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Committee D02 on PETROLEUM PRODUCTS AND LUBRICANTS

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February 15th, 2012

Reply to:
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ASTM D02.B0.03 L-37 Surveillance Panel
Members and Guests:

Attached for your review and comment are the unconfirmed minutes of the:

- **February 8th, 2012 Surveillance Panel Meeting (Warrendale, PA)**

Please direct any corrections or comments to my attention.

Sincerely,

Galen Greene, Chairman
L-37 Surveillance Panel

**Report of Meeting
L-37 Surveillance Panel Meeting
PRI Headquarters
Warrendale, PA**

February 8th, 2012

Attendees:

SwRI -	Koehler
Lubrizol -	Greene , Hamilton, Gropp, Venhoff (TC)
Afton -	Gottwald , Bell, Higuchi, Kearney, Boschert, Hobson
Intertek -	Smith
TMC -	Parke
Meritor -	McGlone , Muransky
Volvo -	Bryson , Athey
ExxonMobil -	Eliot, Kanga
Chevron -	Zakarian
GM -	Zreik

Voting Members in **BOLD**

The meeting was called to order at 2:00 pm EST.

1.0 Approval of Meeting Minutes

- **November 2nd, 2011 (Troy, MI)**

Motion # 1 → Mr. Smith / 2nd Mr. Koehler to approve the minutes as presented. Motion for approval was passed with a vote of 8-Yes, 0-No, and 0-Abstentions.

2.0 Summary of Meeting Discussions

2.1 Hardware Update – Full Batch Progress

The group reviewed the progress of the full batch of L-37 hardware. The gear sets are nearing completion after being delayed through production. The labs have agreed on a final split of hardware (Lubrited vs. non-Lubrited) based on manufacturing shortages.

2.2 Hardware Approval Matrix

The group next discussed what tests should be run as part of the approval matrix. It was agreed that the Lubrited approval matrix needed to include the usual 8 tests per fluid and test version. The following matrix was discussed and agreed to:

Lubrited:

		Lubrited	Already	
Oil	Conditions	Hardware	Complete (20 hour test)	Tests Needed
152	STD	8	3	5
	CAN	8	2	6
155	STD	8	1	7

134	STD	2	3	2
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The group next discussed the non-Lubrited approval matrix. There was consideration given to shortening the non-Lubrited approval matrix under the assumption that the non-Lubrited hardware is historically less severe and the fact that the gears were identical (minus the Lubrite coating) to the companion Lubrited batch. However, the group decided that the full approval matrix was needed because acceptance bands need to be set and these results could potentially be used for correction factors. Since the non-Lubrited has not yet been explored during the pilot batch work, it was decided that we start with 2 runs on 134 and 2 runs on 152 STD then stop and review. Intertek and Afton agreed to run these test, and each of these two labs is to run one 134 and one 152. If the initial results look promising, the labs will proceed with the following matrix:

Non-Lubrited:

	Oil	Conditions	Non-Lubrited Hardware	Already Complete (20 hour test)	Tests Needed
152		STD	8	0	8
		CAN	8	0	8
155		STD	8	0	8
134		STD	2	0	2

Motion # 2 → Mr. Smith / 2nd Mr. Gottwald to approve the testing matrix outlined in the above two charts. The Lubrited matrix will proceed as soon as hardware is available and the non-Lubrited matrix will run 4 tests (2-134 and 2-152 STD at Intertek and Afton) and pause for Hardware Task Force review. All testing is to be performed on the shortened 20 hour test at full (historic) test loading. Motion for approval was passed with a vote of 5-Yes, 1-No, and 0-Abstentions.

2.3 Hardware Retrofit/Rebuilding Discussion

The labs also discussed the rebuilding of axles as part of this new hardware batch. Since the labs will be rebuilding some axles on their own, it was decided that a procedure will need to be written for this. At this point, the labs do not have any major concerns about the lab built versus Maumee built axles.

A question was asked about which housings would be used. There have not been any recent issues with housings on the L-37. The group commented that there are likely just 2006 and 2008 housings remaining due to the shortages. One point to consider on rebuilt housings is the bearing races that are pressed in. After many rebuilds, the outer race can spin in the housing. The labs will initially target no more than three bearing presses per housing but will continue to evaluate this issue.

When the labs are building the axles, it will be critical that they build them the same way as Maumee and the plant. If the plant uses grease on any of the bearings, this can significantly affect the setting of bearing preload. The labs will need to obtain the same grease that is used at the manufacturer. The hardware task force group will investigate this matter.

It was agreed that all initial testing should be performed on Maumee built axles to limit variables as we validate the new batch of hardware.

2.4 Downtime Limits

The TMC noticed a recent reference result come in with a significant amount of downtime. The downtime limits currently in the procedure only limit the number of shutdowns, not the length of downtime events. Mr. Parke

asked the panel if this was okay. The group validated that no downtime length limit is needed. The test is brought back to operating temperature before resuming and the length of downtime is not critical.

3.0 Adjournment

Motion to Adjourn by Mr. Smith, 2nd Mr. Gottwald. Meeting Adjourned at 3:30 pm EST

Respectfully submitted,

Galen Greene
L-37 Surveillance Panel Chairman

ASTM L-37 Surveillance Panel Membership/Mailing List

Meeting Date: February 8th, 2012

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↓ If would like to be a voting member.

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