

**Cummins Surveillance Panel  
March 23, 2016 Teleconference  
Meeting Minutes**

**Attendance:**

Intertek – Jim Moritz, May Dewey  
SwRI – Jim McCord, Jose Starling  
Afton – Bob Campbell  
Lubrizol – Nick Secue, Pat Joyce, Kevin O’Malley, John Ahlborn  
Oronite – Mark Cooper, Jim Rutherford  
Infineum – Bob Salgueiro, Pat Fetterman  
TEI – Dan Lanctot  
TMC – Jeff Clark, Sean Moyer  
Cummins – Ryan Denton

**ISM Hardware Status** – The bulk of the meeting was spent review hardware supply status and developing preliminary plans to introduce new hardware batches.

Crossheads – Only 3 kits remain at TEI with batch E crossheads. Ryan Denton of Cummins will look into ordering history and measurements of crossheads to gage batch-to-batch similarity. One lab is close to running out of kits.

Main bearings – LZ is out, supplies are low at labs and dealers do not have supply. Ryan Denton was unsure of why they aren’t available and will investigate and report back on a few days. If the bearings don’t come available, then the panel will need to decide within a few weeks whether to allow re-use and/or aftermarket bearings.

Injector Pushrods and Cylinder Heads – It was noted that the panel should include these in any hardware introduction testing to avoid having to go through the same process in just a few months.

After further discussion, it was decided to pull all relevant information together and the reconvene to finalize a plan to run coordinated reference tests. Ryan Denton and Dan Lanctot will work together to pull the information. Another teleconference is tentatively set for April 1, 2016, 10:00 a.m. Eastern.

As part of the discussion, it was noted that it was unclear whether or not injector push rods are batch controlled. To remove the confusion, the following motion was passed:

***Motion – Campbell, Cooper – For TEI to use batch control in supplying the injector pushrods. This motion passed without objection.***

**ISB Hardware Supply** – TEI has one long block; currently > 500 kits of batch D tappets; currently ~ 60 kits of batch D crossheads; currently > 200 batch K camshafts; currently ~36 kits of pushrods. After some discussion, it was agreed that it would be a good idea to create a more proactive hardware reporting structure. Jim Moritz, Mark Cooper and TEI will lead this effort.

**ISM Test Numbering** – Current section 9.5.1 is inconsistent in indicating what the third part represents: stand run number or engine run number. The panel confirmed that intent has always been for the third part to represent stand run number. ***Bob Campbell moved, Nick Secue seconded that the test method be corrected to indicate such.*** The TMC will issue an Information Letter to correct section 9.5.1 accordingly.

**Engine Serial Number Field Length** – both the ISB and ISM data dictionaries use a field length of 8 for the engine block serial number. ***The panel approved, without objection, a motion (Campbell, Secue) to increase the field length to 12 for the engine serial number for both the ISM and ISB.*** The TMC will process the appropriate data dictionary revisions.

**Next Meeting** – Another teleconference is tentatively set for April 1, 2016, 10:00 a.m. Eastern.