

**Liaison Report to API Lubricants Committee:  
2002 Activities of ASTM D02.B on Automotive Lubricants  
Houston OMNI Hotel  
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The following items illustrate the activities of ASTM D02.B on Automotive Lubricants, specifically in the areas of crankcase engine oils for gasoline and diesel fueled vehicles. These activities are very closely aligned with those of ILSAC, API and ACC, so there is significant overlap in the day-to-day happenings. Therefore, further details are available from other industry sources. Industry trade journals continue to do a remarkably accurate and timely job in keeping us all up-to-date on the progress of PCEO and HDEO issues. The items addressed below are therefore an attempt to capture a snapshot of activities in this very dynamic process.

**PCEOCP**

The PCEOCP is prepared to contribute to the development of ILSAC GF-4, and the companion API Service Category. Preliminary activities have involved the ILSAC GF-4 Matrix Design TF and the very closely coupled Sequence IIIG Test Development Panel.

The ILSAC GF-4 Matrix Design TF has been struggling to prepare a matrix design for the Sequence IIIG engine test as they await critical industry input. Slow, marked progress of the ILSAC/Oil Team in their negotiations, as well as a delay in the market deployment date of ILSAC GF-4 have had a pronounced effect on the GF-4 MDTF activities. The matrix design is expected to be finalized by year-end.

The Sequence IIIG engine test development has been plagued by hardware issues, as the TDP struggles to deliver a more severe test than the predecessor Sequence IIIF, with the capability to deliver both high temperature wear and oil oxidation.

Once Sequence IIIG hardware issues have been resolved, and the matrix design is endorsed, then the PCEOCP activity level will increase to a fever pitch.

The next PCEOCP meeting is scheduled for December 10<sup>th</sup> in Anaheim, CA.

**HDEOCP**

The HDEOCP is preparing to deal with the development of the PC-10 category.

Stakeholders in the heavy-duty arena have been involved in government development programs and industry consortia focused on ULSD (ultra low sulfur diesel in the range of less than 10 – 15 ppm sulfur) and low sulfur, low phosphorus and low sulfated ash crankcase lubricants. The

lowering of sulfur in diesel fuel and the lowering of sulfur, phosphorus and sulfated ash in crankcase lubricants is required to ensure exhaust aftertreatment systems functionality and durability in order for the EMA OEMs to meet 2007 diesel emissions regulations.

The API PC-10 NCET (New Category Evaluation Team) has been chartered, and has met a number of times to frame the PC-10 performance needs, feasibility, test development, funding process, and category timeline. The PC-10 NCET is planning to recommend formal development of this new category to the API Lubricants Committee and API Diesel Engine Oil Advisory Panel (before March of 2003). Once approval from these bodies has been received, the HDEOCP can expend resources for PC-10 development.

The next HDEOCP meeting is scheduled for December 10<sup>th</sup> in Anaheim, CA.