

L42 Surveillance Panel Teleconference

2-24-2006

SwRI L42 Surveillance Panel Request-originally sent to Chairman on 2-17-2006

SwRI requests that the L42 Surveillance Panel clarifies the current L42 ASTM procedure draft such that the following would be found acceptable:

1. The engine, transmission and the rest of the driveline of the L42-1 combination is capable of running referenced L42 tests.
2. L42-1 industry support gimmie tests on the above L42 referenced test stand could be run without affecting the L42 reference status of the test stand.

Background:

The L42-1 test stand (and procedure) was an intentional "tightening" of the original L42 stand and procedure. By design, this means that the L42-1 test stand is a subset of the older L42 stand, similar to the L60-1 being a subset of the L60 test stand. The current L42 procedure calls out a specific engine in section 3.5.1: "Chevrolet LS-9, 350 in cubed, truck engine, part # 467377" and a specific transmission in section 3.6: "M-20 GM". SwRI would propose inserting the following wording at the end of section 3: "For the items listed in section 3 above, it is also acceptable for a laboratory to use associated hardware item that are approved for L42-1 testing use". It is understood that an L42-1 configured test stand would have to be referenced as a new L42 stand and would have to meet all LTMS system requirements of a new stand. The referenced L42 tests would still be run per all the other procedure requirements of the existing L42 procedure.

The advantages to the above action would be:

1. L42 and L42-1 reference oil data could be collected on the same stand within a shorter time period for severity evaluations/ comparisons.
2. L42 tests could experience the possible precision benefits of the L42-1 working group's hard work until such time as the L42 is phased out.
3. Better stand/ labor utilization.
4. Better resulting industry cost control.

Given the above, SwRI makes a motion for the above listed L42 procedure change.

Attendees:

C. Koglin
D. Lind
D. Bartlett
B. Koehler
D. Smith
S. Marty
C. Schenkenberger
F. Farber

Teleconference notes:

- Chairman/TMC expressed concern what incentive is there to continue the L42-1 development?
- SWRI proposes following the rules of bringing a new stand into the L42 LTMS system
- The only changed proposed by SWRI to the L42-1 stand would be to change the 4 pots on the stand in order to meet the L42 score levels.
- SWRI is asking to interchangeably go from an L42 to L42-1 by changing pots from position A to B.

- Discomfort among group with proposed pot changes and not re-referencing

Motion: Brian Koehler/2nd Don Bartlett

Allow L42-1 Driveline to be used to reference L42 test types. Driveline to include: engine, transmission and any associated hardware connecting the engine to test axle to the dynamometers. If the pot settings are changed during an L42 reference period, the stand needs to be re-referenced in order to run L42's. Data dictionary changes to be made in order to capture L42-1 pot settings.

For: 4

Against: 0

Abstain: 1

TMC concerned over severity differences between the L42 and L42-1 without any test data. If candidate A was run on a referenced L42 stand and run on a referenced L42-1 stand, will we have the same outcome?