



Test Monitoring Center

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MEMORANDUM: 06-010

DATE: April 3, 2006

TO: Mack Test Surveillance Panel
Cummins Surveillance Panel
Two-Cycle Diesel Surveillance Panel
Roller Follower Wear Test Surveillance Panel
Engine Oil Aeration Test Surveillance Panel

FROM: Jeff Clark

SUBJECT: Reference Testing for the April 2006 ASTM Period

This is a summary of several low-activity multi-cylinder diesel reference test areas for the April 2006 ASTM period, which began October 1, 2005 and ended March 31, 2006. The following paragraphs provide a brief summary for each test area and highlight issues of concern, if any. Attachment 1 shows activity levels for each of the seven test areas presented in this report.

Mack T-8

There is currently one calibrated stand at one laboratory.

Mack T-10

There are currently two calibrated stands at one laboratory. The surveillance panel has approved two month extensions for these stands in anticipation that T-10 testing will soon cease. There is a very limited supply of test parts and the surveillance panel is currently working on a correlation that will allow T-10 requirements to be met through T-12 testing. The surveillance panel will also be notifying the American Chemistry Council, the Engine Manufacturer's Association, the American Petroleum Institute, the ASTM Heavy Duty Classification Panel, and European Automobile Manufacturer's Association (ACEA) of the calibration extensions, parts shortage, and the expected end of the T-10 test life.

Cummins M11

There has been no reference activity for almost three years. The surveillance panel needs to consider removing the M11 as a monitored test and subsequently notifying industry stakeholders.

Cummins M11EGR

There has been no reference activity for almost 15 months. There are ISM limits that allow M11EGR requirements to be met and subsequently no further reference test activity is expected for the M11EGR. The surveillance panel needs to consider removing the M11EGR as a monitored test and subsequently notifying industry stakeholders.

Detroit Diesel 6V92

There is one calibrated stand at one laboratory. Reference oil test targets and candidate adjustment factors were updated effective January 1, 2006. Information Letter 06-1 was issued January 23, 2006. This letter changed the fuel flow and power specifications for the Power Mode of the test.

Roller Follower Wear Test

There are currently two calibrated stands at two laboratories.

Engine Oil Aeration Test

There is currently one calibrated stand at one laboratory.

Additional Information:

The reference test databases, the industry LTMS plots, industry alarm logs, and timelines may all be accessed from the TMC home page at www.astmtmc.cmu.edu.

JAC/jac/mem06-010.jac.doc

Attachment

c: J.L. Zalar, TMC

F.M. Farber, TMC

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/eoat/semiannualreports/eoat-04-2006.pdf>

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/rfwt/semiannualreports/rfwt-04-2006.pdf>

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/6v92/semiannualreports/6v92-04-2006.pdf>

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/cummins/semiannualreports/m11egr-04-2006.pdf>

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/cummins/semiannualreports/m11-04-2006.pdf>

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/semiannualreports/t8-04-2006.pdf>

<ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/semiannualreports/t10-04-2006.pdf>

Distribution: Email

Attachment 1

Reference Oil Test Activity of Multi-Cylinder Diesel Tests

Validity	T-8	T-10	M11	M11EGR	6V92	RFWT	EOAT
AC	0	2	0	0	0	3	0
OC	0	0	0	0	0	0	0
RC	0	1^A	0	0	0	0	0
XC	3^B	0	0	0	0	0	0
Total	3	3	0	0	0	3	0
Calibrated As Of April 1, 2006							
Labs	1	1	0	0	1	2	1
Stands	1	2	0	0	1	2	1

^A The invalid T-10 (RC validity) was due to the test being run with the wrong injectors.

^B All three aborted (XC validity) T-8 tests were at one lab. One test was aborted for each of the following reasons: missed soot window; severe viscosity; bad engine build.