sensing technology are essential to increasing safety and control of these systems as the technology matures."

Dave Geer of Amphenol is Chair of the new committee.

New specification for charging of medium and heavy duty electric vehicles published

SAE International's recommended practice for plug-in charging of heavy duty EVs has been approved and published. "J3068: Electric Vehicle Power Transfer System Using a Three-Phase Capable Coupler" was developed from existing international standards, which were extended to cover higher North American grid voltages and higher power levels. J3068 allows vehicles to fully utilize three-phase ac power where it is available and preferred, such as at commercial and industrial locations.

J3068 was developed in a consensus process by SAE International's Medium and Heavy Duty Vehicle Conductive Charging Task Force Committee, which today is comprised of over 100 global experts from the automotive industry, utilities, charging equipment manufacturers, national laboratories, and academia.

"This new standard was designed to offer a single vehicle charging coupler solution for three-phase and single-phase ac and dc charging for a class of vehicles," said Rodney McGee, Chief Engineer of EV Projects,

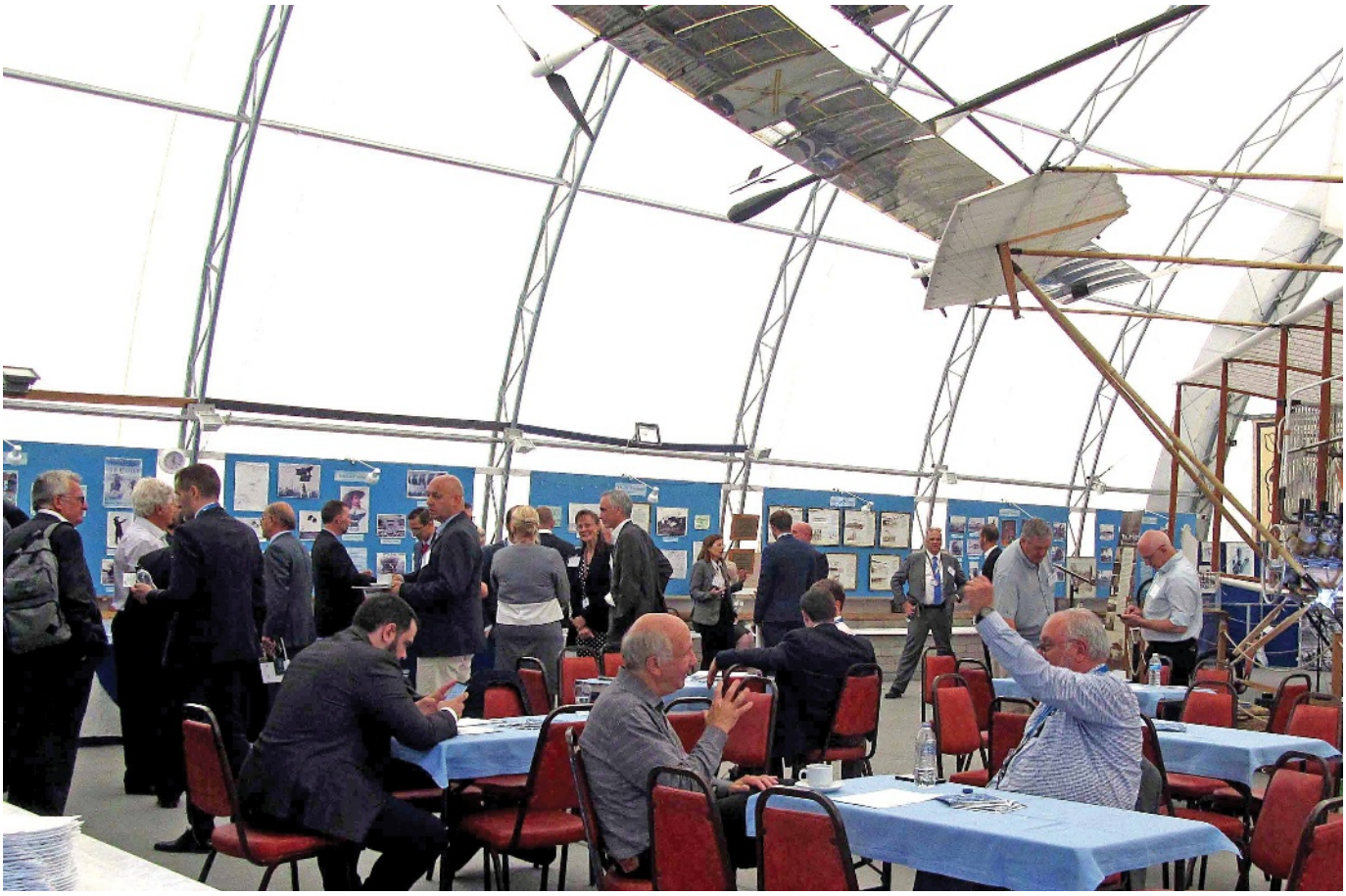
Rodney McGee chairs the task force involved with the new recommended practice.

University of Delaware, and SAE Medium and Heavy Duty Vehicle Conductive Charging Task Force Chair. "We wanted to combine this new approach for ac charging with 1000 V dc charging based on existing SAE communication standards."

The goals of J3068 include bringing a proven, mass-produced three-phase charging coupler to North America, and establishing a low-cost, reliable communication and control protocol for ac with inherently high interoperability," said Jim McLaughlin, document sponsor and retired Mack Trucks electrical engineer. "High-power ac charging has cost advantages in many use cases, and three-phase charging simplifies balancing of the power grid."

Engine supplier group has first VP meeting

The Aerospace Engine Supplier Quality (AESQ) Strategy Group—which was



Guests mingle during a reception before the roundtable begins.

established by SAE ITC to harmonize, develop, specify, maintain, promote and deploy quality standards specific to the Aerospace Engine supply chain—held a VP Procurement Roundtable event, officially for the first time, at Farnborough's FAST Museum on July 17.

The purpose of the Roundtable was to update procurement vice presidents on the progress of the AESQ and provide them with an opportunity to share their ideas about how, as a group, they could work together to maximize the value of AESQ's work. The AESQ itself was originally founded by the predecessors of those VPs following this type of discussion.

AESQ member companies include GE Aviation, Pratt & Whitney, Rolls Royce, Honeywell, Safran, GKN, PCC, MTU and Arconic.

This first-time event was attended by about 85 procurement and quality VPs and executives of the aero engine OEMs including RR, P&W, GE, Safran, MTU, GKN, PCC and one key customer: Airbus.

Subsequent dialog resulted in all OEMs strongly reiterating their commitment to deploy the AS130xx series standards and

Trevor Jackson of SAE ITC explains to guests that the Rolls-Royce GEM engine on this Lynx helicopter is covered in "standard parts" made to the SAE-ITC drawing standards.

Laura Hitchcock, the long-serving member of the SAE Aerospace Council who recently retired from Boeing, organized Boeing's sponsorship of the reception.

agreement to take appropriate steps to ensure an aligned approach in the future. The AESQ vision to establish and to deploy together a common set of Quality Requirements was also strongly supported by customer, Airbus, and key aero engine suppliers.

It was also agreed AESQ should:

• Focus on sustainable change to achieve zero defects

• Maintain clear and simple requirements to address needs and capabilities of smaller suppliers

• Seek objective evidence to determine if quality within the supply chain is moving in the right direction

• Explore potential digitalization opportunities, E-learning, training, communication, single industry certification, and a single common standard.

• Keep their efforts aligned with IAQG

The AESQ took action on several of these ideas during its subsequent meeting on July 19 including building on its current efforts to strengthen standards deployment, establishing training and communication packs for each standard, and exploring the potential for a common AS13xxx "umbrella" standard replacing the multiple company specific SCM standards being flowed today.

The AESQ Strategy Group held an Aero Engine OEM VP Procurement Meeting earlier in the day at the same venue. ■