUTES

SINGLE CYLINDER DIESEL SURVEILLANCE PANEL

HELD NOVEMBER 14, 2006

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13:34cst 1P LINER SUPPLY

Chairman Jim McCord (Southwest Research) called the teleconference to order at 13:34cst. The participant list is shown as attachment 1.

Jim explained that this teleconference was scheduled because all 1P calibration extensions are set to expire November 16. New liners are still not expected until January and Jim felt the panel should begin discussing a plan for introduction with plenty of time remaining.

Britt Pulley (Caterpillar) reported that the liner supplier is going to miss their expected delivery date due to an unexpected gray iron shortage in Brazil. The parts should now arrive at Caterpillar in December for Britt to perform his tests. Britt expects to still be able to make the liners available to the labs in January.

Responding to several questions, Britt explained that the liners will be honed when Cat receives them; no further machining will be necessary. Cat will inspect the hone on each and every liner; the inspections will not be a spot check. 250 liners will be received and Britt expects that the majority of them will pass inspection and be made available for testing. Orders for these parts can be placed any time; there is no need to wait for them to arrive at the dealer before placing an order.

Bob Campbell (Afton) asked about the possibility of extending calibrations until the new liners are available. Bob argued that current parts were in short supply and the new parts were due to be available in only two more months. He felt it was unreasonable to expect a lab with only two or three parts to use one of them to run a reference test.

Scott Parke (TMC) pointed out that the panel has revised its position on the issue of an "industry parts shortage" for the 1P and 1R tests; there is not currently a declared shortage for either test. Scott further explained that the extension Bob suggests is not only two months but rather a *further* two months on top of what is as long as six months in certain cases. By January 2007 there would be stands calibrated that have not run a reference since August 2005. Frank Farber (TMC) added that since a regular assessment of stand severity is necessary to the legitimacy of the severity adjustment system, TMC considers that to be an unacceptably long time between references and is unwilling to agree to any further extensions. Britt Pulley agreed with this position.

Bob Campbell asked whether the panel was interested in discussing parts redistribution. They were not.

Riccardo Conti (ExxonMobil) asked Frank Farber what he would recommend as the best approach for introducing the liners in January. Frank described the recent introduction of new bearings into

the sequence VIII test where each lab committed to running two tests solely for the purposes of data generation.

14:24cst CALIBRATION EXPIRATION DATE REPORTING

Jim McCord described difficulty his lab was having lately in determining how late in a calibration period a candidate test may start. The 1K/1N, 1M-PC, and 1P test procedures require candidate tests to *complete* (as opposed to *start* as is the case in some other test areas) prior to the expiration of the calibration period. Scott Parke explained why the requirement was defined in this way. To make candidate scheduling easier, Scott agreed to change the wording used on the Test Confirmation Reports (TCR) to report the last day that a candidate test can start. The actual length of the calibration periods will not be changed.

14:30cst SDTF2 FUEL AVAILABLE

Jim McCord adjourned the meeting by reminded the group that a new batch of SDTF2 fuel (60,000 gallons) was available.

Attendance:

Representative

Jerry Brys
Bill Larch
Bob Campbell
Jim Gutzwiller
Hind Abi-Akar
Britt Pulley
Stacy Bond
Jim McCord
Wayne Peterson
Riccardo Conti
Frank Farber
Scott Parke

Organization

Lubrizol
Lubrizol
Afton Chemical
Infinium
Caterpillar
Caterpillar
Intertek
Southwest Research
Dow/Haltermann
ExxonMobil
Test Monitoring Center
Test Monitoring Center