

# PC-10 NEW CATEGORY DEVELOPMENT TEAM (NCDT)

August 17, 2004

Embassy Suites Hotel Chicago O'Hare-Rosemont

5500 North River Road

Rosemont, IL 60018

## Summary

### 1. EMA UPDATE

The EMA representatives took turns updating the team on the proposed PC-10 tests:

### 2. Caterpillar Single Cylinder Tests in PC-10

EMA believes PC-10 needs an aluminum piston deposit test and proposed the NCDT add the Cat 1P to the PC-10 requirements. Team members questioned the need for the test and asked if it would be used in place of the Cat 1K or 1N. Members also suggested that more data supporting the need for the test be brought forward. After some discussion, the team conducted a straw vote on adding the 1P to the current list of PC-10 tests based on the support put forward by EMA and voted [**4 for, 4 against, and 6 waive**].

Following the straw vote, EMA concluded that it needed to clarify its request for the addition of the 1P. NCDT members asked for more data to justify adding the test and for more information on Caterpillar's plans for supporting the 1K and/or 1N tests.

**ACTION: EMA will clarify its request for adding the 1P to the list of PC-10 tests.**

3. EMA reported that two additive technologies and two base oils had been submitted for the PC-10 matrix. Members hoped that a third additive technology would be submitted and agreed to extend the submission deadline until August 27.

**ACTION: Kevin Ferrick notified interested parties that the deadline for submitting base oil and additive technologies for consideration for the PC-10 matrix has been extended to August 27, 2004.**

### 3. PC-10 MATRIX

Steve Kennedy updated the Team on the progress made by the PC-10 Matrix Design Task Force.

Steve Kennedy noted that the PC-10 Matrix Funding Task Force continued its discussions on funding and agreed it would likely need to pursue an arrangement similar to the one followed for PC-09. The task force had started discussing what constitutes in-kind contributions from the test sponsors, but more work is needed on the proposal.

#### **4. PC-10 BACK-UP ENGINE TESTS**

Bill Runkle asked the OEM test sponsors whether other tests could be used in place of proposed tests if they cannot be ready within the PC-10 timeline. Greg Shank responded that Mack might be able to use the T-10 if some issues were resolved. Dave Stehouwer reported that there is no back-up for the Cummins ISB. Abdul Cassim added that Caterpillar would need a back-up, perhaps the 1P, if the C13 is not ready.

#### **5. ACTION ITEMS/NEXT STEPS**

Members reconfirmed the action items noted above and also agreed that the API Lubricants Committee should be asked to endorse the timeline that includes the 9-month product qualification interval.

**ACTION: Bill Runkle will ask the Lubricants Committee to approve at its next meeting the PC-10 timeline that includes the 9-month product qualification interval.**