

**Report Forms**

**L-42**

**Version:  
CONDUCTED FOR:**

	<b>V = Valid</b>
	<b>I = Invalid</b>
	<b>N = Results Cannot Be Interpreted (See Comment Section)</b>

	<b>NR = Non-Reference Test Oil</b>
	<b>RO = Reference Oil Result</b>

<b>Test Number</b>			
<b>Test Stand:</b>		<b>Stand Run Number:</b>	
<b>Date Completed:</b>		<b>EOT Time:</b>	
<b>Oil Code:</b>			
<b>Formulation/Stand Code:</b>			
<b>Alternate Codes:</b>			
<b>Test Version <sup>A</sup>:</b>			

In my opinion this test \_\_\_\_\_ been conducted in a valid manner in accordance with the STP 512A ASTM Test Method and the appropriate amendments through the information letter system. The remarks included in this report describe the anomalies associated with this test.

<sup>A</sup> Standard or Canadian

**Submitted By:**

\_\_\_\_\_  
**Testing Laboratory**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Typed Name**

\_\_\_\_\_  
**Title**

\_\_\_\_\_  
**Section**

**L-42  
Form 1  
Test Result Summary**

<b>Lab:</b>	<b>Power Train Configuration:</b>	<b>Stand No.:</b>
<b>Oil Code:</b>		<b>Stand Run No.:</b>

Test Date Started	Test Date Completed	End Of Test Time	Total Test Minutes	Laboratory Oil Code	Coast Side % Scoring			Coast Side Torque (lbf-ft)	
					EOT Pinion	EOT Ring	Sequence 2 Ring	Sequence 2	Sequence 4
<b>Latest Information Letter Run Against</b>									

Stand Reference Oil Test History In Chronological Order													
	Test Date Started	Test Date Completed	End Of Test Time	Total Test Minutes	Stand Run No.	CMIR No.	TMC Oil No.	Laboratory Oil Code	Coast Side % Scoring			Coast Side Torque (lbf-ft)	
									EOT Pinion	EOT Ring	Seq 2 Ring	Sequence 2	Sequence 4
<b>Discrimination<sup>A</sup></b>													
<b>Calibration Sequence Passing Tests Only<sup>B</sup></b>													
<b>Average For Passing Reference Oil Tests</b>													

<sup>A</sup>Only for non-reference tests.

<sup>B</sup>For non-reference and discrimination tests only.

**L-42  
Form 2  
Operational Summary**

<b>Lab:</b>	<b>Stand No.:</b>
<b>Oil Code:</b>	<b>Stand Run No.:</b>

Stand Set-up					
Break-in Procedure Designation					
Power Train Configuration	Ramp Control Method <sup>A</sup>	Sequence 2		Sequence 4	
		Acceleration	Deceleration	Acceleration	Deceleration

<sup>A</sup> Possible values are %/SEC, %/MIN, ORIFICE(INCHES) or POTENTIOMETER SETTING

Gear Loading Data					
		Sequence 2		Sequence 4	
		Torques lbf-ft	Cycle Time Second	Torques lbf-ft	Cycle Time Second
<b>Drive Side</b>	<b>Maximum</b>				
	<b>Minimum</b>				
	<b>Average</b>				
<b>Coast Side</b>	<b>Maximum</b>				
	<b>Minimum</b>				
	<b>Average</b>				

Lubricant Temperature Data				
Phase	Specification	Average	Minimum	Maximum
Sequence 1 (After reaching 225 °F)	225 ± 5 °F			
Phase	Specification	Start Value		Maximum
Sequence 2	200 ± 5 °F			
Sequence 4	< 280 °F			

L-42  
Form 3  
Measurement Summary

<b>Lab:</b>	<b>Stand No.:</b>
<b>Oil Code:</b>	<b>Stand Run No.:</b>

Axle Codes			
Assembly Date	Match No.	Pinion Batch	Ring Batch

Contact Pattern Measurements			
		Drive Side	Coast -Side
Length Rating	As Received		
	As Tested		
Flank Rating	As Received		
	As Tested		
<b>Contact Pattern Rater Initials</b>			

Test Axle Build Data								
Backlash (in.)	Specification	Average	Position Measurements				Minimum	Maximum
			1	2	3	4		
Initial	.004 -.009 in.							
Final								
Increase			Break			Turn		
<b>Initial Pinion Torque (lbf -in)</b>								

Inspection	Ring% Scoring		Pinion % Scoring	
	Drive Side	Coast Side	Drive Side	Coast Side
Break-In				
1st Noise Check				
2nd Noise Check				
Sequence 3				
EOT				
<b>EOT Rating Date</b>			<b>EOT Rater Initials</b>	





