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Originally Issued: June 2, 2005

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Unapproved Minutes of the May 19, 2005
Sequence IVA Surveillance Panel Meeting
held in Tunkhannock, PA

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The meeting was called to order at 9:00 am by Chairman Bill Buscher. A membership list was circulated for members & guests to sign in. It's shown in Attachment 1.

Agenda Review

Pat Lang is Action & Motion recorder.

The Agenda was accepted as shown on Attachment 2.

Membership Changes

Andy Ritchie replaces Gordon Farnsworth for Infineum.

Meeting Minute Status

The November 16, 2004 meeting minutes were approved by the surveillance panel.

Review of Action Items from Last Meeting

Chairman Buscher reviewed the Action Items from the November 2004 meeting.

IVA Engine Availability:

Below is an email correspondence that occurred on 5/18/2005 concerning the Sequence IVA engine availability that was verbally presented at the meeting:

Bill,

Nakamura-san has communicated to us that this engine is going out of production, and that Nissan will not be willing/able to support the supply of these engines beyond GF-4. In fact, since GF-4 was delayed more than a year beyond the planned beginning date, I'm a little concerned that we may have difficulties in the GF-4 time frame. The supply of these engines is not organized or controlled in Nakamura-san's area of responsibility, I believe it is handled by the service parts division in Japan.

If the industry is interested in keeping this engine around for GF-5, the only available option is doing a purchase of the needed parts before they go out of production. All communication on this topic should go through the contact currently used to purchase engines and parts. Nakamura-san has not been involved in this process for some years. I would be willing to discuss this issue with you, but I don't expect Nakamura-san to respond to your requests for information.

Best regards,

Tracey

Tracey E. King
Organic Materials Engineering
(248) 576-7500; tek1@dcx.com

The chairman will contact the Nissan parts supplier for a parts commitment through 2008.

Fuel supplier inventory survey: PC10 testing is hoped to increase Sequence IVA testing slightly. Test fuel is made on an as needed basis. No shortages of fuel are anticipated.

An information letter was written to extend the number of runs on cylinder heads.

Laboratories have been told to save blocks and heads for future IVA testing.

The panel will review RSI and TMC data to make sure no severity shifts have occurred. The chairman will request ACC to provide ACW time plot of individual data points including engine block and head runs.

Test report forms have been modified to include the engine block run number

The camshaft wear measurement round robin was to be conducted in 2005. Aside from SR no one has supplied a cam at this point. It was stated at the meeting that PerkinElmer will supply a cam. Traces should be printed out with wear results and sent to the TMC for review.

QI coolant Quality Index limits were recomputed and issued via information letter.

Exhaust Backpressure QI limits were reviewed. No changes to Quality Index limits were required.

Instrumentation calibration frequency & solvent specification changes were done via information letter.

Fuel Supplier Report

Jim Carter presented data from the last 3 fuel batches (see Attachment 3). All items were within specification. Usage is only at about 10% of historical rates. No indications have been observed of fuel effects on test severity. Dow typically takes about 2 weeks to ship fuel once an order is received.

TMC Report

No report given. Report is posted on TMC website. ACW is trending mild at $\sim 7.5 \mu\text{m}$.

RSI Report

No RSI attendance. Reports have been previously emailed to panel members and posted to the RSI website.

Test Hardware Report

There are no current shortages of test hardware (see Attachment 4).

Recent shipments of rocker arms have two lot numbers. Previous rockers arms have come from one lot number. No problems have been seen with this situation. Report forms need to be modified to include additional parts identification information. The TMC will work with the labs to determine what information needs added.

The chairman will contact the Nissan parts supplier for a parts commitment through 2008. In addition, GF-3 and GF-4 usage rates will be reviewed to estimate future needs. Bill will also contact ILSAC to see expected pass limit changes and perhaps usage expectations.

2005 Camshaft Wear Measurement Round Robin

A cam will be select within 2 weeks and circulated to the laboratories. After analysis of the data it will be determined if a metrology workshop is needed.

IVA LTMS Review

The Panel will review the IIIG LTMS system for future discussion. Ben Weber is to catalog pros and cons of Sequence IIIG system and present to the panel for review.

TGC Precision Ballot Discussion

Frank Farber presented a review of the TGC Precision ballot (see Attachment 5). The panel approved the precision calculation protocol and adopted the recommendations. Severity adjustment standard deviations will be updated and effective July 1, 2005.

Exhaust Temperature Calibration

The exhaust thermocouple calibration requirements were discussed. No action was taken.

Scope & Objectives

See Attachment 6.

New Business & Old Business

None.

The meeting was adjourned at 10:50 am.

Motions and Action Items As Recorded at the Meeting by Pat Lang

Action Item: Chairman will send Tracy King's e-mail regarding update on the future parts supply of IVA engine. This letter will be included in the meeting minutes.

Action Item: Panel review RSI and TMC data in 6 months to make sure no shifts have occurred. Chairman will ask ACC to provide ACW time plot of individual data points including engine block and head runs. Report data from December 2004 through November 2005.

Action Item: Camshaft round-robin, TMC will be involved now; Chairman to work on picking a cam. Measure cam, print traces and ship those to the TMC to keep the information confidential. Cam will get sent to the next lab by the current lab. This is to be initiated in the next couple of weeks.

Motion: Add a new form to the test report to include all of the appropriate lot numbers for rocker arm, camshaft and cylinder heads. The chairman will work with the TMC to work out the details.

Buscher/Clark; passed unanimously

Action Item: Chairman to analyze GF-3 and GF-4 test usage. Contact ILSAC regarding the inclusion of the IVA in GF-5 and see if we can get feedback on the number of test that could be potentially needed for GF-5. Inquire regarding what the new limit will be for the test to facilitate estimating parts needed for the category.

Action Item: Contact Tim Scully at Nissan USA concerning the hardware commitment through 2008.






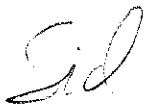

Action Item: Chairman of the LTMS, Ben Weber to investigate the pros and cons of the new IIIG LTMS system and study how well it could potentially be applied to the IVA. Report back to the group by the November meeting.

Motion: Calculate severity adjustments and intermediate precision standard deviations based only on chartable 1006-2 data. Effective on all references completed on or after July 1, 2005.

Farber/Buscher, passed unanimously


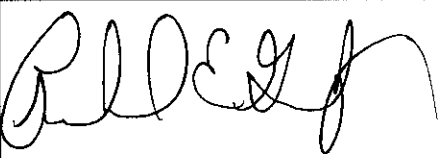
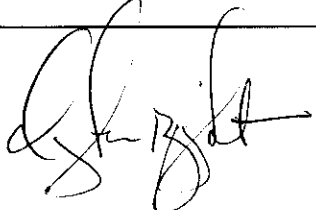

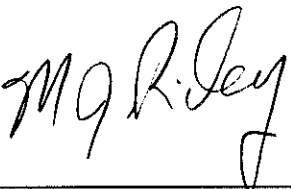

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May 19, 2005

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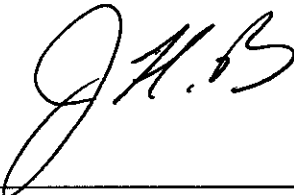

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Thompson, Hap	Phone No.: 908-287-9596 Fax No.: Email: Hapjthom@aol.com	
Venier, C	Pennzoil Products Company P.O. Box 7569 The Woodlands, TX 77387 Phone No.: 281-363-8060 Fax No.: 281-363-8002 Email:	


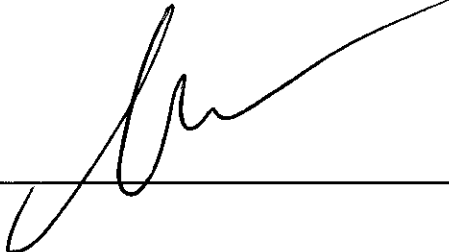
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Attachment 2

Sequence IVA Surveillance Panel

Tunkhannock, PA
Shadowbrook Inn
May 19, 2005
9:00 a.m. - 12:00 p.m.

A G E N D A

1. Chairman comments
2. Attendance sign-in sheet distribution
3. Membership changes
4. Motion and Action recorders
5. Approval of minutes for 11/16/2004 All
6. Review action items from last meeting Buscher
7. Fuel supplier report – KA24E Green Fuel Carter
8. TMC report Grundza
- Any questions regarding semi-annual TMC report
9. RSI report Mahoney
- Any questions regarding semi-annual RSI report
10. Test hardware report Buscher
11. 2005 camshaft wear measurement round-robin All
12. Adopt Sequence IIIIG type LTMS All
13. TGC test precision calculation proposal Farber
14. Exhaust temperature calibration Brys
15. Review Scope & Objectives All
16. Old business
17. New business
18. Next meeting
19. Adjourn

HALTERMANN

PRODUCT:

KA24E TEST FUEL

Batch No.: TD0121LS01 SJ2921LS01 SI2821LS01

PRODUCT CODE:

HF008

Tank No.: 603 622 605

Analysis Date: 4/6/2005 11/2/2004 10/1/2004

TEST	METHOD	UNITS	SPECIFICATIONS			RESULTS	RESULTS	RESULTS
			MIN	TARGET	MAX			
Distillation - IBP	ASTM D86	°F	75		95	87	89	82
5%		°F				116	109	109
10%		°F	120		135	129	123	123
20%		°F				151	145	145
30%		°F				177	172	172
40%		°F				206	205	203
50%		°F	200		230	223	223	223
60%		°F				232	233	232
70%		°F				242	242	243
80%		°F				261	263	263
90%		°F	300		325	322	324	325
95%		°F				348	346	347
Distillation - EP		°F	385		415	415	401	406
Recovery		vol %		Report		98.2	97.2	97.6
Residue		vol %		Report		1.0	1.0	1.0
Loss		vol %		Report		0.8	1.8	1.4
Gravity	ASTM D4052	°API	58.7		61.2	58.9	59.1	58.9
Density	ASTM D4052	kg/l	0.734		0.744	0.743	0.742	0.743
Reid Vapor Pressure	ASTM D323	psi	8.8		9.2	8.9	9.2	9.2
Carbon	ASTM E191	wt fraction	0.8580		0.8667	0.8628	0.8657	0.8645
Carbon	ASTM D3343	wt fraction		Report		0.8683	0.8668	0.8671
Sulfur	ASTM D4294	wt %	0.01		0.04	0.02	0.02	0.02
Lead	ASTM D3237	g/gal			0.05	<0.01	<0.01	<0.01
Oxygen	ASTM D4815	wt %			0.05	<0.05	<0.05	<0.05
Composition, aromatics	ASTM D1319	vol %			35.0	34.4	31.8	32.1
Composition, olefins	ASTM D1319	vol %	5.0		10.0	6.9	6.9	6.5
Composition, saturates	ASTM D1319	vol %		Report		58.7	61.3	61.4
Oxidation Stability	ASTM D525	minutes	1440			>1440	>1440	>1440
Copper Corrosion	ASTM D130				1	1	1	1
Gum content, washed	ASTM D381	mg/100ml			5	1	<1	1
Research Octane Number	ASTM D2699		96.0		97.5	97.0	97.2	97.0
Motor Octane Number	ASTM D2700			Report		86.5	88.1	87.3
R+M/2	D2699/2700			Report		91.8	92.7	92.2
Sensitivity	D2699/2700		7.5			10.5	9.1	9.7
Net Heat of Combustion	ASTM D240	btu/lb		Report		18545	18407	18436
Color	Visual			Green		Green	Green	Green



Test Hardware Report

- Hardware Status:
 - No shortage of test hardware.
 - Block/head usage has been extended to 20/10 runs.
 - 2004 Nissan parts order has been completed.
 - Industry currently using mixture of 1999, 2001 and 2002 test kits.
 - 2005 Nissan parts solicitation expected in May or June 2005.





Test Hardware Report

- 2004 Nissan parts order:
 - Only two labs purchased hardware.
 - Orders received during Q1 2005.
 - Problems were found with the test camshaft, requiring corrective action.
 - [See following slides for details \(*click here*\)](#).
 - Nissan promptly resolved problems.
 - Provided camshaft lot number and missing dowel pins and oil plugs for labs to install on existing camshafts.



Test Hardware Report

- Dowel pin located at camshaft front used for locating timing gear is missing.

Incorrect



Correct



Test Hardware Report

- Oil plug located at camshaft rear is missing.

Incorrect



Correct

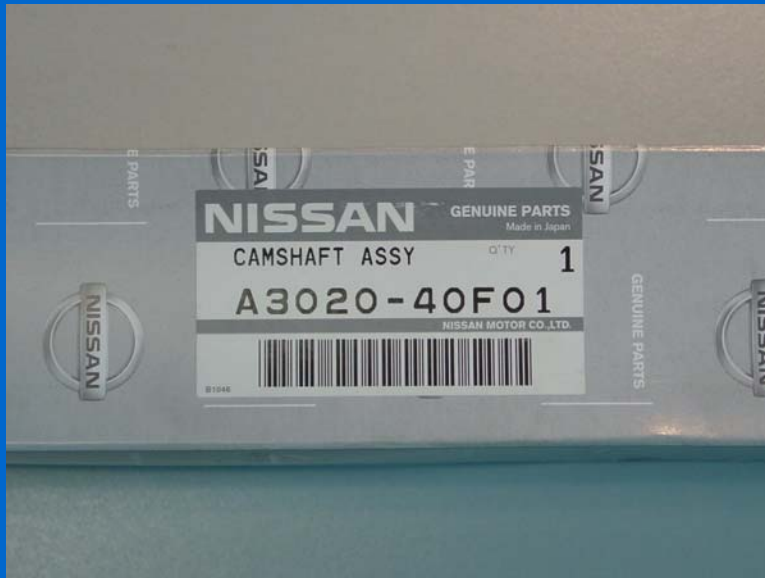




Test Hardware Report

- Lot number located on part number label is missing.

Incorrect



Correct





Test Hardware Report

- Extend the life of the Sequence IVA test for inclusion into the ILSAC GF-5 category by one of three possible methods:
 1. Nissan will continue to make Sequence IVA test parts available to the participating ASTM laboratories on an annual basis through the life of the ILSAC GF-5 category.
 - NOTE: As of May 2005 Nissan has been contacted multiple times concerning this issue, but they have not replied back.





Test Hardware Report

2. The participating ASTM laboratories will purchase and stockpile Sequence IVA test parts between now and 2008 to extend the life of the test for the ILSAC GF-5 category.
3. A third party, such as OH Technologies or TEI, will purchase and stockpile Sequence IVA test parts between now and 2008 for the ILSAC GF-5 category, and then make them available to the ASTM laboratories during the life of the ILSAC GF-5 category.



TGC Test Precision Ballot Review

May 2005

Ballot Issuance

- Technical Guidance Committee Chairman Gordon Farnsworth emailed TGC membership a unanimous consent ballot on 2/3/2005
 - TGC membership : Surveillance Panel Chairs
 - Close date of ballot was March 1, 2005
 - Negatives were received
 - Motion was not implemented

Ballot Subject

- Attached is a proposal from the TMC for "Test Precision Reporting Guidelines". As chairman of the ASTM TGC I will instruct the TMC to adopt this practice on March 1, 2005 unless I receive other input from any TGC member.
- The ASTM TMC has proposed a standard methodology for calculating and updating the test precision listed in the various Sequence test procedures (see attached). This proposal is complementary to the recently issued LTMS appendix G "Guidelines for developing Reference Oil Targets and Severity Adjustment Deviations - B.01 & B.02 Tests" that the TGC approved via e-mail.

Test Precision Reporting Guidelines

As test targets are updated or a need arises to update test method precision statements the TMC will be working with each surveillance panel to identify which reference oils should be used in the Severity Adjustment standard deviation calculation. The recommendation from the TMC is to use reference oil(s) that are as close to the pass limit as possible. In some test areas, only one oil may be used. Other test areas may use multiple oils depending on the available oils and number of pass fail parameters. As always it will be the surveillance panel who will ultimately decide the oil(s) selection.

To be consistent on the precision value that is provided to the industry, the TMC will be updating test method **Intermediate Precision standard deviation** with the same value that is used for the SA standard deviation. Data to be used for this calculation will be severity adjusted and pooled by oil **and lab**. The **test method Reproducibility standard deviation** will then be based on the same data set and pooled by oil.

The only time the test method precision values will be changed is when the SA std. dev. is updated. And this of course will occur according to the recently accepted LTMS guidelines. As mentioned above, the surveillance panels can always intervene and make changes as they see fit.

Background

- At the December 2004 ASTM meeting D02.B advised that test method precision statements are to be reviewed/updated on an annual basis
- The TMC was aware that inconsistencies existed in how test precision was being reported

Background (continued)

- TMC developed guidelines for updating test method precision values
- TMC forwarded the guidelines to the TGC Chairman for his review
- TGC ballot was subsequently released

IVA Recommendation

	Test Method	LTMS SA Std. Dev.	Recommendation Test Method & SA
Oils	1006-2	1006	1006-2
Rust	9.64	12.50	~9.64

Oil	Target	Pass Limit
1006-2	91	90
1007	85	
1009	19	

Reproducibility

- Reproducibility will be calculated from same data set as Intermediate Precision.

ASTM Sequence IVA Surveillance PanelScope and Objectives*Scope*

The Sequence IVA Surveillance Panel is responsible for the surveillance and continued improvement of the Sequence IVA test documented in Test Method D 6891 as updated by the Information Letter system. Data on test precision and laboratory versus field correlation will be solicited and evaluated at least every six months. Improvements in wear measurement technique, test operation, test monitoring and test validation will be accomplished through continual communication with the Test Sponsor and Parts Distributor, ASTM Test Monitoring Center, ASTM Committee D02.B0.01 and the ASTM Passenger Car Engine Oil Classification Panel. Actions to improve the process will be recommended when deemed appropriate based on input from the proceeding. The Panel will review development and correlation of updated test procedures with previous test procedures. This process will provide a suitable test procedure for evaluating an automotive lubricant's effect on controlling cam lobe wear for overhead valvetrain equipped engines with sliding cam followers.

Objectives**Target Date**

- | | |
|--|------------------|
| 1. Conduct 2005 round robin | <i>Nov. 2005</i> |
| 2. Determine need for metrology/build workshop | <i>Nov. 2005</i> |
| 3. Finalize long-term hardware availability plan | <i>Nov. 2005</i> |

William A. Buscher III, Chairman
Sequence IVA Surveillance Panel

Updated: May 2005