

Cummins Surveillance Panel Teleconference
Friday 10/6/2017 10:00-11:30

Attendance:

Sean Moyer - TMC
Jim Moritz, Josh Ward -Intertek Automotive Research
Dan Lanctoact -TEI
Marnix Tornemann, Jim Rutherford, Mark Cooper - Chevron Oronite
Bob Campbell, Christian Porter - Afton
Jim McCord, Jose Starling - Southwest Research Institute
Elisa Santos, Bob Salguiero, Jim Gutzwiller - Infineum
Patrick Joyce, John Alborn, Kevin O'Malley
Christy Jenson, Phil Shelton, Ryan Denton - Cummins
Ray Burns - ExxonMobil

ISB LTMS Improvements - Kevin O'Malley

- Kevin presented powerpoint presentation of LTMS update options (attached)
- First slide of graphs for camshaft wear show effects of including various tests on standard deviation updates and discussed the potential for including or excluding certain sets of tests.
- Second slide shows options for updates to standard deviations for ATWL
- Potential additional variable in engine source:
 - cummins assembled production line engines(2 batches of 20) vs. bare block built to a longblock assembly with a preassembled head by TEI
- Dan Lanctoact can provide serial # information of new assemblies
- Kevin switched to the Excel file of the LTMS dataset and discussed the effects of applying the improved LTMS algorithms the dataset with current oil targets and current standard deviations
- Bob Campbell pointed out that going to the improved LTMS system necessitates taking on severity adjustments as part of the package regardless of the comfort level with the 12 month reference period
- Patrick Joyce asked if the test should continue to be a lab based vs. stand based system
- Kevin discussed the analysis that was done to see if there was in fact a stand effect
 - and the complications with the data that led to the proposal of the lab based system
- There was no objection to continuing to pursue the improved LTMS
- Kevin reviewed the Word document containing the new wording for the ISB LTMS
- Jim McCord asked whether we would do improved LTMS as well as industry correction factors
 - Kevin replied that we need to investigate both
 - Jim Rutherford pointed out that improved LTMS does not necessarily eliminate need for correction factors
- There was discussion about which options we could implement and the general agreement was all options are on the table and can be implemented concurrently

ISB Push Rod cup end variability (follow up from Cummins)

- Cummins was not yet able to confirm how the push rod cup is manufactured.
- Dan Lanctoact indicated he thinks the cup is attached to the push rod instead of drilled due to the consistency of the cup wall

ISM injector screw availability and referencing

-TEI is down to 5 kits. Working to get information from Cummins about new batch availability and supply

-Cummins does not yet have confirmation from supplier with specific date for availability

Additional items:

Jim McCord brought up issue with oil weight system line lengths

-Working to increase cell safety by moving weigh systems away from the engine somewhat

Jose Starling stated he does not feel that improved LTMS alone addresses the issues with ISB test severity and that the panel needs to seriously consider industry correction factors in conjunction with improved LTMS

Discussion around next meeting date. Potential for the week of October 16th. Tentatively October 19th 10:00 EDT.

Meeting adjourned at 11:20 EDT