ASTM Chain Wear Development Team Conference Call
Thursday 20th October, 2016

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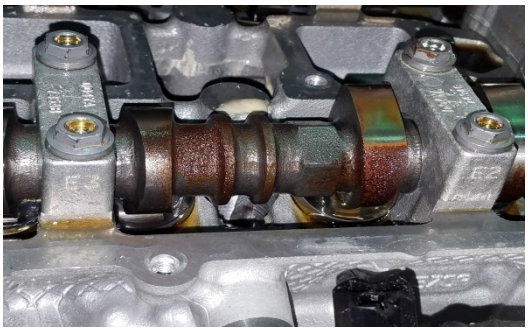
Meeting Minutes:

- The group discussed a rust issue seen at LZ. They reported rust on a cam after break-in and after 17 hours of down time. See attached photo. Other labs have not seen this. We discovered during the discussion that the engine was on the stand before starting tests for a significant amount of time. The inlet air hose was left on the engine. The group concluded that the root cause for this rust was the incoming moist air. Other labs reported rusting experiences for this reason. An action item was made to have the procedure require installed engines have the inlet air hose removed.



- Kevin Omalley presented his operational plots for review.
    - : ftp://ftp.astmtmc.cmu.edu/refdata/gas/cwt/plots/

- Discussion on adding data after a lab has changed the test stand. Concern from Doyle that the lab would need to reset and re-run all tests.
- SWRI test on oil 270 produced a severe result after making blowby stack changes. The test result was .22% stretch.
- George recommended a more detailed review of the severe test at SWRI.
    - Ring gap was set at 75/85. This is higher than normal
    - The engine parts looked black at teardown
    - Cylinders were out of round
    - Chemistry
        - Iron high and increasing throughout the test
        - Base number went to zero at 48 hours
        - Tan/Base cross over happened sooner than normal
- The severe test was declared invalid. There was a problem found in the blowby gas recirculation. Not all of the blowby was being measured resulting in a low reading. The lab increased the ring gap as a result.
- SWRI agreed to run additional tests on 270 and 1011.

Next Conference Call:

- TF meeting 11/9/16