

# Daimler Surveillance Panel Meeting Minutes

August 21, 2017

10:00 A.M. CST

## **Call Participants:**

Lubrizol - Patrick Joyce, John Loop, Kevin O'Malley

Southwest Research Institute – Jose Starling, James McCord

Intertek - Jacob Goodale, Jim Moritz

Daimler - Suzanne Neal, Greg Braziunas

Infineum - Jim Gutzwiller, Elisa Santos, David Brass, Bob Salgueiro

Oronite – Mark Cooper

TEI – Derek Grosch, Mark Sutherland

Afton – Christian Porter

TMC – Sean Moyer

## **Reports:**

Parts Update - None

## **Unfinished Business**

**Batch “B” Liner Update** (Suzanne Neal – See attached presentation) – Mahle liners are not available in service at the moment and a small batch order of about 60 is not possible. Daimler is going to purchase 2000 liners (Batch C) and deliver 150 to the TEI/SP. Daimler stated if the liners are not found usable for the Scuffing test then they will consume the remaining liners for use in the service network. These liners will be measured with both styluses at TEI so that any new limits if necessary can be established. Mahle uses the larger stylus not the smaller one that TEI uses. The PO for these liners went out on 8/18/17 and expected ship date is approximately 7 weeks with approximately two additional weeks to complete shipping. TEI stated they have 10 kits worth of PNB liners and that they should have plenty of PNB liners to pull from standard service supply if necessary. If an increase in demand is expected please notify TEI so that they have the necessary liners on hand.

**DD13 Rater Requirements** – It was suggested that we wait until after the upcoming rater workshop completes to incorporate this into the procedure. The link to the rating workshop data analysis method document was shared by Sean of TMC which is attached but can also be found on the TMC site. It was stated that inclusion of this test in the upcoming workshop would be for data collection only. It was brought up that using the method of standard deviation to set the various rating limits may not be as useful on this test as opposed to setting a specific range in certain areas. On the discrete ends of 0 or 100 percent scuffing it is typically easier to rate, however liners away from the top and bottom scuffing ranges will have a higher standard deviation since there is increased variability. It was agreed that this needs to be discussed further after the upcoming rating workshop produces some rating data to continue to work with.

## **Next Meeting**

Next meeting is pending, but notification will be sent out.

# DAIMLER

DD 13 Scuffing Test Mahle Liners  
Suzanne Neal & Gregory Braziunas  
August 21st, 2017

Daimler Trucks



# Next Steps – 21AUG2017 Comments in Blue

- Suzanne/Greg
  - Find out if liners are available in service
    - Liners are not available in service at the moment.
  - Find out timeline for small order (~60 liners) or alternative options
    - Small order is not possible.
    - Daimler is going to purchase 2000 liners (Batch C) and deliver 150 (for stylus comparison) to the surveillance panel/TEI.
    - If the Mahle Liners prove that the batch is not useable for the Scuffing Test, Daimler will consume the rest of the liners through the service network.
- Timeline
  - 7 weeks from PO
  - ~2 weeks for shipping



## Outline of ASTM TMC Rating Workshop Data Analysis Method

1. Calculate the mean and standard deviation of all rated zones for all parts.
2. Convert each individual rating result to a standardized result ( $Y_i$ ):  

$$Y_i = (\text{rating} - \text{mean}) / \text{standard deviation}$$
3. Assess distribution of data using histogram of  $Y_i$  results. Investigate causes for any distribution that is not statistically normal and reject data where no resolution is possible.
4. Summarize standardized results for each rater across all parts and determine the following:

number of  $Y_i$  values where  $-1 < Y_i \leq 1$   
 number of  $Y_i$  values where  $-2 < Y_i \leq 2$   
 number of  $Y_i$  values where  $-3 < Y_i \leq 3$   
 overall standard deviation of the  $Y_i$  s

5. Compare and group according to the criteria below:

Group	n*	Within $\pm 1 Y_i$	Within $\pm 2 Y_i$	Maximum Std. Dev.
Blue	6	85%	98%	0.75
Red	6	80%	95%	0.85
White	6	60%	90%	1.20
Yellow	-	-	-	-

\* Varies by test area