

L42 Task force conference call

6-2-2006

Attendees:

C. Koglin
D. Bartlett
D. Lind
B. Koehler
D. Smith

Section 6-Recommended parts discussion

Reviewed Dale's suggestions on documenting critical parts. See pictures at end of these notes and the following email:

Here are the locations of the original numbers on the drive line. I suggest that we place numbers in each of the locations similar to the OEM numbers. Under each of the pictures I have placed the numbers found on our parts. I don't have much faith in the paper stickers and feel that they will be removed or damaged in time. In order of the pictures my suggestions.

- 1) Engine Block location behind the water pump boss we place a stamp or engrave (PK L42 01). This will be for the lab the site and a sequential number for each new part.
- 2) The TBI the same near or between the OEM numbers.
- 3) The ECM next to the sticker and visible through the bracket.
- 4) The Transmission on the back cast iron case flange where there is enough space.
- 5) The Clutch Cover (pressure plate) through the hole where the bleed and hose are located so the engine can be rotated for the markings to be seen.
- 6) The Flywheel same as above and positioned that after the marks are made they may be seen without removing the starter or oil filter.

Now comes the hard part.

How do we PROVE these are correct?

We may choose to photograph the marks and stickers or codes to prove they are the same as original.

We may choose to provide a certificate of parts with all the codes listed for each component.

We may choose to have receipts for the parts with codes listed on the receipts.

My problem is that there is no way to guarantee the parts and codes are the exact same parts. At some point the TMC will have to trust that the parts and codes are the same as original. The parts and the receipts are in our hands and we can write what we choose on any part or receipt. My best answer to this is to code the parts, write a cert with all the cross-referenced numbers, sign the cert as validation and place a statement in the procedure that the parts must be coded and only these part numbers shall be used unless approved by the committee. If there is a part number change no lab can use it until the committee reviews the change and we will have to be contacted if someone wants to use something different. Questions, comments and suggestions will be accepted.

The group did want to find out what spark plugs the labs are using

- Afton=AC-41-932
- Lubrizol=AC-41-932
- SWRI=AC-41-932
- Parc=??

The group found that .045"- .060" gap is recommended for these plugs and there seems to be no consistent answer.

Group felt they do not like to document parts for the sake of documenting. The group could not agree on any consistent way to document parts. The discussion was tabled.

Discussed section A5.2

Reworded to the following: Only one unscheduled shutdown allowed per test. The shutdown can only occur during cond 1 or cond 3 or anytime the driveline is disengaged. Downtime cannot be longer than 15 minutes. Any other unscheduled shutdowns invalidate the test. This will be added to the L42 procedure changes working document

Action Item: Cory to reword section 10.5.1.1 (finished)

Proposed Engine Number Locations for the Ram 350 L42 Test Intertek PARC



The Engine Block Location

Numbers: 2M1114
1MH



Throttle Body Location

Numbers: 25317951 265242
0503 A1 048313B



ECM Location

Paper Sticker? PN 12489488
56501 Code



Transmission Location
GBFY

Paper Sticker? PN 15747134
Bar Code 61GBFYM000003877



Clutch Cover Location
Labs Code Cover through Hole



Flywheel Location
Remove Oil Filter to Access
Labs Code Flywheel through Hole

OR



Flywheel Location
Remove Starter to Access
Labs Code Flywheel through Hole