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ASTM D02.B0.03 L-42 Surveillance Panel Members and Guests:

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

February 13, 2019 Surveillance Panel Meeting (PRI – Warrendale, PA)

Please direct any corrections or comments to my attention.

Very Respectfully,

Eric Donovan, Chairman L-42 Surveillance Panel

L-42 Surveillance Panel Meeting Minutes

PRI - Warrendale, PA

February 13, 2019

Attendees: voting members in bold, * indicates called in via teleconference

R. Banas (Exxon)	K. Drlja (LZ)	T. Muransky (AAM)
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J. Clark (TMC)	B. Kearney (Afton)
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Call to Order

Review of Agenda

The meeting agenda is attached.

Review of Membership

J. Dharte (retired) will be replaced by Troy Muransky as the AAM voting member. Motion to approve by W. Venhoff, second by D. Smith. Unanimous approval, no abstentions.

Approval of Meeting Minutes

Meeting minutes for approval:

- "20181107 SP" → November 7, 2018 – Troy, MI

Motion to approve by M. Stevens, second by D. Smith to approve meeting minutes as presented. Unanimous approval, no abstentions.

L-42-1 Development

E. Donovan stated that Afton has not been able to perform more development due to rig availability. Once the test rig becomes available for more development, Afton will continue and share progress with the panel.

Drive-by-wire throttle

Discussion was had amongst several panel members about the lack of time to develop a new throttle solution. Options for a newer throttle body were discuss and should be feasible once someone can find time for development.

TMC 113 Dropout / New Discrimination Oil Development

The SP discussed acceptance testing for TMC 119. All agreed to run one test on a referenced test stand for a total of four (4) runs for approval. Labs can run this test as a 2nd discrimination oil run during a 4 test calibration sequence or any time during a reference period.

New/Open Issues

D. Beck (TMC) discussed section 9.6.1 of the ASTM D7452 procedure and options to update verbiage to require a four test calibration sequence (now including a discrimination run) instead of the three test sequence previously required. All feedback was positive and a motion to change the procedure was made by D. Smith, second by A. Goyal. Unanimous approval, no abstentions. The TMC will facilitate changing the procedure and an info letter will be sent soon.

Adjournment

Motion by W. Venhoff, second by M. Stevens. All in favor, meeting adjourned.

Respectfully submitted,

Eric Donovan

L-42 Surveillance Panel Chairman



L-42 Surveillance Panel Meeting

Performance Review Institute Warrendale, PA February 13, 2019 10:45 am - 11:00 am EST

Passion for Solutions

Agenda

- Call to Order
- Agenda
- Membership Review & Update
- Approval of Meeting Minutes
- **△ L-42-1 Development**
- Drive-by-wire throttle update
- - ▲ TMC 113 dropout / New discrimination oil development
 - ▲ Spray nozzle angle tolerance
- Adjournment



L-42 SP Voting Members

- Rob Banas ExxonMobil
- Allen Comfort US Army
- ✓ John Dharte AAM → Replacement needed due to retirement?
- Eric Donovan Afton Chemical (Chair)
- Arjun Goyal BASF
- Dylan Beck TMC
- Jule Rucker Meritor
- Dale Smith Intertek
- Robert Slocum Lubrizol
- Mary Stevens SwRI



Approval of Meeting Minutes

△ SP Meeting Minutes

^ "20181107_SP" → November 7, 2018 – Troy, MI



L-42-1 Development

Summary

- ▲ Electric T-rig (input and outputs)
- ▲ Dana 44 mounted without springs
- Development to date
 - ◆ Data from L-42 run was used to create 100 Hz setpoints for initial L-42-1 testing
 - ▲ Initial testing shows good progress, fine tuning still needed to hit exact setpoints consistently
- On hold at Afton for the near future due to rig availability



Drive-by-wire throttle

- During the August 2017 meeting, the panel discussed options of a drive-by-wire throttle body to replace the current, old design using the Jordan.
- R. Slocum (Lz) has attempted to use a current Corvette throttle body and control card.
- **№ Update from Lubrizol?**



TMC 113 Dropout / New Discrimination Oil Development

From the August 2017 meeting:

- ▲ Additive dropout was found in latest QC testing
- ▲ Gear oil drums are mixed prior to shipment. Homogenization may be limiting the impact that this has on the performance of the oil.

From November 2017 meeting:

- ▲ Not possible to make new drum of TMC 113
 - 52 USG remaining 104 tests worth
- ▲ Afton and Lubrizol to research possible new discrimination oils

From May 2018 meeting:

- ▲ Lubrizol has direction towards potential new discrimination oil
- ◆ The SP clarified that the new oil needs to consistently have double the scoring of the current passing oil

From August 2018 meeting:

- ▲ Lubrizol to blend 55 USG drum and send to TMC
- Each lab will run this oil on a currently referenced test stand and report results

From November 2018 meeting:

- ▲ A drum of oil was sent to the TMC the week of 11/5/18
- ▲ D. Beck will let E. Donovan know when the oil is ready to be shipped to labs

February 2018 meeting:

- ▲ Acceptance testing for TMC 119
 - 1 test on a currently referenced test stand per lab?



Passion for Solutions™

Spray Nozzle Angle Tolerance

- It has been noted that the L-42 spray nozzle diagram lacks a tolerance like the L-37 diagram
- Updated drawing has been sent to the TMC. The procedure is being updated.

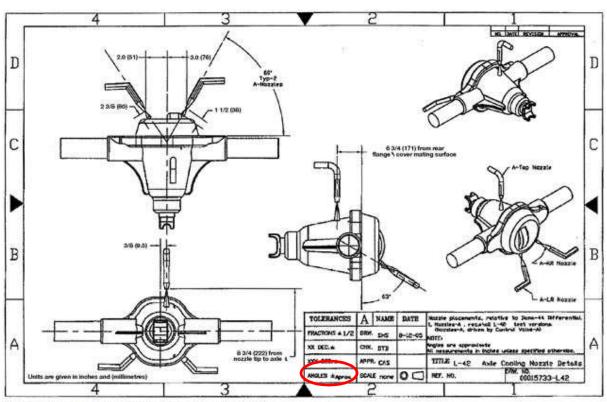


FIG. A6.3 Drive Shaft Torque Meter Assembly



New/Open Issues

Thanks!



L-42 SP Meeting



February 13th, 2019



Current Procedural Wording

- 9.6 *In–Service Stand Calibration*—Calibrate previously referenced test stands according to instructions provided in 9.4; that is, after every twentieth non–reference oil test, or after three months since the last acceptable reference oil test sequence.
- 9.6.1 Also, if any of the special circumstances described below are involved, calibrate with a new three reference oil test calibration sequence:
- 9.6.1.1 After a test stand is moved, or
- 9.6.1.2 After changing axle batches, or
- 9.6.1.3 After changing throttle settings, or
- 9.6.1.4 After changing torque settings, or
- 9.6.1.5 After major computer changes, or
- 9.6.1.6 After a test not conforming to this test method was run in the stand since the last acceptable reference test, or
- 9.6.1.7 After 6 months since the last valid L42 calibration test, or
- 9.6.1.8 After two reference oil calibration attempts are made resulting in the end-of-test pinion coast side scoring not meeting the Shewhart limits as published by the Test Monitoring Center, or the tests are statistically unacceptable or operationally invalid.



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Current Procedural Wording

9.6 *In–Service Stand Calibration*—Calibrate previously referenced test stands according to instructions provided in 9.4; that is, after every twentieth non–reference oil test, or after three months since the last acceptable reference oil test sequence.

9.6.1 Also, if any of the special circumstances described below are involved, calibrate with a new three reference oil test calibration sequence:

- 9.6.1.1 After a test stand is moved, or
- 9.6.1.2 After changing axle batches, or
- 9.6.1.3 After changing throttle settings, or
- 9.6.1.4 After changing torque settings, or
- 9.6.1.5 After major computer changes, or
- 9.6.1.6 After a test not conforming to this test method was run in the stand since the last acceptable reference test, or 9.6.1.7 After 6 months since the last valid L42 calibration
- test, or

9.6.1.8 After two reference oil calibration attempts are made resulting in the end-of-test pinion coast side scoring not meeting the Shewhart limits as published by the Test Monitoring Center, or the tests are statistically unacceptable or operationally invalid.

If any of these major changes occur a new discrimination run would also be required.



Proposed Procedural Revision

- 9.6 *In–Service Stand Calibration*—Calibrate previously referenced test stands according to instructions provided in 9.4; that is, after every twentieth non–reference oil test, or after three months since the last acceptable reference oil test sequence.
- 9.6.1 Also, if any of the special circumstances described below are involved, calibrate with a new four reference oil test calibration sequence, including a new discrimination oil run:
- 9.6.1.1 After a test stand is moved, or
- 9.6.1.2 After changing axle batches, or
- 9.6.1.3 After changing throttle settings, or
- 9.6.1.4 After changing torque settings, or
- 9.6.1.5 After major computer changes, or
- 9.6.1.6 After a test not conforming to this test method was run in the stand since the last acceptable reference test, or
- 9.6.1.7 After 6 months since the last valid L42 calibration test, or
- 9.6.1.8 After two reference oil calibration attempts are made resulting in the end-of-test pinion coast side scoring not meeting the Shewhart limits as published by the Test Monitoring Center, or the tests are statistically unacceptable or operationally invalid.



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