

Jeff Clark

From: Jeff Clark
Sent: Thursday, January 27, 2011 2:09 PM
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Subject: Minutes of SCOTE & CAT-C13 January 27, 2011 Teleconference

Attendance - Jim McCord, Hind Abi-Akar, Bob Campbell, Chris Castanien, Jason Bowden, Matthew Bowden, Adam Bowden, Andrew Stevens, Bill Larch, Jim Matasic, Mark Sutherland, Jim Gutzwiller, Jim Mortiz, Brad Carter, Zack Bishop, Jeff Clark

CAT-1P Liners

The reference test on the high defect count liner at Afton was aborted due to high oil consumption. The liner is being checked by CAT to make sure it was honed properly. Afton commented that the liner looked very smooth, but surface finish measurements didn't show much of a difference. Other labs have not closely examined any of the in-spec liners from this batch. SwRI has run some of the in-spec liners and hasn't seen any problems. Hind commented that it may no longer be practical to introduce higher defect liners and perhaps it is better to concentrate on obtaining more in-spec liners to maintain industry capacity. CAT expects 36 more liners (79 defects or less) to be available this week, for a total of 41 liners which is estimated to last the industry for the year. CAT's goal would be to continue replenishing the supply of liners by the end of year. It was noted that distribution to the test labs will be an issue. CAT will investigate how to handle this, but it was noted that the labs will have to help coordinate this in good faith. Conference calls will be set up quarterly to monitor the production and distribution process. As a starting point, labs should put in a PO for 8 liners for each stand (a total of 5 stands in the 1P/1R industry).

After a straw poll, there was support for two courses of action:

1. Trying to introduce 83 count liners (4-2-4).
2. Staying with only 79 count or less (7-0-3).

Hind noted that with either course of action, CAT will continue to target 79 or less during the production process. General consensus was reached to carry forward with the 79 count liners in a business-as-usual manner of referencing/candidate testing (option 2, above).

C-13 Piston Shortage

The Morton warehouse is out of inventory, and CAT noted that 23 pistons have been released (December back-orders) and 87 more are expected to be available by early April. Jim Gutzwiller asked if anyone had parts available that they are not using that could be used for redistribution. No such parts appear to be available. Given this, a conference call will be held to examine if the test may be truly unavailable and as such, the HDEOCP would then need to be notified.

The C13 Conference is scheduled for February 3. Jim Gutzwiller will distribute conference call information.

Best Regards,

Jeff Clark
Technical Manager

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ASTM Test Monitoring Center
<http://www.astmtmc.cmu.edu/>

ATC European Registration Centre
<https://atc-erc.org>

From: James McCord [mailto:james.mccord@swri.org]
Sent: Monday, January 24, 2011 4:24 PM
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'Zack Bishop'
Subject: SCOTE & CAT-C13 Teleconference (1/27/11 @ 10:00 CT)

SCOTE & C13 Panel,

We will hold a teleconference on Thursday (Jan, 27 th) at 10:00 CT to discuss the liner porosity issue on the CAT-1P and the piston shortage on the CAT-C13. Call-in info is shown below:

Conference code: 2259334012

Reservationless-Plus Toll Free Dial-In Number (US & Canada): (866) 588-1857
Reservationless-Plus International Dial-In Number:(678) 373-4882

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