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.