

SEQUENCE IX AGING TASK FORCE

Date: 18 Sept 19

ATTENDANCE

SWRI	Khaled Rais, Christine Eickstead, Pat Lang
INTERTEK	Al Lopez, Jason Soto
LUBRIZOL	George Szappanos
AFTON	Christian Porter (joined late)
TMC	Rich Grundza

Discussion of Procedure to Age LSPI oil in CW engine

- ➔ Ron: Remove redundant blowby figure A9.10 (he will make sure it is not referenced elsewhere in the procedure)
- ➔ Do we need to adjust the number of tests in the Chain Wear reference period because the Aging cycle is shorter than a Chain Wear test?
 - No, the IIIH test is shorter and has the same reference period.
- ➔ Discussion of regaping protocol:
 - Can regap engine at 24 hrs if needed to maintain blowby (same as Chain Wear)
 - Can terminate test at 26 hrs without the test counting against the calibration count for the stand
- ➔ Jason: should keep 24 hr shutdowns to dip engine
 - Would terminate test if oil consumption is too high (would prevent sufficient fill for LSPI test)
 - **Group agrees**
- ➔ Test numbering system:
 - Aging runs will have separate test numbers from Chain Wear
 - Aging will *eventually* have its own LTMS, referencing protocol (probably a go, no-go standard), etc.
 - **Action:** Al (with input from Rich Grundza) will put together an eballot stating that an aging cycle will not invalidate the Chain Wear stand's calibration status.
- ➔ Jason: Should we use 4200g for flushes instead of 3600g?
 - **Group agrees to use 4200 g for flushes.**
- ➔ Jason: Should we use 4500 g for the test charge? 4700 g?
 - Aeration concerns with 4700 g of oil in engine.
 - **Group agrees to use 4500 g as the test charge.**
 - **Action:** Ron will check if larger oil pan is available from Ford.
 - **Action:** discussion for next meeting: standardize draining of hoses and filter for 30 minutes after test?