

Notes from 11/4/2010 Sequence VG Surveillance Panel Call

Attendees:

Andrew Ritchie, Gordon Farnsworth, Mike McMillan – Infineum
Jo Martinez – Chevron
Ron Romano – Ford
Rahm Kirkwood, Bill Buscher – SwRI
Dave Glaenger, Ed Altman – Afton
Al Lopez – Intertek
Richard Grundza – TMC
George Szappanos, Jerry Brys, Greg Semen, Alison Rajakumar – Lubrizol
Jim Carter -Haltermann

1) Andy addressed the parts survey completed by Rich Grundza (See attached). No need to address this further now, but will need to address shortly as parts supply becomes an issue. Probably best to keep this as an agenda item for future meetings/calls.

2) Jo Martinez went over possible options for adding additional labs in conducting the fuel matrix. 4 labs would require at least 6 more tests (3 at each lab) to detect lab-to-lab differences, but to keep same level of discrimination we have with 2 labs, any additional labs would have to run 6 tests each. (Note: Additional 3 tests per lab would allow lab-to-lab variation to be assessed, but 6 tests per lab would be required to enable stand differences to be assessed in any additional labs.) If Haltermann pays for all of the matrix tests, this cost would have to be folded in and prorated across the total volume of fuel in the batch, which would ultimately increase the cost of the fuel going forward. To minimize the chance for problems arising in conducting the fuel matrix, Andy suggested that all matrix testing be done in currently calibrated stands. The 2 additional labs being considered will each have 2 calibrated stands by the time fuel matrix testing begins.

Following much discussion, the membership could not agree on how many additional labs to include (if any) or how many tests to run at the additional labs if they are included in the matrix testing. At least one of the additional labs being considered indicated they were reluctant to tie up 2 stands for the length of time required to conduct 6 matrix tests, and would therefore favor only 3 tests be conducted at their lab. To help the membership decide the best course of action in conducting the matrix, it was decided that the following information should be determined prior to the next call:

- 1) All 4 labs to provide info on which stands would be used in matrix testing.
- 2) Jo will look at the proposed matrix to determine what level of variation between labs is acceptable. All agreed that this number should be determined before the matrix testing begins.
- 3) Haltermann will determine the increase in fuel cost depending on whether we conduct a total of 12, 18 or 24 tests in the fuel matrix.

4) Next call scheduled for 2 pm EST on Thursday, November 11.