

 **Test Monitoring Center**
6555 Penn Avenue
Pittsburgh, PA 15206-4489

MEMORANDUM: 02-007

DATE: February 13, 2002

TO: Frank Farber

FROM: Richard Grundza

SUBJECT: Summary of February 12, 2002 Sequence VIC Development Meeting

A copy of the agenda is included as Attachment 1. Barry Jecewski discussed the rationale for developing the VIC test. The additional 40 hours of aging is designed to approximate 6,000 to 8,000 miles of driving, while the current test approximates 4,000 to 6,000 miles. This would allow for an increase in both fuel economy and drain interval.

Patrick Lai presented the results of testing that had been conducted on 3 oils. An additional 360 mL of oil was added to 4 of the 5 tests to address possible oil consumption issues. The results of these 5 tests are tabulated below.

Stand/Engine Run	Oil	Charge	FEI, 16 hr. Aging	FEI, 80 hr Aging	FEI, 120 hr Aging
E8, Run 329	1008	6.36L	1.74%	1.19%	1.20%
E8, Run 330	538	6.36L	2.05%	1.68%	1.62%
W10, Run 134	1008	6.36L	1.76%	1.19%	1.30%
W10, Run 135	182	6.36L	1.91%	1.86%	1.74%
E8, Run 332	1008	6.00L	2.04%	1.01%	1.17%

Results of oil analysis done by Milt Johnson of Ford are included as Attachment 2. Guy Stubbs informed the panel that he had conducted a VIC shakedown test with an additional 40 hours of aging on reference oil 1008. The results of this test are available on the TMC website. This test provided results similar to Patrick's results (1.68% at 16 hours, 1.49% at 120 hours). The consensus of the panel was that the additional hours did not provide a significant change in fuel economy index. The panel agreed to evaluate additional oils which would be GF-3 or potential GF-4 formulations, which may show a degradation in fuel economy with the additional aging. Several labs volunteered to run tests, if these oils are available. Patrick also derived the weighting factors for each of the FEI calculations. The panel agreed to utilize Patrick's methodology for conducting the additional aging. The TMC was tasked with developing the report forms and data dictionary.

Reference oil status was also discussed. Due to the delay in obtaining a reblend of 1008, the panel agreed to adjust reference oil usage for oils 538, 1006 and 1008 for VIB testing from 1/3 each to 10% for 1008 and 45% each for the remaining two oils. The panel also directed the TMC to issue an information letter to correct section 13.2.10 to read "Make viscosity measurements according to Test Method D445.

ACTION ITEMS

1. Develop VIC Report Forms and Data Dictionary
2. Issue information letter to correct 13.2.10

REG/reg
Attachment