

Cummins Surveillance Panel Meeting Minutes

June 4, 2026, 13:00-14:00 CST

Participants:

Afton – Joe Hoehn,

Chevron Oronite - Marnix Torreman, Josephine Martinez, Laura Birnbaumer, David Lee

Cummins – Phil Shelton, Wei Qin

Daimler – Mike Cabaj

Exxon Mobil – Mike Shea

Infineum – Andrew Smith, Todd Dvorak, Jacob Goodale

Intertek – Josh Ward (chair), Noor Alam Fayyaz, Greg Dannheim

Lubrizol –Robert Slocum, Austin Brininger, Justin Wolfe, Phil Scinto

SwRI – Joe Moore, Jose Starling, Robert Warden

TEI – Dan Lanctot

TMC – Wesley Venhoff, Sean Moyer

Agenda:

- Review ISM Coordinated Reference Results
- Review ISBV latest reference results
- ISB BOI/VGRA Matrix timing and reference status
- ISM batched hardware inventory

ISM Coordinated reference results:

- 2 tests triggered industry Zi warnings
 - IAS data was within normal Yi range and had a good average.
- LZ test data is likely available next week.

Motion: The panel accepts the batch F Injector Adjusting screws with no change to correction factors, effective 6/4/2026. Stands that participated in the coordinated reference that are pending hardware approval will be considered calibrated starting 6/4/2026.

Joe Hoehn motions, Josh Ward seconds.

None opposed, motion carries.

ISM Batched hardware inventory:

- 70 kits XHD
- 308 kits IAS
- 169 kits push rods
- 94 kits intake valves
- 85 kits exhaust
- 409 kits filters
- TEI will try to match the number of IAS kits with the next parts orders.
 - An order for crossheads has been sent.
- Blocks still delayed but making progress
 - Small parts kits are the holdup

ISB BOI/VGRA Matrix

- Oils expected to be ready in July 2026
- Participating labs to have stands referenced ahead of time.

ISBV latest reference results:

- An ISB wear engine with around 3900 hours on it was brought over
 - Results for its' first 2 references were notably severe
- There seems to be a general trend for engines to grow milder as both the block and rebuild hours increase.
 - The Seq VI had a similar issue and uses an engine age correction.
- ISB wear hours do not seem to contribute to this, only ISBV hours.
 - Should rebuild hours only include ISBV hours?
- Introducing a rebuild hour-based correction factor would require a rebuild procedure to be defined.

Motion: Change the definition of rebuild hours to be ISB viscosity hours after rebuild at start of test and reset with each rebuild. ISB wear hours on the block do not count as rebuild hours. Block hours include both ISB wear and ISB viscosity hours. For example, an ISB block that ran 4500 hours of wear testing will have a block hours value of 4500 but a rebuild hours value of 0 as it has not run an ISB viscosity test yet.

Andrew Smith motions, Austin Brininger seconds.

For: Oronite, Exxon Mobil, Infineum, Intertek, Lubrizol, SwRI, TMC, Afton

Against:

Waive: Cummins, TEI

Motion carries.

- Labs should re-report their tests affected by the above motion within 2 weeks.
- A task force will be formed to look into the issue. Anyone who wants to be included in the task force contact Josh Ward.
 - It is recommended for labs to start looking at their data to prepare.
- Note: engine serial number is not currently in the LTMS but is in the report. Will be added.

Next Steps:

- Labs to re-report affected tests.

Next Meeting: TBD once ISBV data is in.