

Jeff Clark

From: Jeff Clark
Sent: Wednesday, April 13, 2011 12:13 PM
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Subject: Cummins SP Conf Call Minutes - Tuesday April 12, 2011
Attachments: ISM Using PC-9HS Fuel.ppt



ISM Using
:-9HS Fuel.ppt (47)

Attendance - Jim Moritz, Jeff Clark, Doyle Boese, Marnix Torreman, Mark Cooper, Jim Matasic, Jess Hamilton, Jim McCord, Perry Grosch, Bob Campbell, Jim Gutzwiller, Philippe Saad, Shawn Whitacre, Brad Carter, Zack Bishop, Tom Wingfield, Nick Kuehler

ISM Reference Tests on PC-9-HS

Doyle Boese presented an analysis to the panel (attached). Following some discussion, a motion (Matasic, Campbell) was made to move to PC-9-HS fuel with a reference at each lab (several labs have already met this requirement) and subsequent candidate tests will then be run on PC-9-HS. This motion passed with zero negatives and two waives.

ISM Crosshead Severity & Correction Factor Review There are now 11 reference tests on Batch D crossheads. Doyle Boese will review the data and present his findings for future consideration.

ISB Severity

Intertek's reference with the old ECM failed severe, similar to other recent references. This tends to remove the ECM and associated calibration files as potential drivers of the severe trend. The leading 'suspects' at this point may be cam and/or tappet batches. Batch lot sizes have been 40 - 60 cams (with 10% rejection rate), and the upcoming tappet batch will be 3888 (with 8-10% rejection rate). Philippe Saad is looking into getting several days of consecutive runs for the next cam batch(es) with the hopes of getting about 350 pieces. Tom Wingfield commented that their investigation into fuel batch blending showed no significant changes, but he is still working on gathering feedstock information. After much discussion, there was general consensus to study reference data on Batches E,F,G cams with Batch B tappets for potential correction factor(s). Doyle Boese was asked to do the analysis.

We will reconvene Thursday 4/21, 2:00 pm EDT to consider the analysis.

Best Regards,

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