Sequence VH Surveillance Panel Meeting

Teams

Thursday, January 23, 2025 9:00 am – 11:00 pm EST

1.0) Attendance

Afton:	B. Maddock, A. Stone
Exxon	H. Marie, L. Salvi
Ford:	M. Deegan, R. Zdrodowski
GM:	T. Cushing, B. Cosgrove
Haltermann:	W. Hairston, E. Hennessy, I. Mathur
IMTS:	S. Clark, D. Passmore
Infineum:	J. Anthony, T. Dvorak, R. Seiz
Intertek:	A. Lopez, J. Franklin
Lubrizol:	T. Catanese
OHT:	J. Bowden
Oronite:	R. Affinito, R. Stockwell, J. Martinez
Shell:	S. Demel, J. Hsu
SwRI:	D. Engstrom, T. Kostan
TMC:	R. Grundza
Toyota:	V. Deshpande

2.0) Approval of Minutes Check

3.0) Fuel Supply Update

3.1 New fuel batch RO 940 results

- IAR and SwRI had remarkably similar test results
- Fuel Dilution Percent was much lower than N-batch

Parameter	Lab A Result	Lab G Result	Target	Lab A Yi	Lab G Yi
AES	7.21	7.17	6.47	1.51	1.43
RCS	9.16	9.26	7.50	-4.18	-4.27
AEV	8.89	9.09	8.77	0.43	1.14
APV	7.36	7.79	7.35	.02	0.69
OSC	99	28	-	-	-

- The RCS was too mild to be able to discriminate between low-performing and high-performing oils.
    - An ICF is not mathematically possible because RAC = 9.2 out of a possible 10 with a low-performing oil, RO 940, which produces lower merit values than higher-performing oils, ROs 931 and 1011-1.
- Due to overall mild AES and extremely mild RCS, it was decided that the fuel batch is too mild to continue the test matrix.

Discussion of Options to Increase M-batch Severity

Option 1. Modify entire 400,000 gallons batch
Option 2. Modify a smaller quantity as a pilot batch

- Option 1 is risky because if the full batch is made too severe it would require significant effort to dilute the full batch before resuming testing.
- Option 2 could potentially save time by blending small pilot batches of fuel without risking over correcting the full batch.
- Adjustment to pilot batch may not have same impact on the full batch and require additional time and expense.

- Haltermann recommended reconvening in 1 week discuss the decision to adjust a pilot batch or full batch based on the discussion.
- Haltermann will make the final decision on whether to start with a pilot or adjust the full batch.

3.2 Test Plan Post-Adjustment

- Scenario 1
- Modify entire batch: 1 week
- Run RO 940 at IAR and SwRI
- Pros:
  - Quantify severity adjustment
  - Verify RCS results are discernable from 931/1011 targets
  - Results in 2 weeks
- Cons:
  - No 931 or 1011 data

- Scenario 2:
- Test one 931 and one 1011-1 at IAR and at SwRI

- Pros:
  - Receive 931 & 1011 data
  - Quantify discrimination values
- Cons: 4 weeks to complete test
  - Cannot quantify severity shift
  - Requires 4 tests and 4 weeks
- Other combinations like running a 940 at one lab and 931 at the other lab, etc.

4.0) Data dictionary Update

- 4.1) Determining the number of camshaft runs is challenging for labs without electronic records
  - Progress is being made
- VH uses a mix of standard and metric units
  - Ford recommends staying with mixed units for VH and moving to all metric units for VJ.

5.0) O&H Updates

5.1) Hardware:

- Determining the number of camshaft runs is challenging for labs without electronic records
  - Progress is being made.
- There may be a shortage of Pencool/Nalcool.
  - There is a precedent of other test types switching from Nalcool to Delo.

5.2) Operation:

5.2.1) Motion to modify information letter to specify SJ-410 and reference GMW17043
- T. Catanese seconds the motion
- Motion passed by voice vote

5.2.2) Lubrizol fuel matrix test using 1011-1
- The experiment showed no change in Fuel Dilution between fuel with 4 different RVP adjustments
- Discussion of Fuel Dilution values

6.0) <u>Old Business</u>

- N-Batch Fuel ICF for AES
  - TMC to check on the status on the ASTM ballot.
  - It was noted that there are potential negatives.

7.0) <u>New Business</u>

- OHT was notified that the Oberg(SP?) housing supplier can longer manufacture the housing
  - OHT has 2 years' worth of inventory of the older 2-port housings that could be used in the interim
  - OHT is looking for an alternative

8.0) <u>Meeting Adjourned</u>

Meeting adjourned at 1:45 pm EST

Next meeting scheduled for January 30th, 2025 at 9:00 am EST