
M11-EGR Task Force Report HDEOCP

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M11-EGR (300 hr) Test Conditions:

Parameter	Unit	A (Soot)	B (Rated)
Stage Length	H	50	50
Engine Speed	r/min	1800	1600
Torque	N·m (lb·ft)	1300 (960)	1930 (1424)
Fuel Rate	Kg/hr (lb/hr)	58 (128)	64.4 (142)
Intake Manifold Air Temperature	°C (°F)	80 (176)	65.5 (150)
Coolant Out Temperature	°C (°F)	65.5 (150)	65.5 (150)
Oil Gallery Temperature	°C (°F)	115.5 (240)	115.5 (240)

250 hr soot: 8.0% - 9.5%

10/30/00 Task Force Mtg. Summary

- Crossheads (new batch)
 - Results to date indicate similar performance to “old” crossheads.
- Soot generation and 250-hr target
 - Labs concerned about meeting EOT soot window
 - All labs will run 16.1 timing (full retard) for the first 25 hours with a 2.8% soot min. at 50 hours.
 - The 250 hour target remains at 9.0% with a new range of 8.0% to 9.5%.

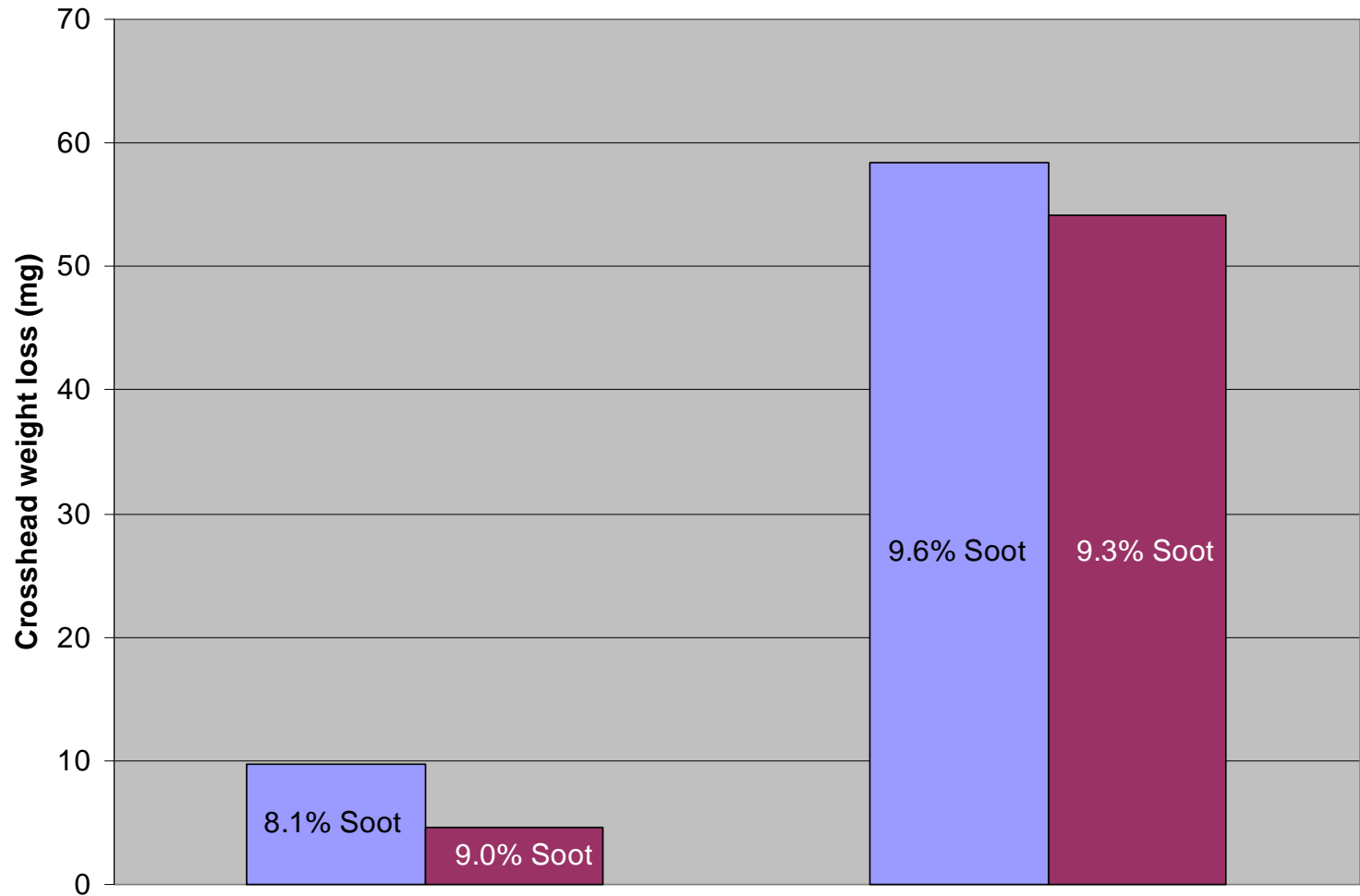
Task Force Recommendation

- The M11 EGR Task Force recommends that the M11-EGR test is matrix ready.
 - 10 Approve
 - 1 Disapprove (Lubrizol)
 - 0 Waive

Action Plan (update)

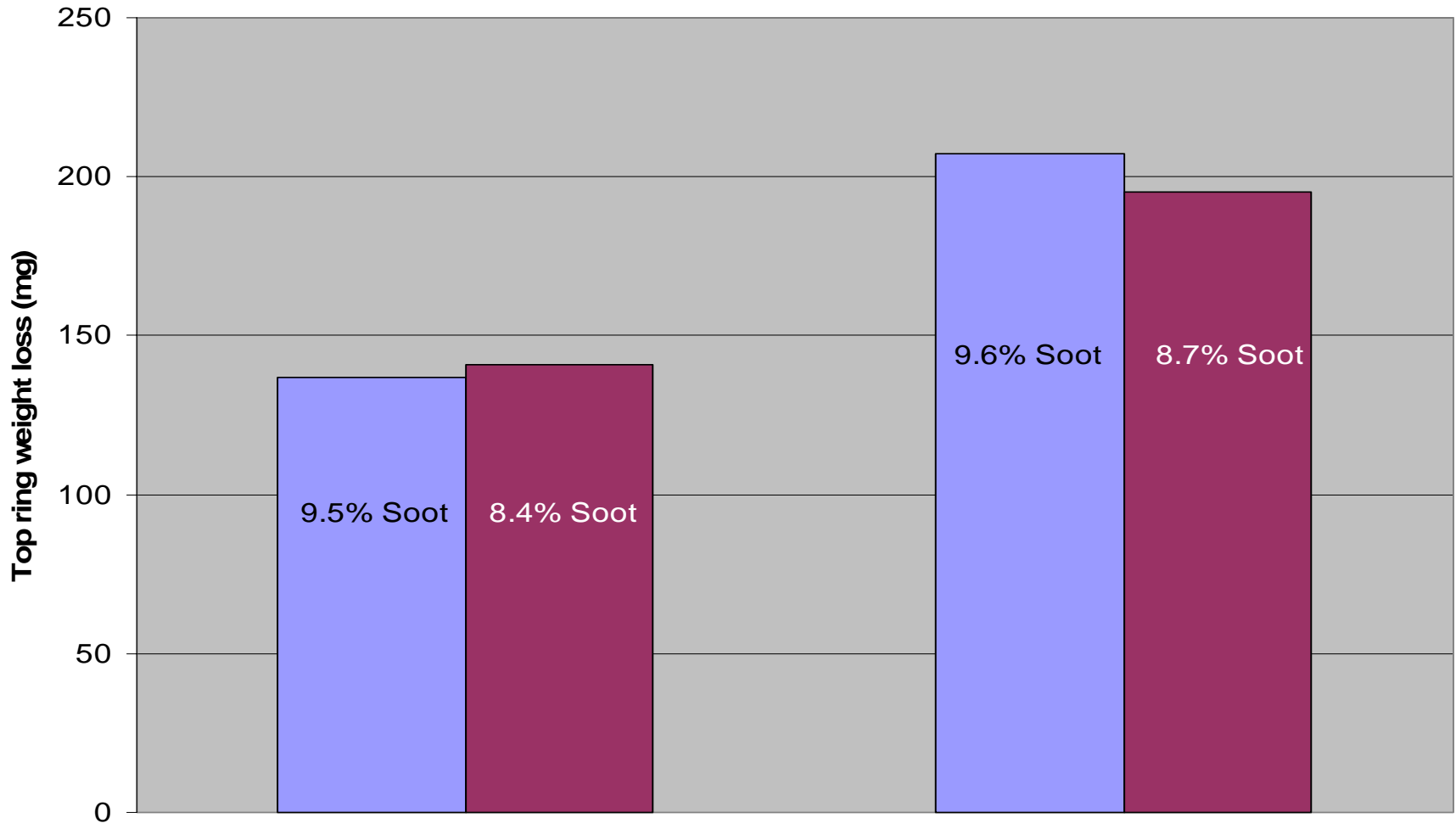
- ASTM formatted procedure distributed to TF (Complete)
- IMP minimum established for Stage A and B (complete)
- NDE and destructive testing on samples from new crosshead batch (in progress)

300-hr M11 EGR Test Results: Crosshead Weight Loss

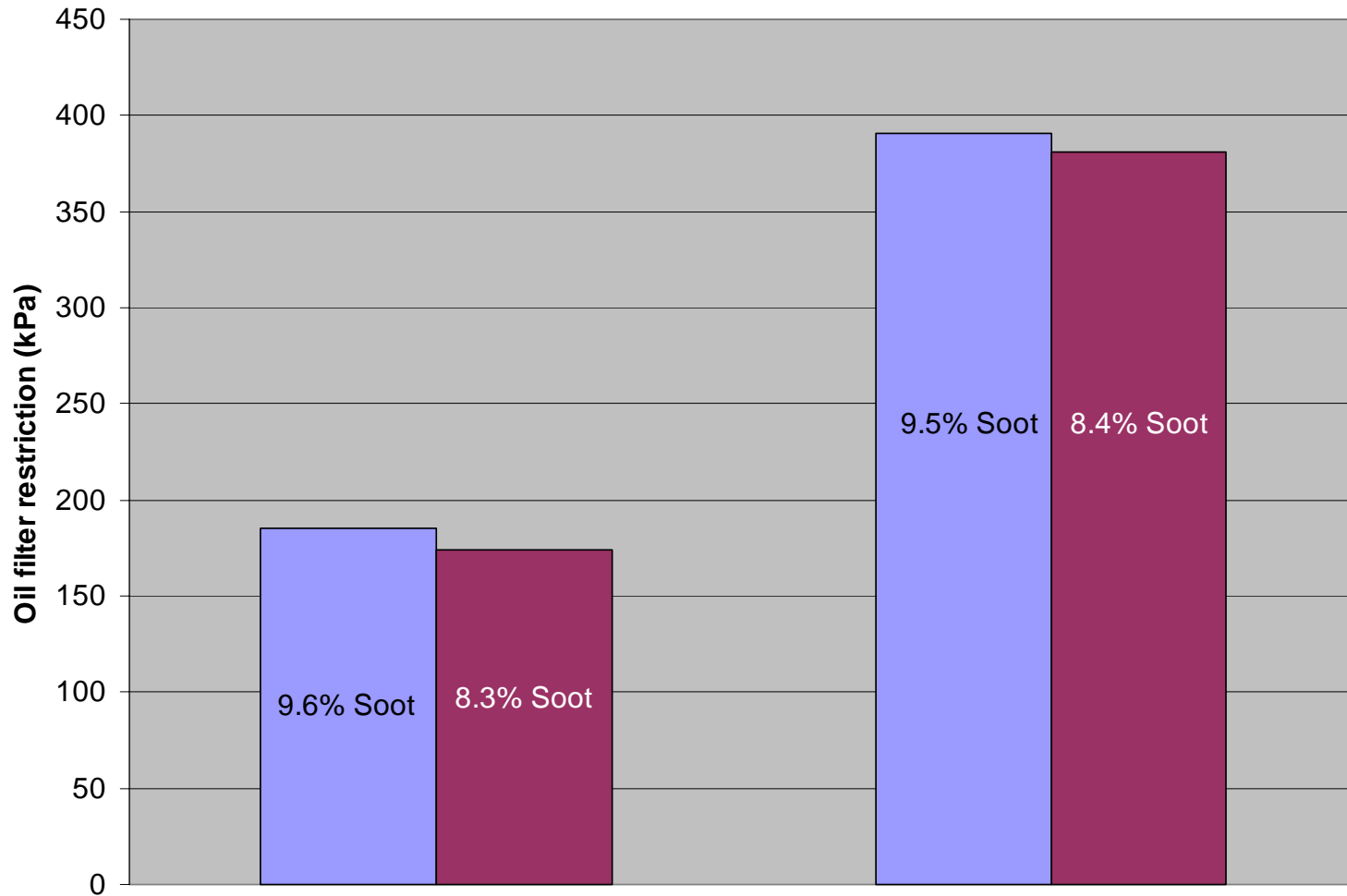


300-hr M11 EGR Test Results:

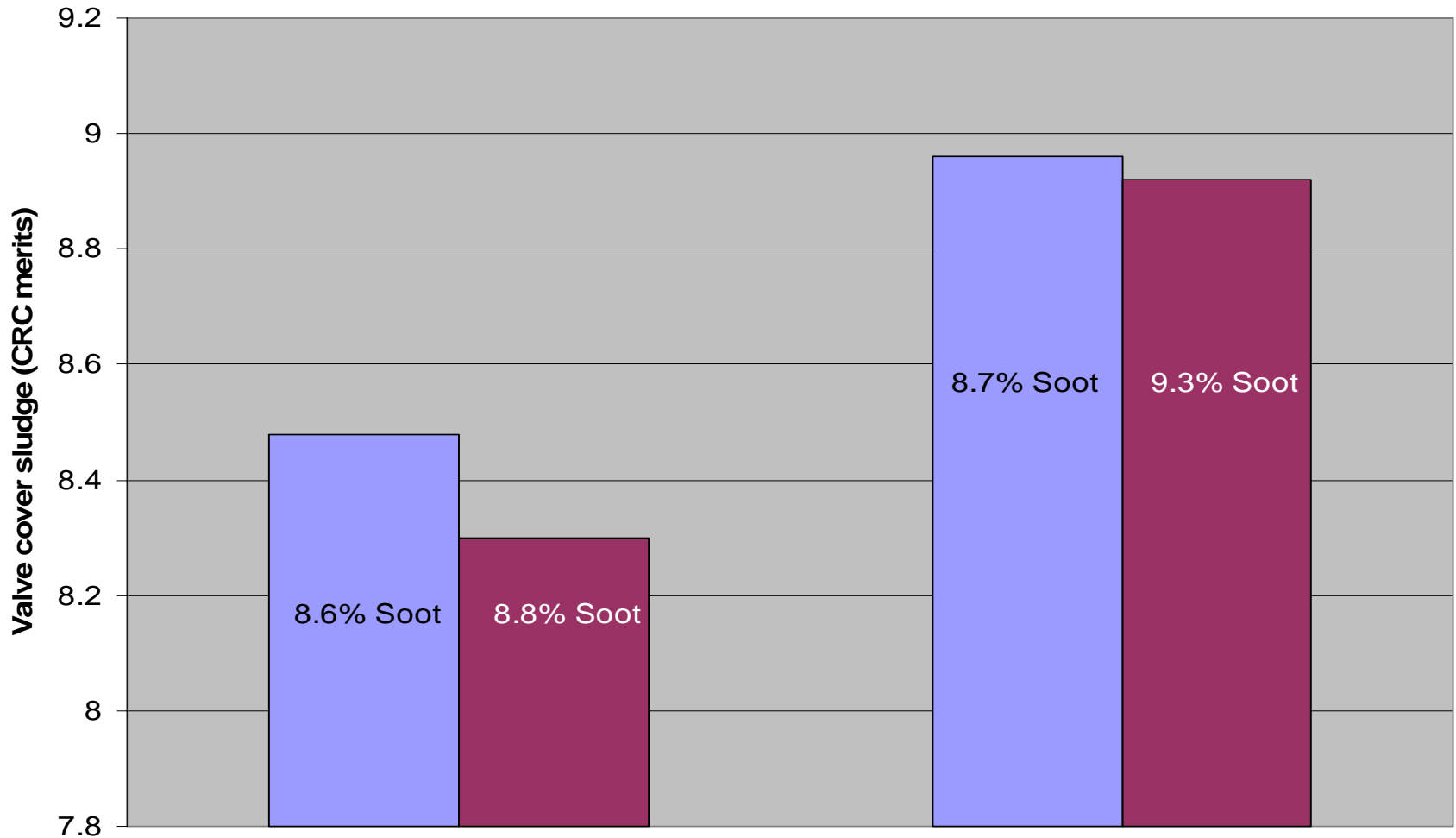
Top Ring Wear



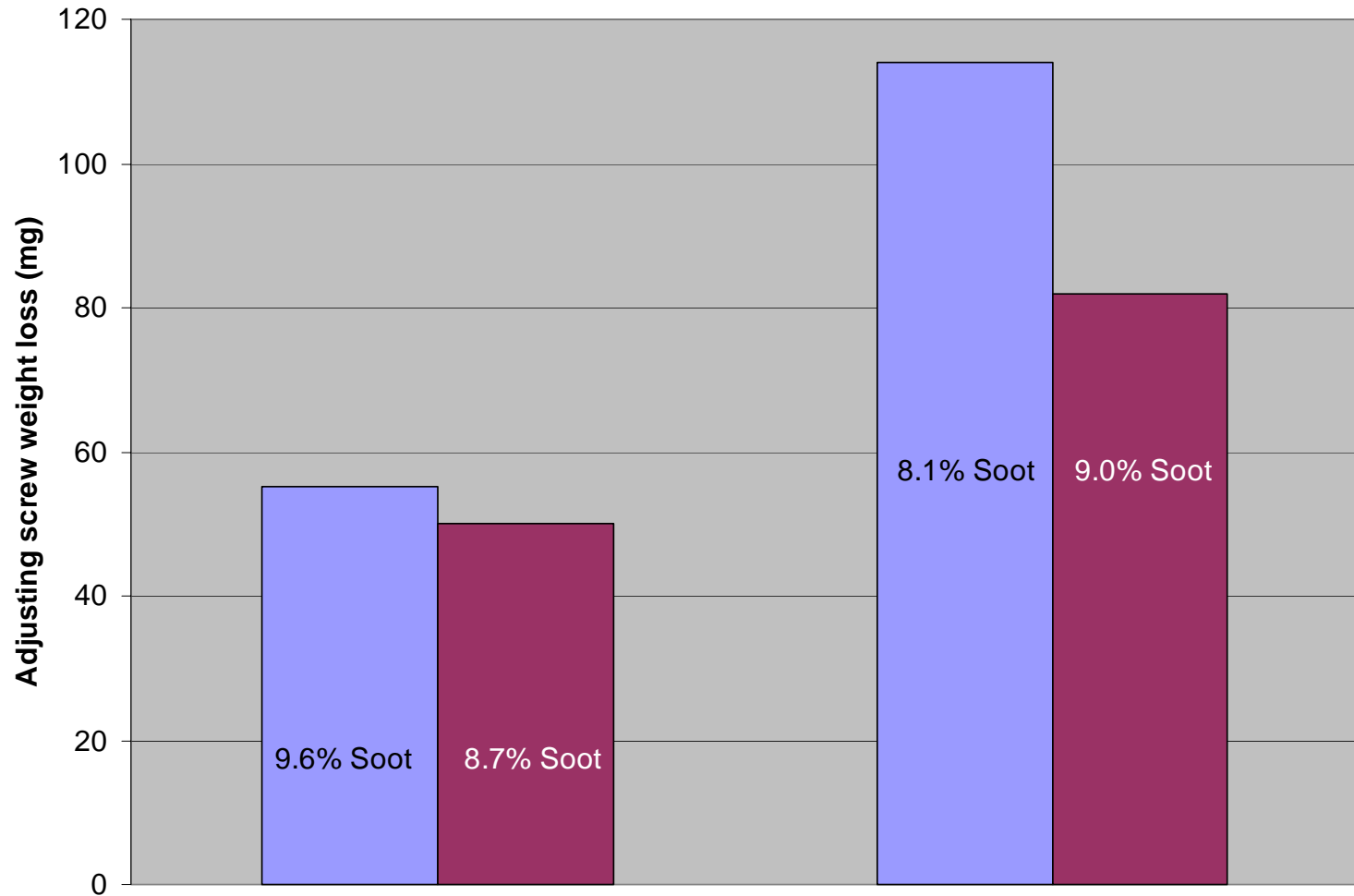
300-hr M11 EGR Test Results: Oil Filter delta P



300-hr M11 EGR Test Results: Rocker Cover Sludge



300-hr M11 EGR Test Results: Injector Adjusting Screw Weight Loss



300-hr M11 EGR Test Results: Liner Wear Step

