



Test Monitoring Center

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T-10 INFORMATION LETTER 02-1
Sequence No. 1

April 19, 2002

ASTM consensus has not been obtained on this information letter. An appropriate ASTM ballot will be issued in order to achieve such consensus.

TO: Mack Mailing List

SUBJECT: 1. Injector opening pressure correction
2. Engine calibration requirements
3. MRV measurement method and sample handling

The Mack Surveillance Panel approved the following changes to the T-10 test procedure:

1. The fuel injector opening pressure specification of 30,000 + 1400 kPa in Draft 5 of the test procedure was incorrect. It has been corrected to 36,900 – 37,900 kPa. Section 8.4.1 has been modified accordingly.

2. The requirements for engine calibration have been dropped and calibration is now based solely on the test stand. Section 11.5 has been modified accordingly. This change took effect on March 5, 2002.

3. The MRV measurements are to be made using only the modified MRV method, and the sample preparation must be in accordance with the T-8 soot sample handling requirements. Section A8.3 has been modified accordingly. This change took effect on March 5, 2002.

The new and modified sections of the procedure are attached. The updated version of the test procedure, Draft 6, is available in its entirety from the TMC web site (www.astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils) or by contacting the TMC for a hardcopy.

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Attachments

c: ftp://astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils/il02-1.pdf

Distribution: Email

8.4.1 *Injectors*

Servicing of injectors is recommended every 300 h. Resetting of injector opening pressure is recommended if pressure is outside the specification of 36,900 – 37,900 kPa (5350 - 5500 psi).

11.5 *Test Stand Calibration*

11.5.1 *Test Stand Calibration* – Perform a calibration test on a reference oil assigned by the TMC after six months have elapsed since the completion of the last successful calibration test. A non-reference test may be started provided at least one h remains in the calibration period. An unsuccessful calibration test voids any current calibration on the test stand.

11.5.2 *Test Stand / Engine Combination* – For reference and non-reference tests, any engine may be used in any stand. However, the engines shall be used in the test stands on a first available engine basis (FIFO). In other words, there shall be no attempt on the part of the test laboratory to match a particular test stand and engine combination for any given test.

11.5.2.1 A new complete engine setup with EGR kit requires a calibration test.

A8.3 *Oil Inspection (refer to Section 10.3)* – Analyze the 75-h oil sample for MRV viscosity according to RR: D02-1517 (Mini-Rotary Viscosity & Yield Stress of Highly Sooted Diesel Engine Oil). As part of the MRV measurement procedure, be sure to prepare the sample in accordance with Section A4.3, Annex A4 of D5967.