



Address 100 Barr Harbor Drive
PO Box C700
W. Conshohocken, PA
19428-2959 | USA

Phone 610.832.9500
Fax 610.832.9666
Web www.astm.org

Committee D02 on PETROLEUM PRODUCTS AND LUBRICANTS

Chairman: KENNETH O. HENDERSON, Cannon Instrument Co., 2139 High Tech Road, State College, PA 16803, (814) 353-8000, Fax: (814) 353-8007, e-mail: kenohenderson@worldnet.att.net
First Vice-Chairman: BEN R. BONAZZA, TI Group Automotive Systems, Caro Research Center, 326 Green Street, Caro, MI, 48723 (989) 673-8181 ext. 227, Fax: (989) 673-3241, e-mail: bbonazza@us.tiauto.com
Second Vice-Chairman: JANET L. LANE, ExxonMobil Research & Engrg., 600 Billingsport Rd, Paulsboro, NJ 08066-0480 (856) 224-3302, Fax: (856) 224-3616, e-mail: janet.l.lane@exxonmobil.com
First Secretary: RALPH A. CHERRILLO, Shell Global Solutions (US) Inc., Westhollow Tech Ctr., 3333 Highway 6 South, Houston, TX 77082 (281) 544-8789, Fax: (281) 544-8150, e-mail: ralph.cherrillo@shell.com
Second Secretary: MICHAEL A. COLLIER, Petroleum Analyzer Co. LP, PO Box 206, Wilmington, IL 60481, (815) 458-0216, Fax: (815) 458-0217, e-mail: macvarlen@aol.com
Staff Manager: DAVID R. BRADLEY, (610) 832-9681, Fax: (610) 832-9668, e-mail: dbradley@astm.org

Issued: July 14, 2010
Reply to: Dan Worcester
Southwest Research Institute
528 Tom Slick Ave
San Antonio, TX 78228
Phone: 210.522.2405
Fax: 210.684.7523
Email: dworcester@swri.org

These are unapproved minutes of the 06.22.2010 Sequence VI Surveillance Panel conference call.

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The meeting was called to order at 10:00 AM by Chairman Charlie Leverett.

Agenda

The Agenda is the included as **Attachment 1**.

Roll Call

The Attendance list is **Attachment 2**.

Minutes

The minutes from the previous meeting had not yet been posted.

1.0 New Business

- 1.1 A request was made to modify Form 4 to track full length tests.

Motion – Modify the VID test report Form 4 to add space for full length tests.

Rich Grundza / Charlie Leverett/ Passed Unanimous.

- 1.2 An update was requested from SwRI on when they would complete their BL-3 verification runs. The tests are to begin the following week.
- 1.3 There was a negative vote at “B” for Information Letter 09-2 that changed Section 7.2.2 to allow more than one batch of EEE fuel for a candidate test. That letter is included as **Attachment 3**.

Motion – Revoke Item #3 on Information Letter 09-2.

Bruce Matthews / Robert Stockwell/ Passed, 10 for, none against, and 3 waives.

The meeting adjourned at 10:20 AM.

The next meeting will be at the call of the Chairman.

Sequence VI Conference Call June 22, 2010

Agenda:

- 1.) Roll Call
- 2.) Approval of Minutes from last meeting
- 3.) New Business
 - a.) Info letter Request to made revisions to Report Form 4 to track full length tests.

vid_20100621_form4
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b.) Blend III Base Line Verification update from SwRI.

c.) Discussion on negative on "B" ballot concerning
Information Letter

il09-2.pdf

Any additional new business?

Move for adjournment?

ASTM SEQUENCE VI SURVEILLANCE PANEL

Name	Address	Phone/Fax/Email	Attendance
Bowden, Dwight Voting Member ✓	OH Technologies, Inc. P.O. Box 5039 Mentor, OH 44061-5039	Phone: 440-354-7007 Fax: 440-354-7080 dhbowden@ohtech.com	Adam W Voting member
Bruce Matthews Voting Member ✓	GM Powertrain Engine Oil Group Mail Code: 483-730-472 823 Joslyn Rd	Pontiac, MI 48340: 248-830-9197 bruce.matthews@gm.com	A
Andy Ritchie Voting Member ✓	Infineum 1900 East Linden Ave. Linden, NJ 07036-0735	Phone: 908-474- Fax: 908-474-3637	A
Ron Romano Voting Member ✓	Ford Motor Company 21500 Oakwood Blvd POEE Bldg Rm DR 167 MD 44 Dearborn, MI 48121-2053	Phone: 313-845-4068 rromano@ford.com	A
John Rosenbaum Voting member	Chevron Global Lubricants	Phone:	
Leverett, Charlie Voting Member ✓	Intertek Automotive Research 5404 Bandera Road San Antonio, TX 78238	Phone: 210-647-9422 Fax: 210-523-4607 charlie.leverett@intertek.com	A
Grundza, Rich Voting Member ✓	ASTM TMC 6555 Penn Ave. Pittsburgh, PA 15206-4489	Phone: 412-365-1034 Fax: 412-365-1047 Dml@tmc.astm.cmri.cmu.edu	W
Miranda, Timothy Voting Member ✓	BP Castrol Lubricants USA 1500 Valley Road Wayne, NJ 07470	Phone: 973-305-3334 Timothy.Miranda@bp.com	A
Mosher, Mark Voting Member ✓	ExxonMobil 600 Billingsport Road Paulsboro, NJ 08066	Phone: 856-224-2132 Fax: 856-224-3628 mark_r_mosher@exxonmobil.com	A
Caudill, Timothy Voting Member ✓	Ashland, Inc. 21st and Front Streets Ashland, KY 41101	Phone: 606-329-5708 Fax: 606-329-3009 Ticaudill@ashland.com	A
Dan Worcester Voting Member ✓	Southwest Research Institute (SwRI) 6220 Culebra Road San Antonio, TX 78228	Phone: Fax: dan.worcester@swri.org	W
Szappanos, George Voting Member ✓	Lubrizol 29400 Lakeland Blvd. Wickliffe, OH 44092	Phone: 440-347- Fax: 440-347-4096 George.Szappanos@lubrizol.com	A
Glaenger, David Voting Member ✓	Afton Research Center 500 Spring Street Richmond, VA 23218	Phone: 804-788-5214 Fax: 804-788-6358 Dave_Glaenger@ethyl.com	A
Tracey King Voting Member	Chrysler	Phone: Fax: tek1@chrysler.com	
Sutherland, Mark Voting Member ✓	Chevron Oronite Company LLC 4502 Centerview Ste. 210 San Antonio, TX 78228	Phone: 731-5605 Fax: 731-5621 msut@chevrontexaco.com	A
Robert Stockwell Voting Member ✓	ConocoPhillips Lubricants R&D Passenger Car Engine Oil	office 580-767-6894 Robert.T.Stockwell@conocophilli ps.com	A
Teri Kowalski Voting Member	Toyota	Phone: 734-995-4032 teri.kowalski@tema.toyota.com	

17 Voting members
14 on call



Test Monitoring Center

Carnegie Mellon University
6555 Penn Avenue, Pittsburgh, PA 15206, USA

<http://astmtmc.cmu.edu>
412-365-1000

SEQUENCE VID INFORMATION LETTER 09-2
SEQUENCE NUMBER 2
December 14, 2009

ASTM consensus has not been obtained on this information letter. An appropriate ASTM ballot will be issued in order to achieve such consensus.

TO: Sequence VI Mailing List

SUBJECT: 1. Revision to Stand/Engine Calibration Requirements
2. Changes to Control Valves
3. Identification of Correct Fuel Batch

1. During the November 18, 2009 Sequence VI Surveillance Panel Meeting, the panel agreed to revise the calibration periods for stand/engine calibrations. Sections 10.1.1.2 through 10.1.1.4 have been revised to reflect the revised number of tests and engine hours. This change is effective November 18, 2009.
2. At the November 18, 2009 Sequence VI Surveillance Panel Meeting, the panel addressed a discrepancy in section 6.6.5.3. Section 6.6.5.3 (2) did not include solenoid actuator 312 with a model 2000 valve for FCV-150A. Section 6.6.5.3 (2) has been revised to include this solenoid. The panel also elected not to specify the model of valve used for TCV-101. Section 6.5.12 has been revised to no longer require one of two valves for this application. The panel also agreed to correct a discrepancy between Section 6.6.4.4 and other sections of the procedure. Specifically, Section 6.6.4.4 stated that the oil heating system have the capability of maintaining the oil at $107 \pm 2.8^\circ\text{C}$, while other sections say to introduce the oil during flushing operations at 93 to 107°C . Section 6.6.4.4 has been revised to reflect 93 to 107°C .
3. Finally, at the November 18, 2009 Sequence VI Surveillance Panel meeting, the panel agreed to allow more than one fuel batch to be used for a given test. In the past, only one fuel batch was allowed for a test. Because of tank availability and test length, this requirement proved to be extremely difficult from a logistics stand point. Section 7.2.2 has been revised to allow more than one fuel batch and how to describe which fuel batch was used for a given test.

The attached changes to Test Method D 7589 are effective November 18, 2009.

Bruce Matthews
Engine Oil Test Development and Support
GM Powertrain Materials Engineering

Frank M. Farber
Administrator
ASTM Test Monitoring Center

Attachment

c: ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/vid/procedure_and_ils/il09-2.pdf
Distribution: Email

(Revises Test Method D7589)

6.5.12 Use a control valve (TCV-101 in Fig. A2.2 and Fig. A2.3) for controlling the process water flow rate through the heat exchanger HX-1. A Badger Meter Inc. Model 9001GCW36SV3Axxx36 (air-to-close) or Model 9001GCW36SV1Axxx36 (air-to-open), 2-way globe, 1-in. valve have been found to be suitable for this application (see X1.10).

6.6.4.4 An oil heating system (with appropriate controls) for each oil reservoir with the capability of heating the oil in the reservoir to (93 to 107) °C.

6.6.5.3 Use solenoid valves (FCV-150A, FCV-150C, FCV-150D, and FCV-150E, in Figs. A2.6) (see X1.16).

(1) FCV-150F and its related lines/piping are optional.

(2) FCV-150A is a Burkert Type 251 piston-operated valve used with a Type 312 solenoid valve (or a Burkert Type 2000 piston-operated valve used with a Type 311, 312 or 330 solenoid valve) for actuation of air supply to the piston valve, solenoid valve direct-coupled to piston valve, normally closed, explosion proof (left to the discretion of the laboratory), and watertight, 3/4 in., 2-way, stainless steel NPT fitting.

7.7.2 Approved HF 003 fuel can be added to run tanks as needed. If a new batch of fuel is introduced to the laboratory fuel supply system, the batch number for that tank will change when 51% of the fuel in the tank is the new batch. In cases where the run tank contains more than one fuel batch, document the majority fuel batch in the report.

10.1.1.2 The first three calibration periods on a given stand/engine combination are ten full length non-reference oil tests or 1750 engine hours or 100 days, whichever occurs first.

10.1.1.3 Subsequent calibration periods on a given stand/engine combination are seven full-length non-reference oil tests or 1225 engine hours or 100 days, whichever occurs first.