Caterpillar Surveillance Panel Conference Call 8/11/2014 3:00PM EST

Attendance:
Jim McCord
Gary hammer
Martin Thompson
Hind Abi-Akar
Vince Caliendo
Adam Roig
Jim Moritz
Bob Campbell
Mark Cooper
Bill Larch
Mike Conrad
Jessica Buchanan
Andrew Stevens
Jeff Clark
Sean Moyer
Elisa Santos
Jim Gutzwiller

Agenda Items:
1N Correction Factor (TGF)

C-13 High Oil Consumption
- Liners
- Valve Guides
- Rings

1P Liners (labs received liners with a new date code)

1K / 1N No liners available from CAT dealership

1K / 1N Data Dictionary
LINERSN field currently is specified with a limit of 12 characters. Request is to increase the field to 16 characters.

Any other new business

Discussion Items:

1N Correction factor impact - Presented by Elisa Santos

** Final 1N TGF Evaluating Impact Document

Final 1N TGF Evaluating the impact

Table 1a (slide 8) clarification:

The N count refers to the total number of reference tests at that lab run on the new liners.
The Failed Cal column is the number of failed reference calibration tests - this column does not include SAs in the results.
The Pass columns are the resulting "effective" pass limit for future candidate oils if that Scenario is adopted. The column includes SAs from that scenario.

Action Item: Elisa recommends using Scenario 2A or 2B and wants to perform additional options to determine all resulting effects including total demerits. Hind and several others support adding additional scenarios.

In the future the data included should be as up to date as possible including the most recent reference results.

1K / 1N Data Dictionary

LINERSN field currently is specified with a limit of 12 characters. The request is to increase the field to 16 characters.

Currently this field is being used to record the "Date Code" for that part and not the serial number.

Action Item: Test Labs need to confirm that the liners have a serial number. SwRI confirmed that the outside of the box only contains the Part Number and the Date Code.

Clarification is needed on what specific data should be collected on the Liners and Pistons .

1N LTMS New Stand Acceptance Criteria

** 1N LTMS New Stand Document

Revision to 1N LTMS for New Stand.docx

** 1K LTMS for New Stand Document

Revision to 1K LTMS for New Stand.docx

Current New Stand Acceptance Criteria in LTMS includes Top Land Heavy Carbon and Average Oil Consumption even though they are not Critical Parameters. Subsequent references on an existing stand only include Critical Parameters. It was recommended that the new stand acceptance criteria be similar to the criteria for existing stands. The proposed revisions also include removing unavailable reference oils and out of date practices.

Motion Jim Moritz, Seconded by Bob Campbell– To change the 1N LMTS document's Acceptance Criteria for a new test stand, existing test stand, reference oil assignment and control charts to the proposed format in the document "Revision to 1N LTMS for New Stand".

Motion Carries- 0 apposed 0 waives

Effective Date 8/19/2014

Motion Jim Moritz, Seconded by Bob Campbell– To change the 1N LMTS document's Acceptance Criteria for a new test stand, existing test stand, reference oil assignment and control charts to the proposed format in the document "Revision to 1K LTMS for New Stand".

Motion Carries- 0 apposed 0 waives

Effective Date 8/19/2014

Motion Sean Moyer, Seconded by Jim Moritz– To remove references to reference oil 810 from the 1K and 1N test procedures.

Motion Carries- 0 apposed 0 waives

Sean Moyer to submit information letter to ASTM - Non-controversial vote is effective immediately.

Viking Pump Procedure Revision

** Revision to 1P Procedure for Viking Pump Document

Revision to 1P Procedure for Viking F

** Revision to 1K-1N Procedure for Viking Pump Document

Revision to 1K-1N Procedure for Viking F

The target L/min range to define the equivalency of replacement pumps is needed. The original intent of the target flow rates should be used.
Action Item: Sean Moyer is going to submit historical references to the original flow rates.

Additional discussion will be held when more history is collected and the proposed revision is revised.

1K 1N Fuel dilution

The current fuel dilution limit states that the fuel dilution cannot be greater than 2% at 24 hours but does not mention subsequent oil samples.

Motion Sean Moyer Seconded by Bob Campbell– To change the fuel dilution limit to "at or beyond 24 hours"

Motion Carries- 0 apposed 0 waives

Sean Moyer to submit information letter to ASTM - Non-controversial vote is effective immediately.

Future Conference Call items

C13 Oil Consumption – potential for parts change
1K/1N - Rusty piston rings

Next conference call is scheduled for 8/18/2014 at 9:00 am CST