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Committee D02 on PETROLEUM PRODUCTS AND LUBRICANTS

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October 20th, 2015

Reply to:
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ASTM D02.B0.03 L-37-1 Surveillance Panel
Members and Guests:

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

- **October 13th 2015, Surveillance Panel Teleconference**

Please direct any corrections or comments to my attention.

Sincerely,

Chris Prengaman, Chairman
L-37-1 Hardware Taskforce Chairman

Report of Meeting
L-37-1 Surveillance Panel Meeting
Teleconference
October 13th, 2015 Meeting

Attendees:

Voting Members in **BOLD**

Gottwald, Thomas – Afton Chemical

Donovan, Eric – Afton Chemical

Parke, Scott – ASTM TMC

Guzikowski, Joe – Dana

Smith, Dale – Intertek Automotive

Trader, Angela – Intertek Automotive

Prengaman, Chris – Lubrizol

Gropp, Jerry – Lubrizol

Umerley, Matt – Lubrizol

Hamilton, Larry - Lubrizol

Warden, Rebecca – Southwest Research Institute

Koehler, Brian – Southwest Research Institute

The meeting was called to order at 1500 EST.

1.0 Agenda Review

The agenda was reviewed

2.0 Data Discussion

Data generated to date was discussed.

J. Gropp reviewed the performance history of the IND 1 fluid.

Intertek is currently running a TMC 134 at 1650 Nm conditions.

T. Gottwald requested batch information shared on the IND 1 fluid.

The group discussed the test options of Test phase at 1650N-m and the Break-in phase at 1.5 torque.

The increased torque during break-in was recommended by Gleason, to reduce the vibration during the conditioning phase.

Afton is requested to run a TMC 117 at lab A or D – at break-in torque of 1.5x normal load

Lubrizol is requested to run an IND 1 fluid at lab A or B - at break-in torque of 1.5x normal load

8.0 Adjournment

Motion to adjourn.

Respectfully Submitted

Chris Prengaman

Comments Regarding the Performance Additive Package in IND 1

- Automotive gear lubricants containing the performance additive package in IND 1 have a long and extensive history of satisfactory performance in a wide variety of light-duty and heavy-duty equipment in a broad range of applications.
- Numerous automotive gear lubricants containing the performance additive package in IND 1 have been approved under the MIL-L-2105D Specification, the MIL-PRF-2105E Specification, the SAE J2360 Standard, and several Original Equipment Manufacturer specifications. These lubricants are of various viscosity grades, and are blended in a wide variety of mineral oil and synthetic base fluids.
- As can be seen by referring to the attached summary of test results, ASTM D6121 (L-37) testing has verified that automotive gear lubricants containing the performance additive package in IND 1 do an outstanding job of protecting geared components from life-limiting distress. The results shown represent testing which was conducted using five different batches of non-lubricated hardware and six different batches of lubricated hardware under Standard and/or Canadian test conditions at three different test labs.

Test Count	Distress Ratings on Pinion					Distress Ratings on Ring				
	Wear	Rippling	Ridging	Pit/Spal	Scoring	Wear	Rippling	Ridging	Pit/Spal	Scoring
1	7	10	10	10.0	10	8	10	10	10.0	10
2	7	10	10	9.9	10	8	10	10	10.0	10
3	7	9	9	9.8	10	8	10	10	10.0	10
4	7	10	9	9.3	10	8	10	10	10.0	10
5	8	10	10	9.3	10	9	10	10	10.0	10
6	9	8	10	10.0	10	9	9	10	10.0	10
7	8	8	10	10.0	10	8	9	10	10.0	10
8	7	10	9	9.8	10	8	10	10	9.9	10
9	7	10	10	9.9	10	7	10	10	9.9	10
10	7	9	10	9.9	10	8	10	10	10.0	10
11	7	10	10	9.8	10	8	10	10	10.0	10
12	7	10	10	9.9	10	8	10	10	10.0	10
13	7	9	10	9.6	10	7	10	10	10.0	10
14	7	10	9	9.9	10	8	10	10	10.0	10
15	8	10	9	9.6	10	9	10	10	9.9	10
16	7	10	10	10.0	10	8	10	10	10.0	10
17	7	10	10	10.0	10	8	10	10	10.0	10
18	7	10	10	9.7	10	8	9	10	10.0	10
19	6	9	9	9.5	10	7	10	10	10.0	10
20	6	8	8	9.9	10	6	9	9	9.9	10
21	6	9	9	10.0	10	8	10	9	9.9	10
22	9	8	9	9.9	10	7	9	10	9.9	10
23	8	9	9	9.9	10	8	9	10	9.9	10
24	7	10	9	9.8	10	9	10	10	9.9	10
25	7	10	9	10.0	10	8	10	9	10.0	10
26	7	10	9	9.9	10	8	10	10	9.9	10
27	6	9	9	9.4	10	9	10	10	9.9	10
28	7	10	10	9.7	10	8	10	10	9.7	10
29	7	10	10	9.9	10	7	10	10	10.0	10

Note: The tests identified as Test Count 25 and Test Count 27 were run using the reduced contact stress conditions specified for lubrited gear batch V1L528/P4T883A. All other tests were run using full-load test conditions.