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### **Sequence VI E**

I have participated in the weekly conference calls to ensure I remain current on the relevant issues. Additionally, a small technical WG has held calls to work specific issues. It has been necessary to make major revisions to the draft standard over the last six months as a result of these calls and other changes to the method such as adding the first four annexes.

Since the completion of the precision matrix, it appears procedural changes to the method will be necessary such as estimate of the test precision; engine hour correction factor update; reference oil severity adjustments; the number of passing reference oil tests required to calibrate a new engine and the number of candidate oil runs allowed within a reference period, which will require revisions to the test method.

### **Sequence IV B**

There have been numerous conference calls conducted by the WG, and I have been an active participant. These calls have resulted in me making many changes/revisions to the method. The test development team has been researching a solution to an intake camshaft lobe failure phenomenon that has been observed on a small number of development and candidate tests. Once this issue is resolved, it will require further changes to the method.

The precision matrix is to start during January 2016, which will require major revisions to the method.

## **Volvo T-13**

The precision matrix is complete. The draft standard has been cleaned up and distributed to the surveillance panel for review. Once that review is complete and any changes made the method will be placed on the first SC B ballot in January 2016.

**I spent 60 hours working on the 3 documents over the past 6 months.**

Respectfully submitted,

*E. A. Hap Thompson*

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Facilitator