

4/27/05			
ASTM-HDEOCP EXIT CRITERIA BALLOT: Proposed acceptance of the correlation between the Cummins M11 EGR to the Cummins ISM			
Company	Name	Affirmative	Negative
Afton Chemical	Charles Passut	X	
BP	Mike Lynskey	X	
Caterpillar Inc	Abdul Cassim	X	
Chevron Oronite LLC	Wm. Kleiser	X	
ChevronTexaco	Jim Mc Geehan	X	
Ciba Specialty Chemicals	Scott Harold	X	
ConocoPhillips	David E. Taber	X	
Cummins	David M. Stehouwer		X*
DDC	Mesfin Belay	X	
Dana Corporation	Howard Robins	X	
Deere & Co	Ken Chao	X	
EMA	Roger Gault	X	
ExxonMobil	Steven Kennedy	X*	
GM	Robert Stockwell	X	
Infineum	Pat Fetterman	X	
Int'l Truck & Engine	Heather DeBaun	X	
Lubrizol	Lewis Williams		X*
Mack Division-Volvo Powertrain	Greg Shank	X	
PerkinElmer	Thomas M. Franklin	X	
RohMax USA	Steven Herzog		
Shell	Matthew Urbanak	X	
Valvoline	Wm. Runkle Jr.	X	
	Totals	19	2

* SEE COMMENTS BELOW:

Separate e-mail from: Cousineau, Tom [Tom.Cousineau@AftonChemical.com]
Jim and Pat,

Charlie Passut has previously submitted Exit Criteria ballots for Afton Chemical for all four tests listed below. Charlie is currently on vacation, and I wanted to send this note before the May 2nd deadline listed below.

I realize the deadline has passed for the Cummins ISM Exit Criteria ballot. Afton Chemical voted Affirmative with no comments. But I would now like to comment on the significant digits for the Cummins ISM limits proposed in the ballot. I believe we should apply significant digits uniformly across the one-test, two-test and three-test limits. Thus, the corrected limits, using the proper significant digits, should be those listed in parentheses below.

Crosshead Weight Loss at 3.9% Average Soot

- 1 Test = 7.5
- 2 Test = 8.17 (8.2)
- 3 Test = 8.47 (8.5)

Oil Filter Delta Pressure

- 1 Test = 55
- 2 Test = 67.43 (67)
- 3 Test = 73.79 (74)

Average Sludge

- 1 Test = 8.1 (8.10)
- 2 Test = 8.00
- 3 Test = 7.96

I suggest that the Class Panel review this proposal before the Cummins ISM limits go to Subcommittee B ballot.

Thanks and regards,
Tom

FROM: Lewis Milliams

Lubrizol votes negative on the ISM limits when the ISM is used to replace the M11 EGR. A requirement of using a new test to replace an old test in a previous category is to make sure that the pass/fail criteria of the previous category does not change. The proposed CWL limits of 7.5/8.17/8.47 in the ISM would allow the failing ref oil 1004 to pass 26% of the time within the 3 test limits. The mean for ref oil 1004 in the ISM is 8.33 and it's lowest result to date is 7.8. The proposed limits would result in a clearly failing oil having too high a chance of passing when the ISM is used to replace the M11 EGR. If the ISM limits to replace the M11 EGR were changed to 6.7/7.37/7.67 then the chances of the failing ref oil 1004 passing CWL for CI-4 is less than 2%. Lubrizol would change our negative vote to affirmative if the limits are adjusted as we propose.

Lubrizol votes negative on the ISM limits when the ISM is used to replace the M11 EGR. There is

FROM: David Stehouwer

After careful consideration, Cummins feels that we must vote negative on the 3 test limits as presented in this ballot. We appreciate and support the work done by the task group and the HDEOCP in establishing a correlation between the ISM and the M11 EGR. We feel that the key requirement of test limits to correlate a replacement test with an older one is that the severity of

the pass fail limit not change. The data supporting 7.5 mg CHWL as a pass / fail limit is strong. However, in considering MTAC, a 3 test average should be closer to the true mean than a single test.

As these limits stand, the poor oil (1004) would have too great a chance of passing.

If the three test limit were set at 7.5 mg and the two test and one test limits proportionally lower (I estimate: 2 test 7.2 mg, 1 test 6.5 mg. I would accept the limits that the statisticians calculate using 7.5 mg as the 3 test average.)


FROM: Steven Kennedy

ExxonMobil votes to accept the limits, but suggests that limits should be shown using a consistent number of decimal places (1 or 2) for each parameter.

EXIT CRITERIA BALLOT

<p>ASTM-HDEOCP</p> <p>BALLOT FOR VOTING MEMBERS ONLY</p> <p>Reference: Jim Mc Geehan, Chairman</p>	<p>Issue Date: April 4th 2005</p> <p>Receipt Deadline:</p> <p style="color: red;">April 15th, 2005</p>
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<p>RETURN BALLOT TO:</p> <p>Pat Connelly via email (preferred):</p> <p>patconnelly@chevrontexaco.com</p> <p>or via Fax: 510-242-3758</p>	<p>Name: _____</p> <p>Organization: _____</p> <p>Date: _____</p> <p>Phone No.: _____</p>
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Motion	Affirmative	Negative
<p>The following motion was made at the HDEOCP and passed 18 for, 0 negative, and 1 abstain.</p> <p style="text-align: center;">MOTION</p> <p>Proposed acceptance of the correlation between the Cummins M11 EGR to the Cummins ISM, including the tiered limits shown below.</p> <p>Crosshead Weight Loss at 3.9% Average Soot</p> <p>1 Test = 7.5 2 Test = 8.17 3 Test = 8.47</p> <p>Oil Filter Delta Pressure</p> <p>1 Test = 55 2 Test = 67.43 3 Test = 73.79</p> <p>Average Sludge</p> <p>1 Test = 8.1 2 Test = 8.00 3 Test = 7.96</p> <div style="display: flex; align-items: center; margin-top: 10px;">  <p>ISM RPT 3_05.ppt</p> </div> <p style="text-align: right; margin-top: 10px;">(Phil Scinto and Jim Rutherford agreed to these tiered limits)</p>	<input type="checkbox"/>	<input type="checkbox"/>