ASTM Section D02.B0.10
Minutes of Meeting on June 26, 2017

Call to Order

ASTM Section D02.B0.10 on Standards Acceleration met on Monday, June 26, 2017 at 8:00 am in Boston, MA. There were five members and three guests in attendance. The Agenda is shown as Attachment 1. The list of membership and attendance is shown in Attachment 2.

Minutes from December 5, 2016 Meeting

The December 5, 2016 meeting minutes were approved.

Membership

Wes Venhoff has requested membership via the attendance sheet. Wes will be added as a voting member.

Facilitator Reports

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

January 2017 - June 2017	
Facilitator	Hours
Lyle Bowman	70
Terry Bates	87
Hap Thompson	45

Facilitator Assignments

Current facilitator assignments were reviewed and are summarized below and on Attachment 4.

Facilitator	Test	Status
Terry	L-37-1	Will be balloted in July 2017
	LSPI	A draft will be started shortly
	IIIH	D number given
Hap	VIE	D number given
	VIF	Will be balloted in July 2017
	IVB	Awaiting information from task force and PM completion
Lyle	D4485	Work items need issued to ballot revisions
	VH	Draft is awaiting precision information and additional revisions
	Chain Wear	Draft is awaiting precision information and task force review

Old Business
No old business

Scope and Objectives
A review of the scope and objectives did not result in any changes.

New Business
Laura Birnbaumer presented several revisions to D4485. That were accepted by the committee and forwarded to Lyle for a work item.

- Laura Birnbaumer requested that Energy Conserving references for SJ & SL denoting Sequence VIA (D6202) & VIB (D6837) tests be removed since they are no longer referenced in SJ and SL specifications.
- Request removal of Energy Conserving Sections 4.1.7- 4.1.9 that denote Sequence VIA & VIB test methods
- Table 2 on page 9 that is referenced in 4.1.7
- Request removal of Appendix Sections X2.7 -X2.8. That denote Sequence VIA & VIB energy conserving
- SJ Energy Conserving - Section 6.4 remove D6202 & D6837
- SL Energy Conserving – Section 6.5 remove D6837
- Appendix X2 API Descriptions
  - Add SN from API 1509, Sections 5.3.2.1
  - Add CK4 and FA4 when API 1509 is updated
- Revise Table X5.2 to reflect API 1509 SN requirements.

Additional revisions not captured will be worked out between Lyle and Laura for the D4485 revision ballot.

Terry Bates also requested the chairman pass on 'lessons learned' to Subcommittee B in an effort to improve the process of moving a procedure to a test method. Terry's points are below.

- Test method creation and balloting is expedited when:
  - A task force representative is designated to work with facilitator and:
    - is familiar with the test operations and laboratory practices
    - is able to have task force review test method draft in a timely manner
- It is helpful when the chair of the task force does not change.

The chairman agreed to present this information to Subcommittee B on Wednesday.

Next Meeting
The meeting will be Monday December 4, 2017 Houston, TX
Adjournment
The meeting was adjourned at approximately 9:00 am.

Frank M. Farber
Chairman, ASTM D02.B0.10

Attachments

Attachment 1

ASTM Section D02.B0.10
Monday, June 26, 2017 Agenda
8:00- 9:00 AM

1. Call to Order
2. Approval of December 5, 2016 Meeting Minutes
3. Membership Review
4. Facilitator Assignments
4. Facilitator Reports
5. Old Business
6. Scope & Objectives
7. New Business – D4485 Revisions
8. Next Meeting – Monday December 4, 2017 Houston, TX

Adjournment

Frank M. Farber
Chairman, ASTM D02.B0.10

Attachment 2
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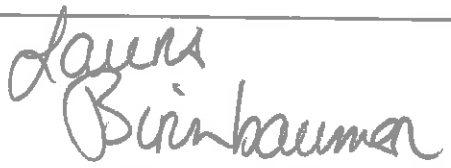
B10 Attendance List
June 26, 2017
Boston, MA

Contact Information	Membership Status	Present
Terry Bates 50 Tower Rd. North Heswall, Wirral CH60, 6RS UNITED KINGDOM +44-151-342-1193 batesterryw@aol.com	Voting Member	
Laura Birnbaumer Chevron Oronite 100 Chevron Way 60-1146 Richmond, CA 94802 LABI@Chevron.com	Voting Member	
Lyle O. Bowman 728 Montecillo Road San Rafael, CA 94903 415-479-3004 FAX 415-472-1570 lbowman@namwobl.com	Voting Member	
Frank Farber ASTM Test Monitoring Center 6555 Penn Avenue Pittsburgh, PA 15206 412-365-1030 FAX 412-365-1047 fmf@astmtmc.cmu.edu	Chairman/Secretary	
Joe Franklin Intertek Automotive Research 5404 Bandera Road San Antonio, TX 78238 210-523-4671 FAX 210-684-6074 joe.franklin@intertek.com	Voting Member	
E. A. Hap Thompson PPL Standards Development 404 Twin Oaks Lane St. Johns, FL 32259 904-287-9596 FAX 904-287-9596 hapithom@aol.com	Voting Member	

Attachment 2
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B10 Attendance List
June 26, 2017
Boston, MA

Kevin Ferrick	API	ferrick@api.org
WES VENHOFF LUBRIZOL 29400 LAKELAND BLVD. WICKLIFFE, OH 44092 440-347-4879 WVE@LUBRIZOL.COM	WOULD LIKE TO VOTING MEMBER	WV
DENNIS GAAL	EXXONMOBIL	dennis.a.gaal@exxonmobil.com

E. A. Hap Thompson
404 Twin Oaks Lane
St. Johns, FL 32259
904-287-9596
June 26, 2017

Sequence VIE/VIF

VIE was successfully balloted in Committee D02. The comments were handled editorially. The document has not been published because the ASTM editor has a backlog. The VIE number is D8114. I finally received the galley proof to review on Thursday, June 15, 2017. I was told it should be published sometime in July.
As for VIF, I have participated in the conference calls to ensure I remain current on the relevant issues. It has been necessary to make revisions to the draft standard over the last 6 months because of these calls and other changes.

Sequence IV B

There have been numerous conference calls conducted by the WG, and I have been an active participate. The Sequence IVB precision matrix has been on hold since 4/27/17, because the Sequence IVB Task Force identified a few areas of concern, including higher sulfur content in the precision matrix batch of the Haltermann KA24E Green test fuel, which might be resulting in increased wear severity (precision matrix and candidate testing) and lobe failures (candidate testing), a slight variation in initial test oil charge volume between precision matrix tests. The WG held a 3 day face-to-face in San Antonio during early June that may have resolved most of the issues.

The significance is that the current test method will require major changes after the Precision Matrix is completed.

I spent 45 hours working on the 3 documents so far over the past 6 months.

Respectfully submitted,

E. A. Hap Thompson

E. A. Hap Thompson
Facilitator

Lyle Bowman's Facilitator Report to B-10
June 26, 2017

About 70 hours have been spent on various assignments since the December 5, 2016 Meeting.

These efforts included ongoing development of three new test methods, and preparation of seventeen D02 ballot items from approved Information Letters. An additional D02 ballot item was prepared later to address a negative vote received on one of the seventeen D02 ballot items. Subsequently, this latter ballot item successfully resolved the negative vote.

With the exception of the noted ballot item above, all of the D02 ballot items were approved, with minor comments on several. The comments were helpful and incorporated into the final test method revisions.

Reviewed proposed information letters for technical or editorial errors, and when noted provided suggested revisions.

The development of assigned test methods, all gasoline-fueled and sponsored by Ford, are Timing Chain Wear, Low Speed Preignition, and VH Deposits. The chain wear and preignition tests utilize a new four-cylinder turbocharged engine, and the VH, uses an older eight-cylinder V-8 engine.

The Timing Chain Wear and VH test methods have been completed (without any precision data) and forwarded to the TMC.

While preparation of the Low Speed Preignition (LSPI) test method has only just started, Ford (Ron Romano) recently submitted an incomplete version of the LSPI as an ASTM test method, and adapting much of that into an actual ASTM format will greatly reduce the development time required for that test method. It was noted that a motion to 'publish' an ASTM LSPI test method was approved by the LSPI Task Force panel on April 7, 2017.

A review of the most recent pertinent task force conference meetings, recorded by the TMC, indicate that suitable precision data is not yet available for any of the three test methods noted above. Particularly, the repeatability of the Timing Chain Wear test method appears to be a difficult challenge.

The VH meeting minutes revealed that the test method procedure is still being 'fine-tuned'. The ASTM version of this test method (that I submitted over a year ago) likely needs some minor revision now in addition to inclusion of the essential precision data.

Respectfully submitted,
Lyle Bowman

P.S. While not a specific B10 assignment, I've been reviewing all D02 ballot items for adherence to the correct use of SI measurement units for the last five years, and have provided pertinent comments to the ballot item authors when incorrect SI units were noted. Recent D02 ballot items show marked improvement (perhaps coincidently) in applying correct SI measurement values, and that is gratifying.

Facilitator Report to ASTM Section D02.B0.10 Standards Acceleration

Facilitator: Terry Bates
Report period: Jan 2017 to June 2017

Total time spent Jan 2017 to June 2017: 87 h

Sequence IIIH (Chrysler Oxidation and Deposit Test)

Surveillance Panel chair is Robert Stockwell (Oronite).

The method was approved by the SP for Sub B ballot in Oct. 2016. Several negatives were received because the MRV/CCS and the phosphorus retention measurements were included in the main text of the method rather than in separate Appendixes, as with the Seq IIIGA and IIIGB. The method was revised to add non-mandatory Appendixes describing the Seq IIIHA and Seq IIIHB tests. The revisions were sent to the negative voters for their approval prior to submitting to the Seq IIIH SP who approved the revised method for concurrent D02 and Sub B ballots in Feb 2017. Both ballots were approved without negatives:

	D02	Sub B
Affirmative	119	23
Negative	0	0
Abstain	506	15
% Affirmative	100	100

The method was assigned the D number **D8111** on May 1, 2017.

There was one comment to an approved vote from Alan Flamberg. The comment proposed deletion of some text in the Appendixes for the IIIHA and IIIHB. Such deletions were deemed to be non-editorial by the ASTM editor, Jessica Barrett. They could not, therefore be included in the method at the time of publication. The option of including them in a subsequent TMC Information Letter was considered by the SP but was rejected on the grounds of being technically non-persuasive.

Prior to publication, the SP requested 2 revisions:

- Table A10.1 “Oil Level and Consumption Worksheet: delete the numbers in the “New Oil Added” row.
- Table A10.2 Determination of Volume of Engine Oil in Pan: replace “51” (which is clearly incorrect) by “54” (this error was present in the first IIIH draft received 2015).

  Jessica considered these revisions to be non-editorial as they involve deletions. They will, therefore, be subject to a TMC Information Letter in the near future.

L-37-1 Test: Load-Carrying Capacity of Lubricants Used for Final Hypoid Drive Axles

The test is under the jurisdiction of the L-37 Surveillance Panel. Wes Venhoff (Lz) has replaced Matt Umerley as chair.

The last draft was prepared in Feb 2015. Technical issues with the test appear now to have been resolved and in May 2017 the SP approved the Gleason non-lubrited hardware for the standard test conditions. Precision data are also available for the revised method. The Feb 2015 draft will now be revised with a view to carrying out a Sub B ballot in July 2017.

Facilitator Assignments

Item	Facilitator
D4485	Lyle Bowman
Standard Revisions	Lyle Bowman

GF-6 Test Assignments

Test Type	D Number	Contact Person	Facilitator
Sequence VH		Ron Romano – rromano@ford.com	Lyle Bowman
Sequence IVB		Bill Buscher - william.buscher@swri.org	Hap Thompson
Sequence VIE/VIF	D8114/	Greg Miranda – Greg. miranda@lubrizol.com	Hap Thompson
Chain Wear Test		Ron Romano – rromano@ford.com	Lyle Bowman
Low Speed Pre-Ignition Test (LSPI)		Ron Romano – rromano@ford.com	Terry Bates

Gear Test Assignments

Test Type		Contact Person	Facilitator
L-37-1		Wes Venhoff– wes.venhoff@lubrizol.com	Terry Bates

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 test procedures to ASTM test methods, and revising standards as needed once they are adopted; the *Form and Style for ASTM Standards* to be followed in all cases.

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 D4485, *Standard Specification for Performance of Engine Oils; D7450, Standard Specification for Performance of Rear Axle Gear Lubricants Intended for API Category GL-5 Service; D5760, Standard Specification for Performance of Manual Transmission Gear Lubricants; D4859, Standard Specification for Lubricants for Two-Stroke-Cycle Spark-Ignition Gasoline Engines-TC*

6. 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: 6/17