

ASTM Section D02.B0.10

Minutes of Meeting on December 4, 2017

Call to Order

ASTM Section D02.B0.10 on Standards Acceleration met on Monday, December 4, 2017 at 8:00 am in Houston, TX. There were five members and four guests in attendance. The Agenda is shown as Attachment 1. The list of membership and attendance is shown in Attachment 2.

Minutes from June 26, 2017 Meeting

The June 26, 2017 meeting minutes were approved.

Membership

No membership changes.

Facilitator Reports

Reports from three facilitators were received. Written reports submitted are shown in Attachment 3.

July 2017 - December 2017	
Facilitator	Hours
Lyle Bowman	50
Terry Bates	158
Hap Thompson	75

Facilitator Assignments

Current facilitator assignments were reviewed and are summarized below and on Attachment 4.

Facilitator	Test	Status
Terry	L-37-1	ASTM D8165 was assigned on Nov. 9, 2017
	Sequence IX (LSPI)	A draft was sent to SP in November. Q1 2018 ballot possible.
Hap	VIF	Q1 2018 ballot anticipated
	IVB	Pending PM completion. Q2 2018 ballot possible
Lyle	D4485	Ballot items need resolved
	VH	Pending SP input. Q1 ballot possible
	Sequence X (CWT)	Q2 2018 ballot possible

Old Business

No old business

Scope and Objectives

A review of the scope and objectives did not result in any changes (Attachment 5).

New Business

Laura Birnbaumer discussed changes to existing D4485 ballot items that received negatives. Also introduced were additional revisions that will be presented at the PCEOCP and HDEOCP meetings later this week for approval. The B10 chairman will forward all changes to Lyle once they are approved. The items are outlined in Attachment 6.

Next Meeting

The meeting will be Monday June 25, 2018 Phoenix, AZ

Adjournment

The meeting was adjourned at approximately 9:00 am.

Frank M. Farber

Chairman, ASTM D02.B0.10

Attachments

**ASTM Section D02.B0.10
Monday, December 4, 2017 Agenda
8:00- 9:00 AM**


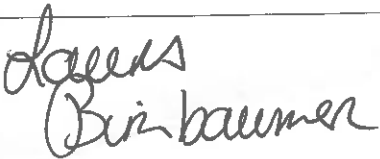



1. Call to Order
2. Approval of June 26, 2017 Meeting Minutes
3. Membership Review
4. Facilitator Assignments
4. Facilitator Reports
5. Old Business
6. Scope & Objectives
7. New Business – D4485 Revisions

8. Next Meeting – Monday June 25, 2018 Phoenix, AZ

Adjournment

Frank M. Farber
Chairman, ASTM D02.B0.10

B10 Attendance List
 December 4, 2017
 Houston, TX

Contact Information	Membership Status	Present
Terry Bates 50 Tower Rd. North Heswall, Wirral CH60, 6RS UNITED KINGDOM +44-151-342-1193 batesterryw@aol.com	Voting Member	
Laura Birnbaumer Chevron Oronite 100 Chevron Way 60-1146 Richmond, CA 94802 LABI@Chevron.com	Voting Member	
Lyle O. Bowman 728 Montecillo Road San Rafael, CA 94903 415-479-3004 FAX 415-472-1570 lbowman@namwobl.com	Voting Member	
Frank Farber ASTM Test Monitoring Center 6555 Penn Avenue Pittsburgh, PA 15206 412-365-1030 FAX 412-365-1047 fmf@astmtmc.cmu.edu	Chairman/Secretary	
Joe Franklin Intertek Automotive Research 5404 Bandera Road San Antonio, TX 78238 210-523-4671 FAX 210-684-6074 joe.franklin@intertek.com	Voting Member	
E. A. Hap Thompson PPL Standards Development 404 Twin Oaks Lane St. Johns, FL 32259 904-287-9596 FAX 904-287-9596 hajthom@aol.com	Voting Member	
Wes Venhoff The Lubrizol Corporation 29400 Lakeland Blvd Wickliffe, OH 44092-2298 (440) 347-4879 Wes.Venhoff@Lubrizol.com	Voting Member	

B10 Attendance List
December 4, 2017
Houston, TX

Kevin Ferrick	API	ferrick@apn.org
Christine Katrenya	vandubilt chemicals	ckatrenya@vandubilt chemicals.com
DENNIS GAAL	ExxonMOBIL	dennis.d.gaal@ exxonmobil.com
Lizbeth Cisneros	Motiva	Lizbeth.cisneros@ motiva.com

E. A. Hap Thompson
404 Twin Oaks Lane
St. Johns, FL 32259
904-287-9596
December 4, 2017

Sequence VIF

There have been numerous conference calls this semester that I have participated in to ensure I remain current on the relevant issues. The draft standard has been issued to the Panel Chair who in turn has shared with the SP. The document will be reviewed during the November SP meetings in San Antonio and if all goes well the document will be balloted in SC B early in 2018.

Sequence IV B

There have been numerous conference calls conducted by the WG, and I have been an active participant. During these calls the document has been changed numerous times. The areas of concern were addressed, and I have made all the changes to the document. The Sequence IVB precision matrix has finally begun with pretty good results to date. The SP will be meeting during November in San Antonio to address other issues, which should mean additional changes to the document. The Sequence IVB process has been a long and arduous process. Even though there was a time line written, in my opinion, this document will not be ready for ballot until the 2nd Quarter 2018, depending on the Matrix development.

The significance is that the current test method will require major changes after the Precision Matrix is completed.

I estimate I will have spent 70 to 75 hours working on the 2 documents over the past 6 months.

Respectfully submitted,

E. A. Hap Thompson

E. A. Hap Thompson
Facilitator

Lyle Bowman's Facilitator Report to B-10
December 6, 2017

About 50 hours have been spent on various assignments since the June 27, 2017 Meeting.

These efforts included ongoing development of three new test methods, preparation of ten ballot items from approved Information Letters, and one related ballot item.

The ballot of the ROBO test method update was finally approved after several miscues.

Three of the ballots (8, 9, and 10) that updated D4485 are still in the unresolved category due to a negative vote cast by Thomas Smith. His original negative vote was cast on the wrong ballot item and has very recently been switched from item (9) to ballot item (10). Ballot items (8) and (9) are being withheld from final approval because of possible relationship with ballot item (10).

The above negative vote by Smith will be handled, presumably, at the Subcommittee B Meeting later this week. The negative vote concerns possible inclusion of the FA-4 category as the start of a new classification (along with the S and C classifications).

A ballot item for revision of an elastomer test method was originally withheld from completion because of concern about the reference to a supply source, not considered to be a single-source supplier. The surveillance panel finally agreed to remove that specific reference and the ballot item was then successfully processed.

The development of the LSPI test method was transferred to Terry Bates shortly after the June Meeting. My workload was too heavy to finish the job in a timely manner.

Finalization of the Chain Wear test method is being managed by Al Lopez of Intertek. To my knowledge, it is completed except for inclusion of precision data, which is reported to be 'in progress'. I would expect to receive the final version from Al Lopez for my perusal and editing prior to submission for balloting.

Similarly, Cole Hudson of SWRI is guiding the Sequence VH test method to conclusion. This requires considerable updating (parts and procedure) of my original VH document. I'm expecting to receive the final version for any last word-smithing, and then it's on for balloting.

Respectfully submitted,
Lyle Bowman

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.

Facilitator Assignments

Item	Facilitator
D4485	Lyle Bowman
Standard Revisions	Lyle Bowman

GF-6 Test Assignments

Test Type	D Number	Contact Person	Facilitator
Sequence VH		Cole Hudson – cole.hudson@swri.org	Lyle Bowman
Sequence IVB		Bill Buscher - william.buscher@swri.org	Hap Thompson
Sequence VIF		Andrew Stevens – andrew.stevens@lubrizol.com	Hap Thompson
Sequence X (CWT)		Felt Mounce – felt.mounce@swri.org	Lyle Bowman
Sequence IX (LSPI)		Al Lopez – al.lopez@intertek.com	Terry Bates

Gear Test Assignments

Test Type	D Number	Contact Person	Facilitator
L-37-1	D8165	Wes Venhoff– wes.venhoff@lubrizol.com	Terry Bates

ASTM Section D02.B0.10 Standards Acceleration

Scope and Objectives

Scope

The section on Standards Acceleration maintains a staff of facilitators to expedite the establishment of standards relating to automotive lubricants. Facilitators' activities include upgrading test procedures to ASTM test methods, and revising standards as needed once they are adopted; the *Form and Style for ASTM Standards* to be followed in all cases.

Section 10 activities will include but are not limited to the following:

1. Determine priority among documents to be advanced to standards with the help of facilitators, based upon input from the appropriate subcommittee.
2. Evaluate and approve new facilitator candidates, as justified by the need for new facilitators.
3. Assign specific documents to selected facilitators.
4. Hear and evaluate the facilitators' reports presented at semiannual meetings of Committee D02. (Each facilitator's report shall be brief and shall include progress, problems, and costs related to his or her standards development activity.)
5. Assist the Test Monitoring Center in establishing funding for the Standards Acceleration Program.
6. Process revisions to D4485, *Standard Specification for Performance of Engine Oils*; D7450, *Standard Specification for Performance of Rear Axle Gear Lubricants Intended for API Category GL-5 Service*; D5760, *Standard Specification for Performance of Manual Transmission Gear Lubricants*; D4859, *Standard Specification for Lubricants for Two-Stroke-Cycle Spark-Ignition Gasoline Engines-TC*
6. Carry out any other activities relative to the Standards Acceleration Program as needed, or as directed by Subcommittee D02.B0.

Objectives

1. Report a summary to Subcommittee D02.B0 and to appropriate sections of the Standards Acceleration Program status, including actions for approval, at each semi-annual meeting of Subcommittee D02.B0.

Re-submit item 9 as written from ballot 17-4.

Re-submit item 10 from 17-4 with revisions as shown in Attachment 7.

A new ballot item needs to be created separate from the above in case a negative is posted that could delay the implementation of the other items. The new item is:

3.2.3 F category, n-a group of certain XW-30 oils specifically formulated for use in diesel engines designed to meet 2017 model year on-highway greenhouse gas (GHG) emission standards.

Renumber 3.2.3 and 3.2.4

Also, an additional new ballot item that reformats Table 3 into separate sections for each classification.

All footnotes will need to be reassigned by the individual table.

One last new ballot item for the following revisions. This ballot probably should be prioritized first.

Add IIIH to CH-4 Table 3

Category	Test Method	Rated or Measured Parameter	Primary Performance Criteria		
	D6984 (Sequence IIIF)	60 h Viscosity (at 40 °C) increase from 10 min sample, % max	295	295(MTAC) ^H	295(MTAC) ^H
CH-4	or D7320 (Sequence IIIG) ^I	Kinematic viscosity (at 40 °C) increase , % , max	150	150(MTAC)	150(MTAC)
	or D8111 (Sequence IIIH)	60 h Viscosity (at 40 °C) increase , % ,max	110	110(MTAC)	110(MTAC)

Add IIIH to CI-4 Table 3

Category	Test Method	Rated or Measured Parameter	Primary Performance Criteria		
	<i>D6984 (Sequence IIIF)^O</i>	<i>Kinematic viscosity (at 40 °C) percent increase , %, max</i>	275	275(MTAC) ^H	275(MTAC) ^H
CI-4	or <i>D7320 (Sequence IIIG)^I</i>	<i>Kinematic viscosity (at 40 °C) percent increase, %, max</i>	150	150(MTAC)	150(MTAC)
	or <i>D8111 (Sequence IIIH)</i>	<i>70 h^X Kinematic viscosity (at 40 °C) percent increase, %, max</i>	110	110(MTAC)	110(MTAC)

^X Extrapolated value

Add IIIH to CJ-4 Table 3

Category	Test Method	Rated or Measured Parameter	Primary Performance Criteria		
	D6984 (Sequence IIIF) or,	Kinematic viscosity (at 40 °C) percent increase, %, max	275	275(MTAC) ^H	275(MTAC) ^H
CJ-4	Alternately, D7320 (Sequence IIIG) ^I	Kinematic viscosity (at 40 °C), percent increase, %, max	150	150(MTAC)	150(MTAC)
	or D8111 (Sequence IIIH)	70 h ^X Kinematic viscosity (at 40 °C) percent increase, %, max	370	370(MTAC)	370(MTAC)

CONCURRENT D02.B0/D02 BALLOT ITEM 10

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Date: Aug. 1, 2017

To: ASTM D02.B0 and D02 Members

Tech. Contact: Lyle Bowman, D02.B0.10 Facilitator <lbowman@namwobl.com>

WK60018

Ballot action: Revision of D4485

Rationale: Purpose is to revise related Energy Conserving subsections not included in the major revision of the D4485 Energy Conserving sections proposed in WK59621 (i.e., deletion of 4.1.7 – 4.1.9, Table 2, D6202 and D6837 in 6.4 and 6.5, respectively, and X2.7 and X2.8)

DELETIONS ARE SHOWN IN BLUE FONT AND CROSSED OUT.

ADDITIONS ARE SHOWN IN RED FONT AND UNDERLINED

INTRODUCTION

This specification covers all the currently active American Petroleum Institute (API) engine oil
..... accordance with the American Chemistry Council (ACC) Petroleum Additives Product
Approval Code of Practice.

Make sure it is II not eleven

Other service categories not shown in this document have historically been used to describe engine oil performance (SA, SB, SC, SD, SE, SF, SG, SH and Energy Conserving, Energy Conserving II and CA, CB, CC, CD, CD-II, CE, CF, CF-2, CF-4, CG-4) (see 3.1.2). SA is not included because it does not haveothers are not included because they are based on test methods for which engine parts, test fuel, or reference oils, or a combination thereof, are no longer available. ~~Also, the ASTM 5 Car and Sequence VI Procedures are obsolete and have been deleted from the category Energy Conserving and Energy Conserving II (defined by Sequence VI).~~ Information on excluded older categories and obsolete test requirements can be found in SAE J183.

2.1 *ASTM Standards:*¹²

~~D6202 Test Method for Automotive Engine Oils on the Fuel Economy of Passenger Cars and Light-Duty Trucks in the Sequence VIA Spark Ignition Engine (Withdrawn 2009)~~³

~~D6837 Test Method for Measurement of Effects of Automotive Engine Oils on Fuel Economy of Passenger Cars and Light-Duty Trucks in Sequence VIB Spark Ignition Engine~~

3.1.2 *category, n—in engine oils*, a designation such as SJ, SL, SM, SN, CH-4, CI-4, CJ-4, CK-4, FA-4, ~~Energy Conserving, Resource Conserving~~, and so forth, for a given level of performance in specified engine and bench tests.

~~3.2.2 *Energy Conserving category, n—the group of engine oils that have demonstrated fuel economy benefits and are intended primarily for use in automotive gasoline engine applications, such as passenger cars, light-duty trucks, and vans.*~~

~~3.1.3 *Supplementary classification, n—in engine oils, a designation such as Resource Conserving, SN+ and so forth for a given level of performance beyond that of a category in specified engine and bench tests.*~~

~~3.2.2 *Resource Conserving supplemental classification, n—the group of engine oils that have demonstrated fuel economy benefits, greater emission system and turbocharger protection and help protect engines operating on ethanol-containing fuels up to E85.*~~

4.1 Automotive engine oils are classified in ~~four~~ **three** general arrangements, as defined in 3.2; that is, S, C, ~~F~~, and **Resource Conserving**. These arrangements are further divided into categories with performance measured as follows: