

Sequence VIE/F Engine Rebuild Task Force
Call Agenda
December 15th @ 8:00 AM CST

Call-in number: (800)391-9177

Conference Code: 4875645502

Scope:

The ASTM Sequence VI Surveillance Panel requested a Task Force be formed to explore the possibility of extending the life of the Sequence VIE specially built General Motors (GM) 3.6 L (LY7) engine. New engines will be built from new GM assembled short blocks and other new and used individual components.

Objective:

The Task Force will:

- Review GM's proposal of building new VIE engines from new GM assembled short blocks and new GM individual components.
- Determine total quantity of engines needed.
- Determine parts availability and acquisition for new engine build. Coordinate with OHT and GM.
- Determine which used parts from used VIE engines will be needed for new engine builds.
- Determine availability of these used parts and develop inspection and selection criteria.
- Inspect and select used parts for use in new engine builds (each lab will be responsible for this task).
- Develop and implement a standardized build procedure (engine assembly manual).
- Determine stand availability for testing lab built engines.
- Develop a test plan to prove out lab built engines.
- Report results, conclusions and recommendations to Sequence VI SP.

The agenda for this meeting is shown below, if you have any additions please send them to me and Cc this distribution.

1.0 Roll Call

Do we have any membership changes or additions?

2.0 Approval of Minutes from meeting 11/3/2016.

ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/minutes/VIE_FEngine%20RebuildTaskForce20161103.pdf

Adrian, Jason, Unanimous

3.0 Action Item Review

- 3.1 Adrian will develop a timeline for completing the scope of this TF – **Completed/can change based on Stats input on prove out recommendation.**
- 3.2 Adrian to contact stats group about prove out test design – **See below 5.1**
- 3.3 Scott will send quotes for more kits/pricing. **In progress.**
New heads are in order and on the way. No price on the new heads yet. Quote is in progress but the TF asked to hold the quote until the final price is known including the price of the new heads.
- 3.4 Adrian will verify the head rebuild parts list by disassembling and checking head components. **Hold, this might not be needed since new heads are now available.**

3.5 Scott will create documentation necessary for dealers to be able to accept cores. **In progress. Last meeting no change, engineers are attending SEMA and the meeting was rescheduled.**

There will be a meeting in January to develop the return process. Dan will try returning two engines via the dealer interested in accepting the cores. Dan will work with Scott in case there are issues with the return process.

3.6 Dan to contact Freedom Chevrolet about returning cores. **In progress**
Dealer informed Dan that the part number provided by Dan was for a pre-2008 block. Dan and Tim will research this issue. There is interest from a dealer to accept cores.

Tim: Service shows 19206165 short block for 2006-09 SRX, production build of 19206165 is same date range as 2012 complete new engines. The service parts management plan is the reason that the new short block is not shown as available for 2012 Malibu.

Dan: We now have 7 GM long block engines that have been installed back in delivery crates should we reach an agreement on returning them for core charges. A local dealer is willing to handle that as long as they get a percentage of the core charge on each engine.

Blocks are confirmed to be 2012.

4.0 Old Business

4.1 Review fixed phasors reuse, inspection procedure.

4.2 Should rework/repairs be allowed, follow up after rebuild workshop.

5.0 New Business

5.1 As a group we need to agree on a timeline for the stats group to provide a recommendation for the short block engines prove out. A few things to consider are what and when the labs are willing to offer, engine hour correction re-evaluation, etc.

Dan: I have run two reference oils as shakedown runs and are reported on TMC site. We have also updated the build procedure based on this experience, and will send that out as well. We are numbering blocks with the last 3 digits marked on the block and followed by "A".

Factors to consider in how to introduce the VIE/VIF short block engine kits:

1. Introduce with routine referencing or prove-out matrix?
2. How many oils to include in introduction testing?
3. How many labs to include in introduction testing?
4. How many stands to include in introduction testing?
5. How many tests to include in introduction testing?
6. How to handle two tests?
 - a. Prove-out on VIE covers VIF?
 - b. Prove-out VIE and VIF individually?
 - c. Reserve a quantity of the current OHT VIE/VIF complete engine assemblies for VIF?
 - i. 1 or 2 years, then introduce short block engine kits?
 - ii. Life of GF-6B?
7. Account for engine hour correction factor.

6.0 Review of action items.

- Survey labs for participation on prove out. Adrian

7.0 Schedule for next conference call.

TBD