

HEAVY-DUTY ENGINE OIL CLASSIFICATION PANEL
OF
ASTM D02.B0.02
January 26, 2006
Chicago O'Hare Embassy Suites Hotel – Rosemont, IL

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ACTION ITEMS

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|---|----------------|
| 1. CAT to decide the fate of the 1P by February 3 rd . | Abdul Cassim |
| 2. Cummins confirm Sn removed from corrosion test. | Dave Stehouwer |
| 3. Update PC-10 Mock Spec table. | Lew Williams |
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MINUTES

- 1.0 Call to order
 - 1.1 The Heavy Duty Engine Oil Classification Panel (HDEOCP) was called to order by Chairman Jim McGeehan at 8:00 a.m. on Thursday, January 26, 2006, in the Walden Room of the Chicago O'Hare Embassy Suites Hotel, Rosemont, IL.
 - 1.2 There were 18 members present and 17 guests present. The attendance list is shown as Attachment 2.
- 2.0 Agenda
 - 2.1 The agenda shown is included as Attachment 1.
- 3.0 Minutes
 - 3.1 The minutes from January 10, 2006 were approved as written.
- 4.0 Membership
 - 4.1 There were no membership changes. Cory Taylor attended for Steve Goodier of BP. See Attachment 2.
- 5.0 Mack T-11 Low Temperature
 - 5.1 The proposal for Low Temperature requirements from a T-11 was approved. See Attachment 3. There were 15 positive votes and no negatives, but some comments. The fresh oil limit of 20000 should not be there. It is a base oil guideline and should not be included in D4485, but should be an API guideline. The fresh oil limit applies to read-across, that was the intent. Application of the MRV limit to the viscosity grade needs to be clarified. The modified proposal clears up the viscosity grade. Greg Shank **moved** to remove the reference to viscosity grade. Bill Kleiser seconded. The **motion carried** on a unanimous voice vote. The fresh oil requirement is removed from the proposal and relocated as a recommendation to use current T-11 rules for BOI/VGRA. Steve Kennedy **moved** to remove the requirement for MRV from the T-11 engine test itself and list as a

bench test as a T-11 or T-11A. Greg Shank seconded. The **motion carried** on a unanimous voice vote.

6.0 All API CJ-4 tests and limits

- 6.1 Lew Williams showed the summary of the full slate of tests. See Attachment 4. The anchors will be moved to an annex and the main body of the document will show the merits. There was no opposition to the T-12 or the C-13 as shown. For the ISM, remove the Top Ring Weight Loss from the merit table and show the merit and the Top Ring Weight Loss as a separate pass/fail. Display the anchor sludge value as 9.0. There was no opposition to the T-11. The T-11A will be moved to the bench tests section, the reference to viscosity grade will be dropped, new oil requirements will be removed and MRV yield stress will change from a maximum of 35 to less than 35. There was no opposition to the ISB or the 1N as shown. CAT may revise the requirement to include the 1P. Abdul Cassim would like to review the 1P situation, but may remove the 1P from the PC-10 category. The answer won't be available until February 6, 2006. Since the 1P will substitute for a 1R, a C13 will also substitute for a 1R. The 1P is for backward compatibility. The C13 is more encompassing. The decision needs to be complete before a Lubes Committee conference call on February 6th. The 1P decision is needed by February 3rd. Abdul Cassim **moved** to accept exclusion of the 1P from PC-10 pending a decision from CAT by February 3rd and accept the C13 as an alternate for the 1P and the 1R. Charlie Passut seconded. The **motion carried** on a unanimous voice vote. Abdul requested data on 1P and C13 tests to see whether oils pass one test and fail the other. For the Sequence III tests, include the phrase MTAC with the footnote. The Roller Follower Wear test should list micrometers and tiered limits. The chemical limits are OK except to add the appropriate D numbers. HTHS remove "after shear" and list the temperature of 150C. For Corrosion, list tin as a report only. Some discussion ensued about whether tin had been removed already. Dave Stehouwer will check with Cummins. For bench tests, list the new ASTM number of D7109 for the 90 cycle shear test. The Volatility is OK. Aeration should list the MTAC limits. For Foam, there was discussion whether to include Option A or not. The HUEI is more severe than the foaming test and should provide protection. Charlie Passut **moved** to drop the comment for "No Option A" and use D892 as written. Steve Kennedy seconded. The **motion carried** on a unanimous voice vote. Seals are OK. There is a new ASTM number of D7216 for seals but does not include the Vamac material. Lew will update the table.
- 6.2 Greg Shank **moved** to accept all limits and all tests as described during this meeting for API CJ-4, whether or not the 1P is withdrawn. Abdul Cassim seconded. The **motion carried** on a unanimous voice vote.

7.0 MTAC

- 7.1 Jim Rutherford showed a spreadsheet of the details on MTAC for each test. See attachment 5. The T-11A does not have MTAC for MRV. Use Sequence III MTAC as CI-4 and passenger car does. The Roller Follower Wear test has MTAC limits added. The Mack merit system does have MTAC. No opposition to MTAC system for the tests. There was consensus to accept the system for the category.

8.0 DEOAP Report

- 8.1 The DEOAP met January 25, 2006 and agreed to send ballots including the whole category to the Lubes Committee. A draft of User Language was discussed and shown as Attachment 6. The new emission requirements are effective with on-highway 2007 model year, not 2007 calendar year.

9.0 NCDT Report

- 9.1 Bill Runkle showed the timeline. See Attachment 7. October 15, 2006 still can be met. Roger Gault thanked everyone for their efforts.

10.0 ACC Report

- 10.1 Joan Evans announced that the T-12, ISM, and ISB are just about ready for official test registration, moving past provisional registrations. The T-11 and C-13 tests are very close for inclusion in the registrations.

11.0 Mack T-10 to T-12

- 11.1 Greg Shank updated the group with the Surveillance Panel activities. Data on oils that have run a T-10 and a T-12 are still needed. Low SAP oils may be different than 820. There is enough T-10 hardware to get to June 2006. The Surveillance Panel agreed to calculate the correlation rather than order new hardware. ACEA is OK with the decision. There are 2 calibrated T-10 stands with calibrations that expire in April and May. A deadline of February 1st was set to get data to the TMC for the correlation. There has been an idea to correlate the T-8 to the T-11. A correlation is still needed for the M11HST to the ISM. A HDEOCP meeting is proposed for March 23, 2006 in Chicago.

12.0 Learning Look-back

- 12.1 Chairman McGeehan discussed the timeline and stated that this category was requested in 2002. We have delivered on time; accomplishing this "as a team". The industry is averaging a new category every 3 years. PC-11 might be needed for 2010/2012. There is not much data yet, and there are many unknowns. With what is known today, a new category for 2010 might not be needed. EMA has not yet discussed it. Chairman McGeehan commented on all the task forces and Surveillance Panels and all the work they have performed. He thanked everyone and adjourned the meeting.
- 12.2 This group should request a Committee B ballot and request that the seals test be updated to include Vamac.

13.0 Next meetings

- 13.1 March 23, 2006 in Chicago, IL.

14.0 The meeting was adjourned at 10:15 am.