

Ford LSPI Prove Out Operational Data Plots

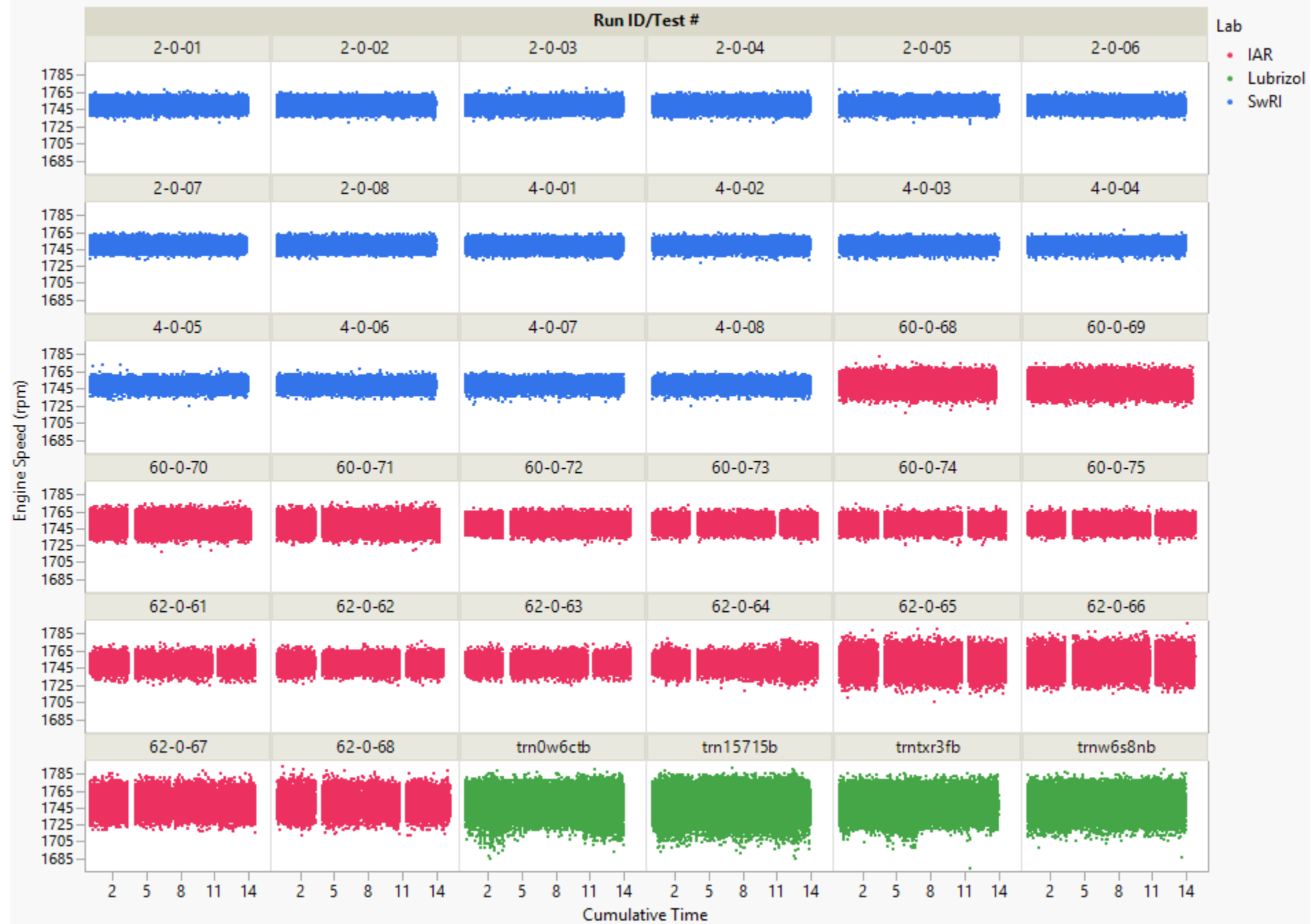
11-20-15

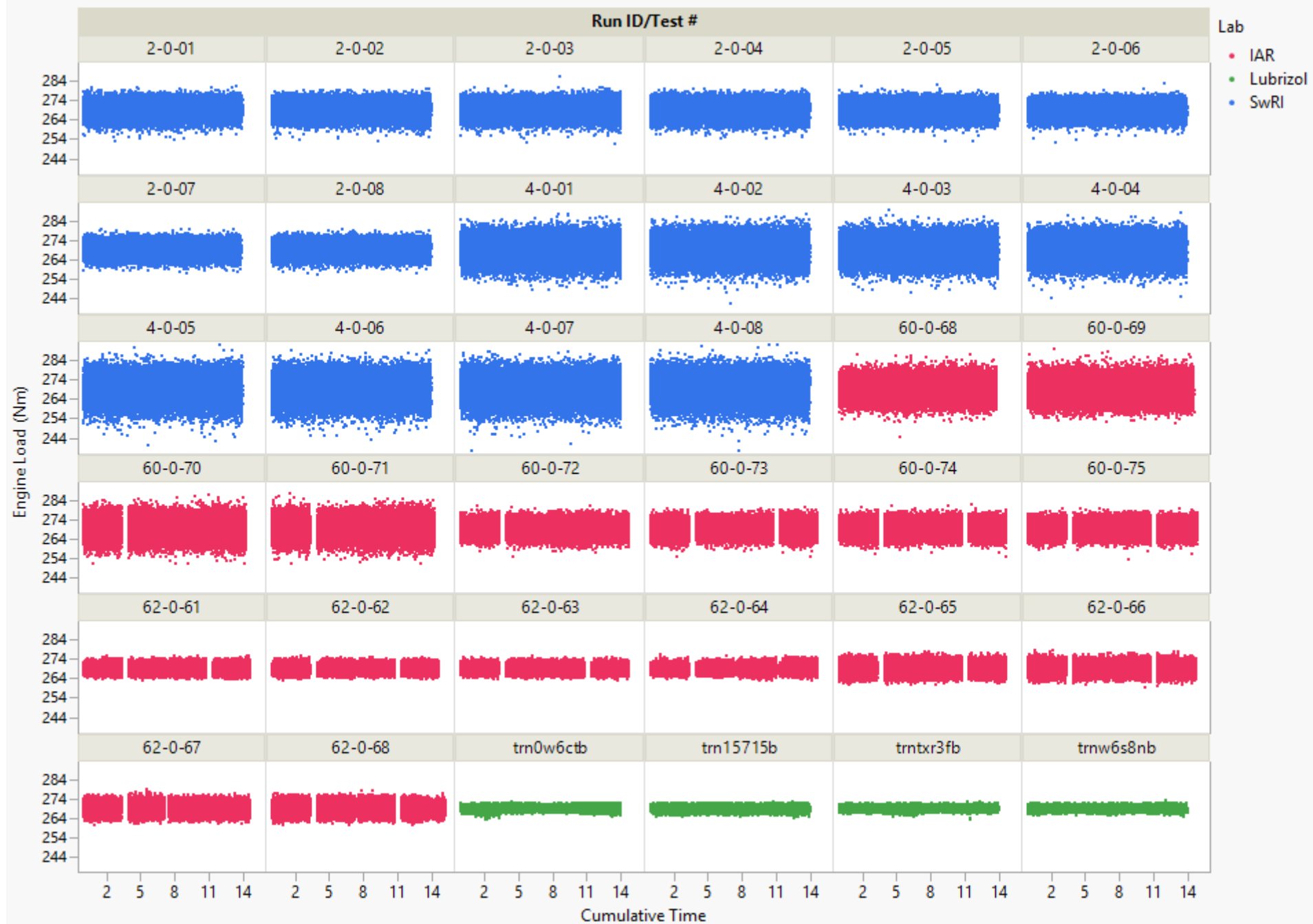
Kevin O'Malley

The Lubrizol Corporation

Overview

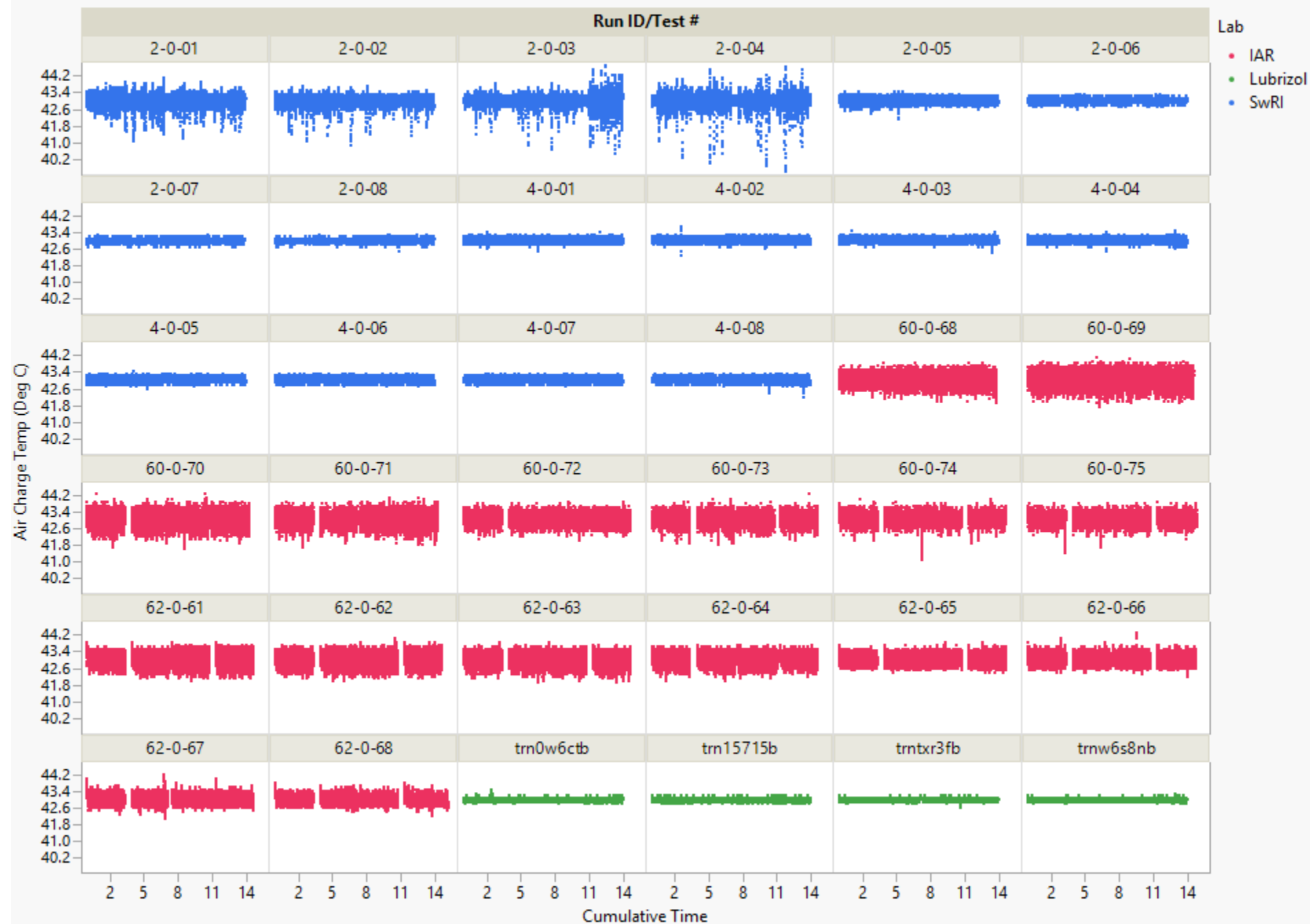
- 36 tests included
 - 16 IAR (2 stands; 8 tests per stand; 2 engine builds per stand)
 - 16 SwRI (2 stands; 8 tests per stand; 2 engine builds per stand)
 - 4 LZ (1 stand; 1 engine build)
- 2 oils tested (low event oil and high event oil)
 - Each oil tested in duplicate within each stand-engine build combination
- Operational parameters are plotted versus cumulative time
 - Cumulative time is a combination of time from valid iterations A, B, C, and D; time at start of iteration A = 0hrs
 - Each RunID/Test # is plotted in a separate pane
- CAN data are plotted with and without stand 62

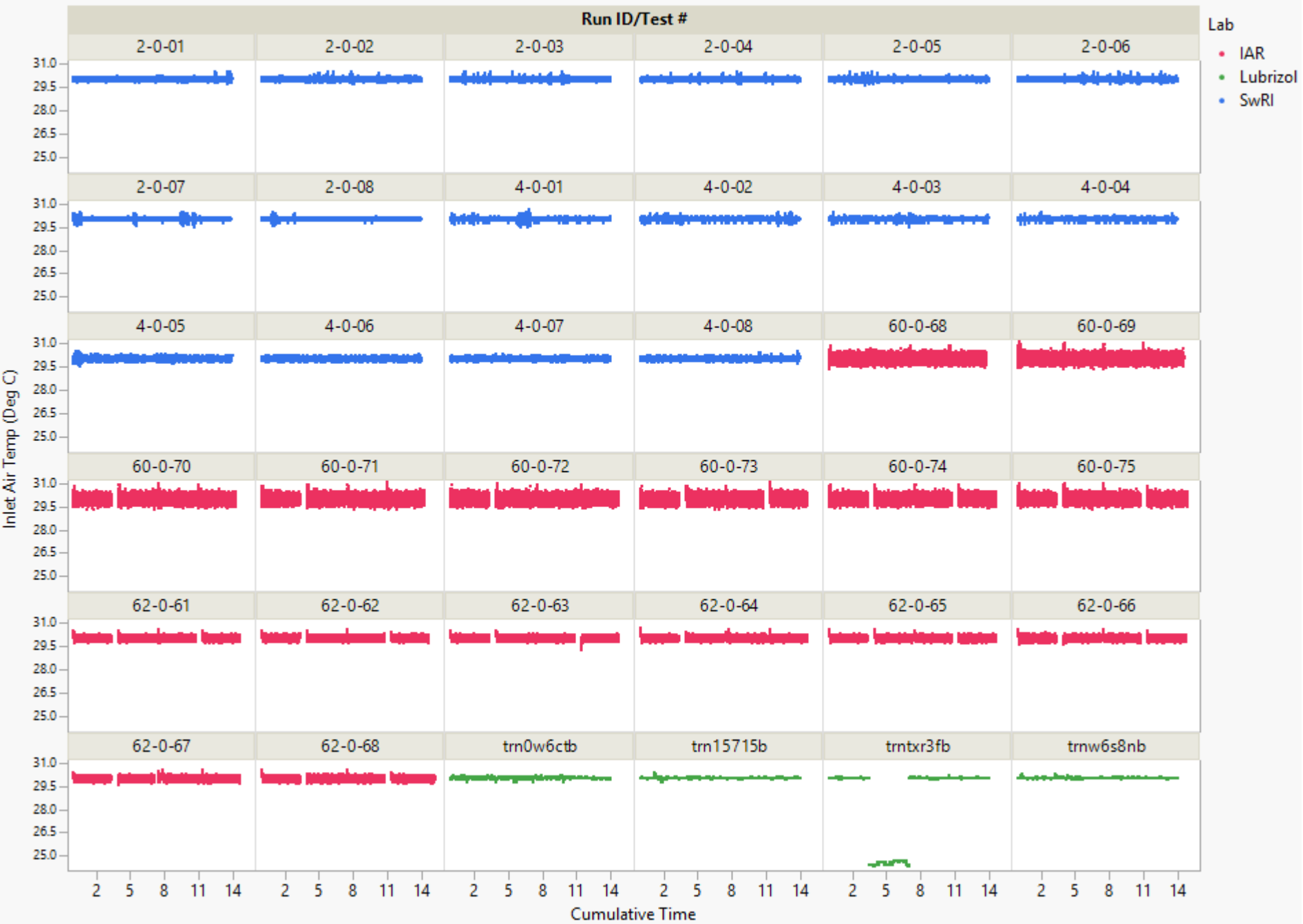


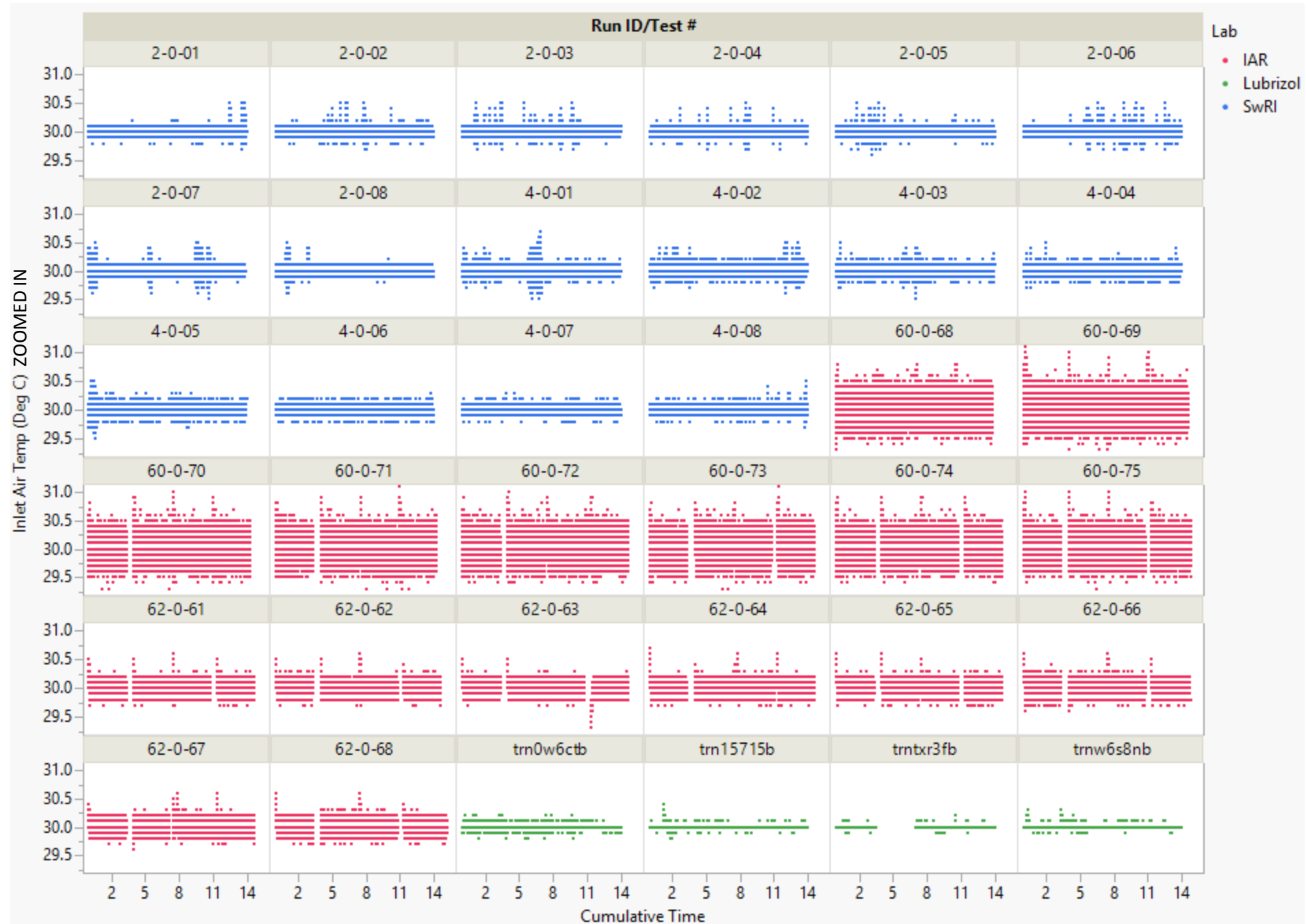


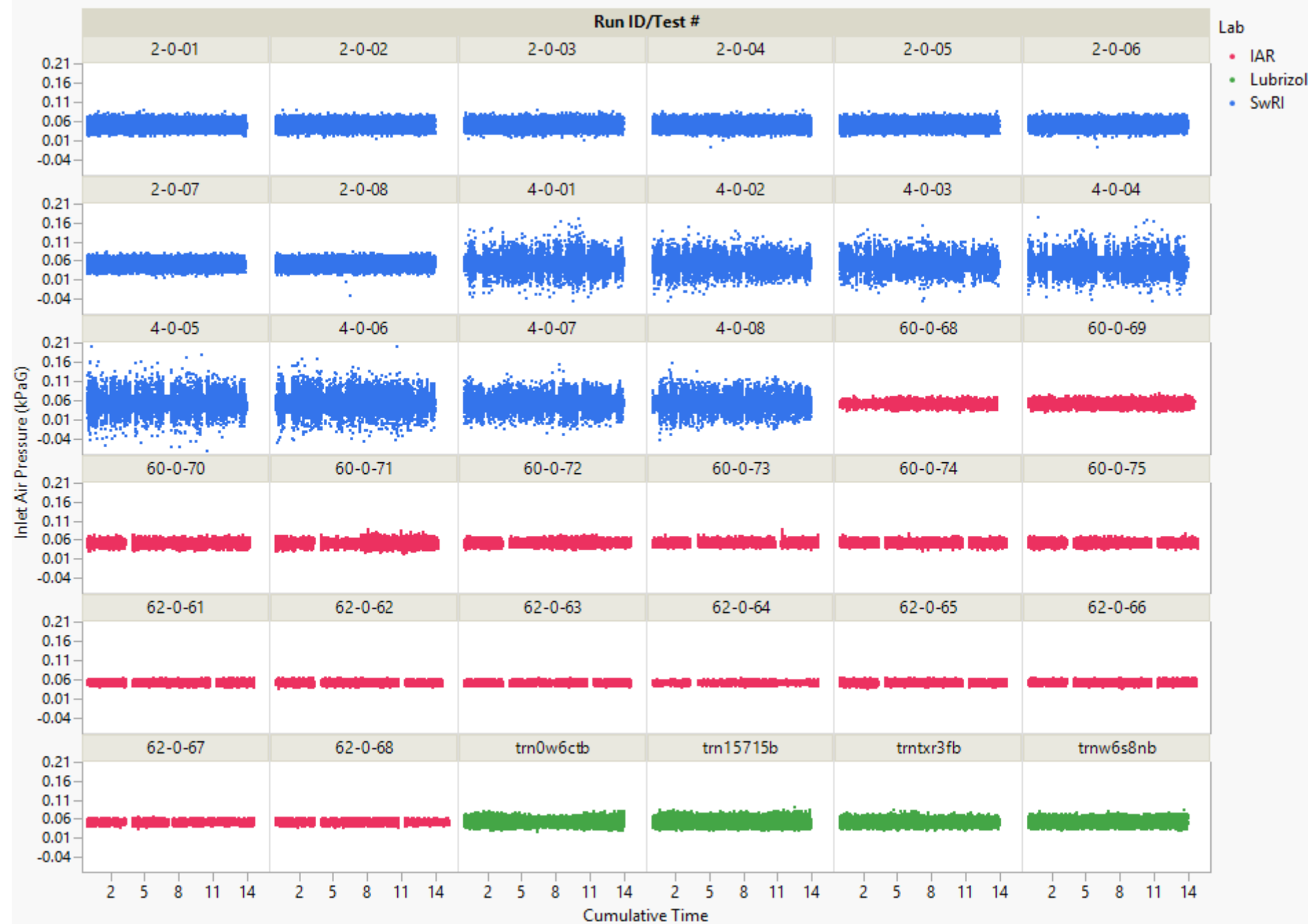






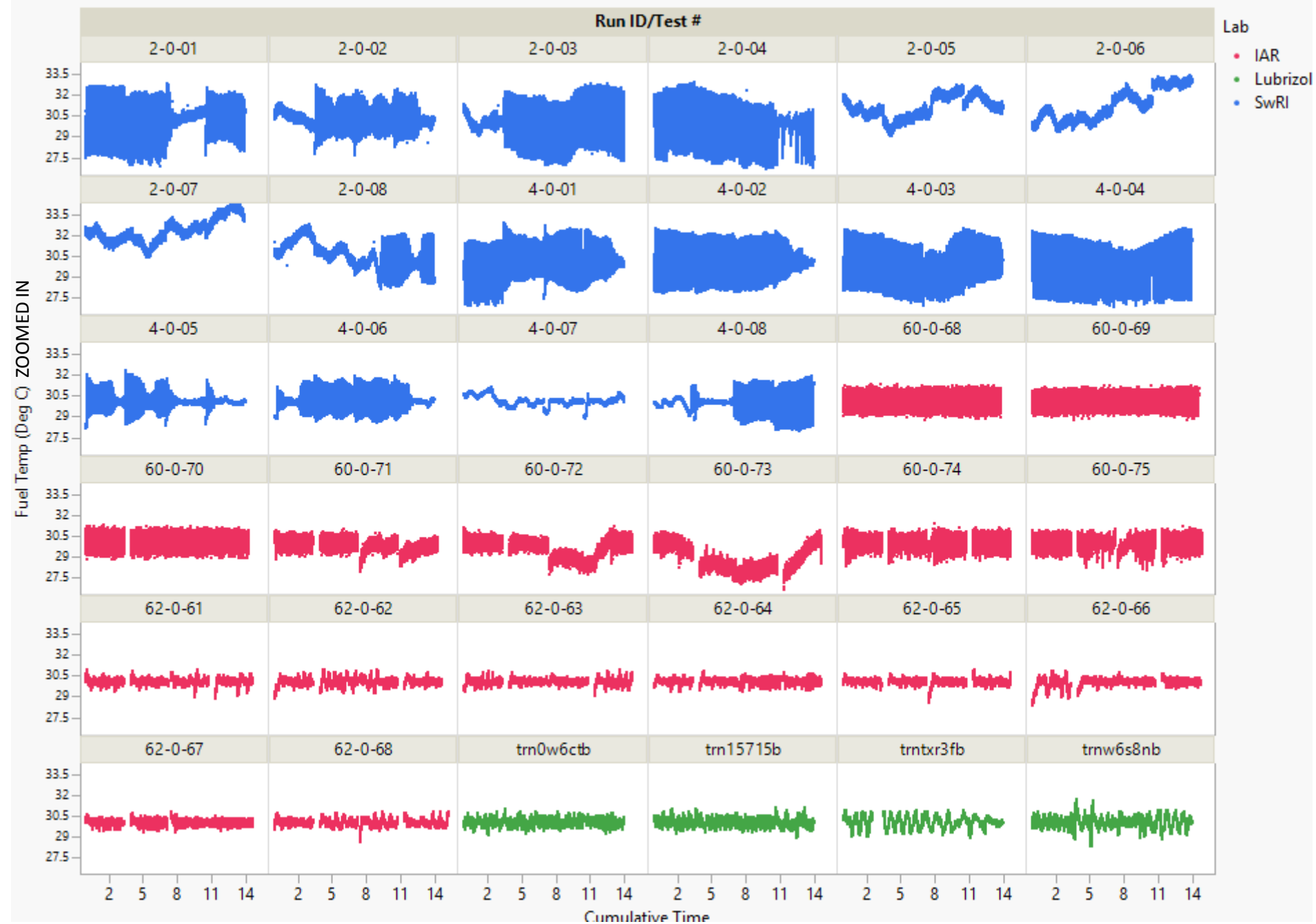


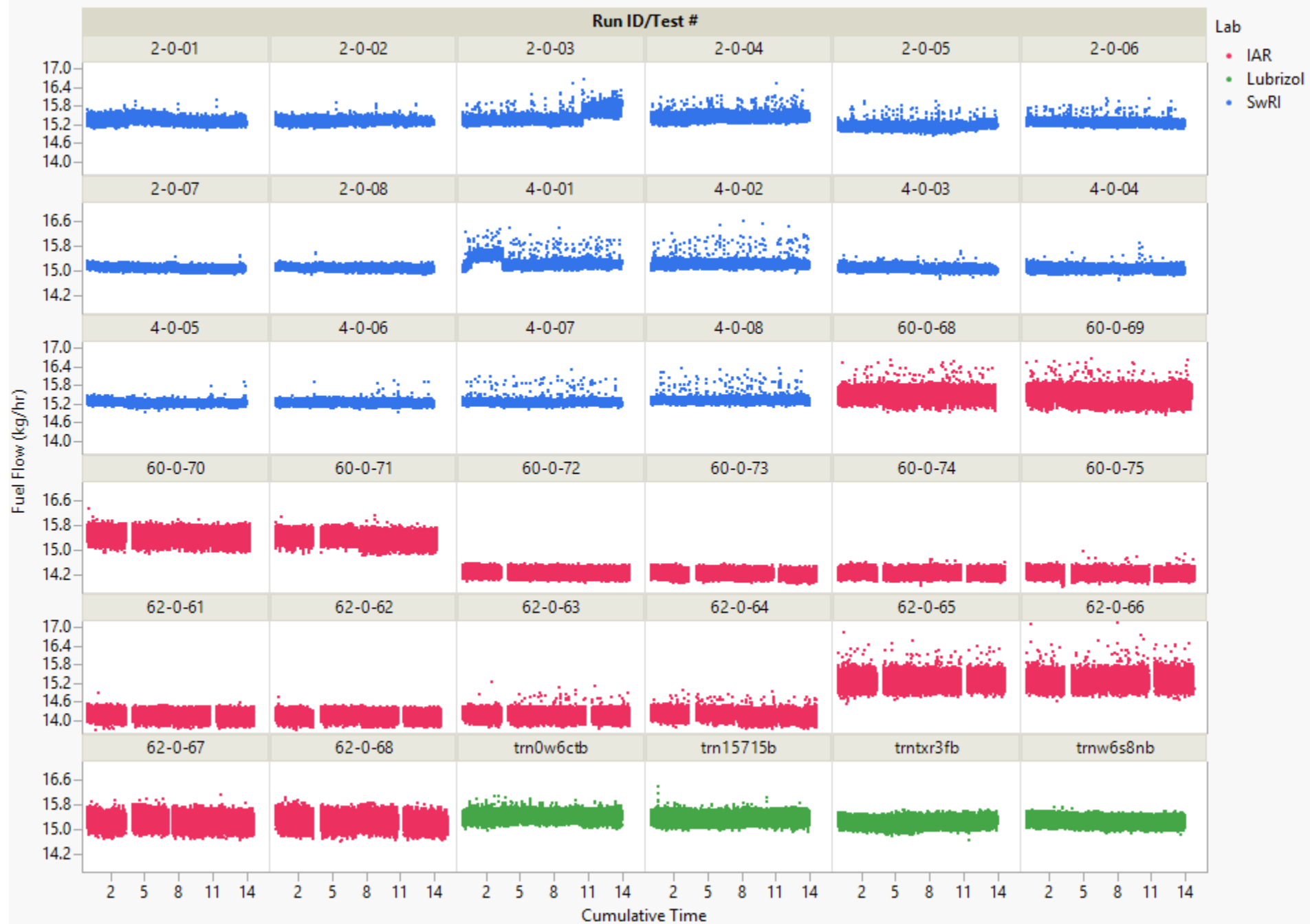


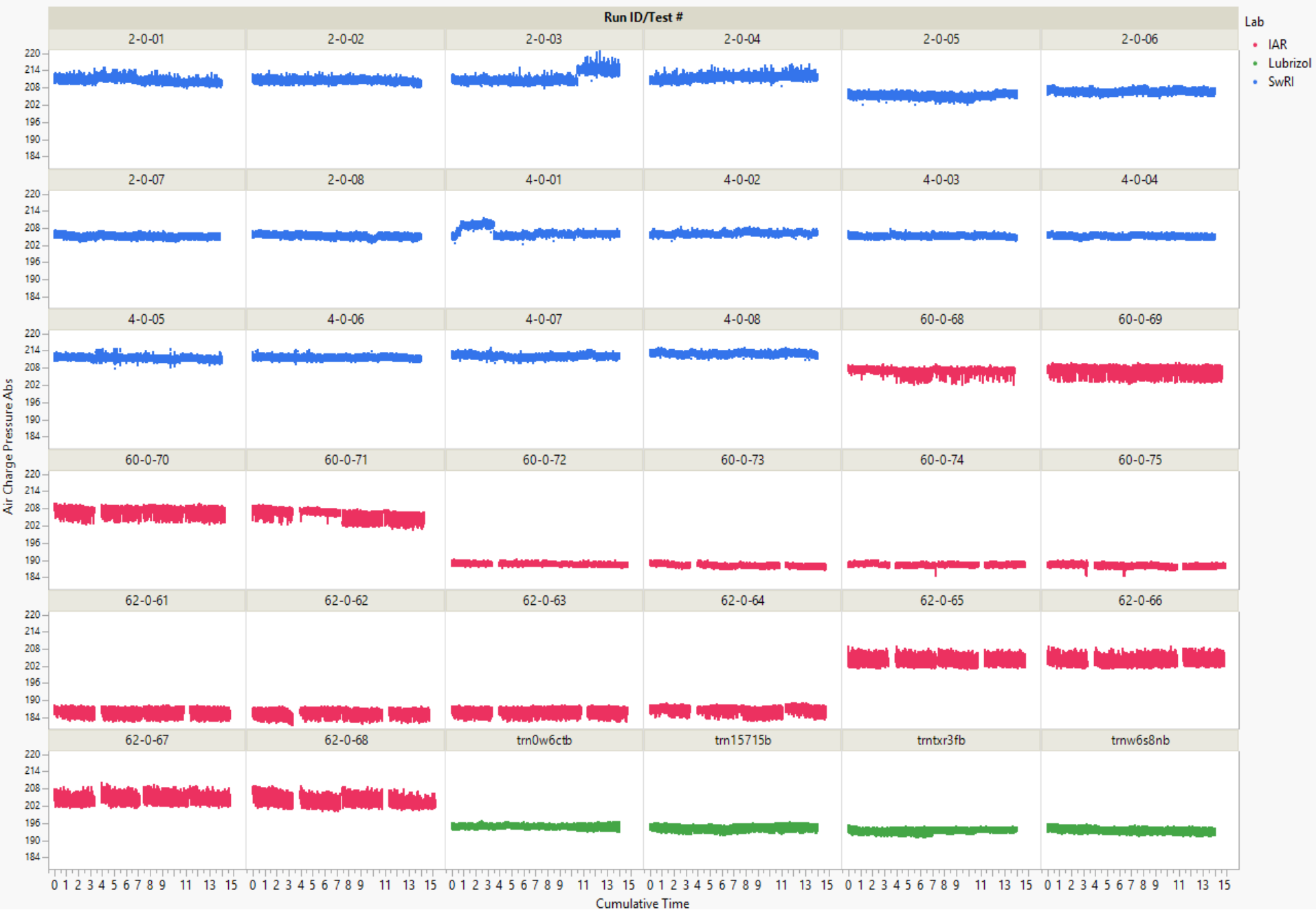


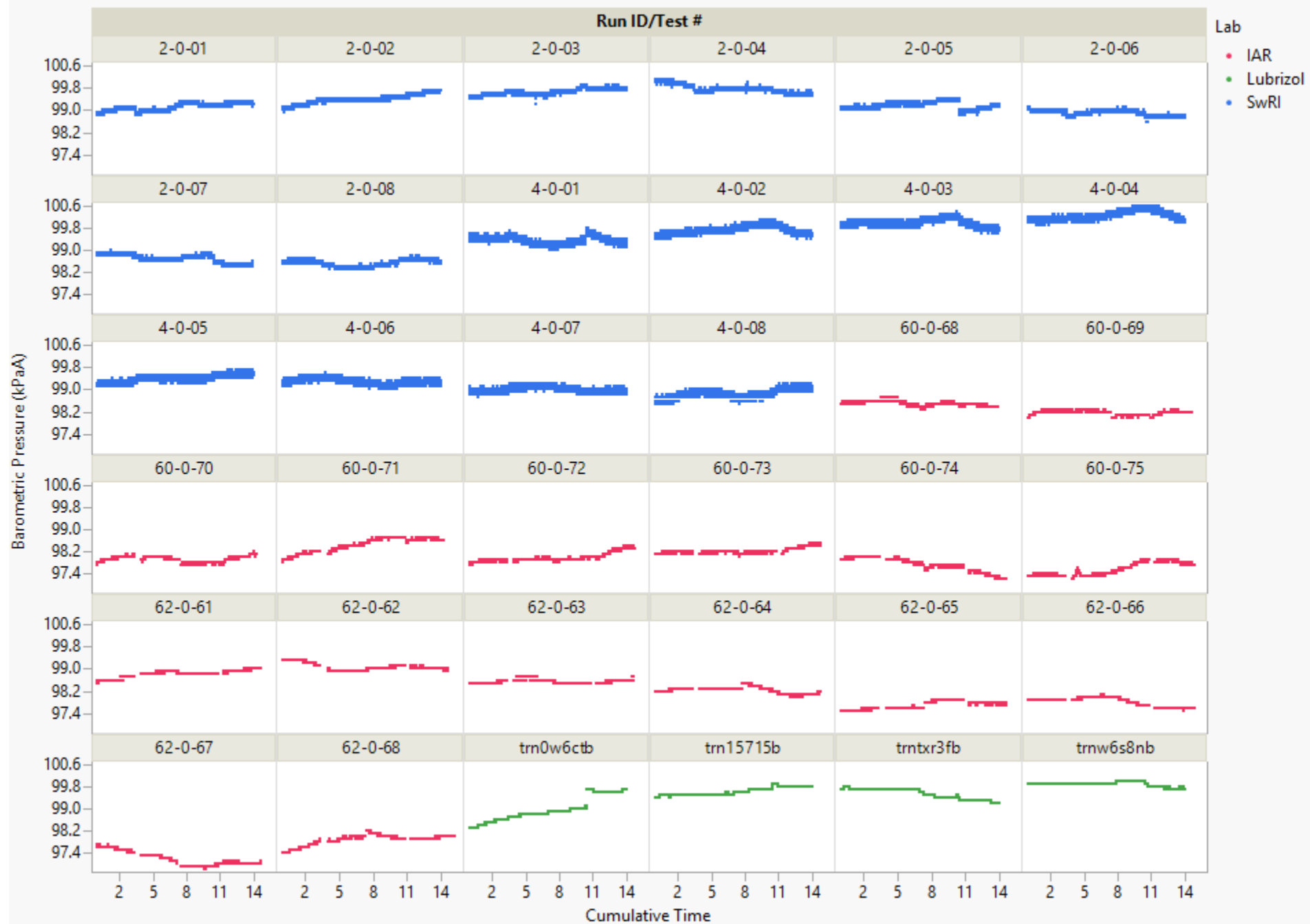


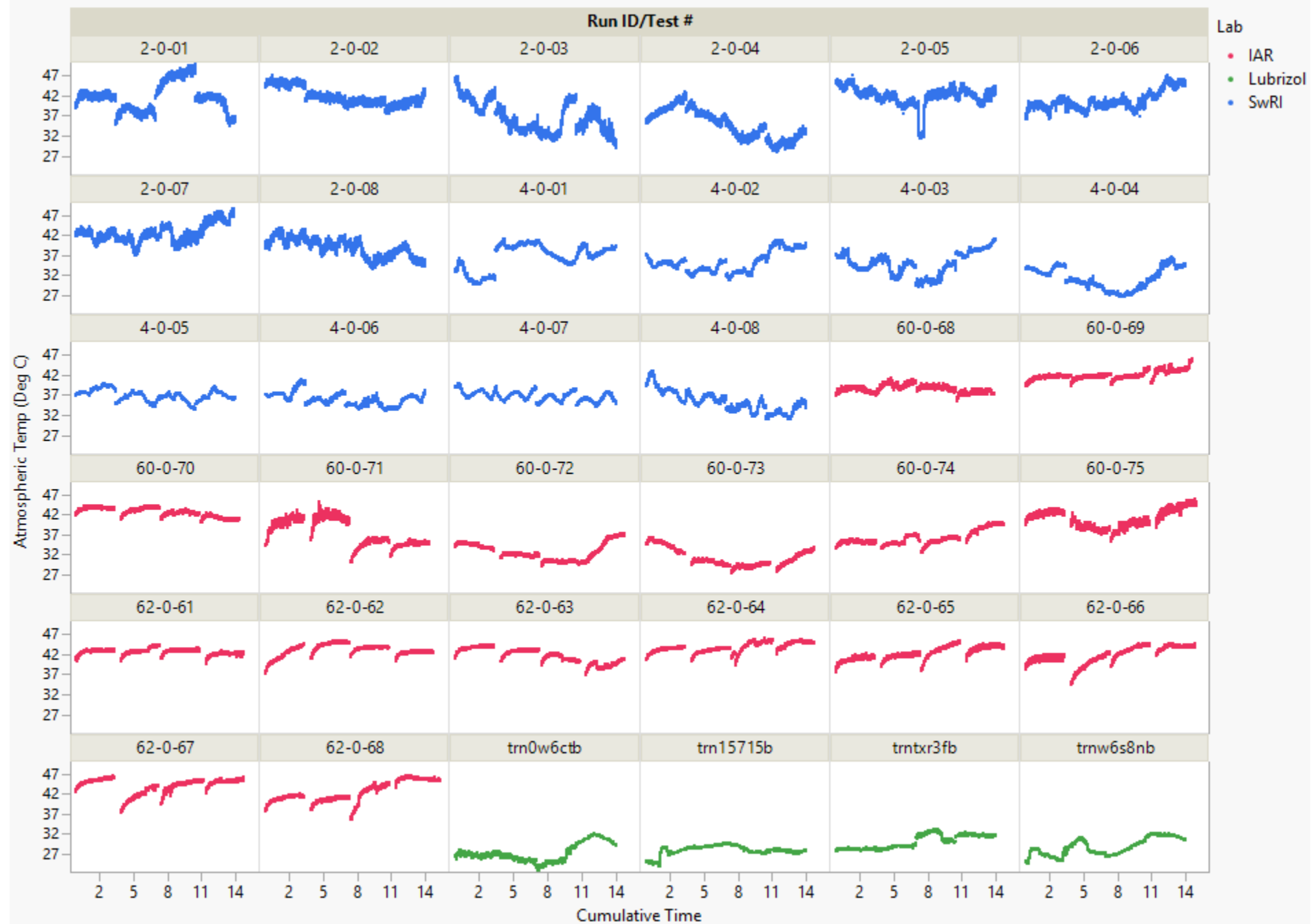


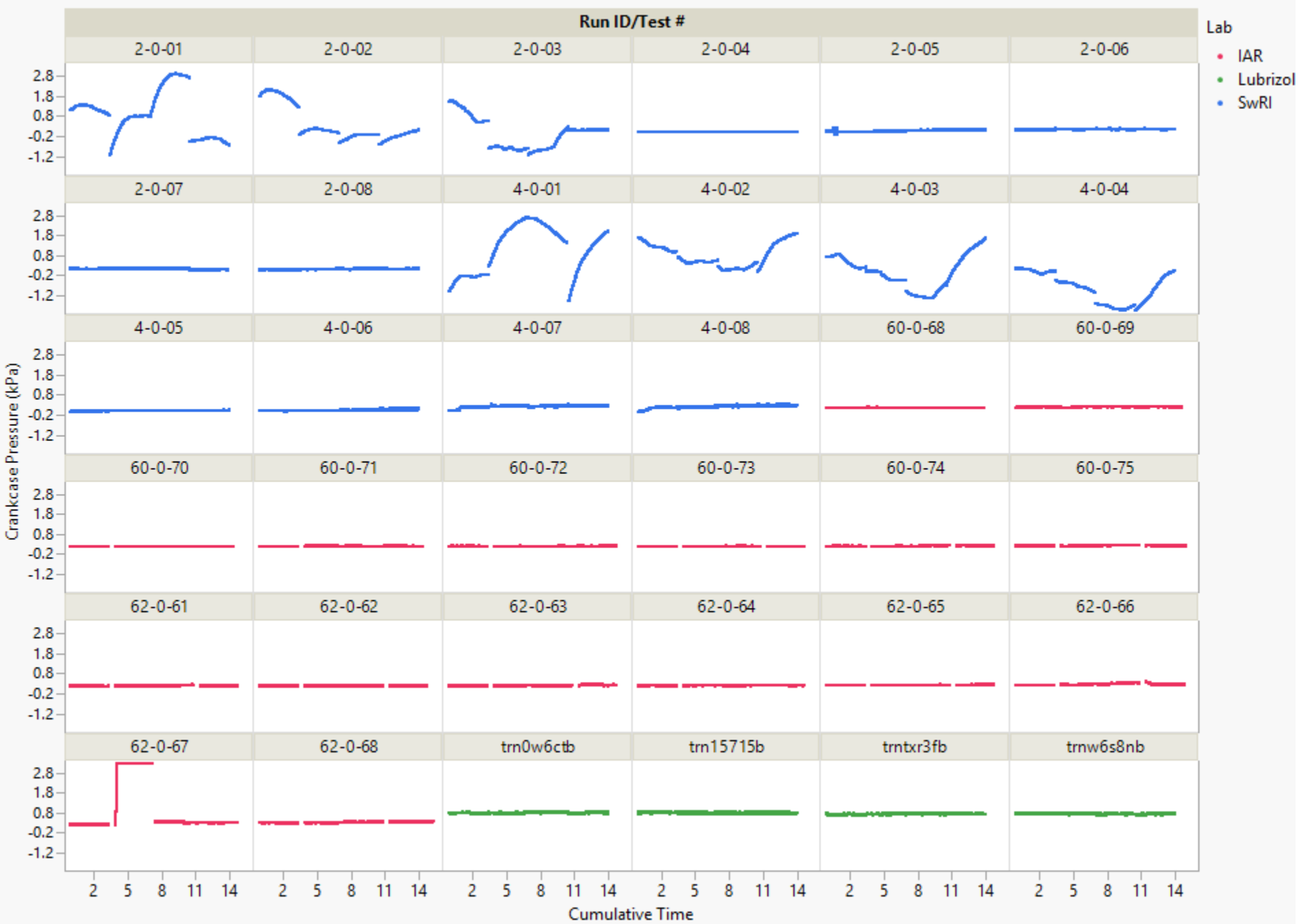


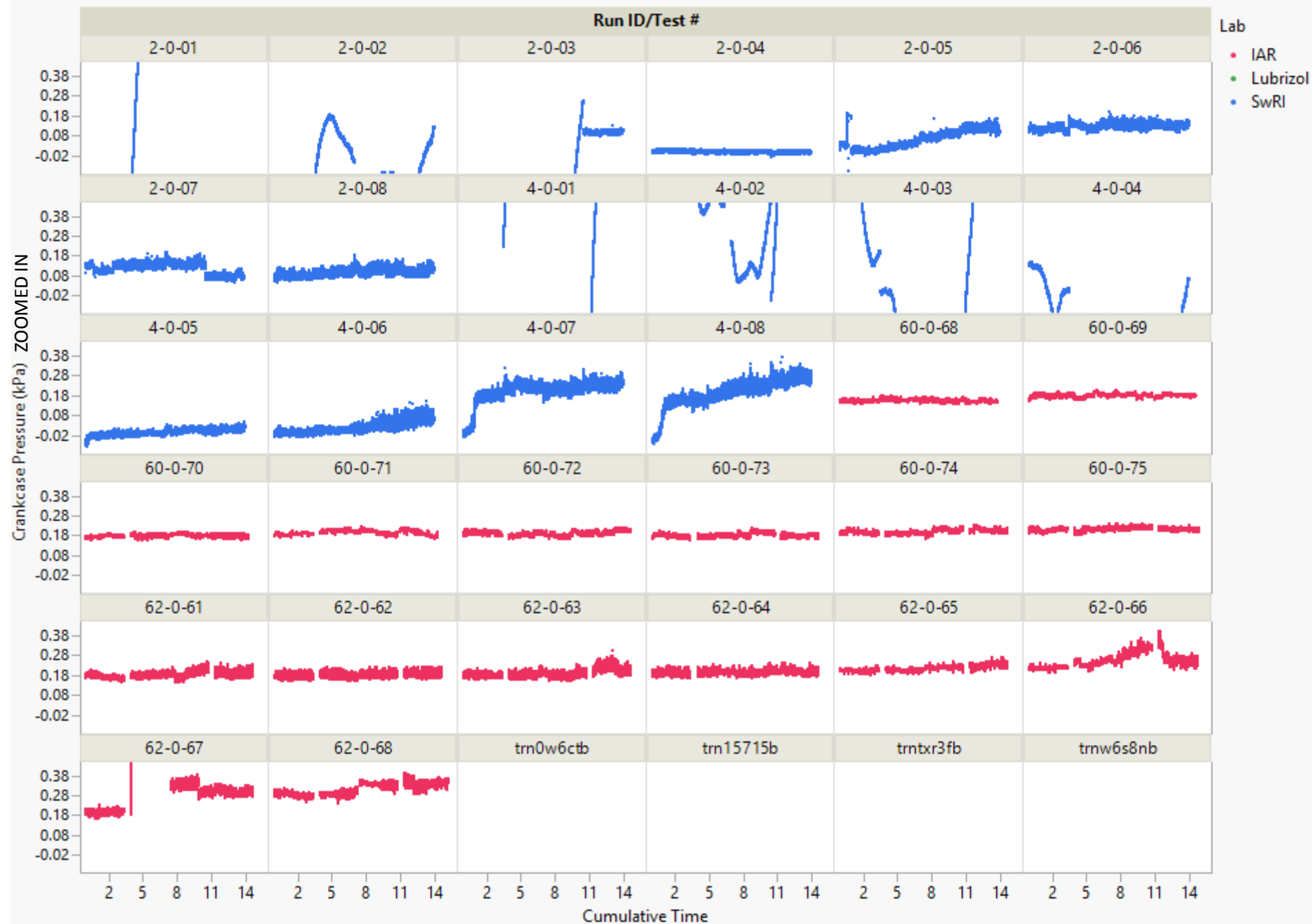


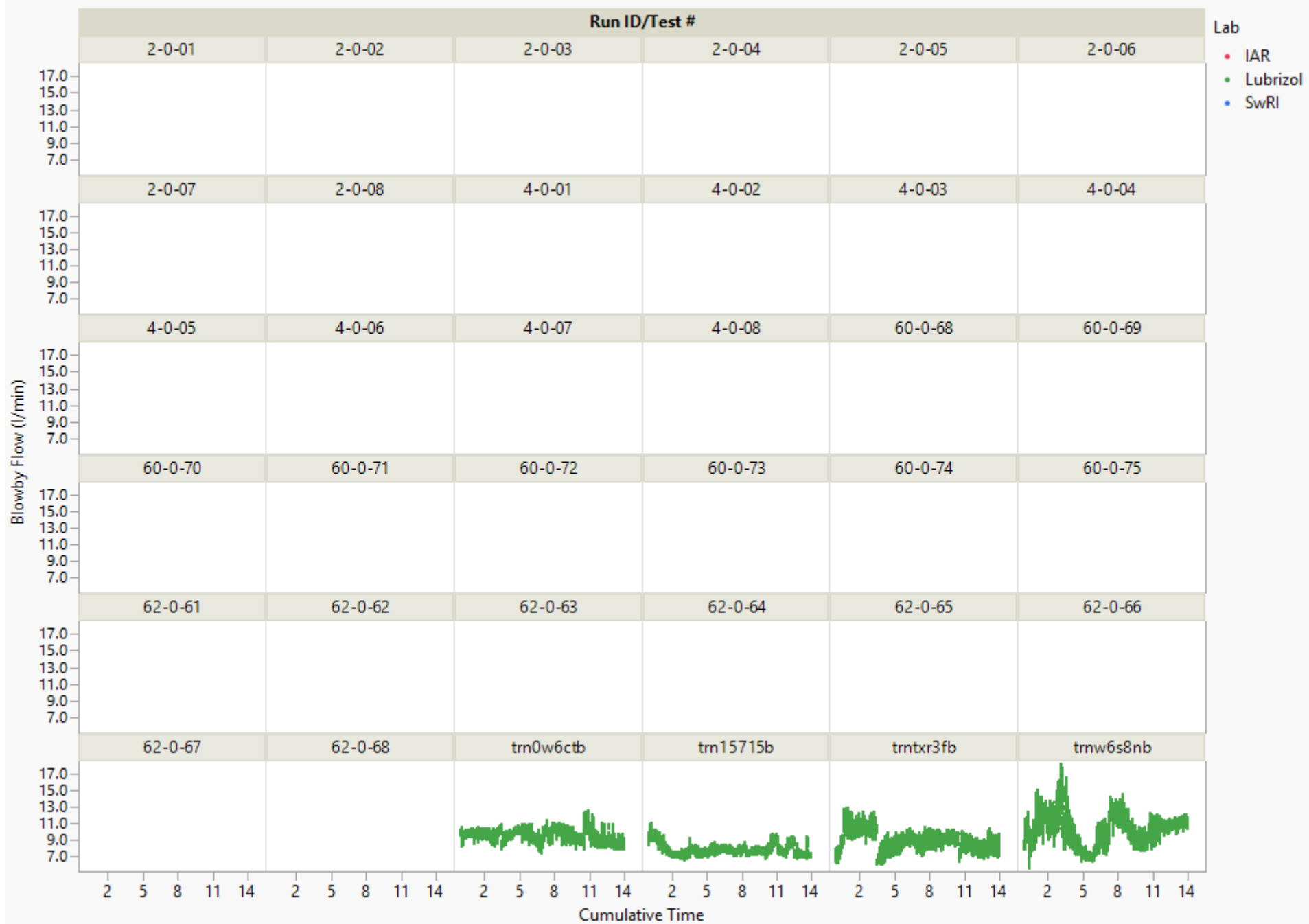




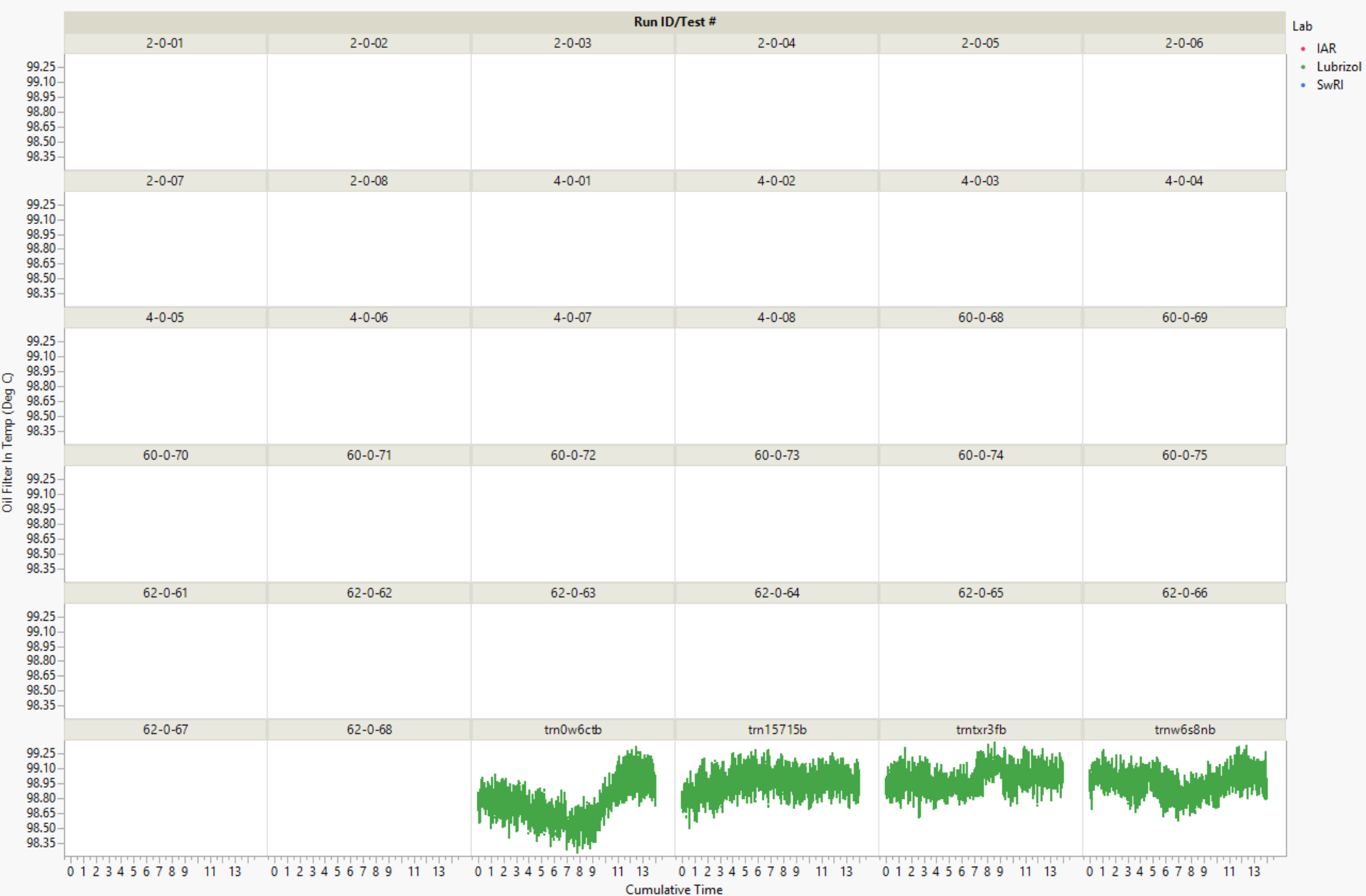


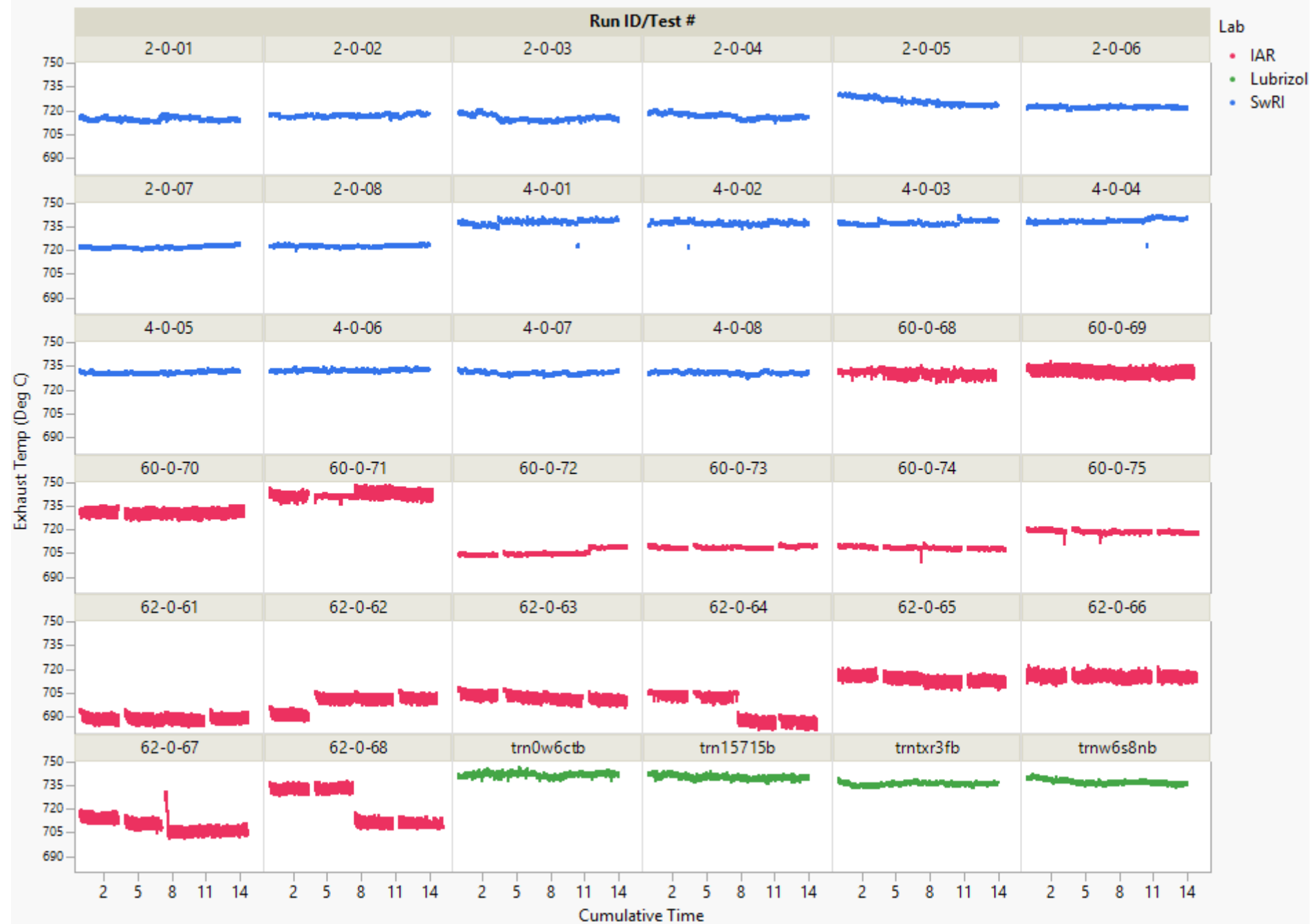


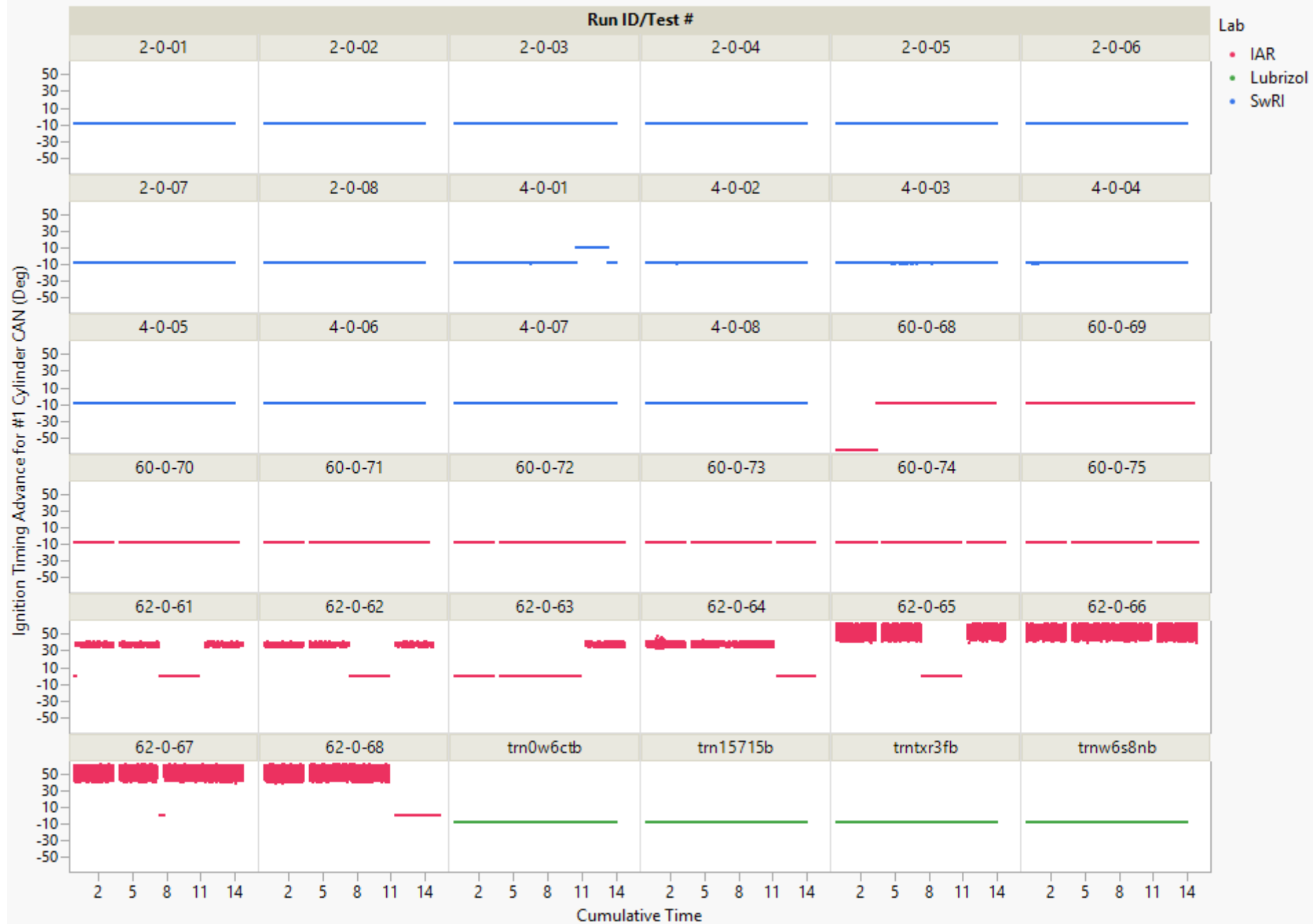


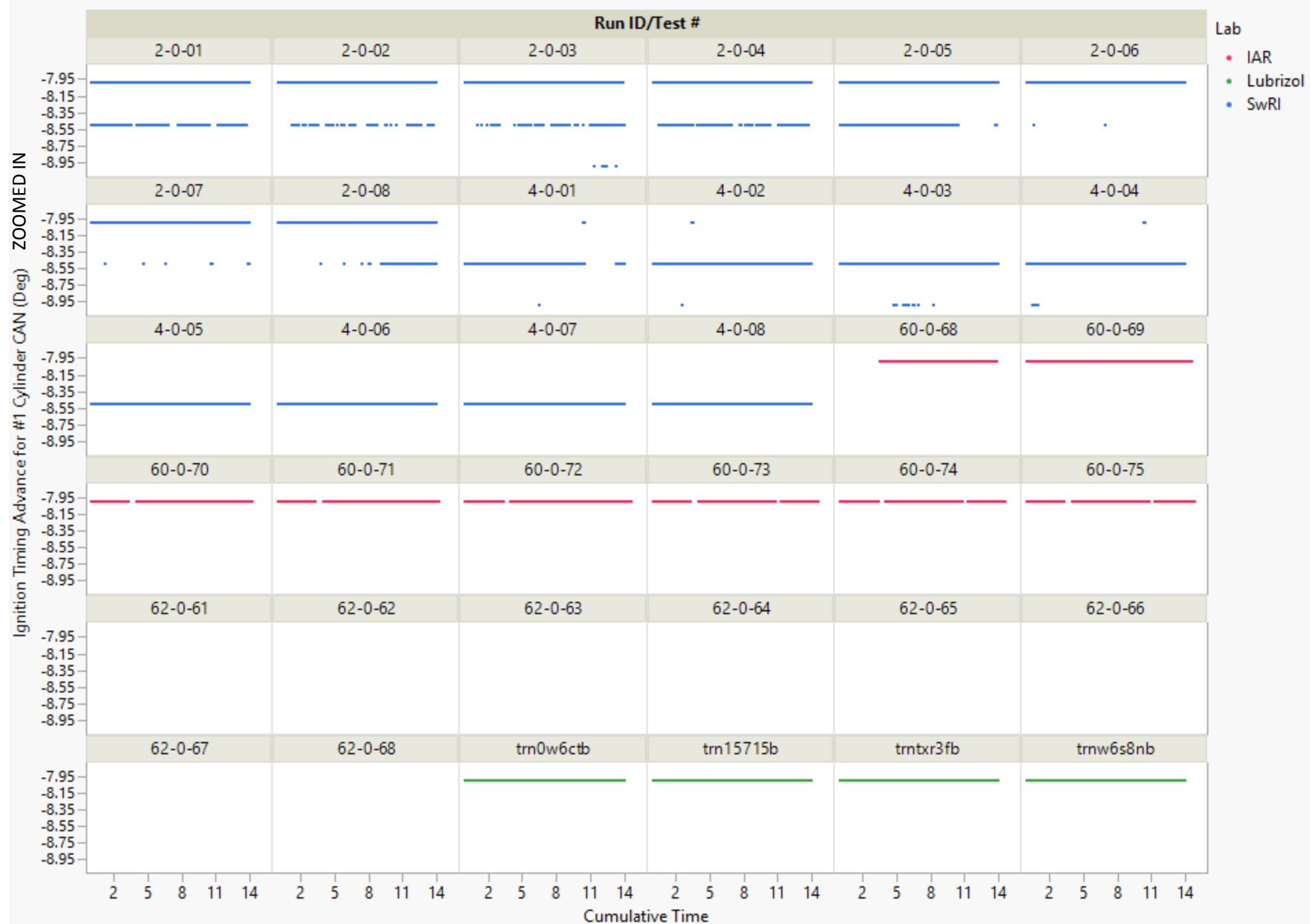


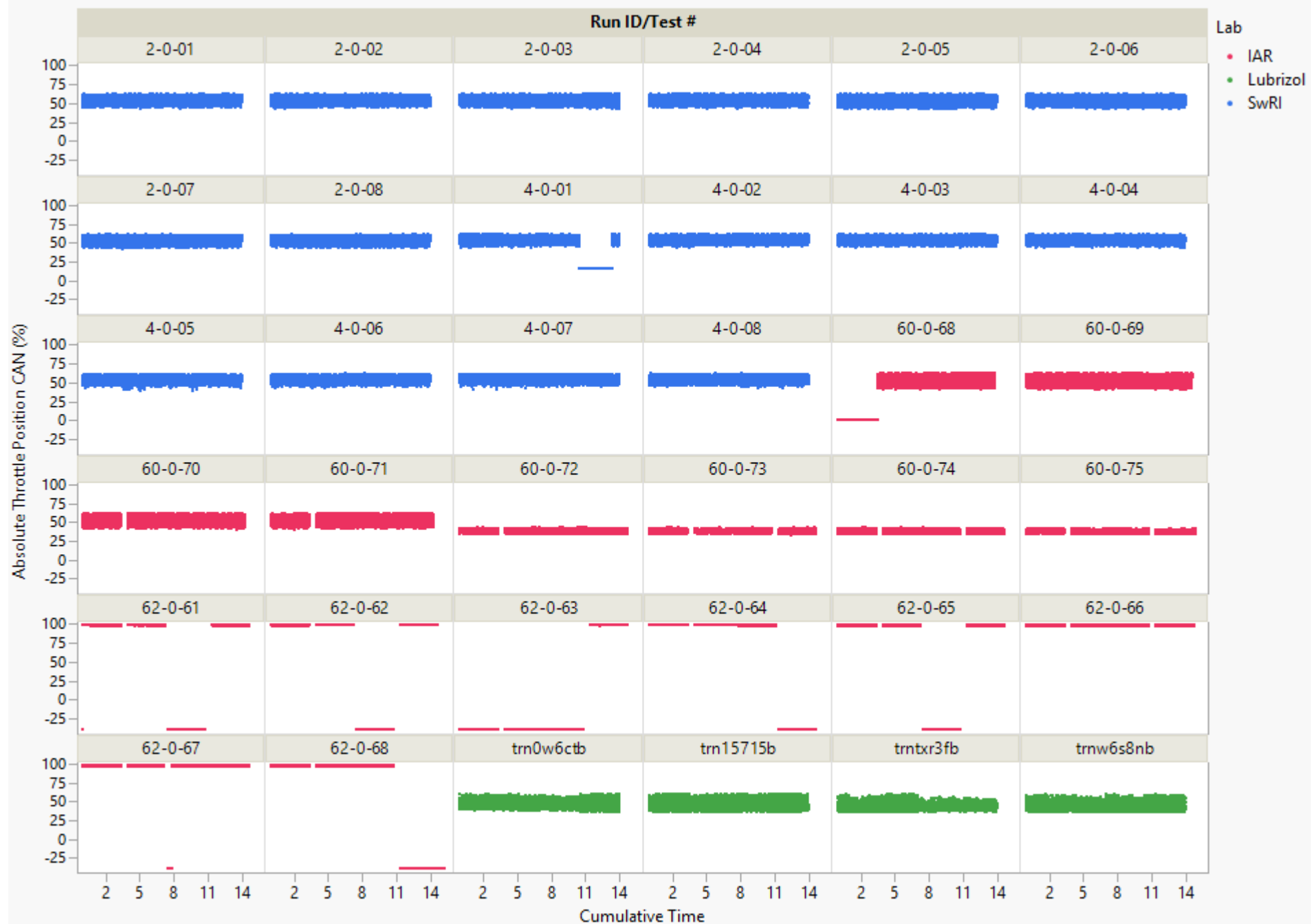






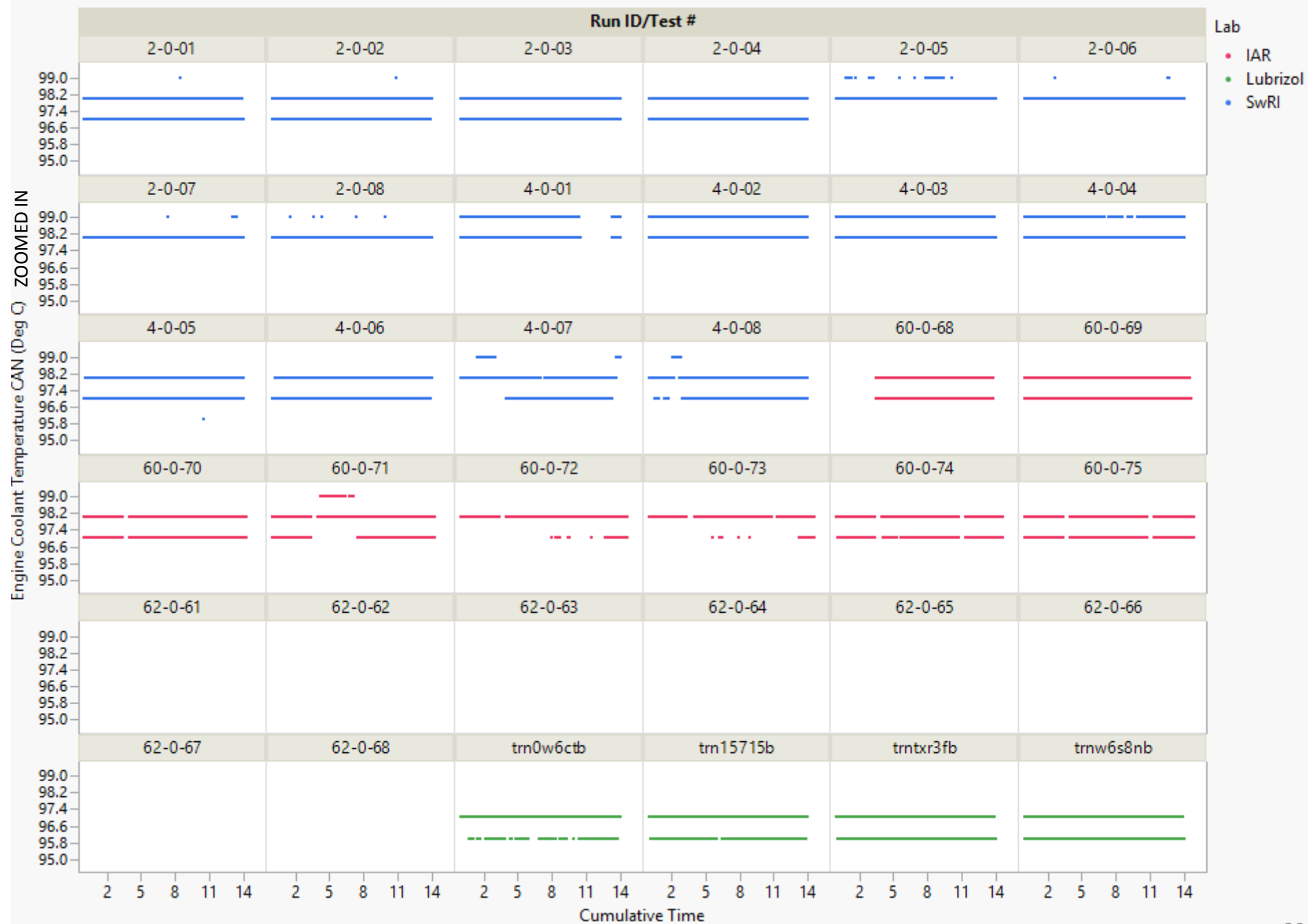


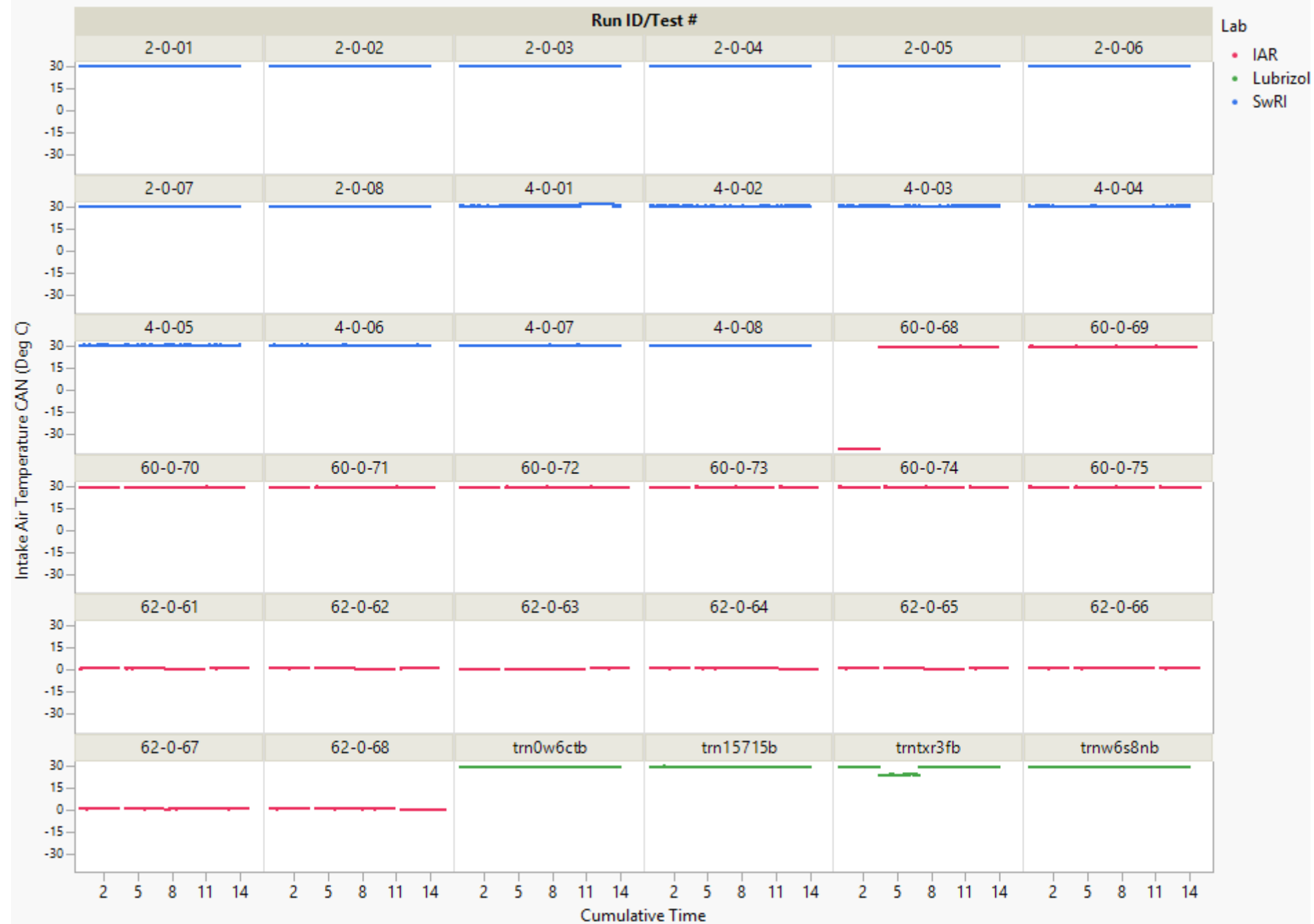


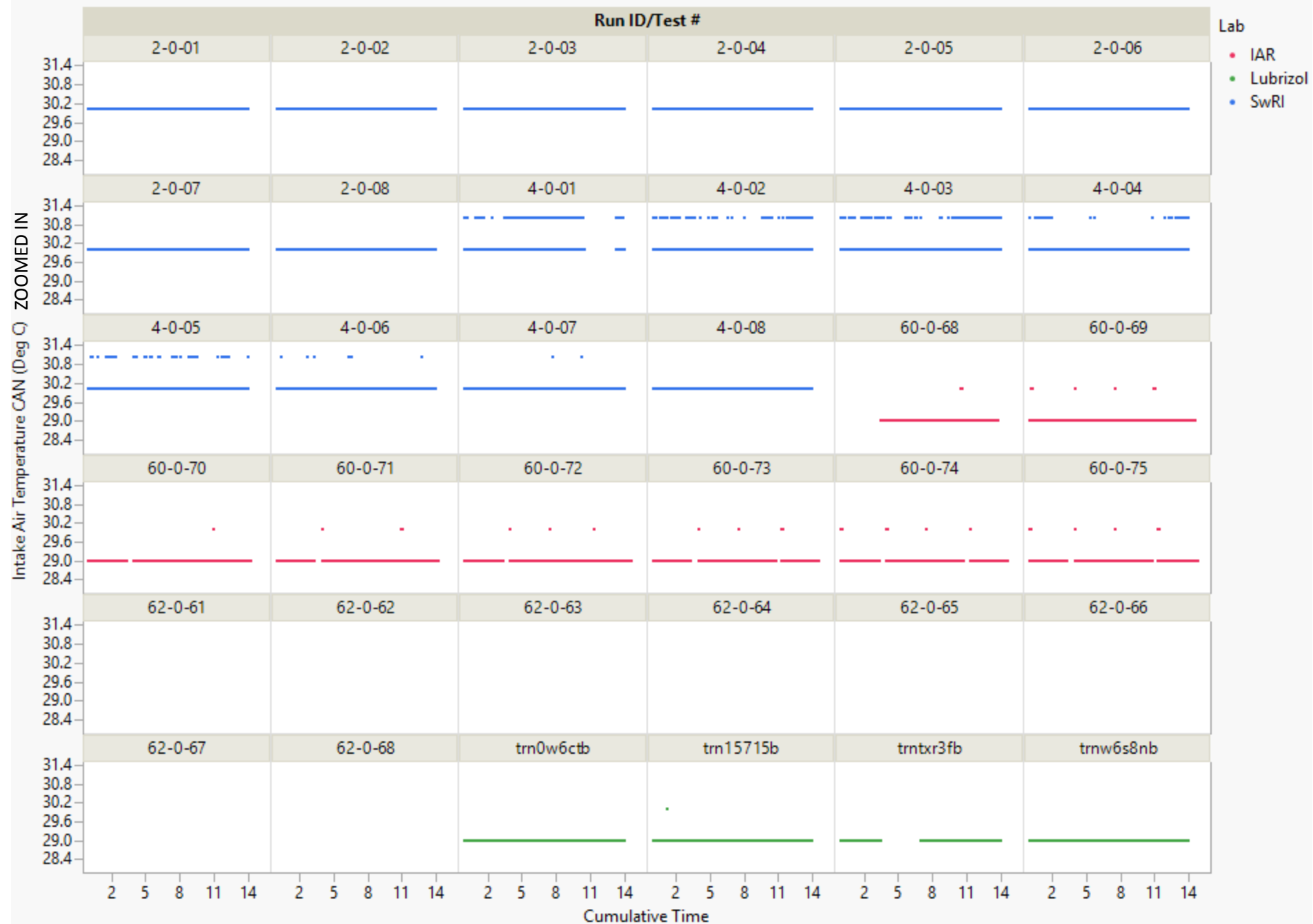


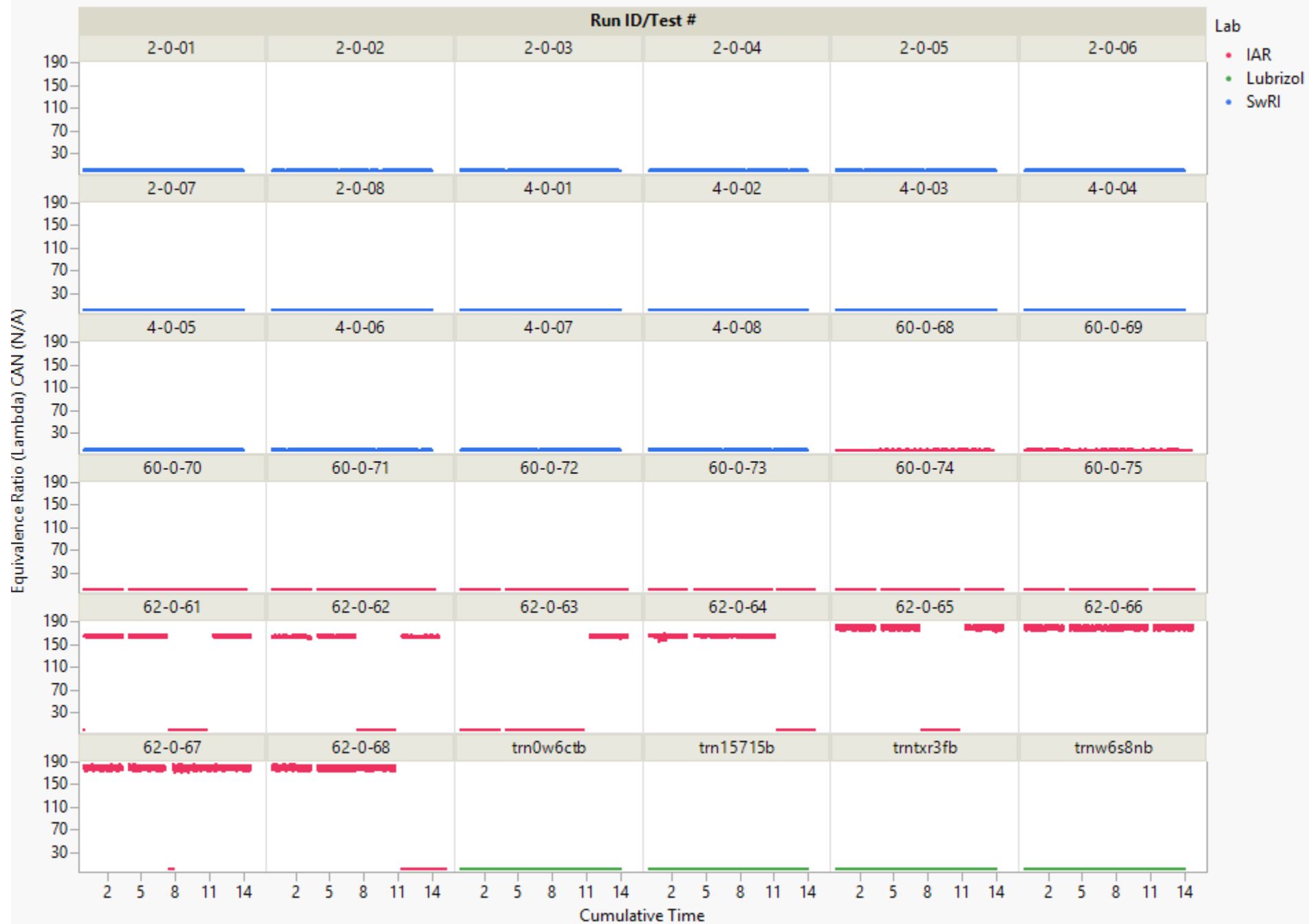






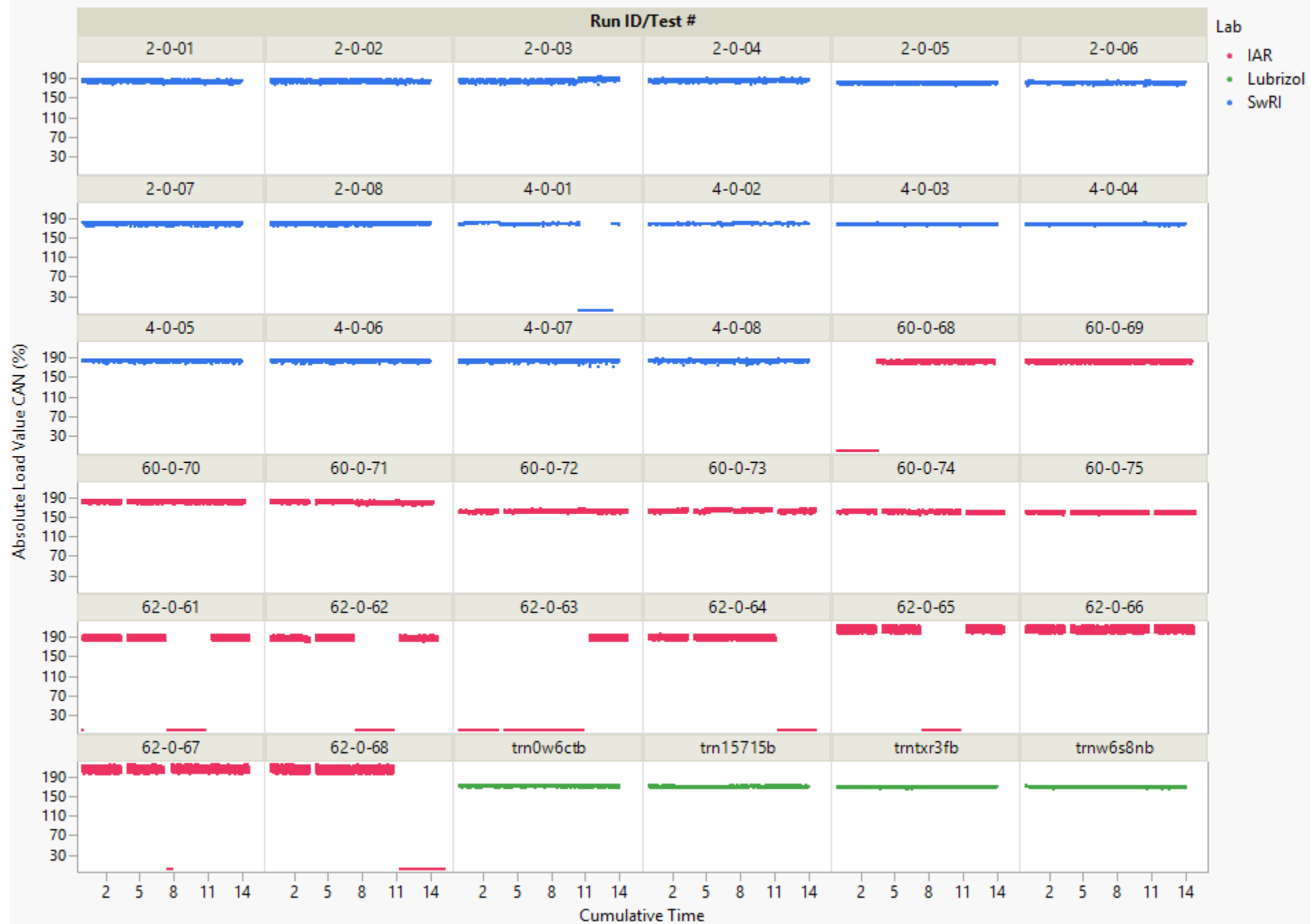


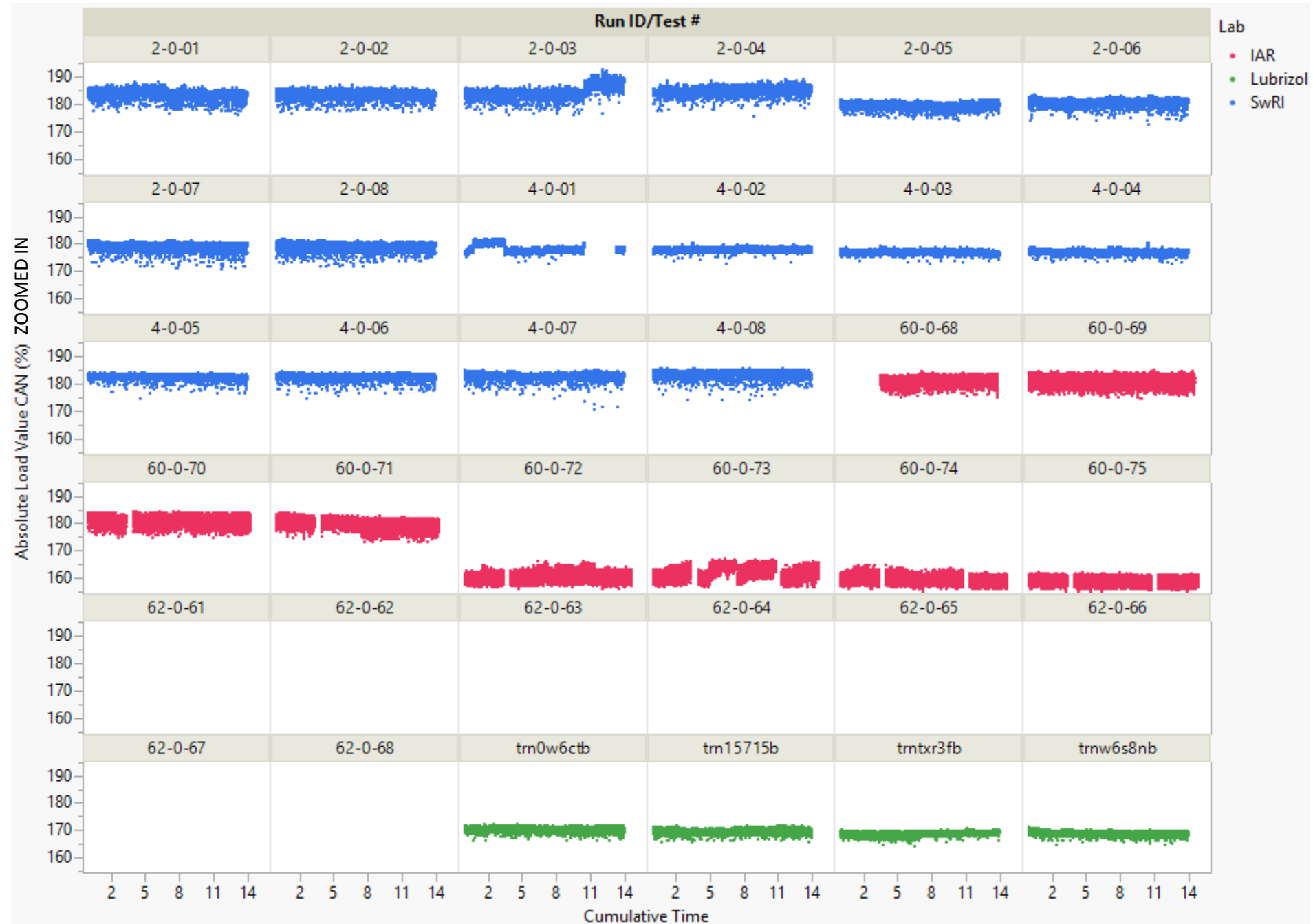


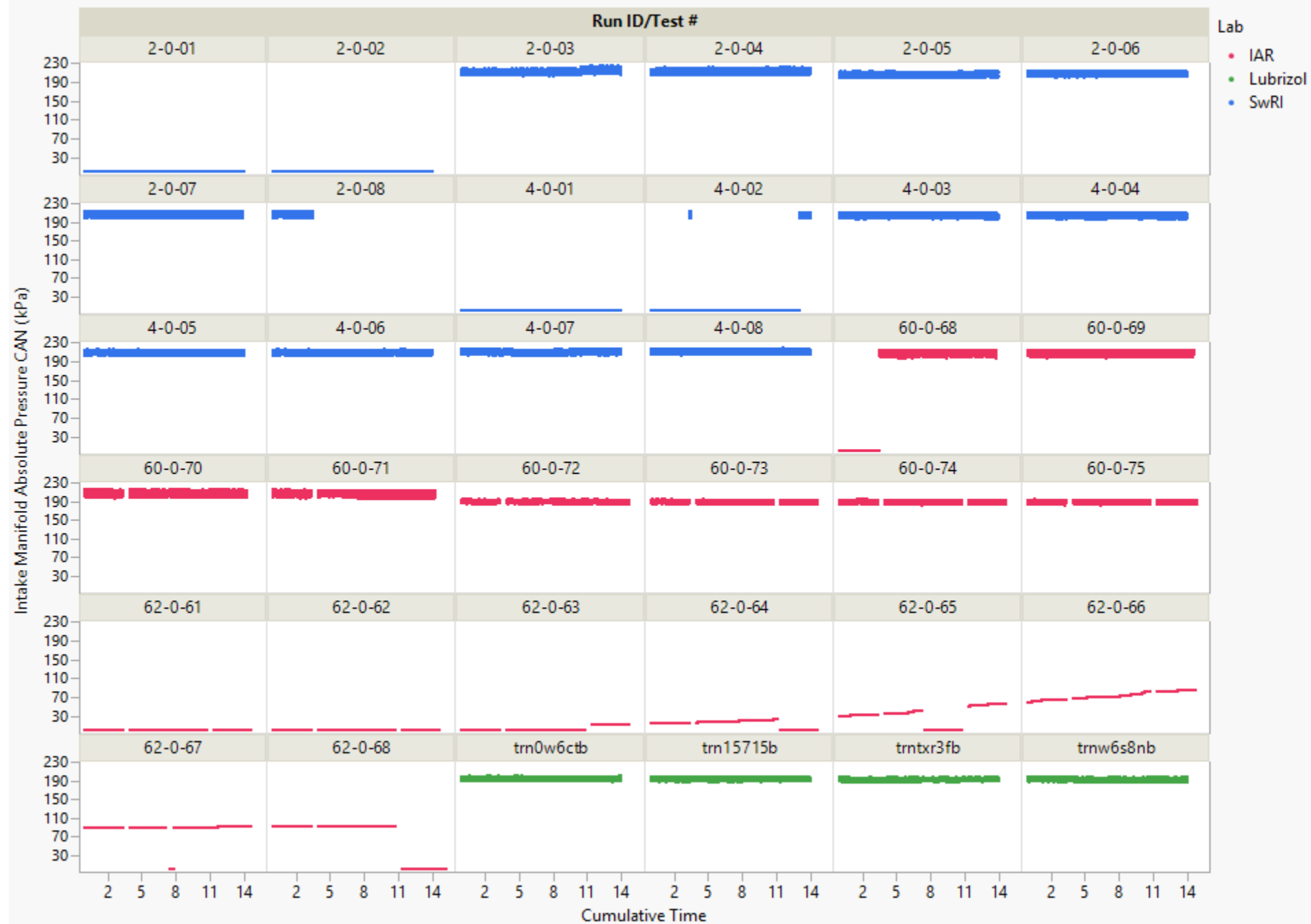




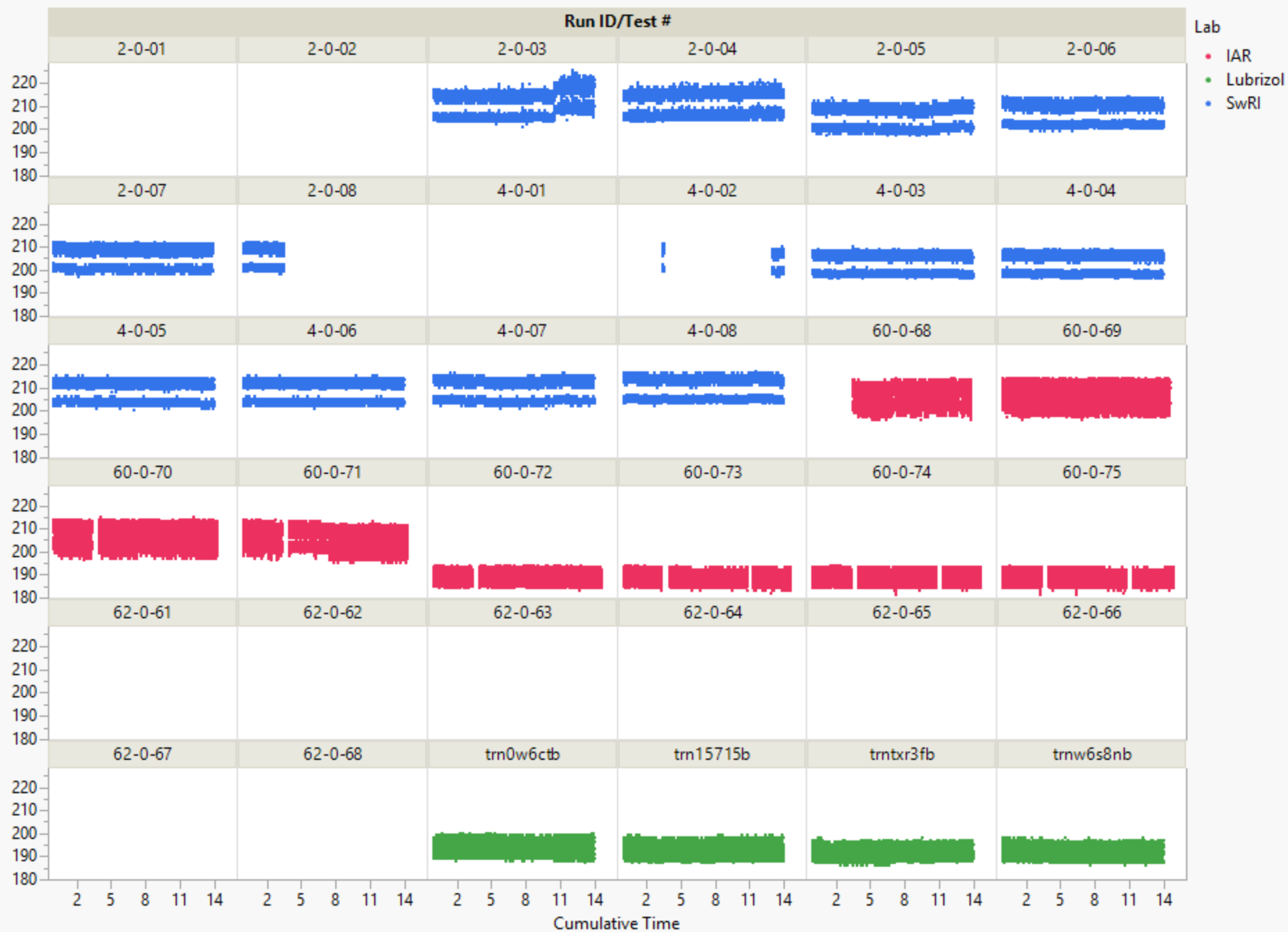




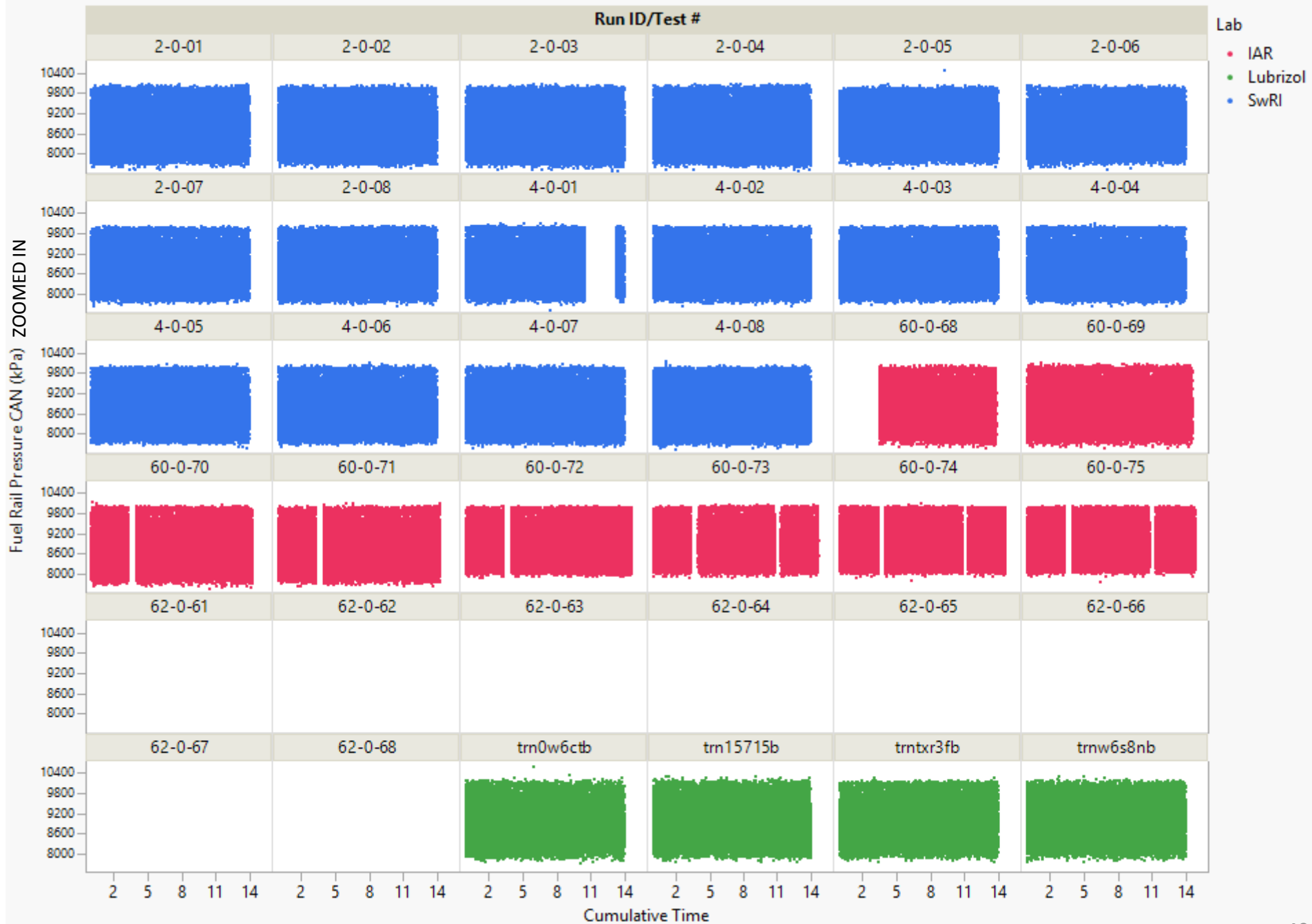




Intake Manifold Absolute Pressure CAN (kPa) ZOOMED IN



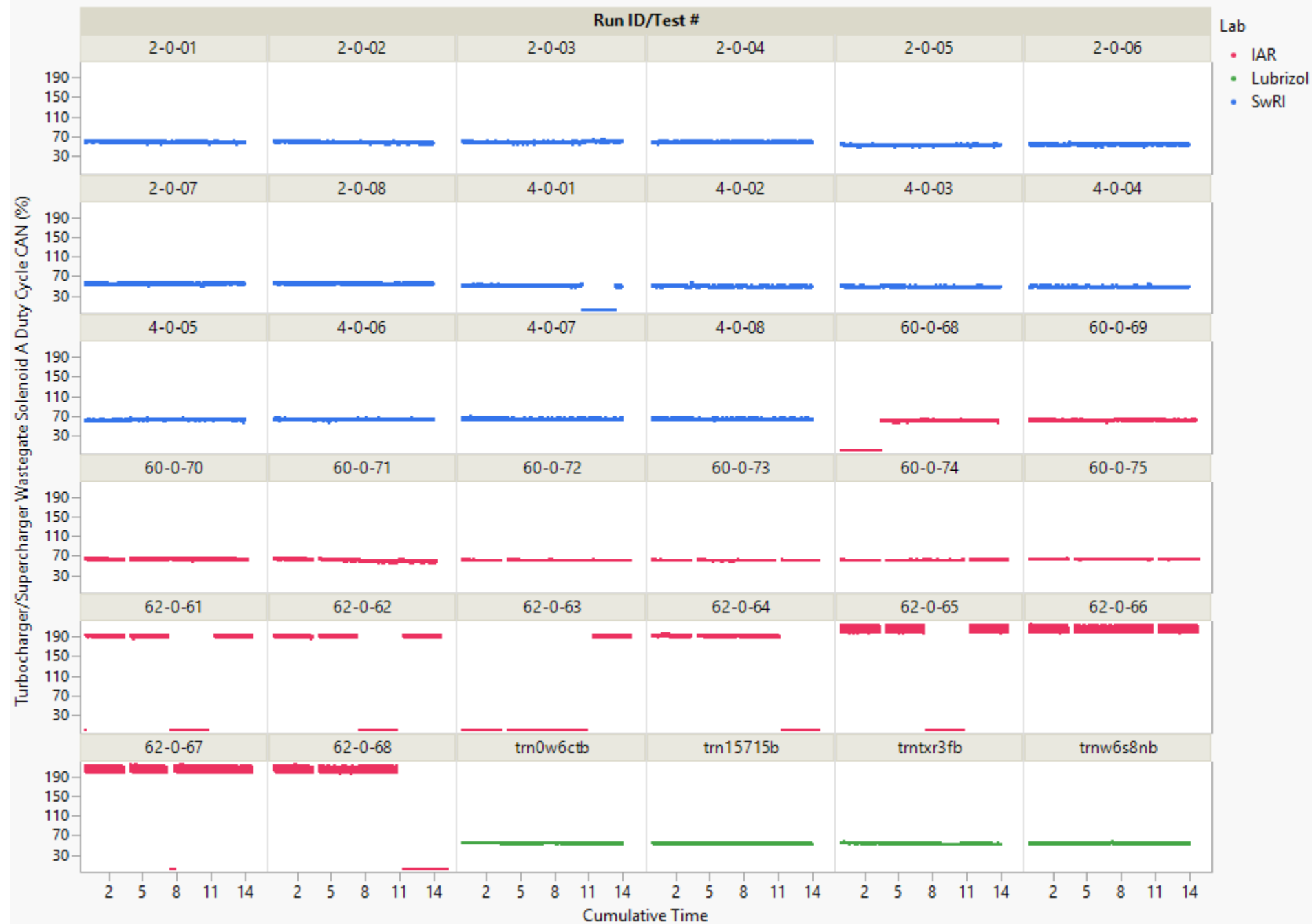


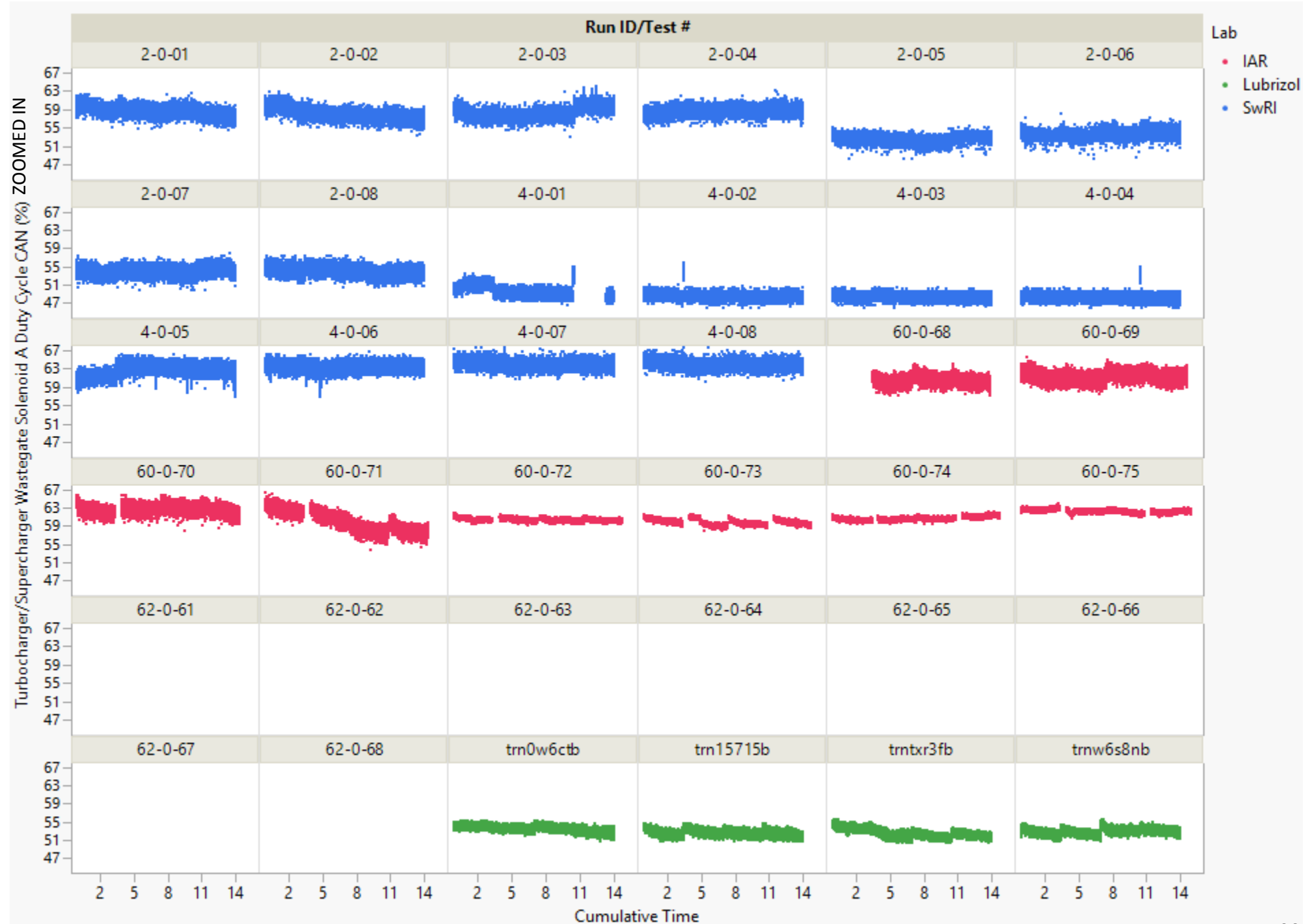


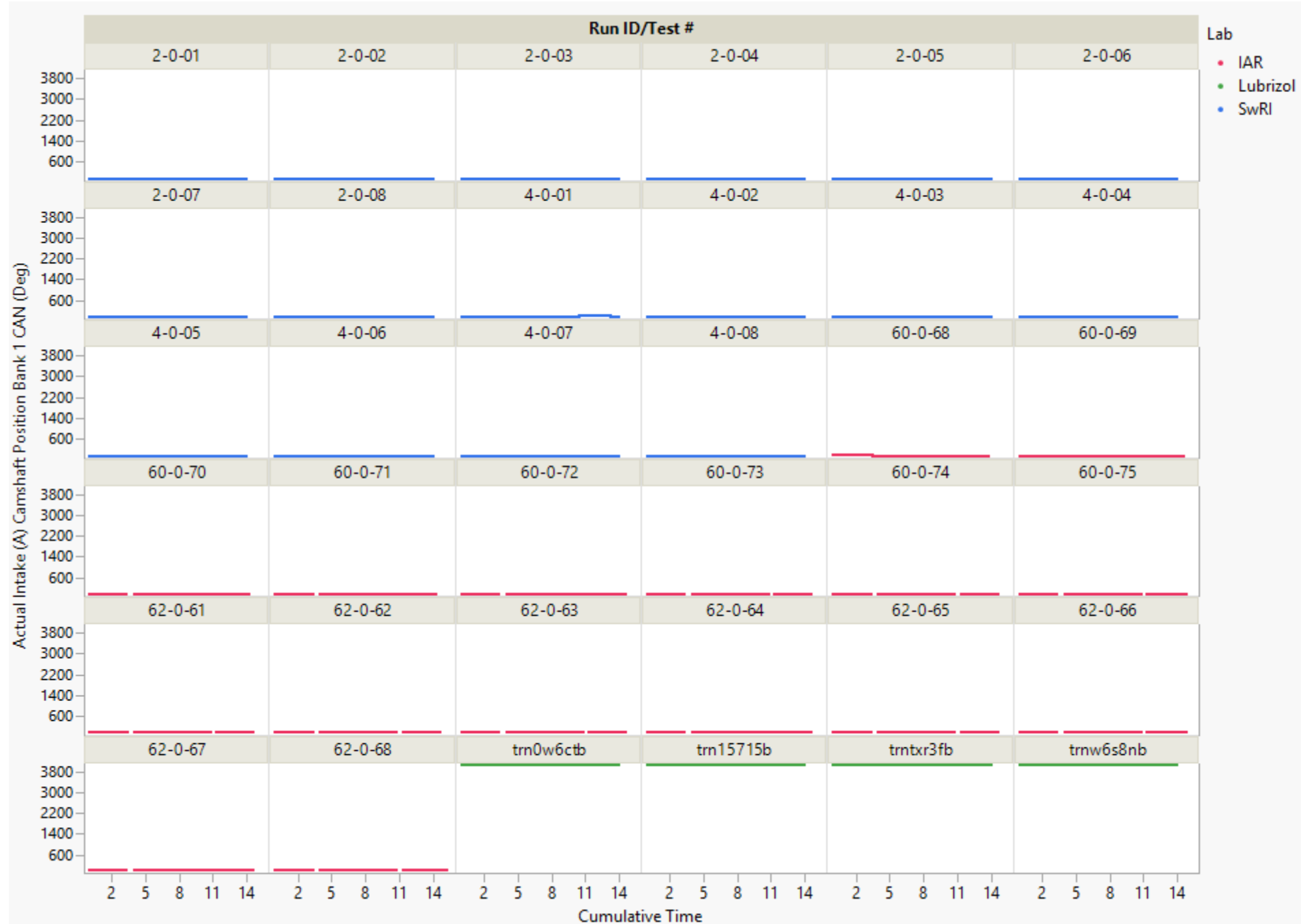


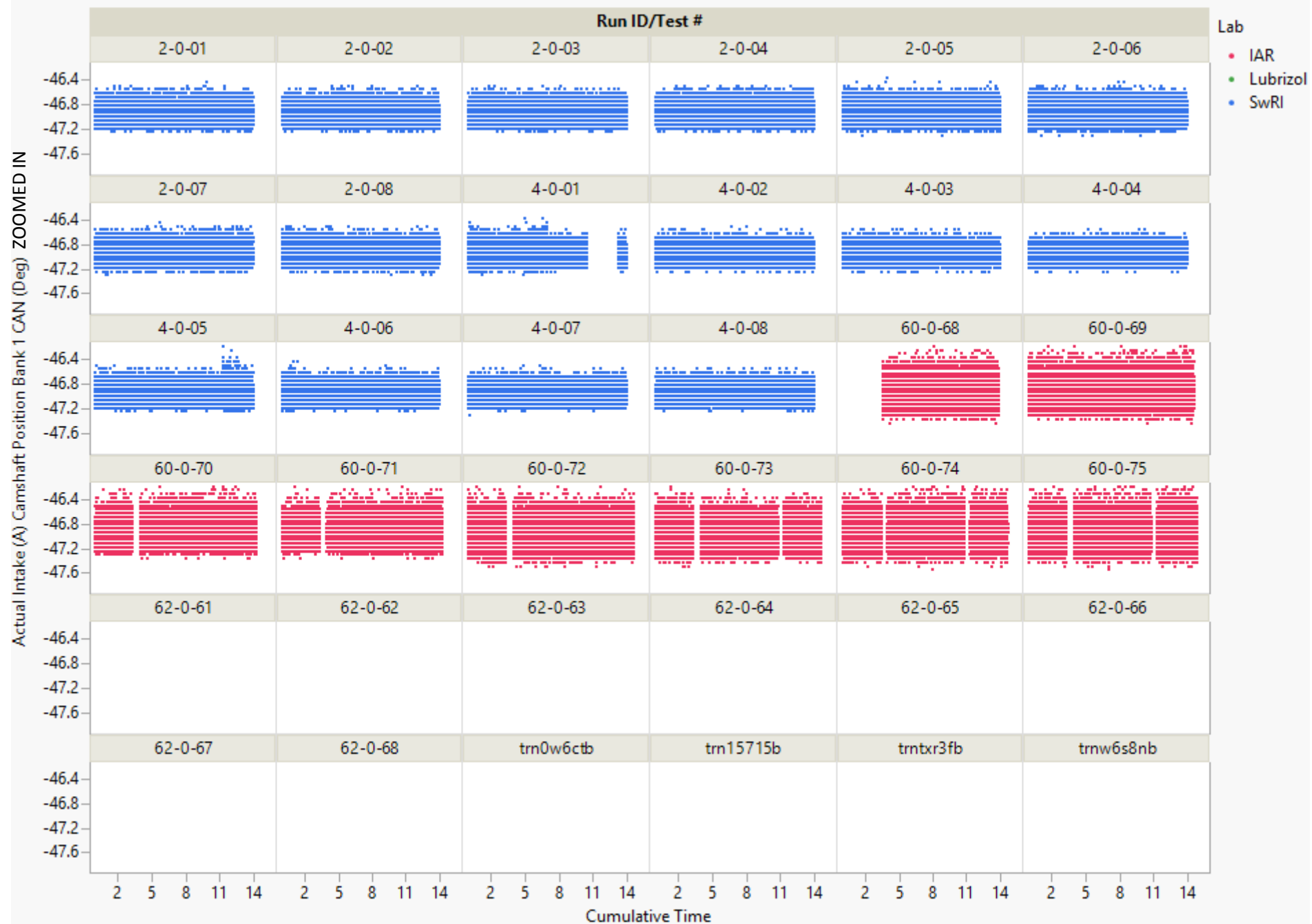
Boost Absolute Pressure - Raw Value CAN (kPa) ZOOMED IN



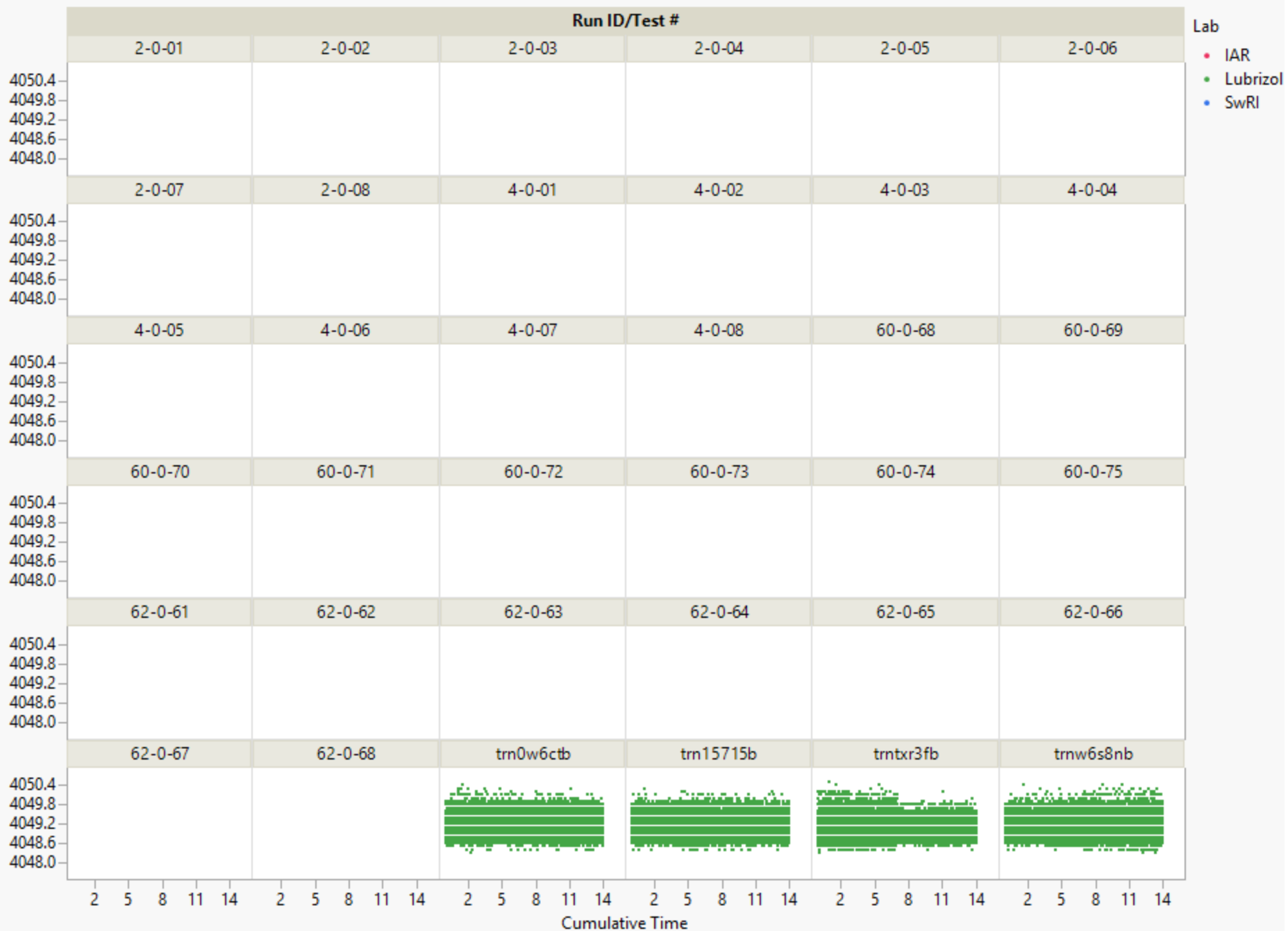


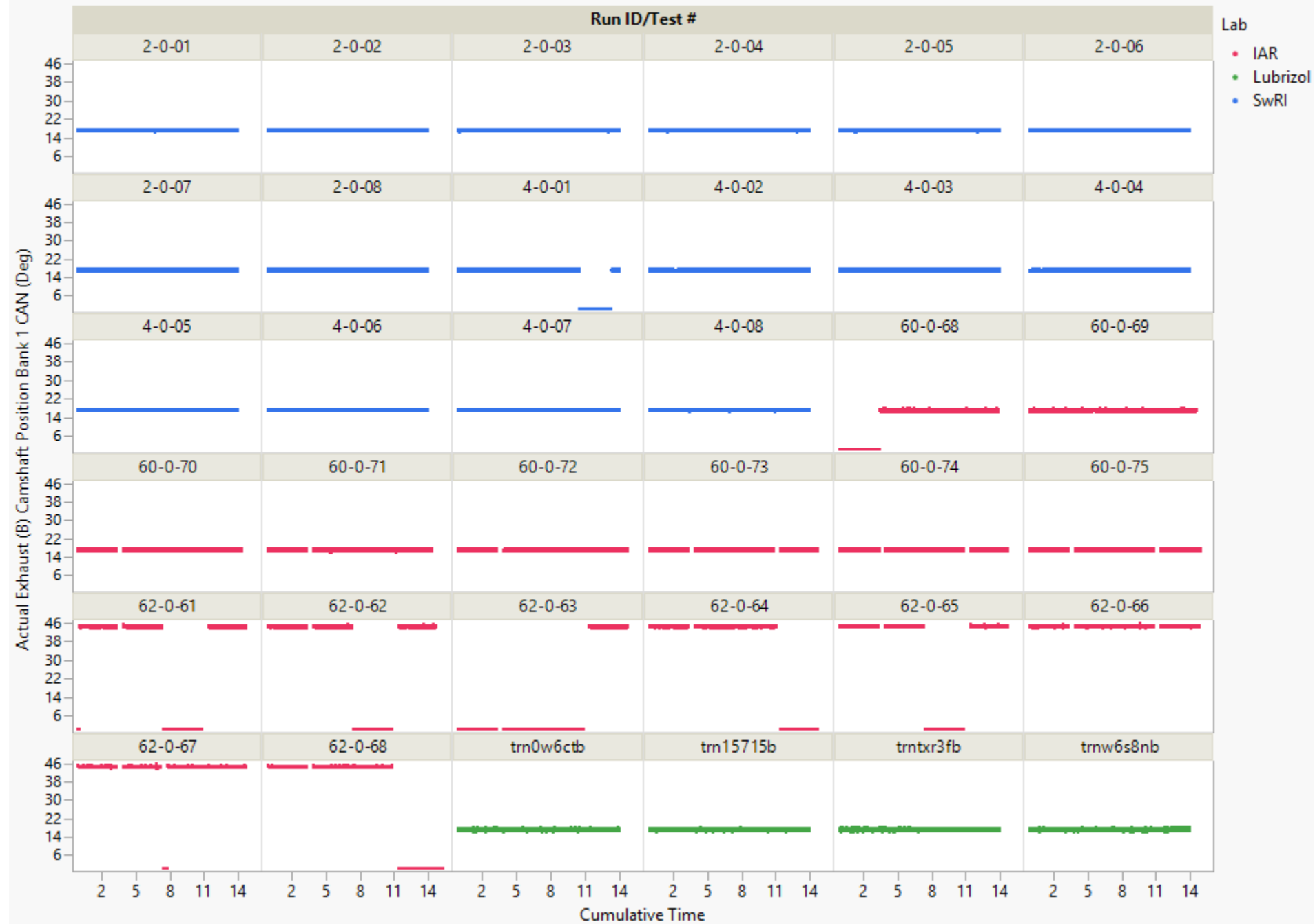


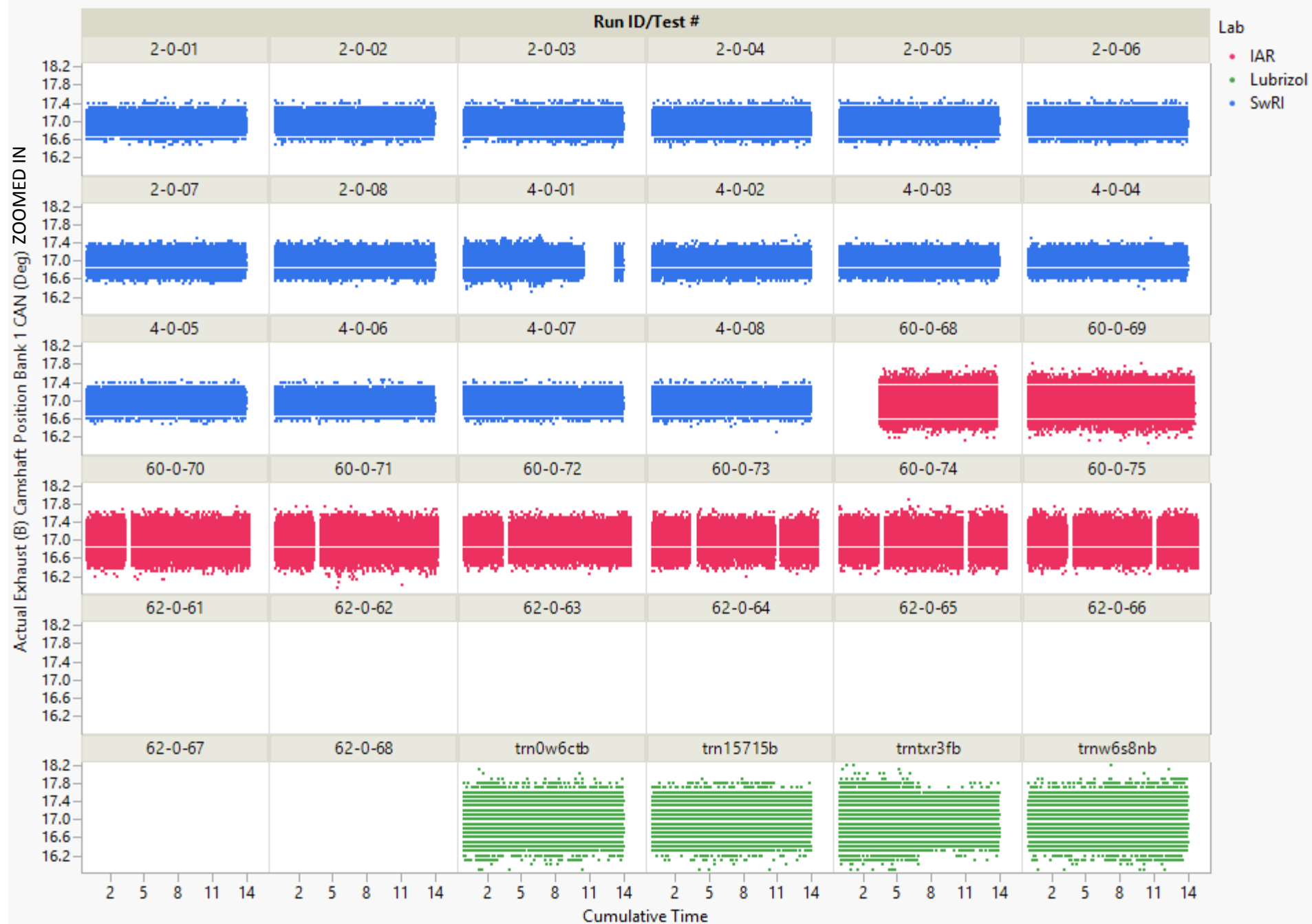


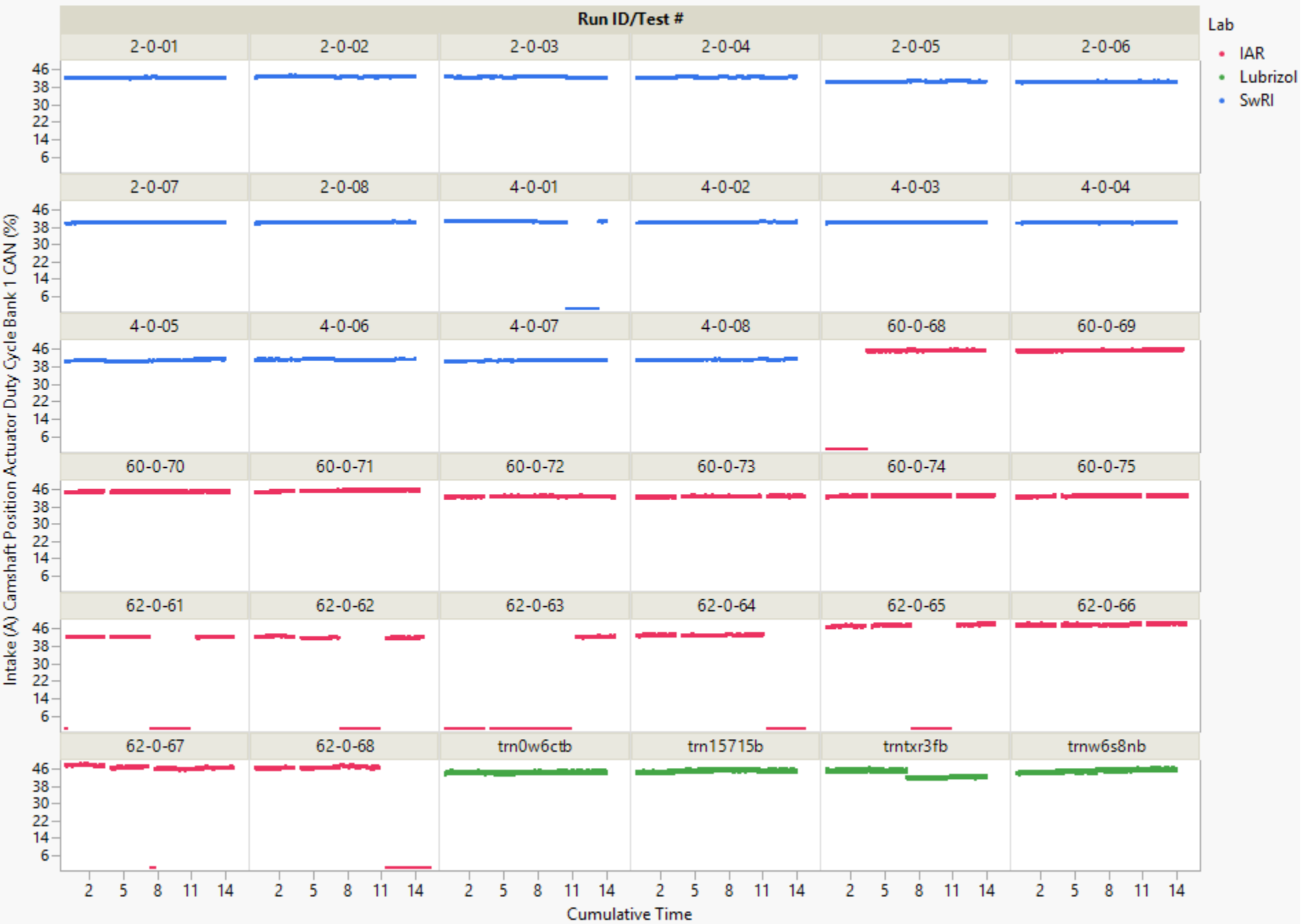


Actual Intake (A) Camshaft Position Bank 1 CAN (Deg) ZOOMED IN









Intake (A) Camshaft Position Actuator Duty Cycle Bank 1 CAN (%) ZOOMED IN

