

# Sequence III Surveillance Panel Meeting

Teleconference

Thursday March 30, 2017

09:00 – 10:00 CDT

*As the host, I have not in the past and will not in the future record any ASTM meeting and there are no “authorized persons” that may record an ASTM meeting. As a reminder to everyone the recording of ASTM meetings is prohibited.*

## 1.0) Attendance



Attendance.pdf

## 2.0) Chairman Comments

None.

## 3.0) Approval of minutes

3.1) Minutes from 03/10/2017 WebEx Conference Meeting

Approved as issued.

## 4.0) IIH Action Items

4.1) Afton presentation about surface finish and recommendations. **Miller.**

Amanda Miller of Afton presented. After the presentation, a *motion was made to accept the surface finish specification limits shown in page 15 of the presentation (Altman, Szappanos).* Following discussion, the *motion passed 17-0-2, effective for tests starting on or after April 6, 2017.* An Information Letter will be issued accordingly.



Surface Finish  
Capability Analysis.pc

4.2) 2017 IIH engine build out update. **Betz**

Jeff Betz of Chrysler presented the changes shown in the file. Of mention was the change in the oil pressure sensor and the potential impact of the 8 psi pressure change. Jeff Betz noted that 8 psi was at max rpm and that it should be less at test conditions. George Szappanos showed that the CAN oil pressure reads slightly higher than the oil gallery pressure. General consensus was that this shouldn't cause operating issues.



2016 to 2017 3.6L  
RT Comparison.pdf

4.3) Clarification of when fans are required. (I think the wording in the bulletin is OK, is any correction needed?) **Savant**

It was confirmed that the fans are required for any reference test (and subsequent candidates) run on or after May 1, 2017. Stands that reference prior to May 1 without the fans may run the full calibration period without the fans.

4.4) Considering that labs are receiving engines from the final buildout, Let's discuss final use dates for dealer engines. **Altman / Stockwell**

The current dealer engine inventories: IAR – 14; Afton – 5; Lubrizol – 5; SwRI – 28; Valvoline – 4. Two labs have not yet received MOPAR engines. There was concern about the industry transitioning engines at about the same time. Sid Clark noted that labs have cylinder head stock that was purchased through the dealers and that complicates the issue. SwRI indicated they are willing to assist in engine redistribution. After further discussion, a *motion was made (Schweitzer, Altman) that industry test labs*

*will not procure any additional engines from the dealer. Industry test labs can procure additional dealer engines through industry redistribution. Effective. Motion passed 15-0-3.*

*Action: The industry labs will confer among themselves to coordinate redistribution.*

**5.0) New Business**

Sid Clark noted that a full assembly manual review is necessary and he asked for help. Several panel members agreed to assist Sid's effort.

**6.0) Next Meeting**

The next meeting is scheduled for April 13 at 9:00 a.m. CDT.

**8.0) Meeting Adjourned**

The meeting adjourned at 10:37 CDT.