



Committee D-2 ON PETROLEUM PRODUCTS AND LUBRICANTS

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January 28, 2000

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UNAPPROVED MINUTES

OF THE

T-10 OPERATIONS AND HARDWARE

TASK FORCE MEETING #4

CONFERENCE CALL

Chairman Jim Collum convened, by conference call, the fourth meeting of the T-10 Operations and Hardware Task Force at 10:00 am Central time. The attendance roster was as follows:

Jim Collum – EG	Greg Shank – Mack	Ken Goshorn – Mack
Jeff Clark – TMC	Scott Richards – SR	Jim Simpson – SR
Andy Broff – SR	Gary Tietze – TEI	Dino Righi – LZ
Riccardo Conti – MB	Brian Lawrence – Infineum	Jim Gutzwiller – Infineum

OPERATIONAL EXPERIENCE

The labs were polled to determine their experience with the T-10 operating conditions. EG and SR have experience with running both phases of the test. LZ has limited experience with both phases, and MB has experience with the first phase only. Bob Campbell was contacted after the conference call and stated that EV has limited experience with both test phases.

OIL COOLER CHANGE

Due to reliability and cleaning concerns, it is agreed that the labs will switch to using the tube-in-shell heat exchangers, using process water instead of engine coolant. Labs that need a heat exchanger are to contact Ken Goshorn. SR will provide drawings to the labs early next week (Attachment 1). The intent was to have all the labs using by these hx's by Feb. 14, but it was also recommended that the change be made as soon as possible based on test activity.

Clean the coolers before every test, in accordance with the E7 Service Manual.

CENTRIFUGAL OIL FILTER

The labs are to switch back to the T-9 centrifugal rotor.

O₂ SENSOR CALIBRATION

SR provided the sensor calibration method (Attachment 2). This method is to be performed before each test.

FUEL TEMPERATURE MEASUREMENT

Fuel temperature is to be measured at the fitting on the outlet side of the fuel transfer pump.

OIL GALLERY TEMPERATURE MEASUREMENT

Oil gallery temperature is to be measured at the port on the filter head above the middle filter (Attachment 3).

OIL SUMP TEMPERATURE MEASUREMENT

Oil sump temperature is to be measured on the exhaust side of the oil pan, 7 inches from the front and 7 inches from the top of the pan. Use a 4 inch t/c. Labs will report back on oil delta temp. once the measurement locations have been standardized.

EGR HARDWARE RELIABILITY

Jim Collum stated that spares will be needed for critical EGR components (turbo, venturi, etc). If anyone needs these parts, they should continue to work through Mack. Both San Antonio labs noted that the parts for their EGR rigs have not been interchangeable. There was a general desire for these to be interchangeable in the future. TEI and the San Antonio labs agreed to work toward resolving this issue.

ADDITIONAL ITEMS

Ken Goshorn reminded the labs to remove the intake manifold temp sensor from the engine to keep from defeating the engine timing control.

Mack will examine the impact of the various engine sensors and any safety codes that could affect test operation.

It was noted that the Chem Subgroup led by Joe Franklin needs T-10 drains. The acquisition of used test oils is primarily at the test sponsor's discretion, and Greg Shank will try to resolve this.

The meeting concluded at 11:20 am Central Time.