

ASTM Section D02.B0.10

Minutes of Meeting on June 18, 2007

Call to Order

ASTM Section D02.B0.10 on Standards Acceleration met on Monday, June 18, 2007 at 8:30 am in the Poinciana 3 room at the Lowes Miami Beach Hotel in Miami Beach, Florida. There were seven members and two guests in attendance. The attendance list is shown in Attachment 1.

Minutes for December 4, 2006

The December 4, 2006 meeting minutes were approved.

Membership

Membership in Section 10 was reviewed. Several minor corrections were suggested. The membership list is shown in Attachment 2.

Facilitator Reports

Reports from facilitators were received. Written reports submitted are shown in Attachment 3.

Six revised test methods, incorporating changes from information letters previously approved by Subcommittee B, were balloted at the D02 level. One revised specification, D 4485, was balloted concurrently at the Subcommittee B and D02 levels. There were no negative votes. Comments were received from two abstain voters on each of the seven D02 ballot items, with the same comments made on each item. No actions were necessary as a result of these comments.

The ISB, ISM, T-12, and L-42 test methods are in the final stages of facilitation. All four methods are expected to be balloted within Subcommittee B prior to the December meetings.

Good progress is being made on the C13 method and a Subcommittee B ballot is possible prior to the December meetings.

The GL-5 gear oil specification has been reviewed. Section 3 will provide guidance on the timing for Subcommittee B balloting.

Facilitator Assignments

Facilitator assignments were reviewed (see Attachment 4). Section 10 anticipates being asked to facilitate the ROBO test procedure for Section 7 and the Storage and Compatibility test procedures for Section 3. Facilitators will be assigned at the appropriate time.

Old Business

Section 10 reviewed its Scope and Objectives and one change was made. The responsibility for processing revisions to D4485 was added to the Scope (see Attachment 5).

There was no other old business.

New Business

There was no new business.

Next Meeting

The next meeting is scheduled for December 3, 2007 in Phoenix, Arizona.

Adjournment

The meeting was adjourned at approximately 9:15 am.

John L. Zalar
Chairman, ASTM D02.B0.10

Attachments



ASTM ATTENDANCE SHEET

Please Print Clearly

MAIN/SUB/TASK GROUP: 002, B0.10

LOCATION: MIAMI BEACH, FL

DATE: 6/18/07

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IF YOU WISH TO JOIN THE COMMITTEE PLEASE SEE YOUR STAFF MANAGER OR STOP AT THE ASTM MEMBERSHIP DESK.

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Facilitator Report to ASTM Section D02.BO.10 Standards Acceleration

Facilitator: Terry Bates

Report period: Jan 2007 to June 2007

Cummins ISB method

Editing of the draft dated Jan. 29, 2007 has been completed and sent to the ISB Surveillance Panel for their comment and input to various queries. The method basically is in good shape and there are no serious issues from my side.

Assuming a timely response from the Surveillance Panel, a Subcommittee B ballot in the autumn 2007 should be possible.

Two items of more general interest arose during the facilitation of the ISB method:

a) Definition of medium duty engine

The Cummins ISB method involves use of a medium-duty diesel engine in a heavy-duty diesel category. The ISB Surveillance Panel requested a definition of medium-duty engine for inclusion in the test method's terminology section. The following is proposed and has been circulated to members of B0.10 for comment:

3.1.8 *medium-duty engine, n—in internal combustion engine types*, one that is designed to be operated at outputs intermediate between those for light-duty and heavy-duty engines.

3.1.8.1 *Discussion*—The following are the accepted (D 4175) definitions of light-duty and heavy-duty engines:

light-duty engine, n—in internal combustion engine types, one that is designed to be normally operated at substantially less than its peak output.

heavy-duty engine, n—in internal combustion engines, one that is designed to allow operation continuously at or close to its peak output.

(Following discussion of this definition, Lyle has proposed to D02.BO Advisory that HDEOCP be renamed Compression-Ignition Engine Oil Classification Panel and that PCEOCP be renamed Spark-Ignition Engine Oil Classification Panel. A related matter is which Panel should handle light duty diesel engine categories.)

b) Precision Section when no Research Report is available

Like several other engine test methods, there is no Research Report for the Cummins ISB method. Instead precision data is generated and updated by the TMC from reference oil results submitted to them. To date, each test method uses somewhat different format/wording to cover this situation. Having reviewed the various options, the following format was developed for the Cummins ISB method and has now been included by Lyle in an updated version of "Collection of guidelines for test method writers":

13. Precision and Bias

13.1 *Precision*—Test precision is established on the basis of operationally valid reference oil test results monitored and updated by the TMC on an on-going basis. Contact the TMC [insert appropriate footnote for TMC] for current industry data. Table [insert appropriate Table number] summarizes the reference oil precision from operationally valid tests from [insert start date] through [insert end date].

Table [insert appropriate Table number] Test Precision^A

^A These statistics were obtained from the TMC (<http://ftp.astmtmc.cmu.edu>). They are based on results obtained on Reference Oils [insert reference oil numbers] provided by [insert number of laboratories] laboratories over the period from [insert start date] through [insert end date].

13.1.1 *Intermediate Precision Conditions*—[insert text from "Collection of guidelines"]

13.1.2 *Intermediate Precision Limit (i.p.)*—[insert text from "Collection of guidelines"]

13.1.3 *Reproducibility Conditions*—[insert text from “Collection of guidelines”]

13.1.4 *Reproducibility limit (R)*—[insert text from “Collection of guidelines”]

13.2 *Bias*

(If *Control charting techniques are used for severity adjustment*)

13.2 *Bias*—Bias is determined by applying an accepted statistical technique to reference oil test results, and when a significant bias is determined, a severity adjustment is permitted for non-reference oil test results (see Annex [insert appropriate Annex number]).

(If *Control charting techniques are NOT used for severity adjustment*)

13.2 *Bias*—No estimate of bias for this procedure is possible, as the behavior of an oil is determined only under the specific conditions of the test and no absolute standards exist.

REPORT TO D0.B0.10
JUNE 18, 2007

By L.O. Bowman

Most of my time was spent on utilizing information letters to develop six items for D-2 ballots, and a concurrent Sub. B/D-2 ballot item with input from Section 2. Additionally, a revision of D 4485 was developed, with input from Section 2, for a Subcommittee B ballot. One new test method (L-42) draft, several information letter drafts, and several editor's proofs were reviewed. A total of approximately 60 hours was spent on these items.

Each of the seven D-2 ballot items received two abstain votes with the same comments on each item. One commenter, Mark Ellery, explained that since he was a new member, he didn't know enough about the ballot items to vote either Affirmative or Negative.

The other commenter, Rey Montemayor, suggested that a Summary of Changes be added to each item. He has made the same comments previously, and Subcommittee B previously voted not to add Summary of Changes to its ballot items.

Thus, it is recommended that the seven D-2 ballot items be forwarded to the next ASTM level as balloted, without changes.

The Subcommittee B ballot of the D 4485 revision was subsequently cancelled by the Chairman of the Subcommittee, citing a misunderstanding of a communication from Section 2's HDEOCP.

Facilitator Report to ASTM Section B0.10

June 18, 2007

Cummins ISM Test Procedure

The Cummins ISM test procedure was reviewed by the Cummins Surveillance Panel in January 2007, and several small items were addressed. The TMC began issuing Information Letters based on Draft 10, in anticipation of the procedure being balloted in Subcommittee B in the spring of 2007. Some of the items identified by the surveillance panel required more time to resolve than originally anticipated which delayed the balloting process.

In April it was noted that the ISM Merit Calculation System had not been included in the procedure. By this time the procedure could not have been balloted in time for the June 2007 ASTM D02 meeting.

The facilitator will work with the TMC to incorporate the Information Letters, and the procedure will be forwarded to Lyle Bowman for a final review before being submitted for ballot in Subcommittee B in July.

Sincerely,

Mark Cooper

REPORT TO ASTM/D02/B-10 ON STANDARDS ACCELERATION

C13 TEST

June 18, 2007, Miami Beach, FL

I received Draft 12 of the C13 test from TMC in late March. It appeared to be fairly complete and essentially in ASTM format. A few blanks of matter "to be done" remain. I have gone over the text, added an introduction and table of contents, and revised (updated) the referenced documents and terminology. The text, tables and appendixes are well written so should require a minimum of revision. Photos are all in color. Am not sure how acceptable the colored ones will be to ASTM, who have been reproducing all photos in black and white. At my present rate of progress, I should be finished by the December meeting.

Respectfully submitted

Paul L. Strigner
Paul L. Strigner, Facilitator

E. A. Hap Thompson
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June 18, 2007

T-12

The draft standard was received by this Facilitator during May 2007. The initial review is underway, and should be completed by early July 2007. I suggest the draft T-12 TM be letter balloted within SC B during the next 6 months.

L-42

I completed my review of the draft TM and met with the L-42 Surveillance Panel during April 2007. All changes and comments were reviewed during the meeting, and the SP is currently reviewing the revised TM before letter balloting within SC B. I suggest the draft TM be letter balloted within SC B during August 2007.

GL-5

I reviewed the draft standard and provided my comments to the SP. The SP has indicated they will discuss my comments and then a decision will be made as to when to letter ballot the draft standard within SC B.

Respectfully submitted,
E. A. Hap Thompson

E. A. Hap Thompson
Facilitator

Current Facilitator Assignments

Facilitator

T. Bates
L. O. Bowman
P. L. Strigner
E. A. Thompson
M. Cooper

Methods

Cummins ISB
Methods Updates
Caterpillar C13
L-42, Mack T-12, GL-5
Cummins ISM

ASTM Section D02.B0.10 Standards Acceleration

Scope and Objectives

Scope

The section on Standards Acceleration maintains a staff of facilitators to expedite the establishment of standards relating to automotive lubricants. Facilitators' activities include upgrading current test procedures to ASTM standards, putting new test procedures into ASTM Standard Test Method format, incorporating changes resulting from ballot, and revising standards as needed once they are adopted.

Section 10 activities will include but are not limited to the following:

1. Determine priority among documents to be advanced to standards with the help of facilitators, based upon input from the appropriate subcommittee.
2. Evaluate and approve new facilitator candidates, as justified by the need for new facilitators.
3. Assign specific documents to selected facilitators.
4. Hear and evaluate the facilitators' reports presented at semiannual meetings of Committee D02. (Each facilitator's report shall be brief and shall include progress, problems, and costs related to his or her standards development activity.)
5. Assist the Test Monitoring Center in establishing funding for the Standards Acceleration Program.
6. Process revisions to D 4485, *Standard Specification for Performance of Engine Oils*.
7. Carry out any other activities relative to the Standards Acceleration Program as needed, or as directed by Subcommittee D02.B0.

Objectives

1. Report a summary to Subcommittee D02.B0 and to appropriate sections of the Standards Acceleration Program status, including actions for approval, at each semi-annual meeting of Subcommittee D02.B0.

Date of last review: 6/07