

Sequence V Surveillance Panel Meeting August 31st, 2022 2 PM EST, via Webex

Roll Call:

Afton: B. Maddock
 ExxonMobil: A. Montufar, P. Rubas
 Ford: M. Deegan, R. Zdrodowski
 General Motors: M. Hopp
 Haltermann: E. Hennesey, I. Mathur, W. Hairston

Infineum: D. Boese, A. Ritchie (Chair)
 Intertek: A. Lopez
 Lubrizol: G. Szappanos
 OHT: J. Bowden
 Oronite: J. Martinez, R. Stockwell

SwRI: D. Engstrom, T. Kostan, P. Lang
 TEI: D. Lanctot
 TMC: R. Grundza
 TOTAL: A. Willis
 Valvoline: A. Savant

Meeting Summary:

- 3 940 tests results on the new fuel were reviewed.
- The SP agreed that a further 5 VH tests should be conducted on the new fuel: IAR – 931 and 1011-1, SwRI: 931 and 1011-1 and Afton: 1011-1
- Request made by VH Chair to PAPTAG to review registered, blind coded, candidate VH RAC data.

Next call: Tuesday, September 20th at 2 PM EST via Webex

Meeting Details:

The group reviewed the 3 940 results from IAR, SwRI and Afton. The group agreed that the indications are that the new fuel is milder than the current batch but the data is inconclusive.

Matrix	Lab	Oil	Date	AES	Yi	RCS	Yi	AEV	Yi	APV	Yi	OSCR
Row 1 Test 1	G	940	7/30/2022	7.23	1.551	9.07	-4.372	9.00	0.821	7.92	0.891	40
Row 1 Test 1	A	940	8/1/2022	6.08	-0.800	8.44	-2.080	8.96	0.680	7.52	0.270	96
Row 1 Test 1	D	940	8/25/2022	5.91	-1.143	7.57	-0.122	8.57	-0.714	6.17	-1.844	94
			avg	6.41	-0.13067	8.36	-2.191	8.84	0.262	7.20	-0.228	76.7

They noted however that in all 3 cases, the new fuel had made sludge with the final AES ratings well below the ILSAC GF-6 limit. With time pressing and options limited the group agreed that they should collect more data on the other 2 oils 931 and 1011-1 to establish the ability of the new fuel to show discrimination from the 940 results. After much discussion around the Row 1-3 matrix it was agreed that IAR and SwRI should both run one test each on 931 and 1011-1 while Afton should run 1011-1. This would make a total of 8 results available for review for the next SP call scheduled for September 20th.

The group acknowledged that they were deviating from the original Rows 1-3 but concluded that this was still acceptable as long as the final 7 VH tests were structured to balance out the priorities for the final 15 VH test dataset which would be used to approve the new fuel.

The Row 1-3 structure as of the decisions made at this call is as follows:

Run	SwRI1	SwRI2	IAR1	IAR2	Afton
1	931	940	940	1011-1	940
2	940	1011-1	931	931	1011-1
3	1011-1	931	1011-1	940	931
		Reported			
		Run			

The test labs and Haltermann discussed the plans for distributing the remaining fuel from the current batch and also the distribution of the new fuel for further testing.

The Chair reported that as instructed by the SP at the last call, he had met with PAPTG and made a formal request on behalf of the SP that PAPTG members review their registered, blind coded, candidate RAC VH data and provide a report on their findings to the SP.