



Test Monitoring Center

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ISB Information Letter 16-1
Sequence No. 10
April 7, 2016

ASTM consensus has not been obtained on this information letter. An appropriate ASTM ballot will be issued in order to achieve such consensus.

TO: Cummins Mailing List

SUBJECT: Changes to ISB Wear Parameter Reporting

During the April 1, 2016 Cummins Surveillance Panel conference call it was agreed to change the procedure for reporting Tappet Mass Loss and Camshaft Wear. The change is to set the minimum value for both parameters as 0. Sections 11.2.6.3 and 11.3.6 have been modified and are attached. These changes are effective the date of this information letter.

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Cummins

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Attachment

c: ftp://astmtmc.cmu.edu/docs/diesel/cummins/procedure_and_ils/ISB/il16-01.pdf

Distribution: Email

(Revises Test Method D7484-15)

11.2.6.3 Apply the following Average Tappet-mass Loss correction factors as necessary:

(1) For all tests using Batch B tappets and Batch E, F, or G camshafts, that start on or after April 21, 2011, multiply the average tappet-mass loss from 11.2.6.2 by 0.637 to get the final average tappet-mass loss result.

(2) For all tests using Batch C tappets and Batch H camshafts, that start on or after December 11, 2011 and end on or before November 12, 2012, multiply the average tappet-mass loss from 11.2.6.2 by 0.637 to get the final average tappet-mass loss result.

(3) For all tests using Batch C tappets and Batch H camshafts, that start on or after November 13, 2012 and all tests on Batch C tappets and Batch J camshafts, multiply the average tappet mass loss from 11.2.6.2 by 0.711 to get the final average tappet mass loss result.

(4) For all tests on Batch D tappets and Batch K camshafts, multiply the average tappet mass loss from 11.2.6.2 by 1 to get the final average tappet mass loss result.

(5) If after applying the appropriate correction factor from section 11.2.6.3, the final Average Tappet-mass Loss value is less than 0, report the Average Tappet-mass Loss as 0 in 11.2.6.2.

11.3.6 Apply the following Average Camshaft Wear correction factors as necessary:

(1) For all tests using Batch B tappets and Batch E, F, or G camshafts, that start on or after April 21, 2011, adjust average camshaft wear from 11.3.5 by subtracting 9.5 to get the final average camshaft wear result.

(2) For all tests using Batch C tappets and Batch H camshafts, that start on or after December 11, 2011 and end on or before November 12, 2012, adjust average camshaft wear from 11.3.5 by subtracting 9.5 to get the final average camshaft wear result.

(3) For all tests using Batch C tappets and Batch H camshafts, that start on or after November 13, 2012 and all tests on Batch C tappets and Batch J camshafts, adjust average camshaft wear from 11.3.5 by subtracting 5.6 to get the final average camshaft wear result.

(4) For all tests using Batch D tappets and Batch K camshafts adjust average camshaft wear from 11.3.5 by subtracting 11.3 to get the final average camshaft wear result.

(5) If after applying the appropriate correction factor from section 11.3.6, the final Average Camshaft Wear value is less than 0, report the Average Camshaft Wear as 0 in 11.3.5.