

ASTM Chain Wear Development Team Meeting Friday 24th February, 2017

Written By: Al Lopez

This conference was called to review the details of the blowby stack configuration. At the February 8th meeting, the group agreed to certain dimensions, a drawing was to be made and in effect we were to copy the Afton stack in height. As the labs began to assemble their stands, a few questions surfaced that prompted us to call another meeting. The main concerns were the total height of the system. Also the drawing needed review and approval.

Testing was on hold pending the discussion and the meeting was called on short notice.

Blowby Stack – Felt Mounce presented his drawing:

- Attached is the drawing:



Blowby Figures.docx

Message from Felt that accompanied the drawing:

(Start Message)

I am attaching a document with two figures that detail the PCV system. Based on our conversations and emails, I believe we have agreed to set the following critical dimensions.

1. Vertical distance from valve cover ventilation port to bottom of heat exchanger is 8" +/- 1".
2. Vertical distance from oil separator outlet port to center for PCV valve is 17" +/- 1".
3. The hose used to connect the valve cover vent port to the heat exchanger is to be 3/4" ID with a length of 21" +/- 2"
4. A 45 degree elbow is to be used on the heat exchanger at the inlet port where the blowby gas enters the heat exchanger.

The first figure in this document just shows the schematic, similar to what we already had. The second figure details only the critical dimensions, from the valve cover up to the PCV valve. I think we should also add a list of materials that are OK to use on this system for chemical compatibility with blowby gas. (End Message)

- The drawing was approved with tolerance set on overall height of the stack and agreement on the hose length to the PCV valve.
- A commitment was made to review the design again at the hardware meeting that was scheduled for the 2nd of March.
- Ron recommended that the PCV valve remain perfectly vertical during engine operation to ensure proper valve action and prevent sticking.

- A recommendation was made to use material that is fuel and oil resistant – hoses and pipe.
- The revised dimensions did not invalidate any tests that were currently running at labs D and B.

Hardware Update

- Ron informed the group that the 2014 design pistons will be arriving in early March.
- A hardware solicitation meeting was announced with a tentative date of March 2nd.

Attendees:

Jason Soto
Felt Mounce
Ron Romano
Christian Porter
Nathan Bean
Al Lopez
Amol Scavant

Next Meeting:

- TBD.