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

MEMORANDUM:	20-018
DATE:	April 20, 2020
TO:	Kristijan Drlja, Chairman, L-60-1 Surveillance Panel
FROM:	Dylan Beck Doll Berglo
SUBJECT:	L-60-1 Reference Oil Testing from October 1, 2019 through March 31, 2020

Attached is a summary of testing activity this period.

DJB/djb/mem20-018.djb.doc Frank Farber cc: Jeff Clark L-60-1 Surveillance Panel http://www.astmtmc.cmu.edu/ftp/docs/gear/1601/semiannualreports/1601-04-2020.pdf

Distribution: email

	Reporting Data	Calibrated on 3-31-20
Number of Labs	4	4
Number of Stands	7	7

BY-LAB STAND DISTRIBUTION 2 Number of Stands 1-0 А В D G LAB Report Period: Previous Current

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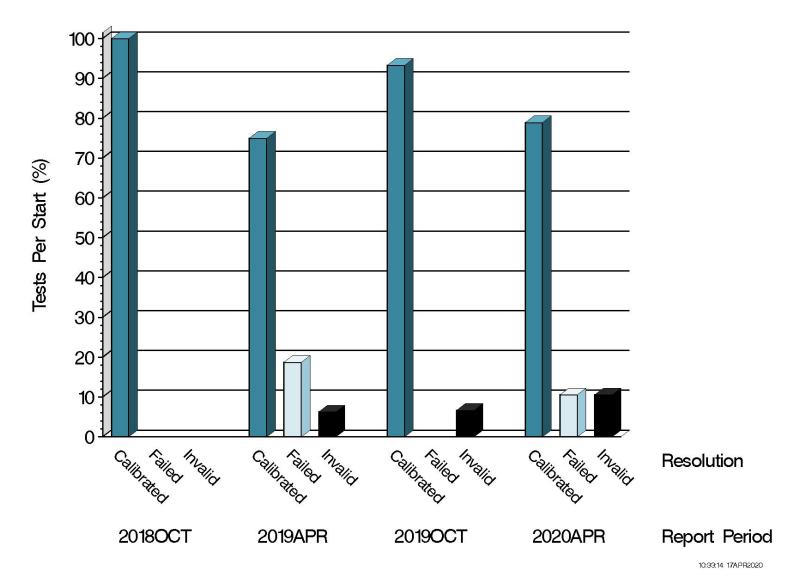


Test Distribution by Oil and Validity

				Totals		
		148-1	155-1	Last Period	This Period	
Accepted for calibration	AC	8	7	14	15	
Rejected (Mild)	OC	0	0	0	0	
Rejected (Severe)	OC	2	0	0	2	
Rejected (Combination)	OC	0	0	0	0	
Rejected (Precision)	OC	0	0	0	0	
Invalidated calibration	LC	0	0	1	0	
Acceptable info run	NI	0	0	0	0	
Aborted info run	XI	0	0	0	0	
Aborted	XC	2	0	0	2	
Total		12	7	15	19	



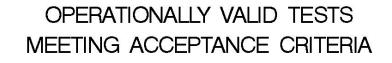
CALIBRATION ATTEMPT SUMMARY

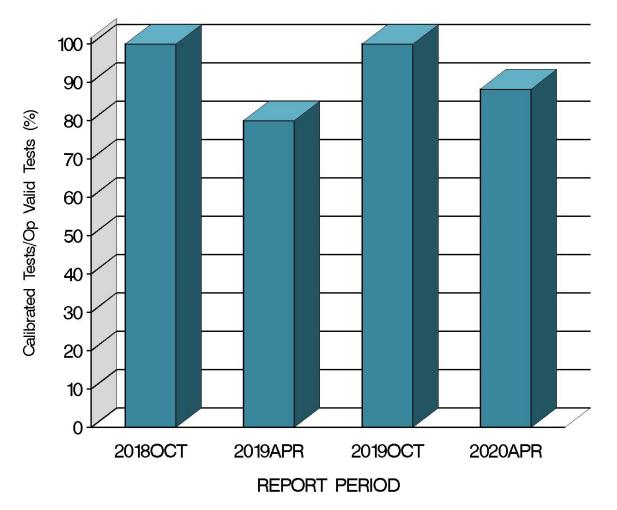




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L-60-1 (D5704)





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CAUSES FOR LOST TESTS

			Oil		Validity			Loss Rate		
Lab	Cause		148-1	155-1	RC	LC	XC	Lost	Starts	%
Α	Oil Leak		•				•	2	19	10%
	•	Lost	2	0	0	0	2			
		Starts	12	7	19	19	19			
		%	17%	0%	0%	0%	10%			



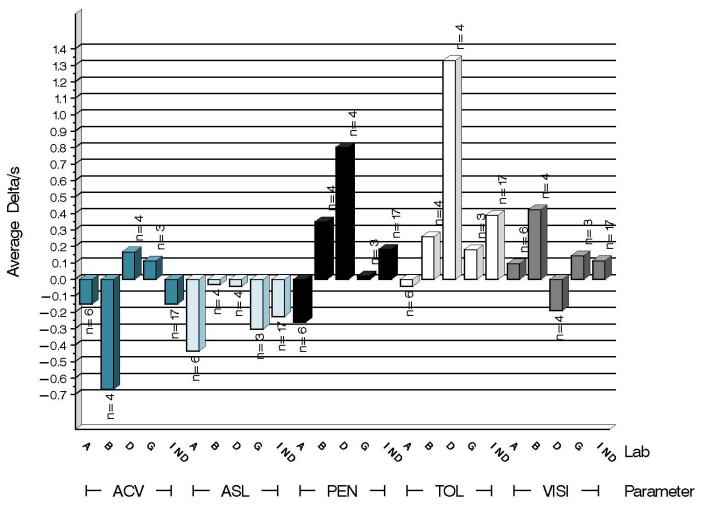


Average ∆/s by Lab							
Lab	n	VISI	PEN	TOL	ACV	ASL	
Α	6	0.097	-0.261	-0.044	-0.151	-0.437	
В	4	0.424	0.351	0.260	-0.668	-0.032	
D	4	-0.190	0.802	1.330	0.167	-0.043	
G	3	0.144	0.022	0.180	0.112	-0.303	
Industry	17	0.114	0.183	0.391	-0.151	-0.225	
Shift*	17	0.877	0.076%	0.097%	-0.077 merit	-0.024 merit	

*computed using severity adjustment standard deviation.



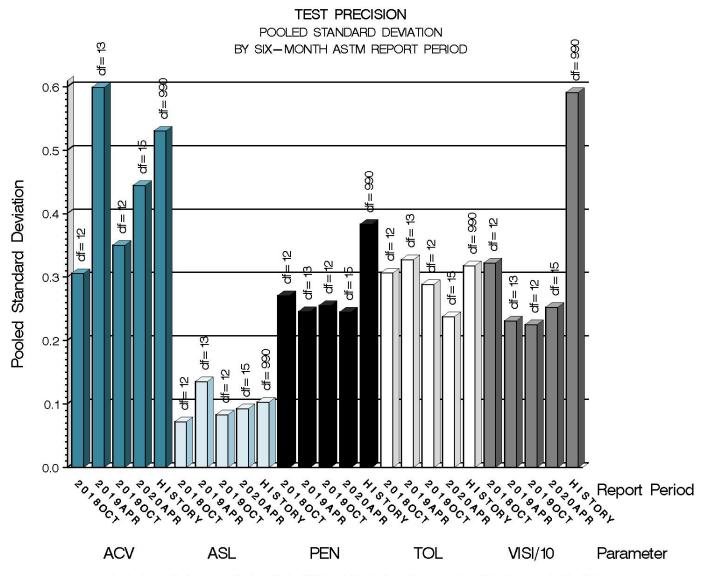
TEST SEVERITY DELTA/S BY LAB



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due to the vastly larger reported results for VISI in relation to the other parameters, it is shown scaled by 0.1

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SUMMARY OF SEVERITY & PRECISION

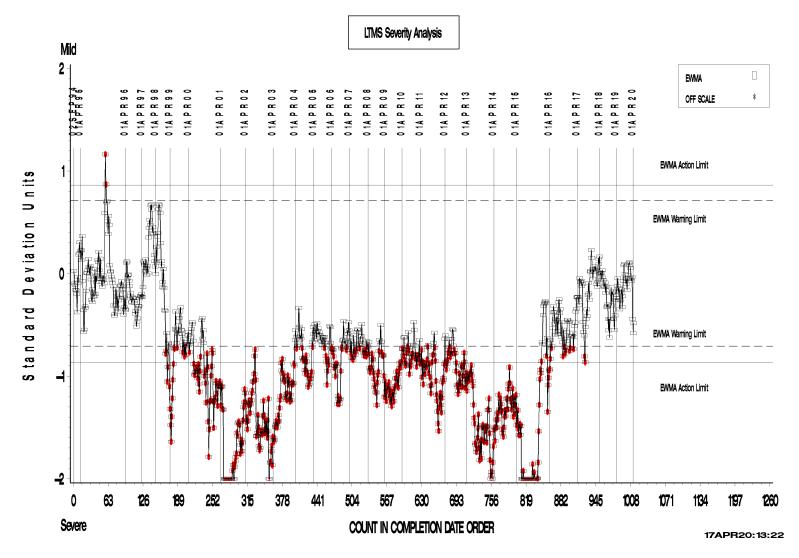
Severity				
All parameters have remained within limits this period.				
Precision				
Precision for all parameters remained within limits this period.				

Industry control charts follow.



L-60-1 INDUSTRY OPERATIONALLY VALID DATA

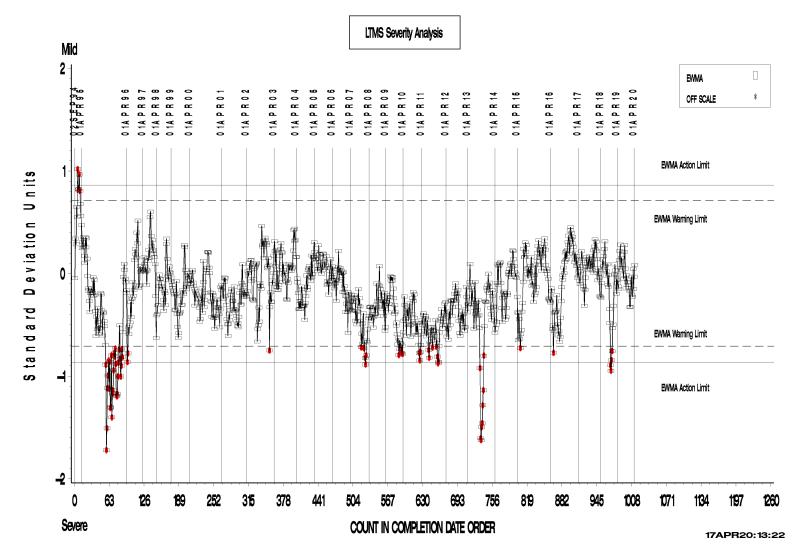
REF. FINAL AVERAGE CARBON/ VARNISH





L-60-1 INDUSTRY OPERATIONALLY VALID DATA

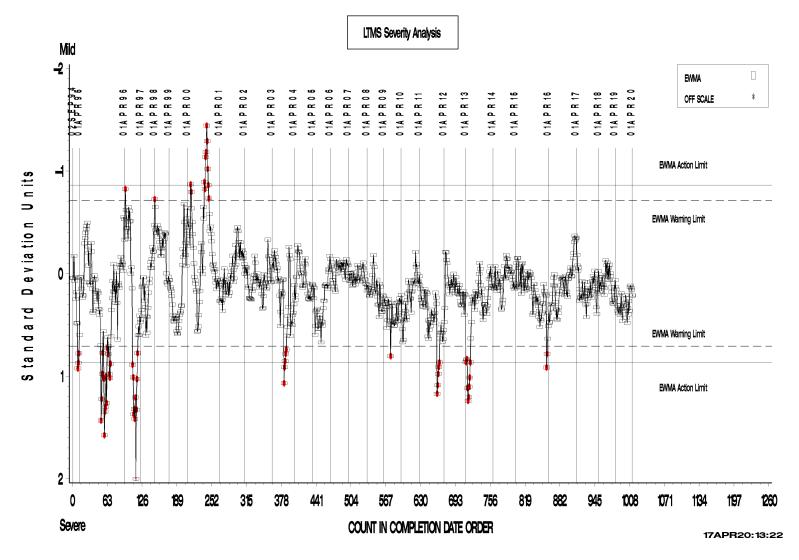
REF. FINAL AVERAGE SLUDGE





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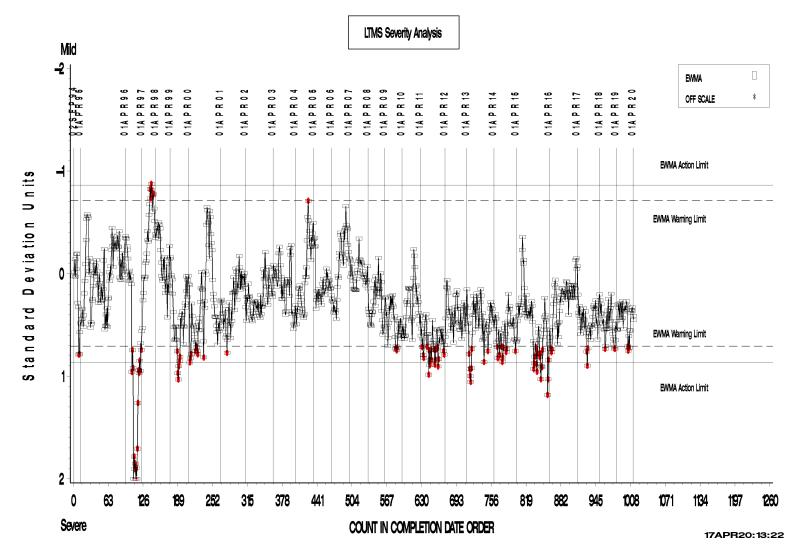
REF. FINAL PENTANE INSOLUBLES





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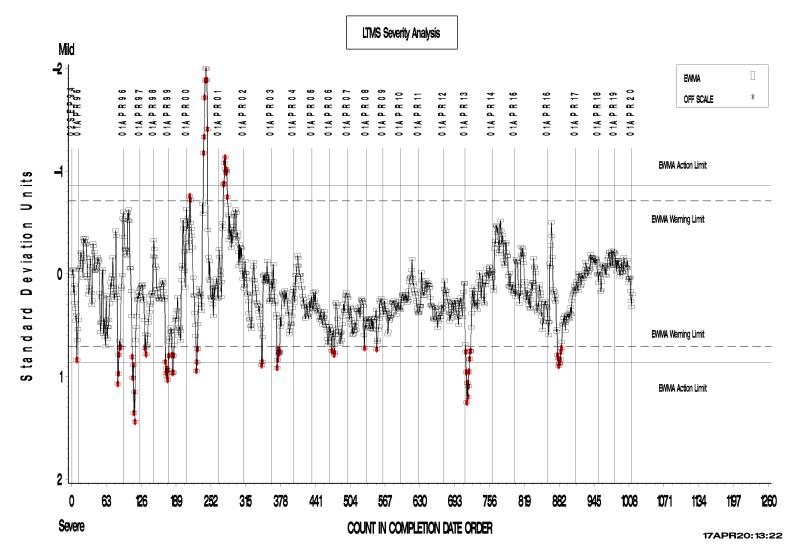
REF. FINAL TOLUENE INSOLUBLES





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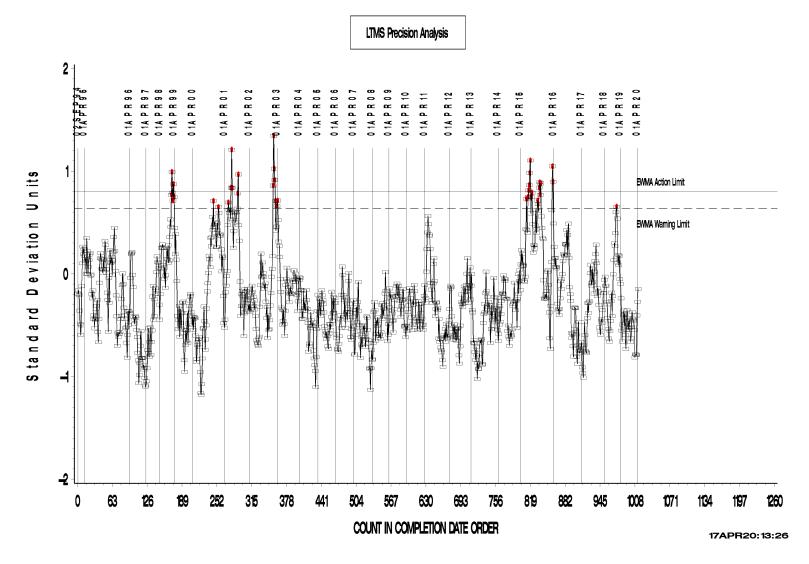
REF. FINAL VISCOSITY INCREASE





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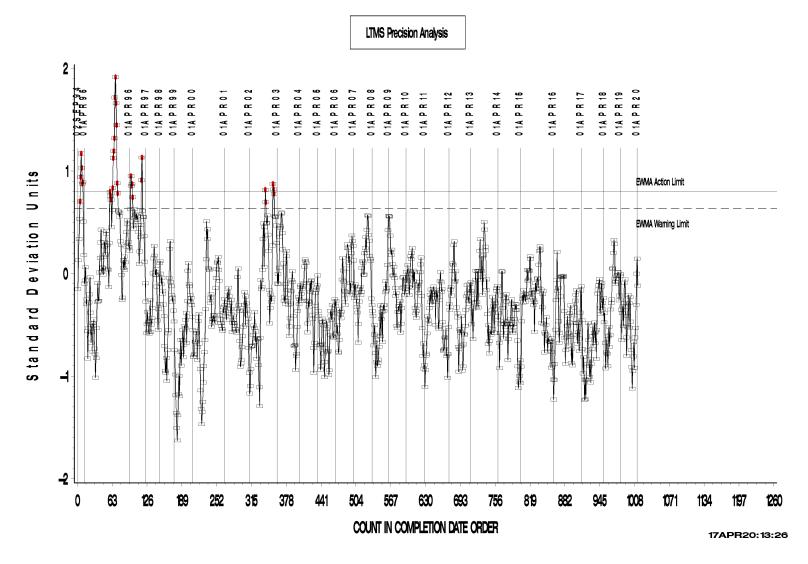






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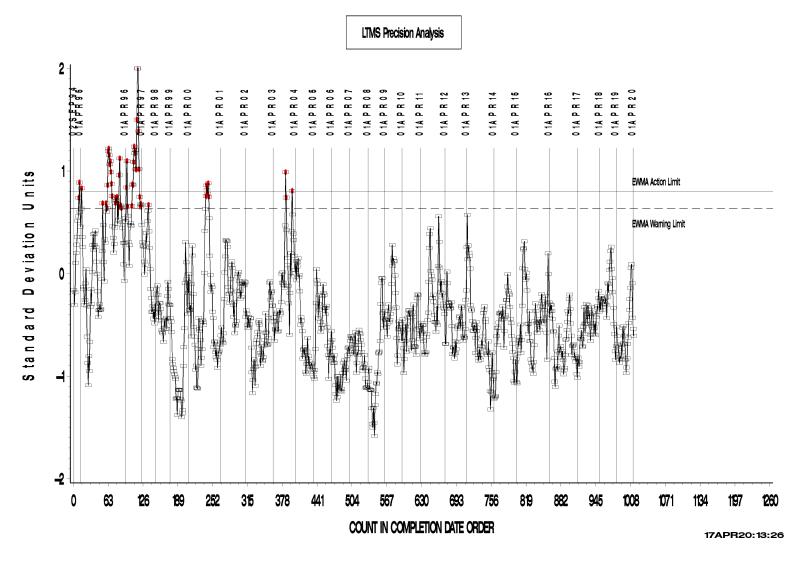
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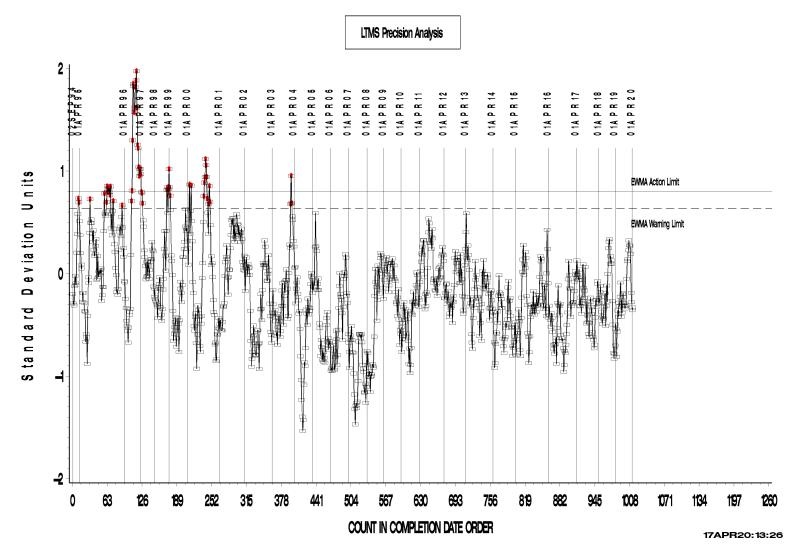




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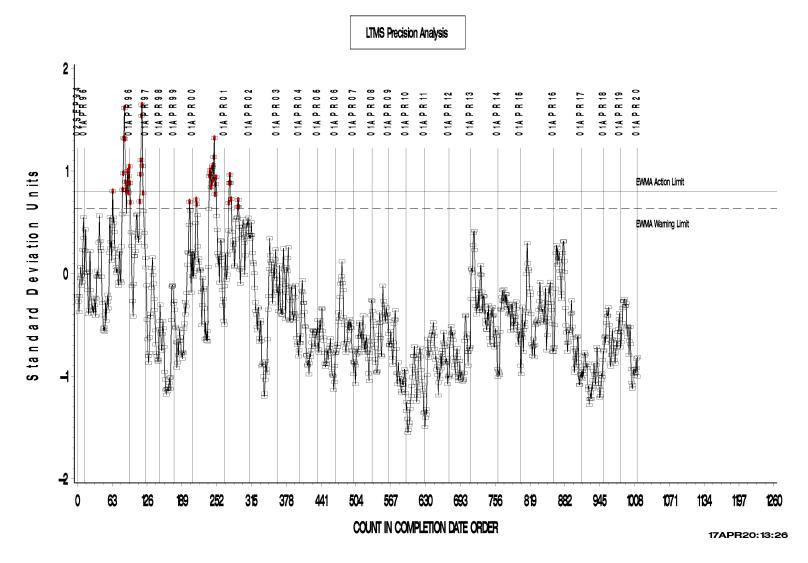
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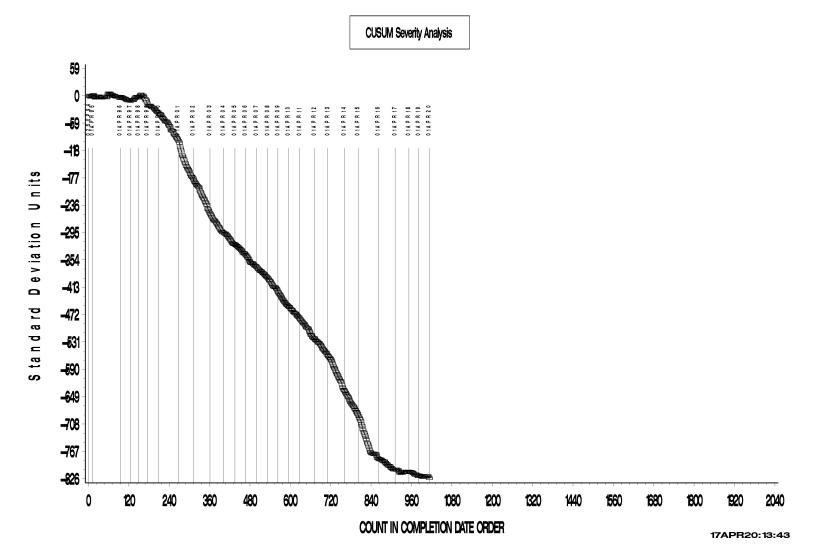






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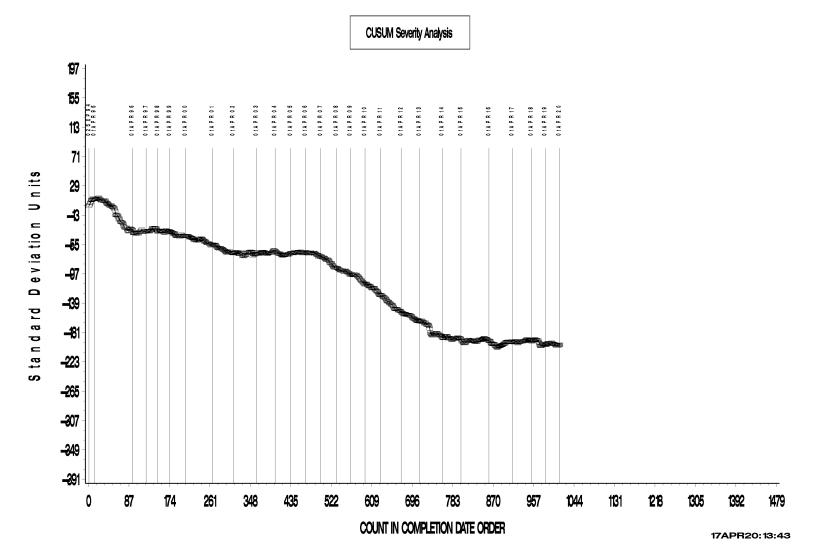






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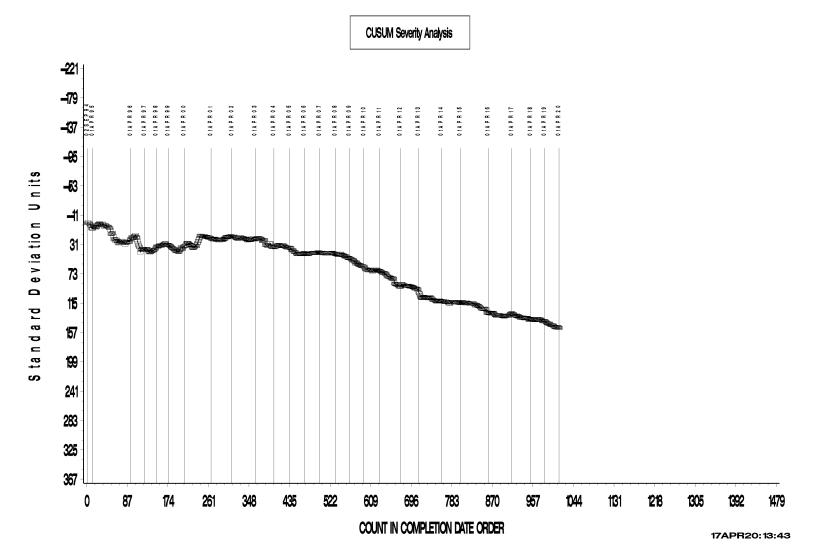






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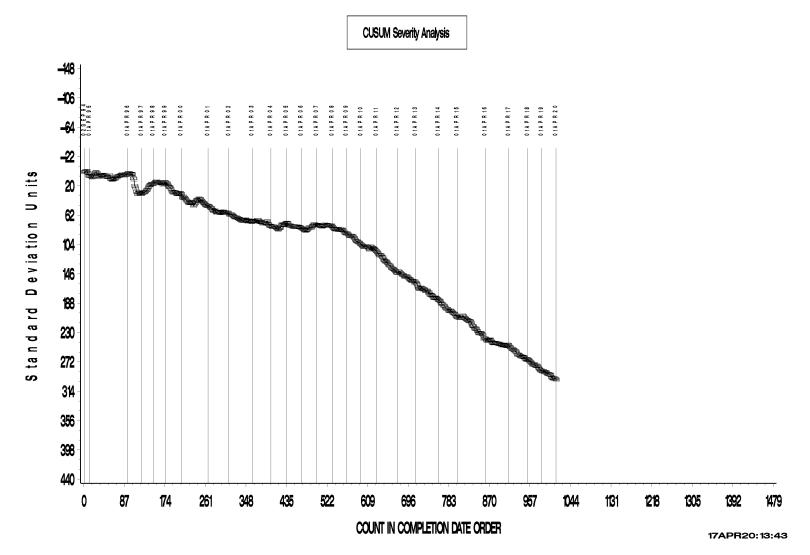
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L-60-1 INDUSTRY OPERATIONALLY VALID DATA

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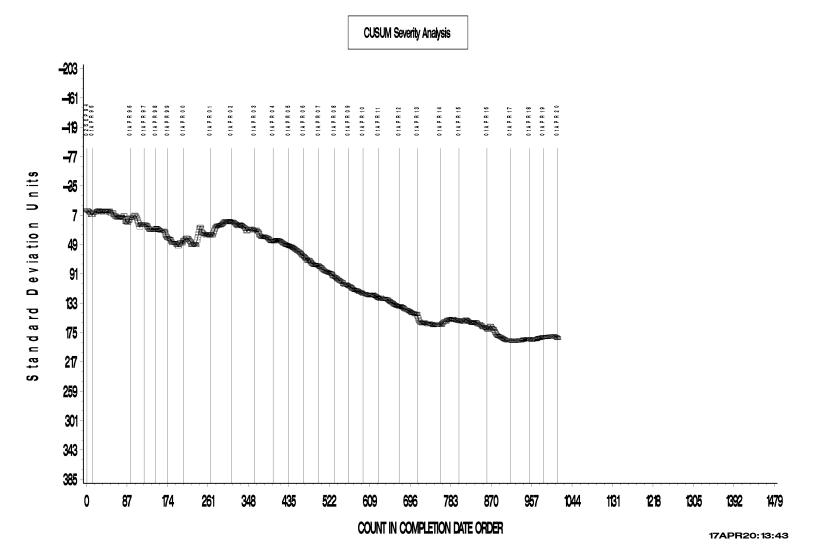






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REF. FINAL VISCOSITY INCREASE







TIMELINE ADDITIONS

Effective Date	Information Letter	Event
November 25, 2019	19-01	Section 8.4.1 of the test method was modified to change Nox-Rust paper from the sole supplier for corrosion inhibiting paper, to a suitable supplier. In addition, the requirement of wrapping the gears in a paper towel was removed since this would act as a barrier between the gear surface and the corrosion inhibiting paper.





LAB VISITS

One L-601 lab visit was conducted during this period. During the inspection it was discovered that the V-ring seals were stored in a small plastic bag with no part number identifying them. The lab submitted a corrective action report shortly after the visit, and the parts are now stored in a bag labeled with the part number.

INFORMATION LETTERS

Information letter 19-01 was issued during this period.



STATUS OF REFERENCE OIL SUPPLY

		@ TMC		
Oil	Cans @ Labs	Cans	Gallons	
148-1	28	190	11.9	
155-1	28	564	35.3	
Total	56	754	47.2	

The surveillance panel has asked that the TMC reserve a portion of oil 155-1 for L-60-1 testing. The TMC quantity shown for this oil is for that reserved portion. A separate quantity of 65.46 gallons is available for use in other gear testing. 190 tests of oil 148-1 remain in TMC inventory; however, this is only 11 gallons. When the need arises, it will not be possible to obtain a reblend of this oil. The panel is advised to begin considering a possible replacement for this oil.

