

Jeff Clark

From: Wingfield, Tom M [WINGFTM@cpchem.com]
Sent: Monday, December 13, 2010 1:44 PM
To: Shank Greg; 'scott.richards@swri.org'; 'MAWC@chevron.com'; 'abi-akar_hind@cat.com'; 'zbishop@tei-net.com'; Boese, Doyle; 'stacy.bond@intertek.com'; 'rbuck@tei-net.com'; 'a.budd@isp-institute.com'; 'buschwa@aol.com'; 'Bob.Campbell@AftonChemical.com'; 'KCarabell@chevron.com'; 'bradley.carter@intertek.com'; 'Chris.Castanien@lubrizol.com'; Jeff Clark; 'riccardo.conti@exxonmobil.com'; 'cathy.devlin@aftonchemical.com'; Fetterman, Pat; 'joe.franklin@intertek.com'; 'kenneth.goshorn@volvo.com'; Rich Grundza; Gutzwiller, James; 'john.haegelin@intertek.com'; 'jrh@lubrizol.com'; 'ryan.johnson@swri.org'; 'steven.kennedy@exxonmobil.com'; 'vlkersey@ashland.com'; 'wtl@lubrizol.com'; 'luwt@ripp-sinopec.com'; 'jmat@lubrizol.com'; 'JIAM@chevron.com'; 'ENAS@chevron.com'; 'gmiiller@savantgroup.com'
Cc: 'ben.weber@swri.org'; 'james.mccord@swri.org'; Whyte, Daniel; Clarke, Dean; 'FLDD@chevron.com'
Subject: RE: T11 PC-9 HS Test Fuel Issues ... RESPONSE

Mack SP,

With reference to Scott's note below, please see the following information. I believe that the discussion points below address the questions. If any clarification is required, please advise.

LOT NUMBER - DETAILS:

As previously discussed during the Mack SP telecom's, CPChem has worked through the transition from PC-9 to PC-9-HS as expediently as possible. The alternative to this would have been to stop production of test fuel while we completed the transition for the PC-9-HS. Due to the urgency conveyed by the Mack SP, we have worked diligently through this transition continuing to make both PC-9 and PC-9-HS recognizing that Lot number and name changes would be among the items to manage carefully. The table below provides the timeline for the three (3) batches produced to date.

Lots of **PC-9-HS** produced to-date:

<u>Lot #</u>	<u>Certified Date</u>	<u>Lot Quantity</u>	<u>Comment</u>
10HPPC901	09/17/10	54,000 gallons	Initial PC-9-HS batch
10JPPC901	10/25/10	100,000 gallons	Second PC-9-HS batch
10JP9HS901	(renamed ... part of transition)		Second PC-9-HS batch
...			... NO CHANGE to fuel ... renamed Lot
10KP9HS01	12/09/10	150,000 gallons	Third PC-9-HS batch

Our lot numbers are coded ... below is the decoding information. This coding addresses the when, where, and what product of each Lot is produced ... it is unique for each Lot. This Lot # is assigned at the initiation of a blend. Only after a blend has completed a thorough set of quality checks is it certified for shipment.

Lot # Decoding:

Lot #: 10mPppNN

10 = year (2010)
m = month (Jan-A, Feb-B, Mar-C, etc.) blend is initiated

P = P=Philtex ... or T=TSO
 ppp = product code (PC-9 = PC9 ... PC-9-HS = 9HS)
 NN = sequence of lot produced in a given month

PRODUCT QUALITY:

Product quality is and will continue to be second only to safe and environmentally responsible operation of our processes. While the investigation is not complete, we are working with Afton to address the observed issue with the one load of fuel. This is an isolated instance. *We continue to work to improve our processes and can assure the Mack SP that you are receiving consistent product and product-quality.*

One of the issues discussed in the Mack SP with reference to the Afton test results is the cetane index. Below is some data related to the cetane index. We are running some further tests to determine the cetane number of a sample of fuel under similar observed conditions as the Afton fuel ... results pending.

Lot 10HPPC901	Cetane index – certification sample	46.5
Lot 10HPPC901	Cetane index – tank truck sample	46.6

These are not statistically different numbers.

If any points need clarification, please contact me.

Regards,
 Tom

Tom Wingfield

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 Cypress, TX 77429 e-mail: wingftm@cpchem.com

NOTICES:

This message is subject to the disclaimer found at the following link:
www.cpchem.com/forms/disclaimer1.asp

From: Wingfield, Tom M
Sent: Friday, December 10, 2010 9:48 AM
To: 'scott.richards@swri.org'; 'MAWC@chevron.com'; 'abi-akar_hind@cat.com'; 'zbishop@tei-net.com'; 'Doyle.Boese@Infineum.com'; 'stacy.bond@intertek.com'; 'rbuck@tei-net.com'; 'a.budd@isp-institute.com'; 'buschwa@aol.com'; 'Bob.Campbell@AftonChemical.com'; 'KCarabell@chevron.com'; 'bradley.carter@intertek.com'; 'Chris.Castanien@lubrizol.com'; 'jac@astmtmc.cmu.edu'; 'riccardo.conti@exxonmobil.com'; 'cathy.devlin@aftonchemical.com'; 'glen.fetterman@Infineum.com'; 'joe.franklin@intertek.com'; 'kenneth.goshorn@volvo.com'; 'reg@astmtmc.cmu.edu'; 'james.gutzwiller@infineum.com'; 'john.haegelin@intertek.com'; 'jrh@lubrizol.com'; 'ryan.johnson@swri.org'; Jones, Ronald E; 'steven.kennedy@exxonmobil.com'; 'vlkersey@ashland.com'; 'wtl@lubrizol.com'; 'luwt@ripp-sinopec.com'; 'jmat@lubrizol.com'; 'JIAM@chevron.com'; 'ENAS@chevron.com'; 'gmiiller@savantgroup.com'
Cc: 'ben.weber@swri.org'; 'james.mccord@swri.org'; 'Daniel.Whyte@Infineum.com'; 'Dean.Clarke@Infineum.com'; 'FLDD@chevron.com'
Subject: Re: T11 PC-9 HS Test Fuel Issues

Scott,

Thank you for documenting the issues. I am traveling on business most of today but plan to respond to your note by Monday, latest.

Regards,
Tom

Sent from my BlackBerry

From: Scott M Richards [mailto:scott.richards@swri.org]
Sent: Friday, December 10, 2010 07:40 AM
To: 'Cooper, Mark (MAWC)' <MAWC@chevron.com>; 'Abi-Akar, Hind' <abi-akar_hind@cat.com>; 'Bishop, Zack' <zbishop@tei-net.com>; Doyle.Boese@Infineum.com <Doyle.Boese@Infineum.com>; 'Bond, Stacy' <stacy.bond@intertek.com>; 'Buck, Ron' <rbuck@tei-net.com>; 'Budd, Arnel' <a.budd@isp-institute.com>; 'Buscher, Bill' <buschwa@aol.com>; 'Campbell, Bob' <bob.campbell@aftonchemical.com>; 'Carabell, Kevin (kedc) (KCarabell)' <KCarabell@chevron.com>; bradley.carter@intertek.com <bradley.carter@intertek.com>; 'Castanien, Chris' <Chris.Castanien@lubrizol.com>; 'Clark, Jeff' <jac@astmtmc.cmu.edu>; 'Conti, Riccardo' <riccardo.conti@exxonmobil.com>; 'Devlin, Cathy' <cathy.devlin@aftonchemical.com>; 'Fetterman, Pat' <glen.fetterman@Infineum.com>; 'Franklin, Joe (Intertek)' <joe.franklin@intertek.com>; 'Goshorn, Ken' <kenneth.goshorn@volvo.com>; 'Grundza, Rich' <reg@astmtmc.cmu.edu>; 'Gutzwiller, Jim' <james.gutzwiller@Infineum.com>; 'Haeglin, John (Intertek)' <john.haegelin@intertek.com>; 'Hamilton, Jesse' <jrh@lubrizol.com>; 'Johnson, Ryan' <ryan.johnson@swri.org>; Jones, Ronald E; 'Kennedy, Steve' <steven.kennedy@exxonmobil.com>; 'Kersey, Victor' <vlkersey@ashland.com>; 'Larch, Bill' <wtl@lubrizol.com>; 'Lu, WenTong' <luwt@ripp-sinopec.com>; 'Matasic, Jim' <jmat@lubrizol.com>; 'McGeehan, James' <JIAM@chevron.com>; 'Menasco, Michael (ENAS)' <ENAS@chevron.com>; 'Miiller, Greg' <gmiiller@savantgroup.com>; 'Minotti, Michael' <michael.minotti@Infineum.com>; 'Moritz, Jim (Intertek)' <jim.moritz@intertek.com>; 'Nann, Norbert' <norbnann1@aol.com>; 'Parsons, Gary (GMPA)' <GMPA@chevron.com>; 'Passut, Charlie' <charlie.passut@aftonchemical.com>; 'Patrick, Dick' <rpatri1@citgo.com>; 'Polley, Kris' <k.polley@isp-institute.com>; 'Pridemore, Dan' <dan.pridemore@aftonchemical.com>; 'Rajakumar, Allison' <Allison.Rajakumar@lubrizol.com>; 'Ritchie, Andrew' <Andrew.Ritchie@Infineum.com>; 'Rutherford, Jim (JARU)' <JARU@chevron.com>; 'Rele, ter, Ruud (RUUD)' <RUUD@chevron.com>; 'Selby, Keith' <keith.selby@shell.com>; 'Shank, Greg' <greg.shank@volvo.com>; 'Sztenderowicz, Mark' <mark.s@chevron.com>; 'Urbanak, Matt' <matthew.urbanak@shell.com>; 'Van Dam, Wim (WVDA)' <WVDA@chevron.com>; 'Weber, Ben' <ben.weber@swri.org>; Wingfield, Tom M; 'Xie, JingChun' <xjc@luberdi.com.cn>
Cc: 'Benjamin O. Weber' <ben.weber@swri.org>; james.mccord@swri.org <james.mccord@swri.org>; 'Whyte, Daniel' <Daniel.Whyte@Infineum.com>; 'Clarke, Dean' <Dean.Clarke@Infineum.com>; 'X-Frank Lauterwasser' <FLDD@chevron.com>
Subject: T11 PC-9 HS Test Fuel Issues

Tom, it is becoming increasingly frustrating with the T11 fuel situation. All of the test users, customers, are concerned and not clear on the severity and precision differences among PC-9 and the various batches of PC-9 HS test fuels. I'm sure you understand the seriousness of this situation, nobody wants to over formulate and even worse, under formulate an oil for obvious reasons. At the same time it is very difficult to develop new oils and know for certain it is truly working or not if the fuel is not consistent. So I don't understand why it will take at least 3 SP conference calls to determine how many batches of PC-9 HS have been made and how much of each. Looking at the TMC database for references tests I see this:

10HPPC901
10JPPC901

So this is batch H and J correct? What happened to batch I? Have there been rejected batches of this fuel? If so, why? The panel needs to know this type of information as it happens. What do all the other letters and numbers in this code indicate or mean? How will fuel be identified after batch Z? Why isn't the "HS" in this code?

With the now confirmed case of contaminated fuel at Afton, pure iso octane, there is justified reasons for concern. I will add contamination of this type can and will lead to not only failed references and/or candidates, but severe engine damage and possibly destruction, test cell fires, etc...

If we move all of the other tests to the new fuel, it sure will help to have all this worked out and clear to everyone. If

you get this information please do not wait for the next telecon to distribute. These meetings as you've seen are hard to arrange and there are many test programs running now on both PC-9 and PC-9 HS.

Scott M Richards
Staff Engineer
210-522-3567 Work
210-859-9056 Mobile

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From: Cooper, Mark (MAWC) [mailto:MAWC@chevron.com]

Sent: Thursday, December 09, 2010 3:07 PM

To: Abi-Akar, Hind; Bishop, Zack; Doyle.Boese@Infineum.com; Bond, Stacy; Buck, Ron; Budd, Armel; Buscher, Bill; Campbell, Bob; Carabell, Kevin (kedc) (KCarabell); bradley.carter@intertek.com; Castanien, Chris; Clark, Jeff; Conti, Riccardo; Devlin, Cathy; Fetterman, Pat; Franklin, Joe (Intertek); Goshorn, Ken; Grundza, Rich; Gutzwiller, Jim; Haeglin, John (Intertek); Hamilton, Jesse; Johnson, Ryan; Jones, Ron; Kennedy, Steve; Kersey, Victor; Larch, Bill; Lu, WenTong; Matasic, Jim; McGeehan, James; Menasco, Michael (ENAS); Miiller, Greg; Minotti, Michael; Moritz, Jim (Intertek); Nann, Norbert; Parsons, Gary (GMPA); Passut, Charlie; Patrick, Dick; Polley, Kris; Pridemore, Dan; Rajakumar, Allison; Richards, Scott M. (srichards) (SwRI); Ritchie, Andrew; Rutherford, Jim (JARU); Rele, ter, Ruud (RUUD); Selby, Keith; Shank, Greg; Sztenderowicz, Mark; Urbanak, Matt; Van Dam, Wim (WVDA); Weber, Ben; Wingfield, Tom M; Xie, JingChun

Subject: Mack Surveillance Panel Teleconference - December 15, 2010, 2:00 PM - 3:00 PM Eastern

Our next teleconference will be held on Wednesday, December 15, at 2:00 PM Eastern.

Agenda

T-12 rod bearings – review additional bearing analysis and path forward with possible paths forward, including 100% Pb flashed bearings or new bearing batch
Review PC-9 HS fuel batch data for T-11

Please forward bearing analysis before the meeting if available.

Dial-in number and passcode are shown below.

877-344-4239

343009#

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