

ASTM D-7038 (L-33-1) MOISTURE CORROSION TEST
NEW HARDWARE PANEL MEETING

February 26, 2013

Conference call

Minutes

I. Call to Order

Attendees: Lubrizol: Jerry Gropp, Mathew Umerley,
Afton Chemical: Thomas Gottwald
AAM: John Dharte, Dawn Beswetherick
Meritor: Bruce McGlone
SWRI: Brian Koehler
Intertek: Angela Trader, Dale Smith (Chair)

II. Business

Next Generation Hardware Task force

This meeting was called to review information requested by the committee at the 2/7 meeting. The chair did contact AAM about the purchase of 40 axles with some new findings about the product availability and longevity this call became imperative based on a relatively short production life of the chosen product.

In early discussions of the axle type and availability with AAM it was indicated that the chosen GMT 900 3.73:1 Ratio beam style axle was going to be phased out of production around the 2014 models and the new design was to be a K2XX expected to last into 2017, but the axle will only be available in a 3.23:1 or 3.42:1 ratio became first issues for this call. We were also provided a contact Dawn Beswetherick with AAM prototype shop to coordinate the needs for this next hardware from AAM. As the axle will move into the future AAM agreed to make the committee aware when any changes in the K2XX or discontinuing the product that would end its availability in advance so industry could order a build out of the product and allow time to find a replacement.

With the K2XX vs. GMT900 our only issue is axle gear ratio. We agreed that in the case of the L-33 test our needs of the gear is to be a mixer of the oil and water in the axle and ratio is not expected to impact test significantly. Both axles have the same ring size and internal parts.

The group agreed that the order of K2XX third member part number 40099185 rev. C 3.42 ratio is an acceptable direction for the L-33-1 test.

The group also agreed to stop working with the GMT 900 axle type after Intertek completes a fact finding TMC 155 reference test to determine if separation of pass by Intertek and failing by SWRI oils can be provided by this axle type.

The Labs agreed to order 10 axles per lab to begin fact finding matrix with the new axle type.

The labs also agreed to meet in San Antonio to review test procedure and parts run by both San Antonio labs to assure that no lab differences are created by the new hardware type. In this meeting we will review oil and water charge tool changes build changes and any other possible changes demonstrated by this new axle.

Dale B. Smith
ASTM D-7038 Chairman