

All Surveillance Panel Members,

We will have a C-13 and SCOTE Surveillance Panel conference call Thursday October 6, 2011 starting at 2:00 pm Central time to address parts supply issues for the CAT 1K/1N/1P/1R and C-13 tests.

AGENDA

1) Combining C-13 and SCOTE panels into one CAT panel

Chairman: Jim Gutzwiller

Secretary: Addison Schweitzer

2) DEOAP/NCET Request

CAT-1N: Will parts be available through 2020

CAT-1P: Will parts be available through 2020

3) Distribution of new CAT-1P/1R liners

TEST PARTS AVAILABILITY

1Y3997 Cylinder Liner

ANY NEW BUSINESS

Reservations-Plus Toll Free Dial-In Number (US and Canada): (866) 588-1857

Reservations-Plus International Dial-In Number: (678) 373-4882

Conference Code: 6783734882

Attendance:

Pat Fetterman, Riccardo Conti, Nate Shisler, Hind Abi-Akar, Jim McCord, Addison Schweitzer, Sylvain Didier Kouame, Bob Campbell, Andrew Stevens, Mark Sutherland, Jim Gutzwiller, Jim Moritz, Brad Carter, Zack Bishop, Jeff Clark

The main purpose of the call was to update the current parts availability and distribution outlook for the CAT 1K/1N/1P/1R and C-13 tests.

Combining into C-13 and SCOTE into One CAT Panel:

Chairman: Jim Gutzwiller

Secretary: Addison Schweitzer

DEOAP/NCET Request:

Hind commented that the CAT-1N and 1P parts are foreseen to be available through 2015, no immediate problem noted to prevent 2020. Additionally there is no intention of terminating CH-4, CI-4, or CJ-4 in order to continue performing these tests.

Action Item:

Parts Availability: Pistons, Rings and Liners?

Jim McCord and Hind Abi-Akar agreed to talk offline to ascertain the part numbers required to continue testing.

Aside:

The CAT-1K/1N units that are currently reported for average oil consumption (g/MJ) need to match specifications listed in the test procedure (D6750 - 2008 Version units in g/kW-hr) to avoid any confusion in converting to the required units. The preference agreed upon in the meeting was on the 2008 version of the test procedure (units in g/kW-hr) versus the conflicting 2010 version (units in g/MJ). The agreement was found on the basis that the units match what we report during the test. The surveillance panel agreed to push ASTM to perform the suggested alterations (return to D6750 – 2008 Version). According to the panel, Jim McGeehan wants to push to resolve this issue as well. Jim McCord will be putting forward a formal request via e-mail to Jim McGeehan to return the test procedure to the 2008 Version.

1Y3997 Cylinder Liner:

CAT began the discussion stating the current count on liners was 44 quality liners. CAT then stated that the liners were being produced in batches. In addition, CAT mentioned that the new liners displayed the old spec of 3% area and 45 cal (even better due to more aggressive limits). The roughness preventative utilized is predicted to provide the liners with a shelf life of up to seven years. The inspection of the current batch of liners is reaching completion and CAT currently has 53 liners ready to be sent to Morton with the expectation that they should be out next week for delivery to the test labs. Another batch is planned to be produced behind the current batch. Internal discussions at CAT involve how to handle production costs (400 additional castings ready to go through this process). The current distribution system at Morton is controlled by back orders with the majority of the liners headed to Holt.

Initial discussions on the distribution of the liners lead to the decision for Intertek to purchase 50 liners (to retain back-order log and liner production) and to distribute the remaining 33 to the other three test labs. This approach was agreed upon to resolve the conflict from labs that do not order their liners from Holt (as well as the worry of unequal distribution through Morton and Holt). It was decided that that preferably the test labs would adjust back-orders (cancel) to enable Intertek to order all 50 and distribute accordingly (11 liners to each test lab/50 to initiate back-log). CAT stated that production of the liner would continue regardless of the back-order log, but orders placed by the labs would help establish a timeline for production of the liners.

Upon further review, the final decision was to receive the liner orders as currently scheduled and redistribute between labs to prevent any further delays from CAT. SwRI agreed to send seven liners to Afton to assist in this equal distribution initiative.

Referencing 1Y3997 Cylinder Liner:

The decision was unanimous that all CAT-1P stands were ready to start referencing next week (or soon thereafter) using PC-9 HS Diesel Fuel. This assists TMC in reviewing the results within a relatively close time frame.

The group can decide that the CAT-1P reference legitimizes a calibrated status of the CAT-1R (both utilize liner 1Y3997). An agreement to motion forward was reached granting calibrated status to the CAT-1R (pending results acceptable by TMC). This status will be verified once the CAT-1P reference is conducted. Based upon current rules, TMC will advise the panel. In addition, the use of old liners still in circulation will depend on the evaluation by TMC.

C-13 Liners:

CAT mentioned that C-13 liners are available; however more pistons will be needed than forecasted. CAT concluded on the C-13 stating that no issues were foreseen at current trends.

The Meeting Adjourned at 3:20 pm.