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November 22, 2004

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Unapproved Minutes of the November 16, 2004
Sequence VG Future Engine Supply Task Force
Held in San Antonio, Texas

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Chairman Bill Buscher called the meeting to order at 11:05am. The meeting was scheduled for 1:00pm to 3:00pm, but was started early after the Sequence VG Surveillance Panel meeting ended early.

Chairman's Comments – The chairman noted that the purpose of this meeting is to develop a plan for future engine supply in the Sequence VG test and how the industry introduces a new test engine.

Gordon Farnsworth commented on some areas of concern on this topic:

- Excess parts on fully-dressed engines.
- Engine Batch frequency.
- Batch prove-out testing costs.

He summarized that the focus of this activity is to obtain quality parts, in sufficient quantities, in the most cost-effective manner possible.

Chairman Buscher noted that he envisioned this meeting as a brainstorming session in this issue and hoped that some ideas on how to handle this item would come from this meeting.

Mike Riley noted that small quantities of engines can be difficult to source from the production line.

There was some discussion on the availability of 4.6L "crate engines" from Ford, similar to the GM engines used in some test areas. Mr. Riley noted that he's not aware of any 4.6L engines available

Sequence VG Future Engine Supply Task Force Meeting
November 16, 2004
San Antonio, Texas

via the Ford performance parts network. Another member noted that they'd read about a car in *AutoWeek* magazine which used a 4.6L "crate motor." *{See Attachment 1.}*

The discussion then moved on how to eliminate the unused parts on test engines purchased by industry. Mr. Riley noted that Ford legally cannot sell these excess parts as new once they leave the factory, making it impossible for Ford to deal with these parts. The laboratories do not have a readily available avenue to sell used parts, making disposal of these parts difficult. Selling these parts on Ebay was even suggested as an option. All parties agreed that the current process is wasteful and expensive and needs to be changed.

Dwight Bowden noted that Ford has both Service Part Numbers and Engineering Part Numbers and that the Engineering Part Numbers indicate a particular design or revision of a part. He recommended that the panel use the Engineering Part Numbers to reference test materials. Further comments then indicated that the Engineering Part Numbers may possibly change with no change to the Service Part Numbers and vice versa. More investigation is necessary.

Sid Clark recommended that the panel identify critical components and then develop manufacturing procedures for these parts. He commented that GM has special tooling for Sequence III pistons that is separate from production tooling and is only used on Sequence III pistons.

Bill Buscher commented that the Sequence IVA will be difficult because Nissan isn't particularly responsive to test parts supply questions, making any change in the current system unlikely.

The meeting adjourned for lunch at this time.

Bill Buscher did a search at www.fordracingparts.com after lunch and they did list several 4.6L crate engine options. *{See Attachment 2.}* More investigation is clearly needed, but this may be an avenue to address the small-scale engine needs of the lubricant testing industry.

The Task Force decided to work on developing a "Wish List" of ideas for future engine supplies to be used in the industry. A copy of that wish list is attached. *{See Attachment 3.}*

Dwight Bowden noted that there was a presentation made to the Technical Guidance Committee quite some time ago that addressed parts supply issues and that a review of that document would be beneficial to this group. He has copies of this document and would make it available to the membership. A copy will be made available on the TMC website.

The current system used in the Sequence III test was put forth as an example. The Sequence IIIF and IIIG Engine Assembly Manuals, in particular, were identified as something other test areas should emulate.

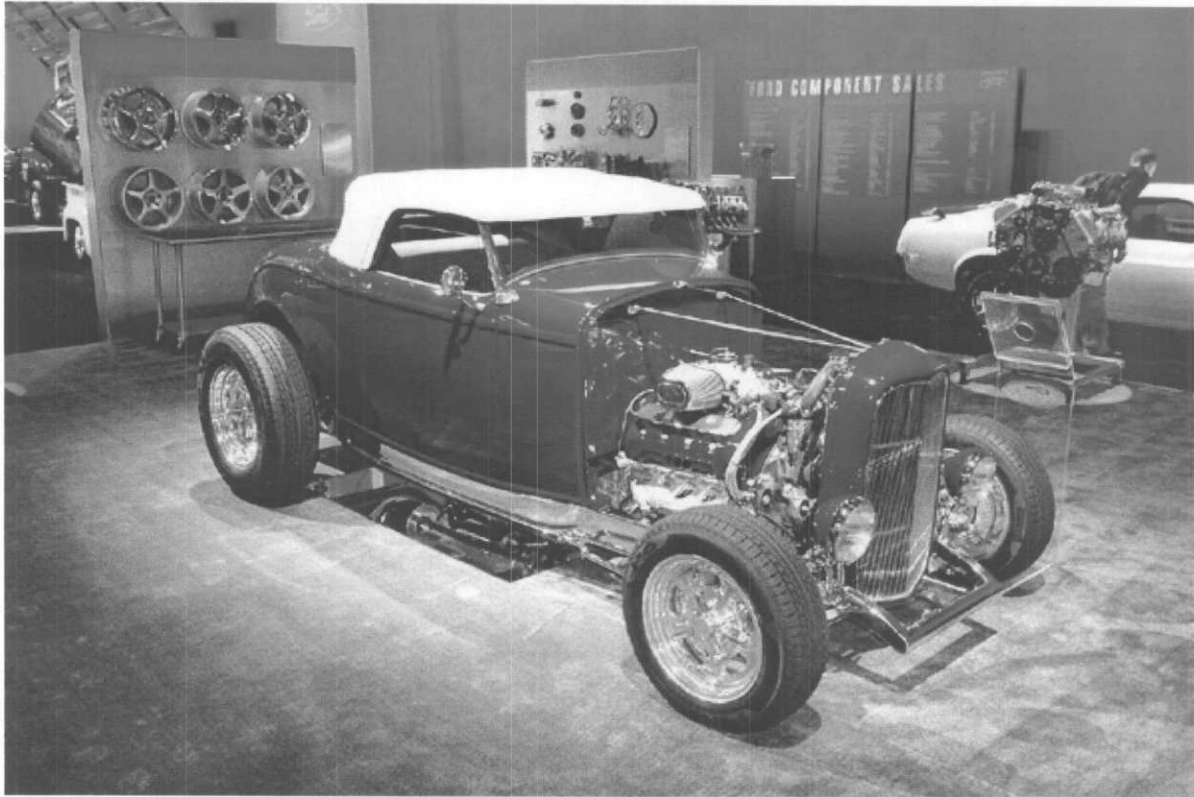
The meeting adjourned at 2:20pm. The next meeting is at the call of the chairman.



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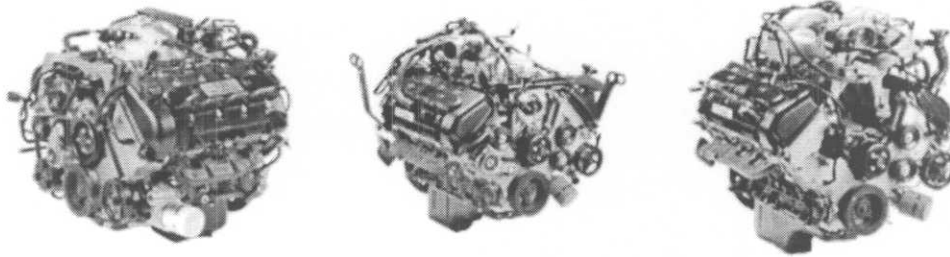


DEARBORN DEUCE CONVERTIBLE: Revealed at the AutoWeek/Automotive News Specialty Vehicle Forum, this is more than just another near-perfect steel '32 replica. Not only is it a little larger so that it can accept the sometimes more mature girth of today's less-active-lifestyle hot rodder (the doors are 3.5 inches long-er and the cockpit 2.5 inches deeper), but the steel rear deck conceals a modern convertible top. Add to it electric windows and an extra two cubic feet of trunk space along with polished stainless-steel frame rails, and you have to love it. Unlike many a modern '32, there is no Chevy small-block underhood. This one has a Ford Racing fuel-injected, 4.6-liter Signature Series V8 crate engine making 320 hp and 315 lb-ft. It's mated to a Ford Racing five-speed manual and a Ford nine-inch rear end. Imagine having this back in high school.

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CLOSE WINDOW

Modular 4V Replacement Engines

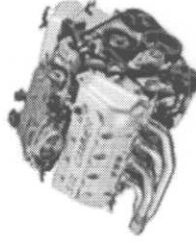
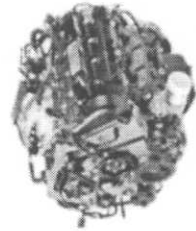


Part Number	<u>M-6007-MA46**</u>	<u>M-6007-AV46**</u>	<u>M-6007-NA54**</u>
Key Feature	2003 Marauder Engine Assembly	2002 Aviator Engine Assembly	2003 Navigator Engine Assembly
Displacement	4.6L DOHC 4V	4.6L DOHC 4V	5.4L DOHC 4V
HP	302	302	300
Torque	318 ft./lbs.	300 ft./lbs.	355 ft./lbs.
Block	Aluminum	Aluminum	Iron
Comp. Ratio	10.0:1	10.0:1	9.5:1
Calibration Code	3G-120-BB	2G-934-BB	3G-262-AB
Assembly	Complete Engine Assembly	Complete Engine Assembly	Complete Engine Assembly
Availability	Available Now	Available Now	Available Now
MSRP	\$5,495.00	\$5,495.00	\$4,395.00

[Return to the Crate Engine Home](#)

NOTE: Photo and specs may vary.

Modular 4V Mustang Engines



Part Number	M-6007-M146**	M-6001-C469**	M-6001-C460**	M-6007-T50EA*
Displacement	4.6L DOHC 4V	4.6L DOHC 4V	4.6L DOHC 4V	5.0L DOHC 4V
HP	305	320	320	400
Torque	320 ft./lbs.	317 ft./lbs.	317 ft./lbs.	365 ft./lbs.
Key Feature	Mach 1 Mustang Engine Assembly	1999 Mustang Cobra Engine Assembly	2000 Mustang Cobra Engine Assembly	5.0L Cammer Modular Crate Engine Assembly
Comp. Ratio	10.0:1	9.85:1	9.85:1	11.0:1
Calibration Code	3G-301-AA	9G-839-AA	0G-839-AA	n/a
Assembly	Complete Engine Assembly	Complete Engine & Trans Assembly	Complete Engine & Trans Assembly	Complete Engine Assembly
Availability	Available Now	Available Now	Available Now	Available Now
MSRP	\$5,800.00	\$5,795.00	\$5,995.00	\$14,995.00

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NOTE: Photo and specs may vary.

Sequence V Engine Supply “Wish List”

1. Want individual parts, not complete engine assemblies, so that the laboratories have control of the engine block honing and the test engine assembly.
2. Want to eliminate excess parts that come with a complete engine assembly.
3. Want to eliminate the need to disassemble a complete engine, just to measure and rebuild it.

Approach Ford with the following:

- Define what engine will be used for a test engine (Mike Riley indicated some variation of the current 4.6L-2V engine).
- Identify Bill of Materials.
- Determine best source(s) for hardware procurement.