Test Monitoring Center
6555 Penn Avenue
Pittsburgh, PA 15206-4489
(412) 365-1000

T-12 INFORMATION LETTER 08-1
Sequence No. 3
October 13, 2008

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: T-12 Split Test Kits

On September 19, 2008, to address a severity shift believed to be a result of a new hardware batch, the Mack Test Surveillance Panel approved the use of "split" tests. A "split" test uses equal amounts of Batch P and Batch R piston rings and cylinder liners, thus providing a direct comparison of test severity between the two hardware batches. The methods for determining top ring weight loss and cylinder liner wear results for a "split" test are spelled out in the attached sections of Test Method D 7422.

Greg Shank
Manager, Engine Product Development
Volvo

John L. Zalar
Administrator
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils/T-12/il08-1.pdf

Distribution: Email

A7.1 Average Top Ring Weight Loss

A7.1.1 Calculate the average top ring weight loss using all rings and report the data on the appropriate forms.

A7.1.1.1 For tests run with a combination of Batch P and Batch R piston ring hardware, proceed immediately to A7.1.5 without performing the calculations in A7.1.2 through A7.1.4. For all other tests, determine the average top ring weight loss as prescribed in A7.1.2 through A7.1.4.

A7.1.5 – For tests run with a combination of Batch P and Batch R piston ring hardware only, calculate the average of the three Batch P top ring weight loss values and add to the appropriate TRWL adjustment shown in Table A7.2 to determine the average top ring weight loss.

A7.2 Average Cylinder Liner Wear

A7.2.1 Calculate the average cylinder liner wear step using all cylinder liners and report the data on the appropriate forms.

A7.2.1.1 For tests run with a combination of Batch P and Batch R cylinder liner hardware, proceed immediately to A7.2.5 without performing the calculations in A7.2.2 through A7.2.4. For all other tests, determine the average cylinder liner wear as prescribed in A7.2.2 through A7.2.4.

A7.2.5 – For tests run with a combination of Batch P and Batch R cylinder liner hardware only, calculate the average of the three Batch P cylinder liner wear values and add to the appropriate CLW adjustment shown in Table A7.2 to determine the average cylinder liner wear.

Table A7.2 Batch P Adjustment Values

Batch P Cylinder Location	TRWL Adjustment	CLW Adjustment
1, 4, 6	3.57	0.09
2, 3, 5	-3.57	-0.09