



Test Monitoring Center

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T-10 INFORMATION LETTER 02-2
Sequence No. 2

September 27, 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
2. T-10A rebuild frequency
3. Safety Precautions
4. Outlier Criteria

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

1. Fuel injector opening pressure is to be checked at the start of each calibration period for the T-10 and at every rebuild for the T-10A. Section 8.4.1 has been modified accordingly and Section A8.2.1 has been added. These changes went into effect July 22, 2002.

2. The T-10A flush-and-run rebuild frequency is every three calibration periods or 1350 test hours. Section A8.2 has been modified accordingly. This change took effect on July 22, 2002.

3. A statement regarding the reporting and treatment of injuries in Section A7.1.3 in Annex A7, Safety Precautions has been removed. The modified Section A7.1.3 is attached.

4. The relative wear profiles for the outlier criteria have been updated, effective September 25, 2002. Table A9.1 has been updated accordingly and is attached.

The new and modified sections of the procedure are attached. The updated version of the test procedure, Draft 7A, is available in its entirety from the TMC web site (ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils) or by contacting the TMC for a hardcopy.

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Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils/t10.il02-2.pdf

Distribution: Email

8.4.1 *Injectors*

Check the injector opening pressure at the start of each calibration period. Reset the injector opening pressure if it is outside the specification of 36,900 – 37,900 kPa (5350 - 5500 psi).

A7.1.3 The external parts of the engines and the floor area around the engines should be kept clean and free of oil and fuel spills. In addition, all working areas should be free of tripping hazards. Personnel should be alert for leaking fuel or exhaust gas. Leaking fuel represents a fire hazard and exhaust gas fumes are noxious. Containers of oil or fuel cannot be permitted to accumulate in the testing area.

A8.2 *Preparation of Apparatus at Rebuild (refer to Section 8)*

Rebuild each T-10A flush-and-run engine after three calibration periods or 1350 h.

A8.2.1 *Injectors (refer to Section 8.4.1)*

Check the injector opening pressure at rebuild. Reset the injector opening pressure if it is outside the specification of 36,900 – 37,900 kPa (5350 - 5500 psi).

Table A9.1^A
Relative Profiles

	Cylinder Liner Wear	Top Ring Weight Loss
Cylinder	RRPCLW	RRPTRWL
1	4.5	39
2	-0.6	-1
3	-0.6	8
4	-1.2	-17
5	-1.6	-2
6	-0.6	-27
	RSDCLW	RRPTRWL
Std. Dev.	5.9	45

^A Contact the TMC to obtain a history of cylinder liner wear and top ring weight loss relative profiles.