

# MACK-Volvo Surveillance Panel Meeting Notes

## 09/09/2021 @ 2:30 PM EST

### Attendees

SwRI: Robert (Bob) Warden, Isaac Leer, Travis Kostan, Jose Starling  
Oronite: David Lee, Josephine Martinez  
Afton: Christian Porter, Todd Dvorak, Cory Koglin, Bob Campbell  
Infineum: David Brass (Chairman), Elisa Santos  
Intertek: Garrett White (Secretary), Martin Chadwick, Juan Vega  
Lubrizol: Nick Ariemma, Jim Matasic  
Haltermann: Prasad Tumati  
Exxon Mobil: Steve Jetter  
TMC: Sean Moyer  
TEI: Derek Grosch

### Agenda

- 1) Mack T-12 Industry Correction Factor (ICF) Discussion

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#### *Action Items and Key Points*

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- **Motion passed** approving the use of hardware WXYPF4945E for T12 testing with new industry correction factors for average liner wear and average oil consumption.

### Summary of Discussion

#### **Mack T-12 ICF Discussion**

Elisa shared a presentation comparing the current, the proposed new additive and the proposed new multiplicative ICFs for average oil consumption and average cylinder liner wear.

- Current ICFs are 0.743 for cylinder liner wear and 0.926 for oil consumption.
- Proposed additive ICFs for cylinder liner wear and oil consumption are -0.8770 and -0.4170, respectively.
- Proposed multiplicative ICFs for cylinder liner wear and oil consumption are 0.761 and 0.907, respectively.
- Reference results using multiplicative and additive ICF's produce similar results after being converted back to the original scale.

- David Lee – Was there a 2<sup>nd</sup> option for top ring weight loss?
- David Brass – There was discussion in the last meeting of a new multiplicative ICF for this parameter, but the panel decided not to change it.
- Josephine – What is the reason for moving from multiplicative to additive ICF's?
- Elisa – It's a technicality after you transform. On the new (transformed) scale things are not changing based on the original value and the additive helps adjust the result accordingly in this space.
- Martin – I agree that argument is accurate, but we have a position to try and not change how candidates are evaluated against the pass limits. Since they have had multiplicative for the life of the test, changing from multiplicative to additive does alter how candidates are evaluated.
- Bob C – I say we move forward with the multiplicative ICF's and turn the test back on.

**Bob Campbell – Motion to use the new multiplicative industry correction factors (hereafter referred to as ICFs) of 0.907 and 0.761 for oil consumption and cylinder liner wear, respectively. The current top ring weight loss (0.846), delta lead (0.03234) and delta lead 2 (0.04089) ICFs will be maintained for tests using WXYPF4945E hardware. Due to urgent requests the 2-week waiting period has been waived. Calibration status of stands will be effective September 13<sup>th</sup>, 2021, for labs who have completed valid, passing references with the WXYPF4945E hardware. Labs will be required to resubmit calibration test reports with the new ICFs.**

**Garrett White seconded the motion.**

**Due to a change in industry correction factors each company was asked to verbally approve, oppose, or waive:**

**TMC: Approve**

**TEI: Approve**

**SwRI: Approve**

**Oronite: Approve**

**Lubrizol: Approve**

**Infineum: Approve**

**Intertek: Approve**

**Haltermann: Approve**

**Exxon: Approve**

**Afton: Approve**

***Motion carried.***

- Bob C – It would be good to circle back around and review data a few months down the road, perhaps after lab B's re-run.
- David – A letter will be going out to the other organizations stating provisional licensing will be lifted and the test will be back on as of September 13<sup>th</sup>, 2021.

- Garrett – Any news on the T13 hardware from Volvo?
- Christian – We (Afton) do have a long list of items on backorder but mainly the exhaust valves are our pinch point.
- David Brass – Any other labs seeing an issue?
- Garrett – For us exhaust valves are reaching a low level.
- No other labs noted issues.
- David Brass to follow up with Volvo regarding the back ordered parts.

Meeting adjourned 2:19 PM CDT

**Next Meeting Date/Time**

No meeting time set.