DAIMLER

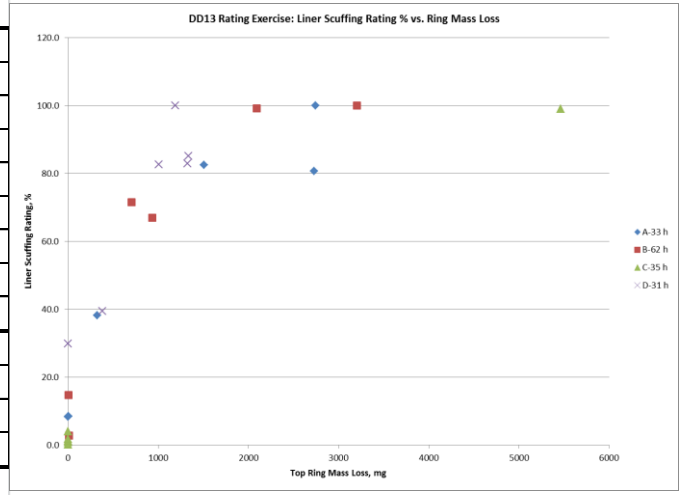
Scuff Determination Flowchart

Daimler Trucks

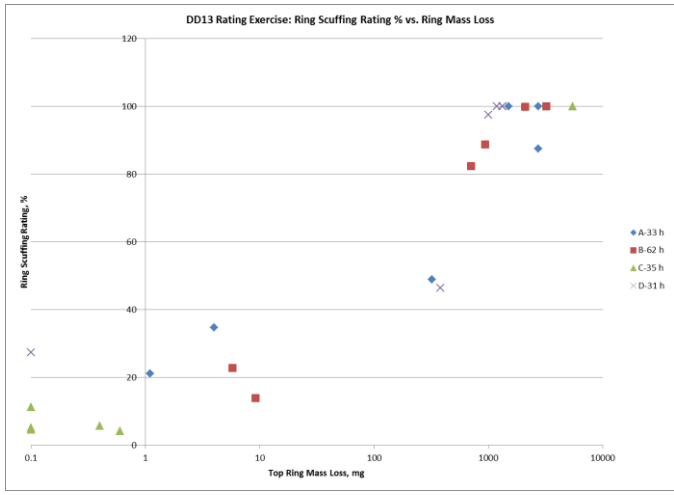
Rating Workshop Outcomes

- Most critical part of liner rating is at the low end, i.e. the threshold of scuffed or not scuffed
- With new rating scale, raters had a worst case 3σ tolerance at the low end of 16% for liners
- Top ring ratings have a similar tolerance, but overall top ring ratings look slightly more severe than liners due to much smaller surface area

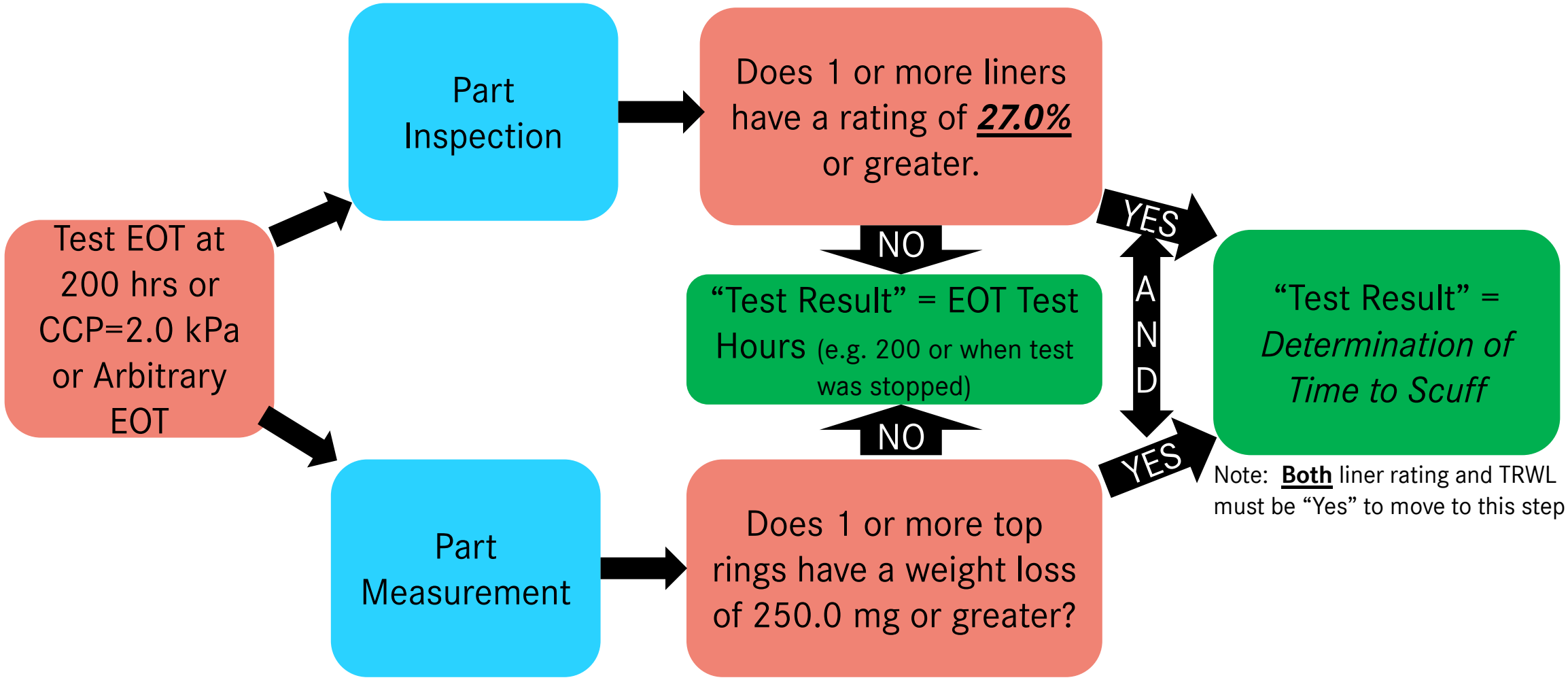
	LINER Re-rate of high variability liners				
Rater	1, C-4	2, A-6	3, D-5	4, A-5	5, B-5
1	2.5	5.5	22.5	6	15
2	3.5	8	24	7	7.5
3	3	2.5	22	2	5.5
4	1.5	4	20	5.5	8
5	1.5	3.5	16	6	4.5
6	1.5	6.5	21	6	11.5
7					
8	2.5	4	8.5	4	3.5
MAX	3.5	8	24	7	15
MIN	1.5	2.5	8.5	2	3.5
AVG	2.29	4.86	19.14	5.21	7.93
STD	0.81	1.91	5.33	1.68	4.09
COV	0.35	0.39	0.28	0.32	0.52

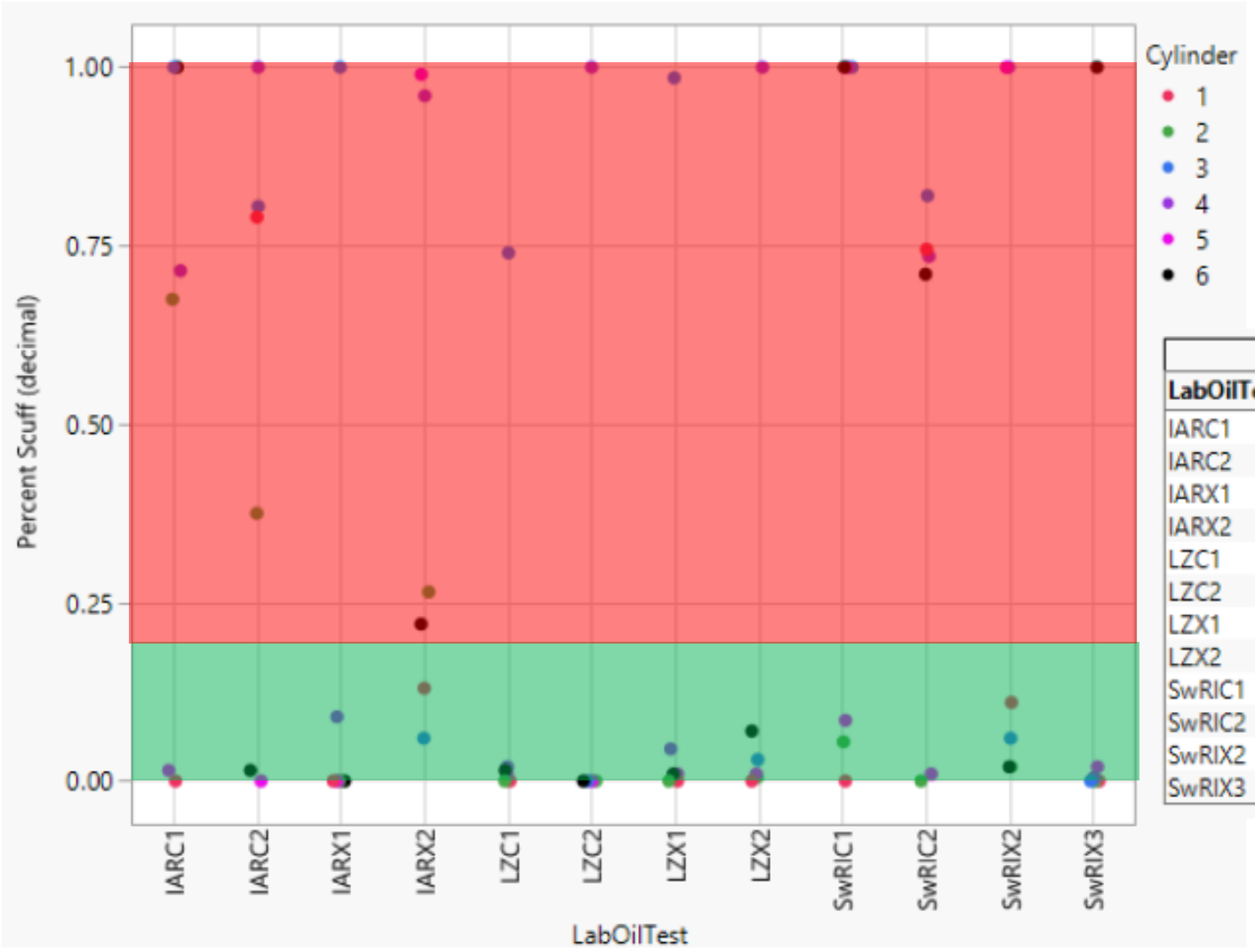


	TOP RING			
Rater	C-4	D-5	A-5	B-5
1	6	20	19	21.5
2	6	29	13.5	25
3	5	37	28.5	28.5
4	4.5	23	15.5	22
5	5	28	27.5	18
6	2.5	20.5	9	15.5
7				
8	7	34.5	35	29
MAX	7	37	35	29
MIN	2.5	20	9	15.5
AVG	5.14	27.43	21.14	22.79
STD	1.44	6.67	9.39	5.07
COV	0.28	0.24	0.44	0.22

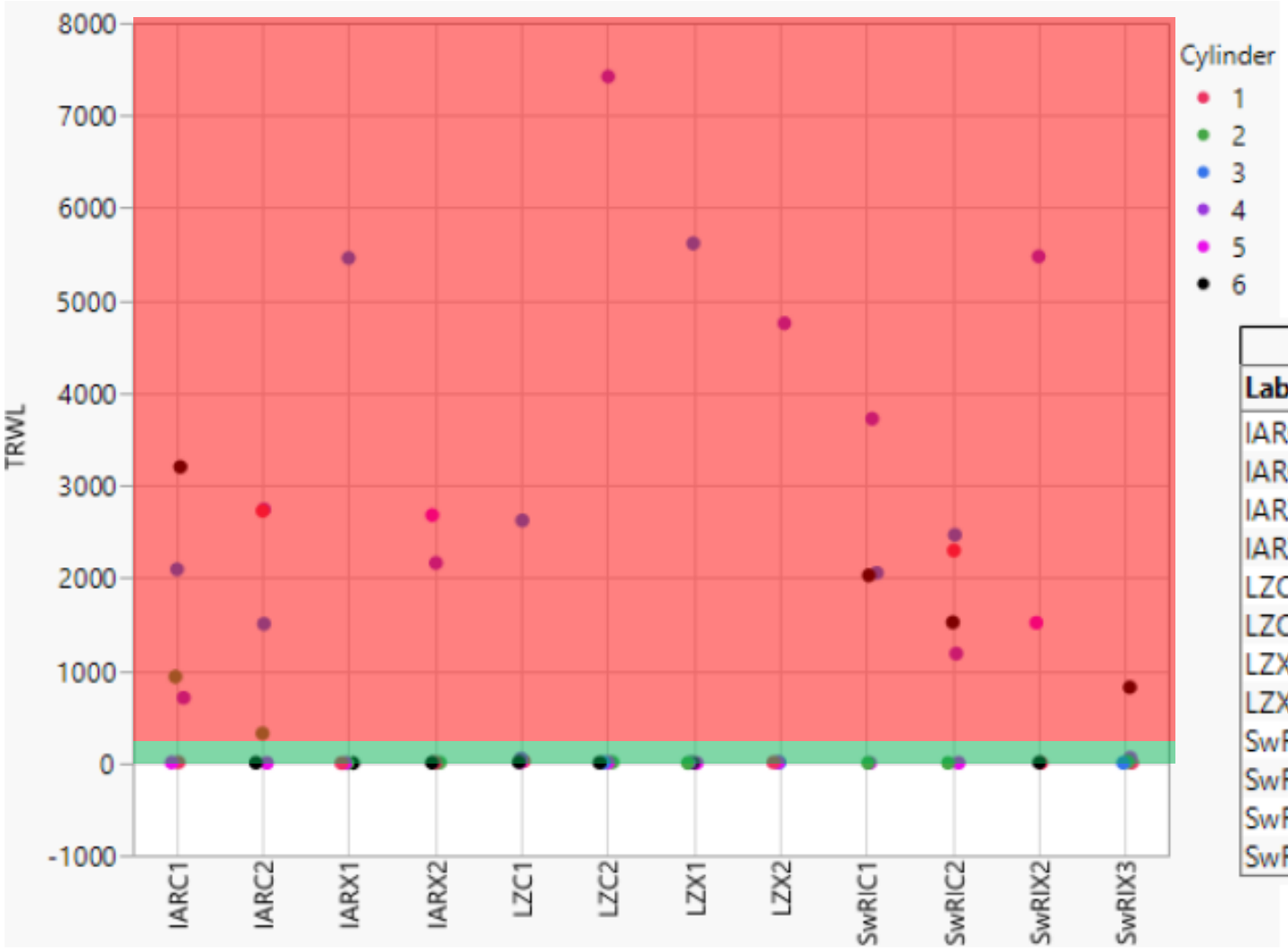


Scuff Determination Flowchart





	Percent Scuff (decimal)
LabOilTest	Mean
IARC1	0.5675
IARC2	0.4975
IARX1	0.1816666667
IARX2	0.4375
LZC1	0.1308333333
LZC2	0.1666666667
LZX1	0.175
LZX2	0.1858333333
SwRIC1	0.5233333333
SwRIC2	0.5033333333
SwRIX2	0.3683333333
SwRIX3	0.1708333333



	TRWL
LabOilTest	Mean
IARC1	1158.6666667
IARC2	1216.6833333
IARX1	910
IARX2	811.2
LZC1	453.56666667
LZC2	1242.7666667
LZX1	937.85
LZX2	799.98333333
SwRIC1	1302.3166667
SwRIC2	1245.9666667
SwRIX2	1169.0333333
SwRIX3	149.68333333