

Sequence VH Surveillance Panel Meeting

Teams

Thursday, January 30, 2025, 9:00 am – 10:40 am EST

1.0) Attendance

Afton:	B. Campbell, B. Maddock, A. Stone
Exxon	H. Marie, L. Salvi
Ford:	M. Deegan, R. Zdrodowski
GM:	T. Cushing, B. Cosgrove
Haltermann:	E. Hennessy, I. Mathur
IMTS:	S. Clark, D. Passmore
Infineum:	J. Anthony, T. Dvorak
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, P. Lang, M. Lochte
TMC:	R. Grundza
TEI:	D. Lanctot
Toyota:	V. Deshpande

2.0) Approval of Minutes

- No objection to January 23, 2025 meeting minutes

3.0) Fuel Supply Update

3.1) Haltermann announced that William Hairston will be transitioning from Haltermann March 1, 2025.

- The SP appreciates William's contributions to improving the relationship between the Haltermann and the SP in recent years.

3.2) Haltermann decided to adjust pilot batches for testing before making final adjustments to entire batch.

- The baseline M-batch made sludge using RO 940, but the RACS was too mild to discriminate between ROs 931 and 1011.
- Haltermann was directed to make the fuel slightly more severe, but the magnitude of the increase was not clearly defined.
- Haltermann estimated a 5% adjustment would put the fuel on target.
- Haltermann's proposed changes to make the fuel severe will increase density, sulfur, and T-90 distillation outside of the current C of A limits in the VH procedure.

- Most SP members are in favor of 3% adjustment to reduce risk of main the fuel too severe.

Action Item:

- Haltermann will adjust the fuel by 3%, perform analysis, and report results at the next meeting.

3.3) Fuel Certificate of Acceptance (CofA) Discussion

- The fuel properties of this fuel batch may not match previous batches used for VG and VH.
- Fuel stream properties change over time, and it may not be practical to blend the fuel to meet the severity requirements within the current D8256 – 24b CofA limits.
- It may be argued that the fuel is blended to meet severity requirements, not to meet CofA properties.
- If the final fuel blend meeting severity requirements is outside of the procedure's CofA, a motion will be put to vote to modify the CofA.

4.0) Post-Fuel Adjustment Validation Test Plan Discussion

- SwRI is in favor of running 2 more RO940 tests, one at IAR and SwRI
 - RO 940 is not an active RO.
 - Running RO 940 adds time and expense fuel approval.
 - No verification of RCS if RO 940 is not tested.
- Most of the VH SP members are in favor of running one RO 931 & one RO 1011 at IAR and SwRI, each using the same stand as was used for the first RO940 tests.
 - RO 940 tests served their purpose to demonstrate the fuel will make sludge.
 - RO 931 & 1011 tests are important to demonstrate severity and discrimination.
- If RO 931 was run at one lab while the other lab runs 1011, may have confidence in severity and discrimination in 2 weeks.

5.0) Pilot Batch Tests Accepted as Equivalent as Entire Batch Discussion

- D8256 – 24b states,
“The entire test matrix must be run on the same volume of fuel which is approved by the SP for industry testing.”
- Haltermann is planning to adjust a pilot batch for initial test matrix tests to reduce risk of overcorrection.
- Once the pilot batch fuel is acceptable, Haltermann will make the same volume % change with the same lot of fuel to the entire fuel batch as the pilot batch.
- Most of the SP is in favor of accepting the pilot batch test results if they meet an agreed upon statistical criteria.

Action Items:

- A motion to accept the pilot batch results is required.
- A motion to approve the statistical requirements for pilot batch test result acceptance is required.

6.0) Old Business

7.0) New Business

8.0) Meeting Adjourned

Meeting adjourned at 10:40 am EST

Next meeting scheduled for February 3, 2025 at 9:00 am EST