

DAIMLER

DD13 Scuffing Test ASTM Taskforce

- December 15, 2015

Proposed Matrix for Precision Discovery

	LZ	SWRI	Intertek
Test 1	Oil X – Completed Engine #1	Oil C Engine #1	Oil X – Completed Engine #1
Test 2	Oil C Engine #2	Oil X Engine #2	Oil C Engine #2
Test 3	Oil X Engine #2	Oil C Engine #2	Oil C Engine #1
Test 4	Oil C Engine #1	Oil X Engine #1	Oil X Engine #2

- Proposal to run these tests in order to acquire data to define test precision
- Allows for complete data set for analysis with proposed enhanced procedure

Summary : Lab Visit [December 10th, 2015]

- DD13 Stand Inspections 12/10/15 Attendees Present:
- Jacob Goodale – Intertek
- Suzanne Neal – Daimler
- Patrick Joyce – Lubrizol
- Martin Thompson – SwRi
- Jim McCord – SwRi
- Jose Starling – SwRi
- Jim Gutzwiller – Infineum

Summary : Lab Visit [December 10th, 2015]

Difference by lab

SwRi

- Engine coolant is used to heat the incoming air to the turbo
- 3 way engine coolant bypass valve is still active through PID control
- Large modine Charge air cooler (T12 cooler)

Intertek

- Oil sample valve located on heat exchanger
- Labs agreed that this location should be uniform, Location to be decided upon

Lubrizol

- Automated control of coolant flow

Other Discussions

- Warmup overshoot limits, what is an acceptable range of overshoot for oil and coolant temperatures, what are the effects on severity?
- Acceptable limits for overshoot during the load change.