

**January 13, 2004**

Please forward any comments to:  
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**Unconfirmed Minutes from the ASTM Sequence VI Surveillance Panel  
Conference Call Held  
January 13, 2004**

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**Call to Order**

Meeting was call to order at 9:01 CST, those that were in attendance are shown in Attachment #1.

**Agenda**

A revised copy of the agenda is shown in Attachment #2

**1.) Introduction of 539**

After discussion the following motion was made:

**Charlie/Gordon**

Retain 539 but do not introduce into the VIB at this time. **An SAE 10W30 GF-4 quality oil will be pursued as a replacement.**

*Passed unanimously*

**Action Item:**

Charlie shall contact Ben Weber and ILSAC if necessary to obtain a GF-4 10W 30, category oil for use in the Seq. VIB.

**2.) Micro Motion transmitter series 1700 & 2700**

Once spec sheets are obtained and it is determined the new transmitters meet the spec of currently allowed units Charlie will forward specs to the panel and as that responses be sent within 48 hrs. If none are received and these do meet or exceed the spec of the current models TMC will be requested to issue a Information Letter accepting these for use in the VIB.

**3.) Oil Heater Thermocouple Calibration**

After discussion the following motion was made:

**Dave/Guy**

Revise section 10.2 of D 6837 to state that the thermocouple in the oil heater only requires calibration prior to initial installation into the cerrobase.

*Passed unanimously*

#### **4.) AER Engines**

After discussion the following Action Items were made:

- a.) Rich is to survey labs as-to current inventory and estimated usage for the next 12 months. Once completed he will send summary to Charlie and he will send to panel for review/comments.
- b.) Labs should save heads from current VIB engines to be used in future build.
- c.) Charlie is to check with AER to see what the build date is on the current engines in inventory.
- d.) AER is to quote additional 50 engines.

#### **5.) Tensioner Wear**

After discussion the following motion was made:

**Charlie/Gordon**

Allow the use of Ford supplied timing assembly hardware following the guidelines currently specified in D 6837, Section 9.3.2.7. Anytime any timing assembly hardware is replaced prior to a reference it is to be noted in the reference test comments

*Passed unanimously*

#### **6.) New Business**

Chairman asked if there was any new business and received no response.

#### **7.) Meeting Adjourned**

## Attachment #1

✓ Indicateds present for conference call

Bowden, Dwight Member ✓	OH Technologies, Inc. P.O. Box 5039 Mentor, OH 44061-5039	Phone: 440-354-7007 Fax: 440-354-7080 dhbowden@ohtech.com	
Buck, Ron Member ✓ <b>Beto</b>	Test Engineering, Inc. 12718 Cimarron Path San Antonio, TX 78249-3423	Phone: 877-0221 Fax: 690-1959 rbuck@testeng.com	
Buscher, Jr., Bill member	Buscher Consulting Services P.O. Box 112 Hopewell Jct., NY 12533	Phone: 845-897-8069 Fax: 845-897-8069 BuschWA@aol.com	
Clark, Sid member	General Motors Research & Development 30500 Mound Rd./MC 480-106-160 Warren, MI 48090-9055	Phone: 810-986-1929 Fax: 810-986-2094 sidney.l.clark@gm.com	
Duffey, Frank member	Chrysler Corporation 800 Chrysler Dr. E. CIMS 482-00-13 Auburn Hills, MI 48326-2757	Phone: 810-576-7476 Fax: 810-576-7490 fd13@chrysler.com	
Farnsworth, Gordon Member ✓	Infineum P.O. Box 735 1900 East Linden Ave. Linden, NJ 07036-0735	Phone: 908-474-3351 Fax: 908-474-3637 gordon.farnsworth@infineum.com	
Riley, Mike member	Ford Motor Company 21500 Oakwood Blvd POEE Bldg Rm DR 167 MD 44 Dearborn, MI 48121-2053	Phone: 313-390-3059 Fax: 313-845-3169 Mriley2@ford.com	
Lai, Patrick Member ✓	Imperial Oil Ltd. of Canada P.O. Box 3022 453 Christina Street South Sarnia, N7T T8T8,	Phone: 519-336-5611 Fax: 519-339-5866 patrick.k.lai@esso.com	
Leverett, Charlie Member ✓	PerkinElmer Automotive Research 5404 Bandera Road San Antonio, TX 78238	Phone: 210-647-9422 Fax: 210-523-4607 charlie.leverett@perkinelmer.com	
Grunza, Rich Member ✓	ASTM TMC 6555 Penn Ave. Pittsburgh, PA 15206-4489	Phone: 412-365-1034 Fax: 412-365-1047 Dml@tmc.astm.cmri.cmu.edu	
Moffa, John member	Castrol International Whitchurch Hill Pangbourne Reading, Berkshire RG8 7QR,	Phone: 011-44-118-976-5263 Fax: 011-44-118-984-1095 moffaj@castrol.com	
Mosher, Mark Member ✓	ExxonMobil 600 Billingsport Road Paulsboro, NJ 08066	Phone: 856-224-2132 Fax: 856-224-3628 mark_r_mosher@exxonmobil.com	
Caudill, Timothy ✓	Ashland, Inc. 21st and Front Streets Ashland, KY 41101	Phone: 606-329-5708 Fax: 606-329-3009 Tlcaudill@ashland.com	
Stubbs, Guy Member ✓	Southwest Research Institute (SwRI) 6220 Culebra Road San Antonio, TX 78228	Phone: 522-5913 Fax: gstubbs@swri.edu	
Vujica, Joseph Member ✓	Lubrizol 29400 Lakeland Blvd. Wickliffe, OH 44092	Phone: 440-347-2058 Fax: 440-347-4096 jsvu@lubrizol.com	
Glaenger, David Member ✓	Ethyl Research Center 500 Spring Street	Phone: 804-788-5214 Fax: 804-788-6358	

	P.O. Box 2158 Richmond, VA 23218	Dave_Glaenzer@ethyl.com	
Ferner, Mark member	Pennzoil Quaker State 1520 Lake Front Circle P.O. Box 7569 The Woodlands, TX 77380	Phone: 281-363-8190 or 8053 Fax: 281-363-8092 or 8002 markferner@pzlqs.com	
Sutherland, Mark Member ✓	Chevron Oronite Company LLC 4502 Centerview Ste. 210 San Antonio, TX 78228	Phone: 731-5605 Fax: 731-5621 <a href="mailto:MSUT@chevrontexaco.com">MSUT@chevrontexaco.com</a>	

**Agenda:**

- 1.) Introduction of 539, do we need this oil?



539 Data.xls

- 2.) Micro Motion is offering a new transmitter series (1700 & 2700) and a lab has requested we update/add these to the procedure. The requesting lab and I have been trying to get the spec sheets on these but not having much luck with Micro Motion.

- 3.) Oil Heater Thermocouple calibration - Some labs have expressed concerns since to be able to check the complete channel, thermocouple must be removed and inserted into bath. However removal from cerrobase is extremely difficult. *Background- Originally the 205 °C Max was put into the procedure for two reasons:*

- a.) As a safety measure, we assumed if the cerrobase exceeded this temp it would boil out of the vent and/or damage the heater element.*
- b.) Cook the oil in the heater.*

- 4.) AER Engines- new contract for 100 engines.

Update

*AER has sold 13 (verified) engines in the last 6 months, they currently have 55 in stock. If the usage rate does not increase we have approximately 2 (corrected) year supply. To insure we do not run out we may want to consider another contract for 50 minimum? If we do build additional engines we would have to use reconditioned heads, crankshafts and possibly connecting rods. They may have at least 50 builds of current pistons, and rings.*

*We need to decide what we need if anything.*

- 5.) Ford's update on tensioner wear problems. *Neither Mike or Terry from Ford are available for the conference call but I do have some new information on the tensioner issue, see Tensioner Wear below.*

**Tensioner Wear**

Ford has determined a fine finish timing chain provides significant improvement in severe service. We are still investigating root cause. The standard finish chain surface finish has not changed so we don't feel it is the root cause. Our current production engines use an inverted tooth (silent) timing chain. The Sequence VIB engines use a roller chain, which already has a fine finish on the chain links. The fine finish timing chain could be evaluated in the VIB to determine if it is significantly better than the current roller chain used. It is about 3 dollars more than the roller chain and is available in service. Different sprockets are required also. The engineering part number for the fine finish timing chain is F5AE-6268-CA. You will also need new sprockets that match this inverted tooth chain as opposed to the roller chain that is currently on your engine.

Crankshaft sprocket: XL3E-6306-BA (this part matches with the powdered metal ignition wheel on the crankshaft. If you have a stamped steel ignition wheel, the correct sprocket part number is XL3E-6306-AB.)

RH Camshaft sprocket: F8AE-6256-AA LH Camshaft sprocket: F8AE-6268-BA

