

Lyle Bowman's Facilitator Report to B-10
June 22, 2015

About 120 hours have been spent on various assignments since the December 2014 Meeting.

These efforts have involved preparation of 15 D02 ballot items from approved Information Letters, reviewing editor's proofs, and reviewing proposed new Information Letters.

All 15 of the D02 ballot items were approved with minor comments.

The bulk of my time has been spent in the development of the Sequence VH and Timing Chain Wear test methods. First drafts of each have been completed, and the VH draft was circulated for comments. Since the VH test method is patterned closely to the current VG test method, relatively minimum effort was required to complete the first draft, and the few comments received from reviewers have been incorporated. Adding the precision section is all that remains before submission for a subcommittee ballot.

Development of the Timing Chain Wear Test Method is a different story, since this required starting from scratch, and the majority of my time has been spent on this project. It's now almost ready to forward to reviewers for comments.

The last update received about the L-33-1 test method assignment was in April 2015, and I was informed then that a probable target date, for when new hardware would hopefully be approved, was the latter part of this year. That is the 'trigger date' for when a revised/new test method can be initiated.

Old business: Regarding the D4485 item that was balloted in the Spring 2013 D02 Ballot to replace g/MJ with g/kWh as the primary oil consumption unit in the 1K/1N, that revision to D4485 has finally been accomplished, along with inclusion of a conversion equation for calculating MJ from kWh (published May 2015).

Respectfully submitted,
Lyle Bowman