

Draft Minutes From:

**Sequence VI Task Force conference Call Agenda**

**June 3 @ 10:00 CDT**

**Call-in information is included below:**

Call-in Number: 800-391-9177

Conference Code: 4875645502

**Attendance:**

Dan Worcester, Guy Stubbs, Mark Mosher, Tim Caudill, Bruce Matthews, Nathan Moles, Jerry Brys, Jason Bowden, Dwight Bowden, Adrian Alfonso Intertek, Rich Grundza, Dave Glaenzer & Charlie Leverett

**Discussion on Oil Consumption Engine**

Robert was not available so Bruce filled in on questions concerning Robert's presentation (Attachment 1). The discussion covered the Labs position on how low they could go on OC.

Dave mentioned with "full" levels at 73 and 74 mm he believes 1600 is the maximum based on his data.

Dan stated he is using 1600 low now, but could even go to 1700 Or 1800 based on data.

Nathan mentioned 1600 is his minimum.

IAR agrees with the 1600 also using the current oil system configuration.

We then had a discussion on what we could do and how we may modify the current displacement block for better oil flow, the Labs agreed the removal of the block was not the correct approach as a lot of thought went into this in the Consortium work. Guy mentioned the work that was done in the consortium related to getting the aging correlation to the vehicles in the Consortium. Below is the statement in the final Consortium report was:

**Special Hardware & Engine Assembly Oil Pan Version I & II (displacement block) –** The original studies on Aging of the oil showed that with the 6.0 L oil charge it would take approximately 125-150 hrs to correlate to the vehicle data for oil aging so it was decided to lower the oil charge to 5.4 L. Due to the oil pan configuration and the 5.4 L charge OH Technology was requested to engineer a displacement block and therefore modified the original oil pan they supplied so that the engine oil level could be determined using a sight glass mounted on the side of the oil pan. **Without the displacement block, there would have been a limited amount of oil in the pan, and it would have been very difficult to determine an accurate engine oil level using the sight glass.**

### **Suggestions Where:**

1. Modify the current block for improved flow and makeup the difference plus 300-400 ml using an additional block.
2. Leave the current block and add an additional block for 300-400 ml.
3. Remove the Oberg filter (heat/cool side) to increase the pan level. Labs noted this filter was likely not needed in the VIE as they do not see as much debris as seen in previous VI test types. **SwRI & IAR agreed to do this experiment.**
4. Look for a replacement filter with less internal volume, **OHT is looking into this** and mentioned the current filter is becoming obsolete soon.
5. Look at the spec sheets on the current oil cooler to initially determine if the Camaro oil cooler will work. Concern was voiced that some Labs currently use chilled water already and in some stages it takes close to the full stabilization time to get temps in spec. **IAR agreed to research.**

*The group agreed to look at the results in item 3 prior to any other changes.*

### **Discussion on current engine life:**

As previously discussed the engine life of the VIE is only ~ 10 tests counting the 3 reference tests for a new engine. There was some discussion on current engines, Lubrizol noted they currently had an engine with ~3000 hrs and it is still usable with OC between 1100 – 1400 ml. IAR noted they had an engine go to ~3200 hrs with (OC was running 900-1000 ml) and removed due to low compression in one cylinder. The engine was disassembled and inspected, the root cause was carbon between the valve and seat (no burn valve) knowing this we may have been able to run at higher rpm and remove it.

### **Next Meeting of Task Force**

I will call the next meeting once SwRI and IAR data is available on experiment where the Oberg is removed.