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Committee D02 on PETROLEUM PRODUCTS AND LUBRICANTS

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Reply to: Jason H. Bowden
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Unapproved Minutes of the conference call held on November 5, 2013
Sequence IV Surveillance Panel Meeting held in San Antonio, TX.

There were 11 voting members in attendance on the conference call.

The following are participants of the conference call:
Jason Bowden, Matt Bowden, Doyle Boese, Jon Carlson, Jerry Brys, Bill Buscher III, Fred Gerhart, Eric Lui, Dave Glaenzer, Austin Rhodes, Rich Grundza, Michael Conrad, Zack Bishop, Jo Martinez, Robert Stockwell, Mark Mosher, Andrew Ritchie

Jason Bowden agreed to record the minutes for the conference call.

Bill Buscher gave a summary of the events that have unfolded for the 217 camshafts that were received by OHT in two separate shipments. He notified the panel that all camshafts were inspected at OHT by representatives of SwRI and Lubrizol. A report provided by OHT was previously sent to the panel **(Attachment 1).** There were 62 camshafts that were rejected. Jerry Brys reminded the panel that these were rejected solely on visual inspections for dings, scratches, etc. near the nose of the camshaft lobes.

Dave Glaenzer inquired as to whether the labs will have to reference these new camshafts before running them. Bill confirmed that yes; the labs would be required to reference any new batch of camshafts.

The 155 camshafts, deemed acceptable for further inspection, have been serialized by OHT and will be homogenized into one single batch of material called Batch 1. The original camshafts received from Nissan had multiple different codes spread out over the entire shipment. The code on the labels represent when a camshaft was packaged.

Example of Nissan code on camshaft box labels: NK36210

NK (plant code) – 3 (year code, 2013) – 6 (month code, June) – 21 (day code, 21) – 0

Labs may place purchase orders for camshafts once the final number of camshafts has been determined after further inspection for bend at the regrind vendor. The distribution ratio of final reground camshafts deemed acceptable for test will be based on the initial order percentage for each of the three purchasing labs.

LAB	TOTAL SHIPPED	REJECTED	ACCEPTED
SOUTHWEST	149	43	106
INTERTEK	55	15	40
LUBRIZOL	13	4	9
TOTAL	217	62	155

The following motion was made:

Motion: Dave Glaenzer / Bill Buscher

Following inspection, rework and acceptance of any or all 155 camshafts, they all will be considered one homogeneous batch. This material will be deemed acceptable for use in the Seq. IVA test.

Passed Unanimously

A lab inquired as to whether inspection data would be given to the labs. Jason Bowden commented that they would have to determine with the regrind vendor as to what inspection data would be made public; with the goal of keeping the print tolerances provided by Nissan confidential.

The meeting was adjourned.

Date: October 22, 2013

William A. Buscher III
Chairman, Sequence IVA Surveillance Panel
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Re: Seq. IVA Camshaft Inspection Report for Nissan KA24E camshafts received on 10/11/13 & 10/15/13

Summary of shipments received

OH Technologies, Inc. informed the Seq. IVA Surveillance Panel and Nissan that we received two shipments of camshafts in very poor condition. The shipments were received on 10/11/13 and 10/15/13. Both shipments appeared to not be packaged appropriately, which caused the camshafts to move freely, be crushed and contact each other. There were also loose camshafts on the 10/15/13 LTL trailer. The 10/15/13 containers were crushed and not strapped or shrink wrapped to the pallets upon arrival. Photos of damaged containers as received along with photos of individual damaged camshaft boxes were provided to the Surveillance Panel and Nissan.

Summary of material received for each shipment below:

Nissan Camshaft Delivery #1 (10/11/13)

Batch Code	Quantity
NK36210	1
NK36260	1
NK37240	11
TOTAL	13

OH Technologies, Inc.

Nissan Camshaft Delivery #2 (10/15/13)

Batch Code	Quantity
NK36070	2
NK33080	3
NK32050	4
NK32070	2
NK33130	2
NK34250	2
NK34260	2
NK35080	1
NK36210	29
NK36260	39
NK37010	31
NK37180	25
NK37220	24
NK37240	11
NK37260	1
NK37290	26
TOTAL	204

Inspection Summary

OHT agreed to host the three purchasing labs (Southwest Research, Intertek and Lubrizol) at our location to conduct a visual inspection of the camshafts as received from both shipments. The inspection took place on 10/22/13. Southwest and Lubrizol attended this inspection and Intertek agreed that they would accept the findings of these two purchasing labs as they would not be able to attend.

The inspection of the camshafts showed that there were 62 camshafts that were rejected, as not suitable for Seq. IVA testing, based on visual defects including a broken camshaft, dents, chips, voids and scratches on lobes, journals or both.

Based on this visual inspection by Southwest and Lubrizol there are a total of 155 camshafts deemed acceptable for further inspection for possible bend or other damage by the regrind vendor. Regrinding will proceed immediately following this inspection.

After reviewing the packaging for both shipments, Southwest and Lubrizol determined that the damage to the camshafts was caused by insufficient packaging and not by the respective carriers for either shipment.

Summary of Visual Inspection findings:

Rejected Camshafts	**Accepted Camshafts**
62	155

Next Steps

The individual labs and/or the Seq. IVA Surveillance Panel will be required to work with Nissan to determine the appropriate course of action for the rejected material. OHT is willing to assist if necessary.

All camshafts will be serialized. Per the recommendation for the purchasing labs, OHT will inspect the camshafts for bend and we will also be conducting traces of the camshaft lobes to determine a baseline for production tolerances for surface finish, lobe profile and other parameters. OHT has requested the complete blueprint for this camshaft to assist in the final inspection of this material. If any material is deemed to be suspect during this inspection we will segregate the material and request input from the purchasing labs.

The final camshaft quantity that is deemed acceptable for regrind will be processed. Expected lead-time for the serialization, traces, inspection and regrind for this material is approximately 4 weeks. We will work to expedite this process even further if possible.

Seq. IVA Surveillance Panel Approval

OHT is requesting that the purchasing labs and the Seq. IVA Surveillance Panel approve the use of the 155 camshafts that the purchasing labs have visually inspected and deemed acceptable for regrind.

If you have any questions please do not hesitate to contact me.

Best regards,

Jason H. Bowden
OH Technologies, Inc.