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December 9, 2013

Sequence VI E

The VIE SP has held conference calls since the June D02 meeting to resolve some of the issues challenging them. I attended the SP meetings in San Antonio week of November 18. The OHT reported the VID & VIE engine usage and expected depletion date of VID engines. It appears they are in pretty good shape. The VIE oil pan levels issue was discussed at great length. Measure the distance from the bottom surface of the oil pan tab to test full mark on oil pan. When the final decision is made, the specification will be added to the draft procedure. It appears the additized fuel is the answer to the fuel issue. Haltermann has obtained a supplier for the additized fuel which is identified as EEE + DCA and it is currently being used in the Industry. The SP approved the use of this fuel. We should be adding revisions to the draft standard this winter.

Sequence IVB

The SP continues to have problems with Nissan and their camshafts. Additionally, Nissan has not been packaging the camshafts properly and they have been arriving to OHT damaged. The SP is looking into using some of the older camshafts if the testing goes well. Toyota discussed the Sequence IVB Golden Stand concept. The labs that have been selected by Toyota to perform the initial IVB test are concerned there is not sufficient time allowed to receive the new test stands, to perform the start-up testing to get out the bugs and meet the test matrix time line. Toyota stated they understood the concerns and would work closely with the labs.

Respectfully submitted,
E. A. Hap Thompson

E. A. Hap Thompson, Facilitator