A Program of ASTM International

Test Monitoring Center

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ISB Information Letter 22-1
Sequence No. 17
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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: Average Camshaft Wear Correction Factor for Subsequent Hardware Batches

During the August 12, 2021 Surveillance Panel teleconference the panel voted to extend the use of the L camshaft and E tappet batch camshaft wear correction factor to subsequent hardware batches. During the October 19, 2022 panel meeting it was noted that the procedure should be updated to include wording indicating that.

The attached changes to Test Method D7484-21b are effective with the release of this information letter.

Ryan Denton
Corporate Chemical Technology Manager
Cummins Inc.

Jeffrey A. Clark
Director
ASTM Test Monitoring Center

Attachment

c: https://www.astmtmc.org/ftp/docs/diesel/cummins/procedure_and_ils/ISB/il22-1_ISB.pdf

Distribution: Email

(Revises Test Method D7484-21b)

Revise section 11.3.6:

(7) For all tests that complete on or after September 4th, 2020 on Batch E tappets and Batch L camshafts and subsequent hardware batches, adjust average camshaft wear from 11.3.5 by multiplying by 0.77 to get the final average camshaft wear result.