

**Cummins Surveillance Panel Teleconference
August 28, 2018 2:00 – 4:00 EDT**

Attendance:

Sean Moyer - TMC
Nick Ariemma, Jim Matasic, Kevin O'Malley - LZ
Bob Campbell, Christian Porter - Afton
Jim Gutzwiller - Infineum
Jim McCord, Jose Starling - SwRI
Dan Lanctot - TEI
Jim Moritz, Andrew Smith - Intertek
Mark Cooper - Chevron Oronite
Christie Jackson, Ryan Denton – Cummins
Ray Burns -ExxonMobil

Agenda:

1) Update on ISB cams and tappets

Ryan Denton gave an update on the camshaft supply. Cummins working with a supplier to get a new batch of cams. Current supplier working full time to supply the plant and could only provide a small 70 piece batch at this time. November next time for full batch. 70 piece batch could be available in a few weeks. November batch of camshafts would be ~288 camshafts. There are no ISB camshafts at TEI. All labs currently have enough inventory to wait for the November batch of camshafts.

2) Beginning discussion how to introduce new hardware in the ISB. Prior to the new LTMS, we have previously introduced every batch with coordinated references. Now with new LTMS which has a provision for hardware introduction, do allow labs to introduce as they need?

The group agreed that when the new hardware is available coordinated references will be run to introduce the new camshafts. The data will be analyzed to determine any correction factors that may be needed. The group will then evaluate the use of LTMS Ei limits for the introduction of future hardware batches.

3) ISB Oil Pan Gasket and Oil Pan Leaks

Jose Starling asked if there is an issue using an oil pan gasket other than what is supplied in the rebuild kit. The procedure currently states to use the parts provided in the kit and the oil pan gasket is part of the kit. It seems that the labs have changed from a soft 1-piece gasket to a 3-piece gasket in the kit that has issues with leaking occasionally. Jose stated that they have tested a Fel-Pro gasket from a local auto parts store on a research stand and have not found issues with leaking.

A small group will get together to examine this and come back to the surveillance panel with a recommendation

4) TGC Items: Alternative Supplier Protocol and Fuels Task Force (See Attachments)

Jim Matasic gave background on the purpose of the Fuels Task Force and reviewed proposed final specifications for PC-9 HS and PC-10 fuels. Fuel specifications would be housed on the TMC website and each test procedure would be updated to refer to that specification instead of including the specs in the test procedures. The Fuels Task Force also worked to determine which test methods were best for measuring each fuel specification. Jim Matasic is going to work with the TMC to generate information letters for the ISB and ISM and the panel will review those information letters on a later call.

Jim Moritz discussed the TGC's draft wording of the Alternate Supplier Protocol.

5) Quick update on ISM hardware and referencing needs

There are currently referenced stands and labs will keep the SP up to date if ISM hardware supply becomes an issue. Jose Starling stated that Southwest currently has enough inventory to last through November.

6) Introduce the idea of a small group convene to improve the ISM oil consumption method wording and allowing alternative aftercoolers besides the Modine for the ISM.

Jim Moritz proposed that a small group be formed to work on updating the method. The SP agreed to this. The small group will work to update the oil consumption and alternative aftercoolers wording.

Other business:

Labs have had issues installing CalTerm 4 software on their stands. They have rolled back to CalTerm 3 and are working with Cummins to get CalTerm 4 up and running and will share any information they get in order to get the systems up and running. Bob Campbell suggested that a lifetime license for CalTerm 3 would be sufficient for the panels needs and that would eliminate future headaches.

Meeting adjourned at 15:24 EDT.