

E. A. Hap Thompson
404 Twin Oaks Lane
St. Johns, FL 32259
904-287-9596
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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 following completion of the precision matrix. Nothing to post until the information below is completed.

Once the precision matrix data was completed and reviewed, the SP decided to limit the VIE engine life to 4 total tests with one reference and 3 candidate tests.

I have been monitoring the TF formed to investigate a procedure to disassemble, clean and reassemble the engine for reuse. This is important because of the shortened engine life. The TF will make a recommendation to the SP whether this procedure will be part of the standard or a separate document.

Sequence IV B

There have been numerous conference calls conducted by the WG, and I have been an active participant. I discovered that the central part of the document was the same as the previous balloted version. I am working with Bill Buscher to make the changes to the standard from the new information. The development team has noted that several procedural changes require implementation prior to and during the precision matrix. It appears this will require significant changes to the document after the precision matrix is completed.

Volvo T-13

I have spent a lot of time and effort with comments and negatives after the Subcommittee B ballot where revisions to the document were required. The document was then balloted in Committee D02 where four comments were received and one negative. The comments were easily resolved and the negative voter has been reluctant to withdraw his negative. Joe Franklin and I are working with ASTM staff for a resolution.

I spent 76 hours working on the 3 documents so far over the past 6 months.

Respectfully submitted,

E. A. Hap Thompson

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Facilitator