

HEAVY-DUTY ENGINE OIL CLASSIFICATION PANEL
OF
ASTM D02.B0.02
January 13, 2005
Southwest Research Institute, San Antonio, Texas

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ACTION ITEMS

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| 1. Piston temperature data, various current engines. | All |
| 2. T-10 / T-9 data. | All |
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MINUTES

- 1.0 Call to Order
 - 1.1 Chairman Jim McGeehan called a meeting of the Heavy Duty Engine Oil Classification Panel (HDEOCP) to order at 9:00 a.m. on Thursday January 13, 2005 in the video-conference room of Building 189 at Southwest Research Institute (SwRI) in San Antonio, Texas. There were 18 members present or represented and approximately 26 guests present. The attendance list is shown as Attachment 2.
- 2.0 Agenda
 - 2.1 The published agenda (Attachment 1) was reviewed and agreed upon.
- 3.0 Previous Meeting Minutes
 - 3.1 Pat Fetterman moved that the minutes of the December 7, 2004 meeting be approved as circulated and posted on the TMC web site. Bill Runkle seconded the motion which passed via unanimous voice vote.
- 4.0 Membership
 - 4.1 No change in membership, see Attachment 3.
- 5.0 New Category Development Team
 - 5.1 Bill Runkle, chairman of the NCDT, reviewed the PC-10 timeline (Attachment 4).
 - 5.2 Bill presented the request by the EMA to include both the 1N and 1P tests in PC-10 (see Attachment 5). The NCDT took no action on the EMA request, but will reconsider after more piston temperature data on additional engines is made available.
- 6.0 Valve Train Wear Task Force
 - 6.1 In response to a request from the last meeting, Chairman McGeehan proposed that a task force be formed to review the three potential PC-10 valve train wear tests (ISM, ISB, RFWT) for wear redundancy. He proposed Mark Sarlo to lead the group and asked for group volunteers. Those volunteering to serve on the task force were: Bill Kleiser (or someone from Oronite), Dave Stehouwer, Pat Fetterman, Steve Kennedy, Heather

DeBaun, Tom Franklin, Jason Bowden, Keith Selby, Charlie Passut, Ron Buck, Jim McGeehan, Dave Duncan and Robert Stockwell.

7.0 Matrix Oils

7.1 John Zalar reported on the PC-10 matrix test oils status. The oil suppliers are now acquiring base oils and they expect to ship the finished oils to the TMC in February. Plans are for 6 drum quantities of four of the oils and 1300 gallon quantities of the remaining two featured oils. These oils are each to be blended as single batches, so TMC will not have to remix upon receipt. Thus, with an anticipated one week turnaround at TMC, the matrix oils could be shipped to the labs in early March.

8.0 PC-10 Matrix Design & Funding

8.1 Steve Kennedy reported on the matrix design and funding status (see Attachment 6).
8.2 A draft Memorandum of Agreement (MOA) for funding the matrix is circulating (see Attachment 7).

9.0 Test Development Status

9.1 Greg Shank reported on the T-12 development status (see Attachment 8).
9.2 Dave Stehouwer reported on the ISM status (see Attachment 9). The task force has decided to remove valve adjusting screws and bearing weight loss as potential pass/ fail parameters. They plan to present an M-11 EGR correlation by the next meeting. Dave thanked Jim Rutherford and Phil Scinto for all of the statistical analysis they provided on the ISM test data. Phil expressed concern about the small amount of reference oil data and dropping severity adjustments. There was some discussion on OFDP data.
9.3 Dave also reported on the ISB, see Attachment 9). Panel members emphasized the need for a well documented procedure and it was noted that the ISB could proceed to matrix testing when it is ready, but that does not necessarily mean it will become part of the category.
9.4 Abdul Cassim reported on C13 progress, see Attachment 10, and noted that the vertical scale of slide 2 is actual oil consumption with units of g/kW-h.

10.0 PC-10 Fuel

10.1 Dave Duncan expressed his concern that the Haltermann ultra low sulfur fuel being used by many labs prior to selection of ChevronPhillips as the PC-10 fuel supplier, was not representative of what a typical commercial 2007 fuel would probably look like. His analysis showed a much narrower boiling point range, very low aromatics and higher cetane for the Haltermann fuel than he thinks would be typical. Dave later submitted his analysis results as Attachment 11.

11.0 T-10 / T-9 Correlation

11.1 Greg Shank reviewed the only data accumulated so far, one run using oil 1005 in each test (see Attachment 12). There may be more data forthcoming and the panel wants to keep this on the agenda.

12.0 Next Meeting

12.1 The next meeting was agreed for February 23, 2005 in San Antonio, with a following meeting possibly on March 15, also in San Antonio. SwRI has reserved conference room 103 in Building 209 for the 2/23 meeting and the video-conference room in Building 189 for the 3/15 meeting, if desired.

13.0 Adjournment

13.1 The meeting was adjourned at 11:15 a.m.

14.0 Group Photo

14.1 At the request of Abdul Cassim, most of the group present gathered for a photograph after the meeting...see Attachment **13**.

Submitted by:

Jim Wells
Secretary to the HDEOCP