

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

Facilitator: Terry Bates

Report period: Jan. 2016 to June 2016

Total time spent Jan. 2016 to June 2016: 169 hours.

Caterpillar Engine Oil Aeration Test (COAT)

Surveillance Panel chair is Jim Gutzwiller (Infineum). TMC interface with SP: Sean Moyer

A draft was produced in Jan 2016 and sent to the SP for approval for a ballot. No comments or response were received. After consultation with Sean Moyer, it was decided to submit to a Sub B ballot in February. After the ballot was issued comments were received from SP members indicating several non-editorial issues that had not been identified by the SP previously. The method was not, therefore, progressed to a D02 ballot but was revised in March with a view to carrying out a concurrent D02/Sub B ballot.

The revised draft was sent to the SP with a specific request it be approved for ballot. The SP did not respond. The ballot was, nevertheless, initiated in April because of industry pressure for a D number. This ballot was successful with no negatives and a D number (**D8047**) was issued on June 1, 2016. Three editorial comments to approved votes were received and will be included in the published method. One comment received from a non-voter pointed out that the reported oil aeration parameter (which is used in specifications) should be the average over a 10 h period and not a single value as written in the method. The SP confirmed that this comment is correct. As this needs to be rectified soonest, it will be subject to correction via an Information Letter.

This method has been difficult and frustrating to edit because of the lack of a focussed individual in the SP with ownership of and familiarity with the method and with the responsibility of liaising with the stakeholders (sponsoring OEM, labs, etc.) on the one hand and the facilitator on the other. This needs to be addressed if it is planned to delegate new test developments to SPs in future. The TMC Information Letter system was not devised to amend new test methods before the ink is dry.

Detroit Diesel DD13 Scuffing Test

Task Force chair is Jim Matasic (Lubrizol). Main TF contact is Pat Joyce (Lubrizol).

The first draft of this method was received in Jan 2016. Intensive editing activity and much dialogue on various issues with Pat Joyce resulted in the final draft being ready for Sub B balloting in May 2016. This ballot was successfully completed on June 15 with 19 approve, 0 negative, 14 abstain and one (editorial) comment to an approved vote.

The method goes automatically to the next scheduled D02 ballot (Aug. 2016).

Sequence IIH (Chrysler Oxidation and Deposit Test)

Surveillance Panel chair is Dave Glaenger (Afton Chemical); Karin Haumann (Shell) is main contact. No TMC contact

Input to queries raised in the draft produced in Sept. 2015 were received in March 2016 and a new draft was written in April 2016. The SP agreed revisions to the method incorporating a IIHA variant. These and other revisions were incorporated in a new draft in June. The only outstanding item is provision of the precision data which I believe is available. A draft will be sent to the SP in July with a 2 week review period for comments. It is anticipated that a Sub B ballot will be initiated in Sept 2016 with a view to having the D number before the Dec. ASTM meetings.

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; Matt Umerley, Lubrizol is the chairman.

New diagrams have been received and will be incorporated into the method. The method is in good shape except that the data for the precision statement are not available. Once this is received a Sub B ballot can be initiated.