

Sequence III Surveillance Panel Teleconference Meeting Minutes

January 29, 2014

1.0) Attendance

The attendance is shown in Attachment 1.

2.0) Approval of minutes

The minutes from the December 17, 2013 teleconference (posted on the TMC site) were approved without objection.

3.0) Action Item Review

3.1) Update on used cylinder block inventory for potential use with run 7 & 8 pistons and rings.

Dave Glaenzer indicated about 1180 runs worth of blocks appear to be available. This item will be reviewed further at a future meeting. Jason Bowden reminded labs to save all of their wrist pins. Below is Dave's full summary:

As of November, 2013 the industry had 121 new, unused engine blocks.
As of ~ January 17, 2014 the industry had 106 used, 6th run blocks.

We have the potential for 227 runs with size 7 pistons and rings and 227 runs with size 8 pistons and rings.

If all unused blocks are used for 8 tests each, they will make 968 runs.
If all used blocks are used for 2 more tests each, they will make 212 runs.

Total Sequence III runs available from an engine block perspective is 1180 plus the runs available in the labs on "in-service" blocks.

In November, we estimated that with cylinder head rebuild, we could make ~1200 more runs from a cylinder head perspective.

I believe reasonable run rates to be:

2014 500 runs
2015 400 runs
2016 300 runs

4.0) New Business

4.1) Update on work by Cylinder Head Task Force. **Sid Clark**

Sid Clark indicated the task force passed a motion on the January 22, 2014 conference call as follows:

Motion: Robert Stockwell / Ed Altman

Chevy Performance will start allocation and shipment of Stellite Seat Cylinder Heads as soon as received from Schwartz Machine. As soon as 80 cylinder heads have been received by Chevy Performance, notification will be sent out by Scott and labs may start referencing on the Stellite Seat Insert Cylinder Heads.

Passed Unanimously

Scott Stap indicated a target of February 17 to meet the 80 head required by the motion. In response to a question about tracking use of the stellite seat heads, it was commented that use of the heads should be traceable by part numbers and serial numbers.

Robert Stockwell moved, Pat Lang seconded the same motion cited above. During discussion, Charlie Leverett calculated a potential use rate of about 22 heads a week and he was curious if that level of demand for the heads could be met. Scott Stap indicated that production will continue until the heads are exhausted. Supply rate is expected to be about 25 heads per week. At the conclusion of the discussion, Bill Buscher offered changes to the motion, which were agreed to by the motioner and seconder.

Motion: Robert Stockwell / Pat Lang

Chevy Performance will start allocation and shipment of Stellite Seat Cylinder Heads as soon as received from Schwartz Machine. As soon as cylinder heads are received by labs, they may start referencing. Then as soon as 80 cylinder heads have been received by Chevy Performance, notification will be sent out by Scott and labs may start candidate testing provided they have successfully calibrated on the Stellite Seat Insert Cylinder Heads.

The motion passed unanimously.

Since some labs will not need heads right away, Scott will send two to each lab that does need heads right away.

4.2) Reconditioning of Used Stellite Seat heads for additional use. **All**

Sid Clark noted that a reconditioning procedure had been distributed prior to the meeting by Ed Altman (Attachment 2). The procedure is still a work in progress, but the task force will continue working towards a final procedure. There is also an initiative

under way to re-work non-stellite seat heads. Sid will report on these items at a later meeting.

4.3) Introduction of Stellite Seat heads via RO testing. **All**

Stellite seat heads will be introduced with a successful reference test (on a per lab basis) prior to switching candidates to the stellite seat heads.

4.4) Extension of Calibration periods at lab(s) to coincide with Stellite Seat head introduction. **All**

Ed Altman moved, Pat Lang seconded to allow labs up to a 3 week / 5 test extension (if requested by the lab) to keep them calibrated until they reference on the stellite heads. Any extension must be paid back during the subsequent calibration period. The motion passed without objection and one waive (TMC).

4.5) Concerns about 433-2 reblend (IIIF reference oil)

Dave Glaenzer stated the new oil viscosity appears to be different; two results (one pass, one mild fail) have been run so far. Rich Grundza noted that the supplier indicated this met all their reblend criteria. The data that was referenced during the call is shown in Attachment 3.

5.0) Next Meeting

5.1) SP Chairman to arrange mid-February meeting with Chrysler, Mopar, test developer, test lab representatives, CPD(s) and TMC in Detroit area to review Chrysler test parts distribution and ASTM procedure.

6.0) Meeting Adjourned - 3:15 pm.

ATTACHMENT 1

15 of 20 VOTING MEMBERS

PRESENT
date: 01/29/14

ASTM Sequence III Surveillance Panel (20 Voting members)

Name/Address	Phone/Fax/Email	Teleconference	Signature
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TELECONFERENCE

ASTM Sequence III Surveillance Panel (20 Voting members)

date: 01/29/2014

15/20 Voting Members

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ASTM Sequence III Surveillance Panel (20 Voting members)

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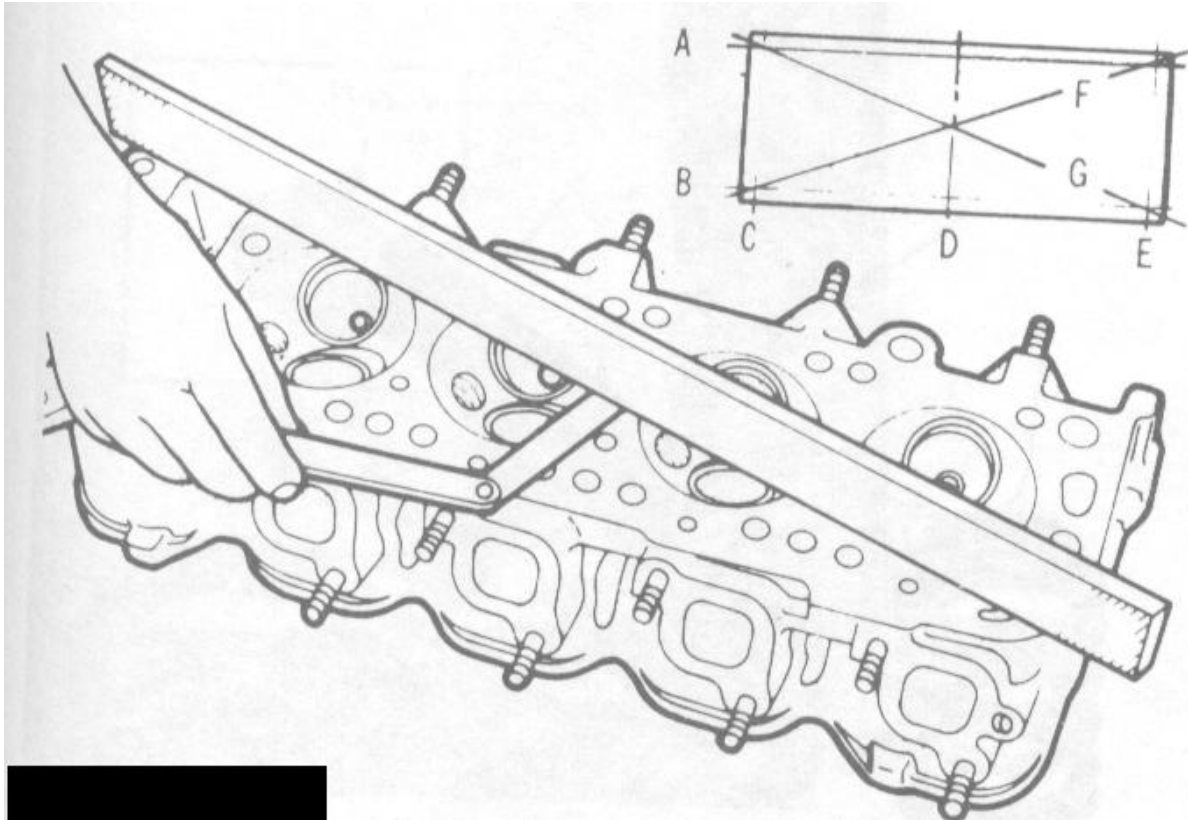
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 ROBERT STOCKWELL GM
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ATTACHMENT 2

Procedure for reworking Stellite seat cylinder heads:

1. At the end of the first run, measure valve recession. (suggested maximum recession?) Measurement method and tooling is being developed. This will be in place before the first reference is run on the Stellite seat heads. After at least four labs complete their first reference, maximum recession will be determined based on those results.
2. Disassemble heads.
3. Visually inspect valve seats for unusual wear.
4. Measure clearance at the top and bottom of valve guides. Specified limits are .0015" - .0032"
5. Scrape head gasket from deck surface.
6. Check head deck for warping.



Using a straight edge, measure the clearance between the straight edge and the head with a feeler gauge. Maximum .004"

6. Spray head with degreasing solvent and dry with compressed air.
7. Wash heads in power washer, or use ultra sonic cleaner to remove debris from combustion chamber and intake and exhaust ports.
8. Rinse with hot water and immediately spray with 50-50 mixture of degreasing solvent and EF411.
9. Continue cleaning with degreasing solvent only, using a brush to clean any remaining debris from surfaces. Wire brush can be used in combustion chambers and intake and exhaust ports. Do not use wire brush on deck surface.
10. Spray with 50-50 mixture of degreasing solvent and EF411, then blow dry with compressed air.
11. Lap valves using a water based valve grinding compound. Use Permatex Valve Grinding Compound, water mixed, item #80036

12. Thoroughly clean lapping compound from valves and seats using water and a lint free rag. Be sure all lapping compound is removed. After cleaning lapping compound, spray entire head with degreasing solvent.
13. Spray with, with 50-50 mixture of degreasing solvent and EF411 then blow dry with compressed air.
14. Assemble heads according to the IIG assembly manual section 5, sheet 1, using all new valves, springs, keepers and caps.
15. Calibrate heads according to procedure.
16. Vacuum check heads. **Acceptance criteria to be determined.**
17. No sandpaper, scotchbrite pads or other abrasives which could transfer materials to the head surface may be used.

ATTACHMENT 3

TESTKEY	ENGINE NO	LTMSDATE	LTMSLAB	VAL	IND	HRS	HRSyi	PVIS	PVISyi	SACLW	APV	APVyi	WPD	WPDyi	OILCON	VNEW
94554-IIIF	13008-1	20130924	B1	AC	433-2	114.02	-0.9181	42.2	-0.3167	94.6	9.32	0.0667	4.43	-0.2296	3.74	67.72
95828-IIIF	13-17-06	20131117	M2	OC	433-2	94.38	-3.4684	63.8	-1.2676	6.3	9.8	1.6667	4.08	-0.7317	4.22	68.38

IND	Average of VNEW	Count of TESTKEY
433	58.14	19
433-1	61.31	158
433-2	68.05	2