

Sequence VJ Working Group + VH O&H
September 17th, 2026 at 2:00 PM EST via MS Teams

Attendees: Dylan Beck, Al Lopez, Tony Catanese, Kyler Daniel, Pat Lang, Christian Exposito, Rob Zdrodowski, Colten Oquin, Mike Deegan, Ben Maddock

1. VJ Working Group

a. SwRI

- i. Run 6 – 940 completed with more severity than the 288h run. Details to follow in SwRI's presentation.
- ii. Run 7 – 1011 nearly complete with oil analysis indicating a severe result is possible
- iii. Next run plans to introduce the Ford high tension rings and pistons
 - 1. TEI working to quantify ring tension
- iv. Oberg discussion
 - 1. The engine has operational issues below 200 kPa oil pressure that can be remedied by replacing the screen mesh filter in the external oil filter housing
 - 2. Contaminants blocking the oil screen haven't been identified and will need to be addressed

b. Haltermann Carless

- i. Detuned fuel arrived 9/11/26 in Detroit
- ii. Intertek has reported that the fuel hasn't arrived to their lab yet
- iii. SwRI reported no contact from Haltermann Carless
- iv. Detuned fuel is E0 and qualitatively described as "20% milder" based Carless's observations with other sludge tests

b. Intertek

- i. Stand is operational and running well despite some trigger sync issues reported on the last call
- ii. Lambda control
 - 1. Labs advocated for using the lab calibrated lambda sensor (Horiba or ECM) with the Haltech instead of an off-the-shelf sensor
- iii. Run plan:
 - 1. Complete a 940 run to compare to previous operation

c. Lubrizol

- i. Working through stand configuration changes to match SwRI's installation
- ii. Plan to start 940 with Hastings rings next week

d. Afton

- i. Not running while rings and fuel issues are pursued
- ii. Sent parts to Valvoline for cooled exhaust

e. Ford

- i. Pending the results of SwRI's run 7 (1011-1), Ford to elevate the request for scaling up hardware

f. Commonization effort

- i. See tracking sheet.
- ii. Afton needs to update and send out

g. ACC Readiness Template

- i. Need to provide more details on path to achieve each line item

h. Actions:

- i. Valvoline to pursue cooled exhaust options
 - 1. Afton sent TEI marine manifold + 2.5L header flange
 - 2. Discussions around a 3D printed option have occurred but no tangible progress yet
- ii. Ben to thoroughly review the LTMS tab and produce better Layman's explanation of changes at each lab but with the details available.
- iii. Begin drafting a procedure and pursue an ASTM facilitator
- iv. Resume hardware discussions. Step through the parts list and specifically the pistons and rings
 - 1. Ford supplied the hardware list previously reviewed a year ago

2. VH O&H

- a. Sunnen SV-15 honing machine
 - i. Reduced ei on a reference?
 - ii. Labs agreed around a reduced ei rolling change. A motion to the VH panel would be required along with a table of differences between the machines to help alleviate concerns.
 - iii. No red flags, multiple labs are interested to help provide flexibility in the build-up room