

# What Will Change From PC-11 to PC-12?

Tests and Parameters	CK-4 and FA-4	PC-12A and PC-12B	Test Status
<b>Caterpillar C13</b> Iron piston deposits and oil consumption	✓	✓	Carryover.
<b>Caterpillar 1N</b> AI piston deposits and oil consumption	✓	✗	Will be removed from PC-12 due to redundancy.
<b>Volvo T-13</b> Oxidation control	✓	✓	Expected to be in category, changes to limits could occur.
<b>Mack T-12</b> Ring and liner wear bearing corrosion (CJ-4 only)	✓	✗	Determined to be redundant with Cummins ISB. Will not be part of PC-12 category.
<b>Cummins ISB</b> Valvetrain wear cam/tappet (sliding)	✓	✓	Carryover.
<b>Cummins ISM</b> Valvetrain, valve stem/guide wear	✓	✓	Carryover.
<b>Mack T-11</b> Soot-related viscosity increase	✓	✗	Mack T-11 will not be part of the PC-12 category.
<b>Caterpillar C13 Aeration</b> Oil aeration	✓	✓	Carryover.
<b>ASTM D7109 (90 pass, higher limit)</b> Shear stability	✓	✓	Carryover.
<b>T-11 Equivalent</b> Soot-related viscosity increase		✓	Parts not available for PC-12 inclusion. NCDT voted to proceed with development of Cummins ISB replacement procedure.
<b>DD13 Scuffing Test</b> Piston/Liner scuffing wear (adhesive)		TBD	Likely to be in both PC-12A and PC-12B.
<b>ASTM D7216</b> Elastomers		✓	New elastomer to be included in current ASTM testing.
<b>Phos Retention Metric</b> Phosphorus retention		TBD	Determining if existing test data supports a metric to be included in PC-12.

 New tests or metrics being considered for PC-12 category

 Current tests and metrics

 Current tests and metrics being discontinued