



Test Monitoring Center

6555 Penn Avenue
Pittsburgh, PA 15206-4489
(412) 365-1000

MEMORANDUM: 04-105

DATE: November 23, 2004

TO: James McCord,
Chairman, Single Cylinder Diesel Surveillance Panel

FROM: Scott Parke

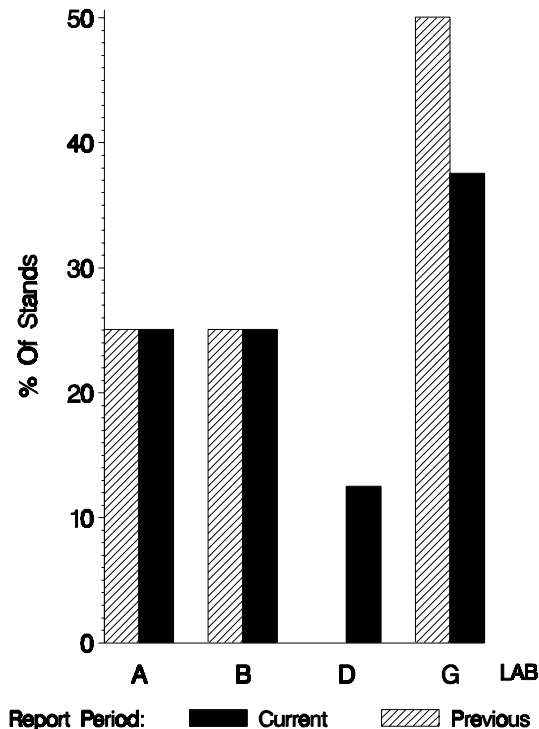
SUBJECT: 1M-PC Testing from April 1, 2004 through September 30, 2004

Ten calibration tests were reported to the Test Monitoring Center during the period from April 1, 2004 through September 30, 2004. The data from the operationally valid tests is shown on page 6. Following is a summary of testing activity this period.

	Reporting Data	Calibrated on 9-30-04
Number of Labs	4	4
Number of Stands	8	8

Stands reporting data this period were distributed as shown below:

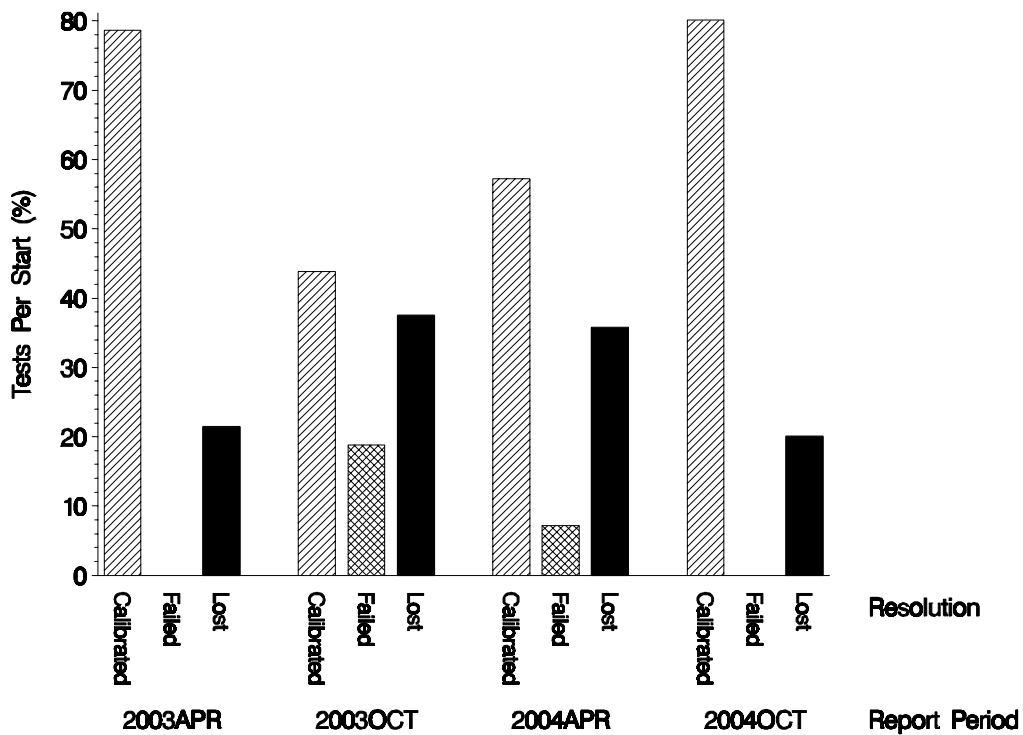
1M-PC LABORATORY / STAND DISTRIBUTION



Test Distribution by Oil and Validity

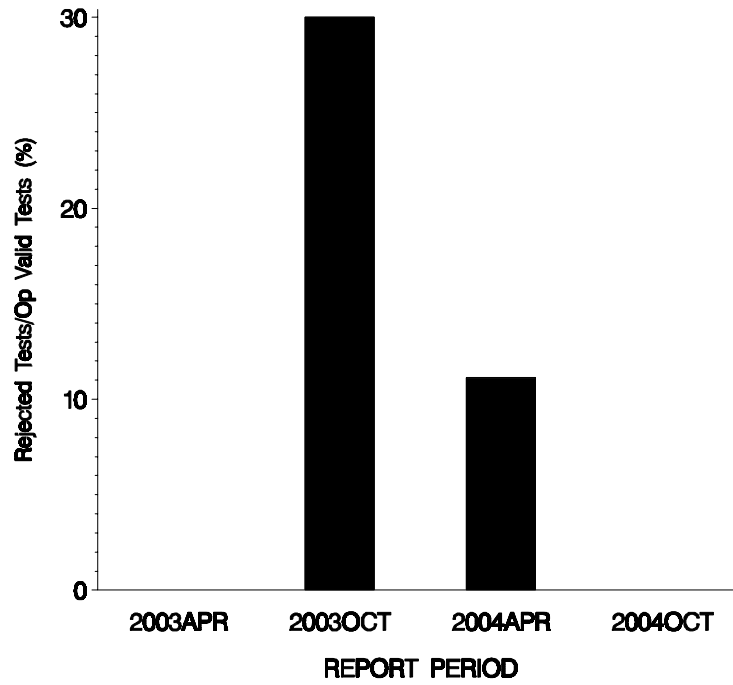
			Totals			
			873-1	873-2	Last Period	This Period
Accepted for Calibration	AC		0	8	8	8
Rejected Mild	OC		0	0	0	0
Rejected Severe	OC		0	0	1	0
Rejected for EWMA Precision	OC		0	0	0	0
Rejected for Shewhart Precision	OC		0	0	0	0
Operationally Invalid (lab)	LC		0	0	4	0
Operationally Invalid (lab/TMC)	RC		0	0	1	0
Aborted Calibration	XC		0	2	0	2
Total			0	10	14	10

1M-PC CALIBRATION ATTEMPT SUMMARY



The test-per-start ratio for calibrated, failed, and lost tests is shown above.

**OPERATIONALLY VALID 1M-PC TESTS
FAILING ACCEPTANCE CRITERIA**

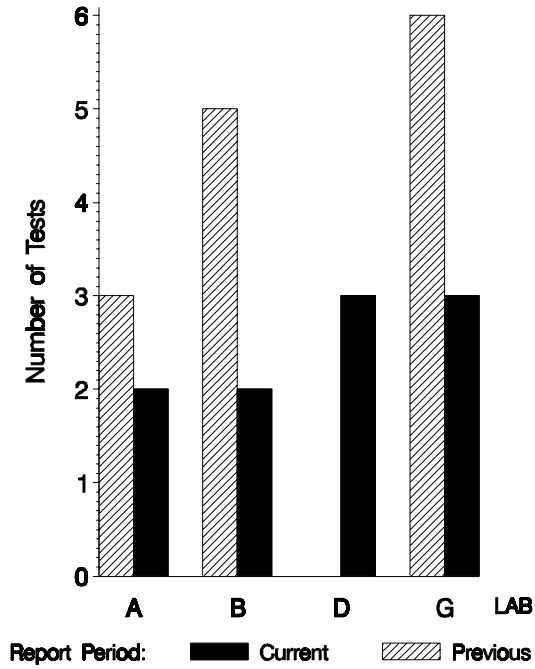


No LTMS deviations were written this period. A total of two deviations have been written over the life of this test. No tests failed this period.

By lab, the tests run this report period were distributed as shown below:

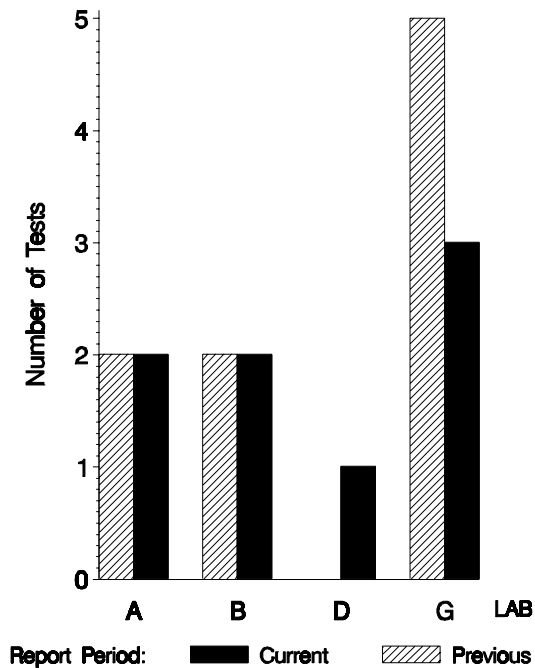
**NUMBER OF 1M-PC TESTS REPORTED
BY LAB AND REPORT PERIOD**

(All Test Starts - Both Valid & Invalid)

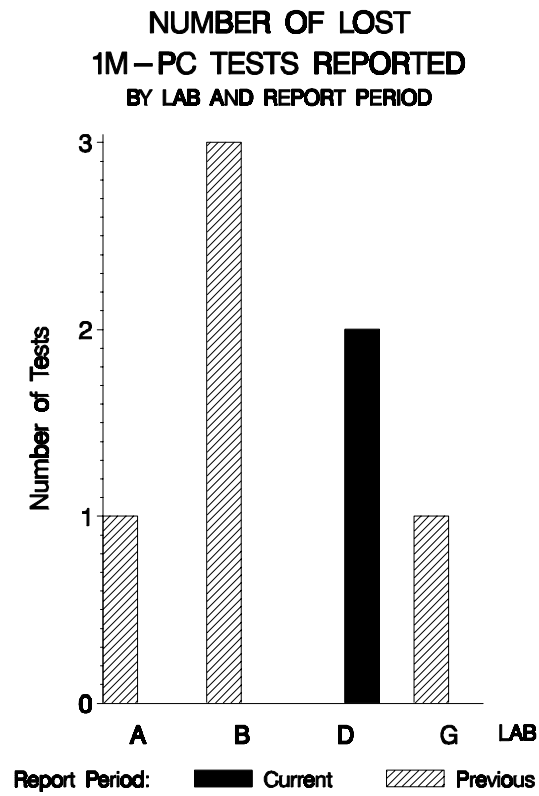


With all operationally invalid tests removed, the distribution looks like this:

**NUMBER OF OPERATIONALLY VALID
1M-PC TESTS REPORTED
BY LAB AND REPORT PERIOD**



And the by-lab distribution of lost tests:



Lost Tests per Start by Oil and Lab:

Lab	873-1			873-2			Total		
	Lost	Starts	%	Lost	Starts	%	Lost	Starts	%
A				0	2	0	0	2	0
B				0	2	0	0	2	0
D				2	3	67	2	3	67
G				0	3	0	0	3	0
Total				2	10	20	2	10	20

Lost tests are those that were either aborted, rejected by lab, or operationally invalid.

Causes for Lost Tests:

Lab	Cause	Oil		Validity			Loss Rate		
		873-1	873-2	LC	RC	XC	Lost	Starts	%
D	Cam failure. Scuff on Breakin.		●			●	2	3	67%
	Cam failure. Scuff on Breakin		●			●			
	Lost	0	2	0	1	2			
	Starts	0	10	10	10	10			
	%	0%	20%	0%	0%	20%			

Average Δ/s by Lab			
Lab	n	TGF	WTD
A	2	1.304	1.858
B	2	1.584	1.243
D	1	-1.180	0.212
G	3	0.932	-0.925
Industry	8	0.924	0.455

DATA FROM ALL OPERATIONALLY VALID TESTS REPORTED THIS PERIOD:

LTMS

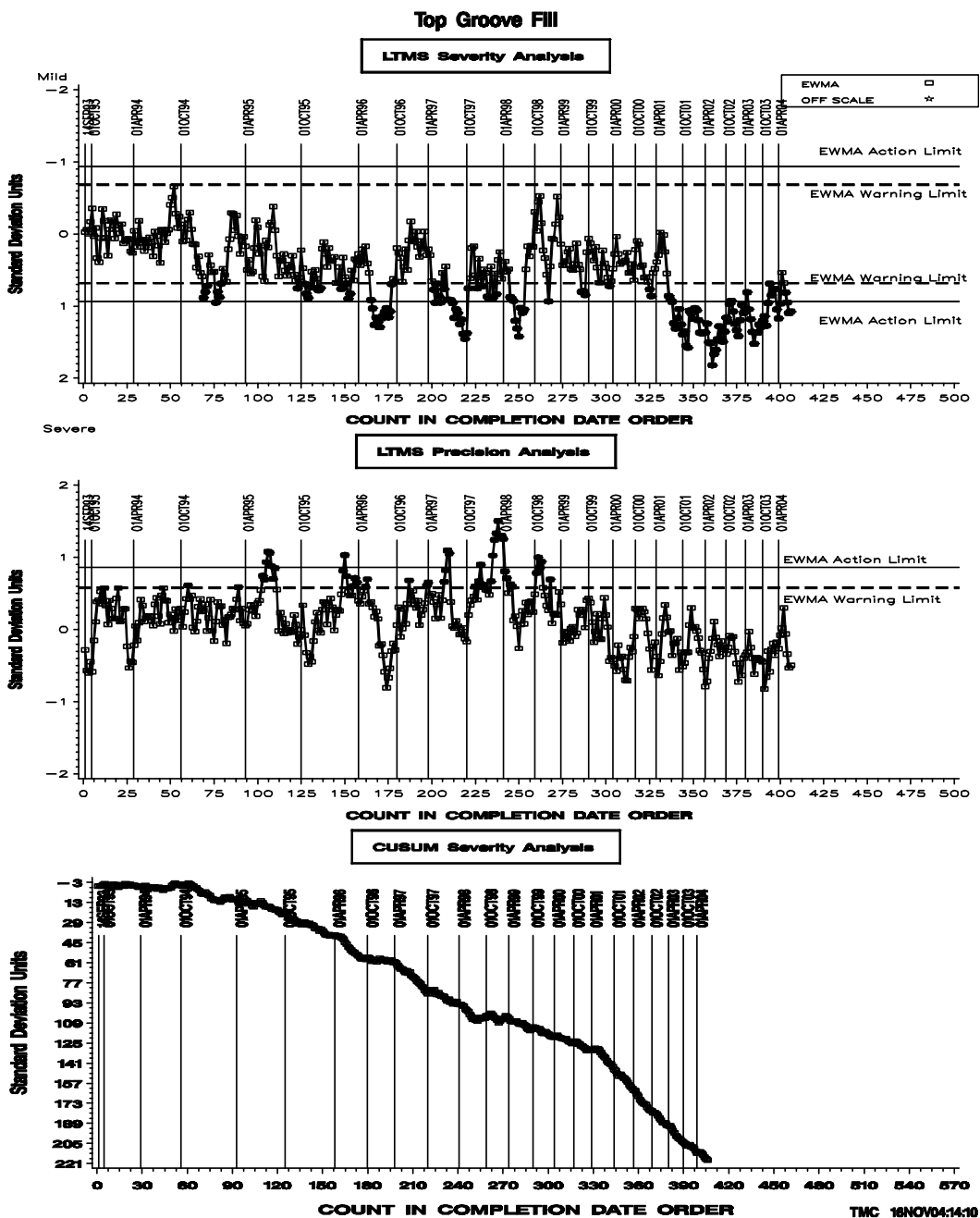
DATE	LAB	STAND	OIL	TG	WD	TGYI	WDYI
20040407	B	7	873-2	68	278.5	1.677	0.911
20040512	G	8A	873-2	43	193.9	0.124	-0.764
20040514	D	2	873-2	22	243.2	-1.180	0.212
20040601	A	9	873-2	61	324.0	1.242	1.812
20040707	A	6A	873-2	63	328.7	1.366	1.905
20040819	B	8A	873-2	65	312.0	1.491	1.574
20040906	G	13A	873-2	68	203.5	1.677	-0.574
20040922	G	10A	873-2	57	159.9	0.994	-1.438

DISCUSSION OF INDUSTRY PERFORMANCE OVER THIS PERIOD

TGF:

TGF over this period was again severe and continues to exceed the EWMA action limit. Industry average TGF Y_i was 0.924 (see table on previous page). Using 873-1's test target standard deviation of 16.1 to compute an average Δ yields 15% TGF. Despite repeated attempts, the Single Cylinder Diesel Surveillance Panel has not yet determined a cause. There is some indication that the change in liner suppliers in May of 2001 might be contributing to the problem.

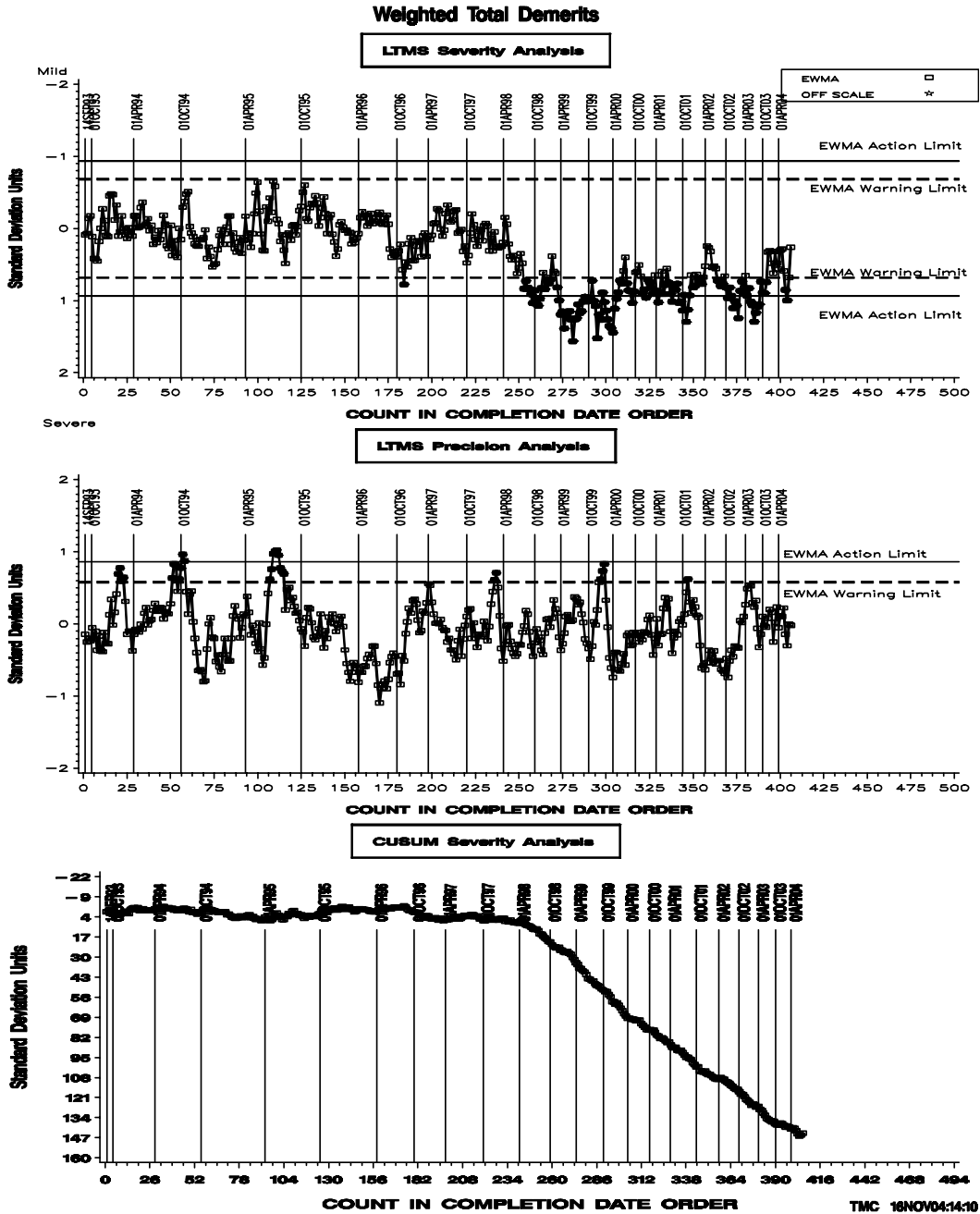
CATERPILLAR 1M-PC INDUSTRY OPERATIONALLY VALID DATA



WTD:

WTD also continues to be severe (and has since April '98). Industry average WTD Yi was 0.455 (equivalent to 23.0 demerits severe when multiplied by 873-1's standard deviation of 50.5). Precision remained within acceptable limits this period.

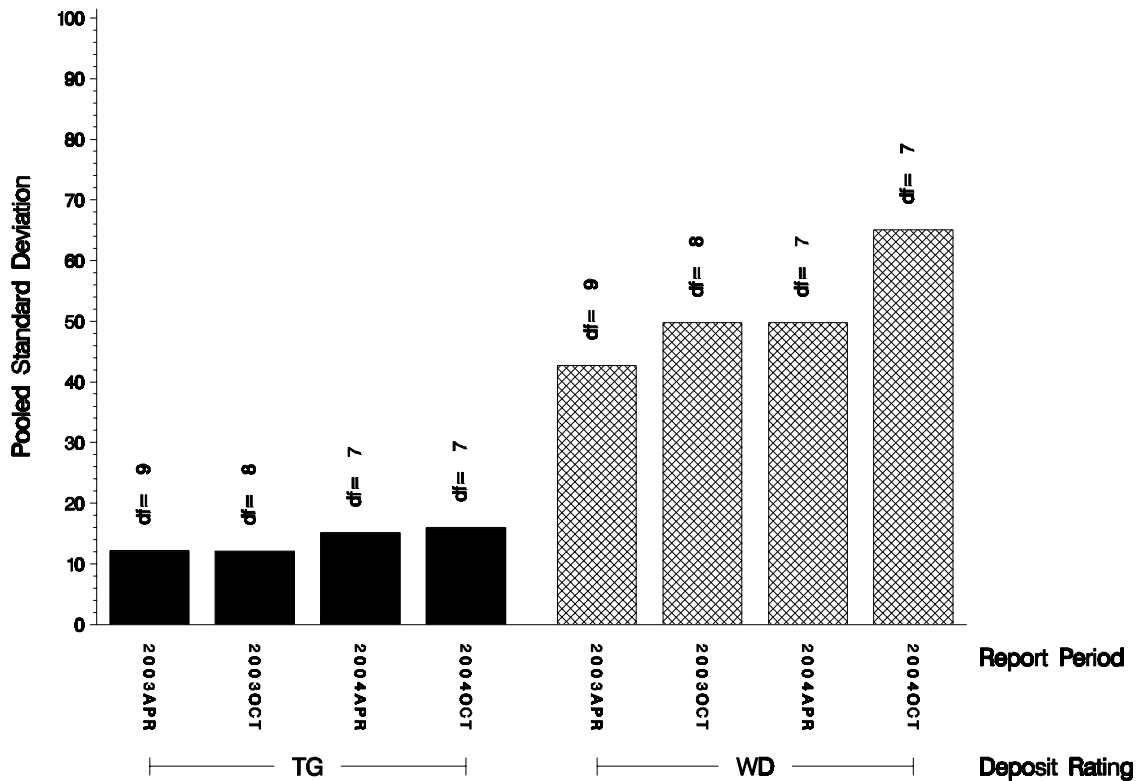
CATERPILLAR 1M-PC INDUSTRY OPERATIONALLY VALID DATA



POOLED S:

Shown below is a bar chart comparing the pooled s values for the 1M-PC test parameters over the last four report periods. Precision for both parameters, as measured by pooled s, is comparable to previous periods.

1M – PC REFERENCE TEST PRECISION
 POOLED STANDARD DEVIATION BY SIX-MONTH ASTM REPORT PERIOD



STATUS OF REFERENCE OIL SUPPLY:

At the end of this report period, the testing oil supply stood as outlined in the table below:

Oil	Cans @ Labs	@ TMC	
		Cans	Gallons
873-1	3	2	25
873-2	11	96	966
Total	14	98	991

* Future reblends of any oils marked with an asterisk are not obtainable by TMC.

Introduction of oil 873-2 into testing is now complete. There appears to be no performance difference between this blend and 873-1. The surveillance panel has elected to carry over the 873-1 targets for 873-2 rather than calculate targets specific to 873-2. 873-2-specific targets would be considerably more severe.

TIMELINE OF SIGNIFICANT EVENTS IN THE LIFE OF THE 1M-PC TEST:

Effective Date	Info Letter	
19940419		FIRST USE OF 873-1
19940927		FIRST EXHAUST BARREL TEST
19941031		LAST USE OF 873
19941225		LAST NON-EXHAUST BARREL TEST
19950401		LTMS INTRODUCTION
19950728	95-1	REWRITTEN PROCEDURE ISSUED ALONG WITH INFORMATION LETTER 95-1
19950728	95-1	LINER WEAR STEP MEASUREMENT TECHNIQUE CHANGED TO CONFORM TO 1K/1N
19950728	95-1	REMOVAL OF MAXIMUM ALLOWABLE LSC SPECIFICATION
19950728	95-1	ADOPTION OF THE STANDARDIZED TEST REPORT COVER SHEET
19950728	95-1	EXHAUST BACKPRESSURE SPECIFICATION CHANGED TO ABSOLUTE PRESSURE
19950728	95-1	EXHAUST TEMPERATURE SPECIFICATION LOWERED
19950926	95-1	IMPLEMENTATION OF DATA DICTIONARY AND REPORT FORMS (VERSION=19950607)
19960315	96-1	FUEL FLOW MEASUREMENT DEVICE SPECIFICATION CLARIFIED
19960315	96-1	HUMIDITY CALIBRATION SCHEDULING REQUIREMENT CHANGED
19960315	96-1	EDITORIAL CHANGES
19960414	96-1	FORMS CHANGES
19980209	98-1	REVISED WARRANTY PROCEDURE & FORMS
19980209	98-1	FUEL SUPPLIER NAME CHANGE
19980209	98-1	COOLANT ADDITIVE NAME CHANGE (PENCOOL 2000)
19980209	98-1	TMC FAX NUMBER CHANGE
19980430	98-2	ADD FUEL, LTMS, AND OTHER 1K/1N-TYPE FORMS & EXAMPLES TO TEST REPORT
19980824	98-3	ADD RATING WORKSHEET (FORM 4A) TO TEST REPORT
19981109	98-4	ADD AREAS FOR CLEAN TO RATING SHEETS 5 & 5A
19981109	98-5	CORRECTION TYPO IN 98-2 TO FUEL AND COOLANT SUPPLIER NAMES
19990419	99-1	UPDATED INTAKE AIR FILTER REQUIREMENTS
19990419	99-1	RE-CALIBRATION REQUIREMENTS WHEN CRANK IS REMOVED
19990419	99-1	VISUAL INSPECTION OF INTAKE AIR BARRELS
19990419	99-1	COOLANT SYSTEM FLUSHING REQUIREMENTS
19990419	99-1	TEST STAND INSTRUMENTATION CALIBRATION REQUIREMENTS
19990419	99-1	USE OF MOBIL EF-411 AS BUILD-UP/FLUSHING OIL
19990419	99-1	TIME ZONE FOR USE IN EOT REPORTING
19990419	99-1	FUEL INJECTION PUMP REPLACEMENT
19990419	99-1	EDITORIAL
20010508		FIRST 1Y3995 LINER TEST
20020428		FIRST 873-2 TEST

RATING:

One referee re-rate was requested this report period. After review of all ratings, the second referee rating was used for the final test report.

Rating Re-rate Summary

Total number of re-rates requested	<u>1</u>
Number of tests where lab rating was changed	0
Number of tests where referee rating was changed	1
Number of tests where no changes were made	0

LAB VISITS:

Two 1M-PC lab visits were completed during this period. Neither lab was able to document that the cleaning solvent in use fully complied with ASTM D235 as stipulated by the procedure.

INFORMATION LETTERS:

No information letters were issued during this period.

FUEL BATCH APPROVAL:

During this period, the following fuel batches were approved for testing: SF2921LS04, SG1521LS02, SI2821LS03, and SK0521LS02.

SUMMARY

- Over the course of this report period, TGF and WTD both continued to be severe. There seems to be some indication that the 1Y3995 liner is exacerbating the problem.
- Precision for both TGF and WTD remained within limits throughout the period.

SDP/sdp/astm1004.doc/mem04-105.sdp.doc

c: J. L. Zalar
F. M. Farber
Abdul Cassim, Caterpillar
Chuck Dutart, Caterpillar
Single Cylinder Diesel Surveillance Panel
<ftp://ftp.astmtmc.cmu.edu/docs/diesel/scote/semiannualreports/1mpc-10-2004.pdf>

Distribution: email