

## **Attendance**

Jim Moritz, Sean Moyer, Zack Bishop, Shawn Whitacre, Corey Trobaugh, Jim Matasic, Jim Rutherford, Jim Gutzwiller, Scott Richards, Perry Grosch, Bob Campbell and Mike Alessi

## **Cam Supply Update - Zack Bishop and Cory Trobaugh**

550 total cams were ordered and should last until 2019. 2 shipments were checked and all specs were met.

TEI received 5 crates totaling 342 cams. Only 1 cam was rejected so far due to pitting near the nose. Overall this supply of cams looks much better; very flat and nice machining.

Along with the new cams a new batch of crossheads will be introduced starting with kit #569. New crosshead batch is designated "D". Kit #569 will have batch "J" cams, batch "D" crossheads and previously introduced batch "C" tappets.

TEI provided a spreadsheet before the meeting which included all of these details.

There was brief discussion on current calibration status of stands in the industry and how soon the new hardware could be run in reference tests per the last meetings discussion. It was decided that all stands should start a reference test with the new hardware by October 1<sup>st</sup>. Jim Matasic made a motion to allow the TMC to adjust reference periods as needed per standard practice of no net gain/loss. Bob Campbell seconded the motion. Voting was unanimous in favor of the motion with TEI and the TMC waiving.

There was also a brief discussion about reducing the calibration period from 18 months to 12 months permanently. Jim Matasic made a motion that the calibration period should be reduced to 12 months. Bob Campbell seconded the motion. Voting was unanimous with TEI waiving. The TMC will issue an information letter detailing the change to the procedure.

## **Low Viscosity Reference Oil(s) - Request from NCDT**

There was an update from the TMC about the availability of lower viscosity oils for ISB and ISM tests. It is not possible to obtain a low viscosity version of ISB reference oil 830. The TMC is still awaiting information about the possibility for ISM oil 831.

The Cummins panel discussed whether they should continue discussion about this issue and the consensus was that it was more appropriate for the discussion to take place at the NCDT level.

## **5.9 Engine Block Availability - Jim Moritz and Zach Bishop**

Jim Moritz asked what the future availability of the ISB 5.9L engine blocks is. Zach Bishop responded that TEI is currently investigating remanufactured engine blocks for future use.