

**Sequence VH Surveillance Panel Call
June 27, 2024, Webex**

Roll Call:

Afton: B. Campbell, A. Stone
Valvoline: A. Savant
Ford: M. Deegan,
XOM: P. Rubas
Haltermann: W. Hairston, E. Hennessy, I. Mathur
Infineum: J. Anthony, T. Dvorak, A. Ritchie (Chair)
Intertek: A. Lopez
Lubrizol: T. Catanese
GM: T. Cushing, B. Cosgrove
OHT: J. Bowden
Oronite: R. Affinito, R. Stockwell
SwRI: M. Lochte, P. Lang, T. Kostan
TMC: R. Grundza
Shell: J. Hsu

Chair's Comments

- Meeting minutes from 4/11 are posted.
- Chair Ritchie started the meeting and outlined the agenda items:
 - 1) Test Matrix Test Plan Review
 - 2) Fuel Inventory & New Batch Status
 - 3) Old Business
 - 4) New Business

Test Matrix Test Plan Review

- Fuel matrix test plan discussion is required because 4 labs will participate this time compared to 3 labs in the past.
- Statisticians presented fuel matrix test plan options, shown in Figure 1 on the next page.

Fuel Matrix - Test Plan

Fuel Test Plan Options:

- Smaller test count (n=16) options differ by the number of runs on RO940
- Larger test count (n=18) options have a smaller prediction variance with repeats and differs by the number of runs on RO940

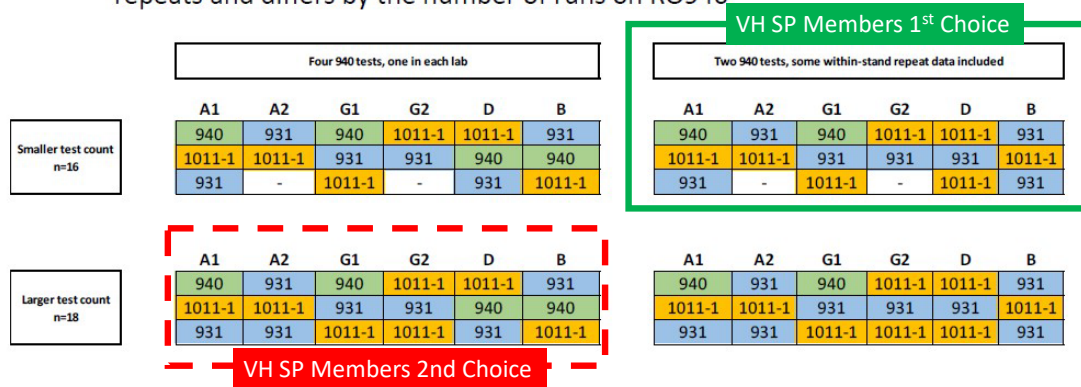


Figure 1. Fuel matrix test plan options

- It was agreed that the 940 tests will be run first to verify the new fuel batch produces sludge.
- If the 940 tests are acceptable, the fuel matrix will continue with 1011-1 & 931 tests.
 - There is some concern that only Lab A & Lab G will run the 940 tests.
- The focus will be on distinguishing severity between 1011-1 & 931, which are more representative of candidates being evaluated for GF7 & dexos approvals.
 - The statisticians agreed that running 18 tests vs. 16 tests will not significantly improve the ability to accurately calculate severity adjustments.
- **After much discussion, the “Top-right” test matrix was the consensus of the SP members.**
 - **The panel did not agree on including the 940 test results in the severity adjustment calculations.**

Calibration Status At End Of Test Matrix Discussion

- The members discussed options for funding the testing and the stand’s calibration status after completing the test matrix.
 - It was proposed that Haltermann pays for Rows 1 & 2 of the matrix and the labs pay for Row 3 if it is decided that the 3rd run results in a calibrated stand,
 - It was decided to table this discussion until the Fuels contract committee has time to meet and make a recommendation to the entire SP.

Fuel Inventory & New Batch Status

- There are 90,000 gallons of fuel remaining in rail cars, which is about 130 tests.
- The fuel storage tank for the next batch of fuel has been repaired, cleaned, and should be ready by the original estimate of mid-August 2024.

Old Business

OSC Rating Procedure

- Rating OSC is highly variable depending on the individual rater.
- The OSC rating procedure is not clearly defined in the VH documentation.
- Details of what constitutes screen blocking & how to determine the percentage blocking are not standardized.
- OSC rating has recently become an issue because of the rate of recent dexos candidates failing tests due OSC results.
- IAR volunteered to lead the OSC rating issue and will work with the O&H task force and raters to find the root cause and propose modifications to the procedure to improve consistency.

New Business

- SwRI sent a note out looking for those interested in participating in fuel task force to investigate test severity.

Meeting ended at 10:20 am EDT.

Next call 7/11/2024 9am EDT