

Jeff Clark

From: Jeff Clark
Sent: Wednesday, November 17, 2010 12:41 PM
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Subject: Cummins SP Teleconference Meeting Minutes - Nov. 17, 2010
Attachments: ISB Engine number build information.xls; Cummins SP Conf Call Wednesday 11/17/10 10:30 EST; TGA and Build and Engine hours and.pptx; LTMS TF STG Response to Cummins Surveillance Panel; Cummins ISB soot adjustments.pptx



ISB Engine



Cummins SP



TGA and Build



LTMS TF STG



Cummins ISB

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Attendance - Jim Moritz, Jeff Clark, Riccardo Conti, Shawn Whitacre, Philippe Saad, Allison Rajakumar, Pat Fetterman, Jim Rutherford, Janet Buckingham, Jim Matasic, Jim McCord, Jim Gutzwiller, Bob Campbell, Brad Carter, Scott Richard, Ryan Johnson, Doyle Boese, Zack Bishop

The statistical group has been working on analyzing ISB data for possible soot/engine effects as well as a potential tappet wear trend. Janet Buckingham summarized the work to date (attachments) and the group then reviewed some recent work from Jim Rutherford. Some things appear to be going on; most reliable variable driving soot appears to be engine hours; cam batches and/or time variables may be affecting tappet weight loss; for cam shaft wear, something related to time seems to be driving it, but it cannot be determined yet what that may be.

Discussion took place regarding reference intervals, engine effects, new engine referencing. Three items came out of the discussion:

1. General consensus was that the group, based on the results of the analyses, should resume LTMS v2 discussions.
2. Requiring new engines to run a reference may need to be considered.
3. Eliminating 18 month reference intervals may need to be considered.

General consensus was that all three could be handled together. Tentative date/time for next conference call is December 1 at 10:30 am EST.

Best Regards,

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ATC European Registration Centre
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