

**Caterpillar Surveillance Panel  
Conference Call  
Friday March 8<sup>th</sup> 2013 1:00 EST**

**Attendance**

Andrew Stevens, Beth Sebright, Hind Abi-Akar, Bob Salgueiro, Sean Moyer, Elisa Santos, Gary Hammer, Jim McCord, Brad Carter, Jason Bowden, Matt Bowden, Jim Carter, Mark Cooper, Christian Porter, Jason Diggs, Mark Sutherland, Bill Larch, Mike Wendling, Mark Overaker

**Agenda**

1K and 1M-PC fuel -- New batch of SDTF-2 test fuel is off spec on TAN  
1P and 1R -- Camshaft timing sensor for the 1Y3700 engine (1P/1R)  
Introduction of 1005-4 reference oil for the 1P and 1R tests.

**1K and 1M-PC Fuel**

Newest batch of SDTF-2 test fuel is off spec on TAN. Question asked about why batch is off spec and Haltermann answered that distillate cut started with higher acidity and very difficult to treat the finished batch to compensate.

Question was posed about potential effects of higher TAN on engine components specifically. No one knew for sure what effects it would have.

It was stated that the military spec for TAN on this fuel is 0.3

Question about whether DD664 was proper method for testing this fuel.

Haltermann was asked about time to produce new batch. It would take some time and at least one lab does not have enough fuel to run a test.

The question was asked whether this difference was significant enough to affect the test. Nothing was seen in previous research runs at SwRI.

It was asked whether this batch could be used for the military and a new batch be made for testing. There was timeframe estimate for this option and it was stated that the new batch would not necessarily be any better due to the availability of raw materials.

There was discussion about labs blending this new fuel with old fuel.

**MOTION:** Brad Carter motioned that the fuel be accepted as is and used for testing. Mark Cooper 2<sup>nd</sup>.

**Call to Vote**

- 4 Waves
- None against
- Motion passed

**1P and 1R 1Y3700 Engine Camshaft timing Sensor**

There is an issue with the new batch of camshaft timing sensors. They are incompatible with the engine and generate a different signal compared to the old sensors. CAT working to produce a new batch of the old sensor but there is no timeline established yet.

Labs have used sensors from spare engines and can use them to replace failed hardware.

**Introduction of 1005-4 Reference Oil for the 1P and 1R tests**

TMC stock of 1005-3 is nearly exhausted. Reblend designated 1005-4 has been tested and verified to be a reblend of 1005-3. With no objections TMC will start to ship 1005-4 once 1005-3 is exhausted. Targets for 1005-4 will be the same as 1005-3 and if issues are identified in the future they will be addressed then.

Meeting adjourned at 1:49pm EST.