



Address 100 Barr Harbor Drive
PO Box C700
W. Conshohocken, PA
19428-2959 | USA

Phone 610.832.9500
Fax 610.832.9555
e-mail service@astm.org
Web www.astm.org

Committee D02 on PETROLEUM PRODUCTS AND LUBRICANTS

Chairman: W. JAMES BOVER, ExxonMobil Biomedical Sciences, 1545 Route 22 East, PO Box 971, Annandale, NJ 08801-0971, (908) 730-1048, Fax: (908) 730-1151, e-mail: w.j.bover@exxonmobil.com
First Vice Chairman: KENNETH O. HENDERSON, Cannon Instrument Co., 30 Doe Dr., Port Matilda, PA 16870, (814) 353-8000, Fax: (814) 353-8007, e-mail: kenohenderson@worldnet.att.net
Second Vice Chairman: SALVATORE J. RAND, 1299 Middle Gulf Dr., Sanibel Island, FL 33957, (239) 481-4729, Fax: (239) 481-4729, e-mail: salrand@earthlink.net
Secretary: MICHAEL A. COLLIER, Petroleum Analyzer Co. LP, PO Box 206, Wilmington, IL 60481, (815) 458-0216, Fax: (815) 458-0217, e-mail: macvarlen@aol.com
Assistant Secretary: JANET L. LANE, ExxonMobil Research & Engineering, 600 Billingsport Rd., PO Box 480, Paulsboro, NJ 08066-0480, (856) 224-3302, Fax: (856) 224-3616, e-mail: janet.l.lane@exxonmobil.com
Staff Manager: DAVID R. BRADLEY, (610) 832-9681, Fax: (610) 832-9668, e-mail: dbradley@astm.org

January 23, 2006

Reply to:

Donald T. Bartlett
The Lubrizol Corporation
29400 Lakeland Blvd.
Wickliffe, OH 44092
(440) 347-2388
(440) 347-2878 (FAX)

ASTM D02.B0.03 L-37 Surveillance Panel
Members and Guests:

Attached for your review and comment are the unconfirmed minutes of the:

- o **January 20th, 2006 L-37 Surveillance Panel Teleconference Meeting.**

Please direct any corrections or comments to my attention.

Sincerely,

Donald T. Bartlett, Chairman

L-37 Surveillance Panel

Attachments

Report of Conference Call
L-37 Surveillance Panel
January 20, 2006, 2:00 EST

The teleconference meeting was brought to order at 2:00 p.m. EST.

I. Attendees:

ASTM TMC:	Don Lind	Ethyl Corp:	Cory Koglin
Lubrizol Corp:	Don Bartlett	Lubrizol Corp:	Chris Schenkenberger
Dana Corp:	Don Kreinbring	SwRI:	Brian Koehler
PARC:	Dale Smith		

II. Agenda:

- Review Phase 1 industry testing (one test at each of four labs) using the 2005 P4L792/V1L417 2005 Non-Lubrited hardware on TMC 127.

III. Summary of Panel Discussion, Consensus Actions, and Motions:

2005 Non-lubrited hardware P4L792/VL417 discussion:

The labs and panel agreed during the January 4, 2204 Panel teleconference to:

- Complete their commitment for conducting the first test (one test at each of four labs) on TMC 127 in the time frame of **January 8 through January 20th**. Upon completion of the four tests, Mr. Lind will provide charts and the chairman will distribute and convene a panel teleconference to review the data. Attachment # 1 is that full summary provided by Mr. Lind.

General Comments and Discussion:

- The history on TMC 127 is that it has not been an oil that fails on all parameters.
- For the last several hardware batches there are only 4 tests that were conducted so the decision is based off of limited data.
- TMC 127 is an oil that cannot be re-blended and the current inventory is limited. In a past understanding, the panel agreed that TMC 127 should be used as discrimination oil and only assigned when a new hardware batch is being introduced.

- **Pitting/Spalling Distress** - V1L417 batch Looks OK, all labs passing, similar to the V1L351 batch we wanted to emulate and compares acceptably to the C1L308, V1L351 gear batch results. It is fairly tight.
- **Ridging Distress** - Three labs rated a 9 distress, one lab a 4 distress. Mr. Lind shared the ridging pass ratio for all gear batches. The chairman has hand noted the respective ratios on the ridging graph in attachment 1. The 75 % ridging pass rate is of some concern.
- **Rippling Distress** - Looks good, seems to fall in line with all other gear batches.
- **Wear Distress** - not a great concern here, maybe just slightly mild, rating definitions may come into play here?
- **Other comments noted:**
 - A concern that one lab actually achieved a SAE J2360 pass on every single parameter. Not sure if we have ever seen this before with TMC 127. It may be a lab issue?
 - Three of the four tests did fail on one or more parameters.
 - Was the Ridging value of 4 at one lab a 'clunker' due to the hardware mix'?
 - The options for where we go next are limited:
 - The labs run some more TMC 127 tests or,
 - Move forward and each lab run the TMC 151-3 tests described as part of phase II of the hardware approval process.
 - It was a panel full consensus that we should proceed with testing TMC 151-3 and if the trend still existed, we may have to run more TMC 127 tests.
 - As previously discussed and agreed during the January 4th, 2006 panel teleconference the labs are to complete their commitment for the first test on TMC 151-3 in time for the panel to review all data on both oils at the **February 2006 SP** meeting in Warrendale, PA. Mr. Lind requested that the oils be completed/reported by February 2nd so that he would have time to put the charts together for the February panel meeting.
 - Mr. Lind was directed to immediately assign one TMC 151-3 to each of the four labs.
 - Labs were instructed/agreed to the following action items:
 - Take the axle for the TMC 151-3 test from some other pallet in the batch of axles they received instead of off of the same pallet that the TMC 127 run was conducted on.
 - As for the TMC 127 runs the labs previously reported, the labs were asked to go back and retrieve/re-report to the TMC the GUSA unique/continuous axle sticker number that Dana attached to the axle cover. In case a lab does not have the cover with the sticker information, Mr. Bartlett suggested that the labs could look at the pallet that they took the axle from to determine the Dana assigned sequential serial number. To meet the TF request at the Lugoff facility, Dana has appropriately attached a one-page sheet to each pallet. It specifically details each unique GUSA sequential serial number that was put on each pallet. It would be easy for a lab to determine the axle GUSA serial number that was used for their TMC 127 test.
 - Labs agreed to report the GUSA unique/continuous axle sticker number Dana attached to the axle cover for the entire 44-test matrix as a better way to document and answer possible questions with future testing.

In other discussion topics:

- Mr. Kreinbring reported that:
 - Dana is working on the industry request for an L-37 2006 lubrited hardware quote.
 - With respect to L-42 hardware order, he reported that Dana is still in the process of procuring the heat of steel for the 2006 industry hardware order. The process was due to commence in February, but is now somewhat behind schedule. Mr. Koglin asked him to provide him weekly progress updates so that he could distribute the information to the panel membership. A visit to the Ft. Wayne facility is still requested by the Hardware TF as Dana prepares to commence with the production process.

Being no further business to transact, the teleconference meeting was adjourned with a motion by Mr. Koglin/second by Mr. Smith. The meeting was adjourned at 3:27 p.m.

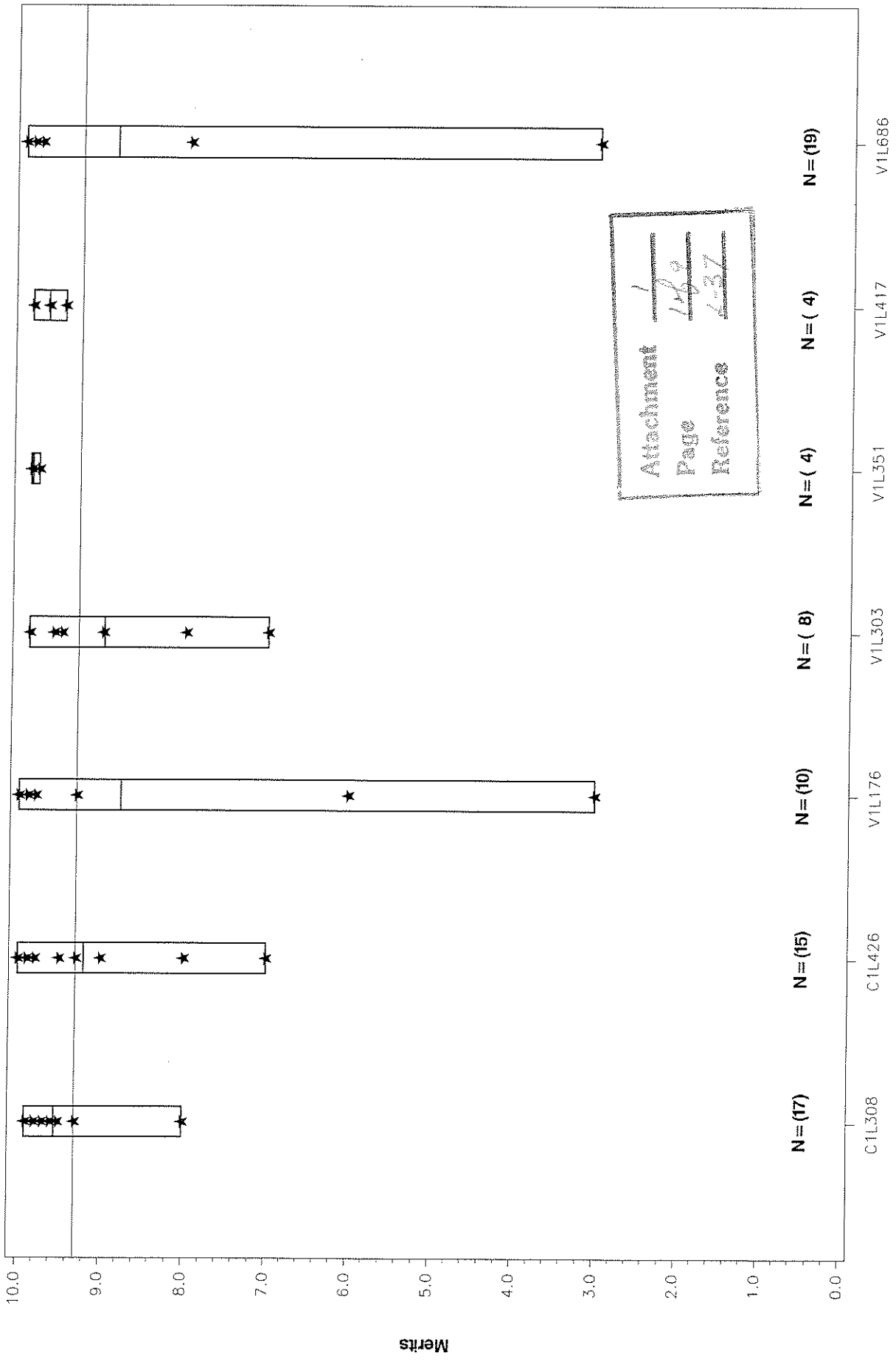
Respectfully submitted,



Donald T. Bartlett,
L-37 Surveillance Panel Chairman

L-37 Reference Oil Performance by Pinion Batch

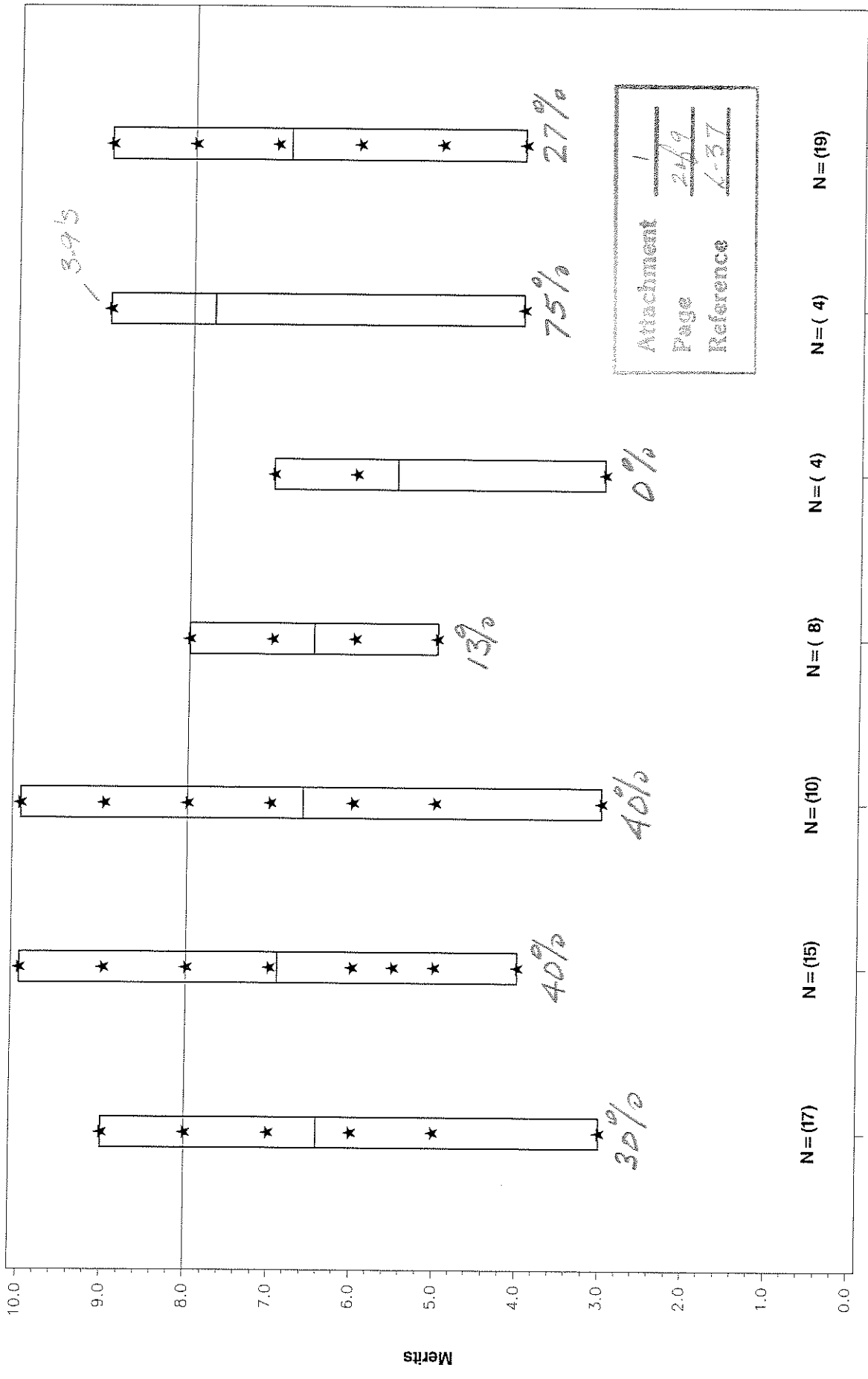
Spitting - NON-LUBRICATED
Reference Oil 127



Attachment 1
Page 1 of 9
Reference L-37

L-37 Reference Oil Performance by Pinion Batch

Ridging - NON-LUBRITED
Reference Oil: 127

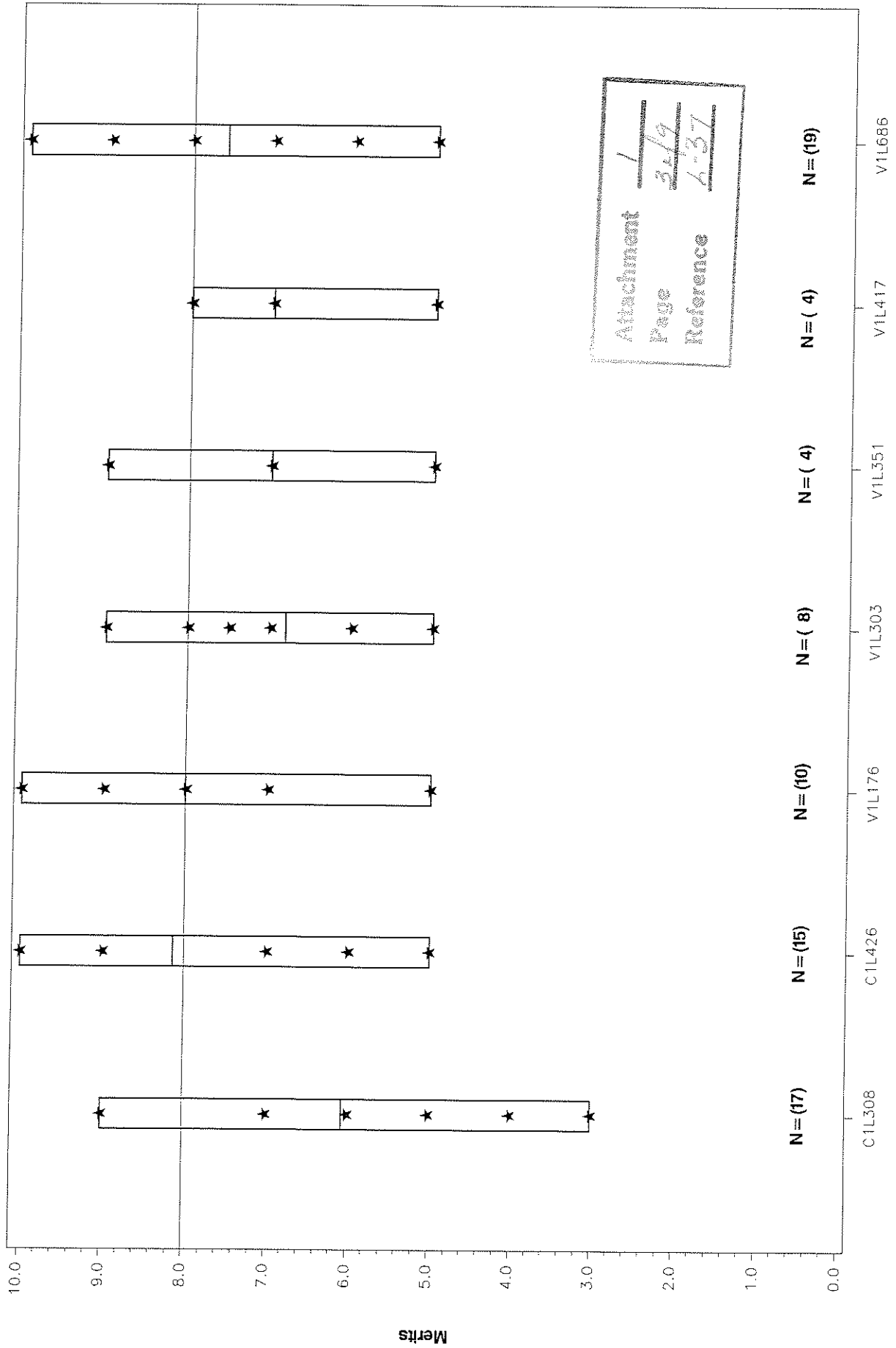


Attachment 1
Page 249
Reference L-37

HAND NOTING INDICATES PASS RATE FOR PARAMETER

L-37 Reference Oil Performance by Pinion Batch

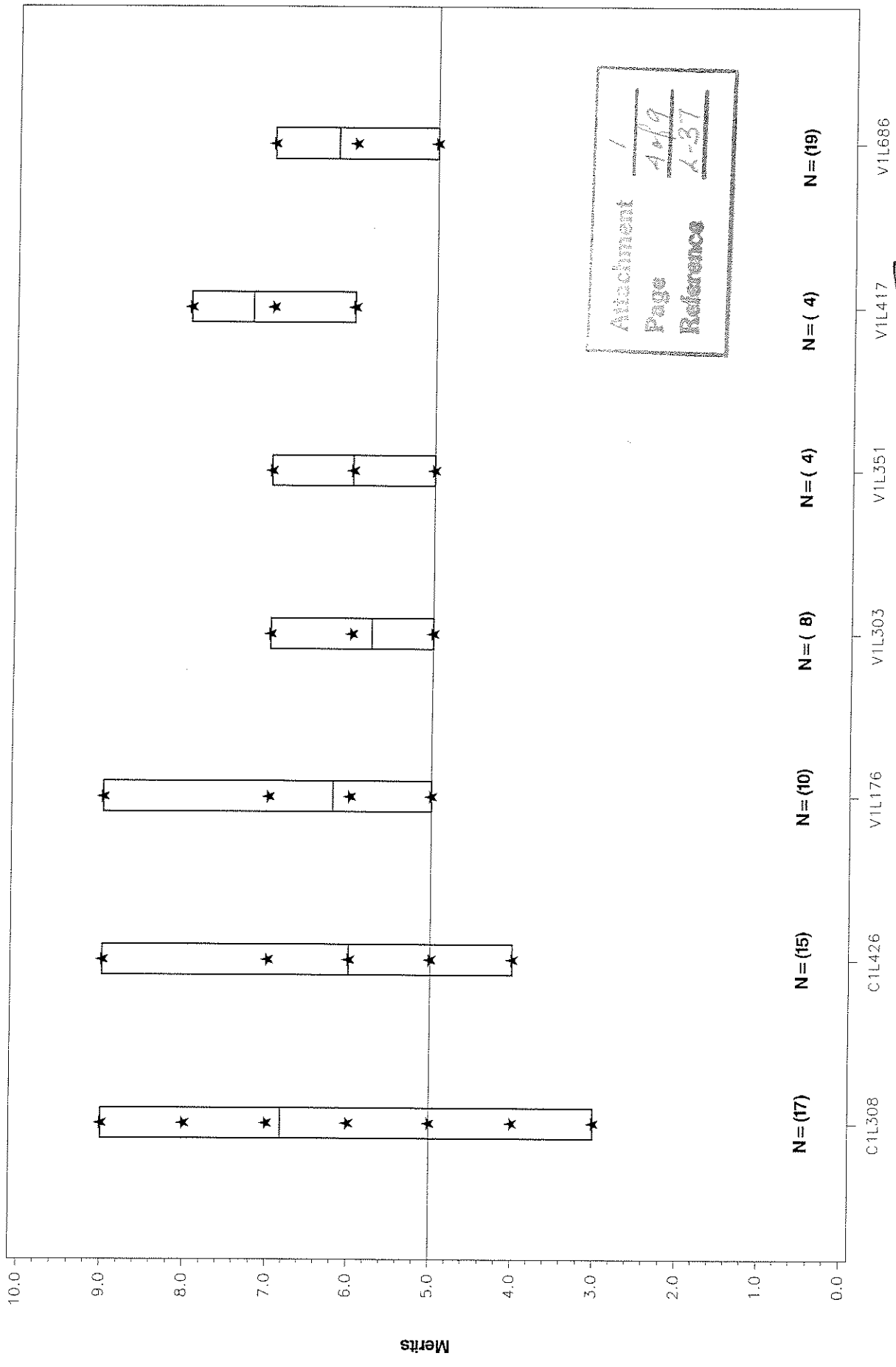
Rippling - NON-LUBRICATED
Reference Oil 127



Attachment /
Page 34/9
Reference L-37

L-37 Reference Oil Performance by Pinion Batch

Wear - NON-LUBRITED
Reference Oil 127

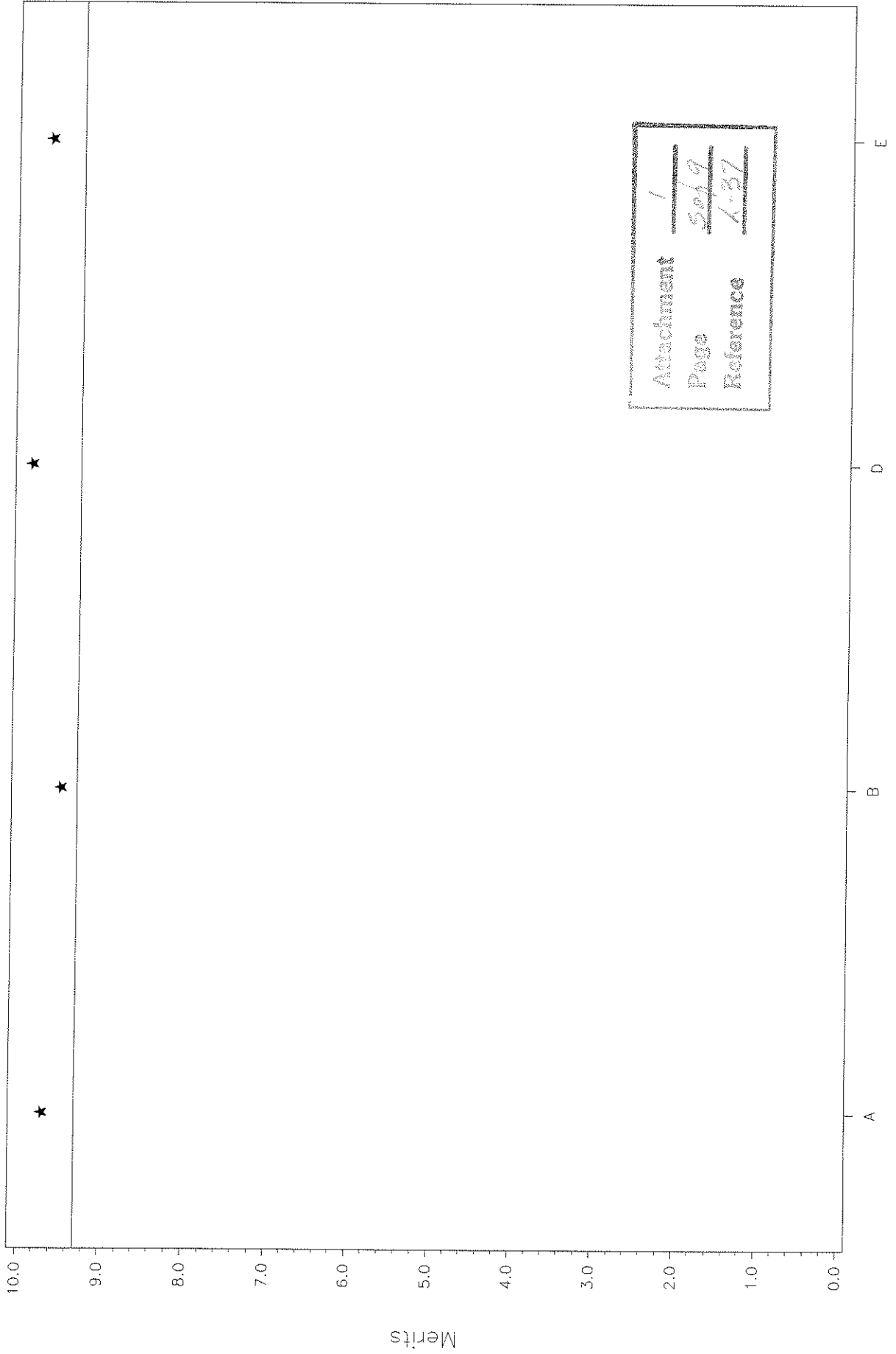


Attachment /
Page 4 of 9
Reference L-37

L-37 Reference Oil Performance by LTMSLAB

Spitting - NON-LUBRITED

Reference Oil 127

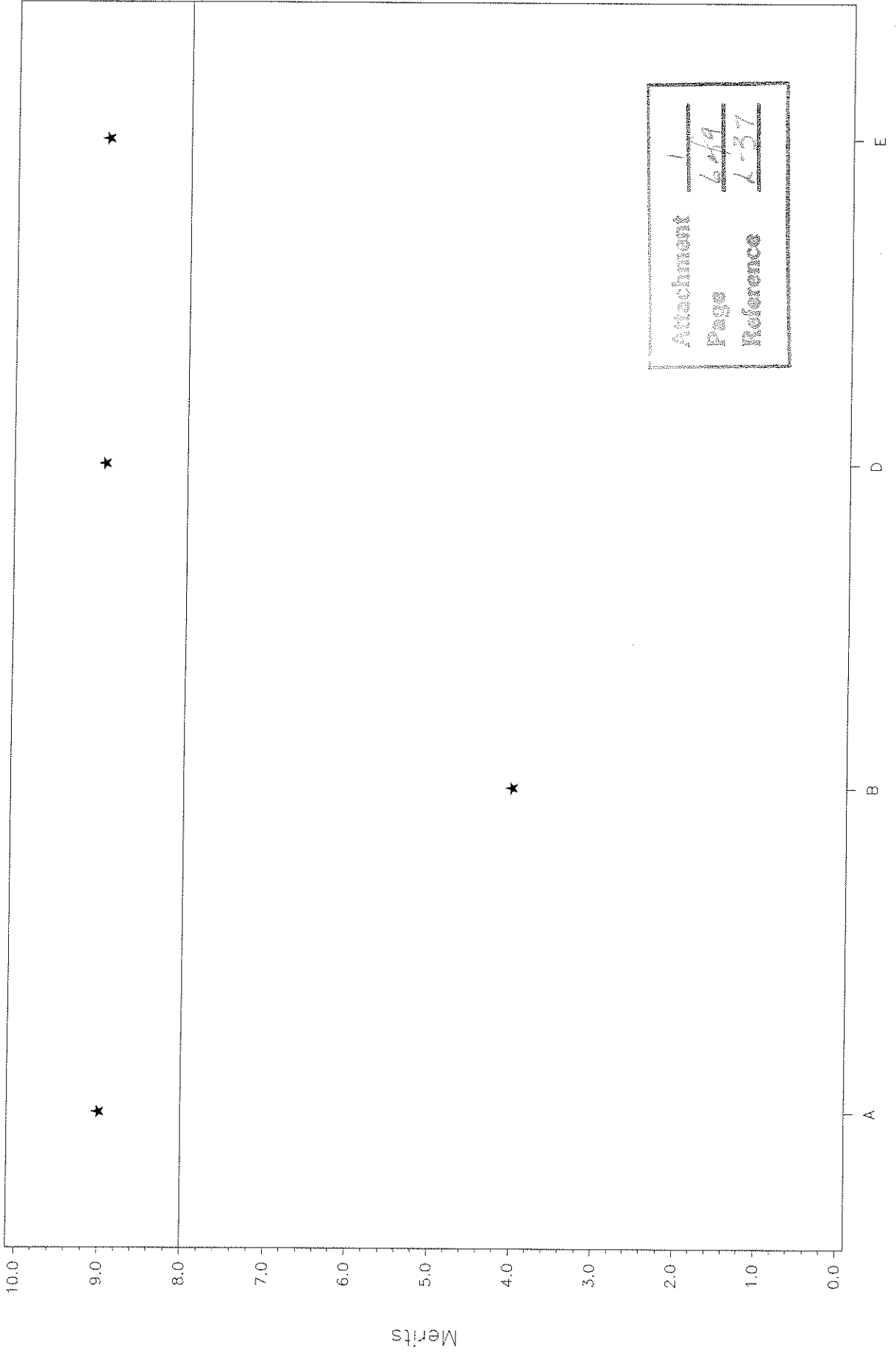


Attachment /
Page 50/9
Reference L-37

L-37 Reference Oil Performance by LTMSLAB

Ridging -- NON-LUBRITED

Reference Oil 127

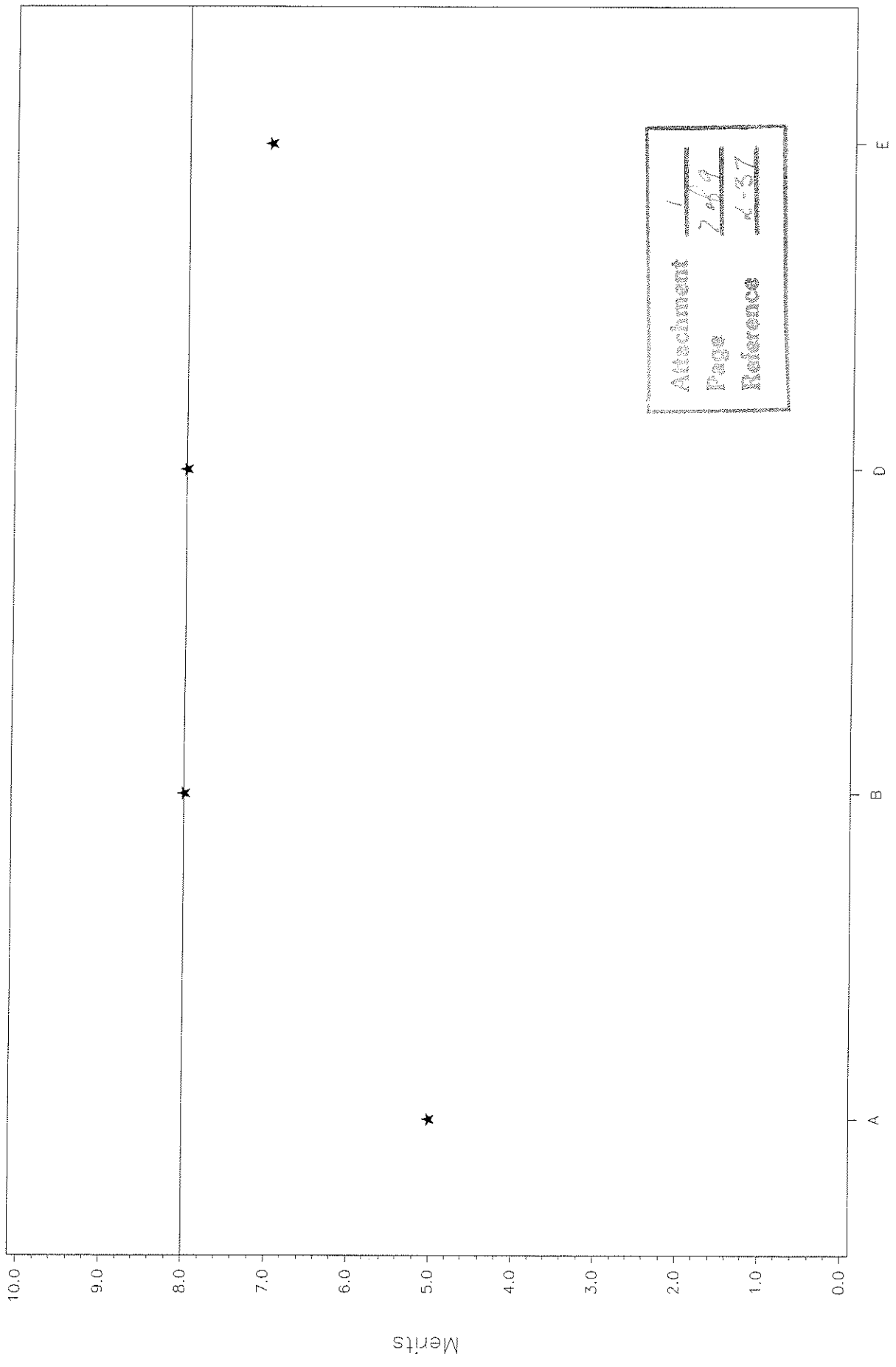


Attachment 1
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Reference L-37

L-37 Reference Oil Performance by LTMSLAB

Rippling - NON-LUBRITED

Reference Oil 127

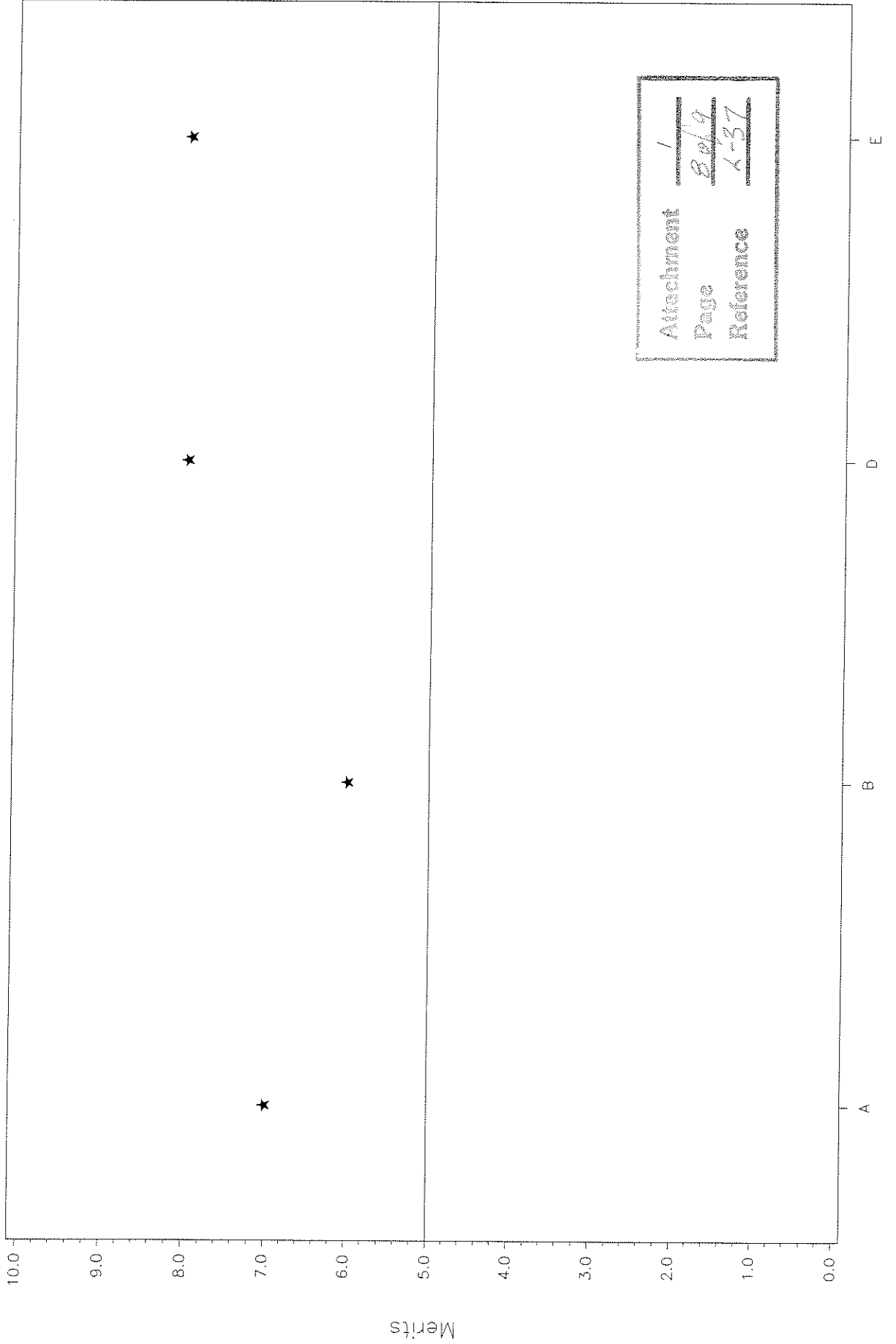


Attachment /
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Reference L-37

L-37 Reference Oil Performance by LTMSLAB

Wear -- NON-LUBRITED

Reference Oil 127



CMIR	Lab	STD	Run	Oil	PINBAT	RINGBAT	DTCOMP	Pwear	Pridg	Pripp	Pspit	Rwear	Rridg	Rripp	Rspit	fpcrat	lpcrat
46001	B	191	2263	127	V1L417	P4L792	20060107	6	4	8	9.5	7	5	9	9.9	0	2
44289	E	2	234	127	V1L417	P4L792	20060112	8	9	7	9.7	7	9	9	9.9	0	2
49554	A	2	2917	127	V1L417	P4L792	20060113	7	9	5	9.7	7	9	9	9.9	0	2
49503	D	3A	464	127	V1L417	P4L792	20060114	8	9	8	9.9	8	10	10	10	0	3

Attachment	1
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Reference	L-37