




# Test Monitoring Center

Carnegie Mellon University  
6555 Penn Avenue, Pittsburgh, PA 15206, USA

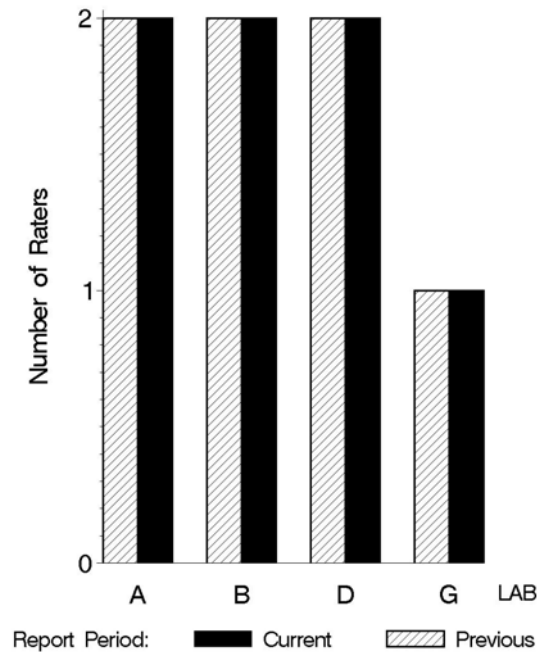
<http://astmtmc.cmu.edu>  
412-365-1000

MEMORANDUM: 11-062  
 DATE: December 7, 2011  
 TO: Galen Greene, Chairman, L-37 Surveillance Panel  
 FROM: Scott Parke   
 SUBJECT: L-37 Rater Calibration from April 1, 2011 through September 30, 2011

The following is a summary of L-37 rater calibration activity from April 1, 2011 through September 30, 2011.

	Reporting Data	Calibrated on 9-30-2011
Number of Raters	7	7

BY-LAB RATER DISTRIBUTION

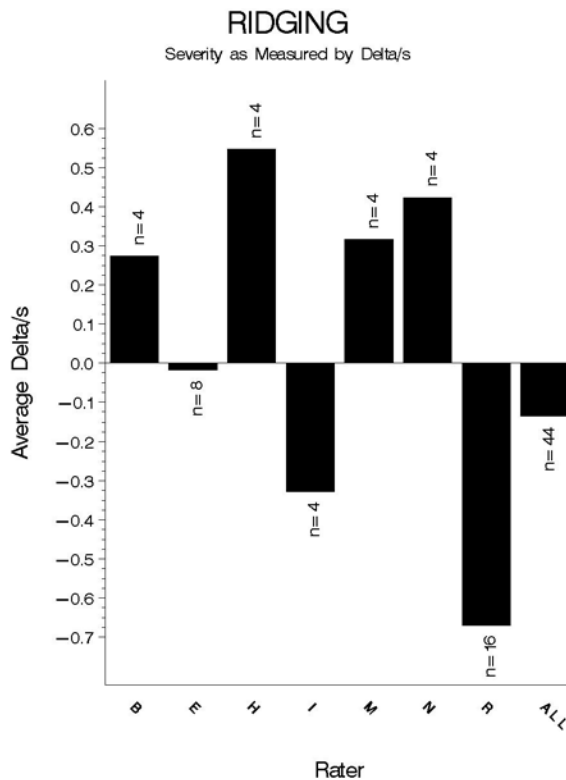


**Test Distribution by Oil and Validity**

		Totals	
		Last Period	This Period
Accepted for calibration	AC	10	8
Rejected (mild)	OC	1	1
Rejected (severe)	OC	3	1
Rejected (multiple)	OC	1	1
Workshop data	AG	21	18
<b>Total</b>		<b>36</b>	<b>29</b>

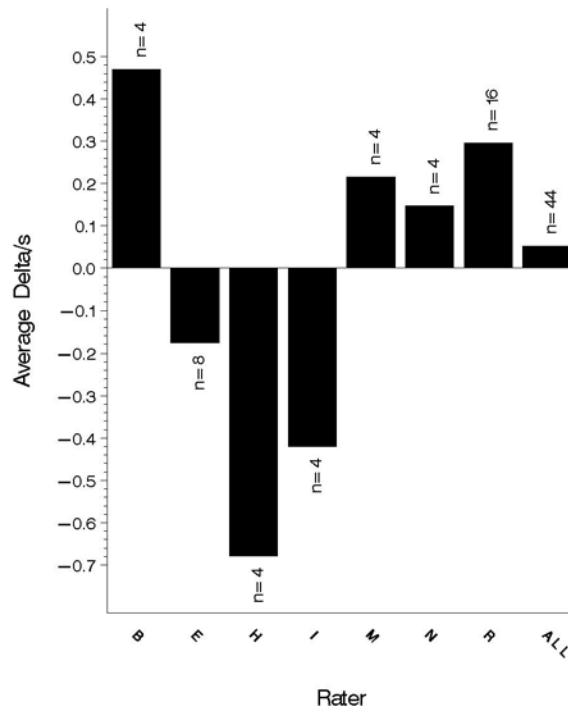
Rater	N	Ridging		Rippling		Spitting		Wear	
		Avg Yi	STD*	Avg Yi	STD*	Avg Yi	STD*	Avg Yi	STD*
B	4	0.272	0.599	0.469	0.201	0.125	0.437	-0.346	0.663
E	8	-0.017	0.741	-0.175	0.626	-0.595	1.180	0.026	0.538
H	4	0.546	1.154	-0.678	0.927	0.207	0.520	-0.180	0.767
I	4	-0.326	0.646	-0.419	0.688	-0.109	0.315	0.035	0.728
M	4	0.315	0.827	0.215	0.315	0.175	0.209	0.092	0.833
N	4	0.422	0.687	0.146	0.213	0.230	0.296	0.450	0.681
R	16	-0.668	1.092	0.294	1.331	1.046	3.526	0.653	1.228
ALL	44	-0.134	0.975	0.051	0.953	0.329	2.233	0.247	0.945

\* Due to the small number of ratings per pinion, the standard deviation of the Yi values is given in place of a pooled standard deviation.



### RIPPLING

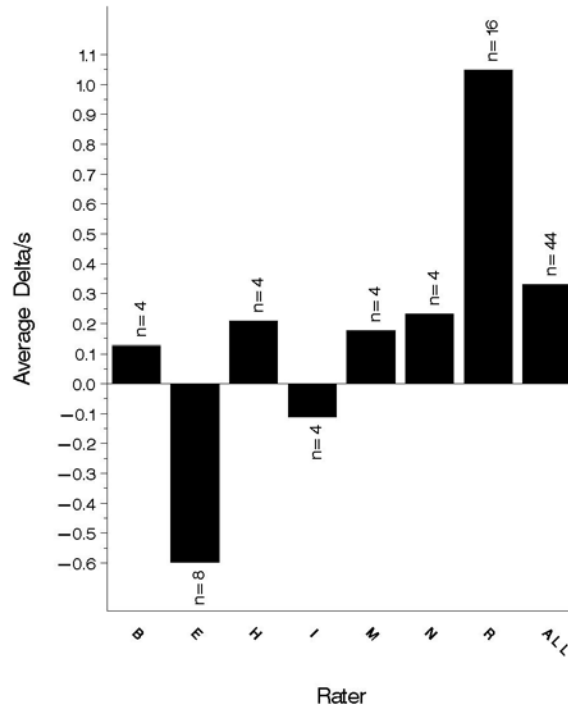
Severity as Measured by Delta/s



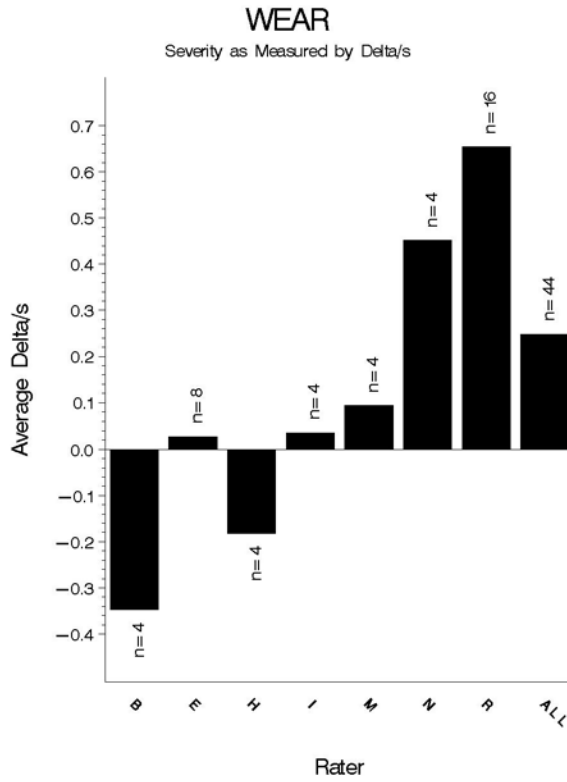
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### SPITTING

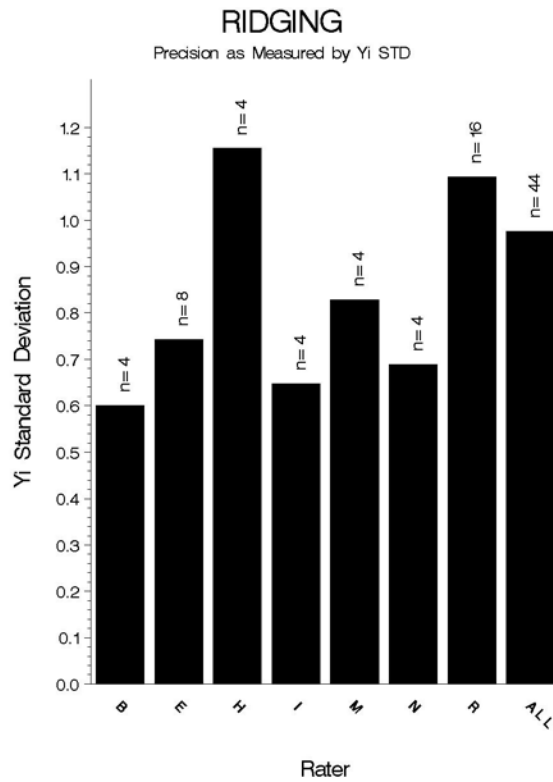
Severity as Measured by Delta/s



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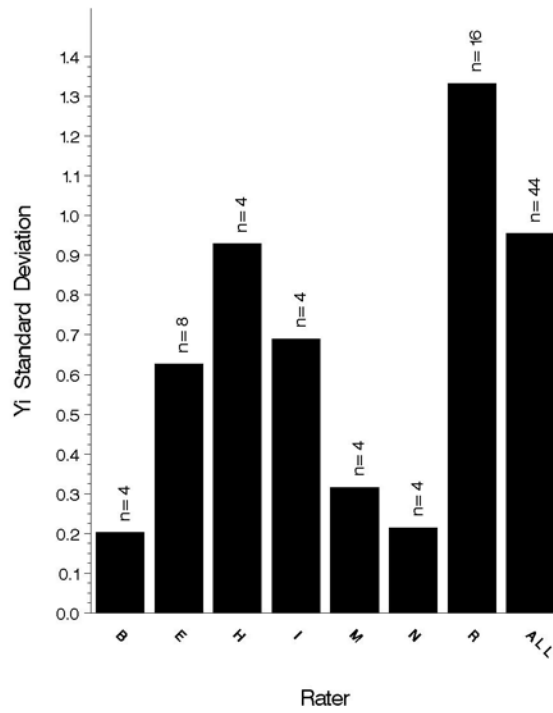
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### RIPPLING

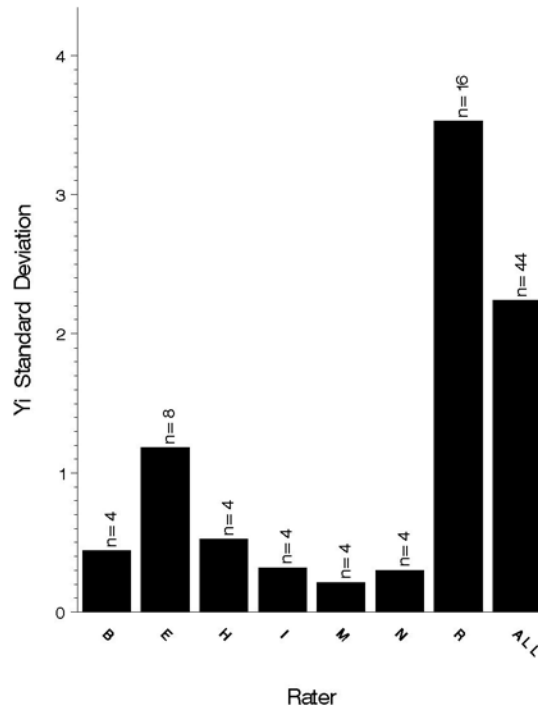
Precision as Measured by Yi STD



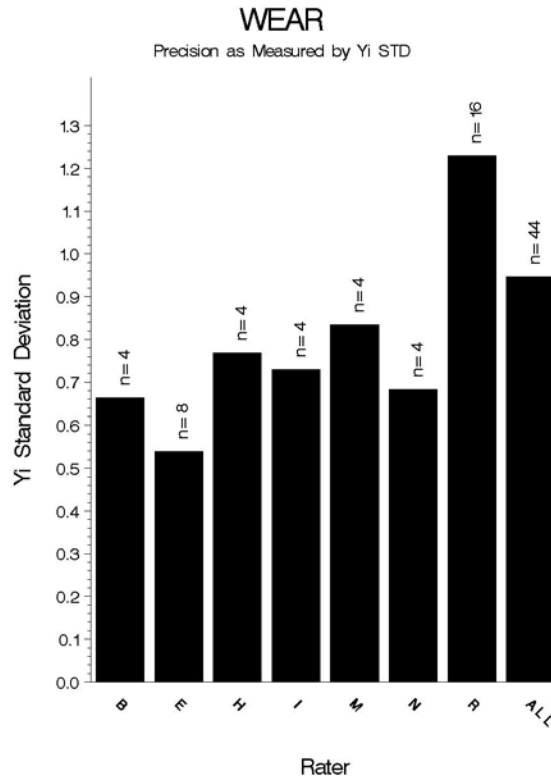
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### SPITTING

Precision as Measured by Yi STD



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INDUSTRY CONTROL CHARTS:

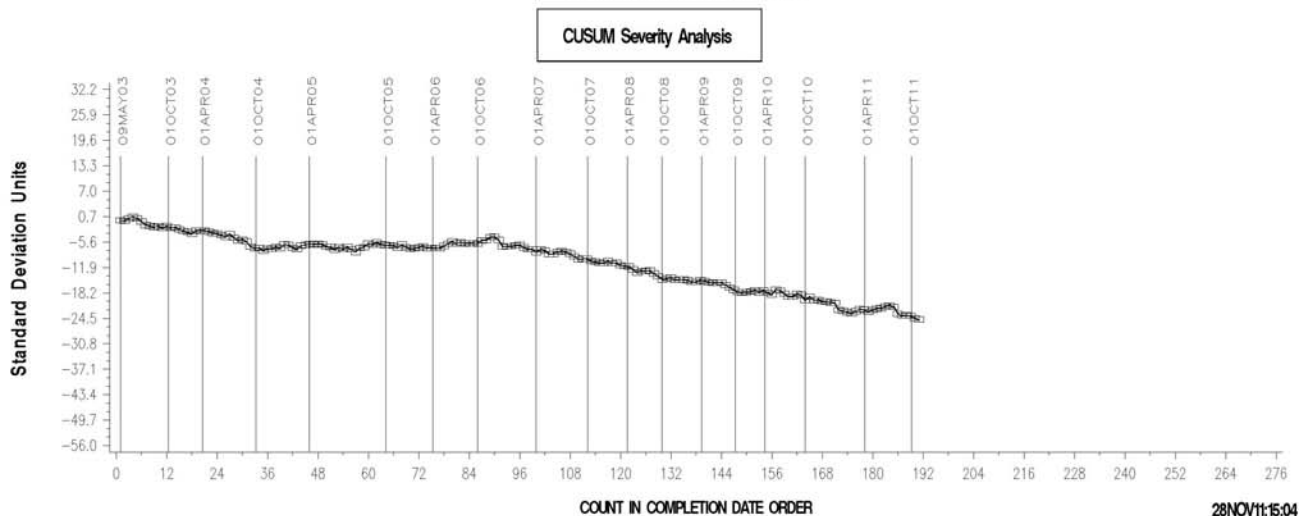
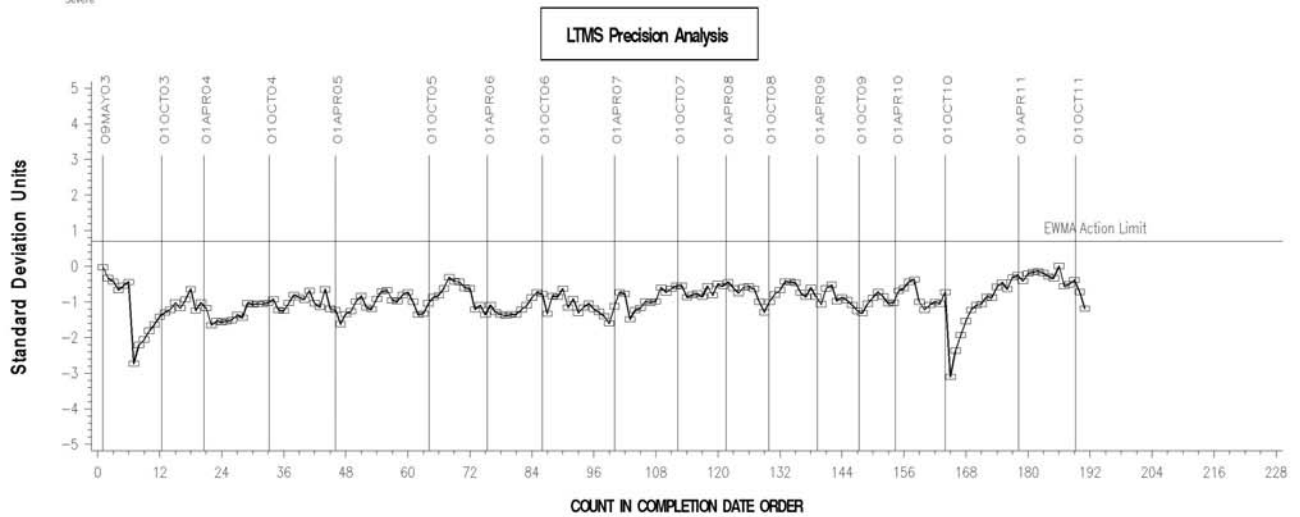
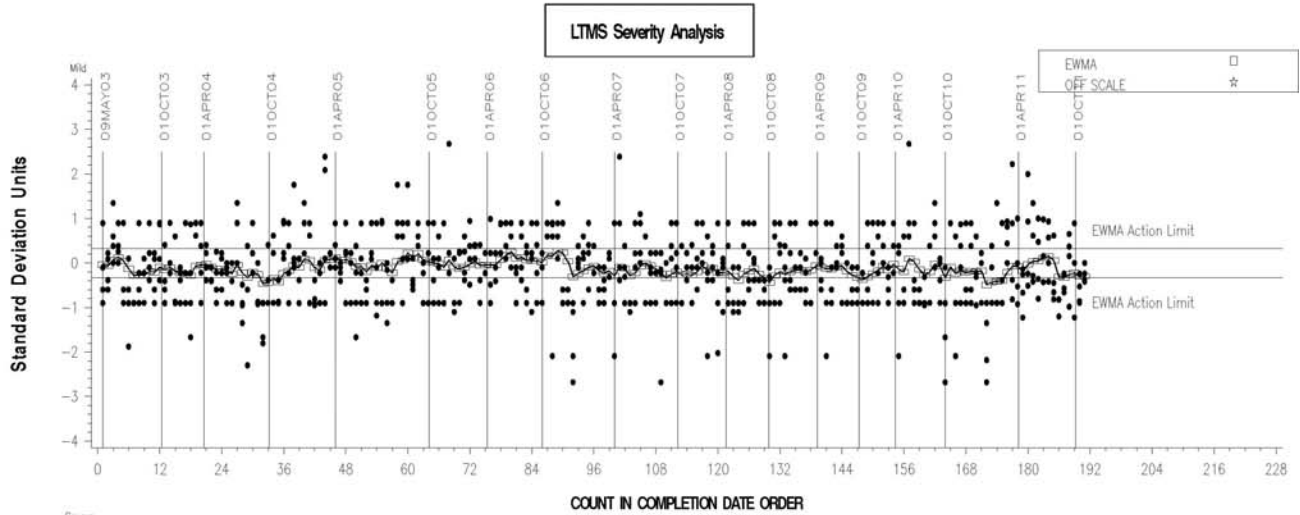
The industry control charts are shown beginning on the following page.

During this report period, industry performance for RIDG was slightly severe. SPIT and WEAR were both mild. The mild SPIT and WEAR may be attributable to the introduction of a new rater. RIDG severity, however is a continuation of a long standing industry-wide trend. RIPP performance was on target. All parameters remained within precision control limits.

### L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



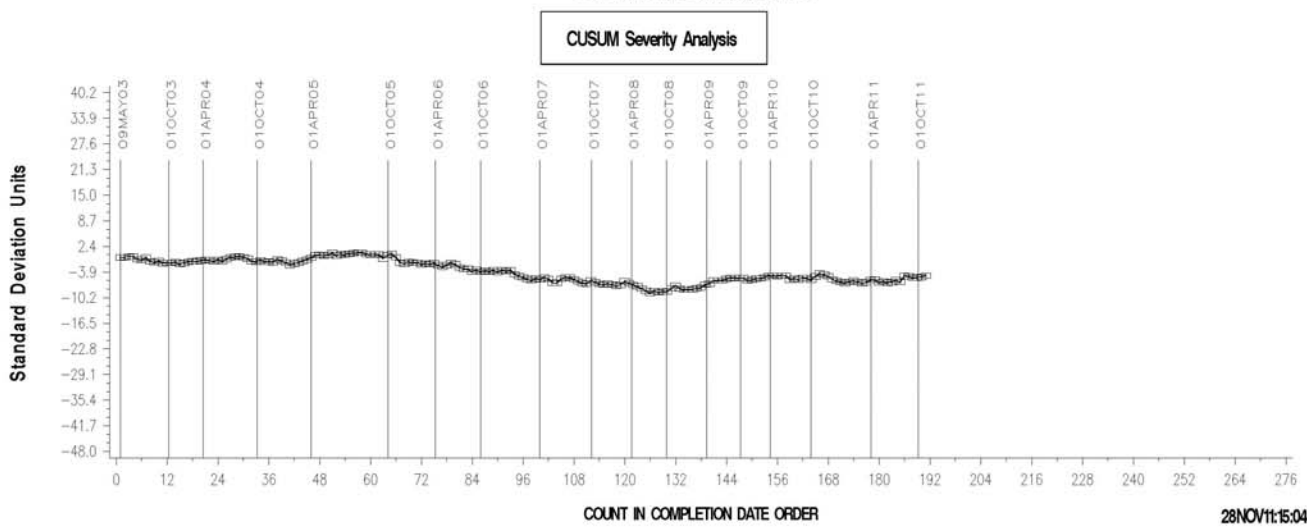
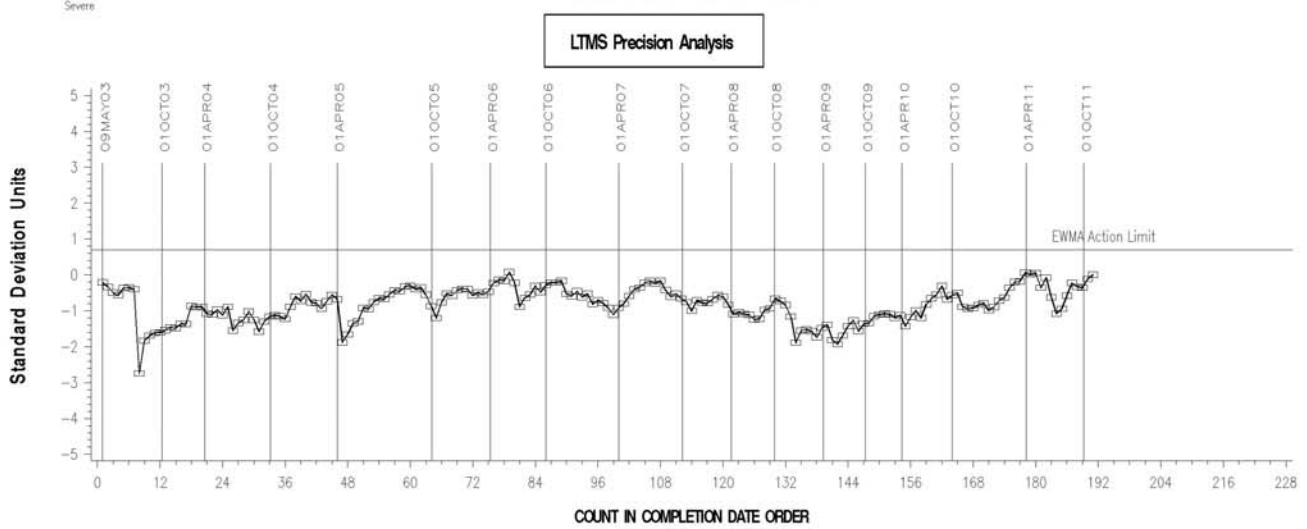
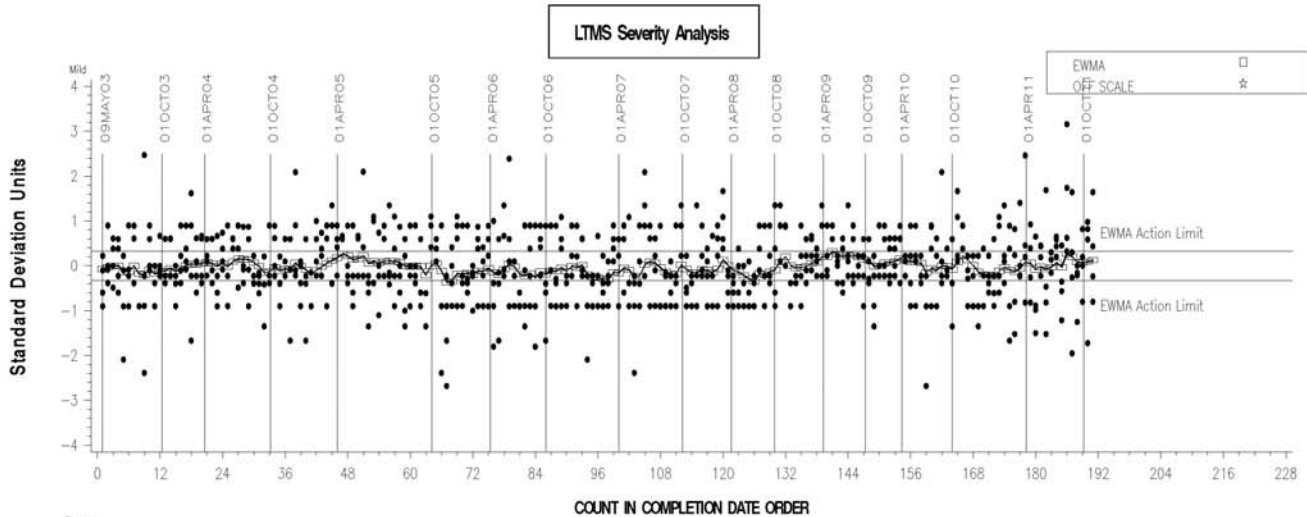
#### RIDGING



### L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



#### RIPPLING

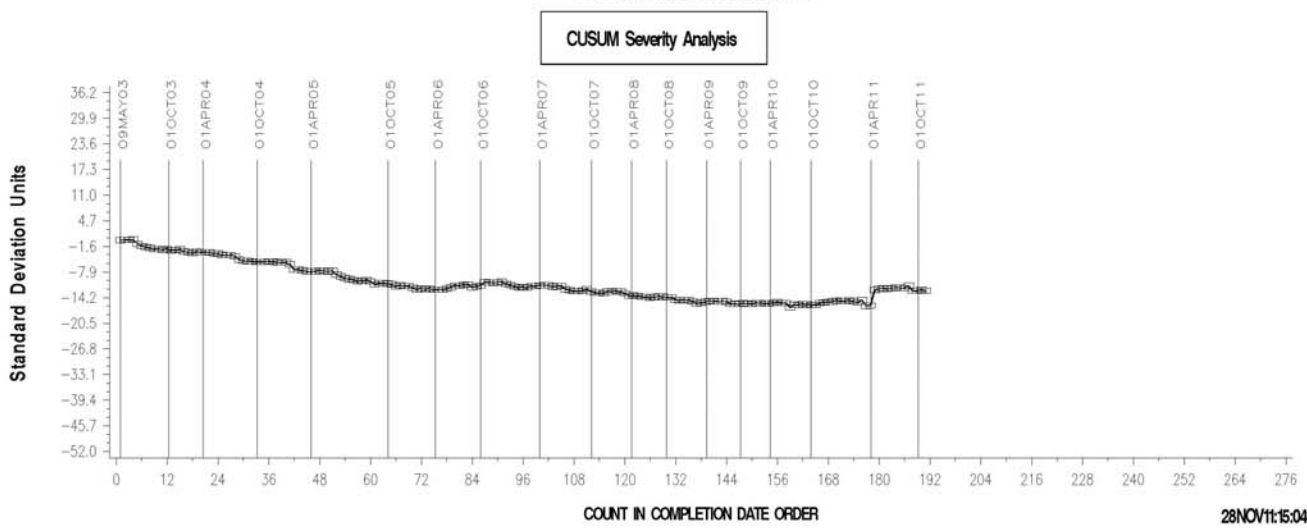
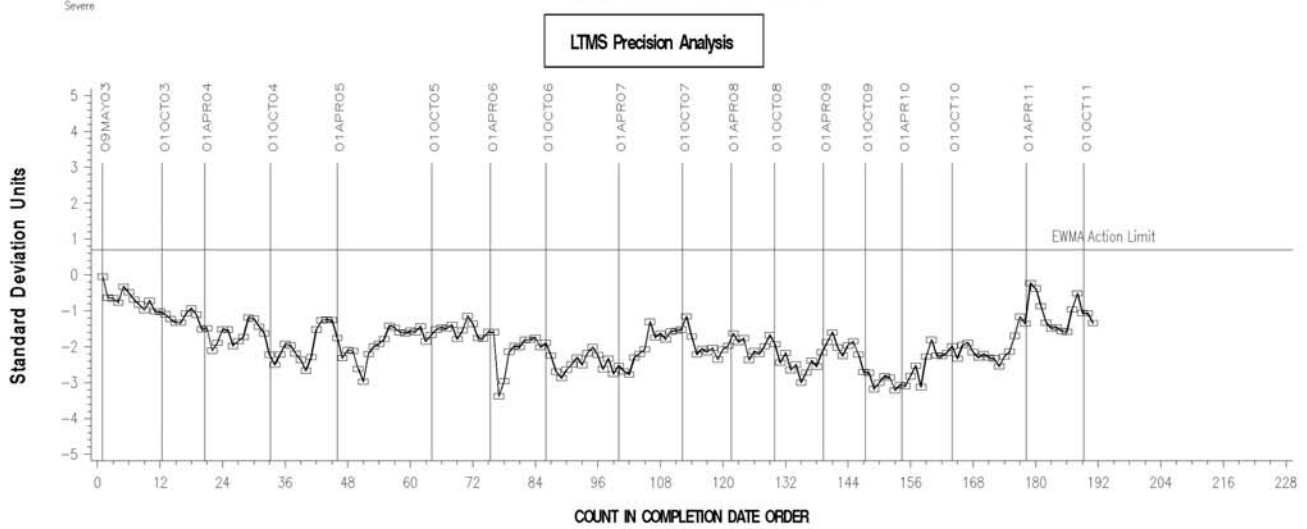
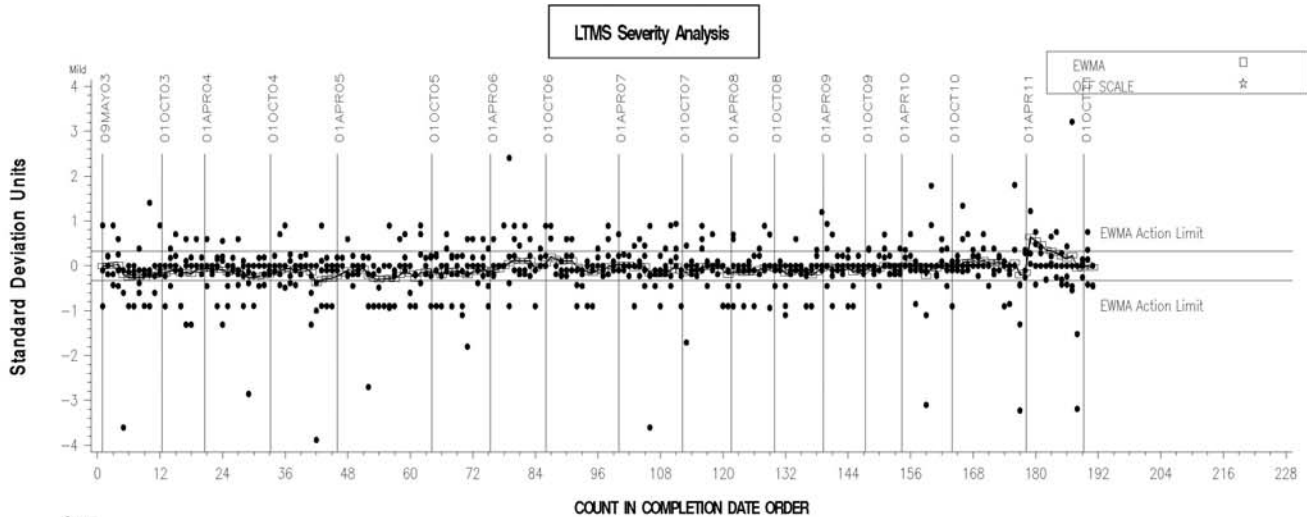




### L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



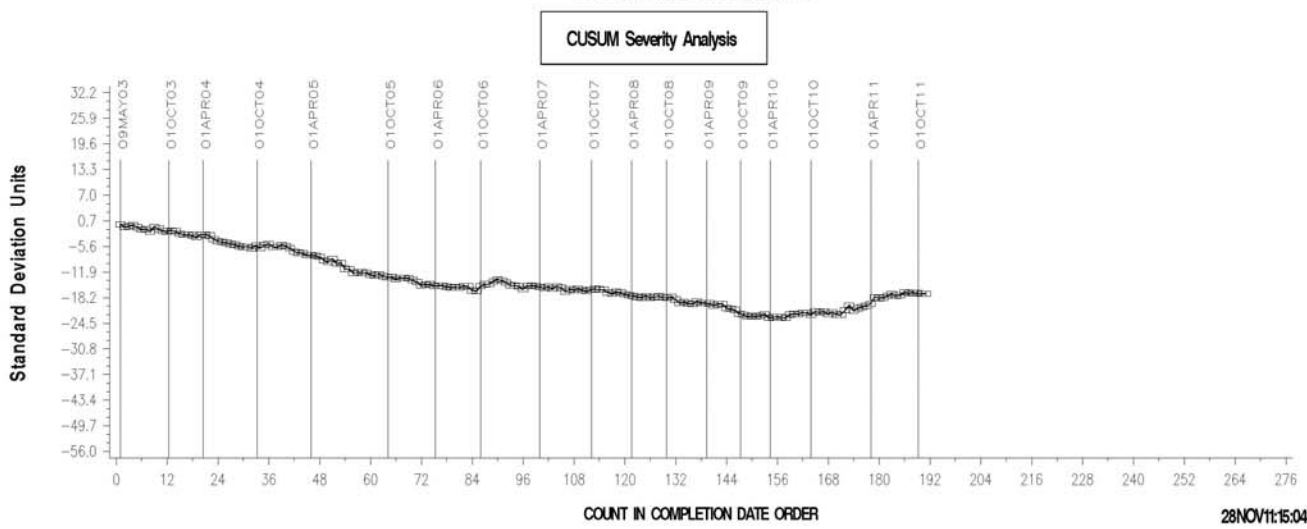
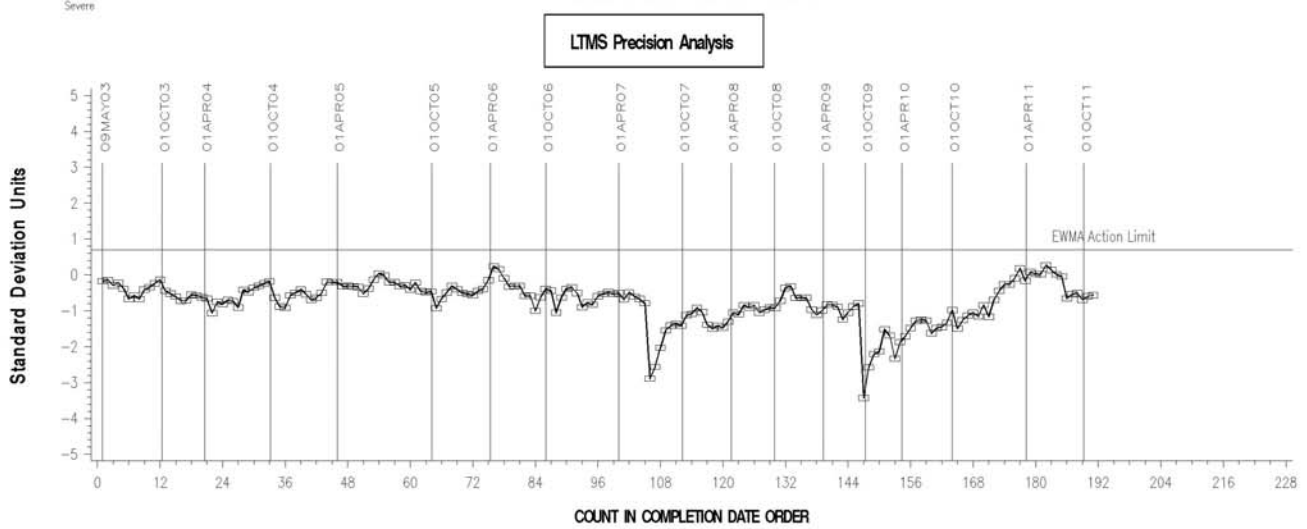
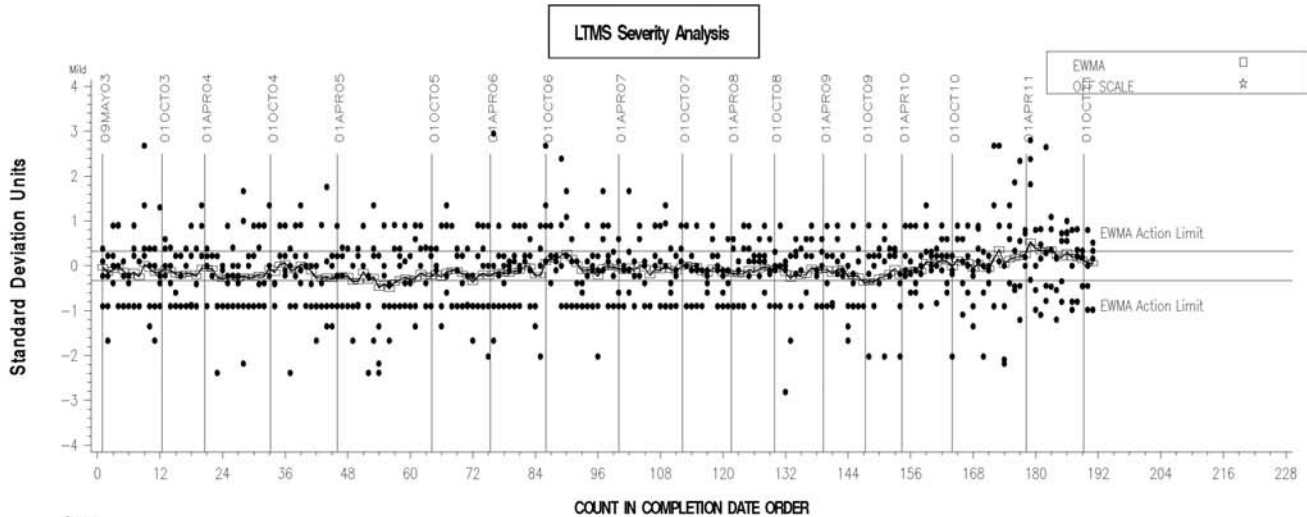
#### SPITTING



### L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



#### WEAR



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cc: Frank Farber

Jeff Clark

L37 Surveillance Panel

<ftp://ftp.astmtmc.cmu.edu/docs/gears/l37rc/semiannualreports/l37rc-10-2011.pdf>

Distribution: email