




Test Monitoring Center

Carnegie Mellon University
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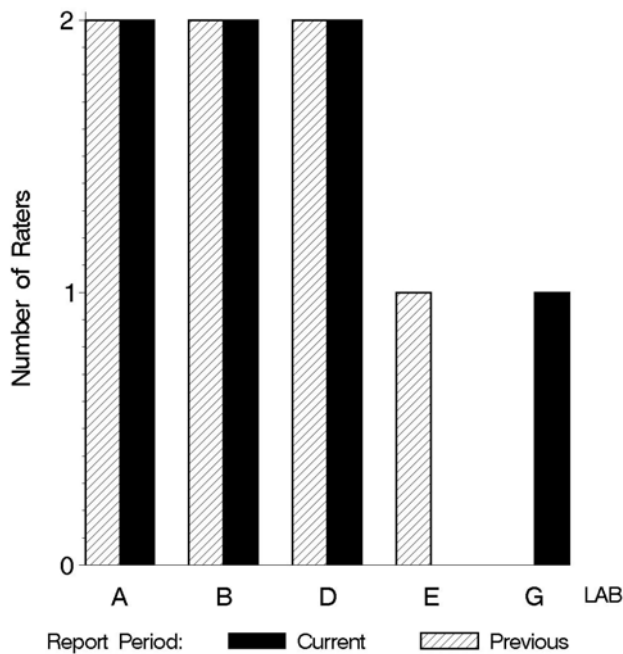
<http://astmtmc.cmu.edu>
412-365-1000

MEMORANDUM: 11-064
 DATE: December 8, 2011
 TO: Galen Greene, Chairman, L-37 Surveillance Panel
 FROM: Scott Parke 
 SUBJECT: L-37 Rater Calibration from October 1, 2010 through March 31, 2011

The following is a summary of L-37 rater calibration activity from October 1, 2010 through March 31, 2011.

	Reporting Data	Calibrated on 3-31-2011
Number of Raters	7	7

BY-LAB RATER
DISTRIBUTION

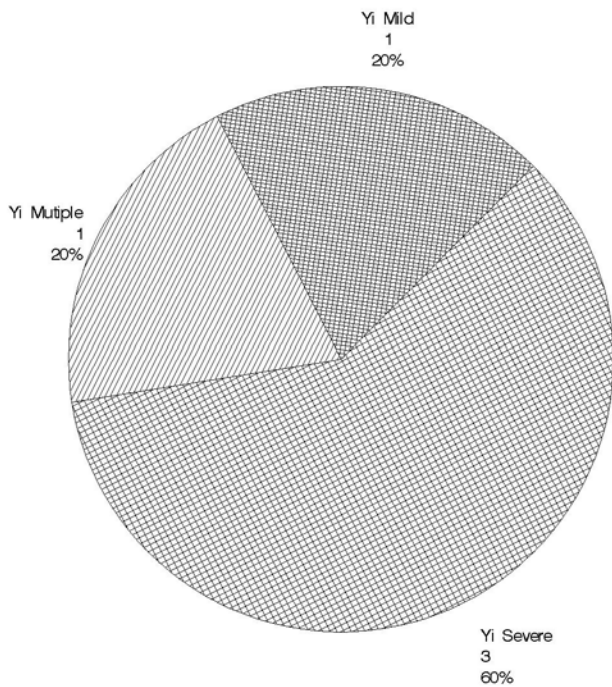


Test Distribution by Oil and Validity

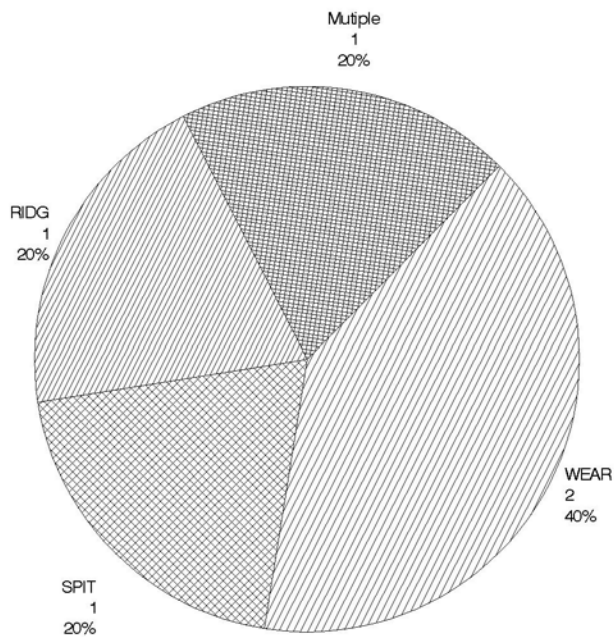
		Totals	
		Last Period	This Period
Accepted for calibration	AC	7	10
Rejected (mild)	OC	1	1
Rejected (severe)	OC	1	3
Rejected (multiple)	OC	0	1
Workshop data	AG	15	21
Total		24	36

CAUSE OF REJECTED TESTS

**DISTRIBUTION OF FAILING TESTS
(By Alarm Type)**

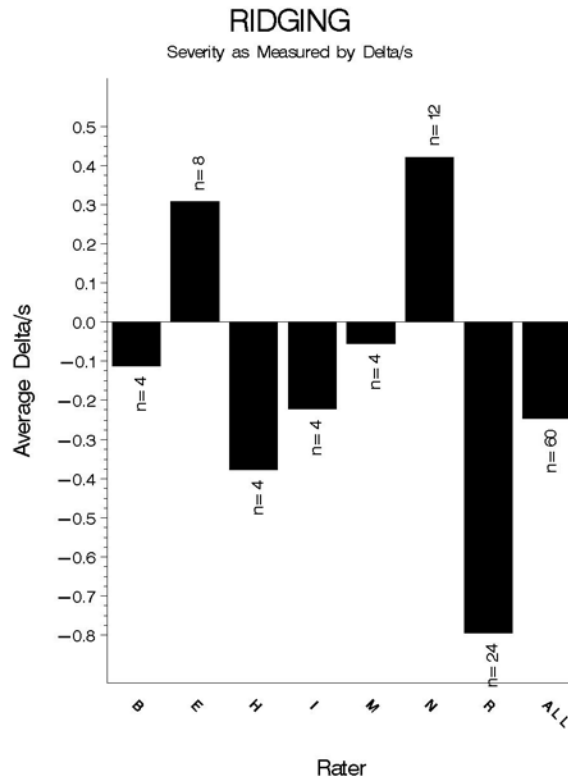


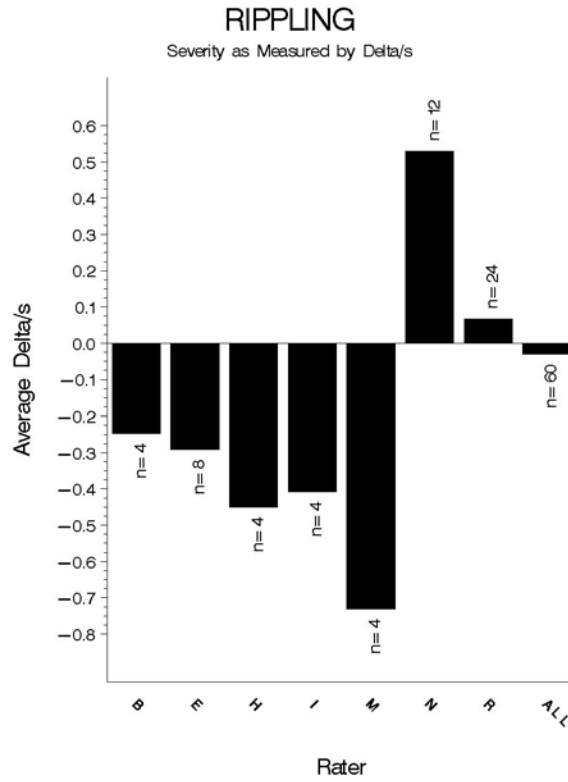
**DISTRIBUTION OF FAILING TESTS
(By Test Parameter)**



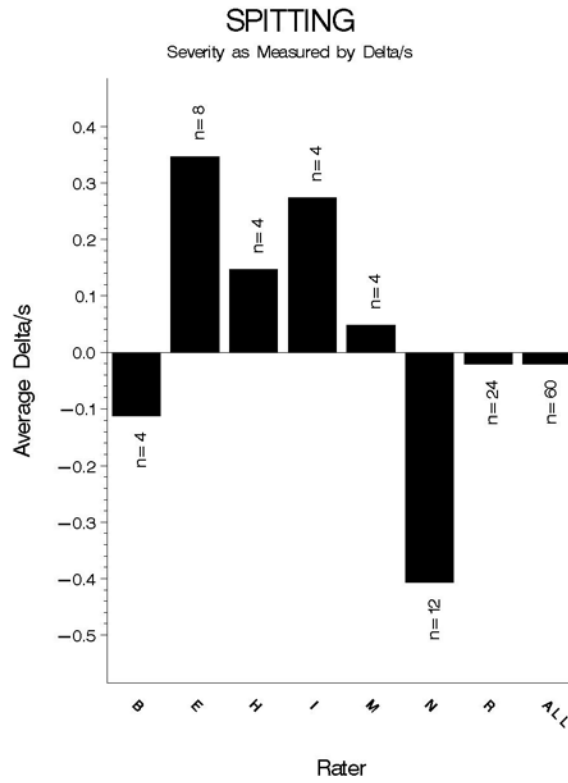
Rater	N	Ridging		Rippling		Spitting		Wear	
		Avg Yi	STD*	Avg Yi	STD*	Avg Yi	STD*	Avg Yi	STD*
B	4	-0.111	0.532	-0.245	0.349	-0.112	0.224	-0.065	0.253
E	8	0.306	0.621	-0.290	0.752	0.346	0.647	0.214	0.837
H	4	-0.375	0.857	-0.449	0.550	0.145	0.176	-0.643	0.587
I	4	-0.222	0.633	-0.406	0.616	0.273	0.342	-0.577	1.035
M	4	-0.054	0.836	-0.730	0.671	0.047	0.206	0.552	0.378
N	12	0.420	0.941	0.528	0.940	-0.406	0.993	0.520	0.861
R	24	-0.794	1.027	0.066	0.819	-0.020	0.463	0.145	1.299
ALL	60	-0.243	0.994	-0.029	0.831	-0.020	0.621	0.142	1.041

* Due to the small number of ratings per pinion, the standard deviation of the Yi values is given in place of a pooled standard deviation.

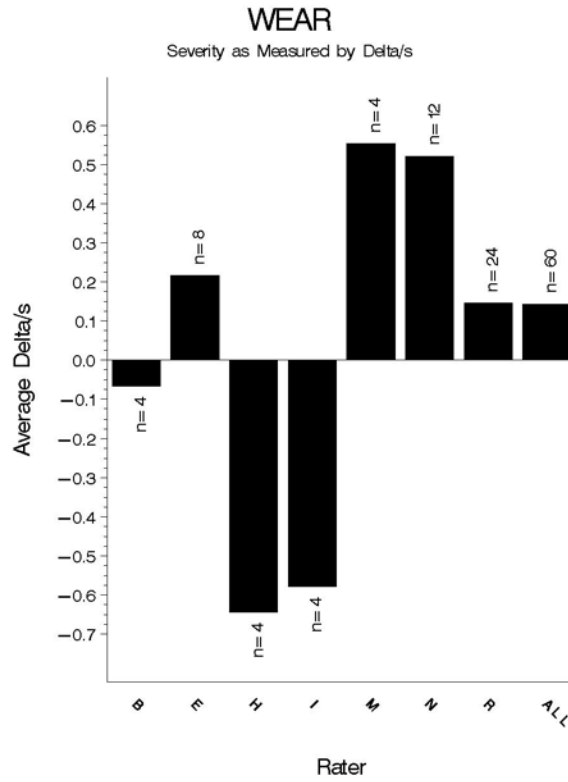




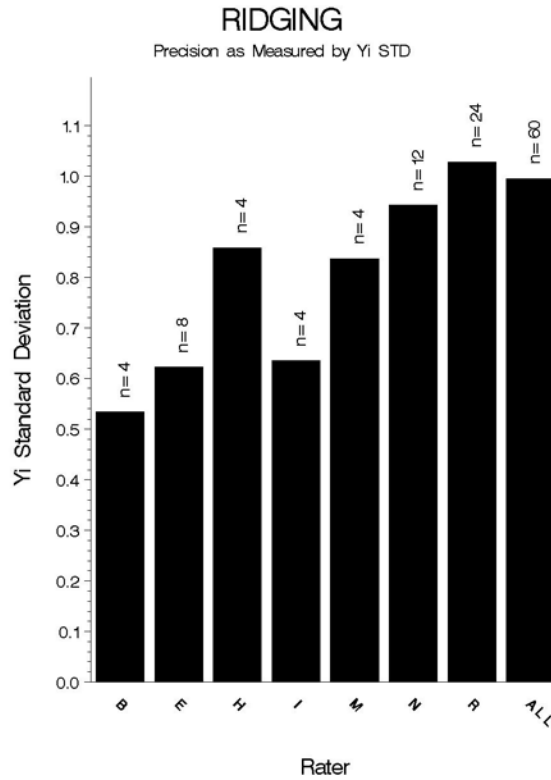
16:55:04 07DEC2011



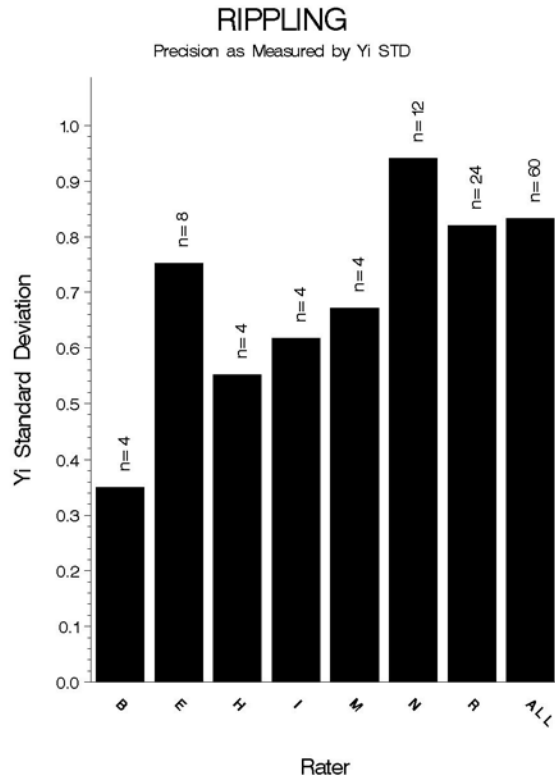
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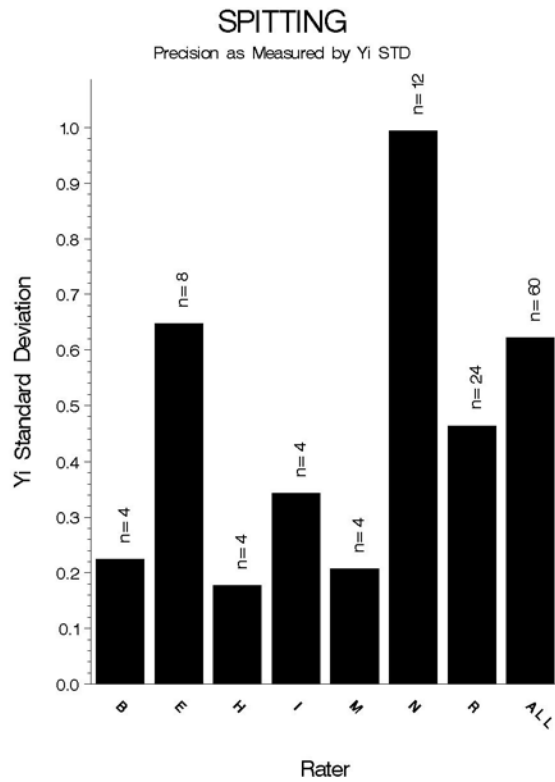
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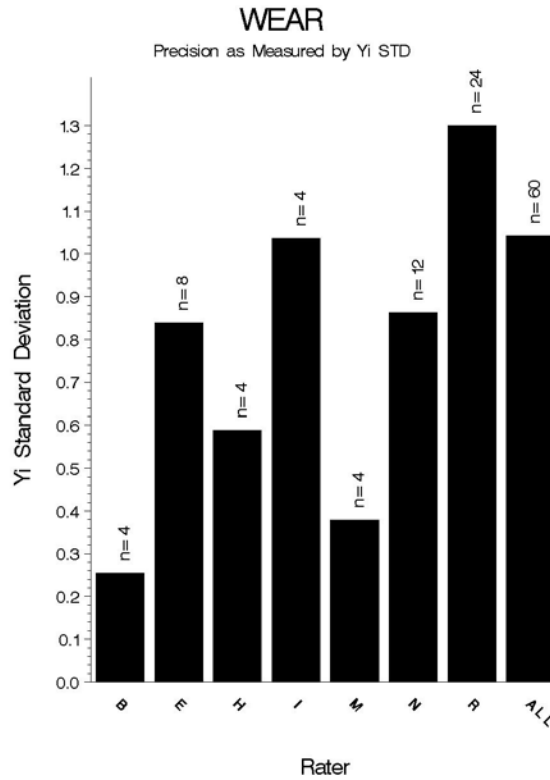
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INDUSTRY CONTROL CHARTS:

The industry control charts are shown beginning on the following page.

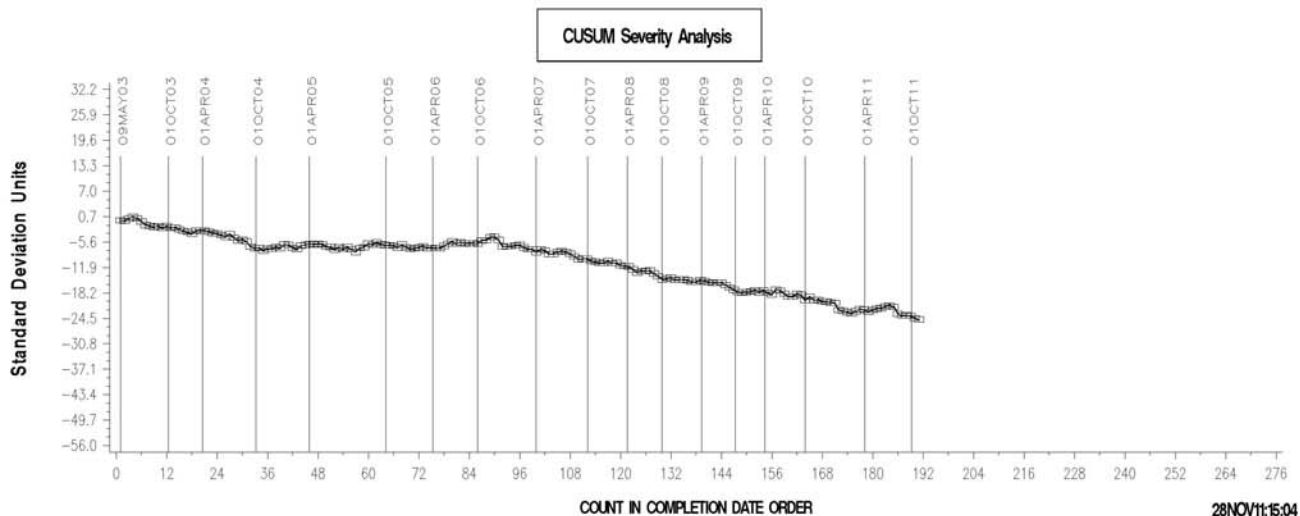
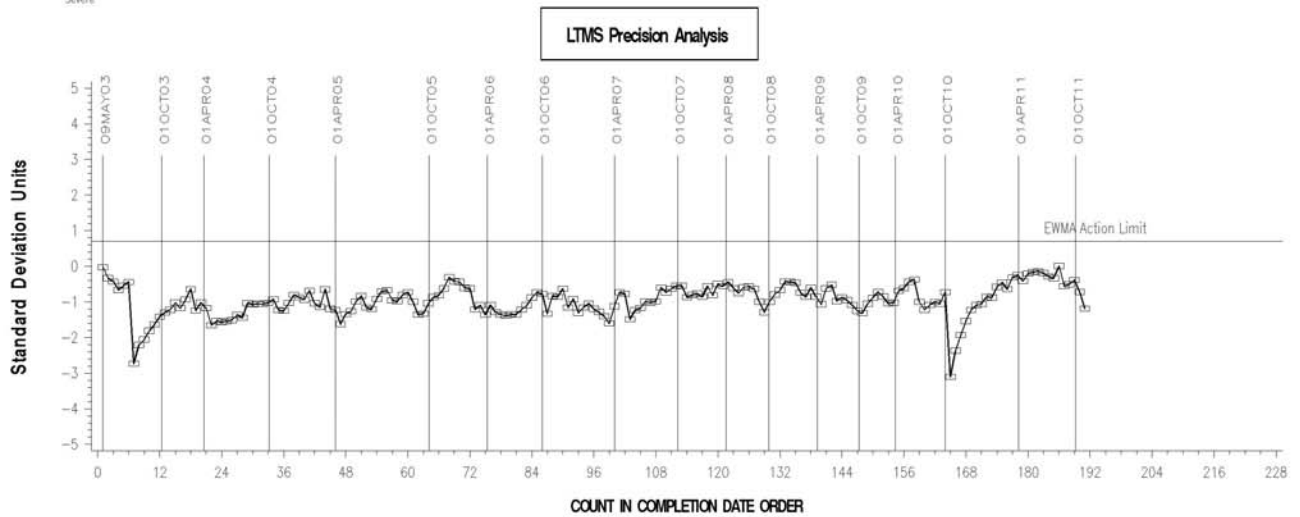
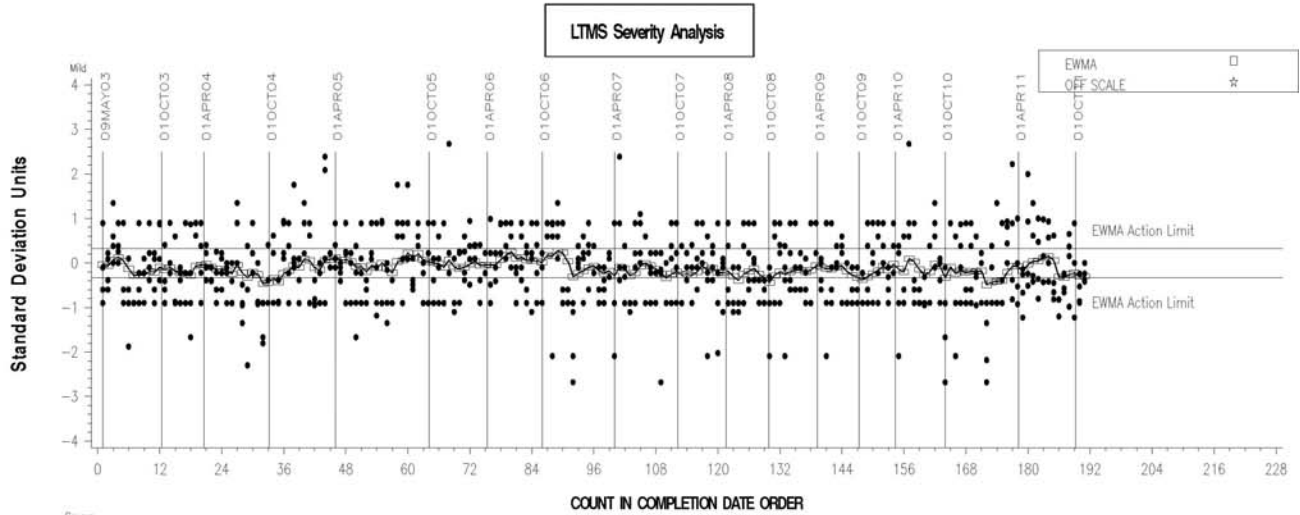
Performance for RIPP, RIDG, SPIT and WEAR remained within severity and precision limits throughout this report period.

During this report period, industry performance for RIDG was slightly severe while WEAR was mild. WEAR performance may be attributable to the introduction of a new rater. RIDG severity, however is a continuation of a long standing industry-wide trend. RIPP and SPIT performance remained largely on target. All parameters remained within precision control limits.

L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



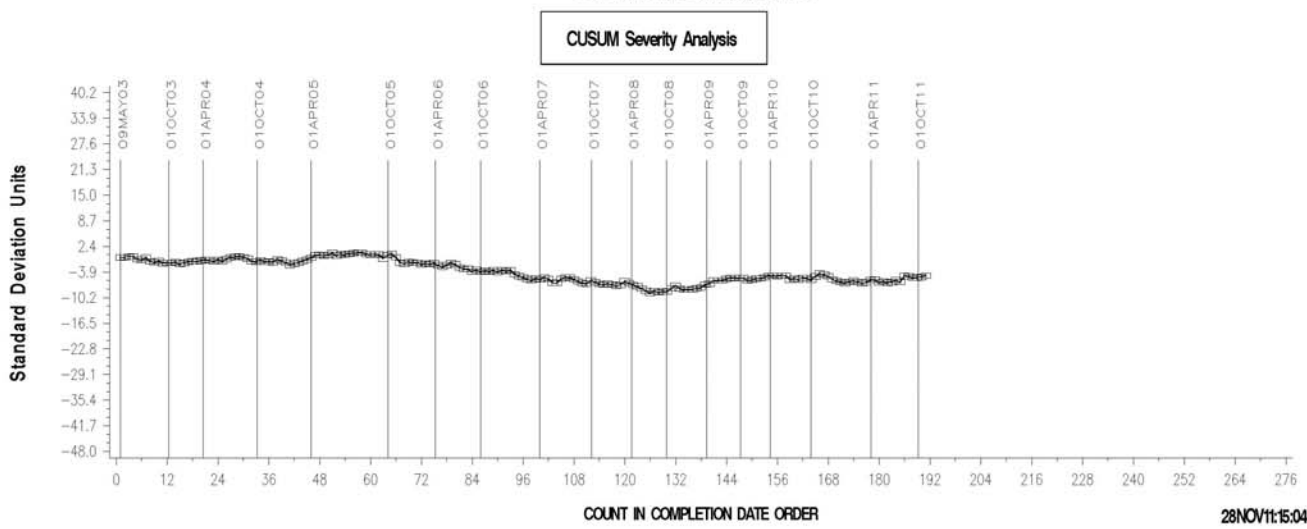
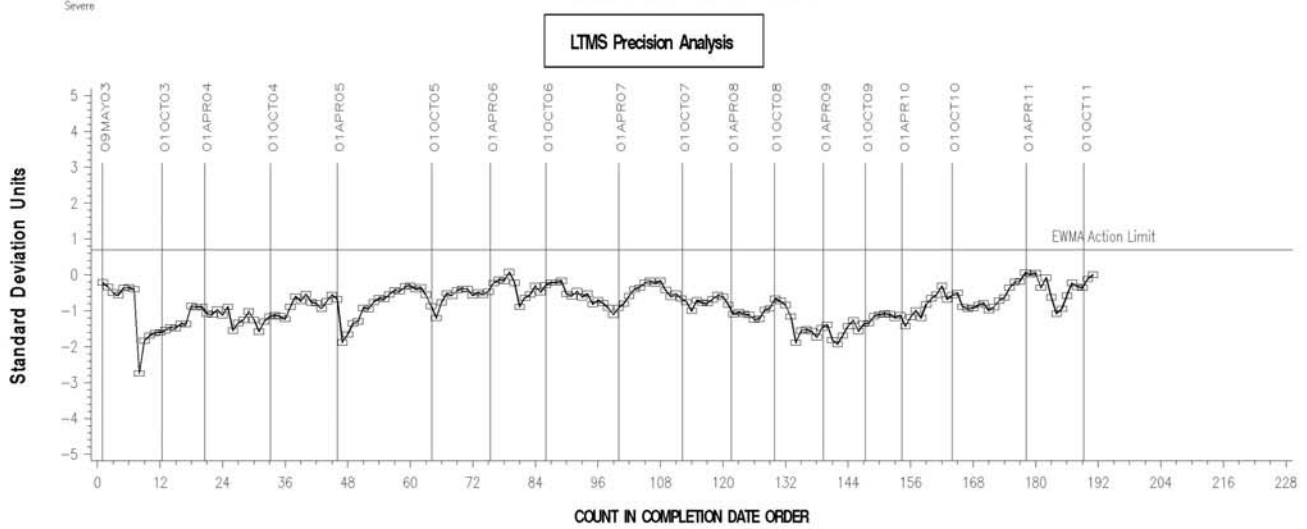
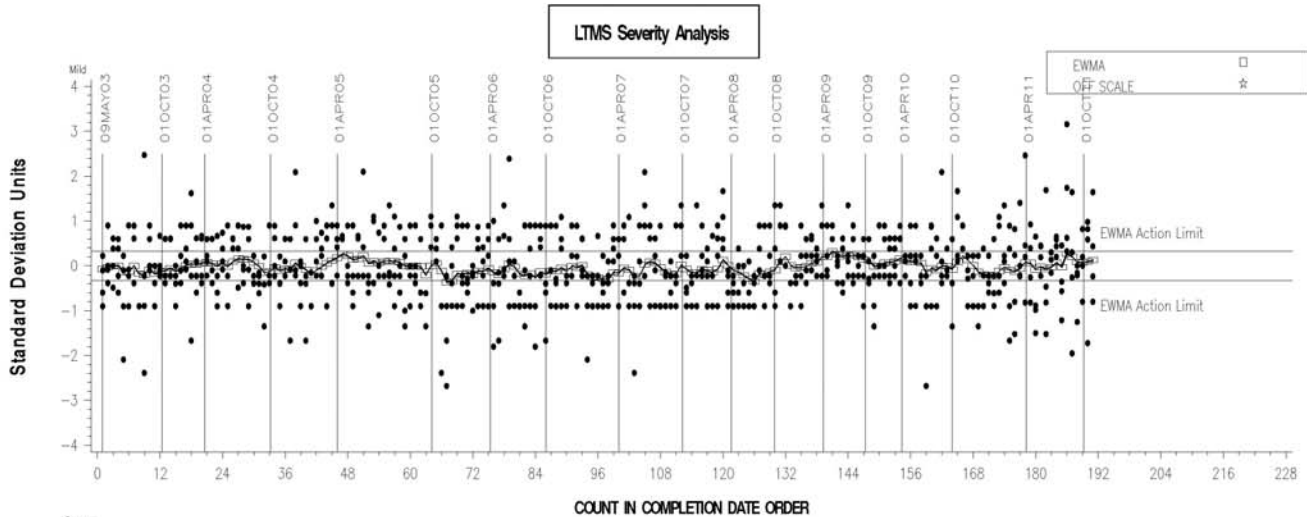
RIDGING



L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



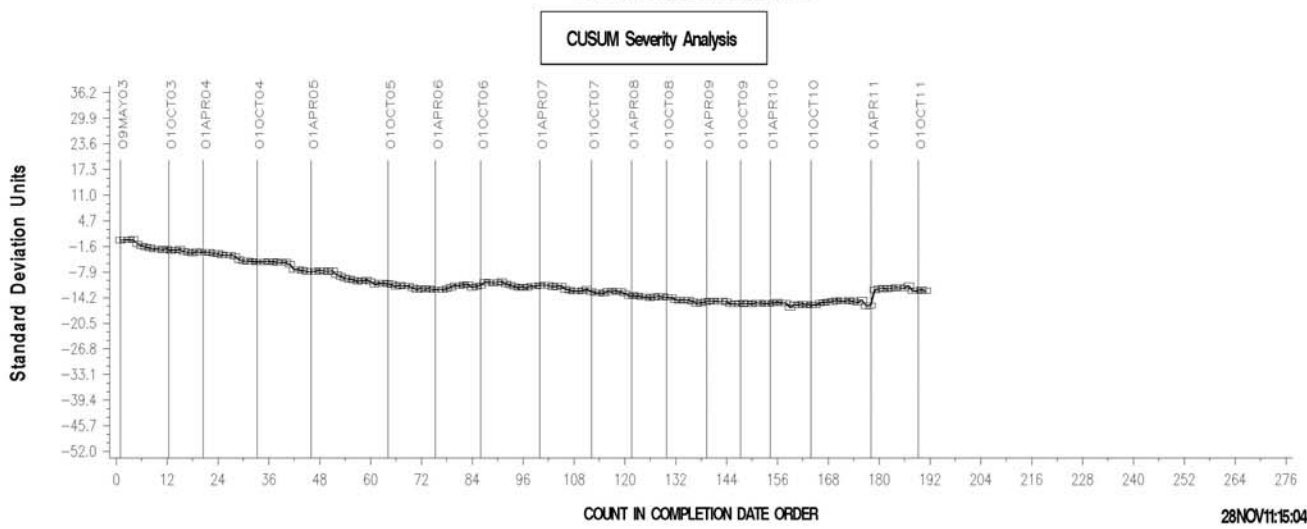
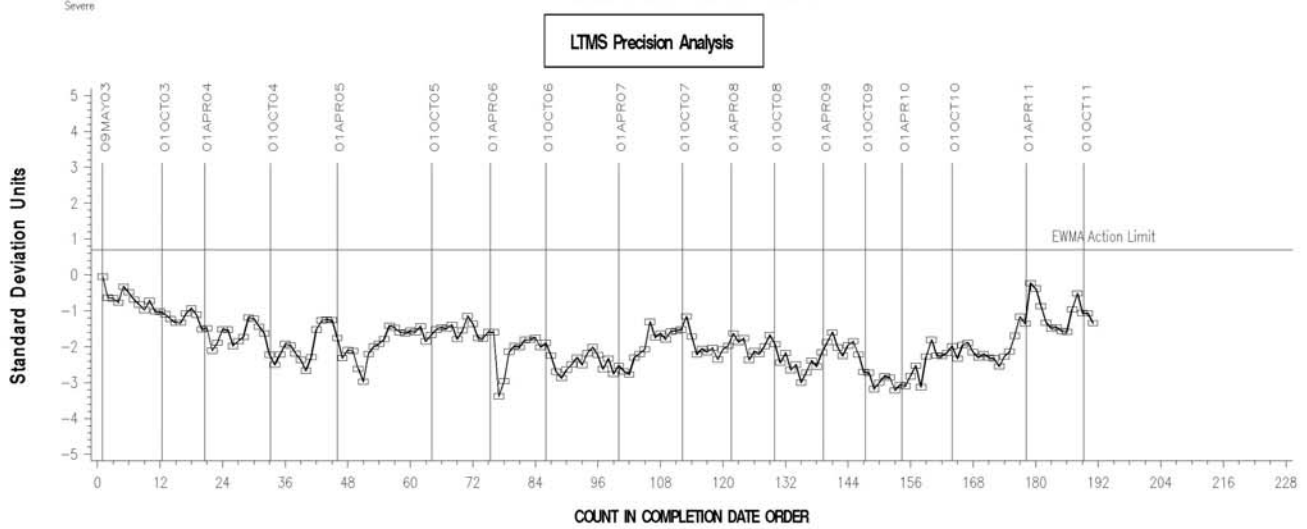
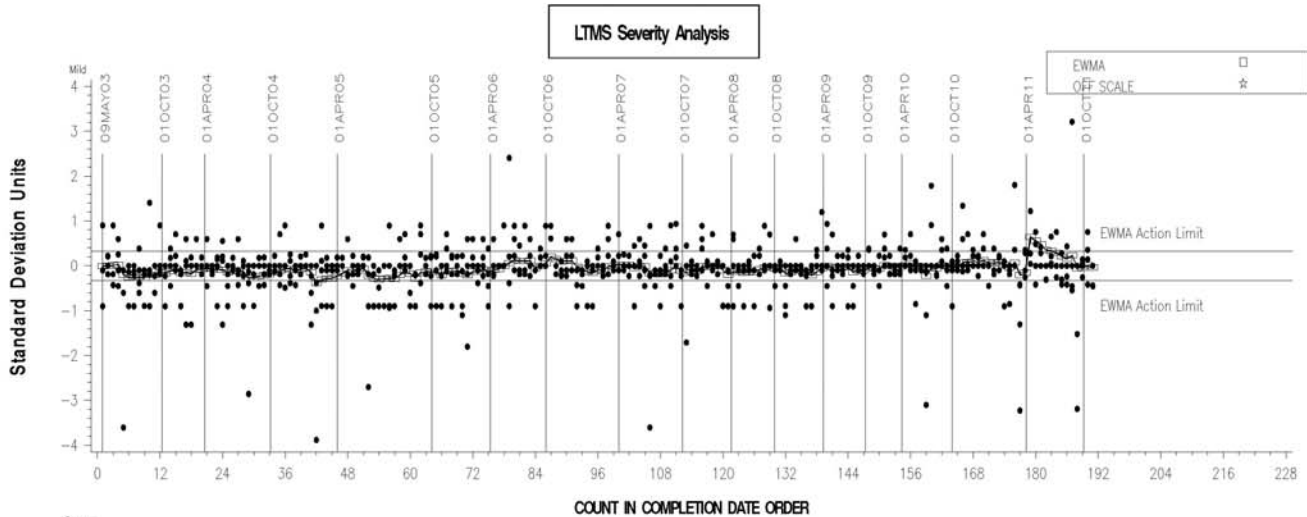
RIPPLING



L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



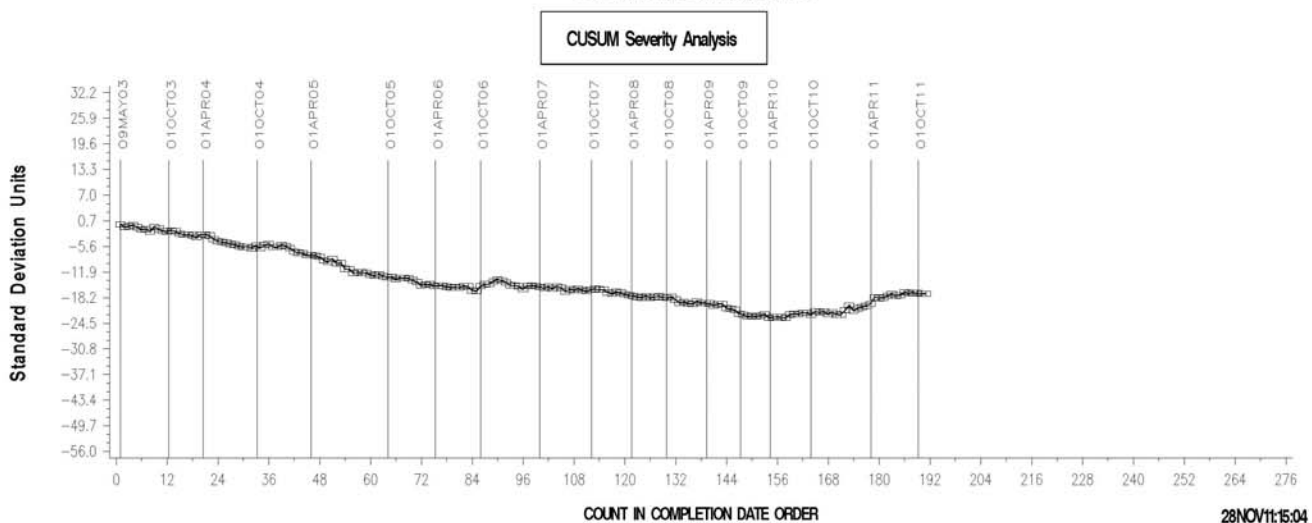
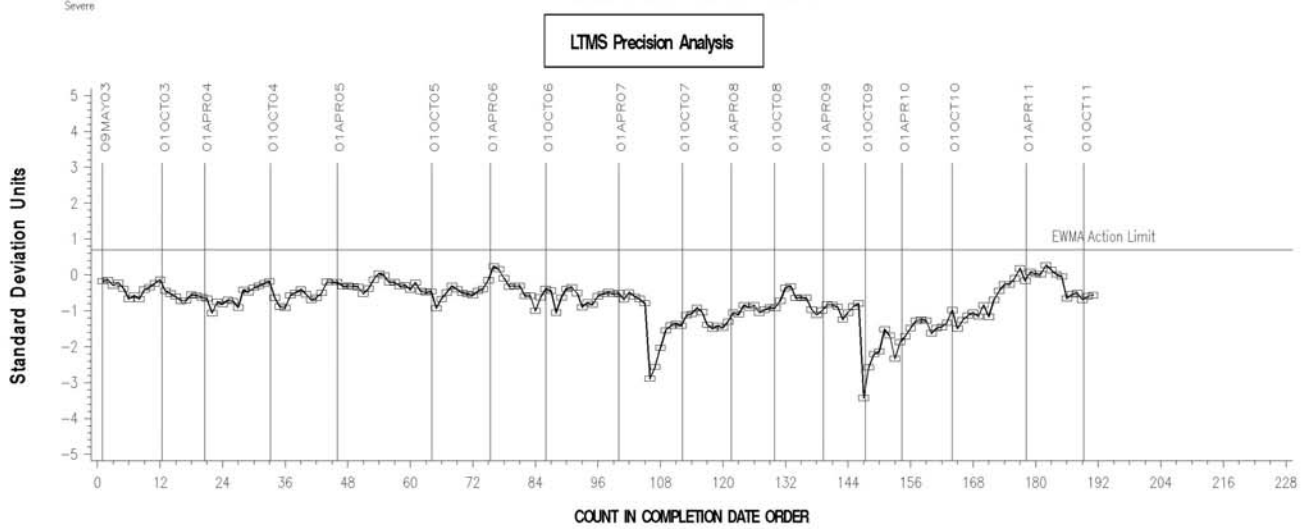
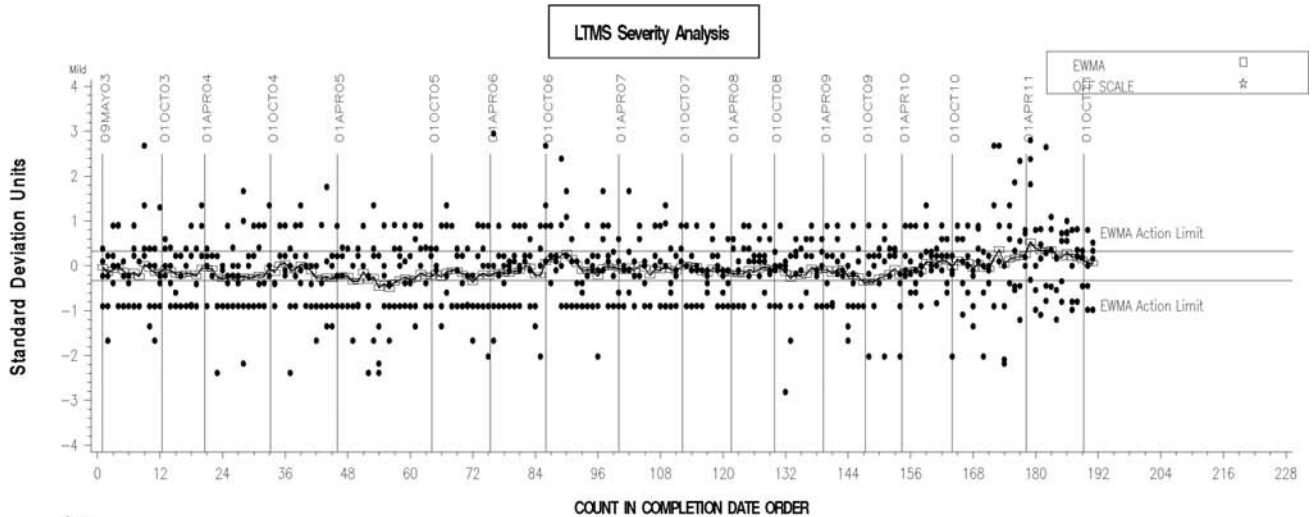
SPITTING



L-37 RATER CALIBRATION INDUSTRY OPERATIONALLY VALID DATA



WEAR



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cc: Frank Farber

Jeff Clark

L37 Surveillance Panel

<ftp://ftp.astmtmc.cmu.edu/docs/gears/l37rc/semiannualreports/l37rc-04-2011.pdf>

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