



## Test Monitoring Center

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T-8 Information Letter 21-1  
Sequence No. 26  
April 27, 2021

TO: Mack Mailing List  
SUBJECT: Alternate Fuel Supplier Approval Procedure

During the February 19, 2021 Mack Surveillance Panel teleconference the panel voted to add a new procedure for the approval of new fuel suppliers as well as the steps necessary to introduce fuels supplied by approved suppliers. The fuel specification is unchanged.

The attached changes to Test Method D5967-19 are effective with the release of this information letter.

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Attachment

c: [http://www.astmtmc.cmu.edu/ftp/docs/diesel/mack/procedure\\_and\\_ils/T-8/il21-1-T8.pdf](http://www.astmtmc.cmu.edu/ftp/docs/diesel/mack/procedure_and_ils/T-8/il21-1-T8.pdf)

Distribution: Email

(Revises D 5967-19)

*Revise section 7.2:*

7.2 *Test Fuel*—Use PC-9-HS test fuel<sup>17,28</sup> from ~~Chevron Phillips~~ **an approved supplier**. The fuel shall have the properties and tolerances shown in the “PC-9-HS Fuel Specification” section of the “TMC-Monitored Test Fuel Specifications” document maintained by the TMC<sup>7</sup>. **See Annex A10 for more information.**

*Revise footnote 7:*

<sup>7</sup>The sole source of supply for test fuel known to the committee at this time is PC-9-HS Reference Diesel Fuel from Chevron Phillips Chemical Company LP, 10001 Six Pines Drive, The Woodlands, TX 77380. <https://www.astmtmc.org/ftp/docs/fuel/tmc-monitored%20test%20fuel%20specifications.pdf>

*Remove footnote 8 and renumber remaining footnotes*

<sup>8</sup>If you are aware of alternative suppliers, please provide this information to ASTM Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee,<sup>1</sup> which you may attend.

*Add the following as Annex A10*

**A10. Mack T-8A, T-8, and T-8E Fuel Requirements**

**A10.1 Fuel Requirements** - The Mack T-8A, T-8, and T-8E Tests (hereafter referred to as T-8) shall use a fuel meeting the PC-9-HS specification located on the TMC website<sup>7</sup>, and that has been approved for use through the process defined by the Mack/Volvo Surveillance Panel for acceptance.

A10.1.1 For a fuel to be approved for the Mack T-8 test, the fuel supplier shall demonstrate, through chemical analyses and engine testing, that the fuel provides the same performance as a currently approved fuel. The supplier shall provide a Certificate of Analysis (COA) documenting that the fuel meets the current PC-9-HS fuel specification, as well as conducting a prove-out program.

A10.1.2 Due to the high level of sulfur content compared to the majority of fuel commercially available in the marketplace and the T-8’s historic sensitivity to fuel, only suppliers that have been approved through the panel’s process are considered acceptable for use. Since the PC-9-HS sulfur requirement is 400 ppm to 500 ppm, it is expected that fuel for the test will be produced as a batch process rather than a continuous production stream. The fuel supplier shall conduct a full COA analysis for each batch produced.

A10.1.3 An individual laboratory may not bring a new fuel supplier into use, even following the criteria noted in the approval process, without the notification and review of the Surveillance Panel.

**A10.2 Prove-Out Program**

A10.2.1 The prove-out program is to be run entirely on a single test stand in a single test laboratory. The chosen test stand shall have a history of at least three (3) successful calibration tests in the last four years, the first LTMS appearance for the stand being over one year prior to the start of the prove-out program, and shall not have had a current lapse in calibration of greater than one calibration time period.

A10.2.1.1 The engine shall be rebuilt immediately prior to beginning the prove-out program, with no rebuilds during the program. The intent is to conduct all tests without replacement of major internal or external hardware.

A10.2.1.2 The prove-out program shall be run using reference oil 1005-5 (or subsequent approved oil blends). The alternate fuel will be evaluated based on results for viscosity increase at 3.8 % soot and the 100 %

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shear viscosity increase at 4.8 % soot.

A10.2.1.3 The chosen stand shall conduct a calibration test on oil 1005-5 on a currently approved fuel and the test shall meet all current LTMS calibration acceptance criteria.

A10.2.1.4 Based on the results of the test, determine the new stand-level exponentially weighted moving average, or  $Z_i$  value, for each of the two soot parameters.  $Z_i$  is defined in the LTMS document. The  $Z_i$  value calculated for each parameter immediately after the calibration test will be referred to as  $Z_{cal}$  in the subsequent sections. Also calculate the average front and rear exhausts manifold temperatures, and the average power.

A10.2.1.5 The same stand shall immediately conduct two (2) tests on oil 1005-5 using the alternate fuel. Prior to running these two tests, notify the TMC if the results will be solely for fuel prove-out or for stand calibration as well. It will be at the discretion of the test laboratory to determine if the stand's calibration status will be impacted by the prove-out program or not, but the intention to use the test for calibration or not shall be stated prior to starting the prove-out program.

A10.2.1.6 For each test, calculate the difference between the standardized test result  $Y_i$  and the previously determined  $Z_{cal}$  value for each parameter. This difference is the prediction error, or  $E_i$  value.

$$E_i = Y_i - Z_{CAL} \quad (A10.1)$$

Note that because of the use of  $Z_{cal}$  instead of  $Z_{i-1}$ , this is slightly different than the definition of  $E_i$  in the LTMS document.  $Y_i$  is defined as in the LTMS document:

$$Y_i = \frac{R_i - M}{S} \quad (A10.2)$$

where:

$Y_i$  = standardized test result at test order  $i$ ,

$R_i$  = actual reference oil test result at test order  $i$ ,

$M$  = reference oil target mean from LTMS, and

$S$  = reference oil target standard deviation from LTMS.

A10.2.1.7 Similar to the calibration tests, calculate the average front and rear exhausts temperatures, and average power.

### A10.3 Fuel Acceptance Criteria

A10.3.1 The results of the prove-out testing shall meet the following criteria (basis for operational uncontrolled parameter ranges found in Fig. A10.1):

A10.3.1.1 For viscosity increase at 3.8 % soot and 100 % shear viscosity increase at 4.8 % soot, the calculated  $E_i$  value shall be within +/- 1.734 for both tests.

A10.3.1.2 The average front- and rear-exhaust temperatures for both tests shall be within +/- 15 °C of the calibration test.

A10.3.1.3 The average power for each test shall be within +/- 10 kW of the calibration test.

A10.3.1.4 Injection timing shall not be adjusted between the reference and prove-out tests.

A10.3.1.5 The prove-out tests shall produce a soot level not less than, and no more than 1 % greater than, the reference test at 250 and 300 h.

A10.3.1.6 Both alternate fuel tests shall be operationally valid with no controlled parameters outside of prescribed average limits.

A10.3.2 Fuel prove-out runs will count against the calibration interval and the stand can return to the existing calibration period on the previously approved fuel, after flushing the fuel lines, unless the SP agrees to an alternative plan prior to the start of the matrix.

## T-8 Uncontrolled Parameter Delta from Reference Test

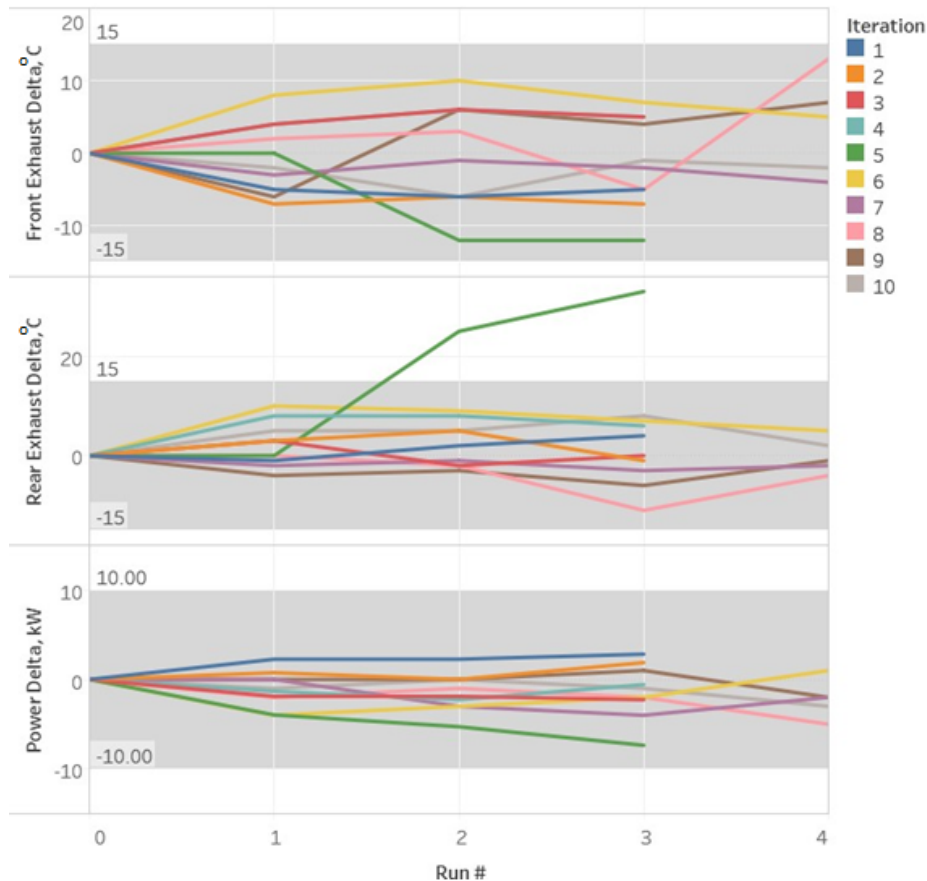


Figure A10.1: Mack T-8E uncontrolled parameter delta from reference test for subsequent candidate tests run in the same stand/engine combination.

A10.3.3 The Surveillance Panel will approve the fuel for use following confirmation of these results. If the supplier believes the fuel is providing equivalent performance to the current approved fuel without meeting the criteria listed above, they may petition the Surveillance Panel to conduct an additional review. At this point, the actions taken by the Surveillance Panel to accept or reject the fuel will vary depending on the results and judgement of the panel members.

A10.3.4 A list of approved fuel suppliers for the T-8 test is maintained on the TMC website.

A10.4 *Introduction of a Surveillance Panel Approved Fuel* - A laboratory may utilize any fuel that has been approved by the Surveillance Panel for use with the T-8 which has previously conducted a full “Prove-Out Program” and been approved for use at the Surveillance Panel.

A10.4.1 A new fuel for a stand is one that has never previously completed an acceptable calibration test in that stand. Notify the Test Monitoring Center when a calibration oil is requested that a new fuel supplier will be utilized.

A10.4.2 The first run on a new fuel in a stand shall meet level 2 Ei criteria as defined in the LTMS document. In the case that a level 2 Ei alarm is exceeded, a second test may be run and the stand considered calibrated as long as normal referencing criteria are met.

A10.4.3 Once a particular stand in a laboratory has successfully calibrated with the new fuel, stand severity adjustments will be recalculated and applied to all candidate tests in that stand until the next calibration test.

A10.4.4 For a laboratory with multiple stands, each stand is treated as a separate entity. A fuel that has

been approved for use by the panel and has successfully calibrated in one stand in a laboratory is not automatically approved for candidate tests in any other laboratory/stand combinations within the laboratory. A transition of fuel shall occur at a reference test. The intent is to not alternate fuels within a reference interval for candidate tests.

*A10.5 Transition Between Approved Fuels* - Transitioning between two fuels that have previously been approved for use in a particular stand can occur with no additional requirements outside of those listed in the LTMS for the calibration of an existing stand.

*A10.6 Fuel Supply Tanks* - The fuel tank located at a laboratory and supplying fuel to the test stand shall be addressed in one of two ways prior to being loaded with a new fuel source:

A10.6.1 If the tank was previously filled with an unapproved fuel for the Mack T-8 test, the tank shall be fully drained and cleaned.

A10.6.2 If an approved fuel was in the tank, the overall capacity of the tank shall be below 5 % of its capacity prior to refilling with enough volume to complete a T-8E test (approximately 5,900 gal) or up to its maximum safe capacity.

A10.6.3 Fuel shall also be flushed through all lines connecting the supply tank to the test cell. Due to variation in line volumes from laboratory/stand combinations, a set volume is not defined here. Enough fuel shall be flushed to ensure that the entire line volume has been changed over to the new fuel.