

## **List of Technology Items for Resolution**

(assumes June 1, 2009 start of demonstration period)

1. VID
  - i. Precision established
  - ii. Draft limits for fuel economy stated in terms of VID test
  - iii. ACC will consider provisional test registration during the ASTM VID approval process
  - iv. Prefer to have VID approved "as an engine test" when the tech demo period begins
2. IIIGB
  - i. Precision established
  - ii. Begin test registration when template complete
3. Emulsion retention test
  - i. Recommended Practice accepted by ASTM
  - ii. Consistency demonstrated in testing
4. Seals tests
  - i. Round Robin completed
  - ii. Analysis completed
  - iii. Limits reviewed
5. All legacy tests available: engine and bench tests
  - i. VG fuel issue settled so candidates can be run
  - ii. adequate IVA test capacity available
  - iii. IIIG WPD severity addressed and stabilized in time for GF-5 mandatory waiting period
  - iv. Seq VIII new bearing batch established
6. Establish who determines base stock slate in API 1509
7. Understanding that no additional tests can be added to draft spec after it goes to tech demo

## **Things done during tech demo period**

1. Assess the value of the category to stakeholders and end users
2. Understand formulating tradeoffs
  - generate data on a balanced formulation to meet all the draft spec criteria
  - specific things to 'test' for:  
assure limits on tests are not in conflict with each other in terms of what oils can do---robustness vs fuel economy, viscosity grade vs. fuel economy limit, type of base stock vs fuel economy limit.
  - Need to understand VID (lab to lab, engine to engine, etc.)
3. To help establish meaningful limits
4. To help assess industry needs

## **ACC PAPTG Assessment of Technology Demonstration period**

ACC PAPTG could not reach consensus to shorten the tech demo period at this time (March 24, 2009). The major point is to gain an understanding of the tradeoff between WPD and the VID; this tradeoff will be better understood when ILSAC proposes fuel economy limits as measured by the VID.