

Sequence VIE/F Engine Rebuild Task Force

Call Agenda

November 3rd @ 8:00 AM CST

Call-in number: (800)391-9177

Conference Code: 4875645502

Scope:

The ASTM Sequence VI Surveillance Panel requested a Task Force be formed to explore the possibility of extending the life of the Sequence VIE specially built General Motors (GM) 3.6 L (LY7) engine. New engines will be built from new GM assembled short blocks and other new and used individual components.

Objective:

The Task Force will:

- Review GM's proposal of building new VIE engines from new GM assembled short blocks and new GM individual components.
- Determine total quantity of engines needed.
- Determine parts availability and acquisition for new engine build. Coordinate with OHT and GM.
- Determine which used parts from used VIE engines will be needed for new engine builds.
- Determine availability of these used parts and develop inspection and selection criteria.
- Inspect and select used parts for use in new engine builds (each lab will be responsible for this task).
- Develop and implement a standardized build procedure (engine assembly manual).
- Determine stand availability for testing lab built engines.
- Develop a test plan to prove out lab built engines.
- Report results, conclusions and recommendations to Sequence VI SP.

The agenda for this meeting is shown below, if you have any additions please send them to me and Cc this distribution.

1.0 Roll Call

Do we have any membership changes or additions?

2.0 Approval of Minutes from meeting 10/6/2016.

ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/minutes/VIE_FEngine%20RebuildTaskForce2016106.pdf

Adrian, Jason, Unanimous.

3.0 Action Item Review

3.1 Adrian will develop a timeline for completing the scope of this TF – Completed/can change based on Stats input on prove out recommendation.

3.2 Adrian to contact stats group about prove out test design – After consulting with our Statistician Martin Chadwick I propose to table the request to the stats group until we have an LTMS (~the week of 25 July) for the VIE. There are two main reasons for this, one to have a better idea what oils and order to use for the short blocks and second to not overload the stats group even more than what they are now.

3.3 Scott will send quotes for more kits/pricing (he will have a meeting this morning to receive approvals). In progress

3.4 Adrian will verify the head rebuild parts list by disassembling and checking head components. In progress

3.5 Scott will create documentation necessary for dealers to be able to accept cores. In progress

No change, engineers are attending SEMA and the meeting was rescheduled.

3.6 Dan to contact Freedom Chevrolet about returning cores. In progress

Dealer informed Dan that the part number provided by Dan was for a pre-2008 block. Dan and Tim will research this issue. There is interest from a dealer to accept cores.

4.0 Old Business

4.1 Review fixed phasors reuse, inspection procedure.

4.2 Should rework/repairs be allowed, follow up after rebuild workshop.

5.0 New Business

5.1 What level of teardown and rebuild will the heads undergo?

Scott was informed heads have been ordered.

For consideration; there are ~133 OHT -2 engines still available, 486 kits ordered/shipped and 400 more complete kits. Adding all of those provides 1020 sets of heads (left and right) that could potentially be reused for 4 more tests. According to the survey results we would only need 534 right heads.

Heads have been ordered and will be available for all kits ordered.

5.2 We need to correct the supplemental parts list, the incorrect part number I provided is GM89017867, the part number we need is **GM12581397**. I already contacted OHT to correct the mistake.

6.0 Review of action items.

- Research Short Block PN and confirm those are 2012 production/VIE. Dan and Tim
- Send Scott parts list for the supplemental kit. Adrian

7.0 Schedule for next conference call.

TBD