

**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

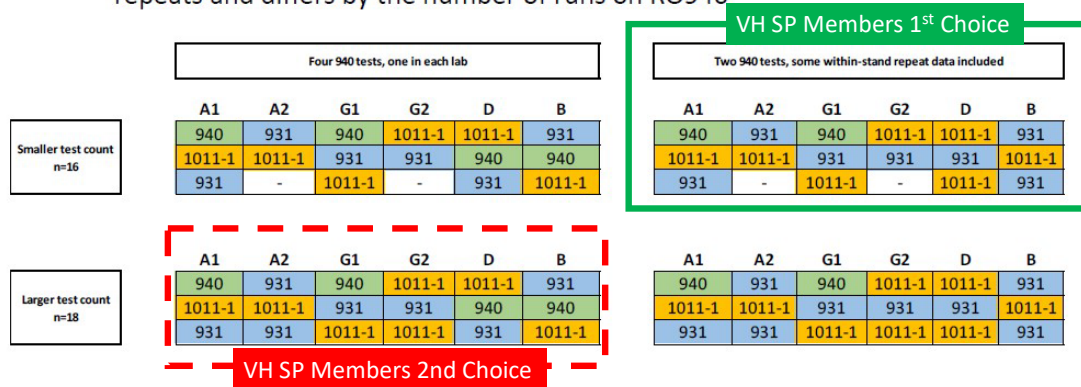


Figure 1. Fuel matrix test plan options

- 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.
  - One option which received broad SP support was that if the test lab pays for the last (2<sup>nd</sup> or 3<sup>rd</sup>) test on the stand they could emerge from the fuel matrix with a calibrated stand if all goes well.

## 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 volunteers to form a task force to investigate test fuel severity. Please contact Mike Lochte for more information.

Meeting ended at 10:20 am EDT.

Next call 7/11/2024 9am EDT