



## Test Monitoring Center

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T-8 Information Letter 15-1  
Sequence No. 23  
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TO: Mack Mailing List

SUBJECT: T-8 Timing Changes - Clarification and Intercooler Information Update

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

During the January 13, 2015 Mack Surveillance Panel meeting it was decided to clarify that this change to the procedure applies only to reference oil tests. Timing changes during non-reference oil tests is still prohibited. Section 9.1.2 has been updated and is attached. Also, the panel agreed to update the procedure to remove the requirement to use Modine intercoolers. The procedure now allows for the use any intercooler as long as the conditions in Table 3 are maintained. This change is effective with the issue date of this information letter. Annex 5.4 has been updated accordingly.

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Attachment

c: [ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure\\_and\\_ils/T-8/il15-1.pdf](ftp://ftp.astmtmc.cmu.edu/docs/diesel/mack/procedure_and_ils/T-8/il15-1.pdf)

Distribution: Email

**(Revises D 5967-14 as amended by IL 14-2)**

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 only allowed for reference oil tests. Timing changes are limited to a maximum of two changes in the first 100 h of the test. No single timing change can be greater than 1° and the cumulative change shall be +/- 1 degree from the initial timing.

A5.4 *Slave Intercooler*—Use an intercooler suitable to meet the test conditions prescribed in Table 3.