

Daimler Surveillance Panel Meeting Minutes

July 11, 2019

12:00 PM – 12:30 PM CST

Call Participants:

Lubrizol - Patrick Joyce (Chairman), Nick Ariemma
Southwest Research Institute – Jose Starling (Secretary), Travis Kostan
Intertek –Josh Ward
Daimler - Suzanne Neal
Infineum - David Brass, Bob Salguiero, Elisa Santos
Chevron Oronite – Mark Cooper, Jo Martinez
TEI – Derek Grosch, Mark Sutherland
TMC – Sean Moyer

Agenda Items

Coordinated References to bring in New Liners and Second Rings

Lubrizol mentioned that they are ready and willing to participate in coordinated reference runs. Southwest mentioned that they would not be in the position to participate in this group of reference runs. Intertek stated they were ready to run. Both participating labs will be receiving a kit with the new hardware for this series of coordinated reference runs. It was mentioned that labs still having any remaining old batch hardware should continue to use that hardware until it becomes depleted (first in, first out). The coordinated reference testing will include the new batch of liners and 2nd rings. Lubrizol should be able to start there reference run towards the end of July and Intertek will coordinate to start around the same time frame.

It was asked if there is any specific criteria that can be used to bring in these parts and not need to wait for panel approval. It was brought up by Jo Martinez that a level 2 Ei alarm could be used to bring in these parts. The use of a level 2 Ei alarm works to further constrict the limits when an expected change to the test is expected. However, if it is opted to use the panel needs to agree and vote to use a level 2 Ei alarm ahead of reference testing. It does have the benefit of forcing the hardware to be approved without a panel vote as long as it meets the level 2 Ei alarm (or unless otherwise decided by the panel). Based on feedback from the panel it was opted to not proceed with use of the level 2 Ei alarm. The panel will re-unite once the coordinated reference data has been completed and test results can be reviewed/approved by the panel.

TEI stated that the surface finish measurements on this batch seem to be much better. There are a few visual defects which are similar to the last batch. Some of these visual defects are being screened out by TEI based on Daimler's input when these are found. Such issues are honing details which appear to have a swirl like pattern or scratching. TEI mentioned that they are screener out liners for anything that doesn't look "normal". It was mentioned that most of these liners have some sort of staining on them. According to TEI it was investigated by Michael Teal of Daimler and mentioned that it should not affect testing in anyway. The staining is believed to be from the protective layer or corrosion inhibitor which is designed to protect the liner from rusting.

Patrick mentioned that we would need statistical analysis for the results of these coordinated reference runs and asked if there was any volunteers for the statistical analysis. Travis Kostan of Southwest mentioned that an email could be sent to the statistician group and a statistician with the time to work on the analysis would get it done. He mentioned that sending an email to a group is better as it avoids adding too much work to one specific individual and allows a statistician who has time to work on the task at hand.

Alternate Fuel Supplier Request – This topic was discussed during ASTM. Bob Campbell volunteered to coordinate a portion of this effort which involved the various surveillance panel chairs and test OEM representatives. It was mentioned that a smaller task force could be generated within the group to head up details as to what would be necessary for our test to bring in the new fuel supplier. Josh Ward volunteered to lead this smaller task force with various other panel volunteers. Outcome of the task force discussions will be shared with the panel.

Rating Workshop – It was asked if the panel should participate in the upcoming fall heavy duty rating workshop or if a rating workshop for this panel should be held all together. Many tests including this one do not require raters to have any official training or certification to rate hardware. Thus scuffing data being generated may not be the most accurate.

It was mentioned by Sean that at times during these workshops the raters focus on certain test hardware and if they run out of time we may not acquire the necessary data for the DD13. Sean mentioned that it would be important to send the required rating criteria first and then have the necessary parts rated, but make the rating folks know of what is needed.

Since the fall rating workshop is right around the corner it was felt that the panel may not acquire the best data if our additional rating requests were added to it. It was agreed that trying to tack this rating process onto an existing rating workshop would not be ideal. It would be better to host a rating workshop for the DD13 scuffing test at a separate time. The panel will discuss when this separate workshop should take place and what criteria should be targeted in upcoming meetings.

Next Meeting:

Next meeting is not set at the moment, but is expected towards early August.