

## **Sequence VH Surveillance Panel Call September 26, 2024, Webex**

### **Roll Call:**

Afton: B. Campbell, A. Stone  
Exxon: H. Marie  
Ford: M. Deegan, R. Zdrodowski  
GM: T. Cushing, B. Cosgrove  
Haltermann: W. Hairston, E. Hennessy, I. Mathur  
IMTS: S. Clarke  
Infineum: J. Anthony, T. Dvorak, A. Ritchie (Chair)  
Intertek: A. Lopez, J. Franklin  
Lubrizol: T. Catanese  
OHT: J. Bowden  
Oronite: R. Affinito, J. Martinez, R. Stockwell  
SwRI: D. Engstrom, M. Lochte, T. Kostan  
TEI: D. Grosch  
TMC: R. Grundza

### **Chair's Comments**

- Meeting minutes from 9/5 are posted.
- Chair Ritchie started the meeting and outlined the agenda items:
  - 1) Fuel Inventory
  - 2) New Fuel Batch Status
  - 3) Fuel Severity
  - 4) Old Business
  - 5) New Business

### **Fuel Inventory**

#### **Fuel Delivery History**

- 2024/04/24: Lubrizol -15
- 2024/06/04: IAR -16
- 2024/07/24: IAR -19
- 2024/07/24: IAR -16
- No Date Given: Afton -19

#### **Rail Car RVP adjustments**

- IAR received a delivery of -16-1, which is Rail Car -16 with 1 RVP adjustment.
  - The fuel was sent with an incorrect CofA causing confusion.
  - Haltermann will send the correct CofA and post it on TMC website.
- SP members assumed that the fuel stored in rail cars would not require RVP adjustments because each tank's head space was filled with nitrogen.
  - Using N2 pressure to drain car, but the head space increase allows light ends to escape liquid fuel.

- Haltermann takes a sample of the rail car the day before it ships and adjusts RVP until it meets the spec.

### **New Fuel Batch Status**

- SP Fuel Contract Team sent proposed fuel contract to Haltermann September 16, 2024.
- Haltermann's legal team is reviewing the contract.
- Haltermann may have the new fuel batch available by November 1, 2024.

### **Fuel Severity**

- Some SP members believe the calibration tests are severe.
- Some believe that the reference test results from previous batches, DJ & G, did not change calibration test performance even with RVP adjustments.
- Several of the last few reference tests are within 1 std of target even though they were severe of target.
- The 931 reference oil target is a half standard deviation higher than it should be which could be confounding the results.
- The statisticians believe the fuel is severe and has gotten more severe over time.
  - Of the last 40 tests and there are 4 tests beyond 3-sigma from target, but the average of the rest of the tests is about a sigma low.
  - The test is non-linear, so a test that is severe often results in very severe results.
  - Of the 4 tests beyond the 3-sigma limit, one lab had two, two labs had one each, and one lab had none.
- There is concern about the discrimination between 1011 & 931.
  - The fuel may be contributing to the severity of the reference test results, however, there are also operational issues that could be contributing to the severe tests.
    - Example: One lab filled a cylinder with fuel and one had high fuel dilution.
    - Fuel injectors could be to blame.
  - The 1011 calibration result that was below the 931 result was past the 3-sigma alarm and not included in the SA calculation for that lab.
- It was proposed to declare the test out of control.
  - There was no motion to take a vote.
  - There does not seem to be any consensus.

### **Milder Fuel Proposal**

- The current fuel batch was blended to be as severe as the DJ batch, which is more severe than the G batch.
- Haltermann offered to make the API & RVP higher, but within spec to make the fuel milder.
- **Motion by Haltermann to ship fuel at the upper limit of API gravity and RVP.**
  - SwRI seconded the motion.

### Ballot Results

Afton:	B. Campbell	Approve
Exxon:	H. Marie	Waive
Ford:	R. Zrodowski	Approve
GM:	T. Cushing	Approve
Haltermann:	W. Hennessy	Approve
IAR:	A. Lopez	Waive
Infineum	J. Anthony	Approve
Lubrizol:	T. Catanese	Waive
OHT:	J. Bowden	Waive
Oronite:	R. Stockwell	Approve
SwRI:	D. Engstrom	Approve
TEI:	D. Lanctot	Waive
TMC:	R. Grundza	Approve

**Chair: The motion carried.**

**Old Business:** None

**New Business:** None

The meeting ended at 10:30 am EDT.

The next meeting will be held on 10/10/2024 9am EDT.