

# Sequence VIE FEI 2 Response Task Force

## September 06, 2017 @ 9:00-10:00 CDT

Toll-free dial-in number (U.S. and Canada):  
(866) 588-1857

International dial-in number:  
(678) 373-4882

Conference code:  
1908975

### 1. Roll Call (start 9:00 CDT)

#### 1.1. Membership

1.1.1 Adrian (present), Bill (present), Charlie, Cliff (present), Dan (present), Greg, Jerry (present), Katerina (present), Todd (present), Rich

### 2. New Business

**SCOPE:** The Task Force will review data, chemical analysis for the 109 hour aging, and other factors for the VIE test looking for a root cause for a response shift affecting FEI 2.

#### 2.1. VIE/F FEI 2 Severity

2.1.1. Chemical Analysis of industry Reference Oils In progress, results will be sent By IAR to Todd and Dan.

The analysis of PM and post PM Short Block data presented by Todd (presentation attached) does not show significant differences between PM engines and SB engines. The crank case pressure did appear to be higher for 2 of the 4 labs that participated in the SB matrix.

2.1.2. Engine Tear Down Comparison In progress, Exxon Mobile had a PM engine, completed teardown and photos and will upload to TMC

**ACTION:** Labs will disassemble two engines, one that successfully calibrated and one that did not and visually inspect for differences. Things to look at are cylinder walls, piston rings, carbon deposits, etc. SwRI had done this and posted photos.

**ACTION:** Labs will see if they still have a Precision Matrix engine that could be torn down for photos.

### 3. Next Meeting

3.1. TBD

### 4. Meeting Adjourned



# Review of VIE Data

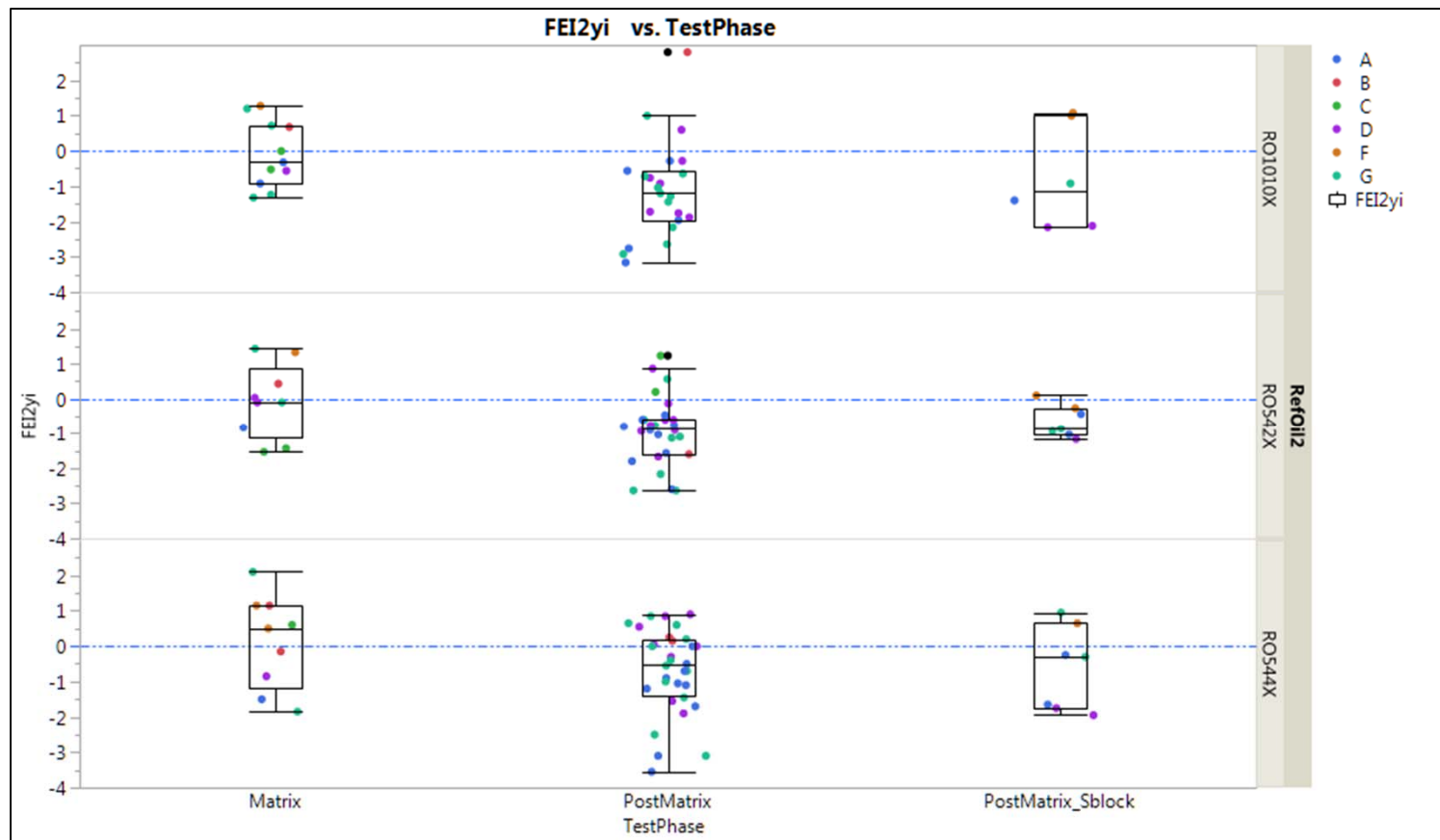
Todd Dvorak  
09/06/2017

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# Review of VIE Data

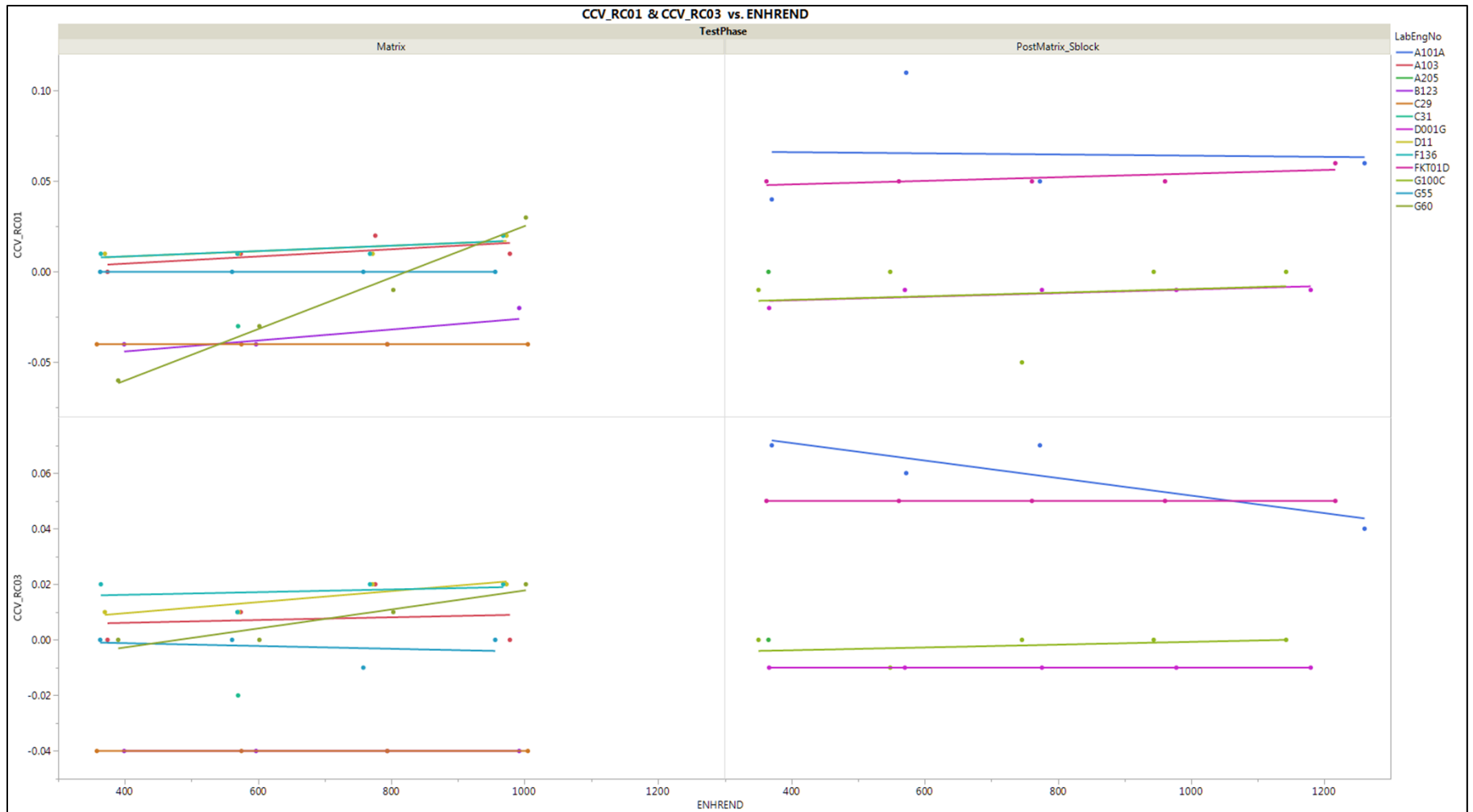
## Plot of VIE FEI2Y<sub>i</sub>

- ▲ Data suggests that the FEI2Y<sub>i</sub> performance has shifted severe of target - following the VIE precision matrix.



# Review of VIE Data

 Crankcase pressure is higher with PostMatrix SBEngines



# Review of VIE Data

## Fuel Age vs. FEI2Yi

