Mack T-13 Teleconference

Tuesday November 20, 2012
11:00 a.m. – 11:30 a.m. Eastern Time
Dial-in number:
888-272-5498
Access Code:
4069278

Mack T-13 Teleconference Meeting Notes

The conference meeting convened at 11:00 a.m. Eastern time.

Membership / Attendance **Riccardo Conti**

Sean Moyer, Zack Bishop, Andy Broff, Addison Schweitzer, Riccardo Conti, Mark Cooper, Jim Moritz, Jim Matasic, Greg Shank, and Allison Athey.

ECM Controllability of Mack T-13 and Revised ECM Flash **Riccardo Conti**

Mack/Volvo Powertrain took as an action item during last week's teleconference to provide ExxonMobil and SwRI with a new ECM flash file granting the test labs the ability to change EGR valve and VGT positioning as well as disabling temperature dependant engine de-rates, equipping a throttle analyzer and altering internal barometric pressure/ambient temperature ECM maps. Mack/Volvo Powertrain explained that if the ambient temperature was to drop below 25˚C and approach freezing temperatures, the EGR rate amongst other parameters are adjusted by the ECM independently of the operator. Due to this issue, Mack/Volvo Powertrain stressed that the industry test labs do not connect the ambient temperature sensor on the engine.

Riccardo Conti stated that ~3400 PCP was obtained with a similar EGR level as previous runs during the engine break-in sequence completed yesterday evening. Intake air restriction was decided via a taskforce e-mail decision following the teleconference on November 14th to be set at 94 kPa absolute pressure to allow for industry test lab standardization. Riccardo Conti mentioned that the break-in was running at about 90% throttle position and that the turbo speed increased from 107,000 rpm to 111,000 rpm. As a side note, Riccardo stated that the engine is very sensitive to VGT positioning. According to Mack/Volvo Powertrain, the minimum adjustment for the VGT movement is 0.2%. Decreasing the VGT % will increase boost level, while increasing VGT% will decrease boost level. Due to non controversial discussion over the next test's operating conditions thus far, it was decided to begin at ExxonMobil today and run through the holiday with an estimated EOT at seventeen days past start-up.

Greg Shank, after involved discussions internally as well as externally of Mack/Volvo Powertrain, decided that the Mack T-13 would be controlled by torque to 2550 N·m.

Industry Stand Installation Progress **Industry**

SwRI stated that the new flash was to be tested early the following week because they are currently changing the intake air restriction and exhaust back pressure transducers to read absolute.

Intertek is still installing plumbing in the test cell and are about two weeks away from start-up, according to Jim Moritz.

Action Item:

Greg Shank established January 9th and 10th as dates for a face to face meeting for NCDT, Mack T-13 Taskforce, and Mack Surveillance Panel Meetings.

Schedule for Next Meeting **Mike Alessi**

Proposed Mack T-13 teleconference for November 30th, 2012 11:00 AM Eastern Time.

Meeting Adjourned at 11:30 AM Eastern Time.