

Jeff Clark

From: Jeff Clark
Sent: Wednesday, November 10, 2010 12:59 PM
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Subject: Mack SP Teleconference Minutes - Nov. 10, 2010
Attachments: Mack T12 Bearings Nov 10th.pdf



Mack T12
arings Nov 10th.pdf

November 10, 2010 Mack T11, T-12 Surveillance Panel Call

On call:

Z. Bishop - TEI
T. Wingfield - ChevronPhillips
A. Ritchie - Infineum
J. Clark - TMC
B. Campbell - Afton
J. Matasic/C. Castanian - LZ
M. Cooper - Oronite
G. Shank/K. Goshorn - VolvoMack
J. Moritz - IAR
S. Richards/R Johnson - SwRI

T-11:

1) Afton reported some contamination of the T-11 PC-9 Plus fuel - lower density and boiling point - supplied by ChevronPhillips and an investigation is underway to determine source and identity of the contamination. ChevronPhillips expect fuel analysis to be complete by early W/O 11/15. ChevronPhillips PC-9 Plus retain from the truck delivery to Afton is on spec so believe issue is isolated to material at Afton.

2) LZ T-11 running fine with EOT around 11/18. No PC-9 Plus fuel analysis available. LZ will send ChevronPhillips a fuel sample but tank has fuel from two further deliveries mixed together with the PC-9 Plus fuel delivery that Afton has concerns about.

T-12:

1) Mack investigation of rod bearings upper shells (photos shown in attachment) with one bearing from each set indicated cracks in the bearing liners - copper showing through. Mack is concerned that cracking through to the steel back occurred in relatively short hours. Labs reported that they don't believe that they have ever seen this before. Mack will approach the bearing supplier for further information.

2) Resolution needed on rod bearing issue before correction factors for rings, liners and oil consumption can be considered. Afton believes we will need data from a new batch of bearings to give repeatable Pb results before any new T-12 calibrations could be obtained.

3) Motion: Allow an extension of the T-12 calibration period to the maximum of 20 months and 20 valid runs. SwRI Proposed/LZ seconded. Motion carried with 2 waives (TMC,TEI). This extension doubles the maximum calibration period and maximum run limits. Procedure does not allow for any further extension beyond this.

4) Mack was asked to contact the supplier for the possibility of commissioning a new batch of bearings. In the meantime the labs should look at the data for the used bearings from previous calibration tests and report their findings to the panel.

5) TEI will send a new and old batch of bearings to LZ for surface analysis. LZ expect analysis will take 2-3 weeks.

Next T-11 and T-12 Call: Nov 18th 10.30 Eastern

Thanks to Andy Ritchie for taking the minutes.