Sequence VH O&H Meeting
August 27th, 2024 at 3PM EST via MS Teams

Attendees:
Tony Catanese, Dan Engstrom, Rich Grundza, Al Lopez, Ben Maddock, Joseph Anthony, Mike Deegan

Overview:

1. Organized Build Workshop Actions
2. Fuel
3. Hardware
4. Operation

Notes:

1. **Build Workshop Actions**
   - Labs are prepared to measure surface finish with the Mitutoyo components as previously described
     - One caveat, don't require a specified cable from Mitutoyo to PC
     - SwRI acknowledged a reading 1 to 1.5 µm Ra rougher measurement with the new hardware bringing their readings closer to the middle
   - Labs agreed on a location to monitor fuel temperature
     - Within 600mm of the factory connection to the fuel rail
     - Report T Fuel Rail on Form 6 as a Non-controlled parameter
   - Editorial: Form 6 to show stage 2 and 3 coolant flow targets, 118 and 28, respectively

E-ballot to follow these minutes.

2. **Fuel**
- No actionable progress from this group.
- A request was made for the Fuels Task Force group to continue to explore better methods or tests to help track the perceived severity drift that's attributed to fuel degradation

3. **Hardware**
- FCS Order through TEI
  - Order was placed with TEI. Still waiting for quotes

Available Pistons	Available Kits	Lubrizol	Intertek	SWRI	Afton	Valvoline
272	34	0	17	16	1	0
272	34	0	17	16	1	0
272	34	0	17	16	1	0
400	50	0	26	23	1	0

    - Ben to follow-up with TEI on quotes.
- Camshafts
    - Original manufactured by Romeo Engines who are no longer in business
    - Mike has submitted requests for quotes to OHT & IMTS
        - IMTS has committed to produced two sets of cams for proveout
    - SwRI interested in purchasing 40 of each cam

- Cam bearing failure at Intertek
    - Upon closer inspection, the lab is unable to identify a root cause
    - No indication of batch change
    - Suspected debris or blockage of the oil passage

4. <u>Operation</u>

- OSCR
    - Rating Group
        - Met virtually on 8/13 and agreed that all raters are defining debris and clogging identically. All state if any one side of a mesh square is visible, it's not considered clogged.
        - Round Robin is setup to virtually rate 20 different screens across all raters and discuss results
    - Doesn't address the variability within the same lab, stand and reference oil (ex: 1011)

- Operational Data Study: N-10-1 approval matrix vs PM
    - Todd Dvorak provided a 356 slide presentation
        - astmtmc.org/ftp/refdata/gas/VH/data/Precision matrix op data/VH Operational Data review of Fuel matrix Data.pdf
    - Amanda Stone provided a review of N-10-1 operational data only
    - The O&H agreed that our request for analysis should be modified to:
        - Identify any differences in ramp strategy within a lab from PM to N-10-1 matrix
        - Analyze fuel rail temperature and identify if there's correlation to test severity
            - If so, what temperature could be suggested as a controlled setpoint?
        - Evaluate 1009 op data against 931. While not identical oils, they're close enough for this analysis
        - Do any of the unreported values correlate to severity?