



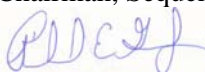
Test Monitoring Center

6555 Penn Avenue
Pittsburgh, PA 15206-4489
(412) 365-1000

MEMORANDUM: 07-008

DATE: April 11, 2007

TO: Charlie Leverett, Chairman, Sequence VIB Surveillance Panel

FROM: Richard Grundza 

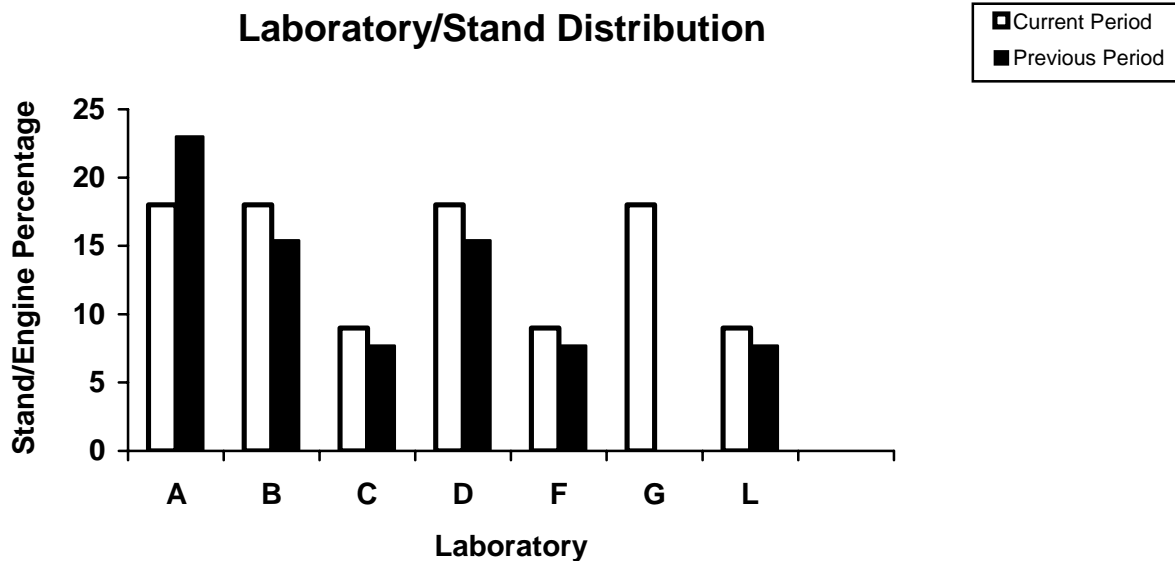
SUBJECT: Sequence VIB Test Results from October 1, 2006 through March 31, 2007

The following is a summary of Sequence VIB reference tests that were reported to the Test Monitoring Center during the period October 1, 2006 through March 31, 2007.

Lab and Stand Summary

	Reported Data During Period	Calibrated as of 03/31/2007
Laboratories	7	6
Stand/Engine Combinations	12	8

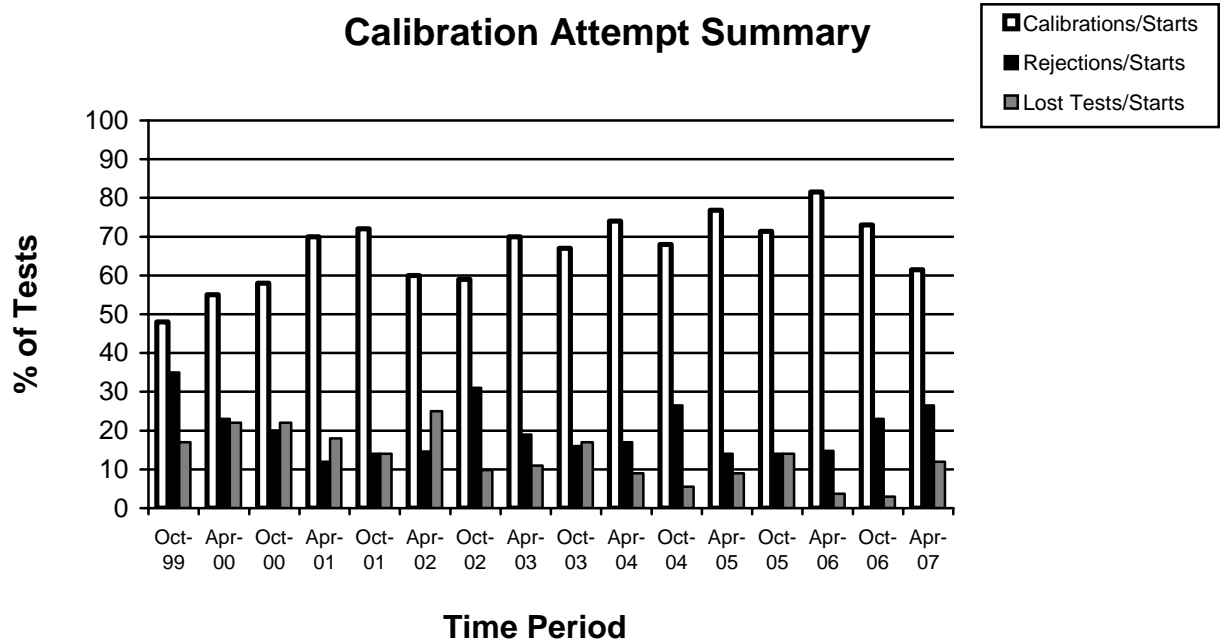
The following chart shows the laboratory stand/engine distribution for data reported during this report period:



The following summarizes the status of the reference oil tests reported to the TMC this report period.

	TMC Validity Codes	No. of Tests
Operationally and Statistically Acceptable	AC	24
Failed Acceptance Criteria	OC	5
Failed Acceptance Criteria (Not in Charts)	OC	5
Aborted	XC	1
Operationally Invalid (laboratory judgment)	LC	4
Total		39

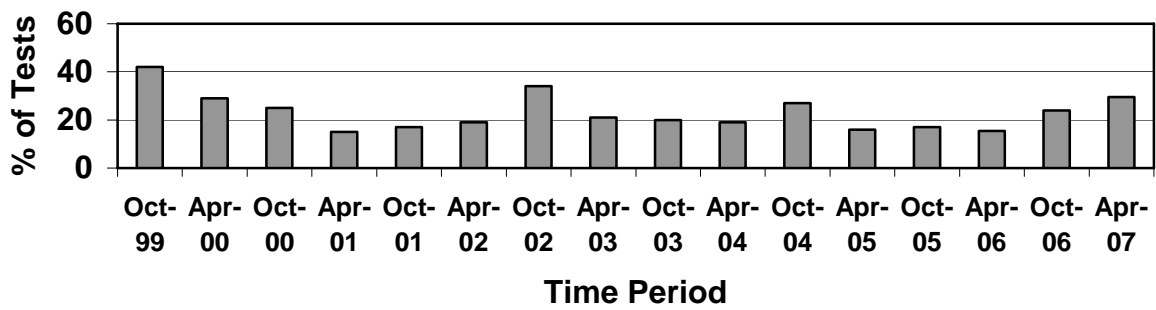
Attempted calibration tests are depicted graphically below by report period:



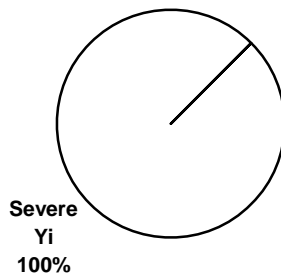
The calibration per start rate has decreased with respect to the previous period. The rejected per start rate has increased with respect to the previous period. The lost test per start rate has increased when compared to the previous period. Rates for all parameters compare well with previous periods.

The percentage of tests failing the acceptance criteria for operationally valid tests has increased when compared to the previous period. The percentages are depicted graphically below.

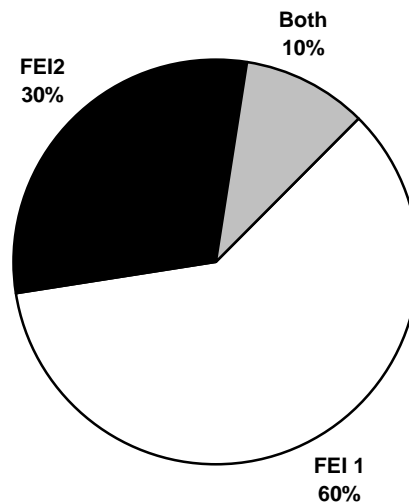
Rejected Operationally Valid Tests



Distribution of LTMS Stand Alarms

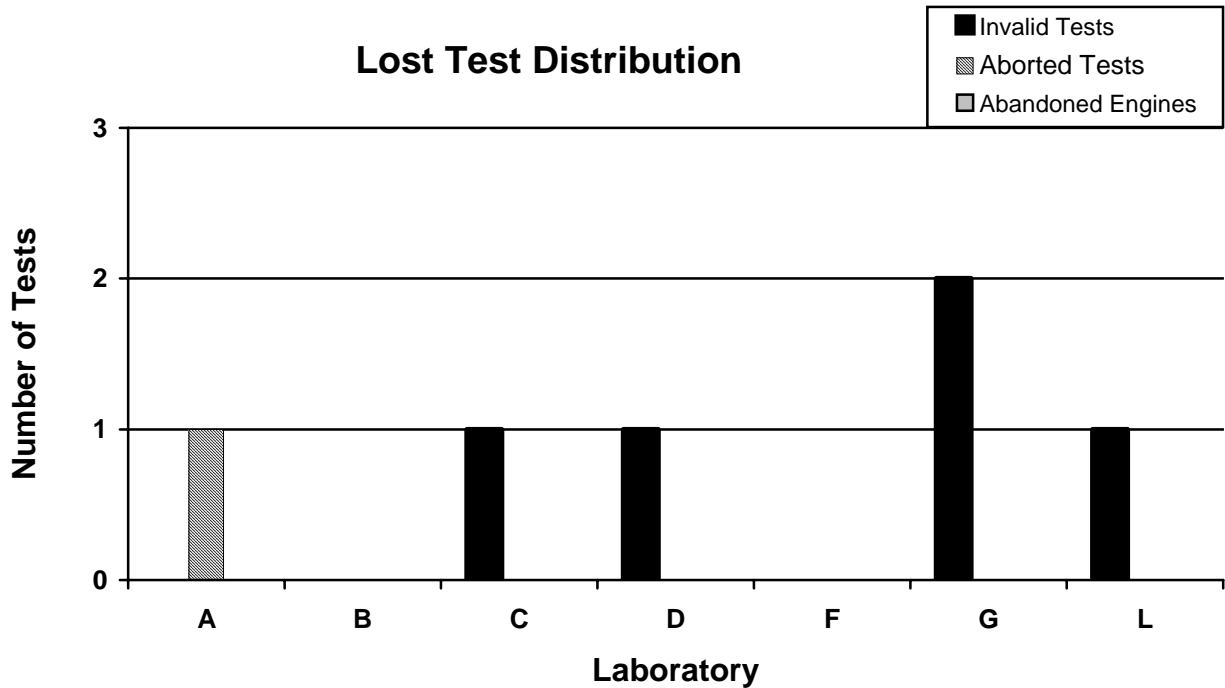


Distribution of Stand Alarms by Parameter

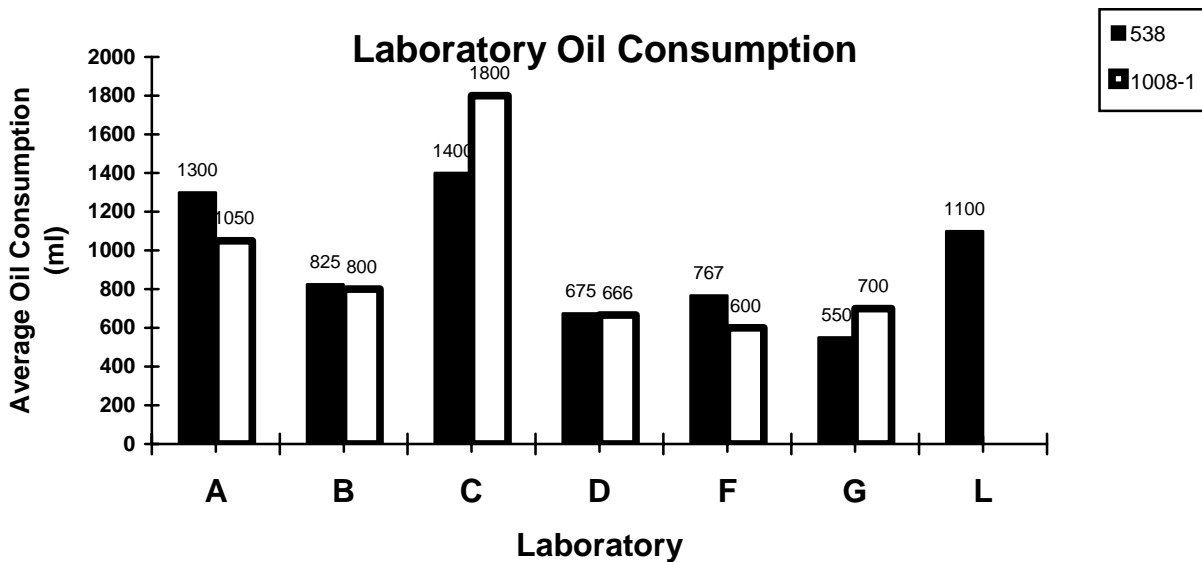


There were five tests rejected for FEI Shewhart (Yi) severe. There were also five tests run for calibration that were not charted. Three of the five non-charted tests failed for FEI1 severe, while one failed for FEI2 severe and one failed for both FEI1 and FEI2 severe. The not-charted failing tests were the first tests on a new stand/engine that failed Shewhart limits and were not charted so as not to unduly influence the severity adjustment calculation. There has not been an LTMS deviation written for Sequence VIB to date.

The laboratory distribution of lost tests is shown below. A detailed list of reasons for tests declared operationally invalid, aborted or lost due to abandoned engines is shown in Table 2 (See Attachment).

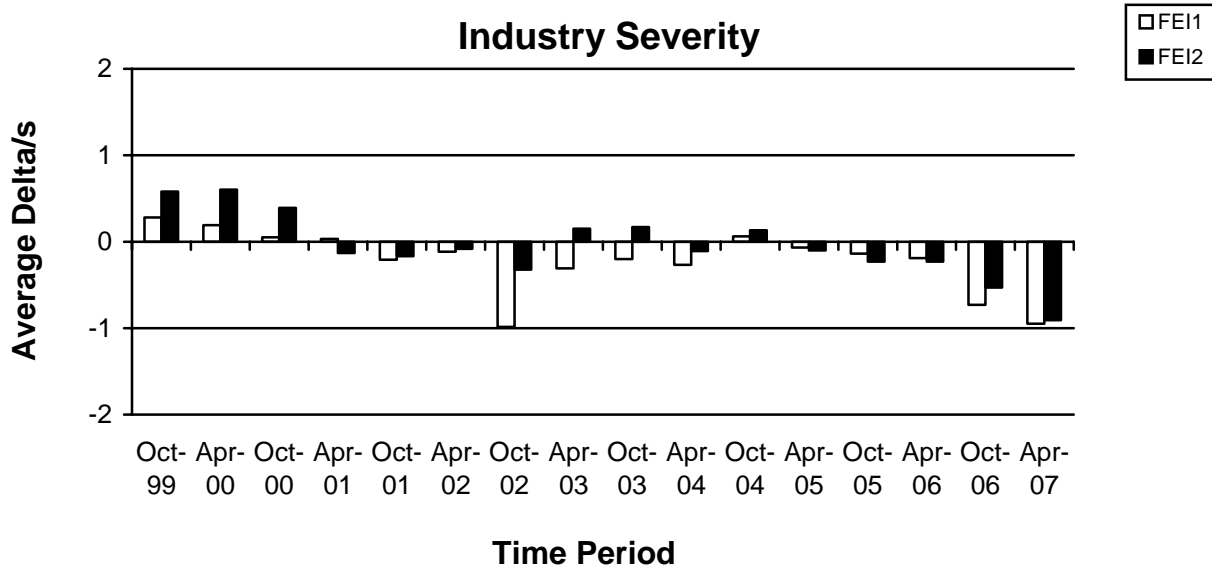


The average oil consumption by oil and laboratory are depicted graphically below

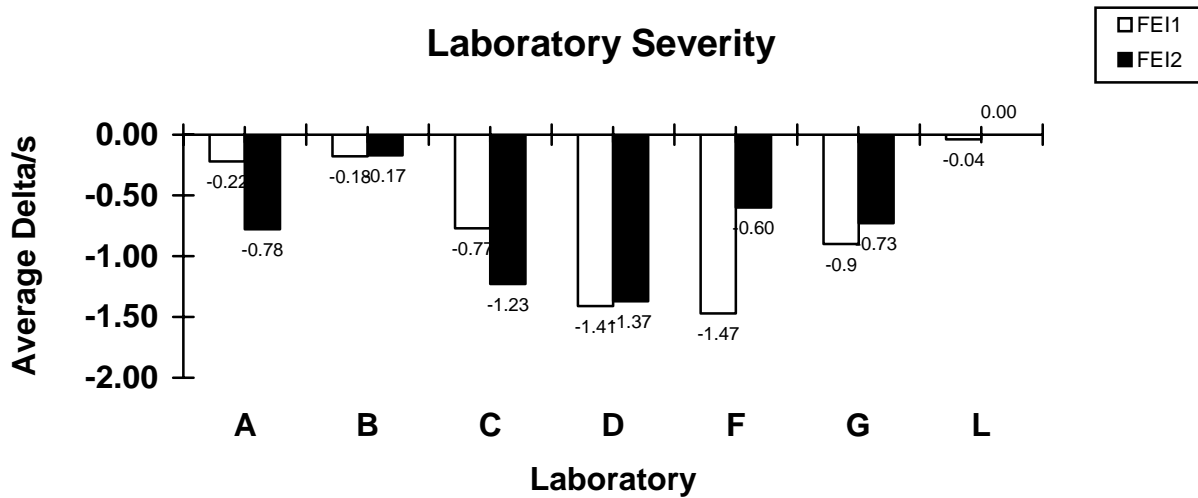


TEST SEVERITY AND PRECISION

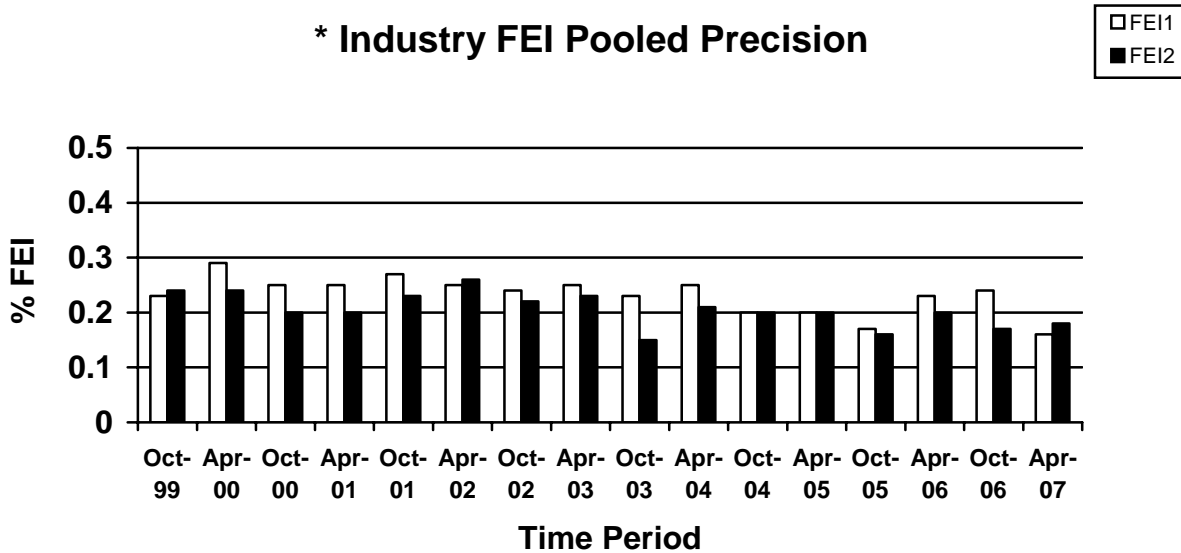
The industry mean Δ/s for FEI1 and FEI2, for this report period are -0.95 and -0.91 severe, respectively.



Shown below is a summary of the average FEI Δ/s for all laboratories reporting data this report period.



The industry precision estimates for FEI1 and FEI2 for this report period are 0.16 and 0.18 (pooled s), respectively. Precision for FEI1 has improved when compared to the previous period, while precision for FEI2 is unchanged. Precision for both parameters compares well with historical estimates.



*Precision estimates are calculated by pooling oil and stand/engine combination.

INDUSTRY CONTROL CHARTS

FEI1

Figure 1(last 75 test results) shows FEI1 severity began the period in control. Ten tests into the period, a nine test severe alarm event occurs, which clears for one test. After the alarm event clears for one test, the charts return to warning or action alarm levels through the remainder of the period. These alarms appear to be the result of new engines being introduced, which tend to be severe. Thirteen of the nineteen tests which sounded severity alarms were run on new stand/engine combinations. With the exception of three warning alarms, FEI1 precision was in control for the report period. Figure 2 shows the entire industry chart.

FEI2

Figure 3 (the last 75 test results) shows that, similar to FEI1, severity began the period in control limits before sounding a thirteen test alarm event in the severe direction. The charts are in control for the last five tests reported this period. As with FEI1, new engines appear to be the primary cause of the severity alarm event. Precision was in control for the entire period. Figure 4 shows the entire industry chart.

REFERENCE OILS

The following table quantifies reference oils by the number of tests remaining at the TMC and each laboratory. Sequence VIB reference oils are shipped in quantities of 5 gallons per test.

LAB	538	539	1006	1007	1008	1008-1
A	2	1	0	0	0	1
B	0	1	0	1	0	1
C	1	1	0	0	0	0
D	2	0	0	0	0	2
F	1	1	0	3	0	2
G	2	2	0	0	0	3
L	1	1	0	5	0	2
TMC	17	250	0	*	**	***

* 422 gallons (Multiple test area usage)

** 29 gallons (Multiple test area usage)

*** 1348 gallons (Multiple test area usage)

A reblend of oil 538, designated 538-1, has been obtained and has been placed in inventory at the Test Monitoring Center.

INFORMATION LETTERS

No information letters were generated this period.

SUMMARY

Severity for FEI1 and FEI2 trended severe this report period.

FEI1 precision has improved when compared to the last report period.

FEI2 precision has shown little change when compared to the last period

The percentage of calibrations per starts has decreased this report period.

The percentage of lost tests per starts has increased this report period.

The percentage of statistically rejected tests per starts increased this report period.

The percentage of operationally valid tests rejected statistically has increased this report period.

REG/reg

Attachments

c: Sequence VIB Surveillance Panel

Sequence VIB Test Engineers

<ftp://ftp.astmtmc.cmu.edu/docs/gas/sequencevi/semiannualreports/vib-04-2007.pdf>

Sequence VIB Semiannual Report
List of Attachments

- Table 1 is a historic statistical summary for reference oils through March 31, 2007.
- Table 1A is a statistical summary for reference oils for the current report period.
- Table 2 is a summary of lost tests due to operationally invalid, aborted, abandoned engines or lost due to BC shift exceeding the test limits.
- Table 3 is the Sequence VIB Timeline.
- Figure 1 graphically present the Industry control charts for FEI1 for the last 75 test results.
- Figure 2 graphically present the Industry control charts for FEI1.
- Figure 3 graphically present the Industry control charts for FEI2 for the last 75 test results.
- Figure 4 graphically present the Industry control charts for FEI2.

TABLE 1

SEQUENCE VIB
 OPERATIONALLY VALID DATA SET
 DATA PRIOR TO 04/01/07

OIL CODE 1006				
N	TEST PARAMETER	MEAN	s	REPORTED RANGE
236	FEI1	1.40	0.29	0.61 - 2.50
236	FEI2	0.52	0.27	-.36 - 1.23
OIL CODE 1007				
N	TEST PARAMETER	MEAN	s	REPORTED RANGE
92	FEI1	0.75	0.30	0.24 - 2.11
92	FEI2	0.45	0.27	-.55 - 1.25
OIL CODE 1008				
N	TEST PARAMETER	MEAN	s	REPORTED RANGE
245	FEI1	1.82	0.24	1.18 - 2.47
245	FEI2	1.24	0.21	0.58 - 1.74
OIL CODE 1008-1				
N	TEST PARAMETER	MEAN	s	REPORTED RANGE
213	FEI1	1.90	0.24	1.24 - 2.55
213	FEI2	1.26	0.20	0.52 - 1.95
OIL CODE 538				
N	TEST PARAMETER	MEAN	s	REPORTED RANGE
247	FEI1	1.84	0.30	0.86 - 2.67
247	FEI2	1.55	0.24	0.93 - 2.32

1033 TOTAL

TABLE 1A

SEQUENCE VIB
 OPERATIONALLY VALID DATA SET
 DATA FROM 10/01/06 THRU 03/31/07

OIL CODE 1008-1

N	TEST PARAMETER	MEAN	s	REPORTED RANGE
11	FEI1	1.83	0.17	1.63 - 2.14
11	FEI2	1.14	0.13	0.97 - 1.35

OIL CODE 538

N	TEST PARAMETER	MEAN	s	REPORTED RANGE
19	FEI1	1.68	0.25	1.30 - 2.07
19	FEI2	1.42	0.21	1.14 - 1.79

30 TOTAL

Table 2

Lost Tests Summary

Tests declared operationally invalid, aborted or lost due to abandoned engines are summarized below by laboratory, reason, number of lost tests, and percent of lost tests:

LAB	REASON	Tests Lost	% of Tests Lost
A	Engine removed from system, client request (used for client program)	1	20%
C	Throttle control issues	1	20%
D	Coolant sensor failure	1	20%
G	Excessive shutdowns	1	40%

Sequence VIB Timeline

Date	Item Changed	Information Letter
19990809	Reference oil 1006 targets updated	
19990809	Reference oil 1007 targets updated	
19990809	Reference oil 1008 targets updated	
19990924	Calibration requirements	99-1
19990924	Alternative Cooling system	99-1
19990924	Fuel injection flow procedure	99-1
19990924	Requirement for use of maintenance log	99-1
19990924	Coolant flow measurement device calibration revision	99-1
19990924	Preparation procedure for oil charge	99-1
19990924	Recording compression pressures	99-1
19990924	Ignition timing checks	99-1
19990924	Valve stem seal replacements	99-1
19990924	Alternative Racor oil filter (LFS-62) use approved	99-1
19990924	Engine serial number added to report	99-1
19991015	Invalid test BC shift limits of -0.5 to 0.8% added	99-2
19991015	Tests terminated due to an FEI result are not permitted	99-2
19991015	Section 11.5.17.3 deleted – Manual data logging no longer required	99-2
19991015	Exhaust back pressure calibration prior to calibration test added	99-2
19991015	Instrumentation calibration requirements	99-2
19991015	Use of Eaton 37KW (50hp) dry gap dynamometer approved	99-2
19991015	New flush oil (BCFHD) and flush oil procedure	99-2
19991015	Micro motion model CMF010 mass flow meter approved	99-2
19991015	Kinematic viscosity measurements on new reference oils permitted	99-2
19991015	Report form editorial change for LABVALID made	99-2
19990924	Valve stem seal revised part number	99-3
20000207	Oil sight glass calibration	00-1
20000207	Revised Figure A2.22 – Oil Level Marker Ruler	00-1
20000207	Revised flush effectiveness procedure	00-1
20000207	Coolant flush procedure	00-1
20000207	Oil consumption validity interpretation	00-1
20000207	Load cell temperature specification	00-1
20000410	Valve Spring Replacement	00-2
20000524	Eliminate Baseline Shift Criteria	00-3
20000601	Maximum Allowable Oil Consumption Test Limit	00-3
20000601	Oil Sample Location Defined	00-3
20000601	Revised Blow-by and Crankcase Ventilation System	00-3
20000807	Fuel Injector Calibration Flow Rate Specification Added	00-3
20000807	Dynamometer Replacement During a test is not permitted	00-3
20000807	Engine Break-in Stand Requirements	00-3
20000807	Removal of Ford Wiring Harness Diagram	00-3
20000807	Addition of Alternative Injector Wiring Harness Part Numbers	00-3
20000807	Addition of Alternative HEGO Sensor Part Numbers	00-3
20000807	Addition of Alternative Throttle Body Adapter Part Number	00-3
20000807	Visteon EEC Control Module	00-3
20000901	Barometric Pressure added to report packet as record only	00-3

Sequence VIB Timeline

Date	Item Changed	Information Letter
20000801	A Task Force Was Appointed by the VIB Surveillance Panel to Address Lab To Lab Differences with Oil Consumption and FEI Severity. Information Letter 00-4 was a result of the Lab Visit Discrepancies.	
20000915	Increase Oil Charge to 6.0 Liters	00-4
20000915	Revise Oil Level/Sight Glass Calibration Procedure	00-4
20000915	Oil Pan Oil Level Requirement	00-4
20001116	Reduced Calibration Frequency	01-1
20001117	Validity Interpretation During BSFC Measurement Cycle	01-1
20001117	Reporting Stage Restarts or Any Test Time Deviations	01-1
20001117	Alternate HEGO Sensor Part Number	01-1
20001117	Revisions to New Engine Cyclic Break-in	01-1
20010301	Revisions to Test Length Calculation and Reporting Format	01-1
20010301	Additional Oil Analysis Requirements	01-1
20010822	Allowed Timing Chain Tensioner with Subsequent Reference Oil Test	01-2
20010822	Defined Maximum Total Test Length as 150 h	01-2
20010822	Defined Off Test Time and Allows No More Than 2 h of Off Time During Phase I and II Aging	01-2
20010822	Added Reference to Ford 543 Engine Assembly Manual	01-2
20010822	Refined Oil Analysis Procedure for HTHS, CCS Viscosity, Friction Coefficient by HFRR, Fuel Dilution and Infrared for Oxidation & Nitration	01-2
20010822	Correction of Company Suppliers in X1.3 and X1.19	01-2
20011005	Pressurization of Engine Coolant System to 69±13.8 kPa	01-3
20011005	Deleted Requirement to Measure Blowby	01-3
20011005	Revised Load Cell Temperature Delta for 3°C to 6°C in 6.4.2.3	01-3
20011005	Corrected Fuel Supplier Name and Address in Section 7.2 and Footnote 15	01-3
20011129	Added Provisions for VIBSJ Test	01-4
20011207	Revised AFR limits from 14.25:1 - 15.25:1 to 14.00:1 – 15.00:1	01-5
20020405	Allowed Replacement of Timing Chain as Part of Tensioner Assembly	02-1
20020405	Revised Procedure to Require Viscosity Measurements for Both Reference and Non Reference Oils	02-1
20020712	Reference oil 538 targets updated (n=20)	
20021016	Reference oil 538 targets updated (n=30)	
20021114	Reference oil 1008-1 initial targets generated (n=10)	
20030327	Updated Test Method D6837 to incorporate info letter 02-1 and remove remedial statements	03-1
20030521	Reference oil 1008-1 initial targets generated (n=20)	
20030618	Dropped requirements to monitor HTHS, CCS, FC by HFRR and INI and INO	03-2
20030703	Reference oil 1008-1 initial targets generated (n=30)	
20040101	Added reference to fuel spec, replaced Aliphatic Naphtha with Type II Class C solvent	03-3
20040130	Added addition micromotion transducers to test method, revised calibration requirements for oil heat exchanger thermocouple and made editorial changes relating to precision statements.	04-1
20040802	Added MotorCraft AGSF32FM to test method	04-2

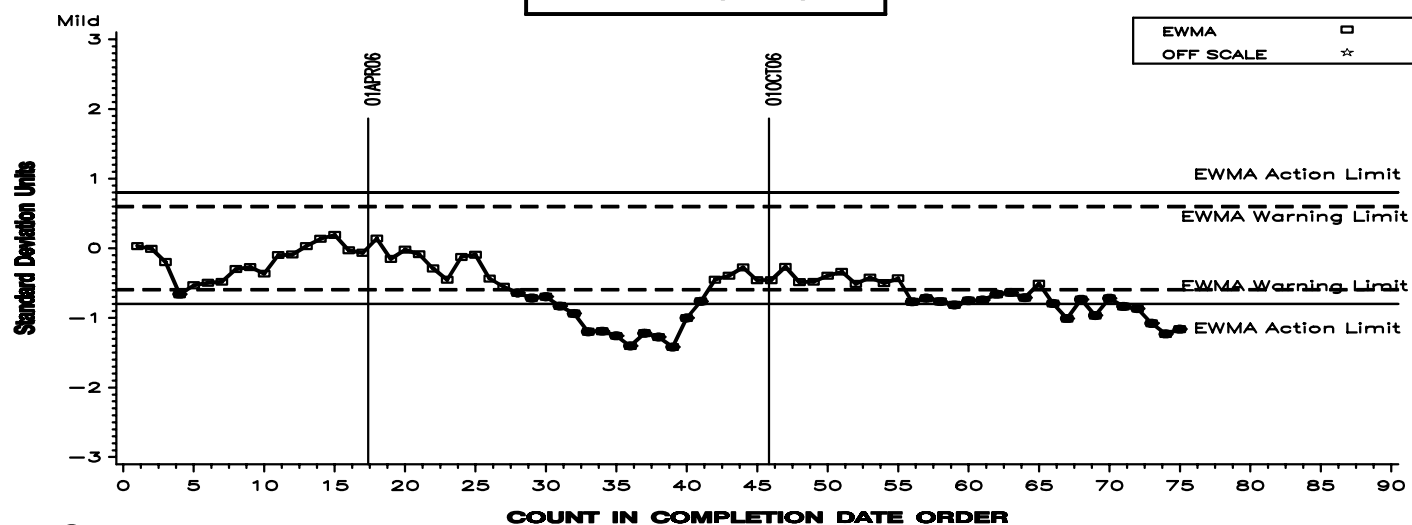
Sequence VIB Timeline

Date	Item Changed	Information Letter
20040802	Added rear crankshaft seal to parts allowed to be replaced on engine	04-2
20040802	Made editorial changes to precision statement	04-2
20040921	Changed Z_0 calculation to be the average of first shewhart acceptable through and including second acceptable reference test to initialize stand charts. Also excluded any unacceptable shewhart results, prior to the first acceptable result on a new stand/engine from control charts.	
20041001	Revised stand/engine calibration requirements to include engine test hours	04-3
20041001	Change calibration frequency for fuel flow, speed, AFR and EBP to prior to a reference sequence.	04-3
20041001	Decreased calibration frequency for coolant flow, thermocouple & temperature measurement systems and other instrumentation to every six months	04-3
20041115	Added provisions for external coolant flush cart	04-4
20041214	Clarified Requirement for solvent meeting ASTM D235, Type II, Class C to meet Type II, Class C requirements for Aromatic content, Color and Flash point only.	04-5
20050719	Added Throttle body F3PZ-9E926NA to test method	05-1

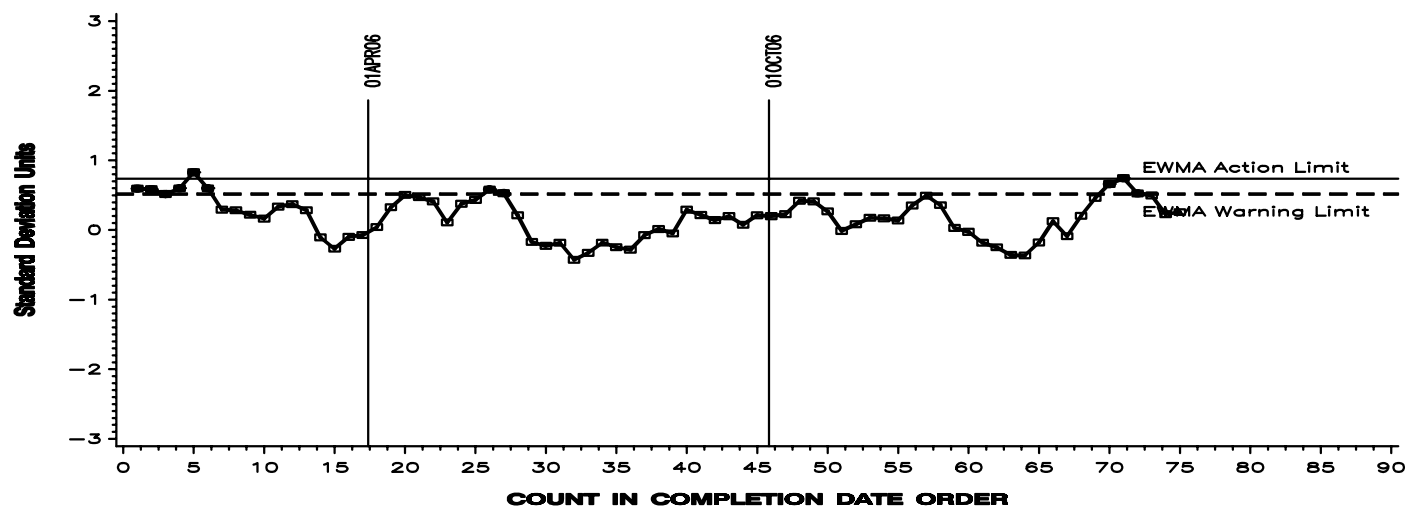
SEQUENCE VIB INDUSTRY OPERATIONALLY VALID DATA

Last 75 Data Points Only
FEI FINAL RESULT PHASE I (%)

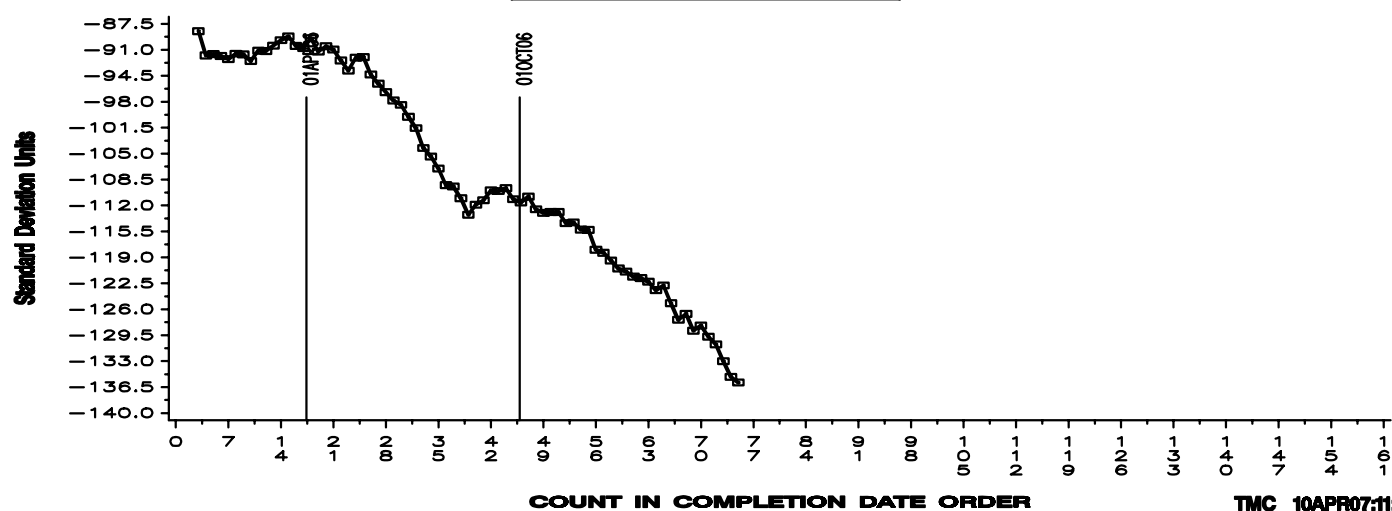
LTMS Severity Analysis



LTMS Precision Analysis



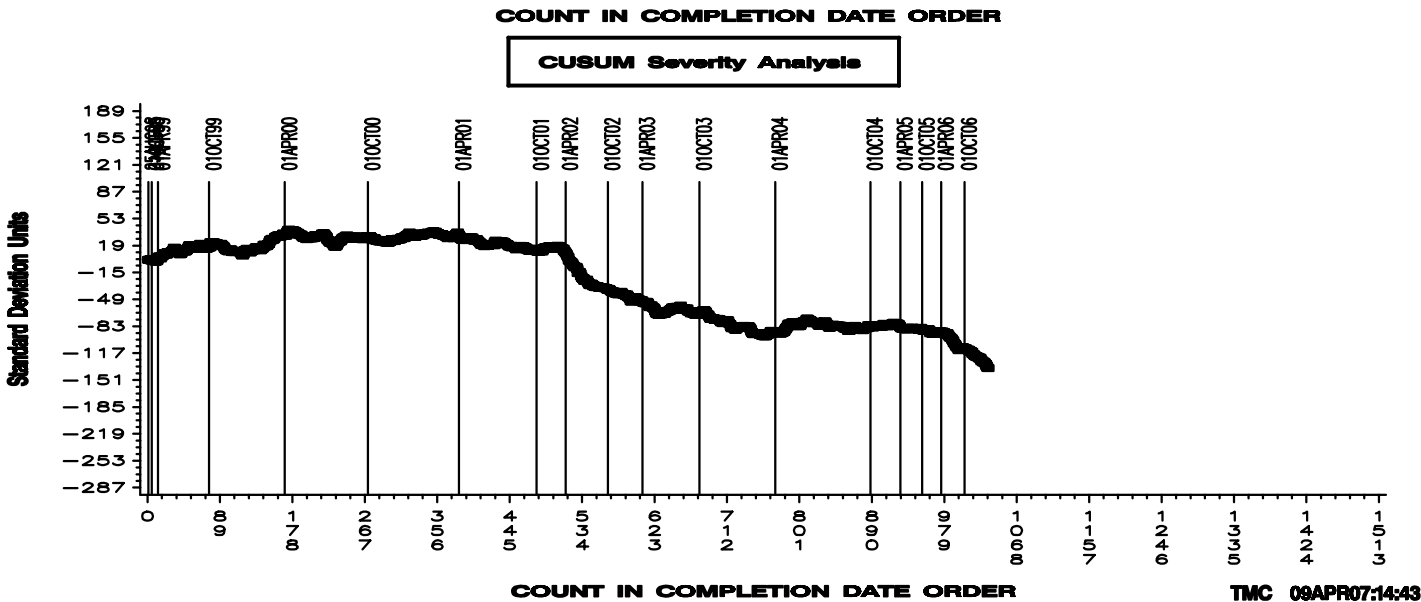
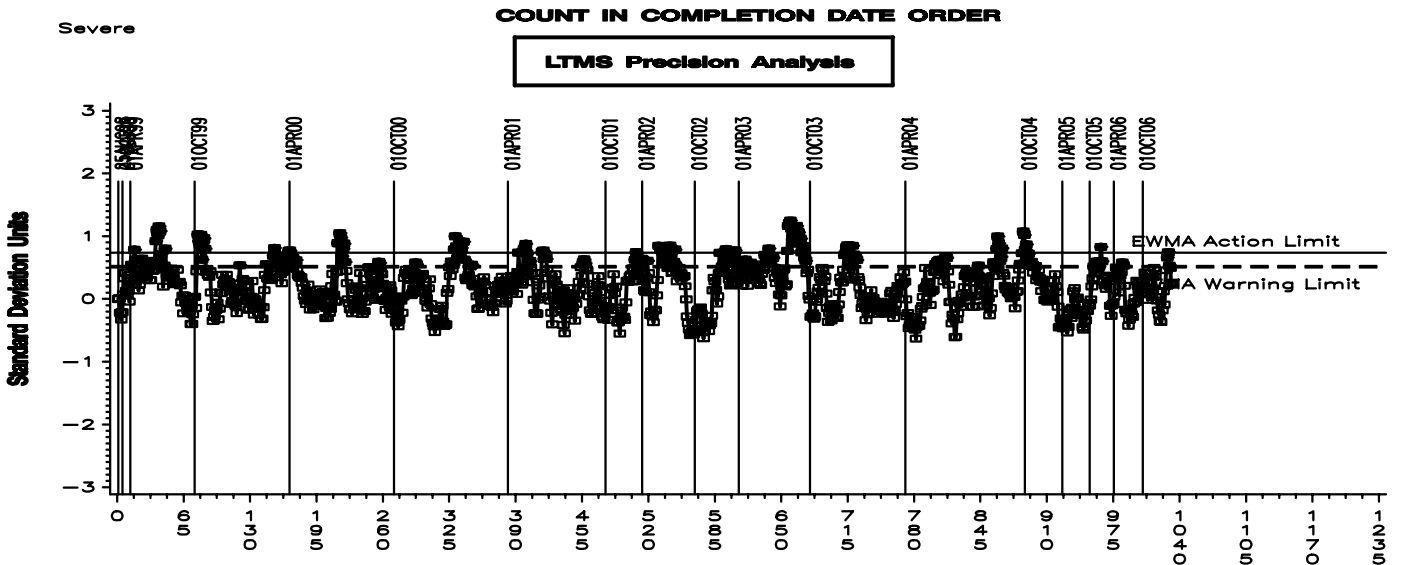
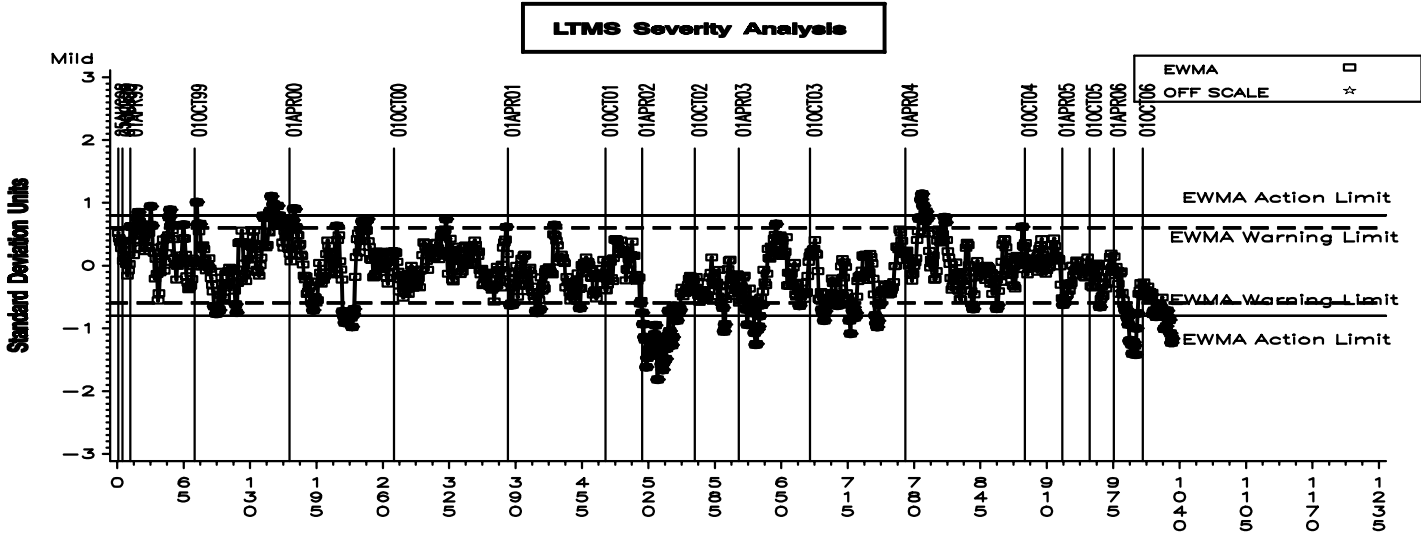
CUSUM Severity Analysis



SEQUENCE VIB INDUSTRY OPERATIONALLY VALID DATA

Figure 2

FEI FINAL RESULT PHASE I (%)

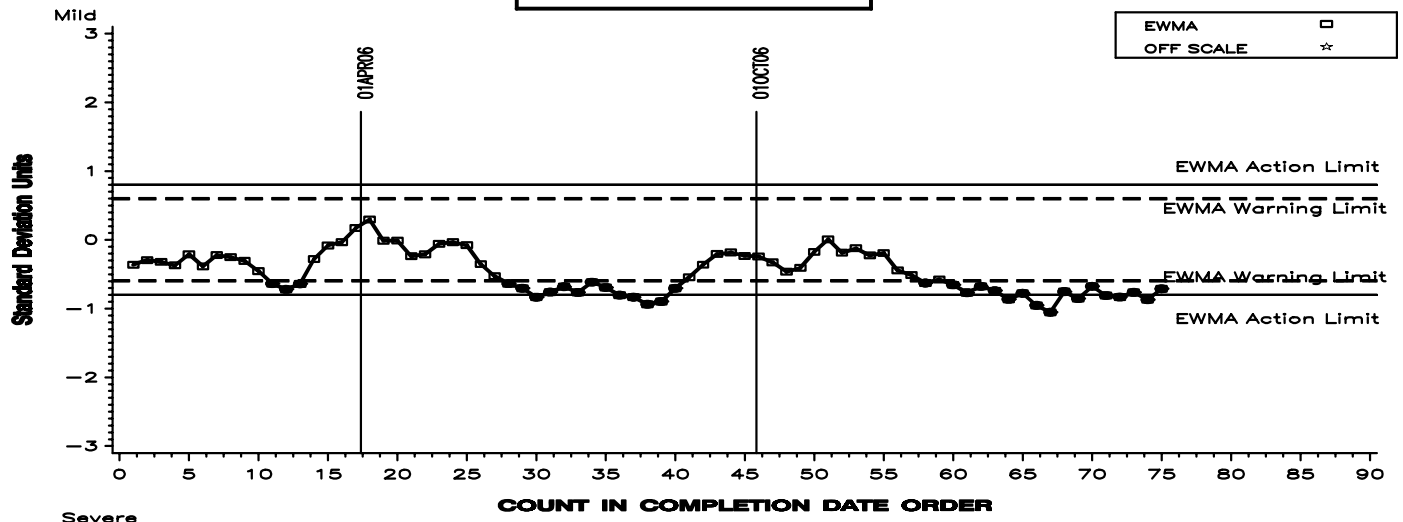


SEQUENCE VIB INDUSTRY OPERATIONALLY VALID DATA

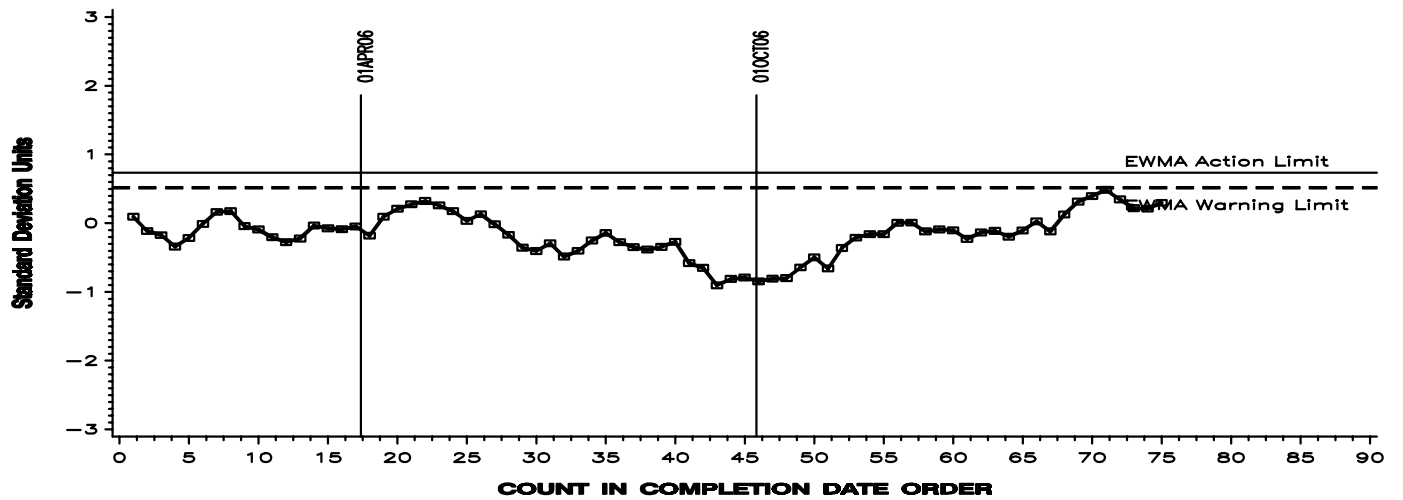
Figure 3

Last 75 Data Points Only
FEI FINAL RESULT PHASE II (%)

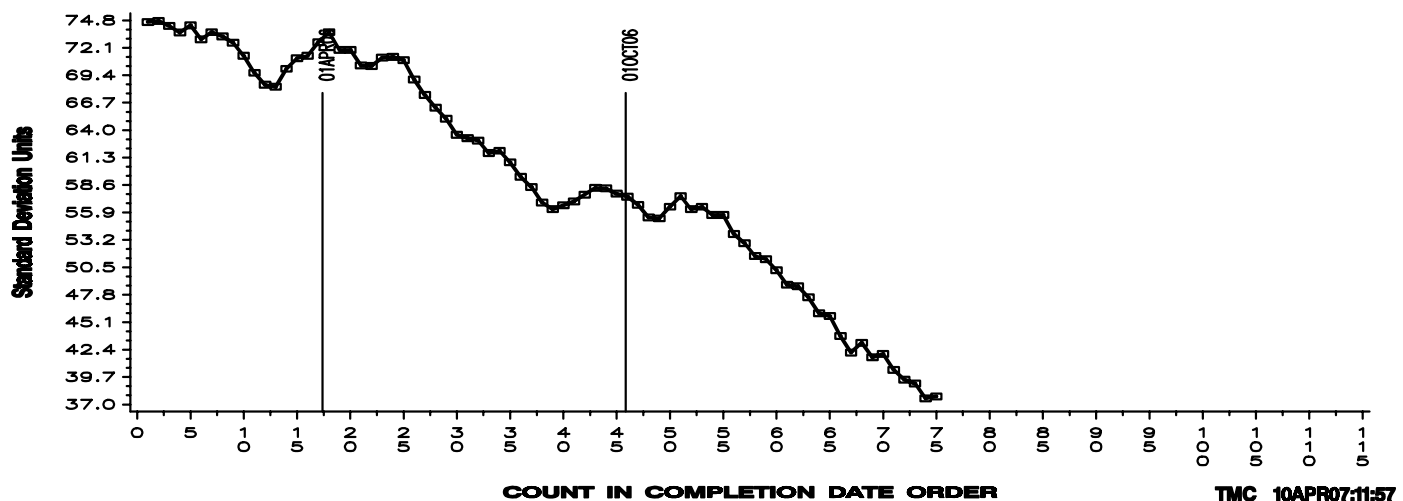
LTMS Severity Analysis



LTMS Precision Analysis



CUSUM Severity Analysis



TMC 10APR07:11:57

Figure 4

SEQUENCE VIB INDUSTRY OPERATIONALLY VALID DATA

FEI FINAL RESULT PHASE II (%)

