

UNAPPROVED MEETING MINUTES OF THE

Cummins Surveillance Panel

Teleconference

August 13, 2009

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1. Action Items

1. Discontinue sending hard copies of final reports to TMC for all ISM and ISB calibration tests. TMC to issue information letter.
2. Reevaluate ISM crosshead weight loss correction factor using all acceptable calibration tests currently in TMC database
3. Use merit system on reference oil results to see if there has been a severity shift
4. TEI to review parts to see if any changes have occurred which might be contributing to any severity shifts
5. TEI to notify panel when next batch of crossheads have been received and tested.
6. ConocoPhillips to notify panel when next batch of PC-9 fuel is available.

2. Call to Order/Membership/Approval of Minutes

Jim Moritz called the meeting to order at ~ 1:30 pm (CDT). Attendance list is included as attachment 1.

3. Summary of Discussions

A. Hard copies of calibration reports to TMC for ISM and ISB

The following motion was made by Jeff Clark and seconded by Bob Campbell:

It is moved by the TMC that hardcopy reports are no longer required to be sent to the TMC. Additionally, passage of this motion would direct the TMC to issue an information letter(s) (where necessary) to remove the hardcopy requirement from the test method(s).

The motion passed with no dissent. Frank Farber will be sending information letters to Philippe Saad at Cummins for signature.

B. ISM Crosshead Weight Loss

Jim opened up the floor to discussion about recent experiences on ISM crosshead wear. While the calibration test information appears to be within acceptance range, recent non-calibration tests were failing on merits due primarily to crosshead wear. There was significant discussion about the merit system overall, industry correction factors, and the possibility of implementing an LTMS system along with individual lab severity corrections. It was pointed out that the merit system was not a Surveillance Panel issue and out of their control. After further discussions the following action items were agreed to:

1. Determine if the current 1.7 industry correction factor is still valid. Use all acceptable calibration test data to date.
2. Use merit system for all acceptable calibration test data to date to determine if it

reflects any type of severity shift

3. TEI to review parts to see if any changes have occurred which might be contributing to any severity shifts

4. TEI to notify panel when next batch of crossheads have been received and tested.

B. PC-9 Test Fuel

There has been a delay in the blending of PC-9 test fuel due to a supplier issue. There is approximately 100,000 gallons of fuel waiting for final blend. ConocoPhillips will notify the industry when it is ready. There were brief discussions regarding the possibility of switching some of the tests that use PC-9 fuel over to PC-10 fuel but it was decided to defer for future consideration.

C. Next Crosshead Batch and Wire Mesh Filter batch

The crosshead supplier is in the final process of analyzing the crossheads and shipping to Cummins. Cummins expects to receive the crossheads the week of August 17 and ship them to TEI. As soon as TEI receives them they will perform their normal inspections and inform the panel. As of the meeting there were approximately 11 sets of batch C crossheads remaining. There is also a new batch of Wire Mesh oil filters that will need to be introduced. There are still some filters of the current batch in inventory but only enough to fill existing orders. A teleconference will be held to discuss introduction of the new crosshead batch and filter batch.

4. Additional Business/Next Meeting

The next teleconference was tentatively scheduled for August 26. A final notice will be sent out confirming the date and time. In addition a tentative face-to-face meeting will be held either in late September or early October. It is hoped firm dates and location can be finalized at the next teleconference.

Attachment 1

Cummins Surveillance Panel Attendance List August 13, 2009

Name	Company/Address	Email
Ron Buck	Test Engineering, Inc	rbuck@tei-net.com
Zack Bishop	Test Engineering, Inc	zbishop@tei-net.com
Bob Campbell	Afton Chemical	Bob.Campbell@aftonchemical.com
Jim Rutherford	Chevron Oronite	jaru@chevron.com
Mark Cooper	Chevron Oronite	mawc@chevron.com
Casey Collins	ConocoPhillips	COLLECT@cpchem.com
Philippe Saad	Cummins, Inc.	Philippe.Saad@cummins.com
Shawn Whitacre	Cummins, Inc.	shawn.whitacre@cummins.com
Riccardo Conti	ExxonMobil	Riccardo.Conti@exxonmobil.com
Steve Kennedy	ExxonMobi l	Steven.Kennedy@exxonmobil.com
Jim Gutzwiller	Infineum	James.Gutzwiller@infineum.com
Pat Fetterman	Infineum	Pat.Fetterman@infineum.com
Jim Moritz	Intertek	Jim.Moritz@intertek.com
Bill Larch	Lubrizol Corp.	wtl@Lubrizol.com
Jim Matasic	Lubrizol Corp.	James.Matasic@Lubrizol.com
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Greg Shank	MackVolvo Powertrain	Greg.Shank@volvo.com
Ryan Johnson	Southwest Research Institute	ryan.johnson@swri.org
Scott Richards	Southwest Research Institute	srichards@swri.org
Jeff Clark	Test Monitoring Center	jac@astmtmc.edu