

**HEAVY-DUTY ENGINE OIL CLASSIFICATION PANEL**  
OF  
ASTM D02.B0.02  
June 27, 2006  
Sheraton Centre Toronto Hotel

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**ACTION ITEMS**

- 1. Forward the Mack Surveillance Panel Templates to the HDEOCP.      Jim McGeehan/Jim Moritz**
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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 1:05 p.m. on Thursday, June 27, 2006, in the Dominion Ballroom South of the Sheraton Centre Toronto Hotel, Toronto, Ontario.
  - 1.2 There were 18 members present and 46 guests present. The attendance list is shown as Attachment 2.
- 2.0 Agenda
- 2.1 The agenda shown (included as Attachment 1) was modified to include a T-12 report and a PC-10 fuel update. A presentation was also made with a proposal to use the Mack T-12 in place of the T-9 and T-6 tests
- 3.0 Minutes
- 3.1 The minutes were approved as written.
- 4.0 Membership
- 4.1 There were five membership changes. See Attachment 3. Shawn Whitacre replaces Dave Stehouwer at Cummins, Hind Abi-Akar replaces Abdul Cassim at Caterpillar, Bob Olree replaces Robert Stockwell at GM, Cathy Devlin replaces Charlie Passut at Afton, and Victor Kersey will replace Bill Runkle at Ashland.
- 5.0 Results on API CJ-4 ballot in D4485
- 5.1 The ballot for CJ-4 in D4485 passed with one negative. See Attachment 4. The ballot had an 85% return rate. There were 27 affirmative votes, 1 negative, and 13 abstains. Five affirmative votes had comments. The comments include: remove the label "EGR" from the test names, modify the elastomer table to include Vamac G, the seals table needs to be corrected for polyacrylate elongation to show +10/-35, and asked if CI-4 PLUS should be included. The group agreed with the comments and decided that CI-4 PLUS should not be included.

- 5.2 Discussion ensued to resolve the negative vote about the term "anchor". Dave Stehouwer showed why the term "anchor" should be used. See Attachment 5. The OEMs don't consider the anchors as targets that should be achieved. Dave Stehouwer **moved** to rule the negative non-persuasive. Steve Kennedy (and others) seconded. Comments followed. For consistency, the T-10 should be changed from target to anchor as well. This is a Sub-committee B ballot, so this group can not actually rule the negative non-persuasive. The motion was modified to recommend to Sub-committee B that the negative vote be considered non-persuasive. The **motion passed** unanimously with 18 votes for, 0 against and 0 waives. Greg Shank **moved** that the HDEOCP ask Sub-committee B to change the T-10 to use the term anchor in place of target. Steve Kennedy seconded. The **motion passed** unanimously with 18 votes for, 0 against and 0 waives.
- 6.0 Mack T-12 to Mack T-10 limits
  - 6.1 The exit criteria ballot for the T-12 to the T-10 limits from the previous meeting was approved with 20 affirmative votes. See Attachment 6. Greg Shank **moved** to send the T-12 to T-10 equivalent limits to Sub-committee B and ask that this be "fast-tracked" with an electronic ballot. Lew Williams seconded. The **motion passed** with a unanimous voice vote.
- 7.0 Mack T-11A to Mack T-10A
  - 7.1 Wim van Dam discussed the possibility of offering the T-11A as a replacement for the T-10A. The T-10 test is almost obsolete, but there is still one calibrated T-10A stand available now. The Mack Surveillance Panel has asked for data to develop a correlation between the T-10A and the T-11A. The TMC has created a template and it has been sent already. The Surveillance Panel has also sent a template for T-11 to T-8 data. Pat Fetterman asked that the templates be sent to the wider distribution of the HDEOCP.
- 8.0 Action item from HDEOCP meeting on October 27, 2005
  - 8.1 The HDEOCP action allowing a CAT 1P in place of the 1R needs to be sent to Sub - committee B for a ballot. Chairman McGeehan will report it at B.
- 9.0 DEOAP Report
  - 9.1 Steve Kennedy reported that the DEOAP has been creating some communications for the industry to address possible questions from end users. The group will go forward with printed material as there is not time or resources for a video.
- 10.0 API CJ-4 Learning Look-back
  - 10.1 Charlie Passut showed the ACC consensus presentation on opportunities to improve efficiencies. See Attachment 7. Many desirable aspects of category development occurred, but a few problems still existed. Cooperation between trade groups was good. The ACC desires a longer category life. Some ideas for improvement were suggested. The ACC recommends forming teams to investigate the top 5 issues that need improvement with a deadline for reporting. Lew Williams added that the ACC would like a commitment from the HDEOCP for the support to form these teams between categories to improve the process. There were teams during PC-10 development that were task oriented. What is being asked is for teams that are process oriented to lay the groundwork for the next time tasks are needed. The main objective is to start a little earlier. The EMA has started talking about gathering data as oils and engines are put into use. The EMA does want to improve the process. DEOAP actually owns the new category development. This will have to be considered. Lew Williams **moved** that the HDEOCP create a team to identify processes for improvement and that the support for the team will be there when needed. Bill Kleiser

seconded. Chairman McGeehan added that the team could investigate the applicability of a global specification. The **motion passed** with 17 votes for, 0 against and 1 waive. Roger Gault suggested that the initial step should be a small group representing the 3 groups. Greg Shank suggested it should be himself, Lew Williams, and Steve Kennedy.

- 10.2 Chairman McGeehan also had a presentation showing seven successful factors for delivery of the category. See Attachment 8. All interested parties were on the same team and compromise worked. Hopefully this category can be worked into a world specification.

#### 11.0 T-12 to replace the older tests in older specifications

- 11.1 Phil Scinto presented a proposal to use the Mack T-12 for the older Mack tests. See Attachment 9. Phil said we have some things we know, we have some things we're assuming and there are some things we don't have, like data. Lubrizol took a look at this and using some of their candidate data developed this proposal. Without any data and a desire to keep these categories going, Lubrizol took a best guess at these limits. Phil asked that other companies take these proposed limits and compare them to their own data. Greg Shank announced that the EMA recently discussed what categories need to be maintained. For the first time, the EMA decided that CF-4 could go away and that CG-4 could go away. The minimum category that EMA would like to see maintained is CH-4. The Cummins HST test stills needs a correlation with the ISM if CH-4 is the baseline. Oils marketed as CF and CG would not have actual engine tests to back them up. CF-4 is still commercially active in parts of the world. Lubrizol would like to run a CF-4 oil in a Mack T-12 test. Lew Williams reiterated the request for other companies to bring forward data. Steve Kennedy reminded the HDEOCP that the Surveillance Panels could handle this initially and develop the recommendations. The HDEOCP recommends that the Mack and Cummins Surveillance Panels address this. Pat Fetterman pointed out that the background data exists at the HDEOCP level and the Surveillance Panels will need help from this group.

#### 12.0 Mack T-12 Piston Deposit ratings.

- 12.1 The Mack Surveillance Panel moved to eliminate the piston ratings from the T-12. The vote at the Surveillance Panel was 3 for, 1 against, and 9 waives. The Surveillance Panel requests feedback from the HDEOCP. If this panel indicates that piston deposit ratings are desirable, then the Surveillance Panel can re-address. John Zalar reminded the HDEOCP that since there was one negative vote at the Surveillance Panel, the Information Letter will have to be balloted at Sub-committee B before it takes effect. The HDEOCP doesn't need to act.

#### 13.0 PC-10 Fuel Availability

- 13.1 Jim Gutzwiller announced that a lab had a delivery delay of PC-10 fuel. See Attachment 10. The fuel supplier did experience a problem delivering PC-10 fuel to the labs. The supplier is still tight on PC-10 supplies and will be through the third quarter. Also, at times, the fuel supplier injects the required dye into the tank truck rather than the whole supply. Sometimes, the first few gallons coming out of the truck will not look dyed. This is just to make everyone aware of the issues.

#### 14.0 Next meetings

- 14.1 The next meeting is scheduled for December 5, 2006 during ASTM in Miami, FL.

#### 15.0 The meeting was adjourned at 2:45 pm.