

LSPI SURVEILLANCE PANEL MINUTES

Date: 09 May 19

ATTENDEES

SWRI	Khaled Rais, Christine Eickstead, Pat Lang
INTERTEK	Al Lopez, Jason Soto
AFTON	Christian Porter,
LUBRIZOL	George Szappanos
INFINEUM	Charlie Leverett, Doyle Brunson
FORD	Ron Romano
APL	Tim Hadaway, Christian Mueller
TMC	Rich Grundza
OHT	Jason Bowden
VALVOLINE	Amol Savant
SHELL	Jeff Hsu

Motion 1 Approve Submission of IX Procedure to be Balloted

5/09/19 The latest draft of the Sequence IX Procedure, "Seq IX LSPI Test Methods Sub B ballot TWB.docx", uploaded on May 3rd, 2019, is approved for submission to ASTM for ballot. Motion: SwRI , 2nd: Infineum
Vote Results (Approve-Disapprove-Waive): 11-0-0

Motion 2 Motion to Relax Referencing Requirements for Hardware Prove-out

5/09/19 For the purposes of hardware prove-out, allow re-establishment of stand-engine combinations without adhering to the requirement for two reference tests following re-installation of the removed engine. Calibration of the re-installed engine can be continued on its original charts with a single acceptable reference test. Motion: Infineum, 2nd: SwRI
Vote Results (Approve-Disapprove-Waive): 11-0-0

Discussion

- The panel agreed that hardware prove-out testing will be conducted with the recently delivered order of pistons (XE-6110-00350526) and original order of piston rings (AG9E6148AA or AG9ZE1484AFC). Hardware prove-out testing of the recent order of piston rings (AG9E6148AB, which superseded AG9Z6148D) will be conducted at a later time to be agreed upon by the panel.
- Using the new pistons, SwRI and Intertek agreed to share four valid iterations of oil 220 data from the first break-in of an engine.
- Action item: SwRI will make a formal request to Stats Group to design a test matrix for prove-out of the new pistons. The request will note that we have a very limited quantity of oil 222 and that we wish to complete prove-out and proceed to referencing with as few tests as possible.

Item 1 Charting of Removed Engines

5/09/19

- The recent industry Zi alarm was discussed. Rich noted that the test that triggered the alarm was a very mild result on an older engine that was subsequently retired. Given that no candidate test will be conducted with that engine, the possibility of not charting results from engines that are retired prior to any further candidate testing was suggested as a topic for future panel meetings.