

To: API Lubricants Group
Cc: Lubricants Group Mailing List
API

Ballot to Confirm if Lubricants Group will Review and Ballot Establishment of “CK-4 PLUS”

Designation

On August 18, 2021, DEOAP/Karin Haumann presented the DEOAP summary report and recommendation on a Ford Request for an API CK-4 Supplemental Category. The proposed designation requires a passing Ford 6.7L Valve Train Wear Test to claim CK-4 Plus in the lower part of the API Donut.

The DEOAP summary presentation included a review of the *Ford Request for Supplemental Category, DEOAP Supplemental Category Evaluation, Category Supplement Evaluation and Supplement Evaluation Vote Outcome*. The following is the DEOAP conclusion which was presented to Lubricants Group.

“After evaluation of the request for adoption of a Supplemental Category, the DEOAP was unable to reach a consensus to recommend to the API Lubricants Standards Group to proceed with development of CK-4 PLUS.”

This conclusion summarizes the DEOAP Ballot result which was ***Against Supporting the Ford Supplement Request***.

After the DEOAP Presentation Ford was offered an opportunity to comment. Ford reminded the Lubricants Group that: Three Diesel OEMs also came forward with wear concerns, Ford supports API, and asked LG to help manage this CK-4 Plus wear performance gap. As a final process step Ford asks Lubricants Group to review and possibly Ballot CK-4 Plus supplement.

After a detailed discussion the following motion for a Voice Vote on the CK-4 Plus supplement was made.

Move to ballot if Lubricants Group will accept the recommendation from the DEOAP which did not recommend inclusion of a supplemental category designation (i.e., CK-4 PLUS) requested by Ford.

A voice vote by Lubricants Group resulted in agreement to issue a written ballot on the motion: ***Move to ballot if Lubricants Group will accept the recommendation from the DEOAP which did not recommend inclusion of a supplemental category designation (i.e., CK-4 PLUS) requested by Ford.***

For Clarification:

An ***Affirmative Ballot*** will mean that the Lubricants Group **Accepts the DEOAP Recommendation and Will Not Include CK-4 PLUS** as a HDEO Designation.

A ***Negative Ballot*** result will mean that the Lubricants Group **Rejects the DEOAP Recommendation and will Start a New Review and Possibly Vote to Include the CK-4 PLUS** designation.

Lubricants Group Members should use the API Ballot System to cast their vote and make comments. The Ballot Link is: <http://Ballots.api.org>. The Lubricants Group Member votes will be counted, and all received comments reviewed and considered to determine if the ballot is passed.

Non-Lubricants Group Members may comment using the API Ballot system. The Ballot Link is: <http://Ballots.api.org> .

This Ballot will close on September 27, 2021. All votes on the Ballot to Confirm if Lubricants Group will Review and Ballot Establishment of “CK-4 Plus” Designation must be received by that date.

Attachment 1

API CK-4 Supplemental Category Request

Ford Request for API CK-4 Supplemental Category Summary

August 18, 2021

Karin Haumann

Co-Chairperson DEOAP

Request for Supplemental Category

- Mike Deegan of Ford Motor Co. requested on December 10, 2020 that the DEOAP consider a Supplemental Category, CK-4 PLUS, to include the Ford developed 6.7L Valvetrain Wear Test.
 - Ford have identified some API CK-4 approved formulations do not meet wear performance requirements in Ford engines.
 - Ford 6.7L test development is complete and is offered as an ASTM-approved test.
 - Ford have offered to support the test with hardware throughout CK-4 and through PC-12.
 - Oils that pass the test are currently available in the market.
 - Ford have offered to fund 4 of 20 tests of the proposed precision matrix design.

Supplemental Category Evaluation

- As outlined in API 1509 D.4.1 the DEOAP must decide to:
 - a. Support the request for the Supplement and forward it to the API Lubricants Standards Group for consideration to proceed with development. This recommendation shall identify the need for the Supplement to an existing Category, recognize its feasibility, provide a timetable for development, suggest draft language for the Supplement, and verify funding of the development. The API Co-Chairperson of the DEOAP shall present the DEOAP recommendation, along with the appropriate documentation, to the API Lubricants Standards Group for consideration at its next meeting.
 - or b. Deny the request, explaining to the sponsor in writing the reasons for the denial. The sponsor has the option of resubmitting the request with additional information. The API Co-Chairperson of the DEOAP shall report this denial to the API Lubricants Standards Group.
 - or c. Not reach consensus. If the DEOAP cannot reach consensus on the request for a Supplement, the API Co-Chairperson shall provide the API Lubricants Standards Group with the vote outcome and a summary of the reasons for the action

Supplemental Category Evaluation

- As outlined in API 1509 Annex D the DEOAP evaluated the request based on the criteria outlined in D.4.1
 - For a proposed C Category Supplement to move forward, DEOAP should consider the following items:
 - a. Test must be developed and be ASTM-approved or have made significant progress toward ASTM approval.
 - b. Oils are being marketed that meet the proposed Supplement.
 - c. Multiple technologies have been shown to meet the proposed Supplement.
 - d. There is no previous Supplement for this category (one Supplement per Category).
 - The DEOAP will work to reach consensus positions on the following questions:
 - a. What is the proposed change and why is it required?
 - b. What field performance issues support the need for a Supplement?
 - c. Does data presented support the request?
 - d. When is it needed in the marketplace:
 - e. Share are the potential impacts on engines and aftertreatment devices?
 - f. What are the potential impacts on consumers?
 - g. What are the potential impacts on the environment?
 - h. Can the tests requested for the Supplement be used for the next full, new C Category?
 - i. Are the requested performance tests available, or will they be available within the requested time frame, that properly evaluate the requested performance needs?
 - j. Do the perceived benefits outweigh the projected costs?

Supplement Evaluation

- Meetings were held to provide the requestor with the opportunity to demonstrate the answers to the questions outlined:
 - December 10, 2020 – request made
 - February 12, 2021
 - March 11, 2021
 - April 1, 2021 - vote

Supplement Evaluation Outcome

- DEOAP voted on the request on April 1, 2021 and was unable to reach a consensus.
- The vote outcome was:
 - Round 1
 - 13 Abstain
 - 6 Negative
 - 1 Affirmative
 - 2 Not present
 - Round 2
 - 10 Negative
 - 5 Affirmative
 - 2 Not Present

The most commonly expressed concern for approval was that the lack of evidence of failures in the field demonstrates that Ford is successfully managing their customers use of appropriate oils, and that inclusion of the new Ford test is best suited for adoption into PC-12.

Conclusion

After evaluation of the request for adoption of a Supplemental Category, the DEOAP was unable to reach a consensus to recommend to the API Lubricants Standards Group to proceed with development of CK-4 PLUS.