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A Program of ASTM International

ISB Information Letter 25-2
Sequence No. 20
May 7, 2025

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: New Average Tappet Mass Loss and Average Camshaft Wear Correction Factors

During the April 9th, 2025 Surveillance Panel teleconference the panel voted to use new correction factors and transformations on average tappet mass loss and average camshaft wear results on batch G tappets and batch O camshafts.

Sections 11.2.6.3 and 11.3.6 have been revised and are attached. These changes are effective with the release of this information letter.

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Corporate Chemical Technology Manager
Cummins Inc.

Jeffrey A. Clark
Executive Director
ASTM Test Monitoring Center

Attachment

c: https://www.astmtmc.org/ftp/docs/diesel/cummins/procedure_and_ils/ISB/il25-2.pdf

Distribution: Email

(Revises Test Method D7484-23a as amended by IL25-1)

Revise section 11.2.6.3:

(7) For all reference tests run on batch F tappets ~~and subsequent hardware batch combinations~~ and all non-reference tests run on batch F tappets ~~and subsequent hardware combinations~~ that complete on or after February 19th, 2025, add -0.741 to the square root of the average tappet mass loss from 11.2.6.2 to get the final transformed average tappet mass loss result.
(8) For all tests run on batch G tappets, add 1.3147 to the square root of the average tappet mass loss from 11.2.6.2 to get the final transformed average tappet mass loss result.
(~~8~~9) If after applying the appropriate correction factor from 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.
(~~9~~10) Report the data on the appropriate form.

Revise section 11.3.6:

(8) For all reference tests run on batch N camshafts ~~F~~ tappets and subsequent hardware batch combinations and all non-reference tests run on batch N camshafts ~~F tappets and subsequent hardware combinations~~ that complete on or after February 19th, 2025, add -0.4552 to the natural log of the average camshaft wear from 11.3.5 to get the final transformed average camshaft wear result.
(9) For tests run on batch O camshafts and subsequent hardware batches, report the natural log of the average camshaft wear from 11.3.5 as the final transformed average camshaft wear result.
(10~~9~~) If after applying the appropriate correction factor from 11.3.6, the final average camshaft wear value is less than 0, report the average camshaft wear as 0 in 11.3.5.
(11~~10~~) Report the data on the appropriate form.