



## Test Monitoring Center

@ Carnegie Mellon University  
6555 Penn Avenue, Pittsburgh, PA 15206, USA

<http://astmtmc.cmu.edu>  
412-365-1000

T-8 Information Letter 14-2  
Sequence No. 22  
September 16, 2014

TO: Mack Mailing List  
SUBJECT: T-8 Timing Changes

As approved at the August 26, 2014 surveillance panel teleconference, section 9.1.2 has been updated to allow timing adjustments during the first 100 hours of test operation to meet soot targets.

The attached changes to Test Method **D5967** are effective August 26, 2014.

Greg Shank  
Manager  
Volvo Group Truck Technology  
Powertrain Engineering

Frank M. Farber  
Director  
ASTM Test Monitoring Center

Attachment

c: [ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure\\_and\\_ils/T-8/i14-2.pdf](ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils/T-8/i14-2.pdf)

Distribution: Email

**(Revises D 5967-13 as amended by IL 14-1)**

9.1.2 Engine test stand calibration is required when the injection pump is removed from the engine, when the front gear train timing is changed, or when cylinder heads are replaced. Cylinder heads and power cylinder components (pistons, rings, and liners) can be rebuilt without re-calibrating. Any rebuild requires a new break-in sequence to be run on the engine prior to testing. Rear gear train timing changes to meet soot targets are allowed but are limited to a maximum of two changes in the first 100 hours of the test. No single timing change can exceed 1° from the initial timing and the final total change may not exceed 1° from initial timing.