Sequence III Surveillance Panel

Teleconference and WebEx
January 18, 2017
9:00 – 11:00 CST

Minutes

1.0) Attendance

The formal panel membership list was not available at the time of the meeting. Chairman Robert Stockwell took the action item to secure it for future meetings. Teleconference attendees were advised that if it was necessary for the minutes to indicate their attendance, they should contact panel secretary, Jeff Clark.

Action: Obtain panel membership list for use in future meetings – R. Stockwell

2.0) Chairman Comments

Chair Stockwell noted that the "out of control vote" (continued from January 11, 2017 meeting) needs to happen at a special meeting per the OOC guidelines. That meeting is now scheduled for January 25, 2017. Today's meeting will primarily focus on procedure review and discuss what can be requested from batch 4 pistons.

3.0) Engine Pallet size for Chrysler 3.6L's - Update from Jeff Betz

The text of Jeff Betz's update is shown in Attachment 1. Jeff will demonstrate the ordering process on a future teleconference, tentatively set for January 27, 2017.

4.0) Approval of minutes – January 11, 2017 WebEx Conference

Two needed corrections were noted:

- Doyle Boese of Infineum is not a voting member.
- Under discussion of the OOC motion, Jason Bowden's comment was about how long to manufacture a set of rings (6 months) rather than how long the BC4 hardware inventory would be expected to last.

5.0) Action Item Review – Issues with test report forms. **Grundza.**

1) The forms indicate test number as Stand, stand run, lab run. Since this is a stand based system, they should be stand, runs on stand since last reference, and total number of runs on stand or stand run. There is some confusion on how to handle this and clarifying this would address it
2) Form 5 AFR left and right need to be moved to non-controlled section
3) Do we wish to remove MRV and PHOS from the IIIH forms as these are now treated as "separate" tests

After a quick discussion, it was decided that Rich will circulate draft sets of revised forms for panel review in the near future. ***Action: Draft and circulate revised report forms – R. Grundza.***

6.0) Old Business

6.1) Update from TEI on Parts Cleaner Soap

Dan Lanctot reported that TEI still has current soap in stock but they recommend a replacement soap as the current supplier has become unreliable. Following suit of other tests that have previously made this same change, the following motion (Schweitzer, Altman) was introduced:

> *Motion: IAR recommends that a 50/50 Brulin US Solution of 815 GD and 815 QR-DF be utilized in a 12.5% volume concentration and allowed as an alternate ultrasonic solution for Sequence IIIH/IIIHA/IIIHB testing provided that the laboratory has conducted a successful reference oil test using this solution.*

After brief discussion, the *motion passed unanimously* (no negatives or waives) via voice vote. This information will be forwarded (along with other procedure changes, see section 6.4 below) to Terry Bates for inclusion in the balloted version of the test procedure.

6.2) IIIHA/IIIHB Equivalency to IIIGA/IIIGB – No update.

6.3) Update from CLOG on IIIH/IIIF Correlation Matrix – currently on hold.

6.4) IIIH Procedural Items to Correct

The procedural corrections review and approved by the panel are shown in Attachment 2. These items will be forwarded to Terry Bates for inclusion in the procedure revision. Once incorporated, the procedure will be distributed to the panel for a quick review prior to being sent for ballot.

Action: TMC to work with Terry Bates to incorporate all procedural changes and then distribute to panel for review – R. Grundza / J. Clark

Action: Panel Chair to distribute revised procedure to panel for review, prior to ballot – R. Stockwell

6.5) Sequence IIIH Batch Code 3 Piston Update

Jason Bowden of OHT indicated that there is approximately 2 – 3 months' supply of BC 3 piston inventory and the BC 3 ring supply is expected to be exhausted in early February. BC4 rings are expected by the end of January.

Jason also reported that they are in process to acquire BC 4 pistons. They've shared the SP's work on this issue and they've asked the vendor to review tolerances for potential areas to be tightened. They've also asked for additional inspections and the vendor is examining the possibility of tightening chamfer tolerances. In response to a question from Pat Lang, Jason responded that it is still possible to produce the batch without chamfers. Bob Campbell asked if the vendor was informed about the difference in groove waviness – they have been, but they've responded that they cannot control it. It would be possible to produce a prototype set of no-chamfer pistons.

Bob Campbell asked Jason if the vendor could be made available for a future conference call. A long discussion followed during which a motion, to request that the piston manufacturer attend a SP meeting, was made; further discussion ensued which resulted in the motion being withdrawn and the following action assigned: ***Action: OHT to form a task force with the test labs and test sponsor and request the piston vendor to attend a task force meeting; update on this action will be presented at next week's meeting – J. Bowden***

Jason was asked to look at the drop dead date window for modifying BC 4 pistons. Jason agreed and also commented that OHT is willing to purchase additional hardware if the date window is missed.

6.6) Block Measurement Round Robin – is still in process; Amol Savant of Valvoline stated that the block has been shipped to Chrysler.

7.0) **Next Meeting** – the next scheduled meeting is a special meeting to discuss the Out of Control vote for the IIIH test.

8.0) **Meeting Adjourned** – The meeting adjourned at 10:25 a.m. CST.

Attachment 1
Engine Pallet size for Chrysler 3.6L's

" I have been asked by a few of the labs for the dimensions of the dunnage that the IIIH engines will be coming in. It will be a wood/cardboard construction holding 6 engines total. The dimensions are: 96x63x41.

The lid will lift off, and the sides will easily pull away showing the engines sitting on 6 pedestals. Each engine will be individually wrapped in a desiccant emitting bag with one foam emitter inside the bag. The throttle body will be removed and zip tied to the engine to allow the desiccant to fill the intake manifold and keep the valves and internal engine rust free. We are also investing in a corrosion monitoring device that will go in a few of the engines to allow us to monitor the bank and see what is going on inside the bags.

As of yesterday 3900 engines were built. The preservation and storage of these has also started this week.

Feel free to share with your organizations as you see fit. I only sent this to my main contact at each lab.

Jeff "

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Attachment 2
Approved IIIH Procedure Revisions:

1. From Phil Davies:

Spelling of phosphorus.

2. From Addison Schweitzer:

X1. SEQUENCE IIIHA TEST PROCEDURE
X1.3.1 There is no stand-alone calibration system for the Sequence IIIHA test. Consider any stand that is calibrated for Sequence IIIH testing to be calibrated for Sequence IIIHA testing. Conduct a Sequence IIIHA test simultaneously with each Sequence IIIH test. It is my understanding from the interpretation of the current LTMS that the IIIH/IIIHA/IIIHB can be calibrated separately or together. X1.3.1 will need to be modified to reflect this if this is the intention of the LTMS.

X1.3.3 No severity adjustments are calculated for MRV. The IIIHA does have severity adjustments calculated for MRV, this appears to have been pulled directly from the IIIGA procedure. X1.3.3 will need to be modified or removed.

X1.5.1.2 Start the MRV test within ~~168~~ 504 hours of EOT of the engine test. The MRV test is specified to start within 504 hours per the current IIIGA procedure, the 168 hour specification appears to be referencing an outdated version of the IIIGA procedure.

X2. SEQUENCE IIIHB TEST PROCEDURE
X2.3.1 There is no stand-alone calibration system for the Sequence IIIHB test. A stand that is calibrated for the Sequence IIIH is also calibrated for Sequence IIIHB testing. Conduct a Sequence IIIIHB test simultaneously with each Sequence IIIH reference oil test. It is my understanding from the interpretation of the current LTMS that the IIIH/IIIHA/IIIHB can be calibrated separately or together. X1.3.1 will need to be modified to reflect this if this is the intention of the LTMS.

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