

Jeff Clark

From: Fetterman, Pat [Glen.Fetterman@Infineum.com]

Sent: Monday, October 11, 2010 4:30 PM

To: Allison Rajakumar; a.budd@isp-institute.com; Bill Buscher (E-mail); Bill Larch; Boese, Doyle; Brad Carter; Campbell, Bob; Cathy Devlin; charlie.passut@aftonchemical.com; Chris Castanian; Dan Pridemore; Dick Patrick (E-mail); Glen Fetterman; Greg Miiller; greg.shank@volvo.com; Hind Abi-Akar; James Gutzwiller; James Matasic (E-mail); Jeff Clark; Jesse Hamilton; Jim McGeehan; jim.moritz@intertek.com; Jim Rutherford; Jim Wells; JingChun Xie; joe.franklin@intertek.com; John Haegelin; Keith Selby; kenneth.goshorn@volvo.com; Kevin Carabell; Marc Peters; Mark Cooper; Matt Urbanak (E-mail); Mike Alessi; Norbert Nann (E-mail); Riccardo Conti; Rich Grundza; Ron Buck; Ryan Johnson; Scott Harold; Scott Richards (E-mail); Shawn Whitacre; Steve Kennedy; Tom Wingfield; Victor Kersey; WenTong Lu; Wim Van Dam; Zack Bishop

Subject: Unconfirmed minutes of our October 11, 2010 teleconference

Call participants –

Zack Bishop; Doyle Boese; Bob Campbell; Brad Carter; Chris Castanian; Jeff Clark; Mark Cooper; Riccardo Conti; Pat Fetterman; Jim Matasic; Jim Moritz; Greg Shank; Scott Richards; Jim Rutherford; Tom Wingfield

T-11 Fuel discussion –

General consensus that the (2) runs using the “PC-9 plus” fuel at Intertek and XOM “look good” on viscosity increase versus soot.

SwRI has an engine built and is awaiting fuel to start, while Afton has fuel but needs to rebuild their engine. Lubrizol has potentially (2) candidates to run and then needs to rebuild their engine. SwRI expecting fuel on Wednesday, and test will start. Afton will start late this week or early next week. Lubrizol looking towards a mid-November start.

Greg Shank stated that he wants this fuel/severity issue settled by the December HDEOCP meeting, and he would prefer (5) data points, but he will press for closure even if we only have (4).

Several discussions regarding the calibration status of the two stands which have run resulted in the conclusion that the stands are calibrated to run candidates, but their calibration time period will not start until there is fuel available to run candidates. Stands can only run candidates with an approved fuel batch.

Following a lengthy discussion and several attempted motions, the group reached unanimous consensus that Chevron-Phillips should proceed to blend a roughly 50,000 gallon batch of the fuel which is being referred to as “PC-9 plus” with a target of getting this batch in about two weeks.

Following another lengthy discussion, Tom Wingfield confirmed that C-P is working to define a robust naming system which will be capable of clearly differentiating and identifying the fuels which are currently being called “PC-9 Classic” and “PC-9 plus”, but it will take some additional time from today.

T-12 test starts –

Lubrizol and Afton tests will start early morning on October 12th, and Intertek and SwRI tests will start later the same morning.

Next call –

The next teleconference will be held on Monday, October 18th at 9:00 am to review the 150 hour oil consumption rates from all four T-12 starts and discuss actions forward.

Respectfully submitted,
Pat