

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

Facilitator: Terry Bates

Report period: Jan. 2019 to June 2019

Total time spent: Jan. 2019 to June 2019: approx. 144 h.

Seq IX Ford Low-Speed Preignition (LSPI) Test

The test is under the jurisdiction of the Sequence IX SP: chairman, Khaled Rais (SWRI); SP contact on method, Christine Eickstead (SWRI). TMC contact: Rich Grundza.

The SP made revisions to the method in the period Jan. 2019 to April 2019. Input was also received from Christine Eickstead regarding various queries and suggestions from me. As a consequence, four new drafts were produced on Feb. 7, March 29, April 15 and May 3. The latter was approved by the SP for D02.B0 ballot which was successfully completed on June 9, 2019. The votes were 20 affirmative, 0 negatives, 18 abstentions. There were 2 comments concerning a typo in section 1.1 - namely GDTI was incorrectly written as GTGI.

The method was revised accordingly and submitted for D02 ballot which will be initiated on Aug. 16. Assuming there are no negatives on this ballot, the method will be elevated to an ASTM standard and the **D number allocated around Sept. 16, 2019.**

Sequence X Ford Timing-Chain Wear Test

The test is under the jurisdiction of the Sequence X SP: chair Alfonso Lopez (Intertek; SP contact on method, Jason Soto (Intertek). TMC contact: Rich Grundza.

All outstanding queries regarding figures, etc. were answered by Jason Soto; the SP who also made some changes to the method. Three new drafts were produced on Jan. 16, Feb.9, and March 5. The SP approved the latter for D02.B0 ballot which was completed on April 4, 2019. Results were: Affirmative: 19, Negative: 0, Abstain: 21. The method was, therefore, approved for a D02 ballot. There were some comments of an editorial nature which were incorporated into the method.

The revised method was submitted for a D02 ballot which was completed on June 16, 2019. The results were: 104 Affirmative, 0 Negative, 430 Abstain. The method has, therefore, been approved; **it has been assigned the D number D8279** which will be available in 2 to 3 weeks time.

There was one comment from Michael P Healey to his abstention vote. The comment queried whether there was sufficient control by Ford on timing-chain variables such material properties (e.g., hardness) and dimensional properties which could impact wear performance. Ron Romano (Ford) responded as follows: no additional dimensional, material or hardness measurements are made. However, no severity shifts have been observed between different batches or between parts used in the development and prove out. In addition, to ensure consistency of timing chains, the last batch was sufficient to last the expected lifetime of GF-6 and all the components were batched and the chains assembled in one run. The SP does not consider it necessary to revise the method to take account of the comment.

Information Letters

In Jan. 2019, ten concurrent D02/D02.B0 ballot items were prepared based on previously approved D02.B0 Information Letter ballots. All ballots were successful with no negatives. Several comments were received – these were editorial in nature and the methods were revised accordingly prior to publication. The ASTM editor's proofs were reviewed prior to final publication. Editorial input was also provided to new ASTM TMC Information Letters.