

ASTM Chain Wear Task Force Conference Call

Thursday 15th September, 2016

Written By: Al Lopez

Action Items:

- Labs to compare the following (**On going**)
 - Ring gaps
 - Blowby equation – run given delta pressure through everyone’s calculation for conversion to liters per minute.
 - Gas flow through PCV system
 - Blowby stack – line lengths and configuration
- Used oil samples will be exchanged for analysis (**Fuel Dilution Round Robin Complete – See attached ppt**)
- Plot blowby versus crankcase pressure
- Labs to “clean-up” data files for further operational review. Any zeros and erroneous data has contaminated the plots and made the operational review difficult to correlate to severity.
- Lab A to run a RO test with revised BB stack.
- Test validity will be revisited by the task force after all operational and ramp data has been reviewed again.
- Ron to forward new hardware solicitation

Meeting Minutes:

- The attached ppt outlines the agenda and discussion.



CW Task Force
Teleconference 0915'

- 2014 engines will be consumed by November at both independent labs. Ron is agreeable to allow the use of dealer engines while we await the delivery of the pistons. Piston lead time is 70 days. The order has not been placed with the manufacturer. Grade 2 pistons will be made and are the fitment size for 2014 and 2016 long blocks including available 2014 dealer engines.
- IAR and APL are ordering another container of 2016 engines. Other labs have not placed an order.
- The OMalley plots were reviewed for bad quality data. Kevin went through half his slides. The group agreed to have him send out the remaining slides for the labs to review and comment on the data. Once this is done, Kevin will complete the operational review.
- Martin Chadwick has started a ramp data review. This will be completed before the next meeting.

- The development team has a list of ongoing action items. The objective is to find differences between the stands and the labs that can explain the differences in severity. The group reviewed the fuel dilution round robin and studied photographs of the BB stack in each lab – see attachment.
 - There appears to be a FD measurement difference with the IAR data higher compared to both SWRI and Afton.
 - SWRI has reconfigured their BB stack to match IAR.
 - Other action items are on going.
- There are two tests in the PM that have been requested to be re-run. The group agreed to complete the operational and ramp review before a re-assessment of validity is made for all of the tests.

Next Conference Call:

- Tentative Thursday September 29th time to be determined.