



European  
Automobile  
Manufacturers  
Association

Brussels, 2 September 2004

To:  
Jim McGeehan, HDEOCP Chairman  
Wim Van Dam, Mack Surveillance Panel Chairman  
Tom Franklin, ASTM Subcommittee B Chairman

cc.  
Greg Shank, EMA Engine Lubricants Committee Chairman

**Re.: ULSD in Mack T10 testing**

ACEA is currently developing new engine oil specifications for Euro 4 engines, ACEA E6 and ACEA E7. A critical test requirement in these is Mack T10 but since there are some performance conflicts with the detergency requirements dictated by the DaimlerChrysler test OM441LA (CEC L-52-T-97), in particular in the E6 category, ACEA has agreed to accept the request from ATC and ATIEL (European Additive and Lubricant Manufacturers organizations) to allow ULSD in Mack T10 for E6 and/or E7 approvals. This will facilitate the formulation of cost effective high performance engine oils intended for Euro 4 engines. These engines will be sold on markets with secured supply of ULSD.


ACEA sees no need for a new ASTM method for this, a variant of the current procedure is fully acceptable. However, the variant used, standard Mack T10 or Mack T10 with ULSD, must be clearly distinguishable in any kind of data reporting.

ACEA neither sees a need to generate severity/precision data using ULSD and we fully accept that approval tests are run in test stands calibrated according to the standard procedure. We will fully rely on severity/precision monitoring that is regularly done for the standard Mack T10 procedure.

However, the ULSD fuel must be properly specified. The proposed PC-10 ULSD will for example suffice.

I hope this gives you the necessary background to the request to include ULSD as a fuel option in the Mack T10 procedure.

Best regards

  
for Bengt Otterholm  
ACEA WG-FL HDEO Task Force Chairman

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