

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

Facilitator: Terry Bates

Report period: June 2017 to Dec 2017

Total time spent June 2017 to Dec 2017: 158 h

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) is the SP chair.

Following the approval in May 2017 of Gleason non-lubricated hardware, a new draft was written in July 2017 and submitted for a Sub B ballot on July 17. There were no negatives.

The SP, however, requested three minor changes to the method. Jessica ruled that two were editorial but one involved new text which by definition is not editorial. The method was revised accordingly and submitted for a concurrent Sub B/D02 ballot on Sept. 1, 2017. The method was approved with no negatives and no comments.

The D8165 was assigned to the L37-1 method on Nov. 9, 2017.

Seq IX Ford Low-Speed Preignition (LSPI) Test

The test is under the jurisdiction of the Sequence IX SP chaired by Felt Mounce, SWRI. TMC contact: Rich Grundza.

This method was inherited from Lyle in June 2017. The draft required extensive editing, including writing the sections on Scope, Referenced Docs, Terminology, Reagents & Materials, Calibration, and Report. Rich provided information on test precision which allowed the Precision & Bias section to be written. The sections on Apparatus, Engine Preparation, Measurement Instrumentation, Test Procedure, and Determination of Test Results were extensively edited. Annexes and Appendices were also edited.

A draft was produced on Aug. 10, 2017. There were many items requiring Task Force input and clarification. Attempts were made in Sept. to set up a teleconference to agree a way forward but none materialized. Felt agreed to address the queries by email.

Some comments were received from Felt in Oct. which clarified the 'Determination of Test Results' section. Rich also wrote new text for the Calibration section. As of end Oct., however, no input had been received on the queries raised in the Aug draft.

In an attempt to move matters forward, a re-edit was carried out in Nov., aimed at minimizing the number of comments and producing as clean a draft as possible. A new draft was sent to the SP on Nov. 15. Items that require resolution include the production of missing text and figures, the revision of some figures and clarification of ambiguous text. The method is basically in good shape but requires input from the SP to allow us to move to a sub B ballot. Given this input, a Sub B ballot in Q1.2018 is entirely feasible.

In Sept. the PCEOCP and AOAP officially declared that the Sequence IX will be the sequence number for the Ford LSPI test and the Ford LSPI ASTM Task Force was transitioned to the Sequence IX Surveillance Panel, with Felt Mounce as the

chairman. The method was revised to incorporate Sequence IX as appropriate. Input was obtained from the SP on revision of the title to include Sequence IX.