

**HEAVY-DUTY ENGINE OIL CLASSIFICATION PANEL**  
OF  
ASTM D02.B0.02  
December 7, 2021  
Anaheim Marriott – Anaheim, CA

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**ACTION ITEMS**

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**MINUTES**

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- 1.0 Call to order
  - 1.1 The Heavy-Duty Engine Oil Classification Panel (HDEOCP) was called to order by Chairman Shawn Whitacre at 1:30p.m. on Tuesday, December 7, 2021, in the Grand Ballroom C/D of the Anaheim Marriott in Anaheim California.
  - 1.2 There were 14 members present and 55 guests present. The attendance list is included as **Attachment 2**.
- 2.0 Agenda
  - 2.1 The agenda circulated prior (included as Attachment 1) was not changed.
- 3.0 Minutes
  - 3.1 The December 12, 2019, minutes were approved as written.
- 4.0 Membership
  - 4.1 Dave Taylor of Phillip 66 was added as a member.
- 5.0 TMC Update; **Attachment 3**
  - 5.1 No verbal update.
- 6.0 CLOG Update- Brent Calcut. **Attachment 4**
  - 6.1 Working on 4 HDEO topics, Mack T-12 ring / liner, Mack T-12 Lead, Mack T-11 & T-11A and C13 / 1N redundancy.
  - 6.2 T-12 is required for all API "C" categories. CLOG needs to establish equivalency for these categories. They are also working on merit equivalency.
  - 6.3 SAE paper 2005-01-3713 was referenced as a history on the development of the Mack T-12. The paper states that intake manifold temperature was used for liner corrosion and not intake manifold pressure.
  - 6.4 Higher soot was typical before SCR technology was introduced to reduce NOx.
  - 6.5 CLOG current Status
    - 6.5.1 Volvo T13 is not a viable option since it does not generate same wear as T-12.

- 6.5.2 ACC data shows a correlation with ISB cam lobe wear.
  - 6.5.3 Ford 6.7 was also considered to replace the T-12 but the test is still new and more data would be required to fully assess any correlation.
  - 6.6 CLOG members asked if a valve train wear test can be used to correlate ring and liner wear. There were low comfort levels.
  - 6.7 Data provided to ACC shows a bit of relationship between T-12 and ISB, not perfect. Analysis needs more study.
  - 6.8 API and EMA members could identify a set of tests that could correlate back to T-12.
  - 6.9 Lead parameter originally used T9 test. Prior to CH-4 the Sequence VIII was used.
  - 6.10 Can the T13 be used as a corrosion test?
  - 6.11 Request ACC for Volvo T13, HTCBT and Sequence VIII data for comparison.
  - 6.12 CLOG is investigating the Mack T8E and the Mack T-11. Replacement tests will be required for all existing 'C' categories.
  - 6.13 ISM and ISB are similar as they produce as much soot as the T-11.
  - 6.14 No data exist for T-11A. Need to create a proposal to collect MRV data from ISM and ISB.
  - 6.15 Caterpillar requested CLOG to study redundancy of Cat 1N to C13.
  - 6.16 PC-11 TF did not do much digging for redundancy, mainly because there was no real incentive to eliminate the 1N, but now there may be.
  - 6.17 In summary
    - 6.17.1 Not easy to find replacements for Mack tests. Still looking for ideas
    - 6.17.2 RFWT followed a similar exercise as CAT tests. Re-analyzed old data and found support to for redundancy and advised that test is not needed for future categories.
- 7.0 COAT/EOAT Compatibility Study- Bob Warden. **Attachment 5**
- 7.1 Coat and EOAT compatibility, looking to use COAT to replace EOAT test.
  - 7.2 3 labs ran tests on 1005-5. Found weird dip in data. Labs found operational data was good and the only unexpected thing was the oil.
  - 7.3 New oil supplied. 1005-6
  - 7.4 SwRI ran new oil, oil seems to respond well but still unsure if its compatible to EOAT
  - 7.5 Next steps re-run matrix
  - 7.6 Looking to mid next year to provide data for resolution.
  - 7.7 Hope to have resolution by next meeting on new oil. To have limits established.
  - 7.8 **Question:** Who will be paying for the new tests? **Answer:** API helped but will need to ask again for funding of the new matrix.
  - 7.9 **Question:** Is the new oil the resolution? **Answer:** Only one run at the moment, however the one data point looks good. All three labs showed same anomaly on the old oil which led them to believe the oil is the issue.
- 8.0 Elastomer Compatibility- Joe Franklin, and Robert Stockwell. **Attachment 6**
- 8.1 Original discussion was to use SL107, not the same oil but similar. Suggest using fixed limits vs variable limits. Data analysis was used to come up with fixed limits.
  - 8.2 Proposed limits were based on calculations.
  - 8.3 The new proposal limits make it easy to understand if a test passed or failed.
  - 8.4 Slide14, shows difference in both oils.
  - 8.5 Rest of slide show very good similarities.
  - 8.6 **Question:** Was industry stats group used to review data? **Answer:** Simple answer, yes. stats group need more time to look at data.
  - 8.7 **Question:** From EMA perspective what is the preference? **Answer:** No clear definition
  - 8.8 A Request was made for EMA on which method they preferred since 1006 is almost out?
  - 8.9 **Question:** Should the stats group officially be asked? Simple answer is yes.
  - 8.10 Shawn W will ask to get data for June ASTM
  - 8.11 **Comment:** Variable limits account for variability in elastomer. Need to consider this before setting fixed limits.

8.12 Next steps, entire stats group to evaluate and proposal and data will be reviewed with EMA directly to help them better understand the two scenarios. No motion or vote required at this time.

9.0 No New business

10.0 Next Meeting

10.1 The next meeting is scheduled for June 28, 2022, at the Hyatt Regency in Seattle Washington, or at the call of the Chair.

11.0 The Meeting was Adjourned at 2:37 p.m. PST

**AGENDA**  
**D02.B0.02.1**  
**Heavy-Duty Engine Oil Classification Panel**  
**Tuesday, December 7, 2021 1:30pm PST**  
**Anaheim Marriott**  
**Anaheim, California USA**

- 1) Call to Order/Anti-trust statement**
- 2) Minutes** – Approval of Minutes from December 10, 2019 Meeting in New Orleans, LA USA
- 3) Membership**
  - a) Review current panel membership
- 4) Existing tests/categories**
  - a) Review of status of carry-over engine tests that support API CK-4, FA-4 and legacy categories (Sean Moyer, TMC)
  - b) CLOG Update (Brent Calcut, Afton)
  - c) EMA Perspective on Test Replacement Needs/Priorities (Tia Sutton, EMA)
  - d) EOAT/COAT Update (Hind Abi-Akar, Caterpillar)
- 5) Old Business**
  - a) EOEC Fixed limits (Joe Franklin, Intertek)
- 6) New Business**
- 7) HDEOCP Adjournment (transition to DEOAP)**

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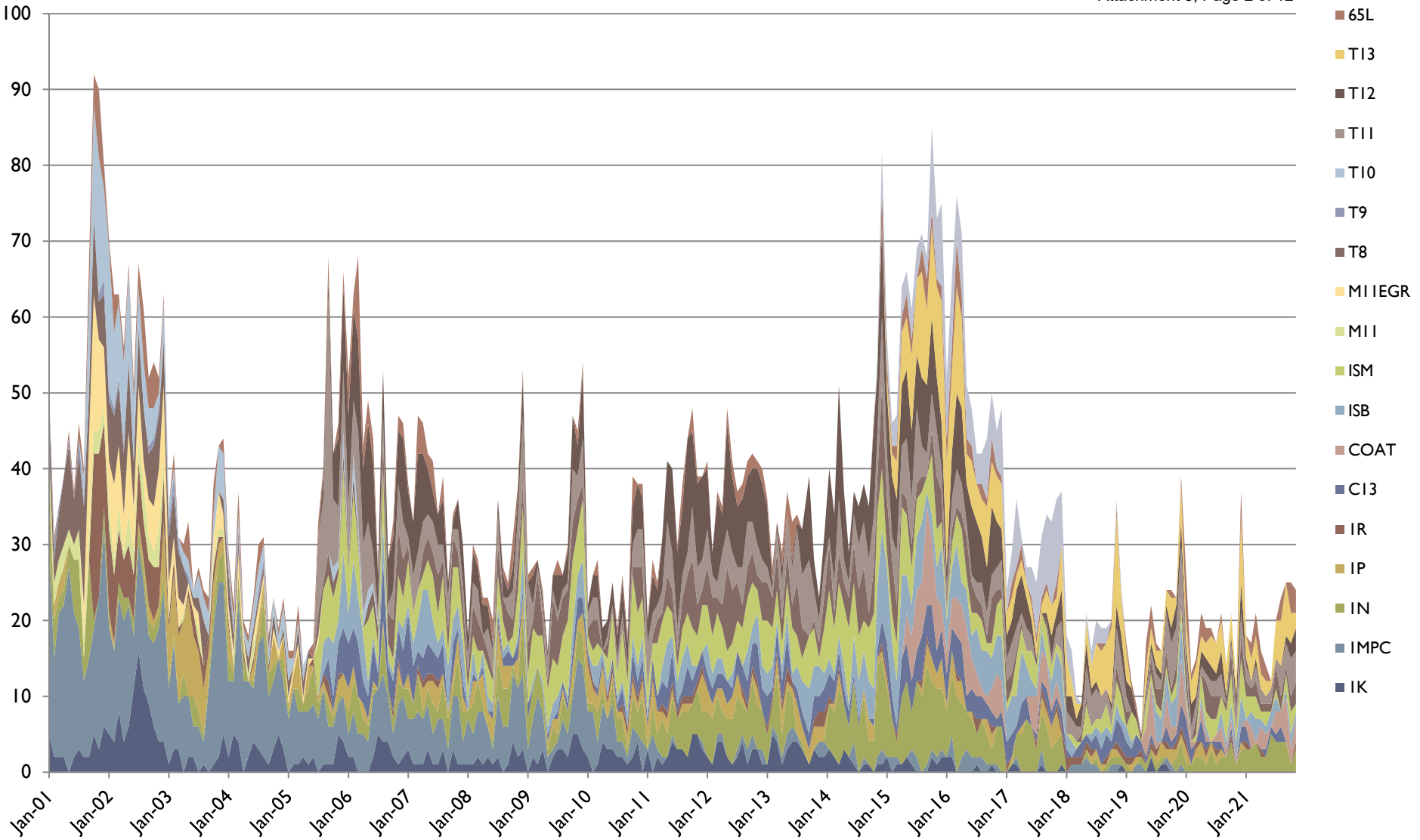
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# D02.B0.02 Maintenance Report

December 2021

# ALL TEST CANDIDATE ACTIVITY



# Calibrated Labs and Stands\*

Test	Labs	Stands
IK	1	1
IN	3	5
IM-PC	0	0
IP	0	0
IR	1	1
CI3	2	2
ISB	4	5
ISM	3	3
EOAT	1	1
RFWT	2	2
T-8/E	1	1
T-11	2	4
T-12/T-12A	3/3	3/3
T-13	4	6
COAT	2	2
DDI3	3	3

\*As of 09/30/2021

# Availability of API CH-4 through CJ-4 Tests

Test	Hardware Issues	Availability Through 2024	Notes
IK/IN	Auxiliary components	Likely	Ongoing resolution of issues with stand auxiliary systems and miscellaneous components.
IP/IR	No current issues	Likely	None
CI3	No current issues	Likely	Engine block, injectors, turbos only available through reman.
COAT	None	Likely	



# Additional Caterpillar Test Issues

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## ➤ IMPC

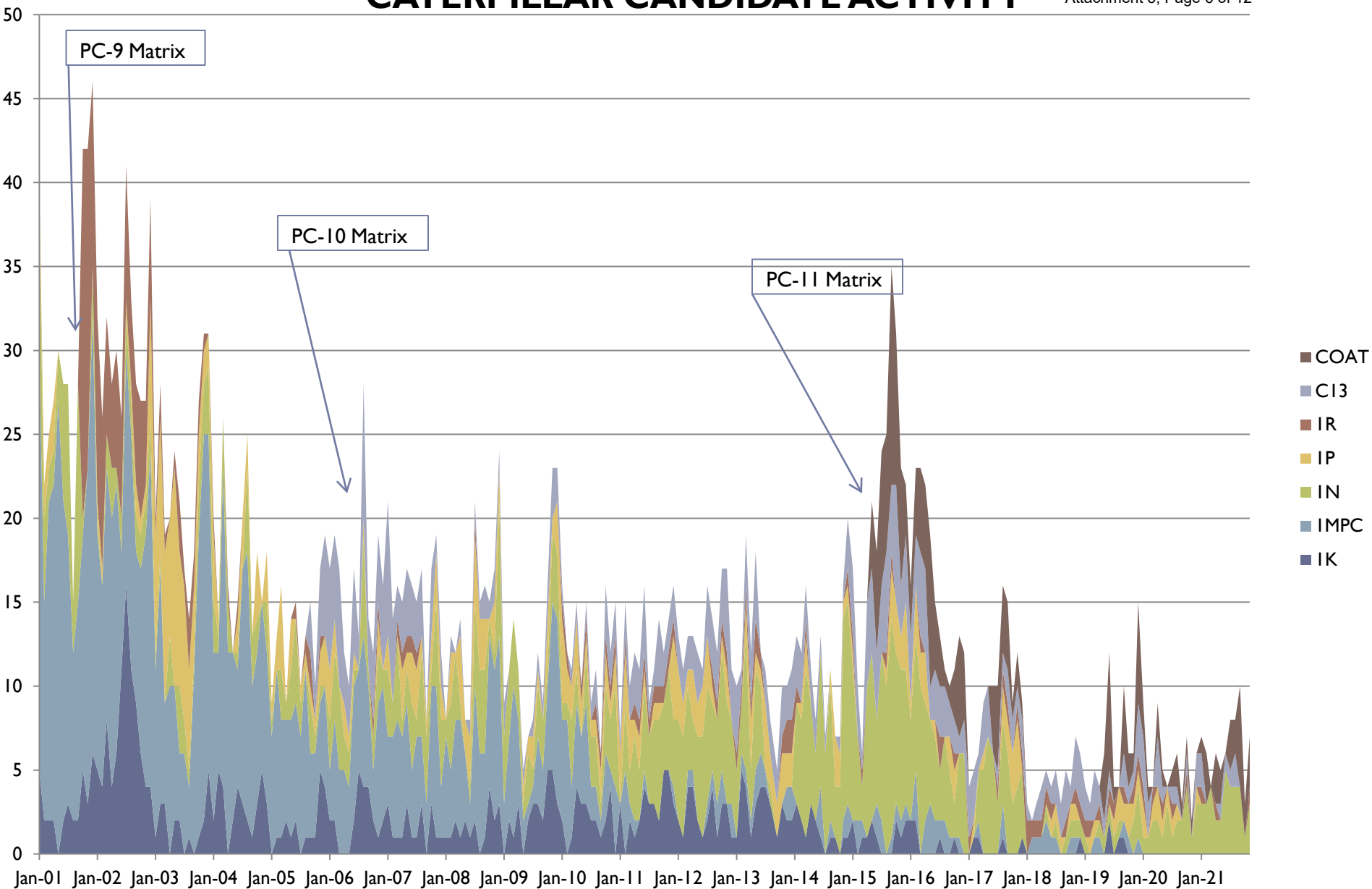
- Reference oil supply remaining for I test. Reference oil can not be re-blended. Test will be unavailable once reference oil supply is depleted.

## ➤ COAT

- EOAT to COAT correlation testing in progress. New testing to commence in IQ 2022.



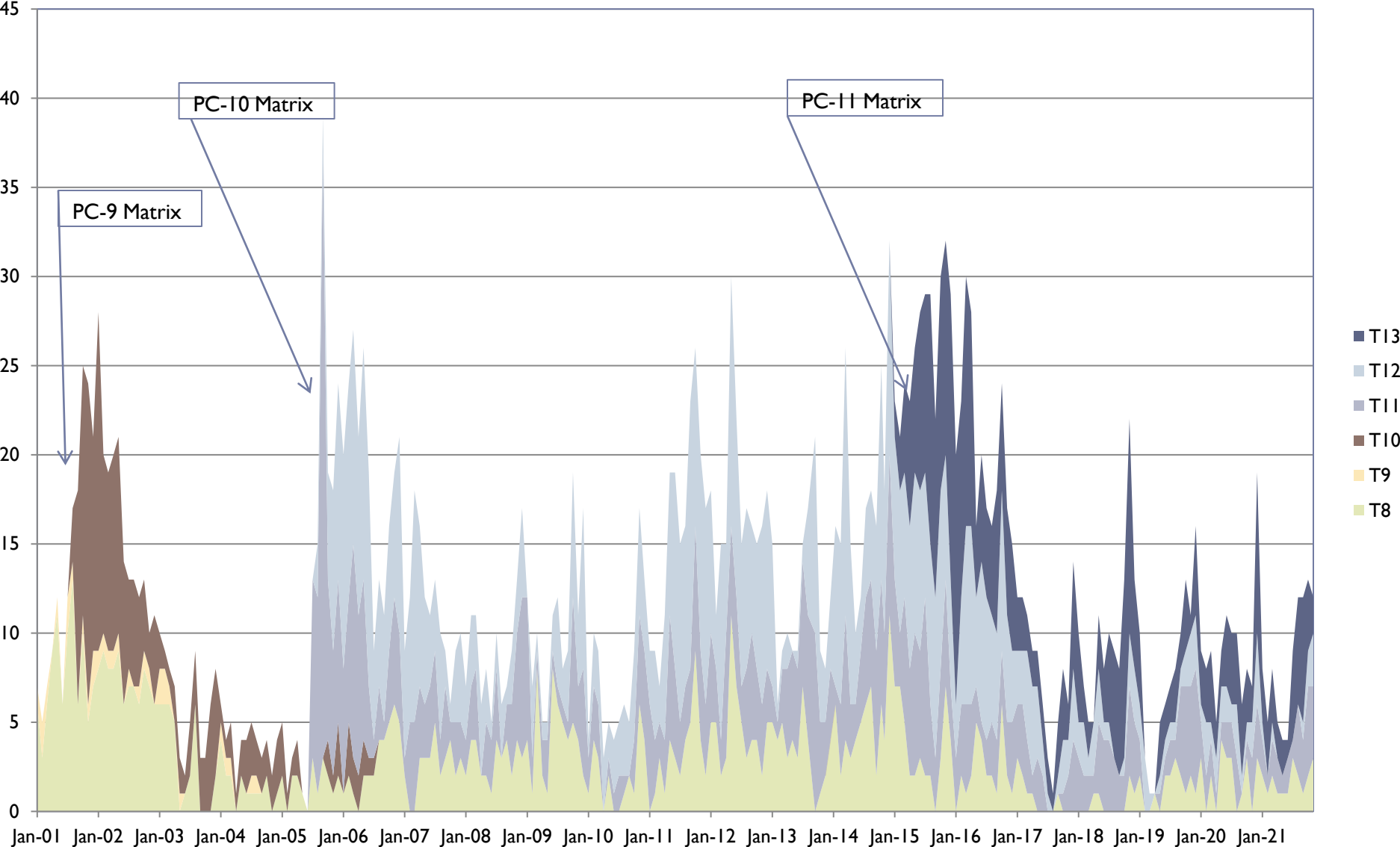
# CATERPILLAR CANDIDATE ACTIVITY



# Availability of API CH-4 through CJ-4 Tests

Test	Hardware Issues	Availability Through 2024	Notes
T-8	No current issues	Likely	Engine block supply limited. Final liner batch ordered to take test to 2026
T-11	Liners, Pistons, Rings	Likely	Initial coordinated references on new FINAL liner batch showed higher than historic norm oil consumption. Testing found combination of batched hardware with acceptable oil consumption.
T-12	Liners, Pistons, Rings	Likely	Initial coordinated references on new FINAL liner batch showed highest ever Stage I oil consumption. Testing found combination of batched hardware with acceptable oil consumption.
T-13	Cylinder head	Likely	Cylinder head no longer in production and panel investigating whether superseding part is acceptable for test. Multiple other “out of production” parts identified.

# MACK CANDIDATE ACTIVITY



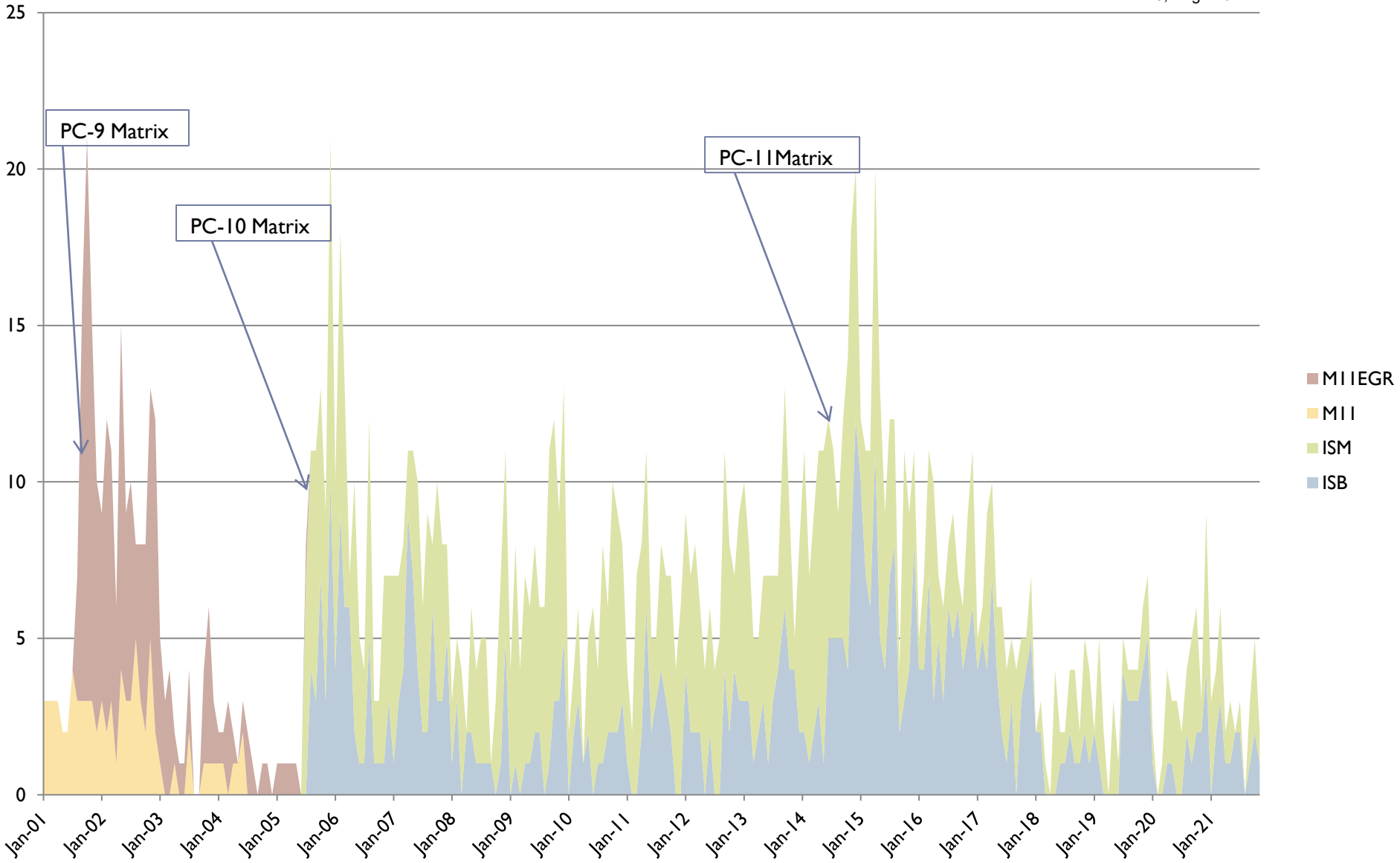


# Availability of API CH-4 through CJ-4 Tests for PC-11

Test	Hardware Issues	Availability Through 2024	Notes
<b>ISM</b>	<b>None</b>	<b>Likely</b>	<b>None.</b>
<b>ISB</b>	<b>None</b>	<b>Likely</b>	<b>None.</b>



# CUMMINS CANDIDATE ACTIVITY



- MI I EGR
- MI I
- ISM
- ISB



# Availability of API CH-4 through CJ-4 Tests for PC-11

Test	Hardware Issues	Availability Through 2024	Notes
RFWT	None	Likely	<p>Long term supply of test parts at CPD.</p> <p>6.5 L engine no longer in production at AM General, but available through supply network.</p> <p>Injection pump still available.</p>
EOAT	Using last engine block	No	<p>Oil Temperature runs higher w/ current EOAT engine. Working on EOAT / COAT correlation.</p>



# B2 Action Items

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- **No Action Items**
- **Comments**





# CLOG Update at ASTM

Dec. 7, 2021





# CLOG HDEO Topics

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- Mack T-12 Ring/Liner
- Mack T-12 Lead
- Mack T-11 & T-11A
- C13 and 1N



# Mack T-12 Equivalency

- Mack T-12 is required in all current API 'C' categories

Target Test & Parameter(s) for Tie-Back		Categories at Stake if Tie-Back Not Established				
Test	Parameters	CH-4	CI-4	CI-4 PLUS	CJ-4	CK-4
T-9	Average Liner Wear, normalized to 1.75 % soot, µm max	☑	-	-	-	-
	Average Top Ring Mass Loss, mg max	☑	-	-	-	-
	EOT Used Oil Lead Content less New Oil Lead Content, mg/kg, max	☑	-	-	-	-
T-10	Liner wear, µm, max	FBO	-	-	-	-
	Ring wear, mg, max	FBO	-	-	-	-
	Lead content at EOT, mg/kg, max	FBO	-	-	-	-
	Merit rating, min	-	☑	☑	-	-
T-12	Liner wear, µm, max	FBO	-	-	-	☑
	Top Ring Mass Loss, mg, max	FBO	-	-	-	☑
	Lead content at EOT, mg/kg, max	FBO	-	-	-	-
	Merit rating, min	-	FBO	FBO	☑	-

1000 merits, min.  
Different rating systems

CK-4 backwards  
compatibility also  
expected in PC-12A



# Mack T-12 Ring/Liner Mechanism

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- Mack T-10 and T-12 developed for similar wear mechanism based on SAE 2005-01-3713
  - “Acid condensate in the cylinder wall film may contribute to corrosive wear of piston ring and cylinder liner surfaces.” (regarding Mack T-10)
  - “From 2007 – 2009, engine manufacturers will use higher EGR rates to reduce NOx.” (regarding Mack T-12)
  - “Phase 1 intake manifold and coolant temperatures were chosen to cause condensation to occur at the cylinder wall and not in the intake manifold.”

	Phase 1 EGR	Phase 2 EGR	Soot after Phase 1	Soot after Phase 2
Mack T-9	0%	0%	1.5-2.0%	2.0-2.5%
Mack T-10	16.5%	2.5%	5.0±0.3%	5.5±0.3%
Mack T-12	35%	15%	4.3±0.3%	6.0±0.3%



# Mack T-12 Ring/Liner Wear

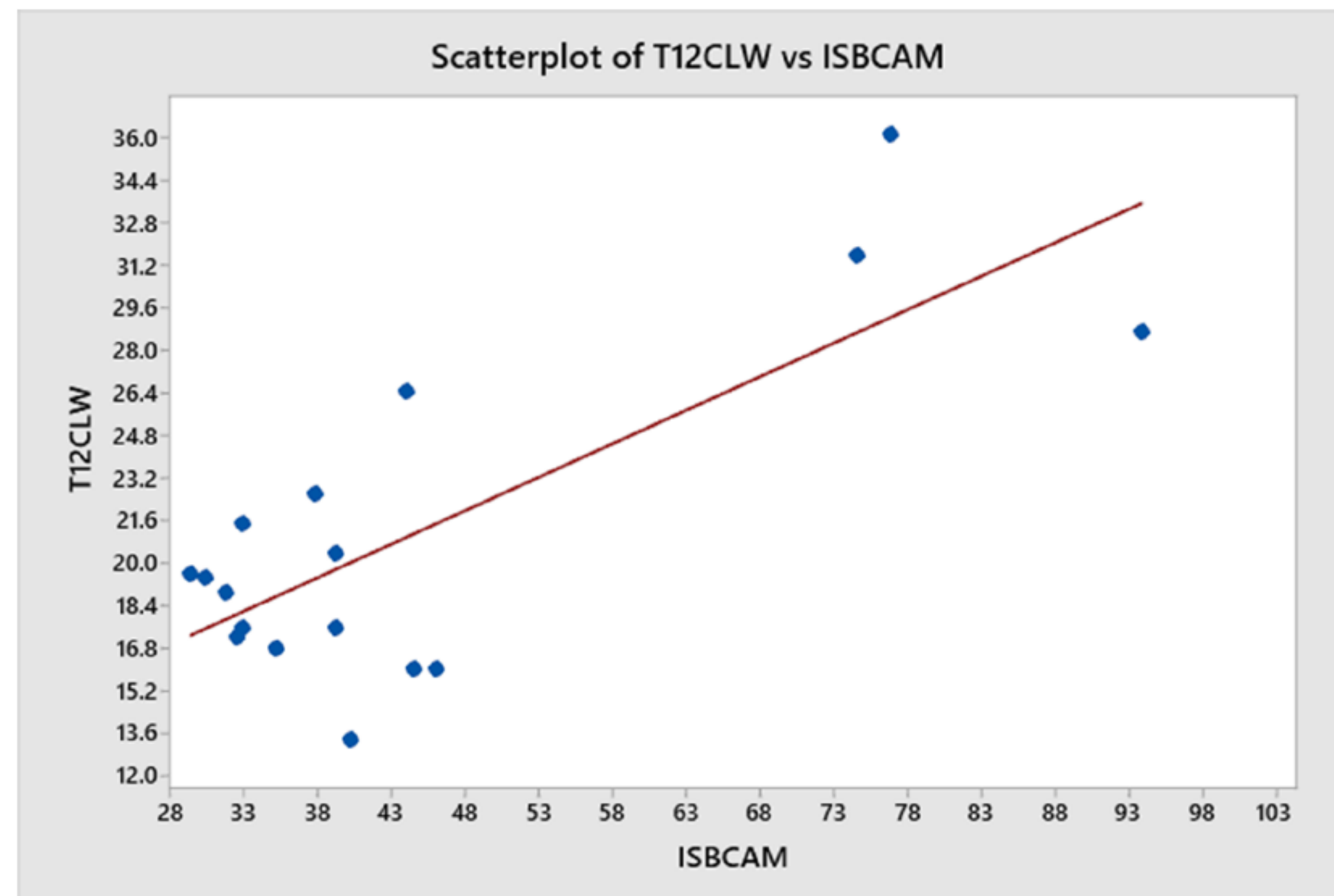
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- CLOG current status:
  - Volvo T-13 is not a viable option
  - CEC TDG-L-116 is not a viable option and its future is uncertain
  - ACC data shows a correlation with ISB cam lobe wear (next slide)
  - Ford 6.7L was mentioned; no comparison data available
- CLOG members discussed trying to correlate ring and liner wear to a valvetrain wear test (either ISB or 6.7L)
  - Mechanisms are different; limited support voiced for this approach
- CLOG is open to suggestions for other potential wear tests



# PAPTG HDD Test Redundancy Analysis

**T-12 cylinder liner wear vs ISB camshaft lobe wear**  
*As T-12 moves in passing direction, ISB moves in passing direction*





# Status: Mack T-12 Ring/Liner Wear

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- A replacement test will be required to license all existing 'C' categories
  - No existing wear tests produce enough ring or liner wear to replace T-12
1. Minimal interest to attempt statistical correlation to a valvetrain wear test parameter with a different wear mechanism
  2. API and EMA members could identify a replacement test or tests that provide equivalent wear protection and declare it backwards compatible with previous categories
    - Direct correlation with T-12 ring and liner wear is not necessary



# Mack T-12 Lead Mechanism

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- Mack considers the lead parameters as both corrosion and oxidation related
  - “Ultimate the 500 hour test length and bearing corrosion allowed Mack T-9 test to replace the gasoline fueled L-38 (Seq. VIII) test as the bearing wear test in the API CH-4 category.”
  - Regarding the Mack T-10, “In addition acid condensates can be transported into the crankcase.” and “Mack indicated the heat rejection to the crankcase lubricant could increase by 30 to 40% due to the addition of cooled EGR. This would drive up oil temperatures ...”
  - Regarding the Mack T-12, “Mack decided that a new ring and liner wear / oxidation test would be necessary ...”

	Phase 2 Oil Gallery Temp, °C	Phase 2 Oil Sump Temp, °C
Mack T-9	105	110
Mack T-10	113	118
Mack T-12	116	129



# Mack T-12 Lead

- A replacement test will be required to license all existing 'C' categories
- No existing tests generate enough lead to replace T-12
  - In CK-4, T-12 Lead is replaced by T-13 measuring Oxidation using IR Peak Height and KV40 % Increase, confirming that lead increase is driven by oxidation
- Requested ACC CETAG to collect existing data comparing:
  - Volvo T-13
    - Consider limits at shorter test length
  - HTCBT
  - Seq. VIII

**TABLE A5.2 Mack T-12 Merit System**

	Cylinder Liner Wear, $\mu\text{m}$	Top Ring Mass Loss, mg	Delta Lead, Final mg/kg	Delta Lead, (250 – 300) h mg/kg	Oil Consumption, g/h
Weight (Total = 1000)	250	200	200	200	150
Maximum	24.0	105	35	15	85.0
Anchor	20.0	70	25	10	65.0
Minimum	12.0	35	10	0	50.0



# Mack T8E/T-11 Equivalency

- Mack T-8E or Mack T-11 is required in all current API 'C' categories

Target Test & Parameter(s) for Tie-Back		Categories at Stake if Tie-Back Not Established				
Test	Parameters	CH-4	CI-4	CI-4 PLUS	CJ-4	CK-4
Ext. T-8E	Relative Viscosity at 4.8 % Soot by TGA, max	☑	☑	-	-	-
	Viscosity increase at 3.8 % Soot by TGA, mm <sup>2</sup> /s, max	☑	-	-	-	-
T-11	TGA % Soot at 4.0 mm <sup>2</sup> /s increase, at 100 °C, min	-	-	☑	☑	☑
	TGA % Soot at 12.0 mm <sup>2</sup> /s increase, at 100 °C, min	-	-	☑	☑	☑
	TGA % Soot at 15.0 mm <sup>2</sup> /s increase, at 100 °C, min	-	-	☑	☑	☑
T-11A	Sooted Oil MRV TP-1, D6896 Viscosity at 180h	-	-	☑	☑	☑
	Yield Stress of 180h used oil sample	-	-	☑	☑	☑



# Status: Mack T-8E/T-11

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- A replacement test will be required to license all existing 'C' categories
- Cummins ISM and ISB tests produce nearly as much soot as the T-11
- CLOG will compare viscosity increase at given soot levels in Cummins ISM and ISB, which generate nearly as much soot as T-11
- Requested ACC CETAG to collect data comparing T-11, ISM and ISB
- No data exists comparing used oil MRV from ISM or ISB to T-11A
  - A proposal of when to collect used samples and test matrix are needed
  - T-11 replacement and sooted oil MRV tests need not be the same



# Status: Cat 1N

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- Caterpillar requests that CLOG update the 2013 study on redundancy between C-13 and 1N deposit tests
  - PC-11 Redundancy TF evaluated C-13 v. 1N in 2013. Most data supports redundancy. A few data points passed on C-13 Merits but failed 1N parameters.
  - Concept: if new data show redundancy, 1N may not be needed for PC-12
- Requested ACC CETAG to collect data comparing C-13 and 1N



# Summary

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- Identifying replacement tests for the Mack T-12 and T-11 is proving to be a significant challenge
  - We have eliminated some options and continue to pursue others
  - Suggestions and volunteers to explore new or different ideas are encouraged
- Thanks to CLOG membership for input so far
  - We are open to more ideas, if anyone has any suggestions
- Requests for comparison data to ACC CETAG are pending and expected to take several months. We appreciate CETAG's support.



# COAT/EOAT Compatibility Study

SOUTHWEST RESEARCH INSTITUTE®

December 2021 Update



- The Caterpillar Oil Aeration Test (COAT) replaced the Engine Oil Aeration Test (EOAT) for CK/FA-4 aeration protection
- The EOAT uses a half model-year engine from 1994, difficult to find at this point
  - Last few have been pulled from salvage yards
- Need to establish equivalency from COAT to EOAT exists

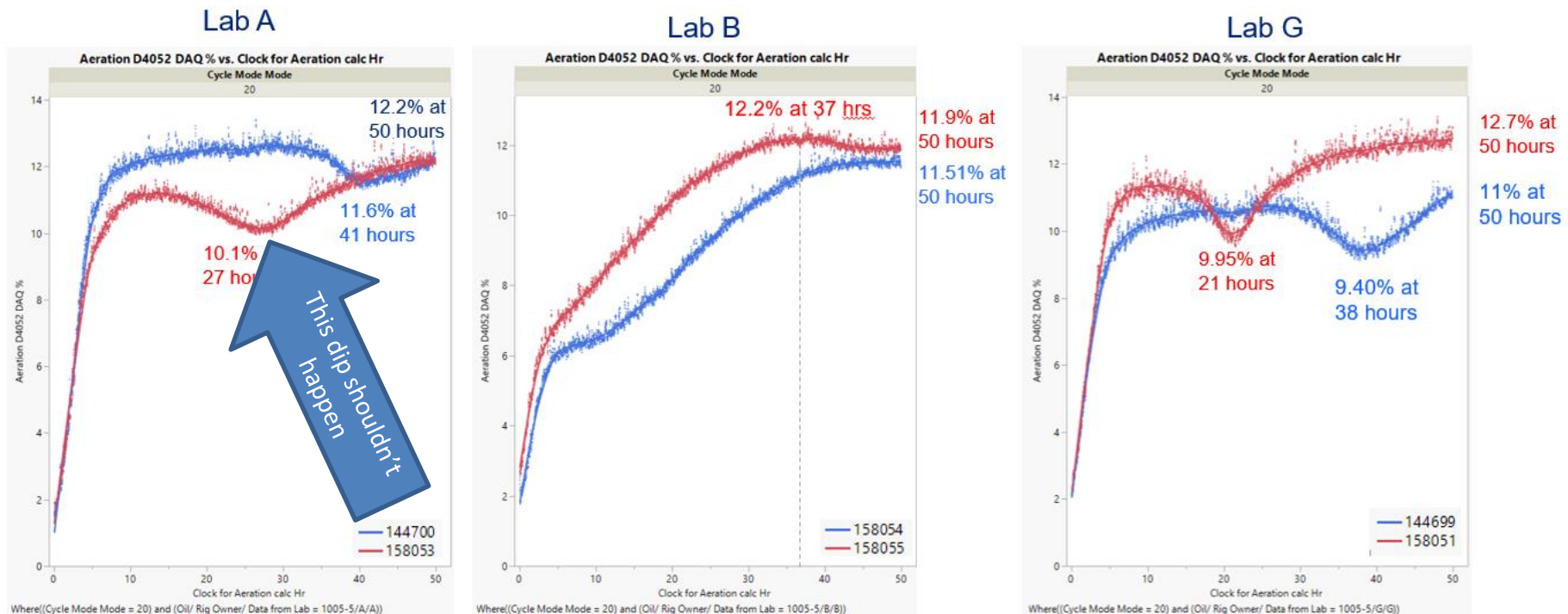
	EOAT	COAT
Introduced	CG-4	CK/FA-4
Engine	MY94 7.3L	C13
Duration	20 Hours	50 Hours
Measurement Method	Graduated Cylinders	Real-time Density
D4485 Limit	10.0% (CG) or 8.0% (CH, CI, CJ)	11.8%



Source for replacement EOAT Engines

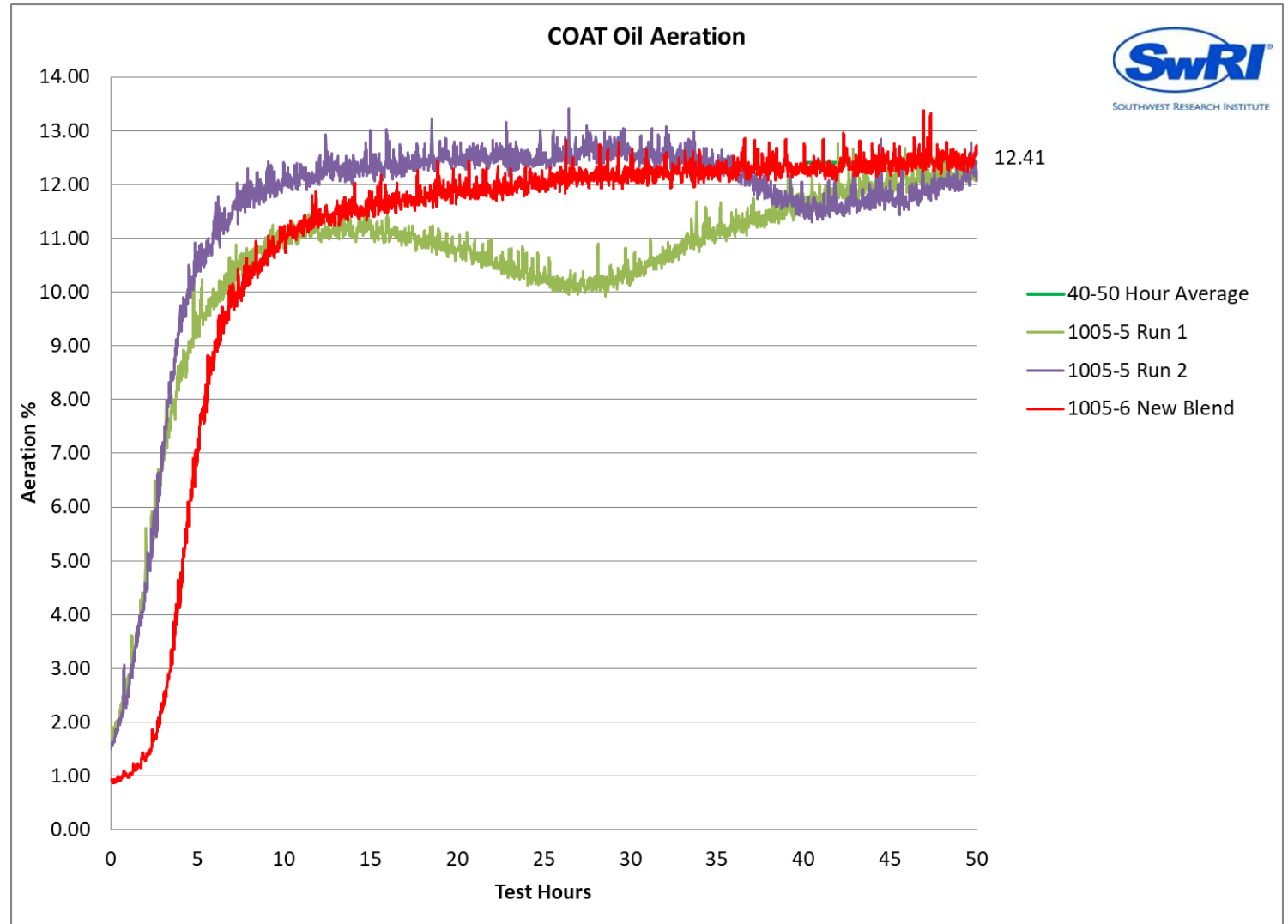
# Equivalency Matrix Results

- Unusual behavior seen across all labs running TMC 1005-5
  - Older reference oil for T8, EOAT, and IP era tests as well as some bench tests, in use Jan 2015
  - Extensive operational data review by full Surveillance Panel was conducted
- May have been happening in EOAT, but measurement is discrete and may not capture
- New blend of 1005-5 requested, received at TMC November 2021. Labeled 1005-6



# I 005-6 Results

- Initial check indicates stable performance with no dip in aeration
- More data needed for equivalency conclusion
- Not tested in other methods using TMC 1005 as a reference oil at this point



- Working group to meet and discuss plan for path forward in January 2022
- Options include;
  - Complete matrix using I005-6
  - Test I005-6 in EOAT to verify performance vs I005-5 (current EOAT reference oil)
  - Identify another fluid for use
- Both aeration tests are relatively short duration, should be able to move quickly once a path is decided upon



**Oronite**

# Elastomer Compatibility EOEC Limits Proposals

**Joe Franklin / Robert Stockwell / Jo Martinez / Laura Birnbaumer**

Dec. 2, 2021

# Fixed Limits Path Forward – Option 1

- Some of the elastomer compatibility limits for EOEC are Variable Limits based on TMC 1006.
- Supply of TMC 1006 is diminishing and a new reference oil SL107 is now being used.
- Instead of using SL107 as a replacement for TMC 1006 in the Variable Limits, Joe Franklin proposed to convert the Variable Limits to Fixed Limits in his presentation to ASTM D02.B in Dec. 2019.
- This analysis follows Joe Franklin's proposal with updated data on 1006-2.
- This method makes it easy for anyone to understand if a test passed or failed



# Proposed Fixed Limits for EOEC based on 1006-2

## Current Specification Limits

### D7216 (Elastomer Compatibility)

Note—These are the *unadjusted specification limits* for elastomer compatibility. Candidate oils shall, however, conform to the *adjusted specification limits*, the calculation of which is described in **Annex A4**.

Elastomer	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	(+5, -3)	(+7, -5)	(+10, -TMC 1006)	(+10, -TMC 1006)
Silicone (VMQ)	(+TMC 1006, -3)	(+5, -TMC 1006)	(+10, -45)	(+20, -30)
Polyacrylate (ACM)	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
Fluoroelastomer (FKM)	(+5, -2)	(+7, -5)	(+10, -TMC 1006)	(+10, -TMC 1006)
Vamac G	(+TMC 1006, -3)	(+5, -TMC 1006)	(+10, -TMC 1006)	(+10, -TMC 1006)

Note—TMC 1006 is the designation for the reference oil used in this test method. This designation represents the original blend or subsequent approved re-blends of TMC 1006.

## Proposed Fixed Limits

Note – These are the *unadjusted specification limits* for elastomer compatibility. Candidate oils shall, however, conform to the *adjusted specification limits*, the calculation of which is described in **Annex A4**.

Elastomer	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	(+5, -3)	(+7, -5)	(+10, <b>-47</b> )	(+10, <b>-66</b> )
Silicone (VMQ)	( <b>+41</b> , -3)	(+5, <b>-27</b> )	(+10, -45)	(+20, -30)
Polyacrylate (ACM)	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
Fluoroelastomer (FKM)	(+5, -2)	(+7, -5)	(+10, <b>-76</b> )	(+10, <b>-77</b> )
Vamac G	( <b>+25</b> , -3)	(+5, <b>-14</b> )	(+10, <b>-24</b> )	(+10, <b>-40</b> )

## Variable Limits Path Forward – Option 2

- The variable limits are more in alignment with the original intent of the elastomer tests.
- Back in the mid 1990's the OEMs met and decided that as long as future oils were no more aggressive to seals than Service Oil 105 they would be OK. Service oil 105 was later renamed TMC 1006.
- Variable limits require looking at more data to determine if a test passed or failed.
- With either Option 1 or Option 2 an information letter will complete the full B ballot process before the change is made to D4485

# Proposed Variable Limits for EOEC based on SL107

## Current Specification Limits

### D7216 (Elastomer Compatibility)

Note—These are the *unadjusted specification limits* for elastomer compatibility. Candidate oils shall, however, conform to the *adjusted specification limits*, the calculation of which is described in **Annex A4**.

Elastomer	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	(+5, -3)	(+7, -5)	(+10, -TMC 1006)	(+10, -TMC 1006)
Silicone (VMQ)	(+TMC 1006, -3)	(+5, -TMC 1006)	(+10, -45)	(+20, -30)
Polyacrylate (ACM)	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
Fluoroelastomer (FKM)	(+5, -2)	(+7, -5)	(+10, -TMC 1006)	(+10, -TMC 1006)
Vamac G	(+TMC 1006, -3)	(+5, -TMC 1006)	(+10, -TMC 1006)	(+10, -TMC 1006)

Note—TMC 1006 is the designation for the reference oil used in this test method. This designation represents the original blend or subsequent approved re-blends of TMC 1006.

## Proposed Variable Limits

Note – These are the *unadjusted specification limits* for elastomer compatibility. Candidate oils shall, however, conform to the *adjusted specification limits*, the calculation of which is described in **Annex A4**.

Elastomer	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	(+5, -3)	(+7, -5)	(+10, <b>-SL107-30</b> )	(+10, <b>-SL107-15</b> )
Silicone (VMQ)	( <b>+SL107</b> , -3)	(+5, <b>-SL107+2</b> )	(+10, -45)	(+20, -30)
Polyacrylate (ACM)	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
Fluoroelastomer (FKM)	(+5, -2)	(+7, -5)	(+10, <b>-SL107+3</b> )	(+10, <b>-SL107+3</b> )
Vamac G	( <b>+SL107+2</b> , -3)	(+5, <b>-SL107-2</b> )	(+10, <b>-SL107-2</b> )	(+10, <b>-SL107+14</b> )

# Data

- Analysis includes LTMS data with validity AC, AG and AO as of August 13, 2021. Extreme outliers were excluded.
- With the proposed fixed limits, 1006-2 probability of pass is ~100% for most parameters and materials.
- With the variable limits based on SL107, the factor was calculated as the difference between the limits for 1006-2 and SL107 having probability of pass as ~100%.
- The proposed limits also align with the TMC 1006 calibration limits.

# Comparison with Joe Franklin's Proposal in Dec 2019 for Unadjusted Fixed Limits

Oronite's Update

Elastomer	Spec Limits	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	Current	(+5, -3)	(+7, -5)	(+10, -TMC1006)	(+10, -TMC1006)
	Proposed	(+5, -3)	(+7, -5)	(+10, -47)	(+10, -66)
Silicone (VMQ)	Current	(+TMC1006, -3)	(+5, -TMC1006)	(+10, -45)	(+20, -30)
	Proposed	(+41, -3)	(+5, -27)	(+10, -45)	(+20, -30)
Polyacrylate (ACM)	Current	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
	Proposed	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
Fluoroelastomer (FKM)	Current	(+5, -2)	(+7, -5)	(+10, -TMC1006)	(+10, -TMC1006)
	Proposed	(+5, -2)	(+7, -5)	(+10, -76)	(+10, -77)
Vamac G	Current	(+TMC1006, -3)	(+5, -TMC1006)	(+10, -TMC1006)	(+10, -TMC1006)
	Proposed	(+25, -3)	(+5, -14)	(+10, -24)	(+10, -40)

Joe Franklin's

Elastomer	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	(+5, -3)	(+7, -5)	(+10, -38)	(+10, -59)
Silicone (VMQ)	(+37, -3)	(+5, -24)	(+10, -45)	(+20, -30)
Polyacrylate (ACM)	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
Fluoroelastomer (FKM)	(+5, -2)	(+7, -5)	(+10, -71)	(+10, -69)
Vamac G	(+32, -3)	(+5, -17)	(+10, -17)	(+10, -33)

# Proposed Fixed Limits Comparison with TMC 1006 Calibration Limits

A reference is run together with the candidate to validate the test. Since some labs are still using TMC 1006, the calibration limits should align with the proposed fixed limits as shown below.

Elastomer	Limits	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	Proposed Spec	(+5, -3)	(+7, -5)	(+10, -47)	(+10, -66)
	TMC 1006 Cal	(+3, -2)	(+7, -4)	(-5, -49)	(-31, -71)
Silicone (VMQ)	Proposed Spec	(+41, -3)	(+5, -27)	(+10, -45)	(+20, -30)
	TMC 1006 Cal	(+41, 23)	(-15, -28)	(-22, -44)	(-5, -43)
Polyacrylate (ACM)	Proposed Spec	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
	TMC 1006 Cal	(+3, -1)	(+4, -7)	(+25, -23)	(+9, -45)
Fluoroelastomer (FKM)	Proposed Spec	(+5, -2)	(+7, -5)	(+10, -76)	(+10, -77)
	TMC 1006 Cal	(+1, 0)	(+14, 1)	(-53, -85)	(-32, -86)
Vamac G	Proposed Spec	(+25, -3)	(+5, -14)	(+10, -24)	(+10, -40)
	TMC 1006 Cal	(+25, 17)	(-6, -12)	(+1, -28)	(-2, -47)

# Proposed Limits Comparison with SL107 Calibration Limits

A reference is run together with the candidate to validate the test so the calibration limits should align with the proposed limits as shown below.

Note: Original presentation was missing the “-” before Nitrile SL results

Elastomer	Limits	Volume Change, %	Hardness Change, Points	Tensile Strength Change, %	Elongation at Break Change, %
Nitrile (NBR)	Proposed Spec	(+5, -3)	(+7, -5)	(+10, <b>-SL107-30</b> )	(+10, <b>-SL107-15</b> )
	TMC 1006 Cal	(+3, -2)	(+7, -4)	(-5, -49)	(-31, -71)
	SL107 Cal	(+4, -1)	(+7, -3)	(-25, -19)	(-14, -54)
Silicone (VMQ)	Proposed Spec	<b>(+SL107, -3)</b>	<b>(+5, -SL107+2)</b>	(+10, -45)	(+20, -30)
	TMC 1006 Cal	(+41, 23)	(-15, -28)	(-22, -44)	(-5, -43)
	SL107 Cal	(+41, 23)	(-16, -28)	(-23, -45)	(-6, -44)
Polyacrylate (ACM)	Proposed Spec	(+5, -3)	(+8, -5)	(+18, -15)	(+10, -35)
	TMC 1006 Cal	(+3, -1)	(+4, -7)	(+25, -23)	(+9, -45)
	SL107 Cal	(+2, -2)	(+5, -5)	(+24, -24)	(+4, -49)
Fluoroelastomer (FKM)	Proposed Spec	(+5, -2)	(+7, -5)	(+10, <b>-SL107+3</b> )	(+10, <b>-SL107+3</b> )
	TMC 1006 Cal	(+1, 0)	(+14, 1)	(-53, -85)	(-32, -86)
	SL107 Cal	(+1, 0)	(+15, 1)	(-55, -87)	(-32, -85)
Vamac G	Proposed Spec	<b>(+SL107+2, -3)</b>	<b>(+5, -SL107-2)</b>	(+10, <b>-SL107-2</b> )	(+10, <b>-SL107+14</b> )
	TMC 1006 Cal	(+25, 17)	(-6, -12)	(+1, -28)	(-2, -47)
	SL107 Cal	(+23, 14)	(-5, -10)	(-1, -30)	(-13, -57)

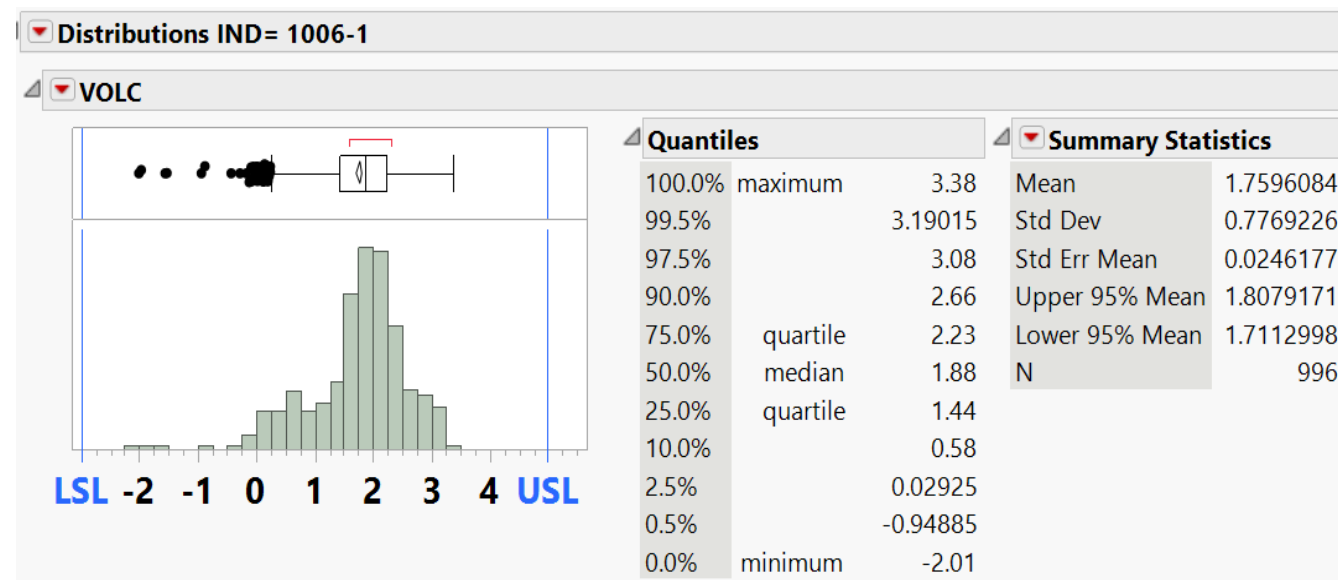


# Nitrile (NBR)

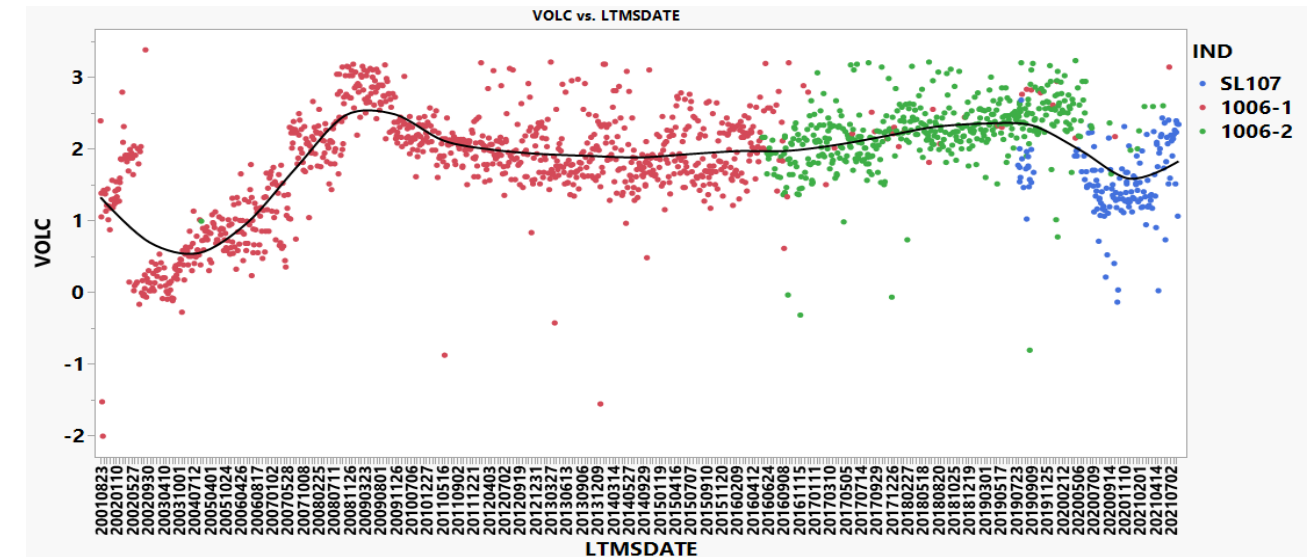
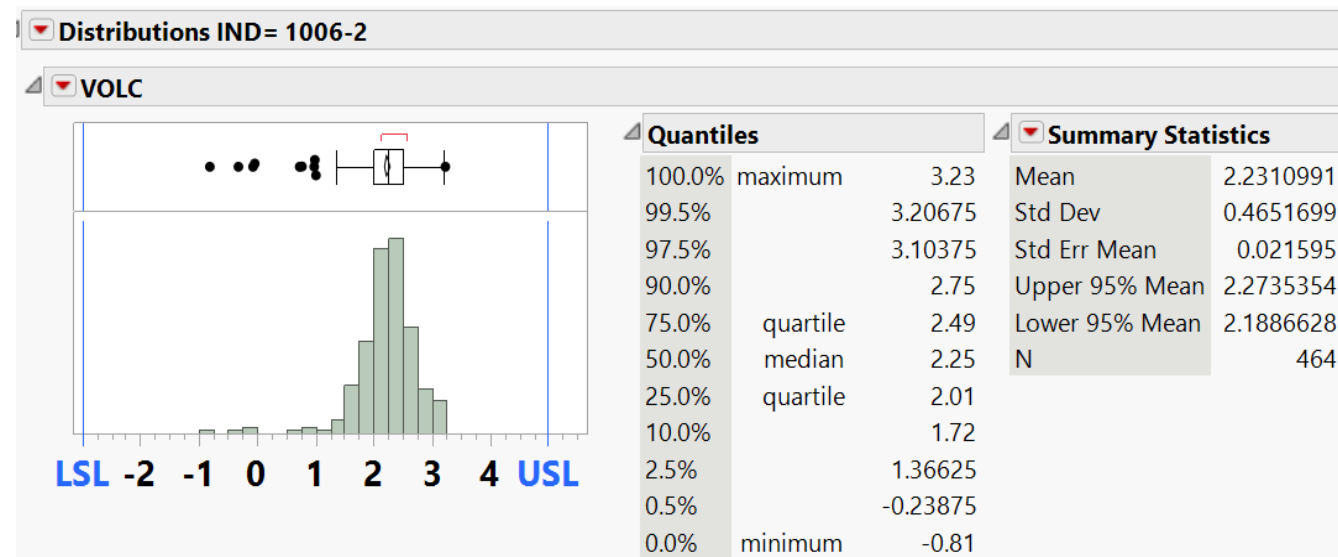
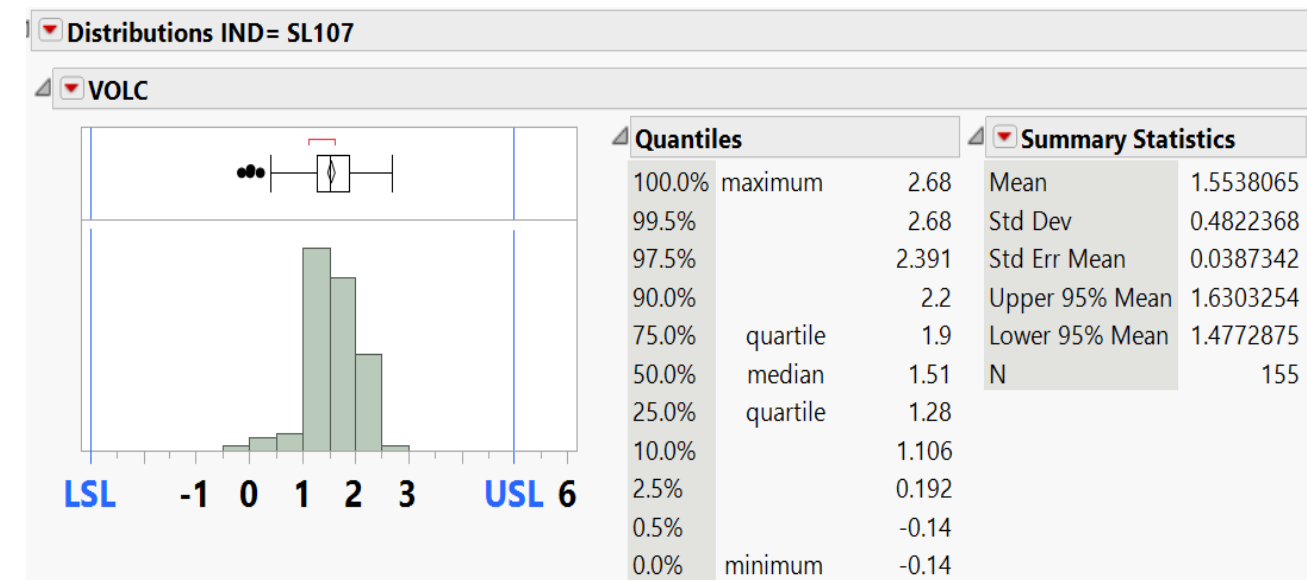


# VOLC (+5, -3)

- TMC 1006



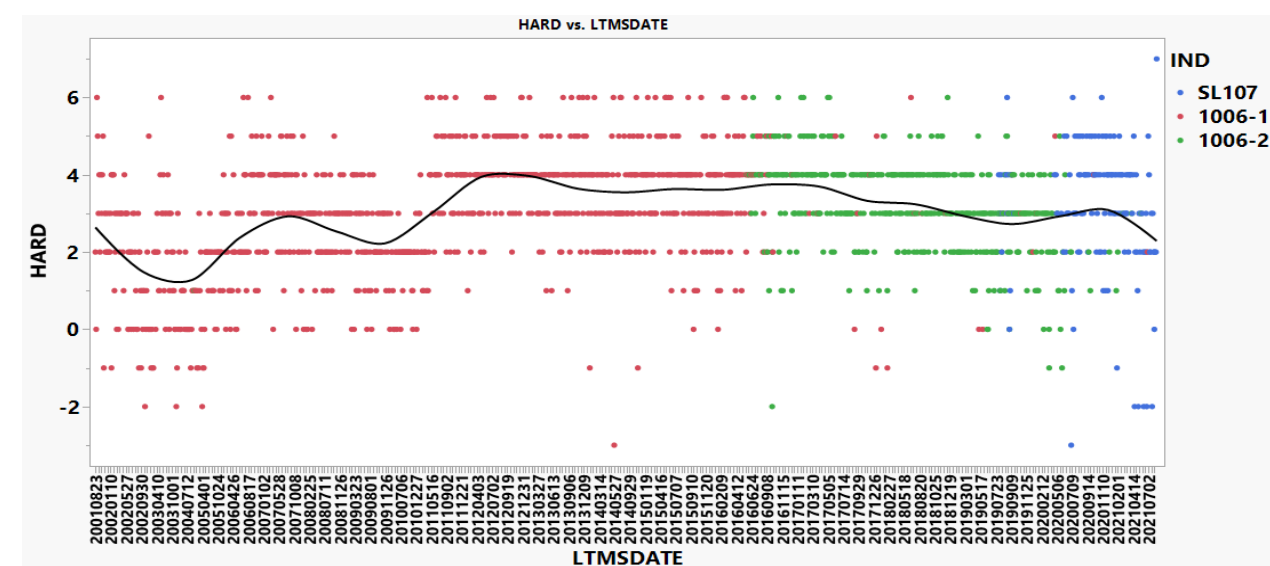
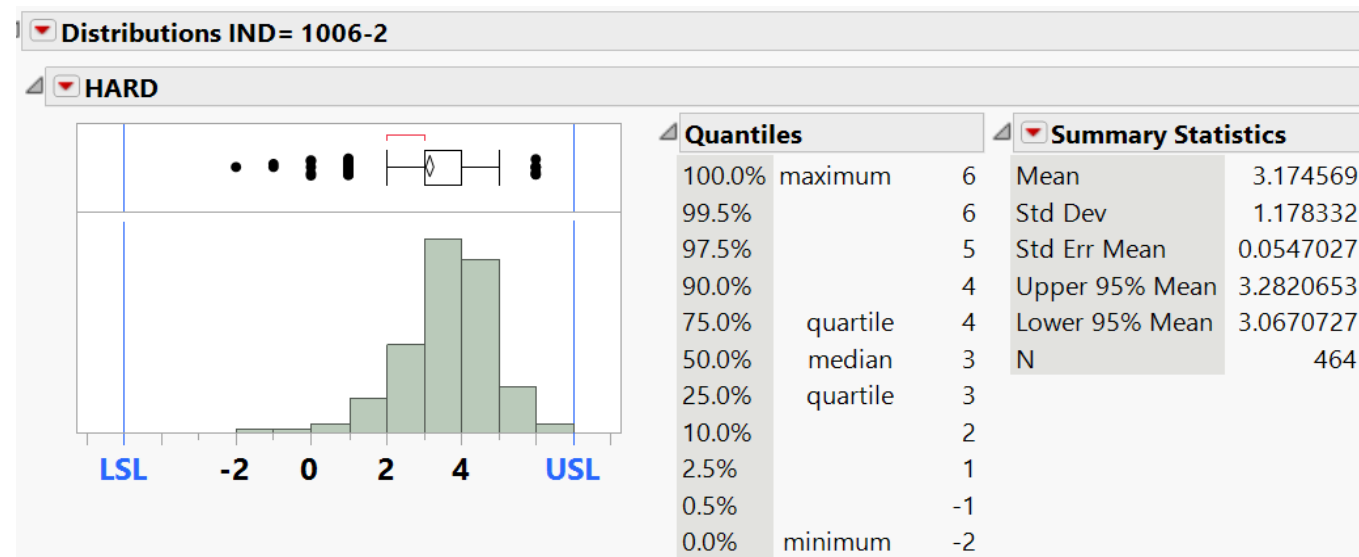
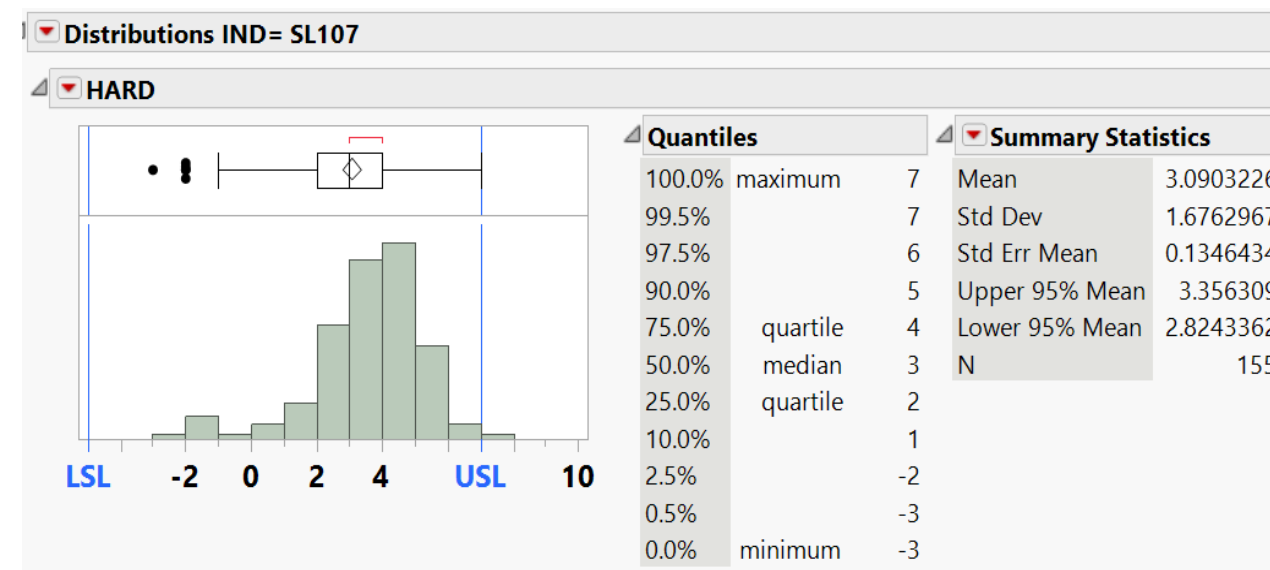
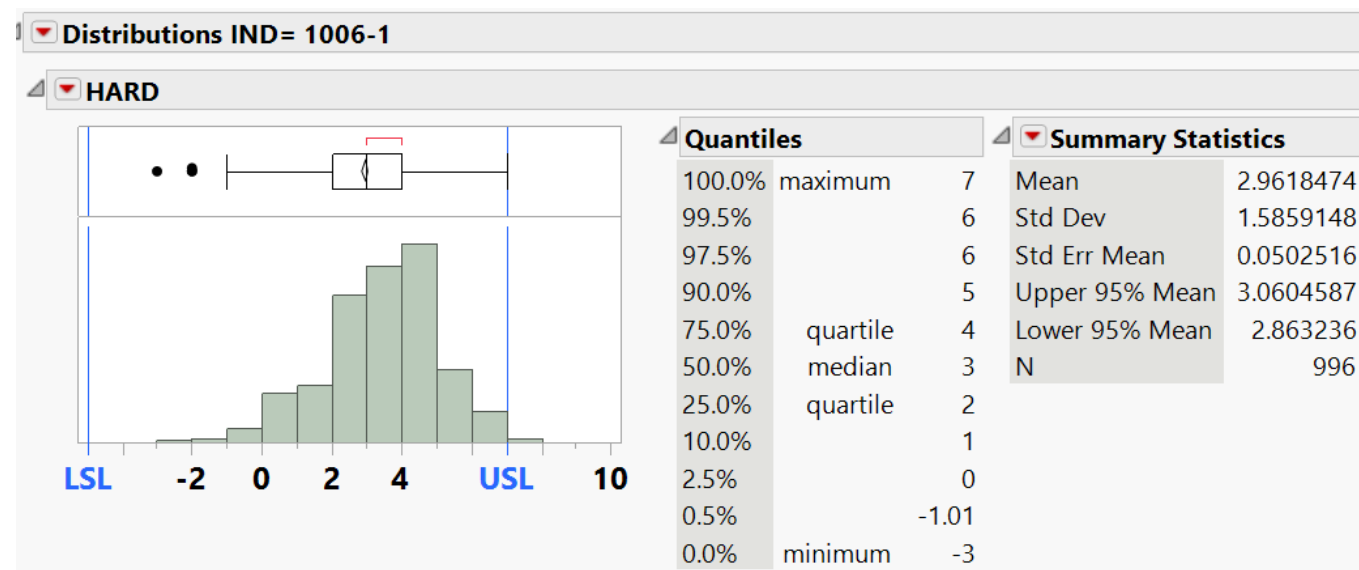
- SL107



# HARD (+7, -5)

- TMC 1006

- SL107



# TENS (+10, -TMC 1006)

## Proposed Spec Limit (+10, -TMC 1006 or -47 or -SL107-30)

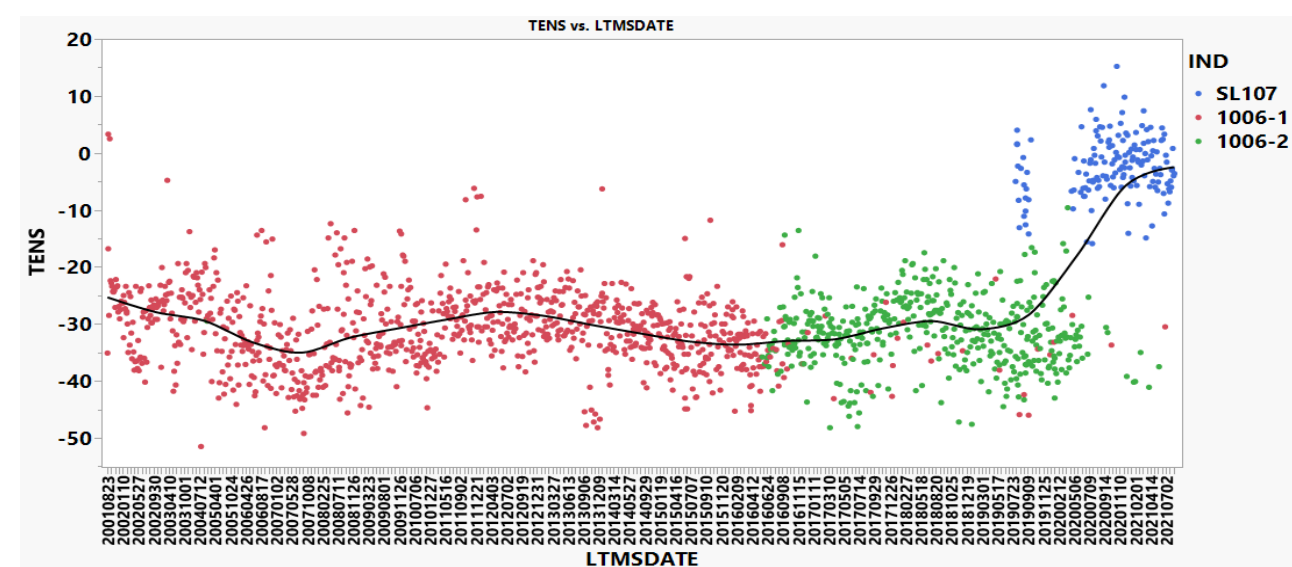
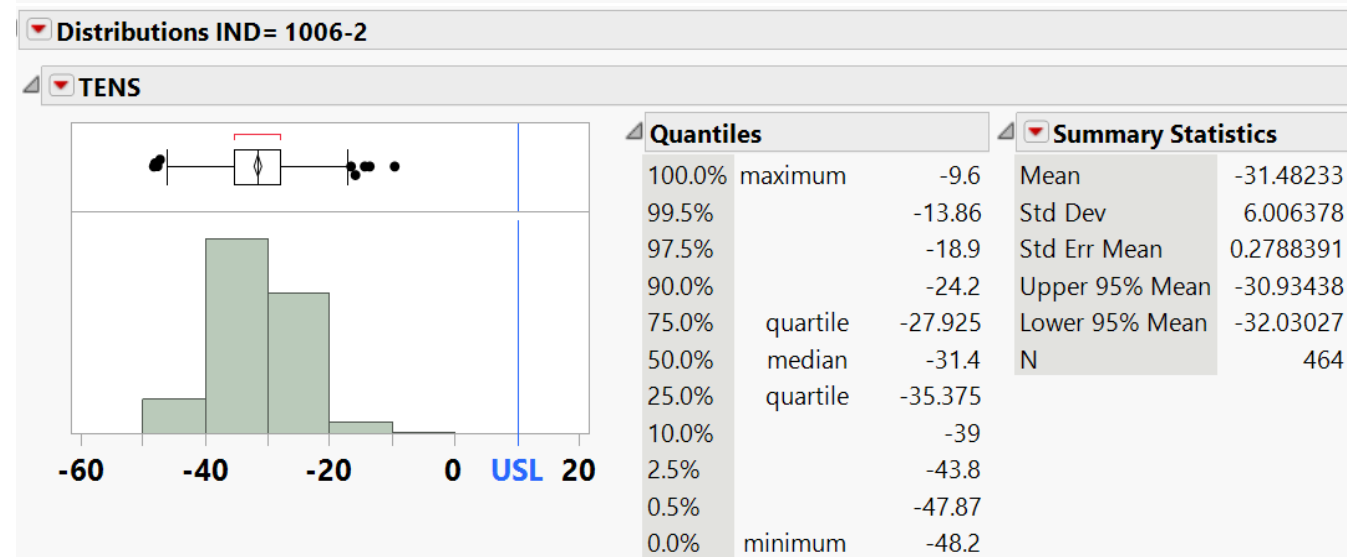
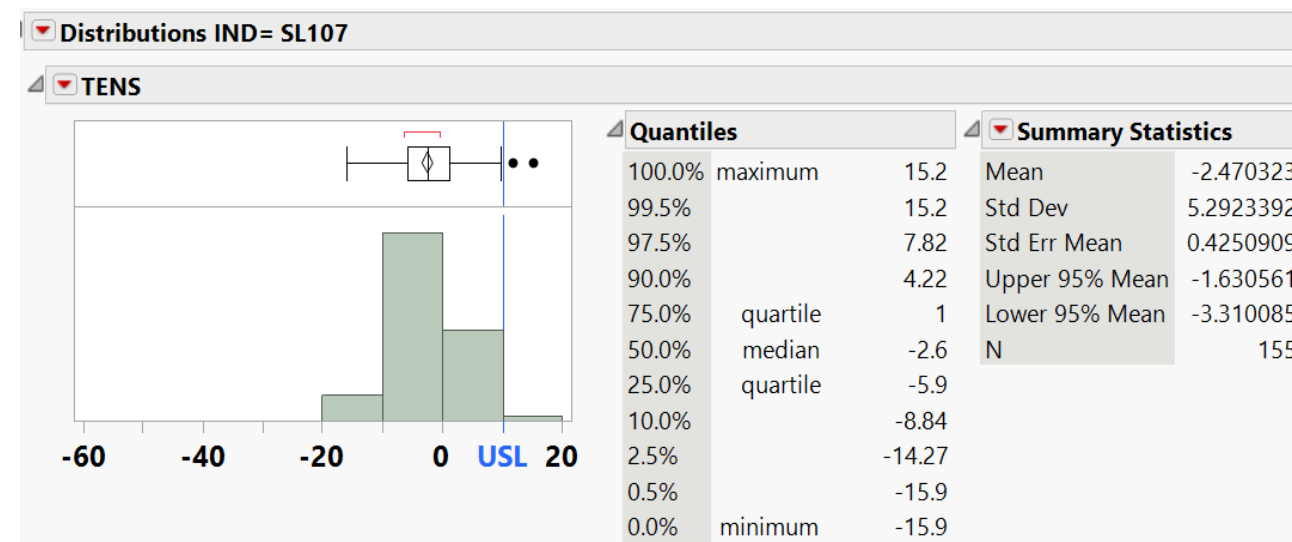
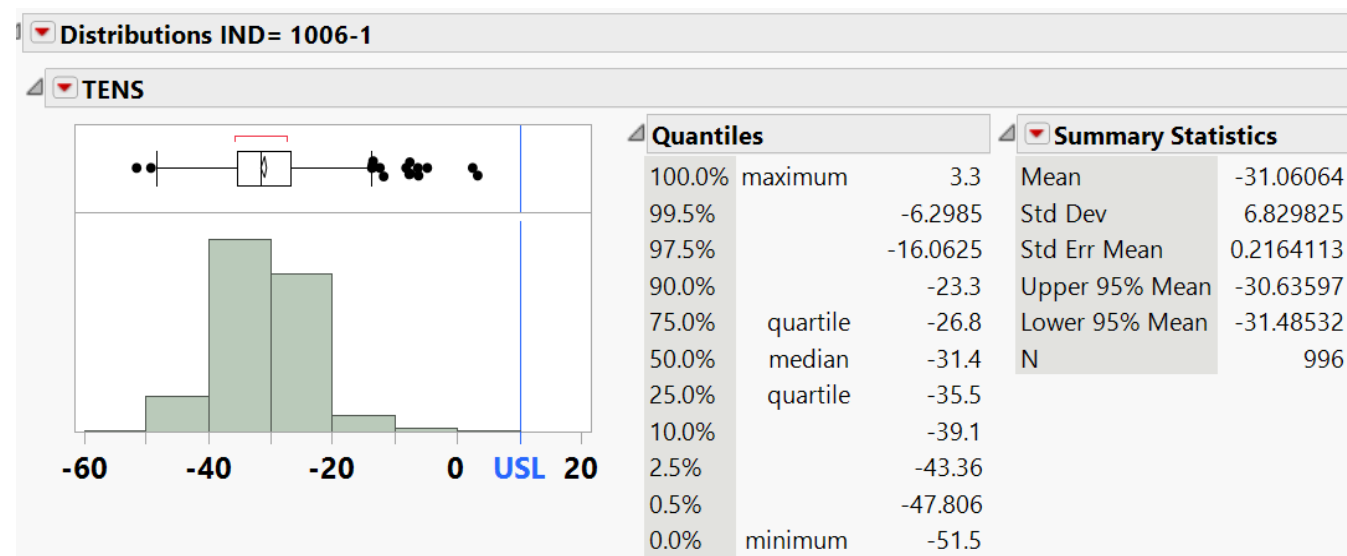
- TMC 1006

Current

Option 1

Option 2

- SL107



# ELON (+10, -TMC 1006)

## Proposed Spec Limit (+10, -TMC 1006 or -66 or -SL107-15)

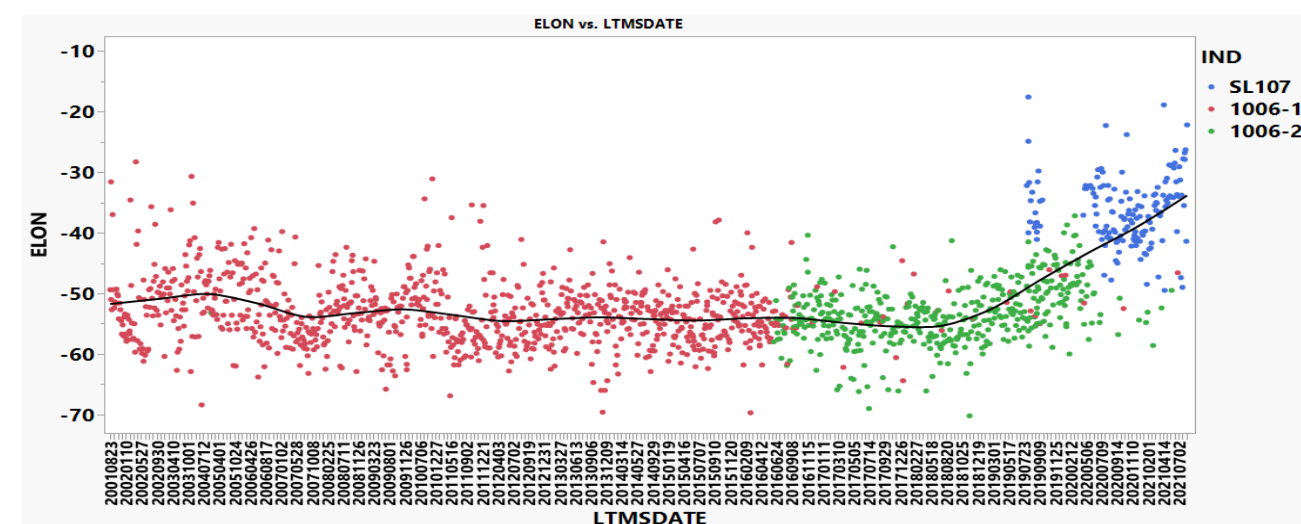
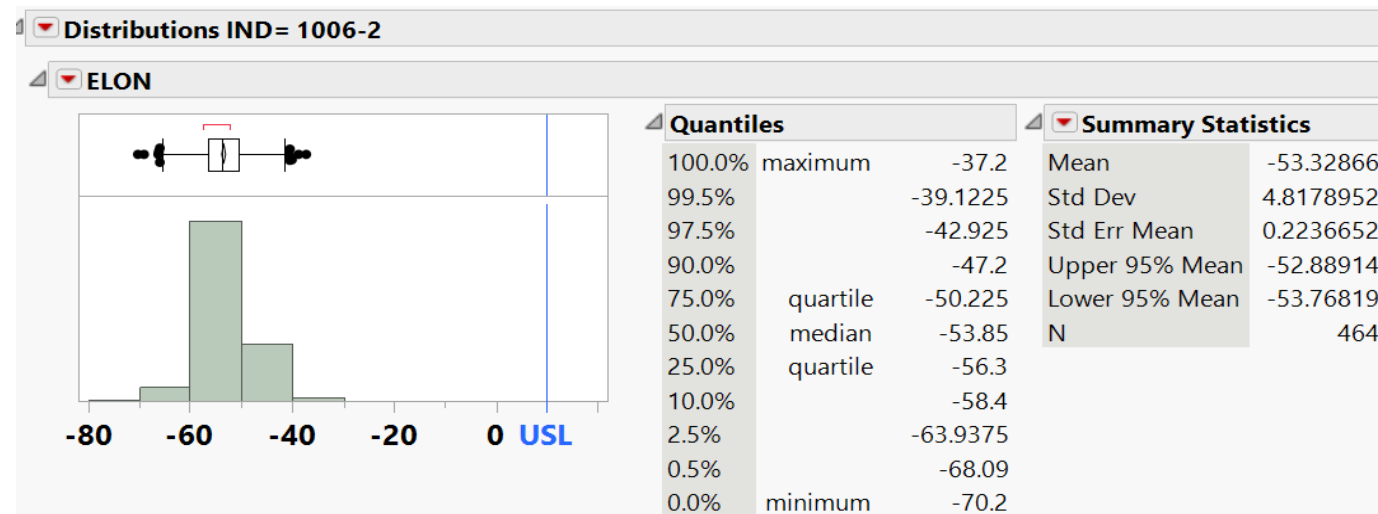
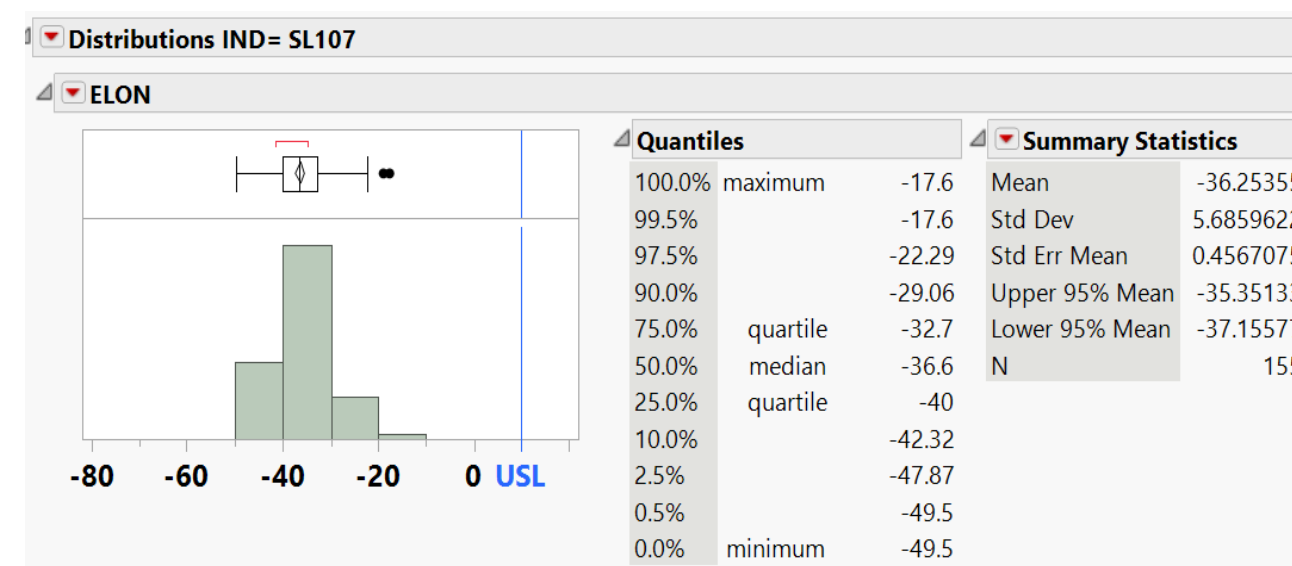
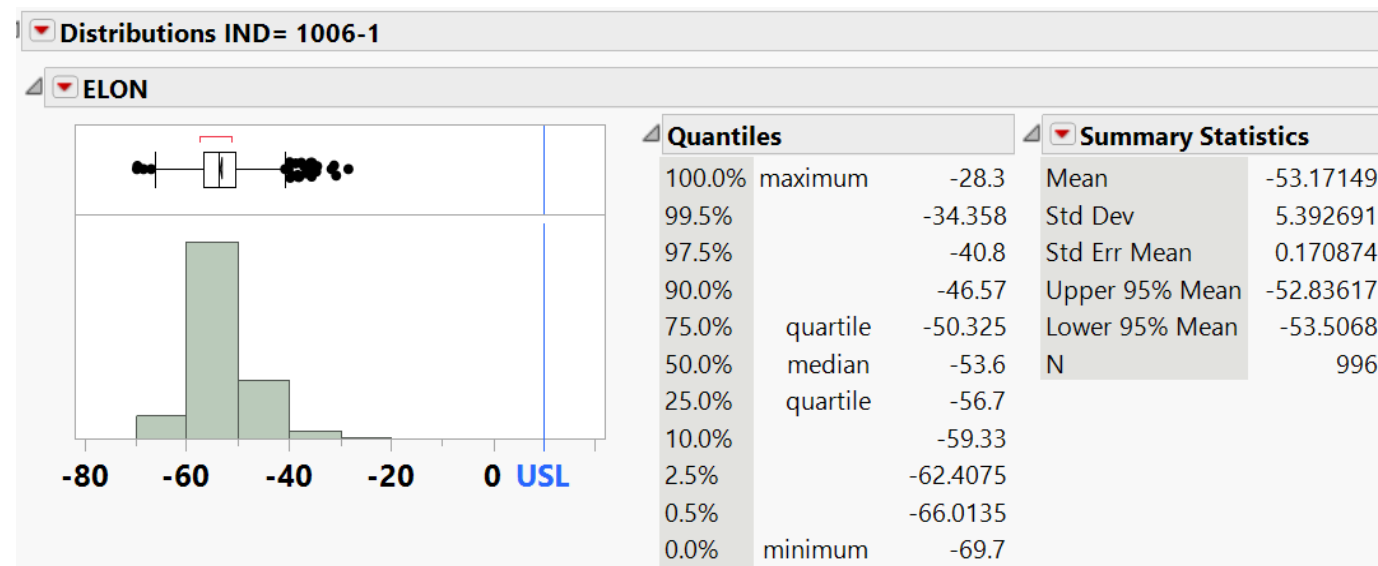
- TMC 1006

Current

Option 1

Option 2

- SL107



# Silicone (VMQ)

# VOLC (+TMC 1006, -3)

## Proposed Spec Limit (+TMC 1006 or +41 or +SL107, -3)

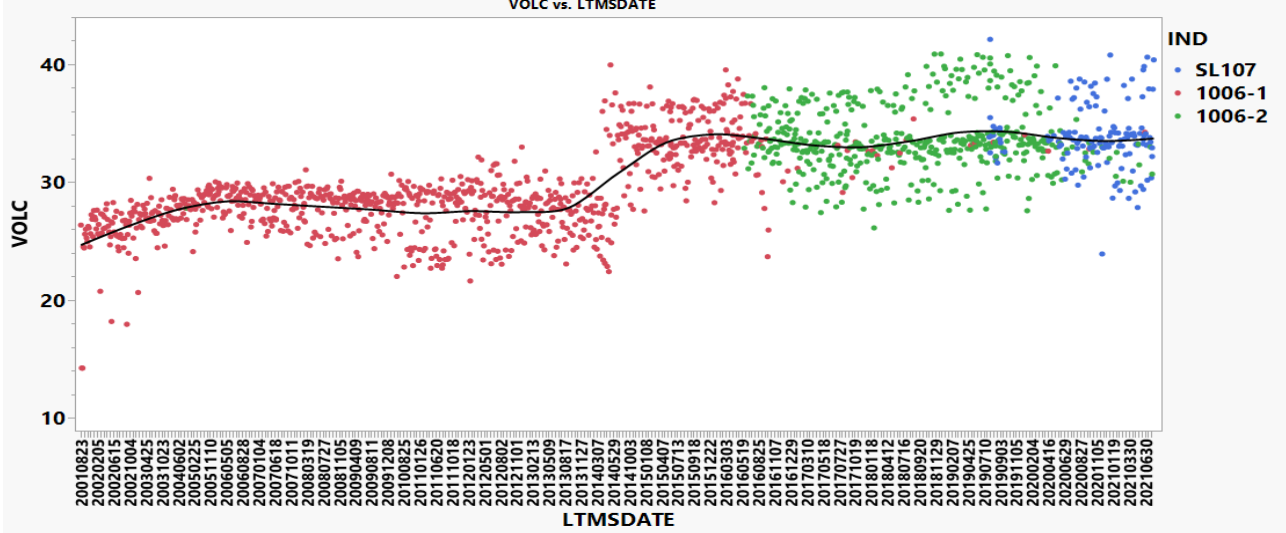
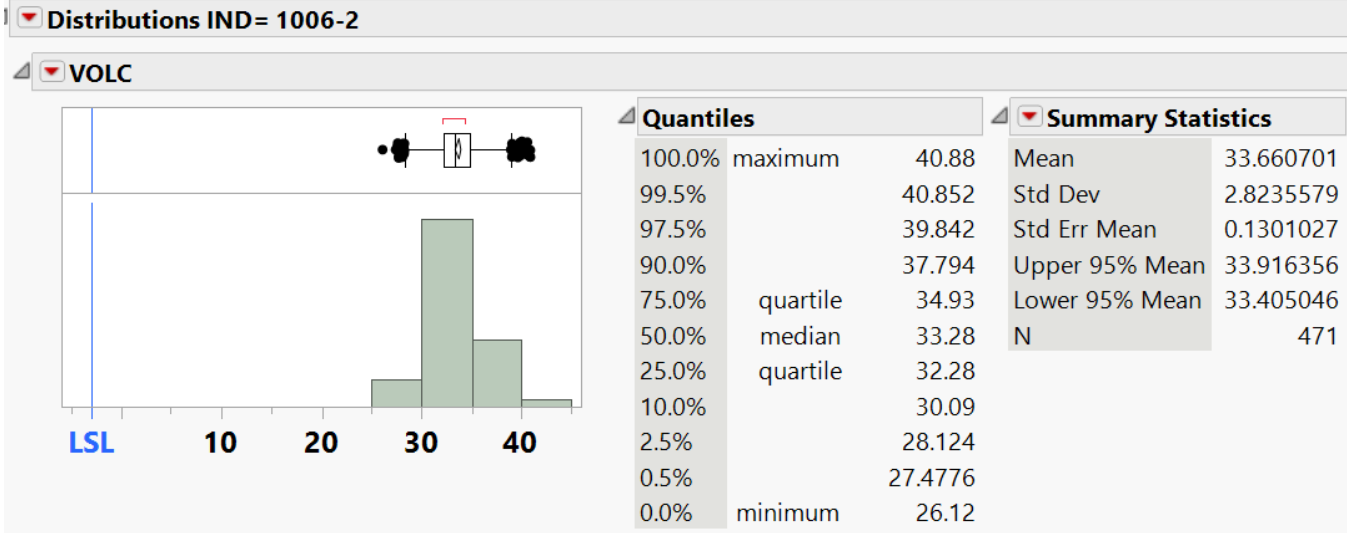
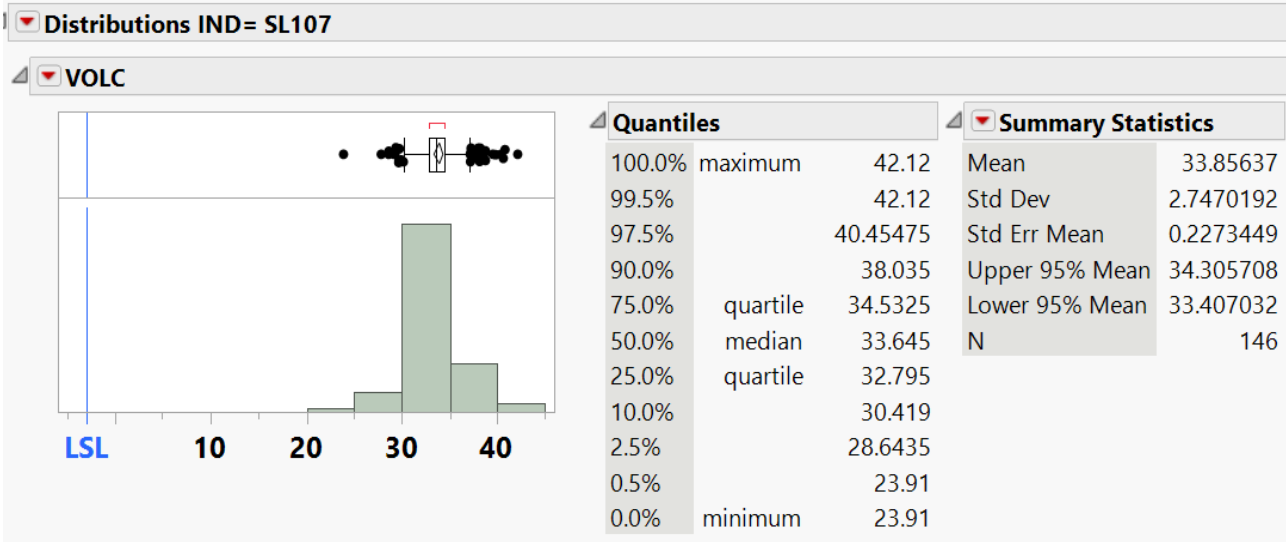
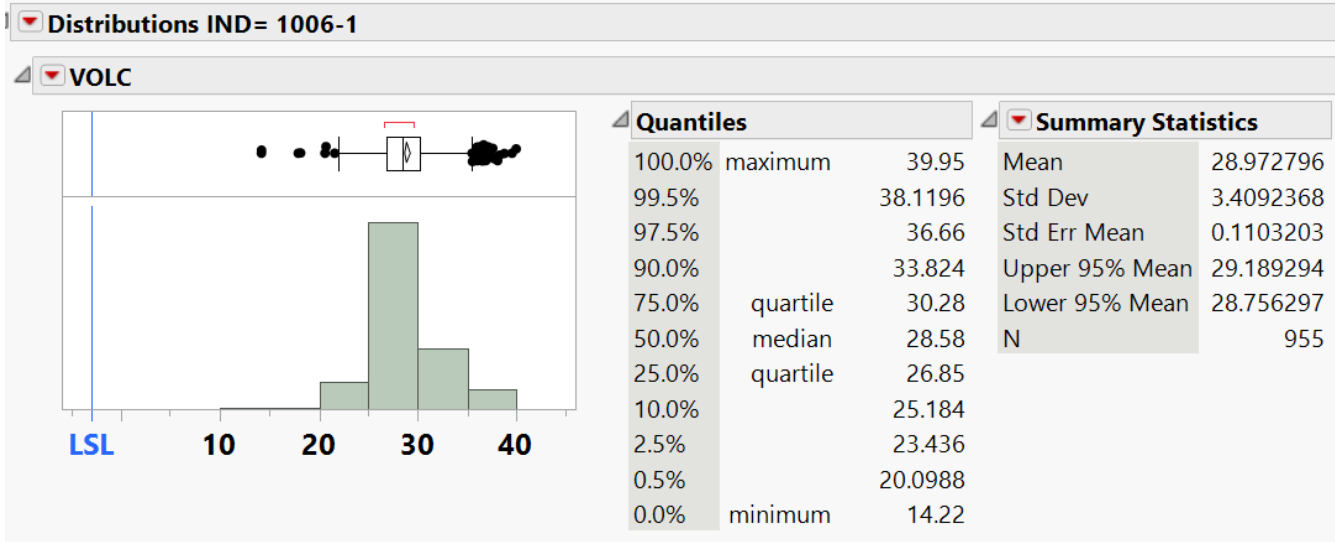
Current

Option 1

Option 2

• TMC 1006

• SL107





# HARD (+5, -TMC 1006)

## Proposed Spec Limit (+5, -TMC 1006 or -27 or -SL107+2)

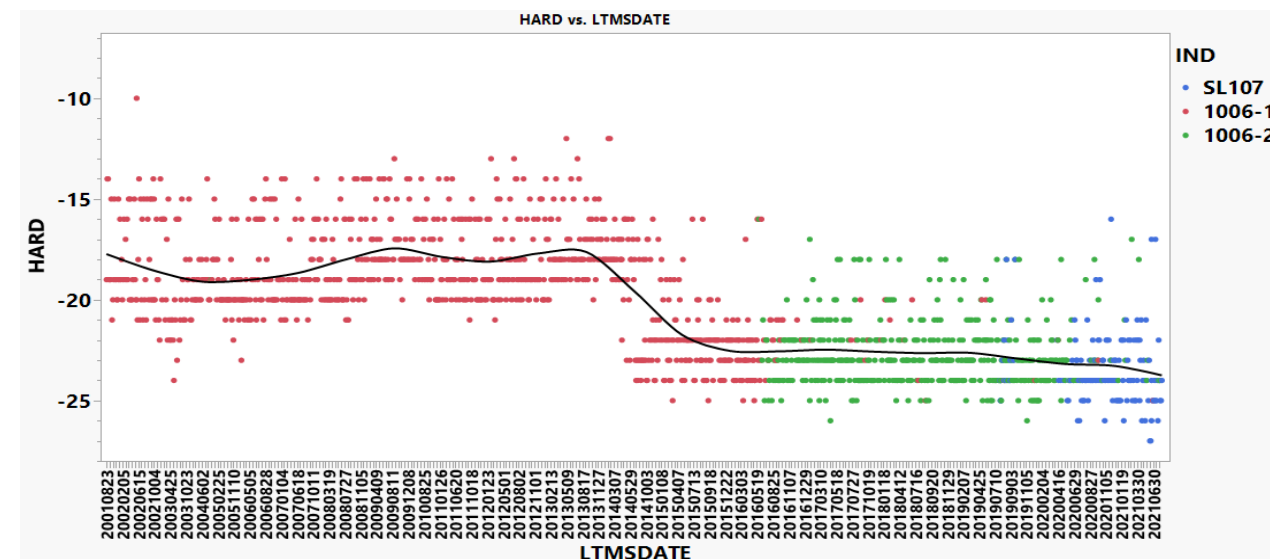
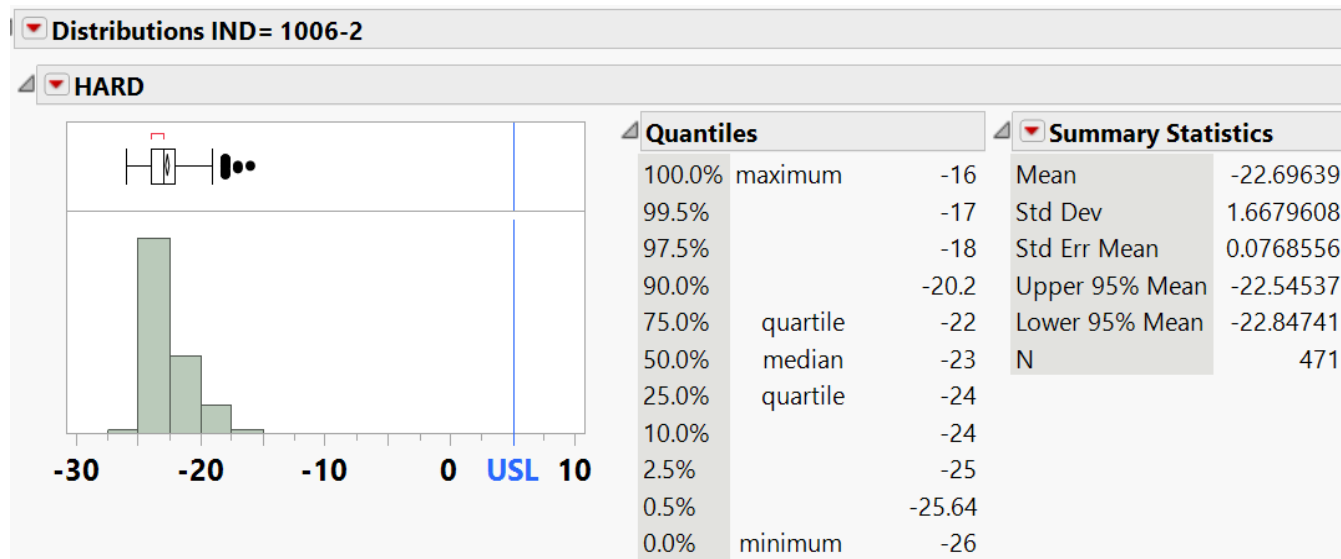
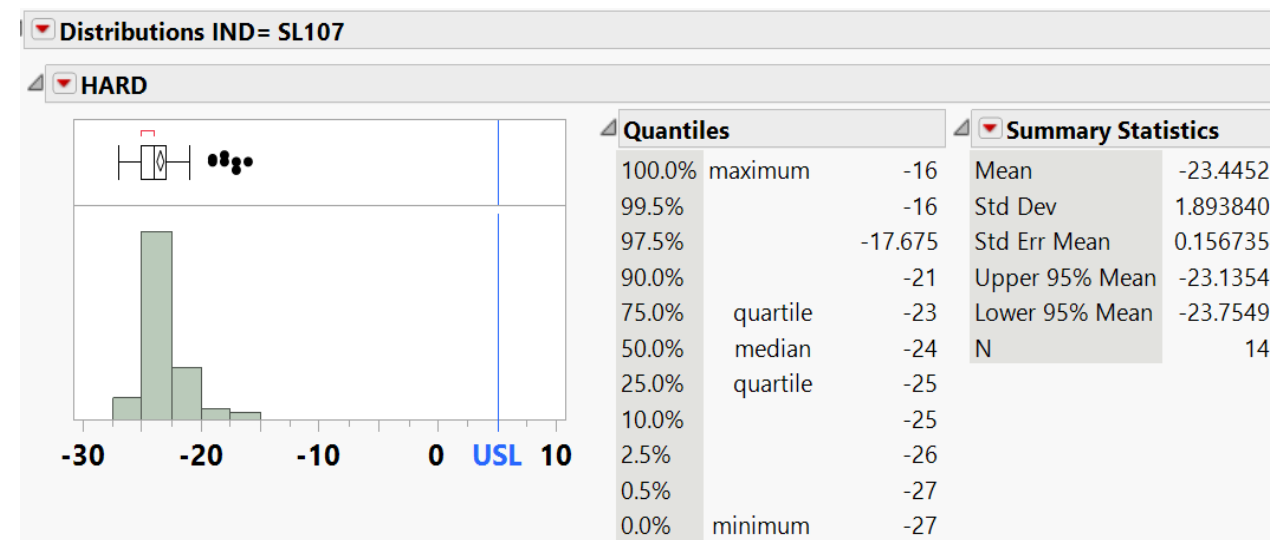
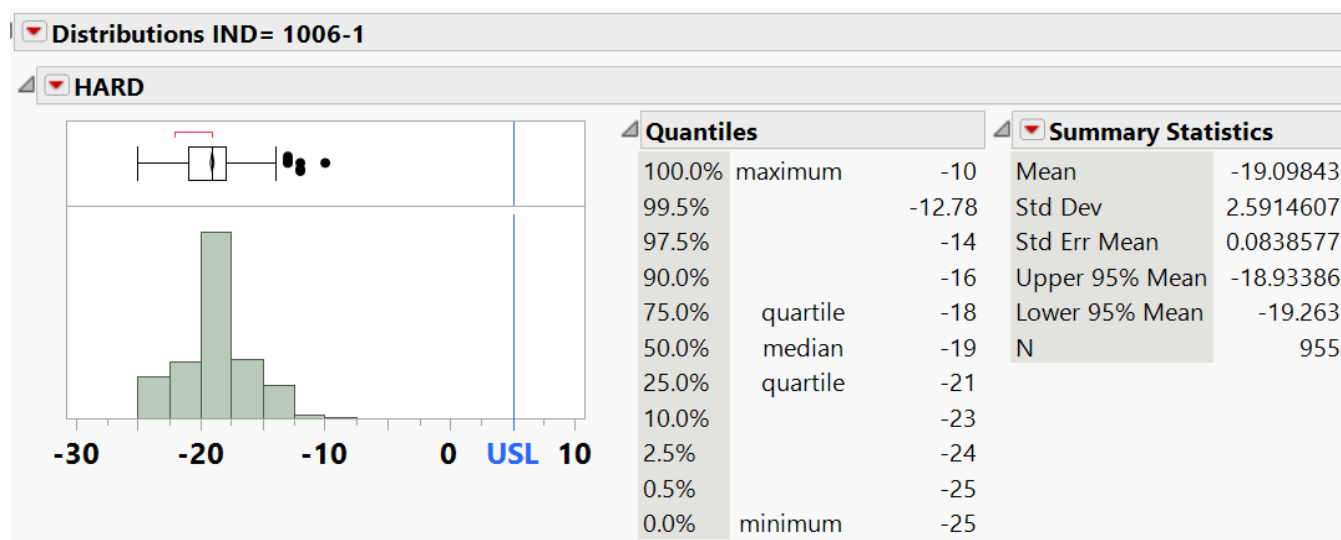
- TMC 1006

Current

Option 1

Option 2

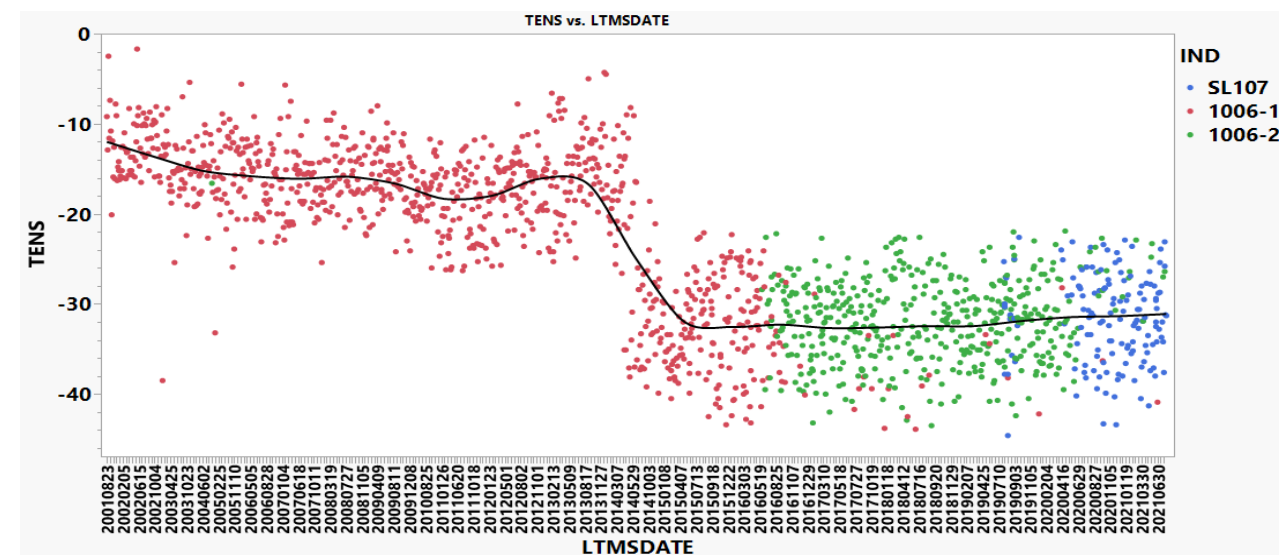
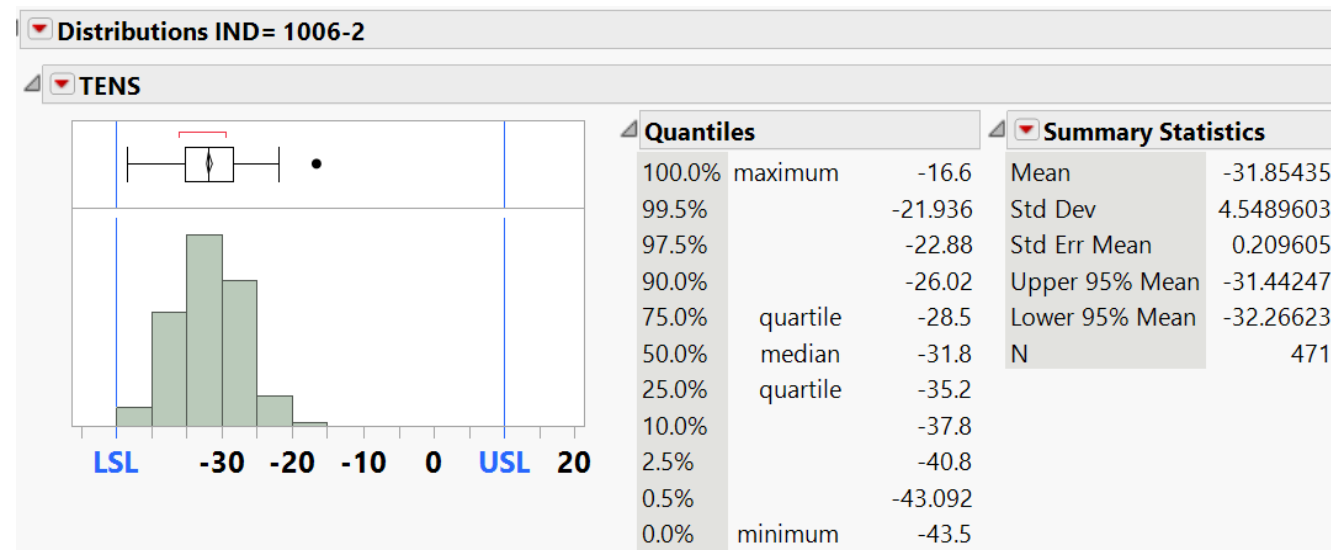
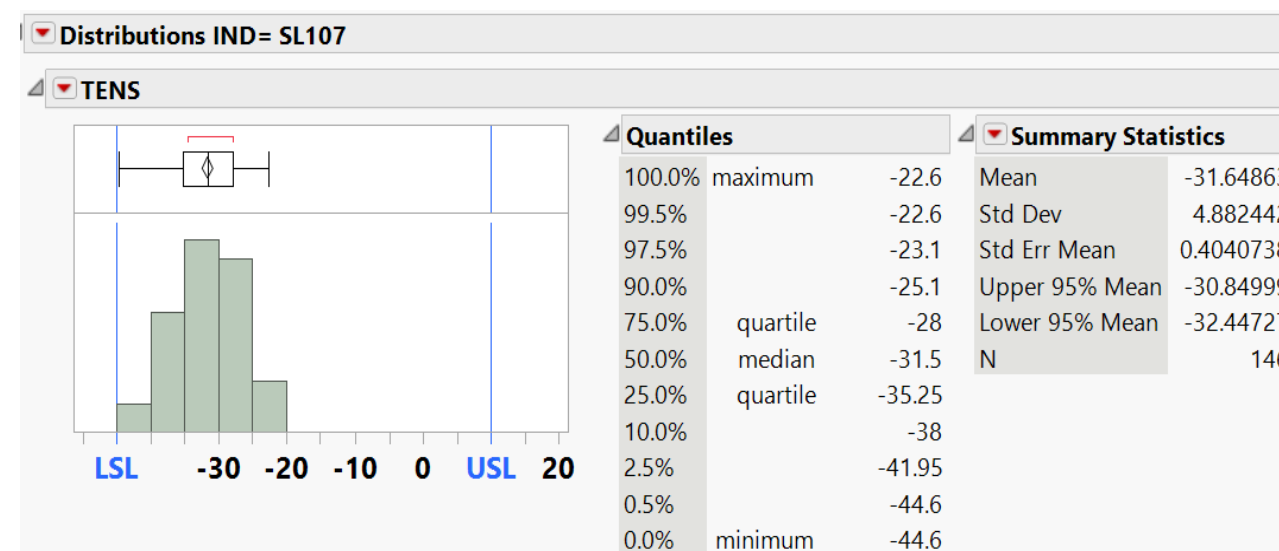
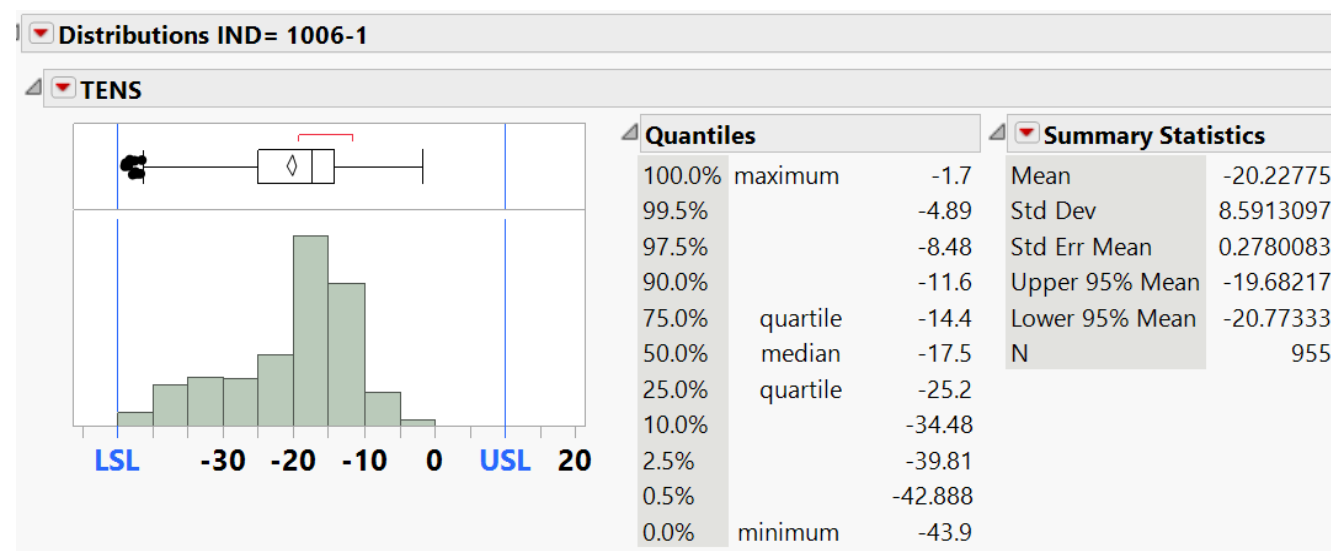
- SL107



# TENS (+10, -45)

- TMC 1006

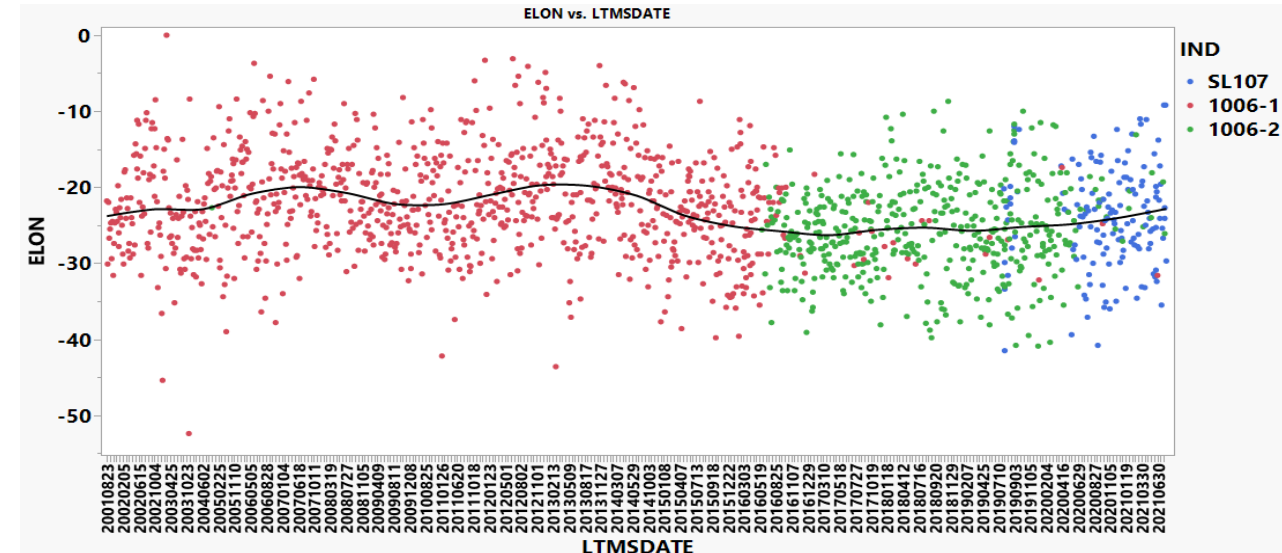
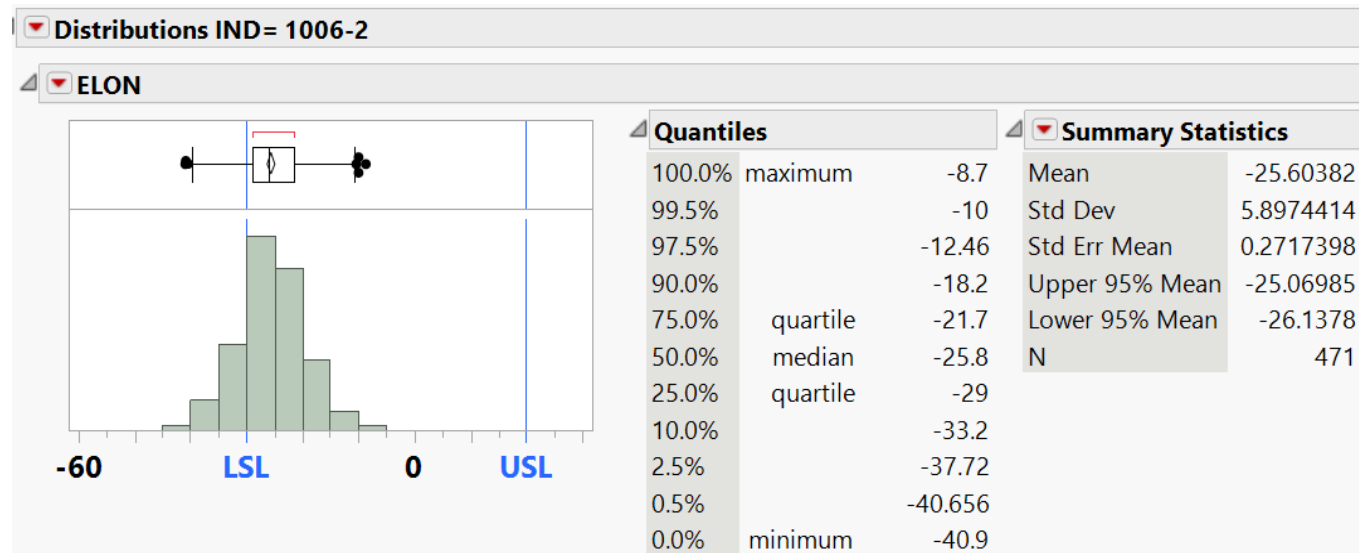
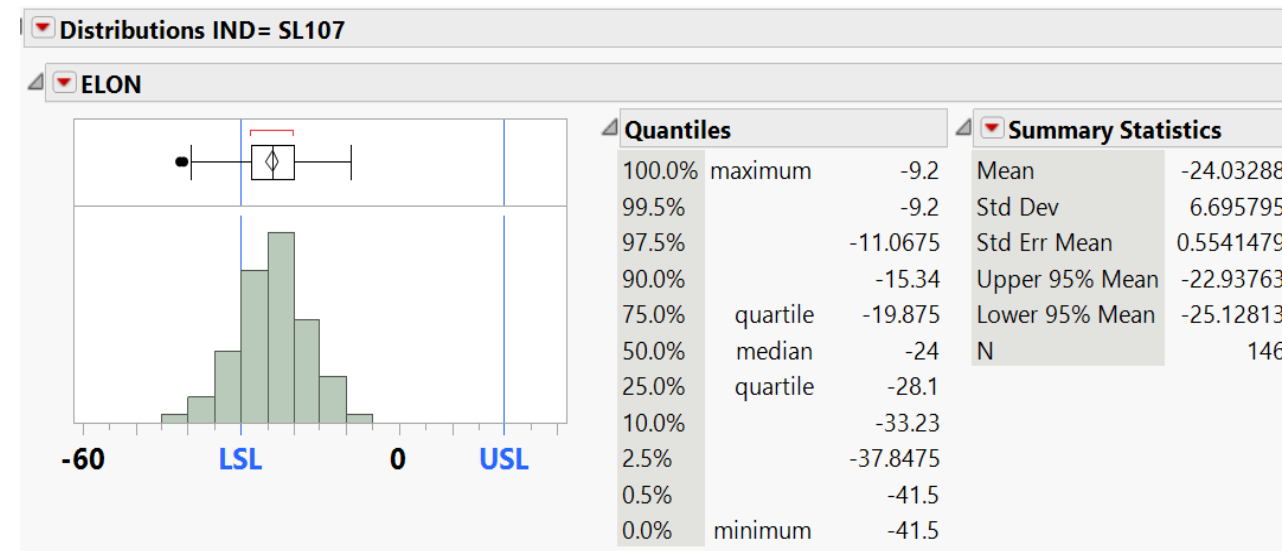
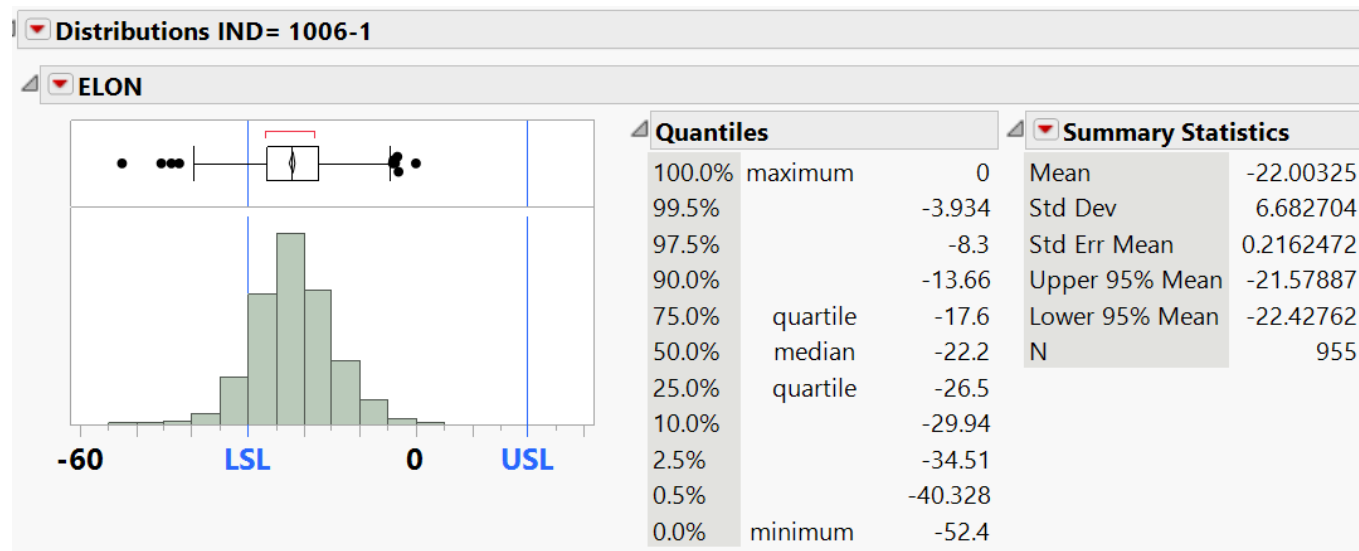
- SL107



# ELON (+20, -30)

- TMC 1006

- SL107

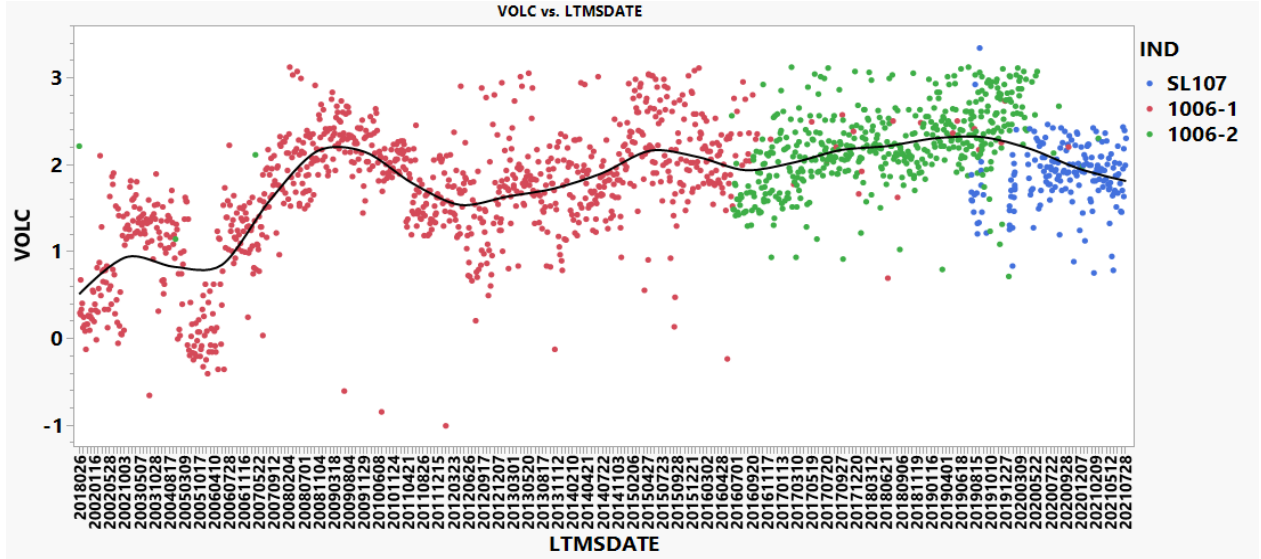
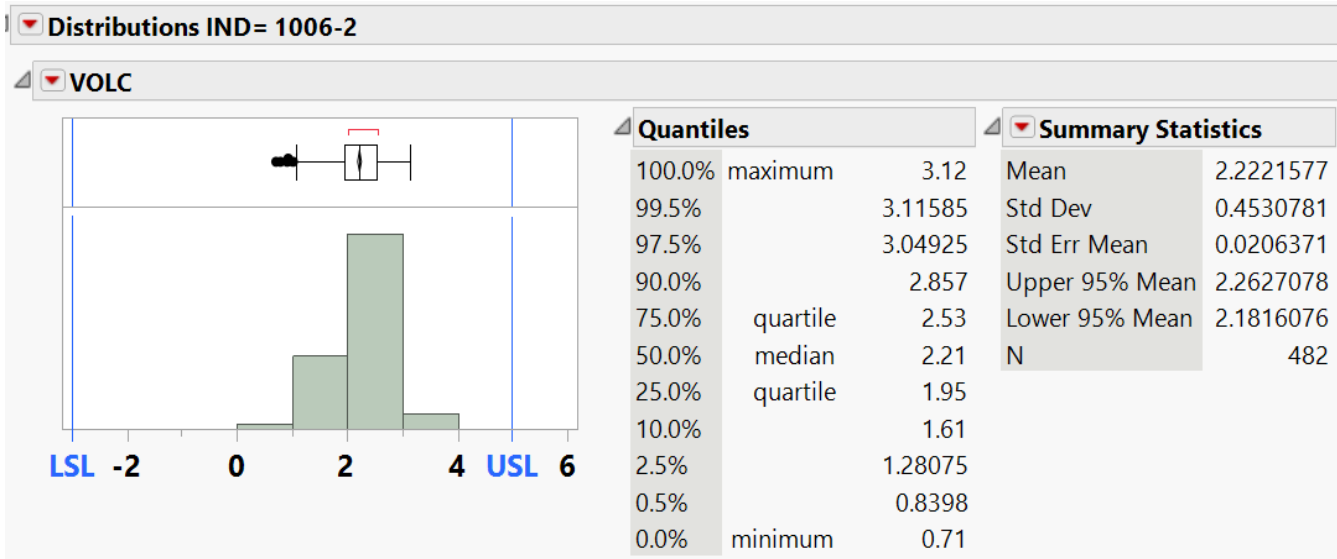
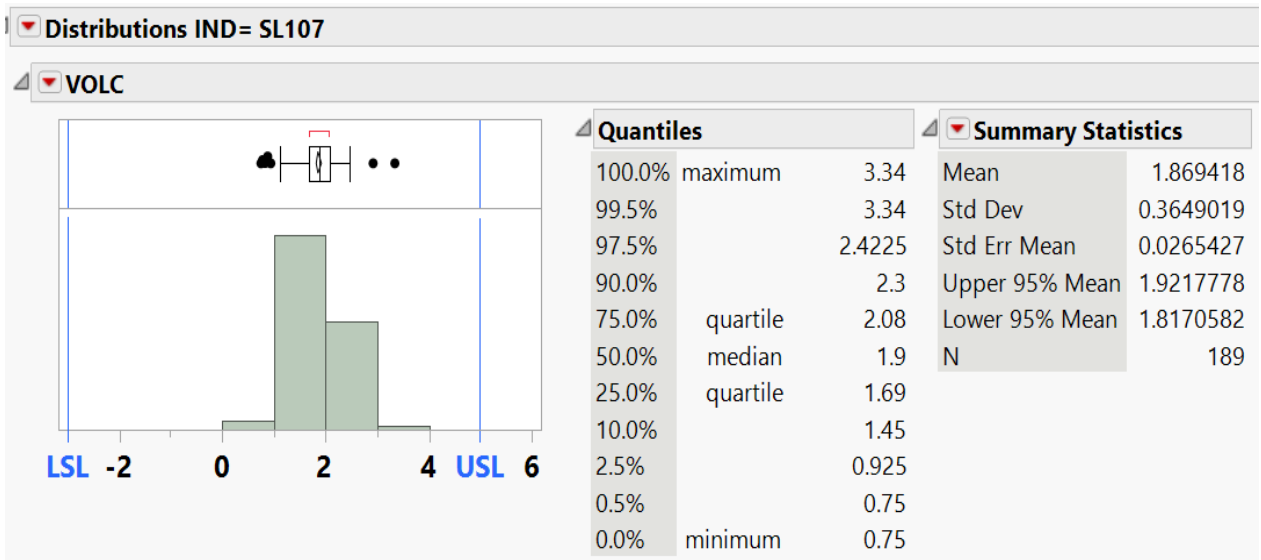
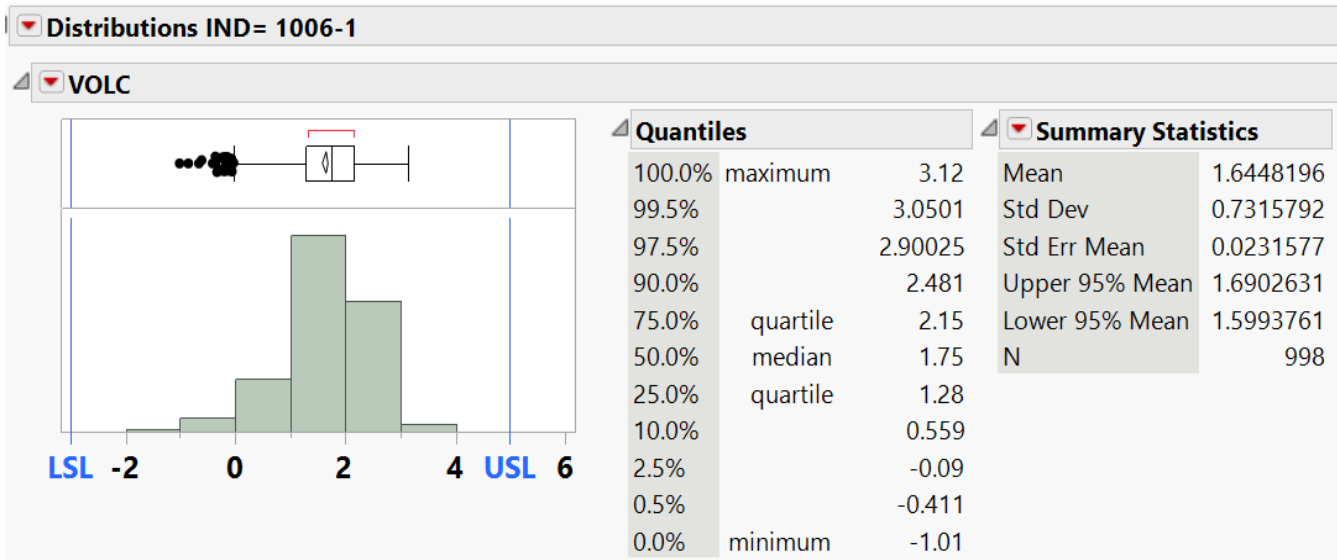


# Polyacrylate (ACM)

# VOLC (+5, -3)

- TMC 1006

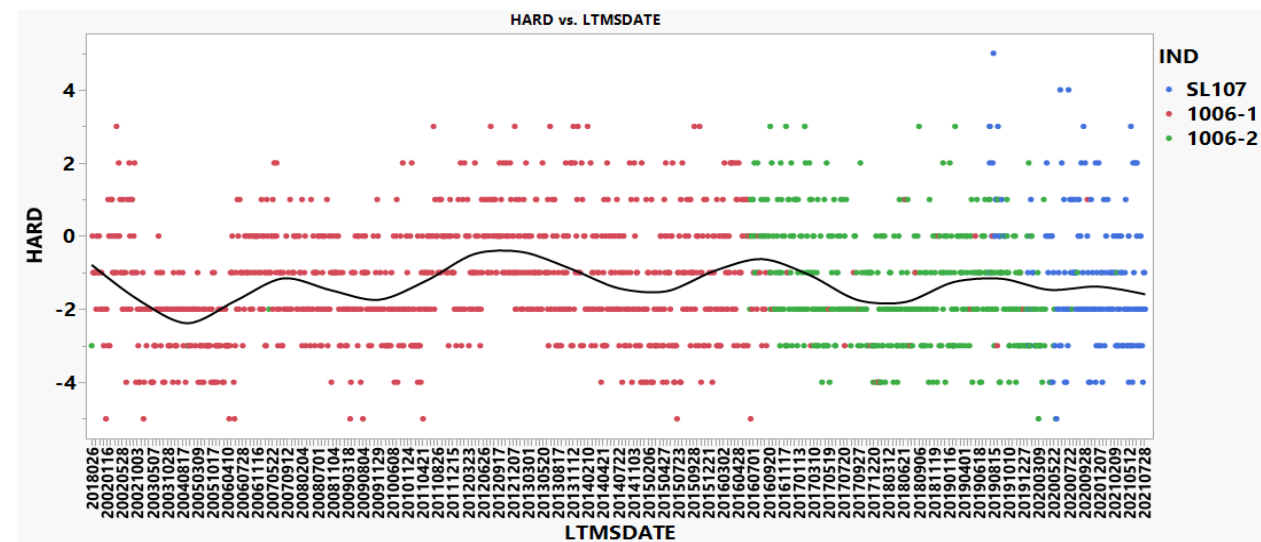
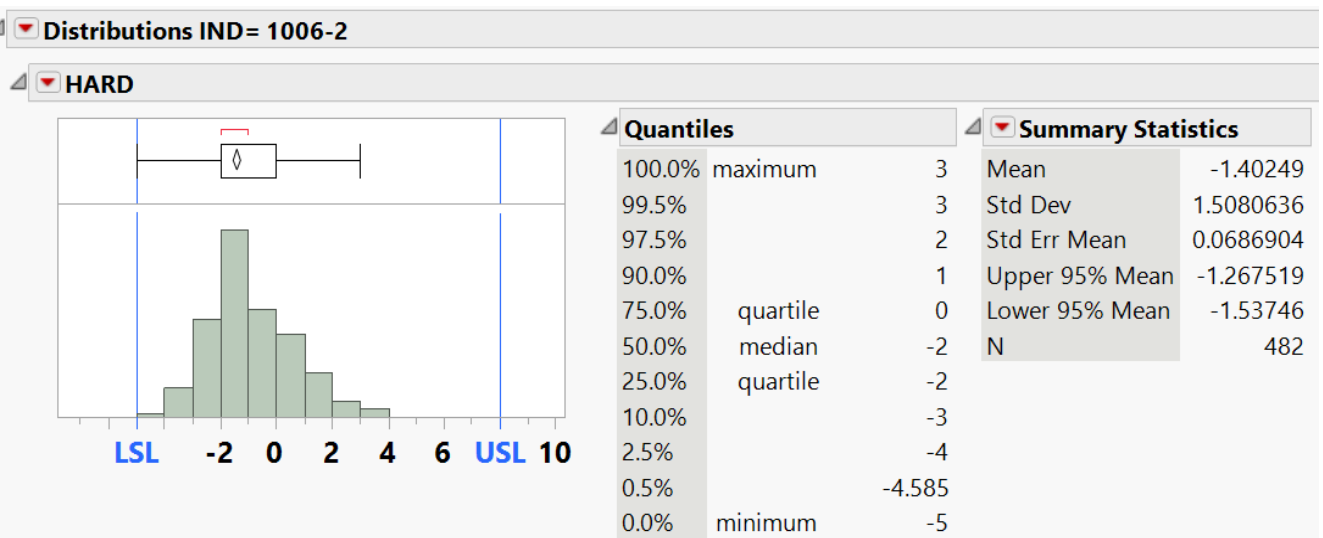
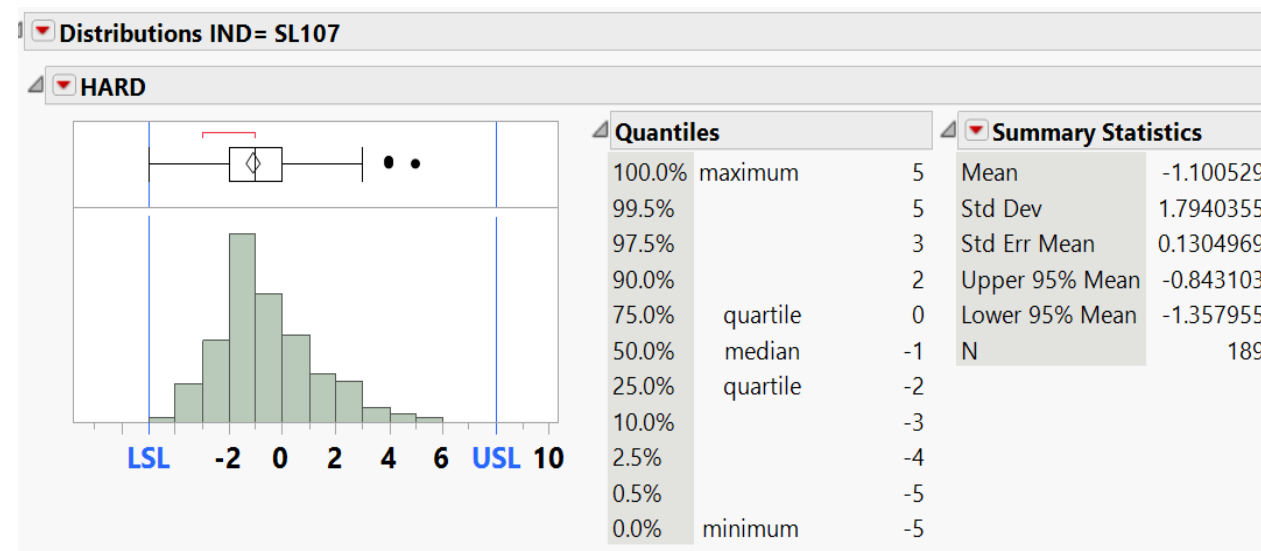
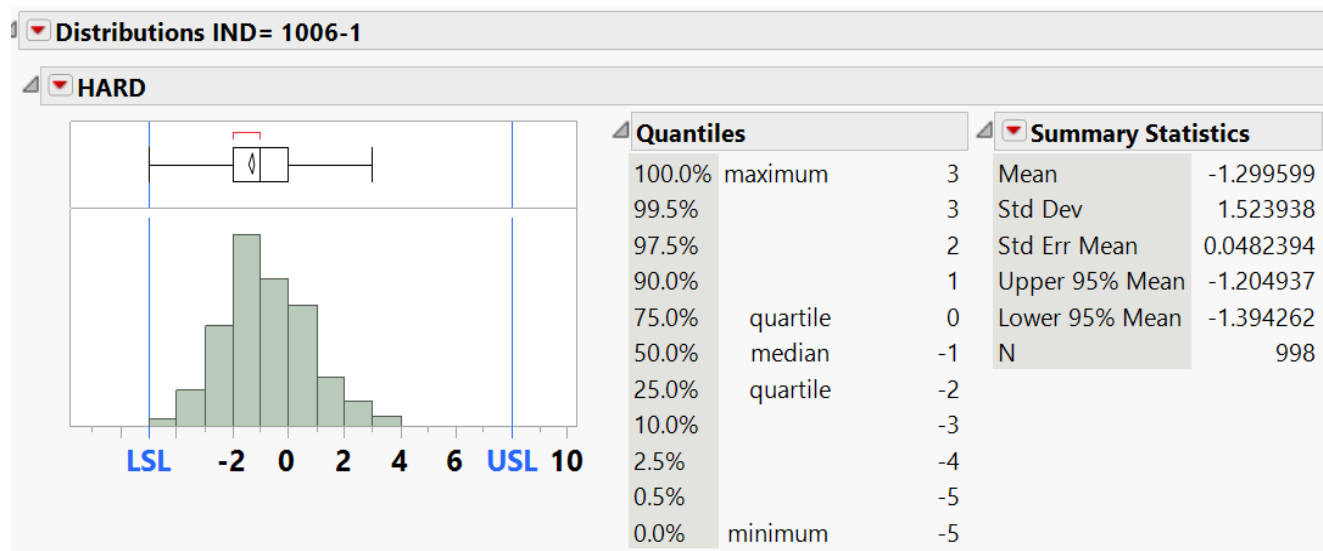
- SL107



# HARD (+8, -5)

- TMC 1006

- SL107

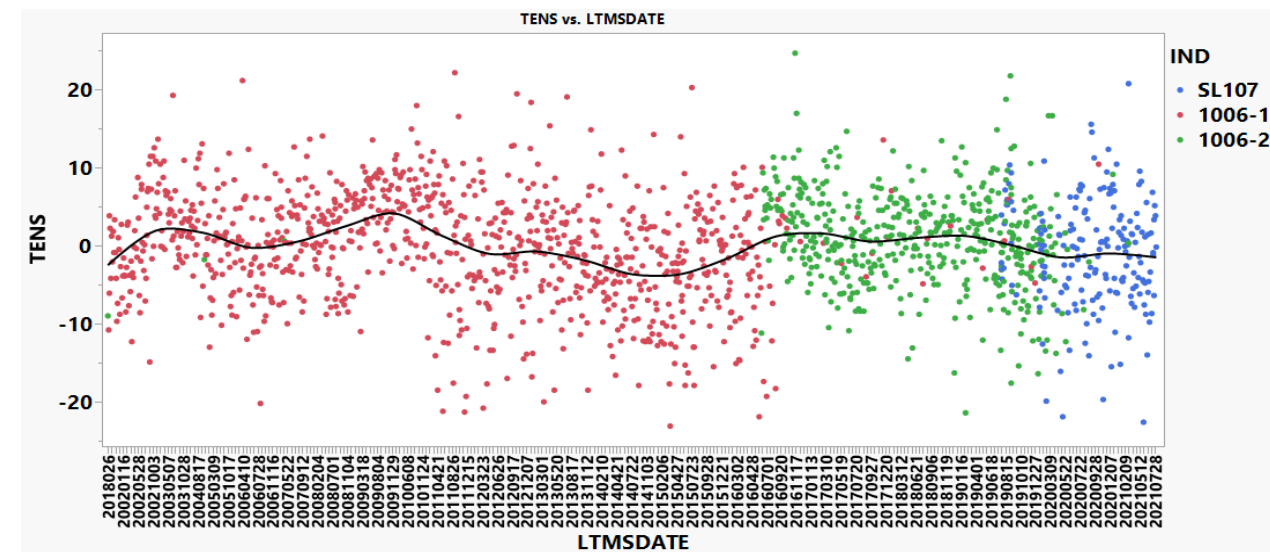
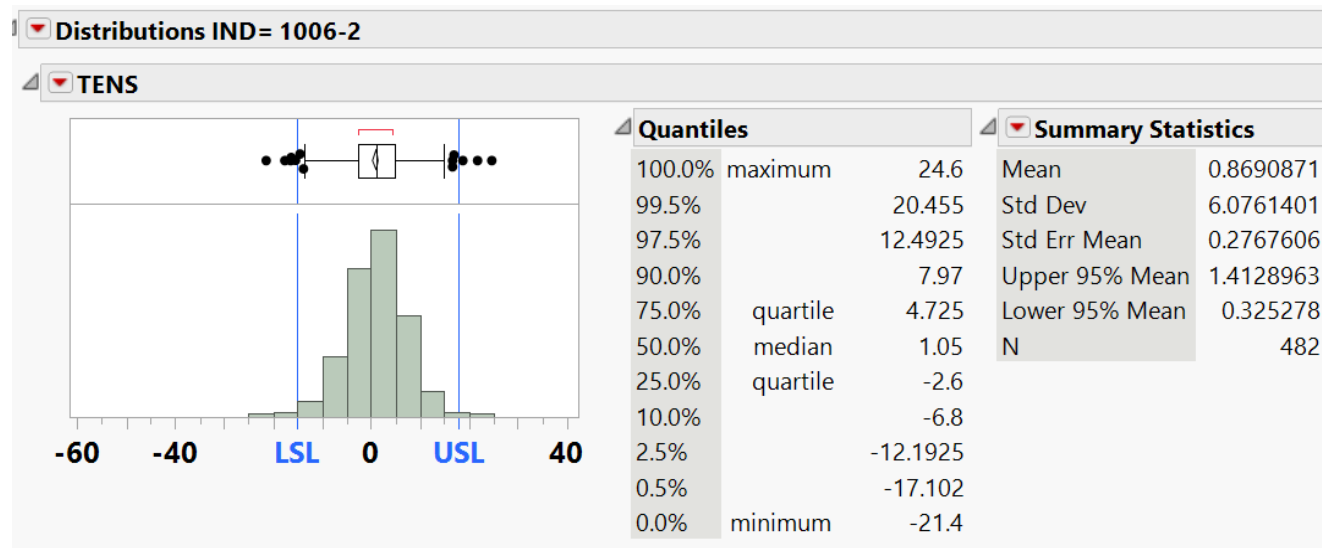
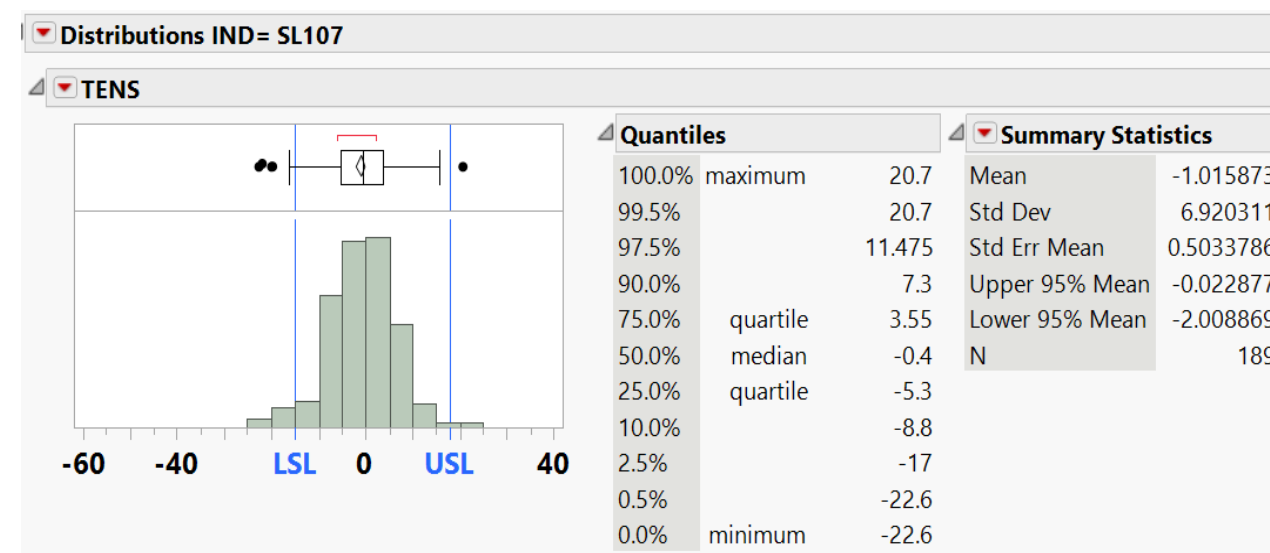
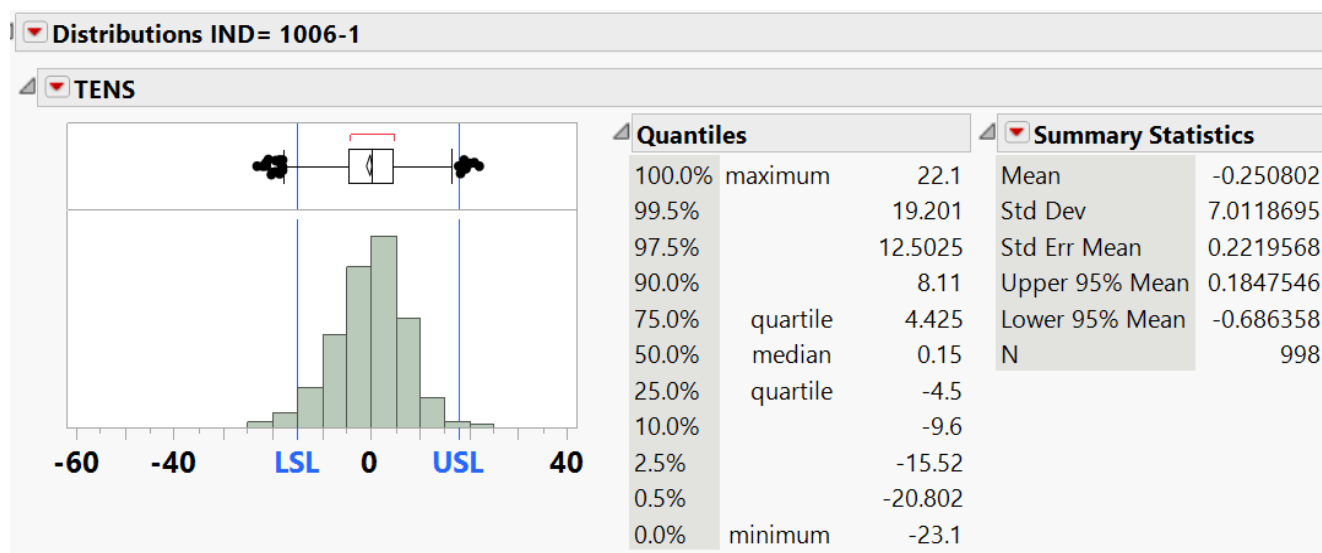




# TENS (+18, -15)

- TMC 1006

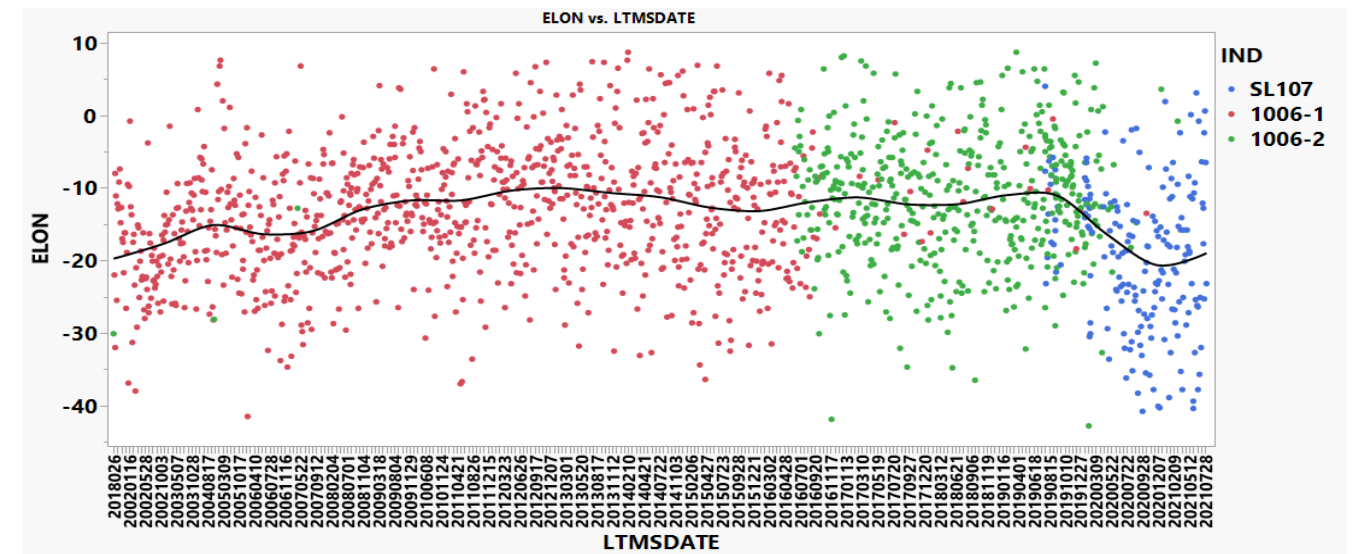
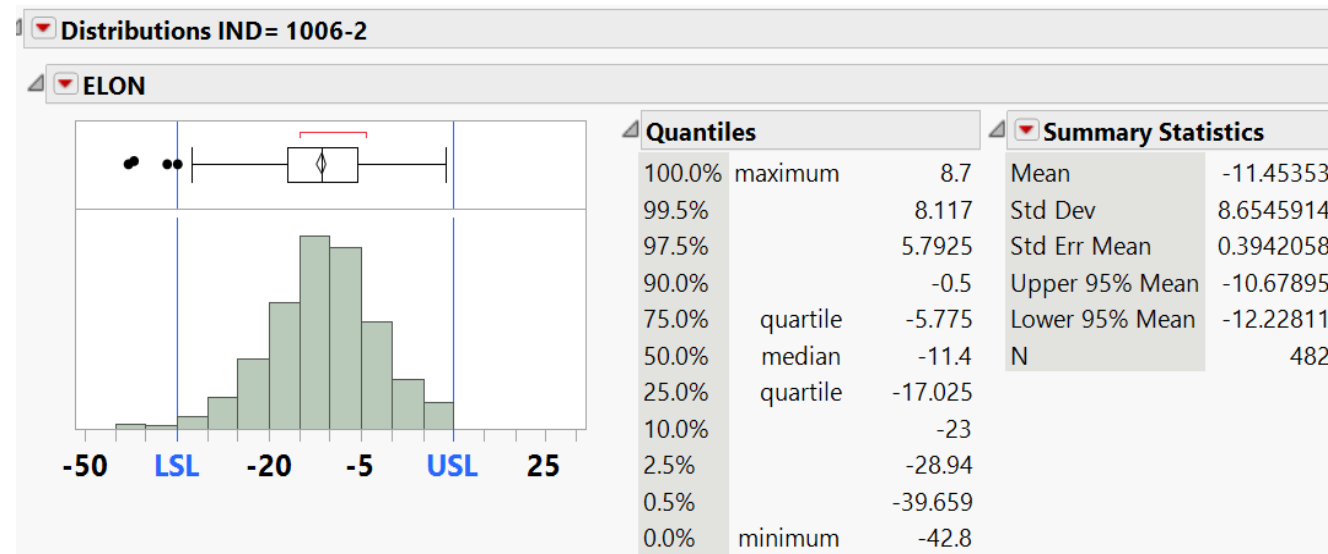
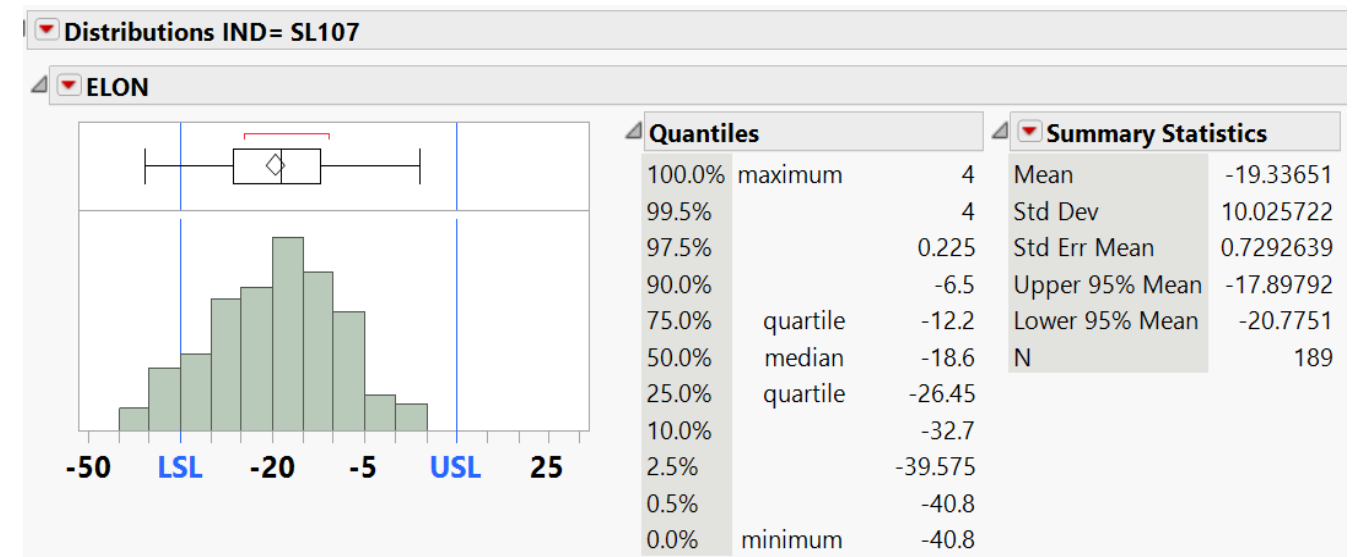
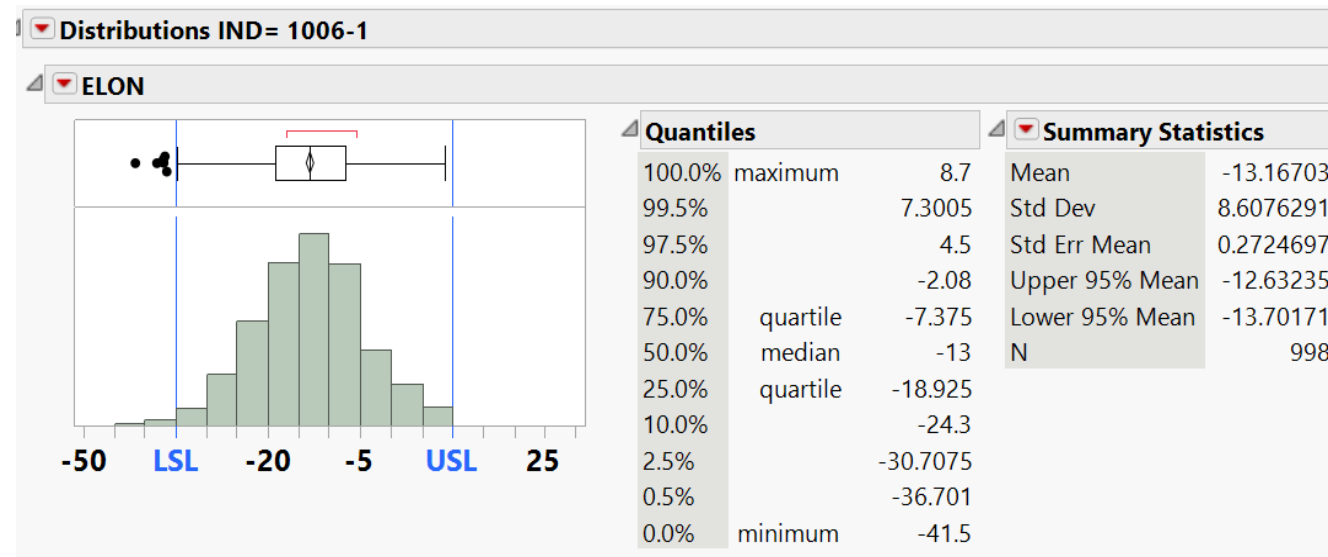
- SL107



# ELON (+10, -35)

- TMC 1006

- SL107

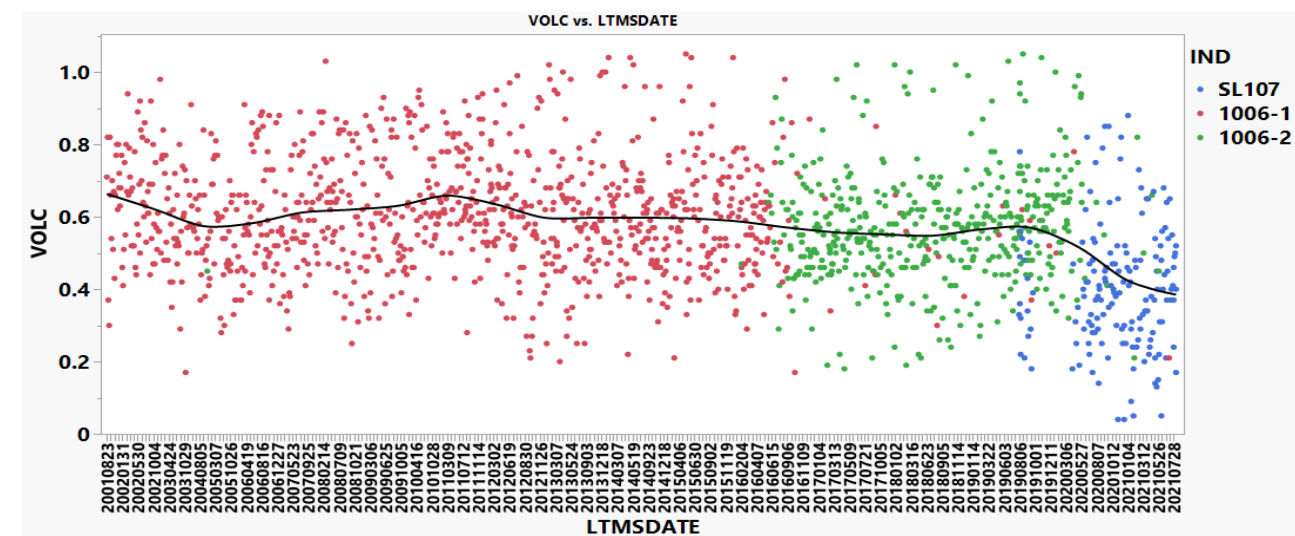
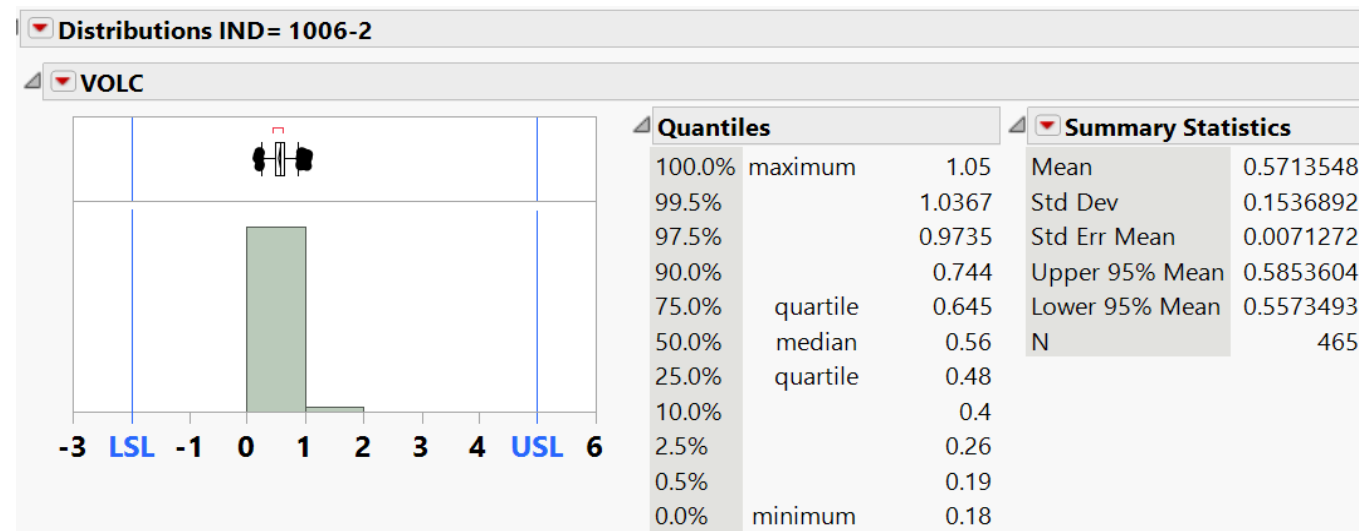
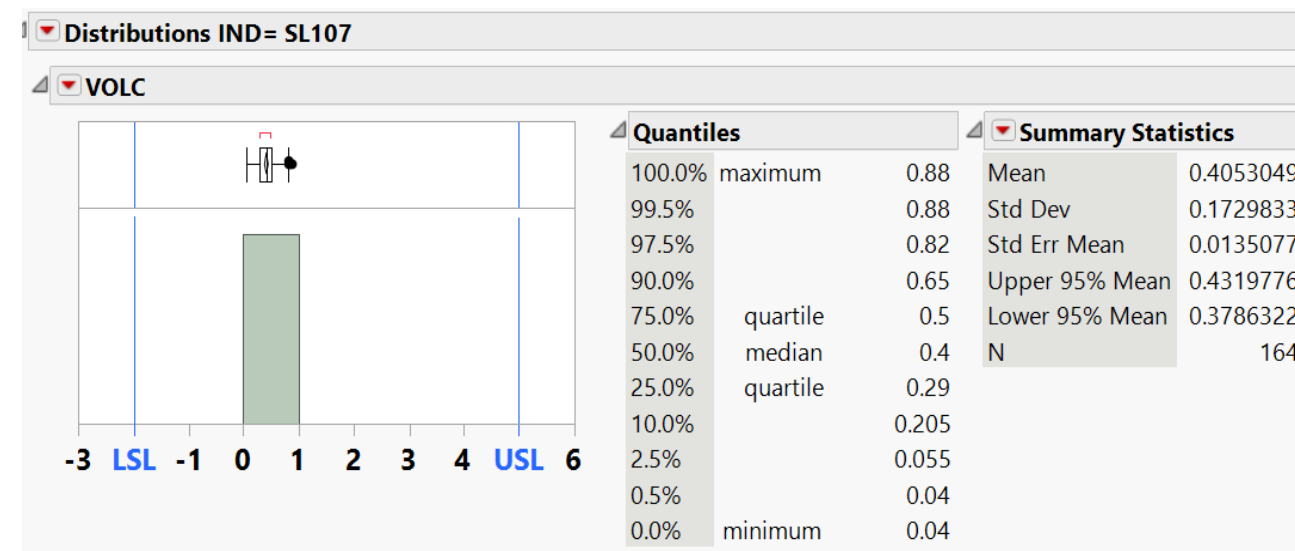
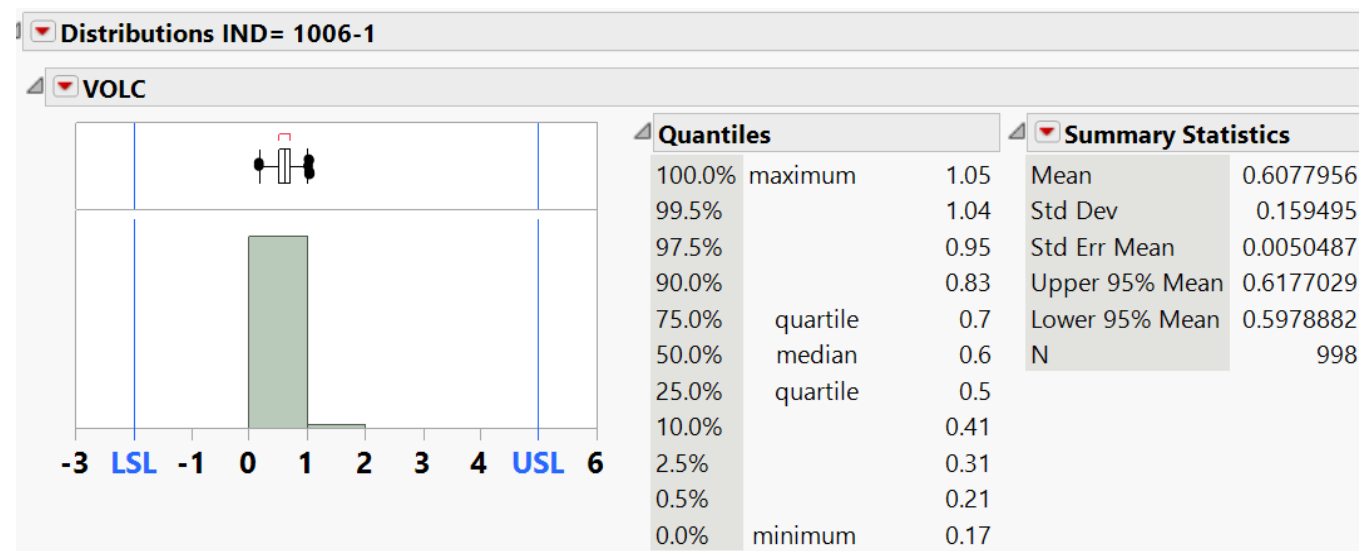


# Fluoroelastomer (FKM)

# VOLC (+5, -2)

- TMC 1006

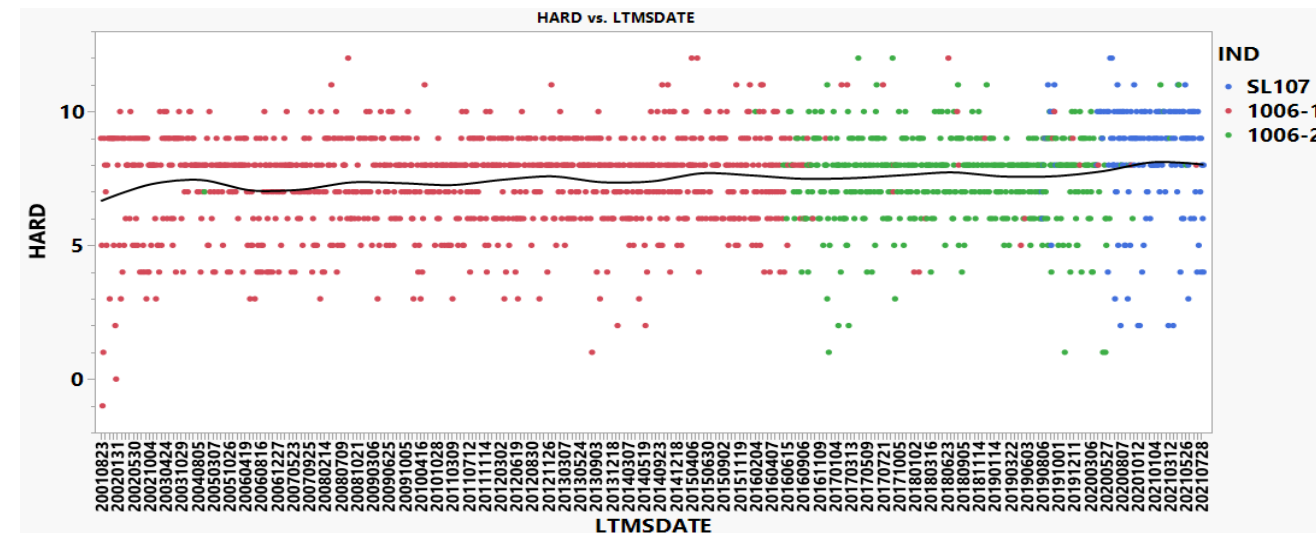
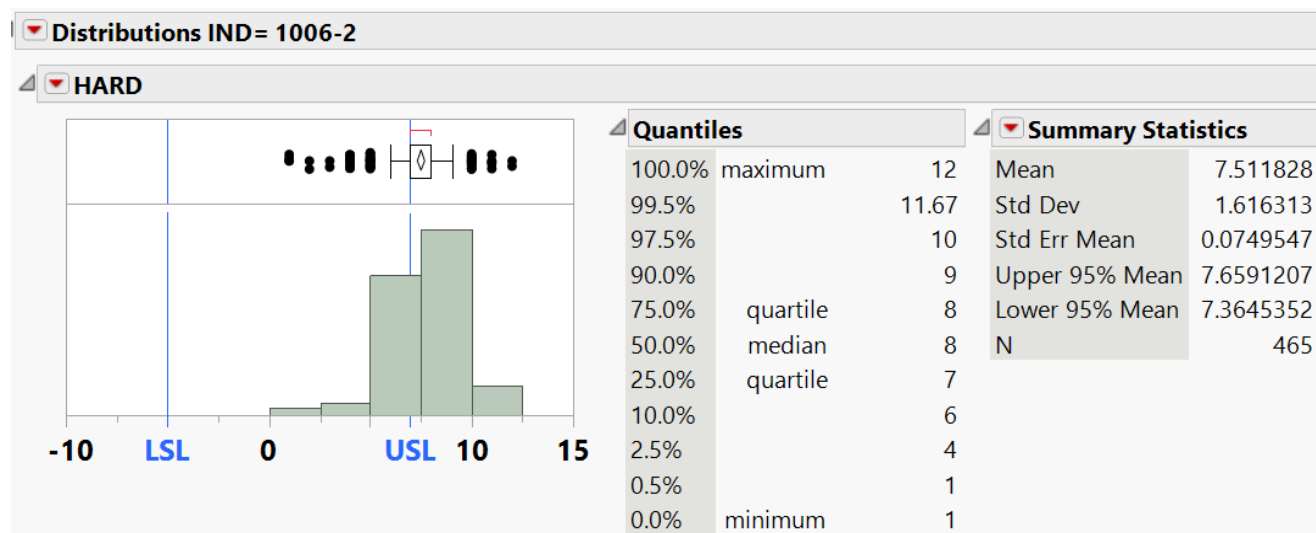
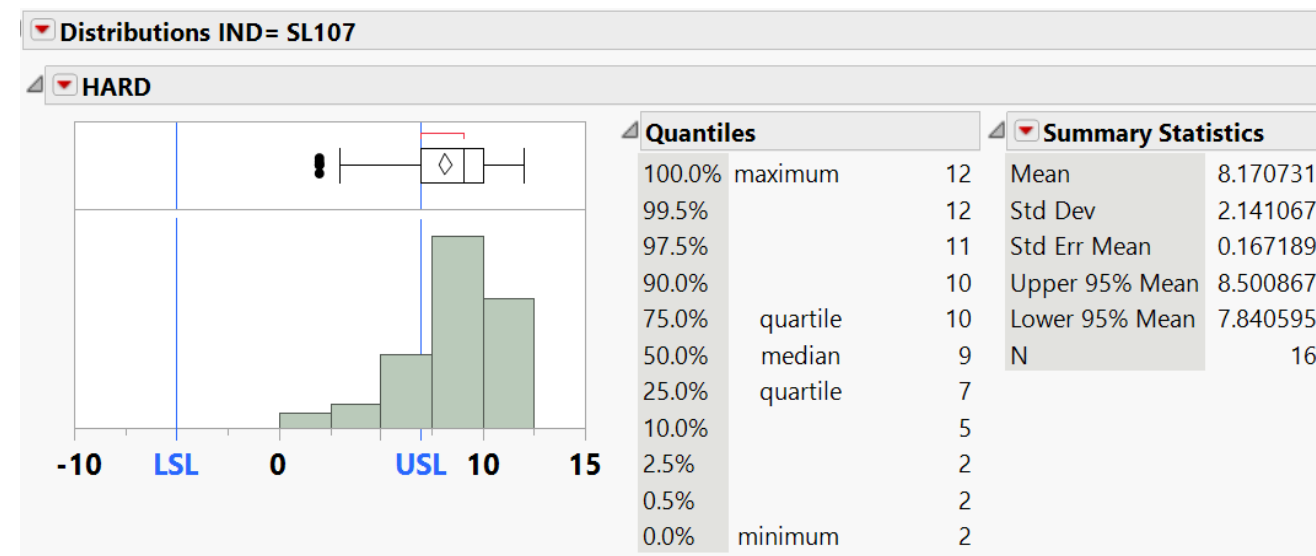
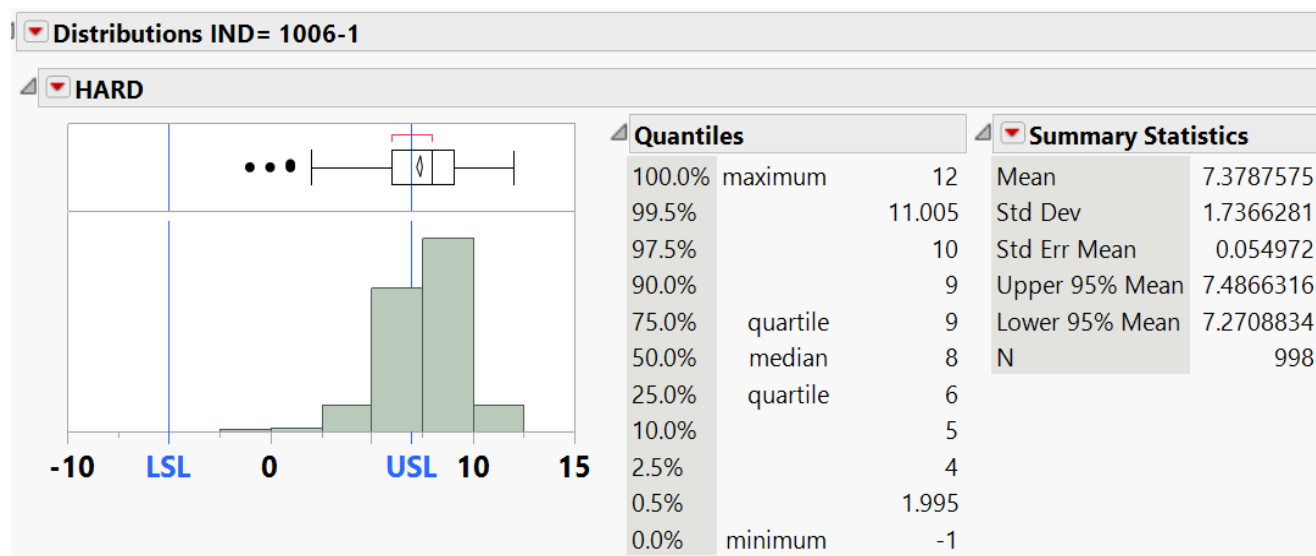
- SL107



# HARD (+7, -5)

- TMC 1006

- SL107



# TENS (+10, -TMC 1006)

## Proposed Spec Limit (+10, -TMC 1006 or -76 or -SL107+3)

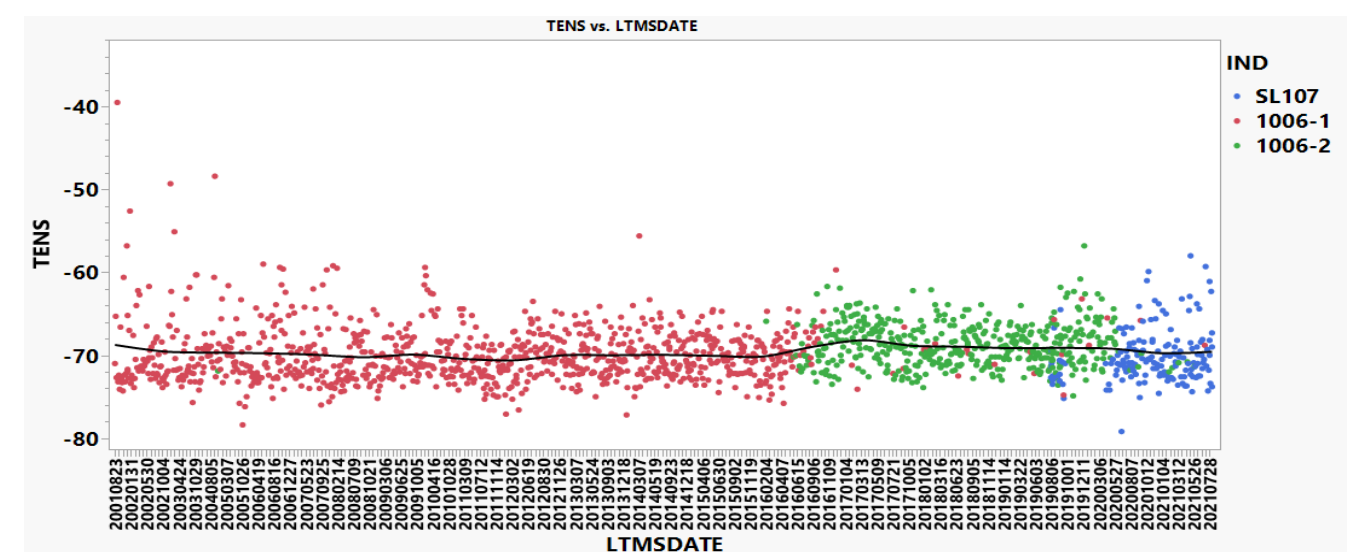
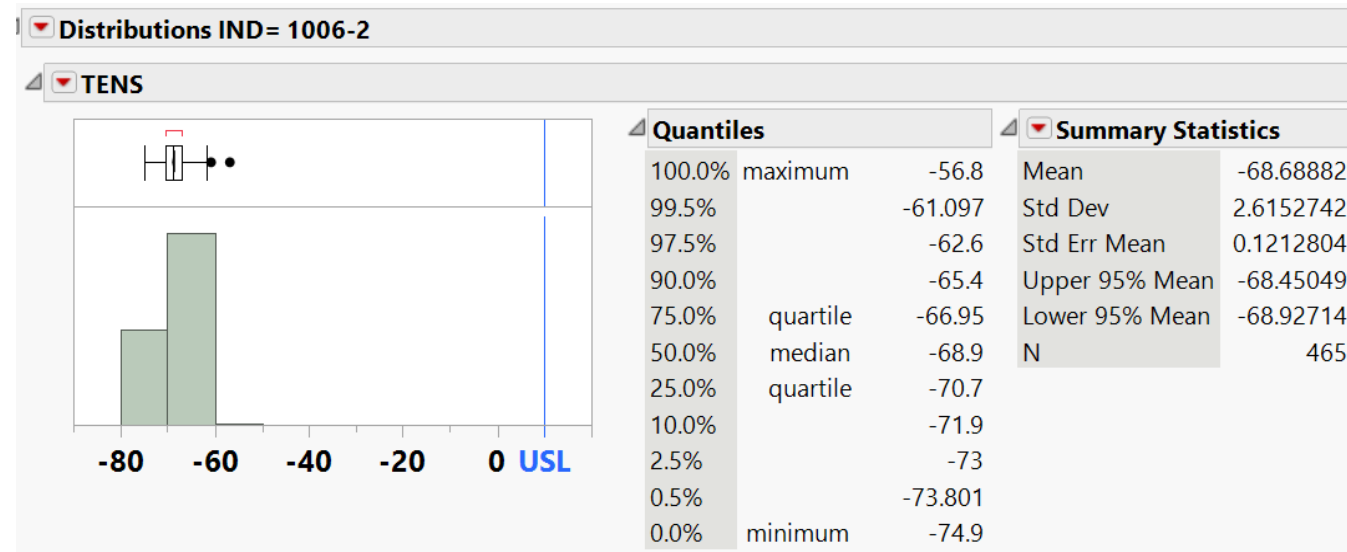
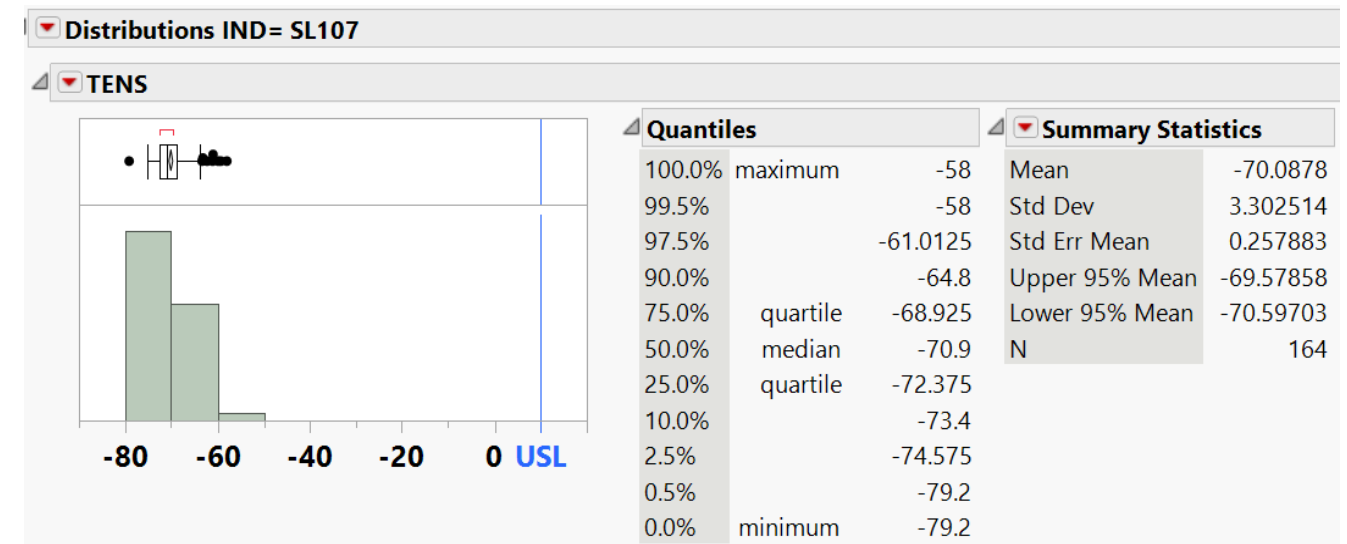
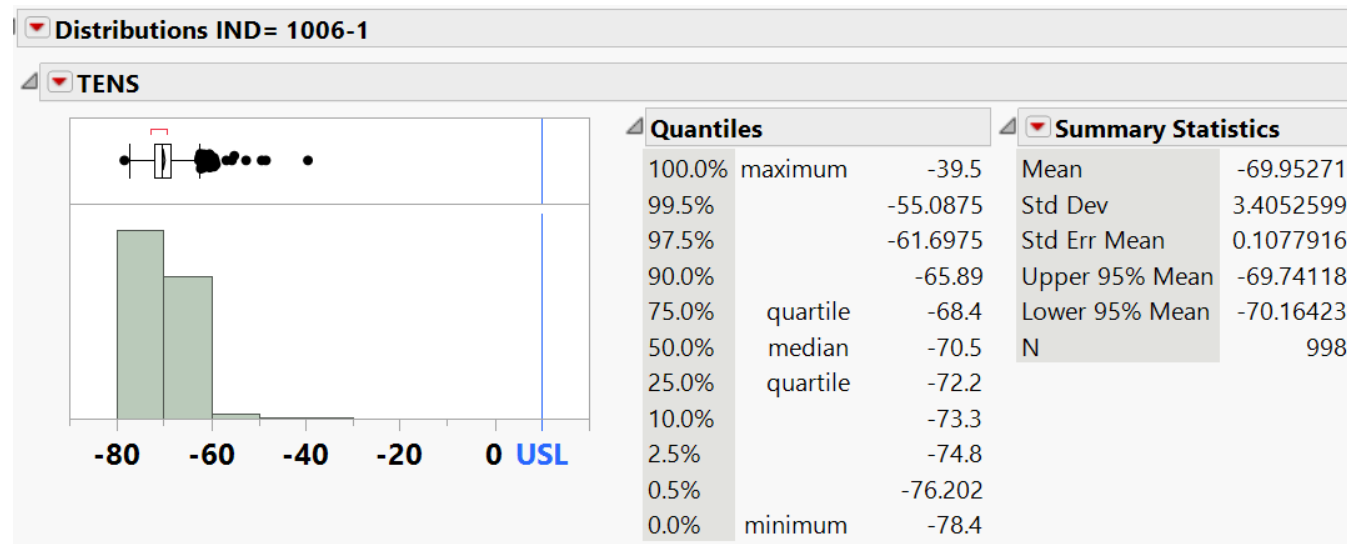
Current

Option 1

Option 2

- TMC 1006

- SL107





# ELON (+10, -TMC 1006)

## Proposed Spec Limit (+10, -TMC 1006 or -77 or -SL107+3)

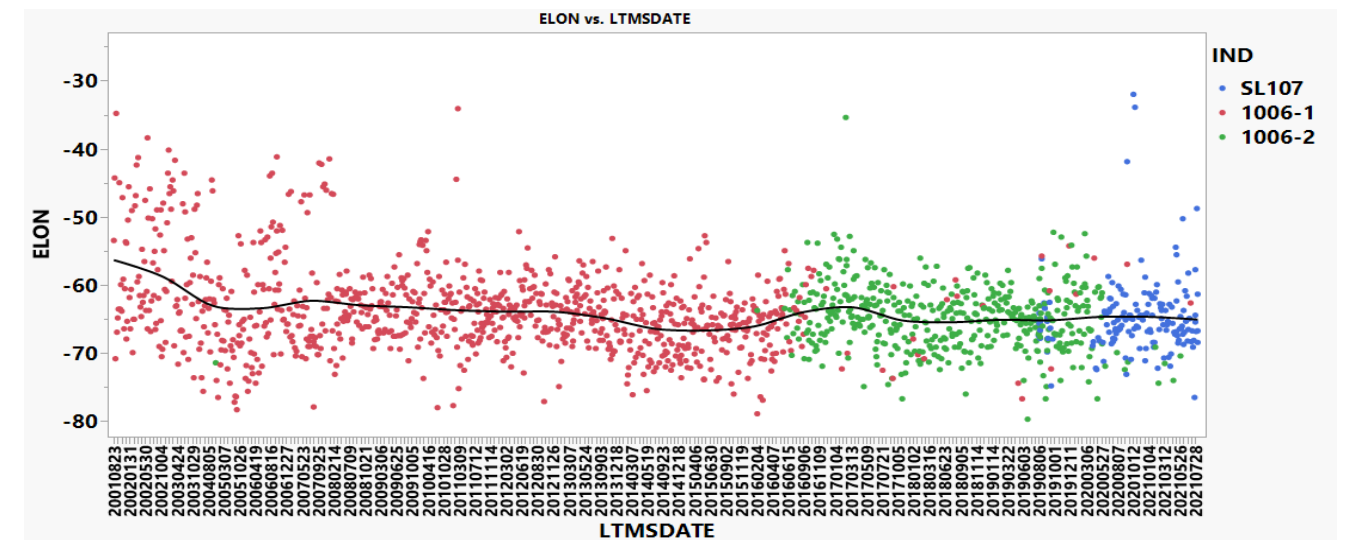
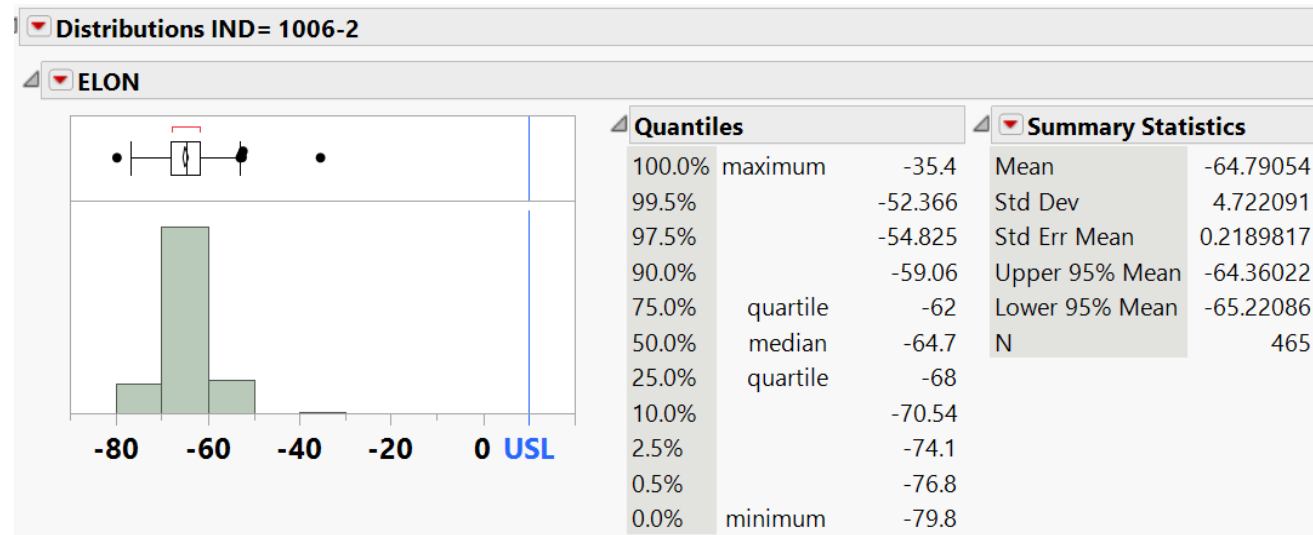
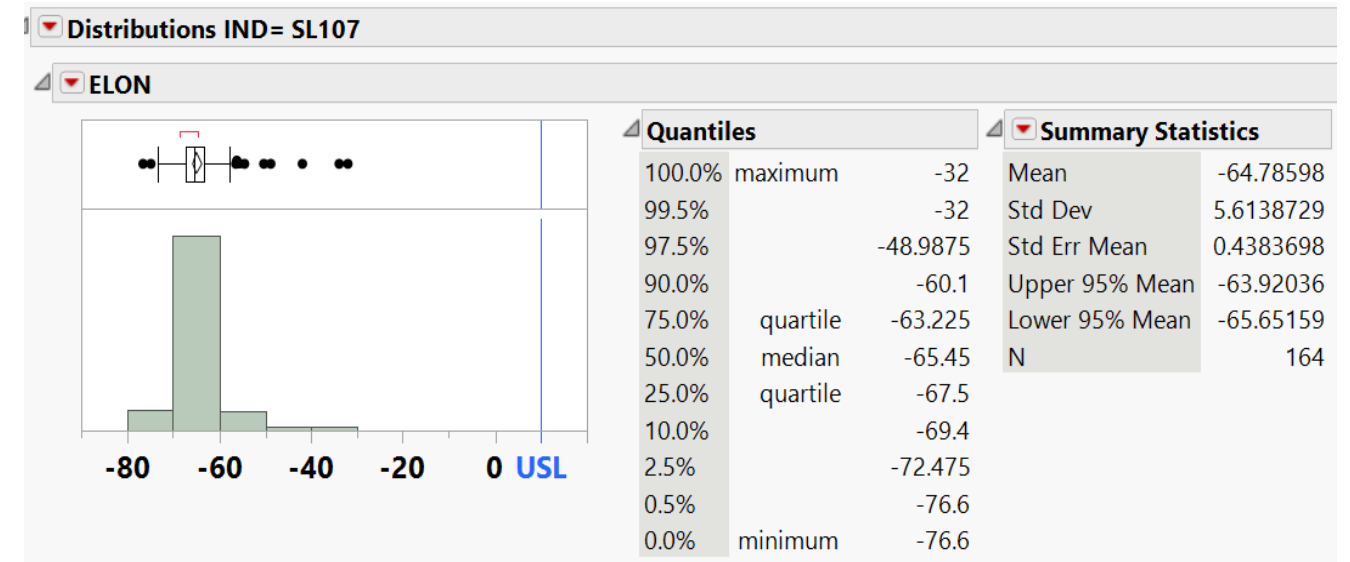
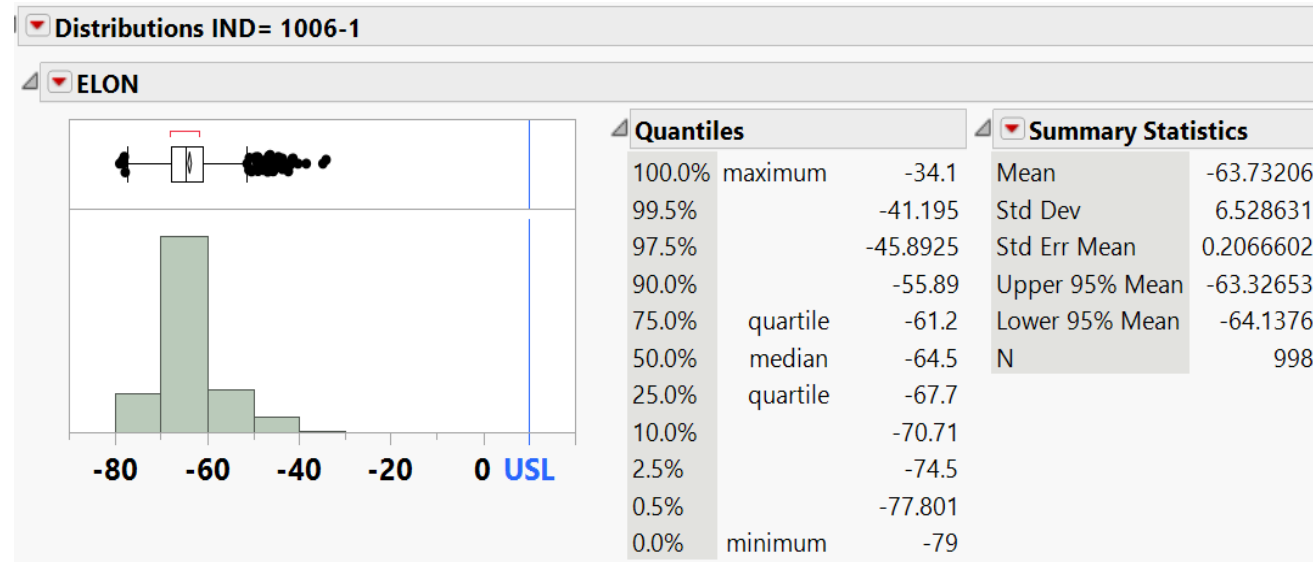
- TMC 1006

Current

Option 1

Option 2

- SL107



# Vamac G

# VOLC (+TMC 1006, -3)

## Proposed Spec Limit (+TMC 1006 or +25 or +SL107+2, -3)

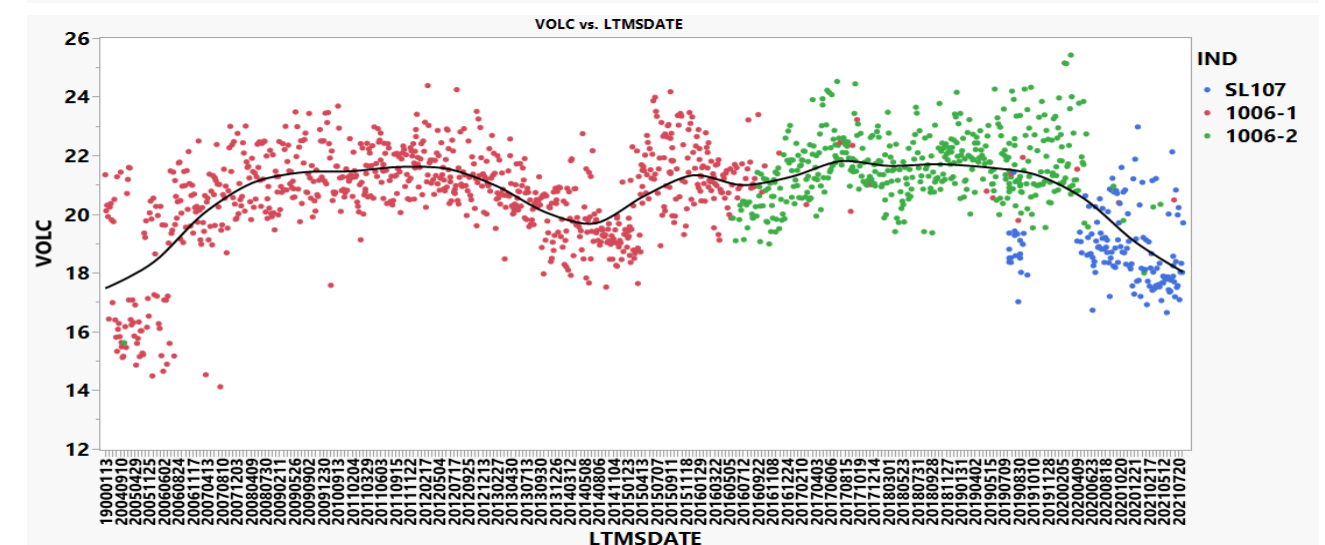
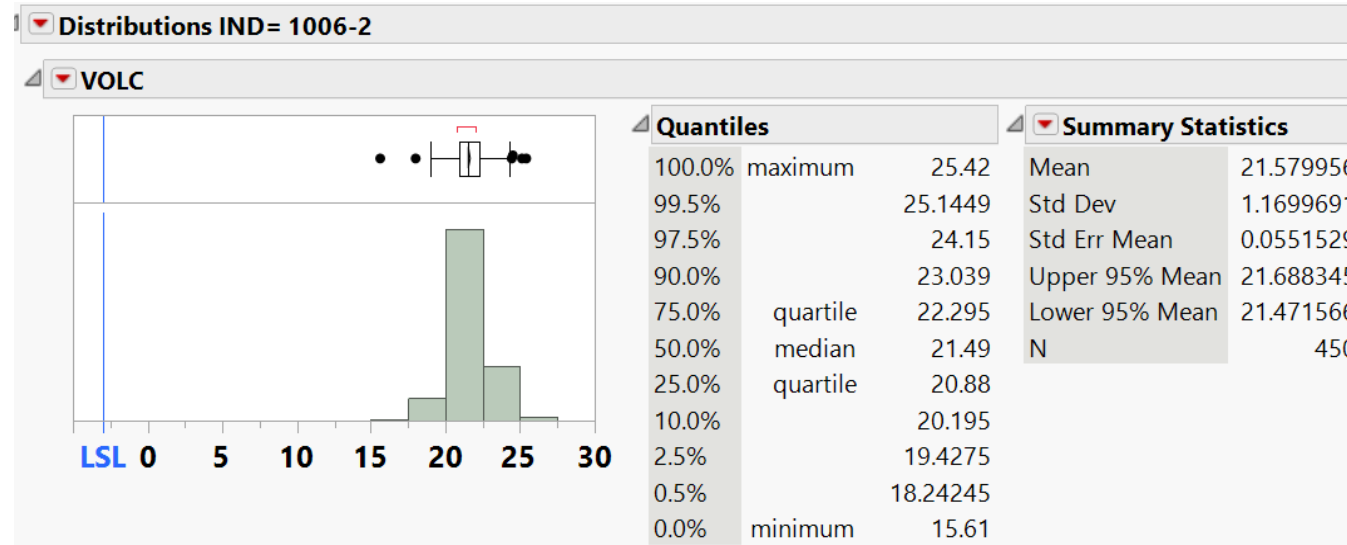
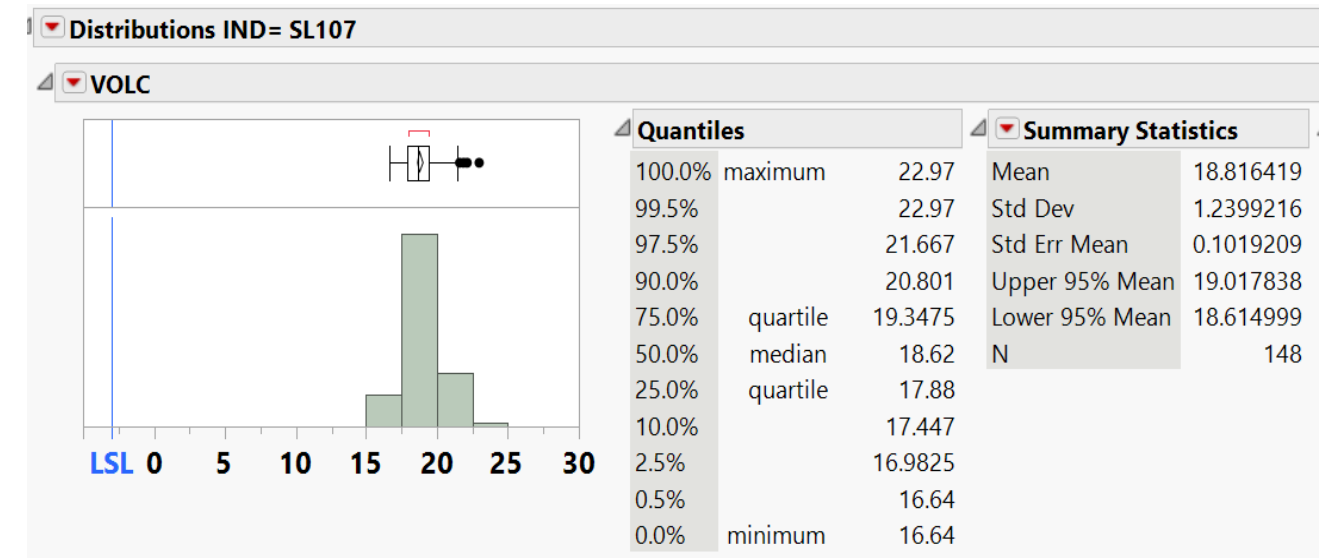
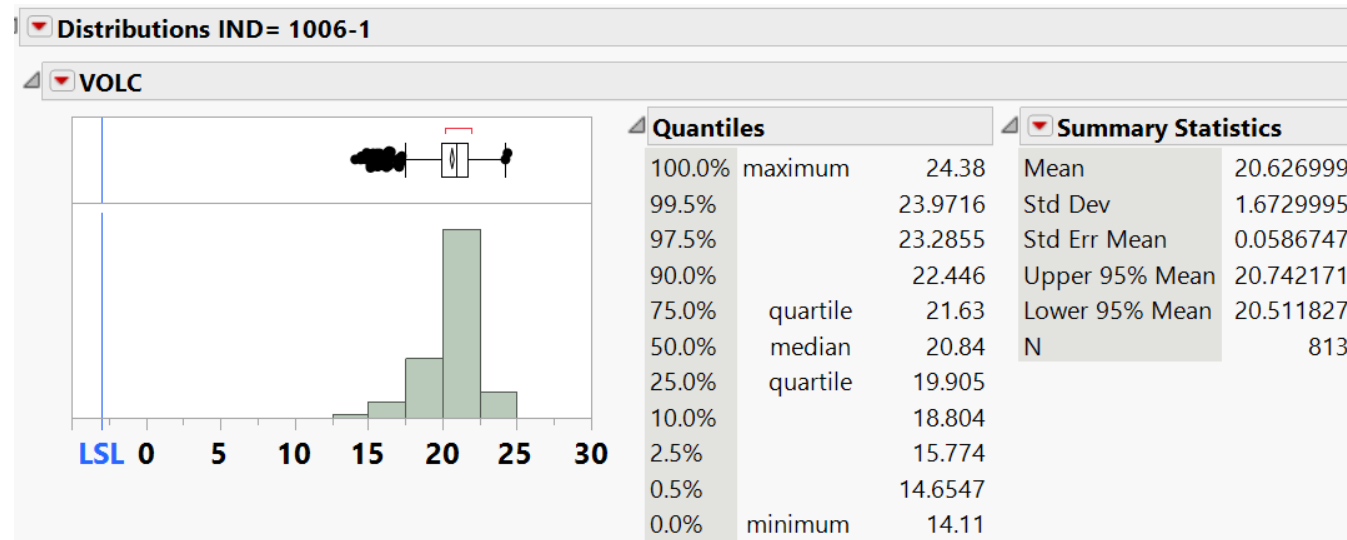
Current

Option 1

Option 2

- TMC 1006

- SL107



# HARD (+5, -TMC 1006)

## Proposed Spec Limit (+5, -TMC 1006 or -14 or -SL107-2)

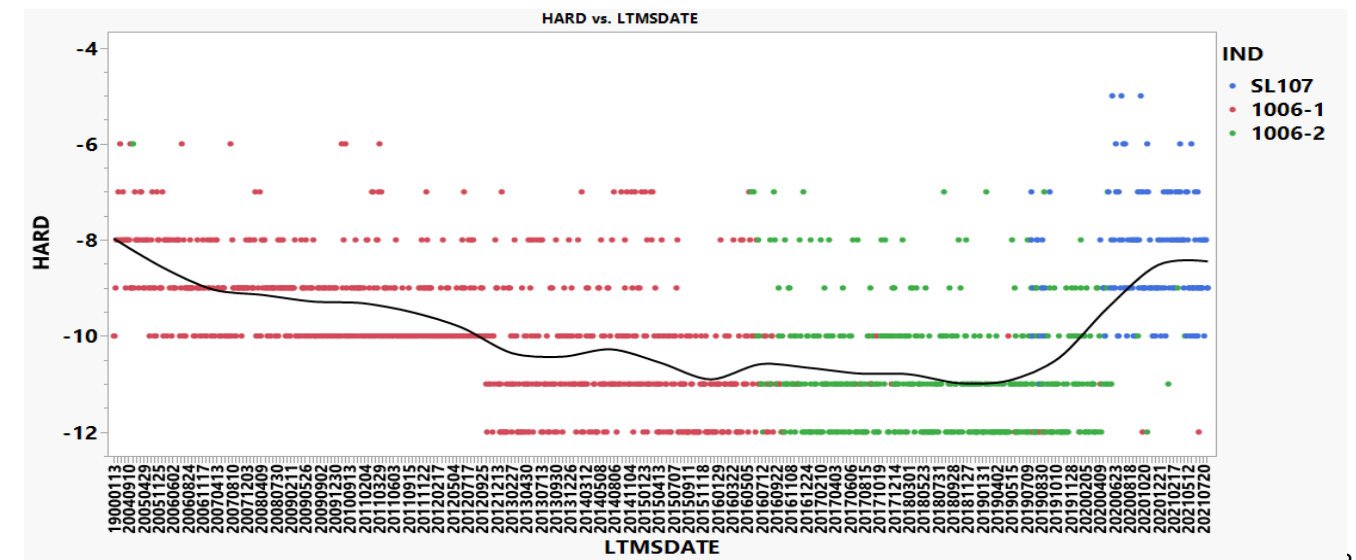
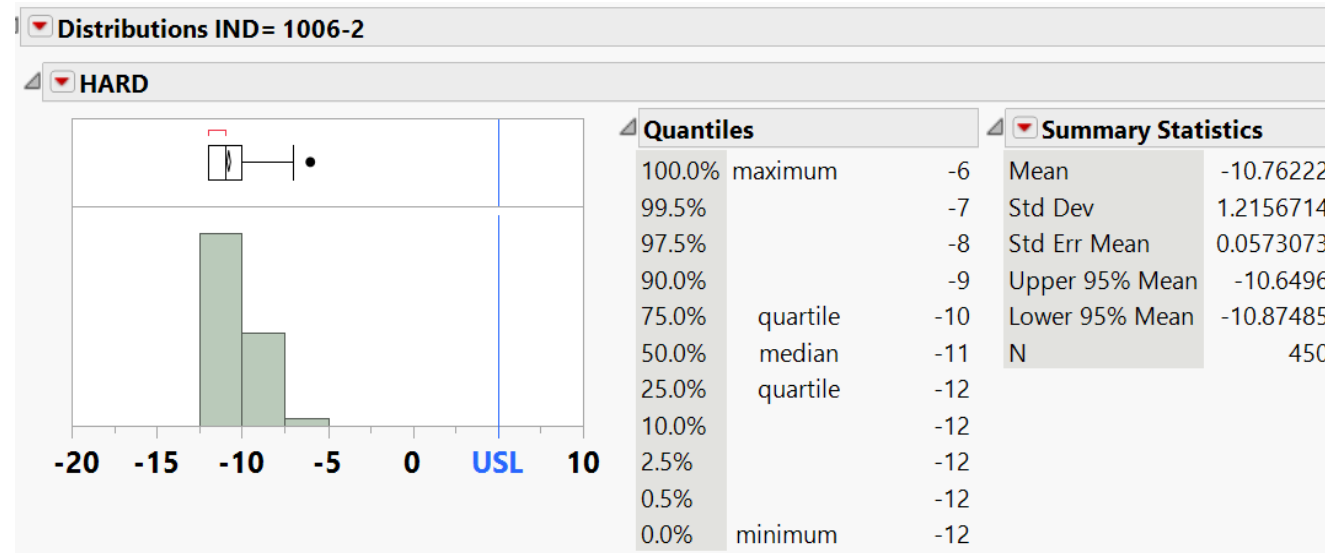
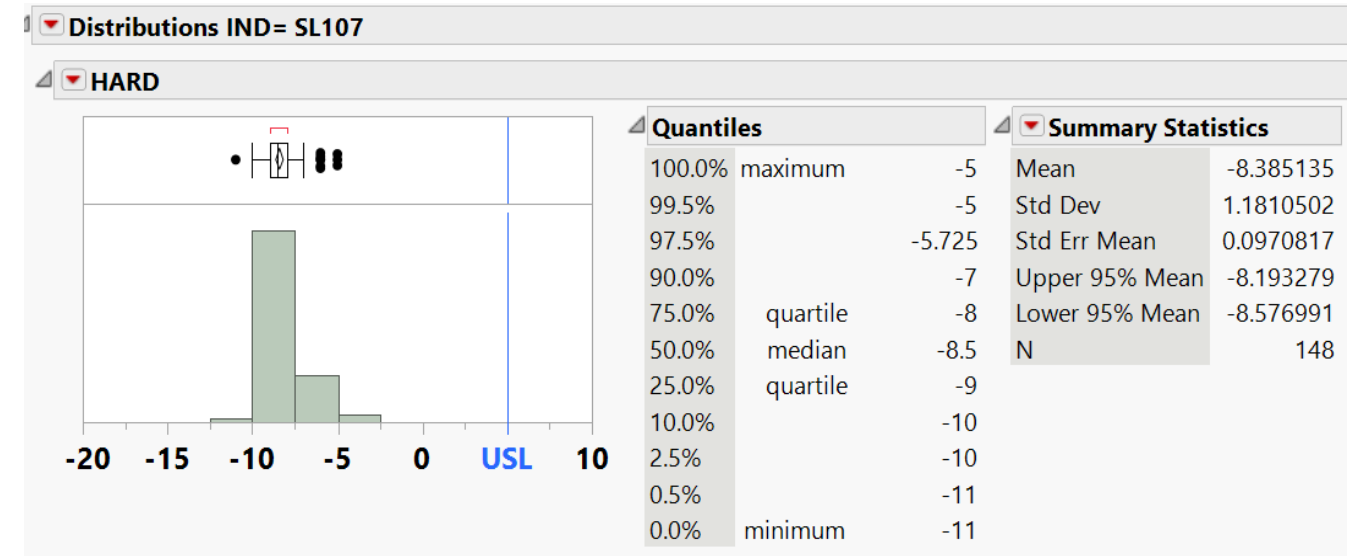
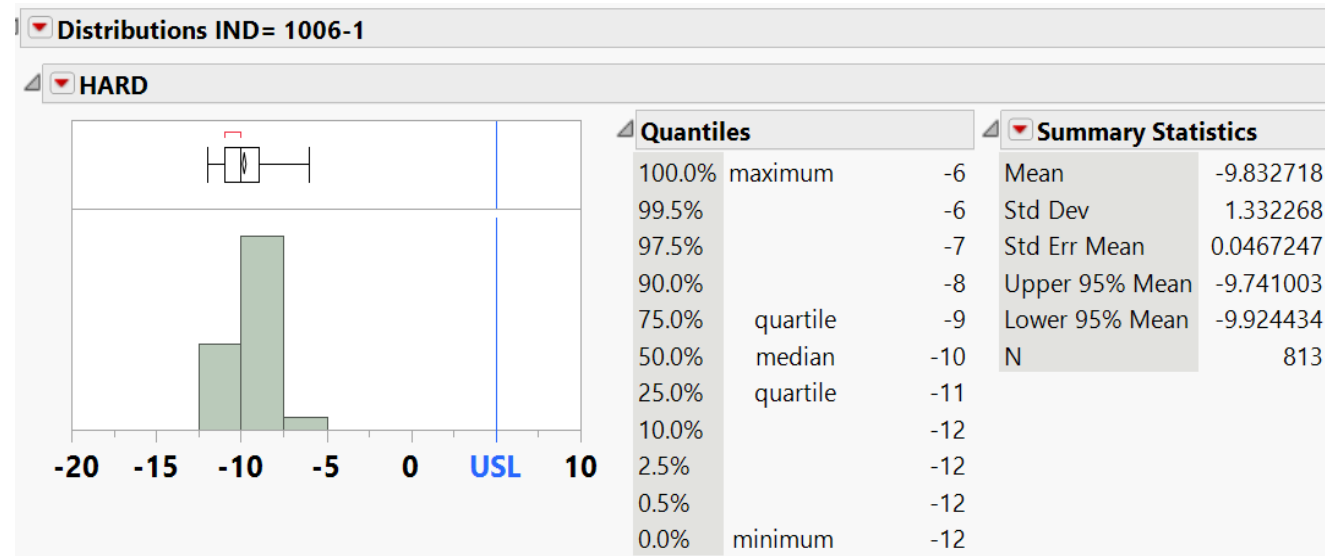
- TMC 1006

Current

Option 1

Option 2

- SL107



# TENS (+10, -TMC 1006)

## Proposed Spec Limit (+10, -TMC 1006 or -24 or -SL107-2)

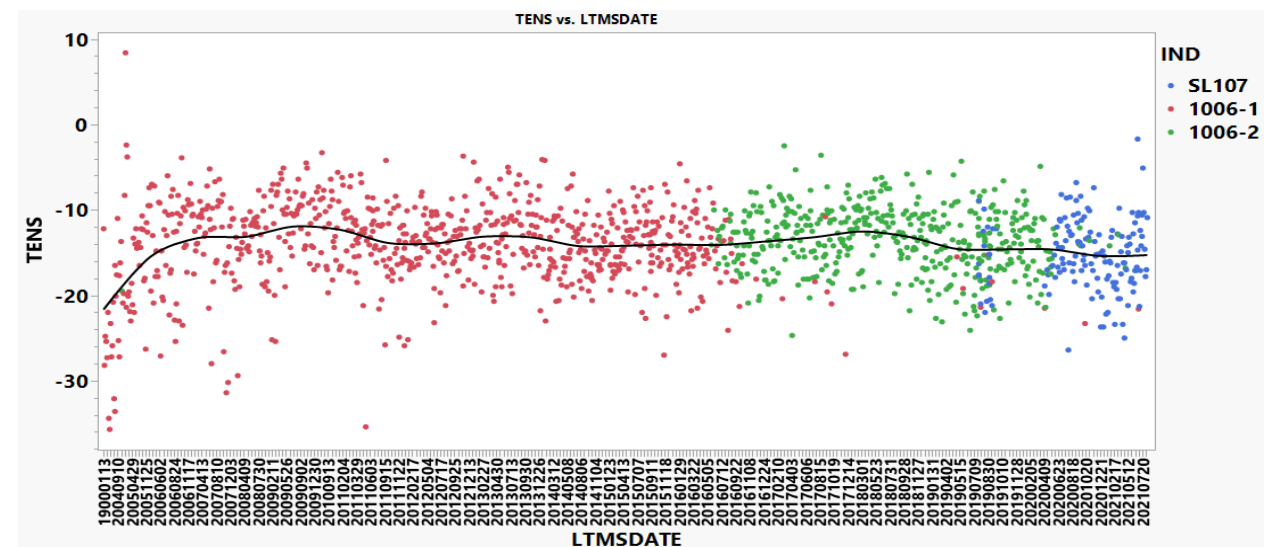
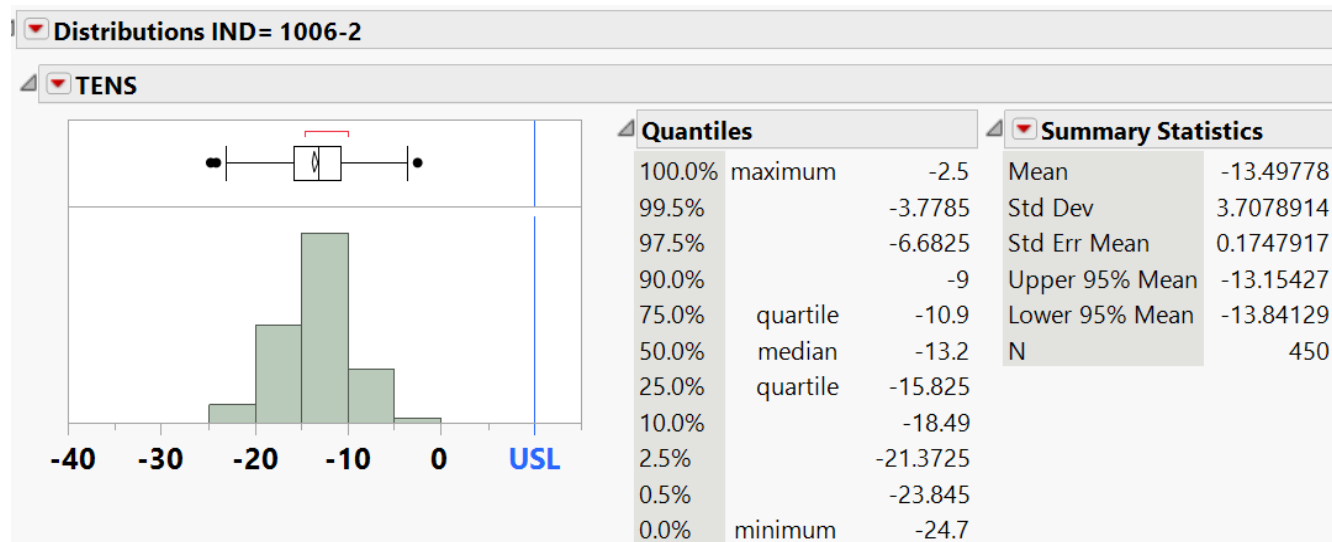
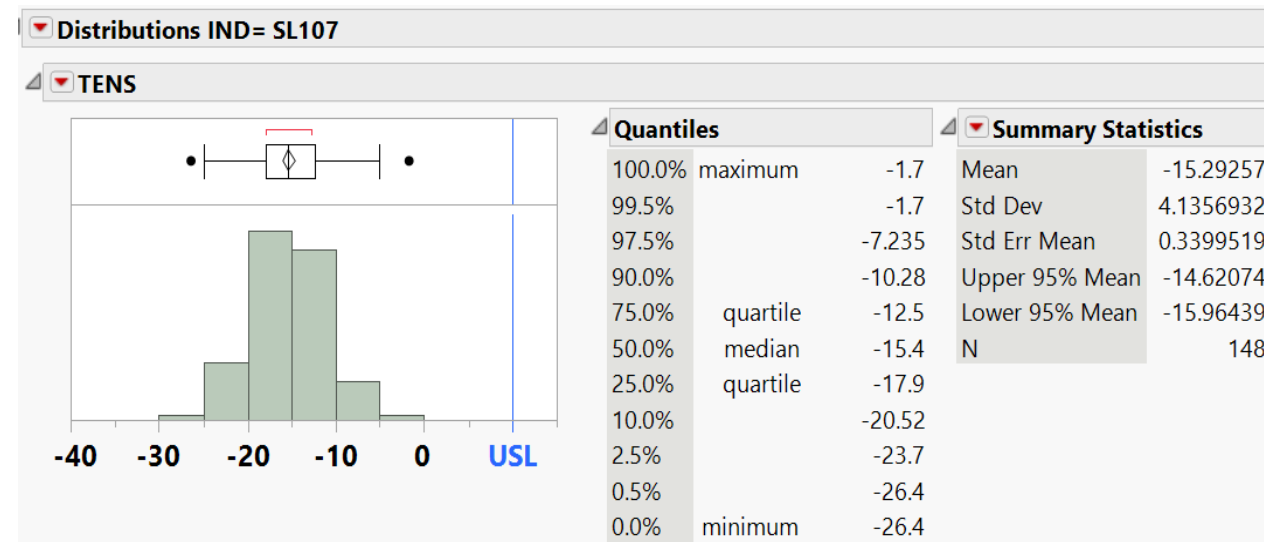
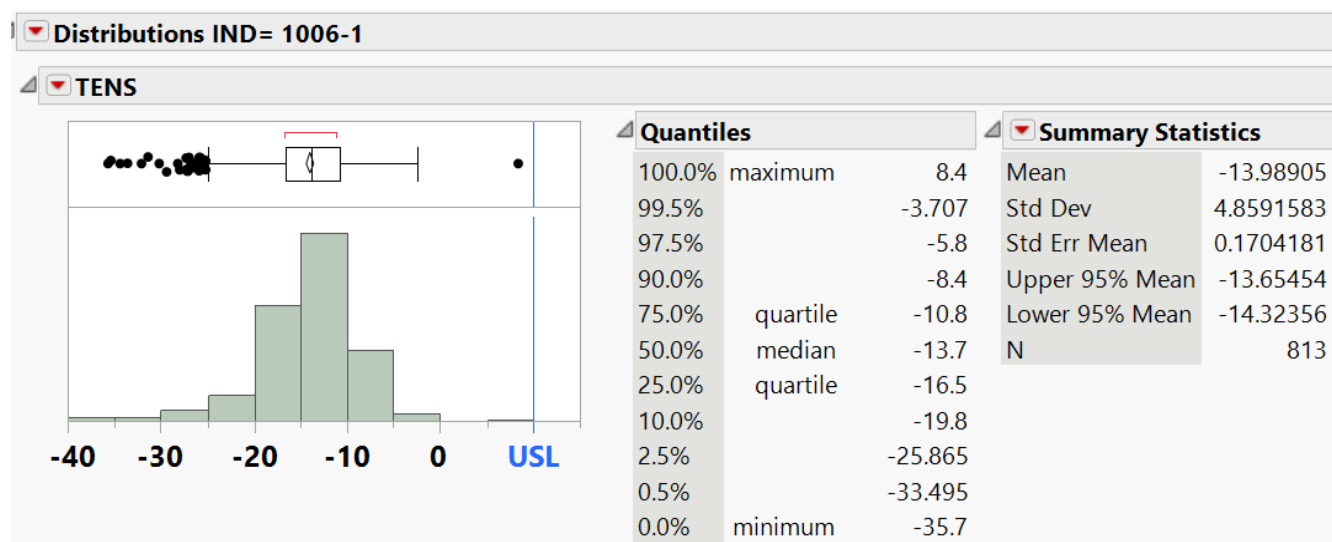
- TMC 1006

Current

Option 1

Option 2

- SL107





# ELON (+10, -TMC 1006)

## Proposed Spec Limit (+10, -TMC 1006 or -40 or -SL107+14)

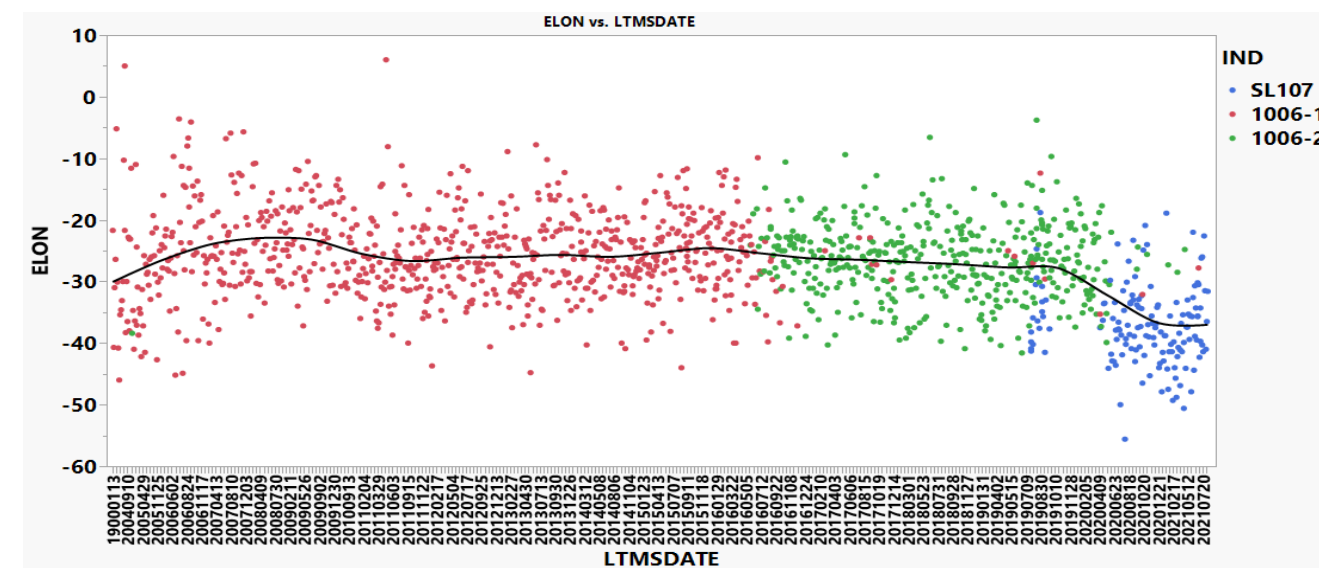
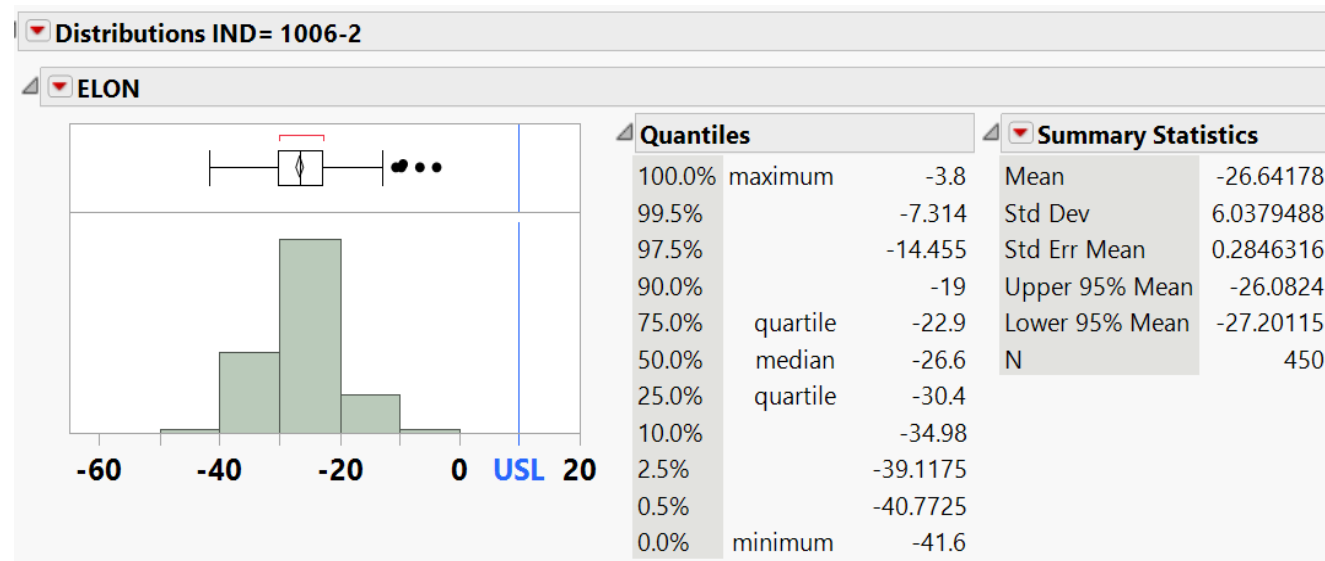
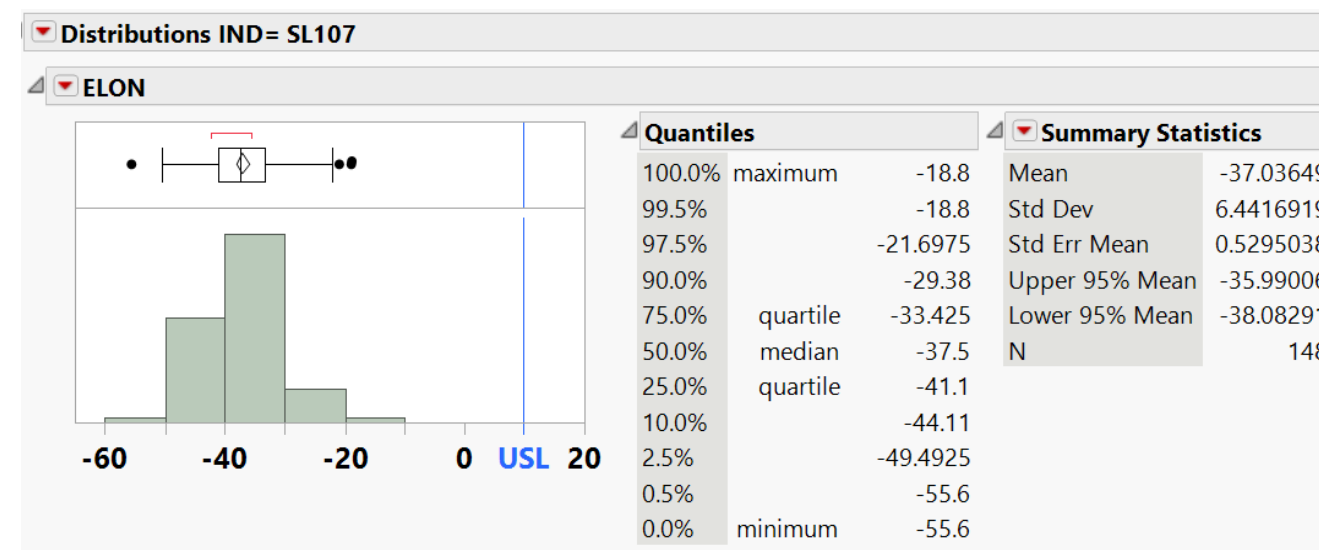
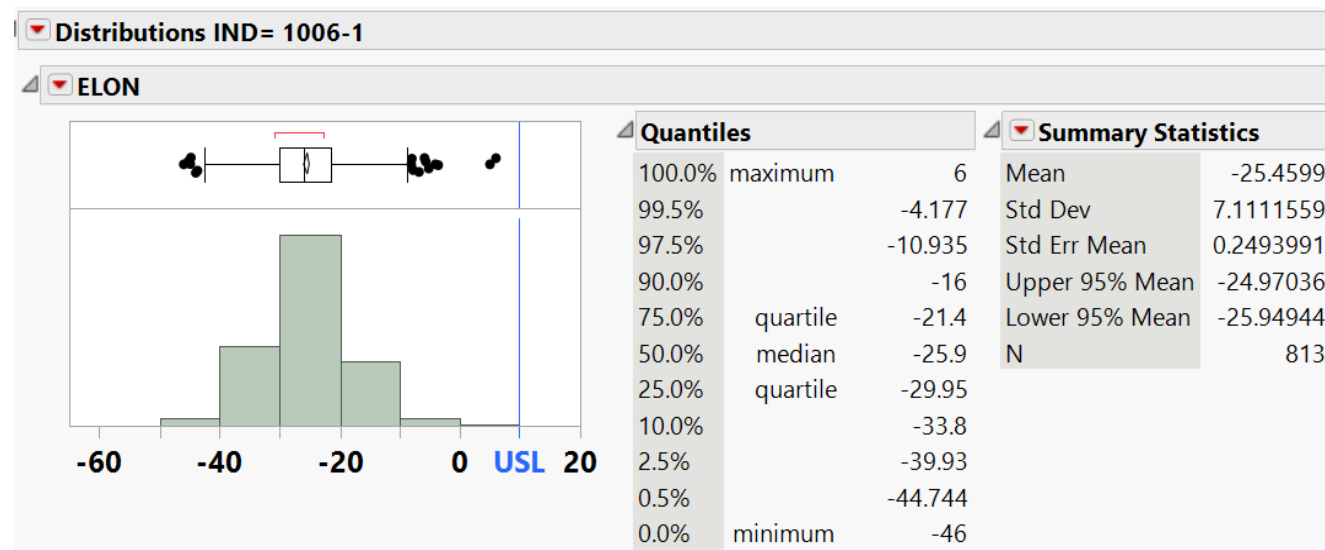
- TMC 1006

Current

Option 1

Option 2

- SL107





**After discussion will someone make a motion  
to accept:**

**Option 1 Fixed Limits**

**or**

**Option 2 Variable Limits**

**or**

**Propose another option**

**As a path forward for HD elastomer testing**

**Thank you**