



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: August 13, 2014
Reply to: Dan Worcester
Southwest Research Institute
6220 Culebra Rd.
San Antonio, TX 78238
Phone: 210.522.2405
Fax: 210.684.7523
Email: dworcester@swri.org

These are the unapproved minutes of the 07.01.2014 Sequence VI Surveillance Panel meeting.

This document is not an ASTM standard; it is under consideration within an ASTM technical committee but has not received all approvals required to become an ASTM standard. It shall not be reproduced or circulated or quoted, in whole or in part, outside of ASTM committee activities except with the approval of the chairman of the committee having jurisdiction and the president of the society. Copyright ASTM, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

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

Agenda

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

1.0 Roll Call

The Attendance list **Attachment 2**.

2.0 Approval of minutes

2.1 Approval of the minutes of the 03.18.2014 meeting.

Motion – Accept the minutes of the 03.18.2014 VID SP CC.
Charlie Leverett, Jason Bowden, second. Unanimous.

3.0 Action Item Review

- 3.1 OHT to report VIX engine usage and depletion date of VID engines.
There are 21 2009 and 111 2012 engines in inventory.
- 3.2 Update on 0W-16 donated runs. – TMC Four labs have reported. This is completed and the data is available on the TMC web site. This is a Honda oil that GM helped get in the system.
- 3.3 VIE Draft - This is waiting for the Precision Matrix.
- 3.4 Haltermann EEE Data Base
ACTION: Tracey King will get a status of the latest batch of EEE and Additized EEE fuels.

4.0 Old Business

- 4.1 Engine Life VIE/Oil Consumption – As previously discussed the engine life of the VIE is only ~ 10 tests counting the 3 reference tests for a new engine. There has been some discussion on the possibility of increasing the maximum allowable oil consumption on the VIE engines. An Engine Life Task force worked on recommendations. Their motion was to remove FIL-1 oil filter in the external oil system. Intertek and SwRI have done this and presented data. See Attachments 3 and 4.

Motion – Recommend to the Surveillance Panel for the VIE procedure that the external oil filter FIL-1 in Figure A2.6 be removed and plumbing modified as needed. Section 6.6.5.7 will be modified as follows: "Install oil filter FIL-2 in Fig. A2.6 in the external oil system. The filter specified is...Locate the filter between the engine oil pump and where the oil enters the engine oil gallery." The oil pan will be re-calibrated with a new range of 65 ± 5 mm, and marked down to 1800 low as follows:

- A7.2.2 Repeat above in increments of 200 mL until a total of **1800** mL has been removed from engine. Mark the sight glass in increments of 200 mL.*
- A7.2.3 Return the **1800**mL of oil with engine running at flush conditions, allow the system to stabilize a few minutes. The oil level should now be at the original full mark on the sight glass. Repeat the calibration procedure if the level does not return to the original sight glass full mark.*
- A7.2.7 Measure the distance from the bottom surface of the oil pan tab to the paint mark. This is the engine oil full level measurement. This measurement shall be **65 ± 5** mm.*

Figure A2.20 will be modified to show the oil level going to 1800 mL low. The new maximum allowable oil consumption specified in 11.6.16 will be 1800 mL low.

Dave Glaenzer / Dan Worcester, second. The motions passes with 10 yes votes and 1 waive, noted in the attendance list.

Nathan Moles noted that he had one engine at 69 mm so there may need to be more data to set the range on the oil pan markings.

ACTION: OHT has a modified drawing of the displacement block in the oil pan. These will be a new part number and this version will be required with the FIL-1 modification.

5.0 New Business

5.1 Discuss potential reference oils going forward. We are getting to a point where we will need to obtain reblends of 542 and 1010. Also 541-1 cannot be reblended. Rich
There are about 73 gallons of 542-1 and 75 gallons of 1010. Rich will request reblends of 542 and 1010. Reference oils have been recommended for the Precision Matrix. **See Attachment 5**. Per panel request, the following statement is added to these minutes:
Due to limited supply reference oil 541-1 will not be assigned for VIE testing or used in the Precision Matrix.

5.2 Dan Worcester has recommended the BLB Delta be reviewed as part of the Precision Matrix. Based on data review the Delta has shifted and should be .0 to 0.6 instead of the -0.2 to 0.4 that exists on the VID. Only one negative point and that was a dealer engine.

ACTION: Charlie Leverett will review why the original limits were chosen.

5.3 Dan Worcester has recommended that we review the number of references for a new engine. Two references is a recommendation.

5.4 Dan Worcester has recommended the Surveillance Panel consider a 180 day calibration period for those times between categories when stands sit [but keep the 10 runs limit].

5.5 Dave Glaenzer has recommended we be concerned that we have engines with a wide variety of hours for the VIE matrix.

Todd Dvorak will chair the VIE Precision Matrix statistical analysis group.

ACTION: Rich Grundza has requested copies of drawings used in the VID procedure so they can be used in the VIE procedure.

6.0 Next Meeting or Conference Call

At the call of the Chairman

Meeting Adjourned

The meeting adjourned at 10:52 AM.