

Jeff Clark

From: Jeff Clark
Sent: Wednesday, January 26, 2011 1:24 PM
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Subject: Minutes of Cummins SP Conference Call - Wednesday January 26,2011

Attendance - Jim Mortiz, Bob Campbell, Scott Richards, Zack Bishop, Jim Matasic, Philippe Saad, Mark Cooper, Greg Shank, Jim Rutherford, Jim Gutzwiller, Pat Fetterman, Mike Alessi, Jeff Clark

Switching the ISM to PC-9-HS

After discussion, there was general agreement to run coordinated industry-wide references on PC-9-HS. Motion: Once all labs that agree to participate in the coordinated runs on PC-9-HS fuel have submitted data, the panel will examine the data to consider any severity shifts as well as potentially calibrating the applicable test stands (Clark, Richards). The motion carried 10-0-1. Labs agreeing to participate are Intertek, SwRI, and Afton, with Lubrizol waiting confirm. Mark Cooper will check with Oronite's lab in Rotterdam regarding their participation.

ISB Cam Batch Update

Zack Bishop stated that the new batch of ISB cams should be arriving at Cummins late this week. He is hoping to have them at TEI by middle of next week. TEI is currently out of batch F cams.

Fuel Spec Question

The fuel question brought forward by the TMC / ACC-MA was addressed by agreeing with the interpretation stated below.

To HD Chairman:

The ACC Monitoring Agency has raised some questions regarding the use and interpretation of diesel fuel analyses of SOT and EOT samples that are prescribed in many HD test methods. A review of test procedures and discussion with TMC and lab engineers has yielded the following understanding:

The fuel spec sheet provided by the fuel supplier is ultimately what is used to determine that a test was run with the correct fuel. Test methods that specify measuring fuel properties do so for report-only purposes and are used by the lab to confirm fuel identity/quality. These results are a 'gross check' of fuel quality and are generally not used as a validity requirement. Any indications the SOT and EOT samples give of a fuel problem are to be handled at the test laboratory's discretion.

Please note, I believe this interpretation has been the intent of the test methods from the beginning and I also believe it is a reflection of current widespread practice. I am asking the HD Panel Chairs to either confirm this interpretation or if this

interpretation is believed to be in correct, please provide the proper interpretation. This will help avoid any future test review issues (both candidate and reference tests) where the HD fuel specs are concerned.

Reporting of Fuel Batch ID

The TGC requested that panels start standardizing on the reporting of fuel batches (and hardware id). After discussion, it was agreed the panel should approach suppliers to get the proper definitions of batch ids so that the databases can be properly maintained. The TMC is hoping to implement some data upload rules in the future to keep the data clean (timeframe as yet undefined).

LTMS v2

There is general agreement to let the issues on the pass car side play out before resuming LTMS v2 discussions. More should be known within 3 weeks.

The meeting was adjourned at 12:20 EST.

Best Regards,

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