

Minutes of the Sequence VIF Task Force teleconference call

September 23, 2015 08:00 CDT

The fifth meeting of the Sequence VIF Task Force was called to order by Chairman Dan Worcester. The meeting Agenda is included as Attachment 1. The attendance roster is included as Attachment 2.

The minutes from the September 16, 2015 meeting were approved with one minor typographical change. An updated pdf has been sent to the TMC.

Dan Worcester opened the meeting with a few comments. Mr. Guy Stubbs will be away from SRI for about two months on medical leave. The "Sense Check" testing is defined. ASTM RO 542-2 will be used rather than RO 542-3 to avoid any potential differences with the blend.

Richard Grundza noted that the supplier of Toyota VID Matrix oil 400 will ship to TMC this week. Following TMC analytical checks, the oil should be available for shipping to the labs in two weeks. The TMC is attempting to expedite the analysis; however, some is not done in-house and must be outsourced. Other oils that will be used are being shipped within days.

Intertek automotive Research indicated they would have a stand ready for testing the first week of October. Southwest Research Institute indicated they would be ready in a similar time-frame.

Once the initial four "Sense Check" tests are completed at the labs, the data will be analyzed and appropriate decisions will be made based on the stage gate process shown on page 9 of the September 9, 2015 Toyota presentation (included in the 09/09/2015 minutes).

A question was raised as to the need for any "prove-out" testing. It was agreed that none was needed due to the history of the stands that will be used. IAR will use a stand that is converting from the VID configuration to the VIF configuration. The stand has been calibrated most recently as a VID. SRI will use a stand that has been in use running the VIE configuration.

The TMC has modified the Sequence VIE report format for VIF use. Results generated with the VIF configuration will go into a separate database. Rich Grundza will talk to Frank Farber about disseminating test results as they become available; similar to what is being done in other PMs.

Some questions were raised as to bulk oil temperatures in the "real world" and the appropriateness of using the VIE engine for this endeavor as it was not designed for the viscosity grades to be tested. These discussions have taken place in prior meetings with the reduction of temperatures in the VIF procedure being an outcome from those discussions. It was noted the use of an engine more appropriate for low viscosity oils is desired; however, the development of a test using a different engine is prohibitive at this time due to the complexity and time required for such an endeavor.

Having no further business, the meeting was adjourned.

Respectfully submitted,

David L. Glaenzer, Afton Chemical Corporation