

Ford Chain Wear Conference Call 9/14/2015

Attendees:

Jason Soto - IAR
Al Lopez - IAR
Amol Savant - Ashland
Felt Mounce - SWRI
Zach Bishop – TEI
Dan Lanctot - TEI
Gordon Farnsworth - Infineum
Doyle Bose - Infineum
Kevin O'Malley - LZ
George Szappanos - LZ
Jo Martinez - Chevron
Jason Bowden - OHT
Robert Stockwell - Chevron
Rich Grundza - TMC
Christian Porter - Afton
Ed Altman - Afton
Ron Romano - Ford

New Business:

Third prove out run results on updated stage ramps and latest procedure:

-IAR's last result on FRO- 0.113% Elongation @ 216 hours

-SWRI lost FRO run at 155hours

-Felt discussed the problems he found and is still trying to figure out exactly what happened. The test made more soot than he has seen before and he is concerned that there may be something wrong with his air to fuel measuring system. There was a lot of discussion around potential causes but nothing stood out as the key issue. Felt is currently running a shakedown engine in the stand in an attempt to further understand the issue.

-Fuel flow was steady

-Fuel dilution (typical)

-Oil Level (typical)

-O2 Sensors are suspect

-All appeared well through 96hr inspection (After discussing concerns with mid test measurements the group decided that there will be no more chain pulls other than BI and EOT)

Afton and Ashland are preparing to run third prove out on updated procedure.

Labs are to take two additional oil samples during stage one to investigate fuel dilution levels (Hours 70.5 and 214.5)

-Take the sample during the last 5 min of Stage 1 before the test ramps to the 6th Stage 2 of the 24 hour interval (before the regularly scheduled oil sample)

-5oz purge (return purge at regularly scheduled oil sample)

-1oz sample

IAR Results: 70.5hr 12%

214.5hr 9.5%

Rich Grundza is adjusting Form 8 to display fields for 3 measurements of both the reference chain and the test chain.

New chain measurements (-8hr) are no longer a requirement. Post break in measurements will be referred to as 0hr.

Next Call:

TBD