

HEAVY-DUTY ENGINE OIL CLASSIFICATION PANEL OF

ASTM D02.B0.02

June 17, 2003

Marriott Norfolk Waterside Hotel – Norfolk Virginia.

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ACTION ITEMS

1. Issue "Exit" ballot on Noack volatility.

Jim McGeehan

MINUTES

1.0 Call to Order

1.1 Chairman Jim McGeehan called the meeting to order at 2:05 p.m. on June 17, 2003, in the Marriott IV conference room of the Marriott Norfolk Waterside Hotel in Norfolk, Virginia. There were 14 members present or represented and approximately 56 guests present. The attendance list is shown as Attachment 2.

2.0 Agenda

2.1 Reviewed the published agenda (Attachment 1) and noted the request for time by the Mack Surveillance Panel chairman.

3.0 Previous Meeting Minutes

3.1 The minutes from the April 2, 2003 meeting were approved as distributed.

4.0 Membership

4.1 Chairman McGeehan displayed a membership list (Attachment 3) with the names of new applicants for membership added. He then solicited any additional persons desiring membership and Mary Graham, representing ConocoPhillips, indicated she would like to be added to the group. With the addition of Mary, there will now be 12 oil/additive company representatives and 7 original equipment manufacturers making up the panel.

5.0 NCDT Report

5.1 Bill Runkle presented the NCDT update (Attachment 4) and noted there would be a need for ISB and ISM task forces.

6.0 PC-10 Funding

6.1 Steve Kennedy reported on the matrix funding efforts so far and the estimates of need. See Attachment 5.

7.0 80/20 Fuel Rule

- 7.1 Jim McGeehan raised the issue of how is fuel sulfur going to be accommodated in 2007 when only 80% of the fuel in the marketplace will be required to be less than 15 ppm S. See Attachment 6. He also raised the question of whether a "new" category is needed for CI-4 plus all the OEM specifications. Greg Shank responded that EMA has sent a letter to the DEOAP, requesting modification to CI-4. Jim pointed out the additional tests (T-11, C-12, ISM) all use 300 – 500 ppm S fuel. Charlie Passut suggested using CI-4 and the OEM additions plus the yet to be defined chemical limits as PC-10. Then, put the new tests (T-12, C-13, ISB) in PC-11 with <15 ppm S fuel. Closure was not reached on this issue.

8.0 Task Force Reports

8.1 Chemical Limits

- 8.11 Rick Finn reported on the chemical limits task force activities (see Attachment 7) and reviewed what they feel is their charter. They plan to solicit and gather existing data on aftertreatment / lube oil effects and try to have it ready for a mid-September meeting.

8.2 Shear Stability

- 8.21 Bill Kleiser reported (see Attachment 8) that his task force had completed their work and moved that a stay-in-grade 90 pass Kurt-Orbahn test (D-6278) be accepted as means for meeting the new shear stability requirement. Frank Bondarowicz seconded the motion which passed by unanimous voice vote. During discussion on the motion, Ken Chao asked if the HTHS issue had been addressed and Bill responded that HTHS data was included with the shear data already presented.

8.3 Closed Crankcase / Turbo Coking

- 8.31 Jim McGeehan reported this task force had addressed the volatility issue passed to it, by recommending exemption for the 10W-30 grade. Pat Fetterman moved and Steve Kennedy seconded that 13% Noack volatility be "exit" balloted for all viscosity grades except 10W-30 which would remain at 15% Noack. The motion passed by unanimous voice vote.
- 8.32 The MTU glassware test was discussed, but since approvals are only granted by MTU for oils they test with their equipment, there is little support for the test except from DDC. It seems most of the OEM's are not headed toward closed crankcase.

8.4 Low Sulfur Fuel

- 8.41 Pat Fetterman presented his task force's recommendation for the less than 15 ppm sulfur fuel specification to be used for PC-10 tests (see Attachment 9) and moved that it be accepted. Greg Shank seconded the motion which passed by unanimous voice vote. Pat then requested the task force be disbanded...and it was so.

8.5 Matrix Design

- 8.51 Jim McGeehan pleaded for a volunteer to head the matrix design effort...and deathly silence ensued.

9.0 New Business / Old Business / Any Other Business

- 9.1 Wim VanDam, chairman of the Mack Surveillance Panel, raised the issue of continued monitoring by the TMC of the Mack T-9 test. There is only one stand in the industry. During the discussion, it was agreed to continue monitoring. Wim also asked if there was any interest in developing T-10 to T-9 correlation. No interest was expressed.
- 9.2 Warren Totten, chairman of the Cummins Surveillance Panel, came seeking guidance in regard to a ring wear severity shift with the M-11 EGR test. Warren proposed that a switch be made to production ring hardware and the TRWL pass/fail parameter be suspended until sufficient data could be developed with the new rings to generate a correlation. Greg Shank seconded the proposal. During discussion it was observed that you can't have a partial "out-of-control" test. The motion was withdrawn. Eventually, Warren proposed and Bill Kleiser seconded that the HDEOCP recommend to the surveillance panel that current M-11EGR reference periods be shortened to encourage generating reference oil data with the new rings. The reference interval for stands with the new rings would be suitably extended to compensate for any foreshortened prior interval. This motion passed with 14 for, 0 against, 0 abstain.
- 9.3 Steve Kennedy, reporting for the T-11 Task Force, recommended that both 30 pass and 90 pass D-6278 shear data be collected for T-11 tests.

10.0 Next Meeting

- 10.1 The next HDEOCP meeting will probably be held in late October or early November.
- 10.2 The next NCDT meeting will be held on August 4, in Chicago.

11.0 Adjournment

- 11.1 The meeting was adjourned at 4:25 p.m.

Submitted by:

Jim Wells
Secretary to the HDEOCP