



## We will start momentarily at 2pm ET



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# Q: "Hungry for a brain snack?"



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Thursday, October 31, 2013

#### "Hollywood Chemistry: Science on the Big Screen"

**Dr. Jovana J. Grbić**, Biological Chemist and Founder of ScriptPhD.com

Dr. Bill Courtney, Chemist and Owner, Cheese-ology Macaroni & Cheese



Thursday, November 7, 2013

# "Getting the Most out of Your Mentoring Relationships"

**Dr. Donna Dean**, Director, National Institute of Biomedical Imaging and Bioengineering

Dr. David Harwell, Assistant Director, ACS Careers

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## The Chemistry of Motorcycles and Cars: Lighting Fires that Move Tires



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## **Engine Oil Poll Question**



- · What are the four strokes of the combustion cycle?
  - A. Inhalation, Squeezing, Burning, Exhalation
  - B. Intake, Compression, Power, Exhaust
  - C. Uptake, Pressurization, Combustion, Outtake
  - D. Suck, Squeeze, Bang, Blow
  - E. #1, #2, #3 and #4

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## **Engine Oil Poll Question**

- Do you regularly check your vehicle's engine oil level? ٠
  - A. Yes I do
  - B. No I do not
  - C. I check my oil when the check engine light comes on
  - D. I do not even know where the engine oil dipstick is
  - E. What is a dipstick?

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Outline

- Internal Combustion Engines
  - Combustion Cycle
  - Major Parts of the Engine
- Passenger Car vs. Motorcycle Engines
- Function of Engine Oil
- Engine Oil Formulation
  - Base oils
  - Viscosity Modifiers
  - Additives
- Engine Oil Trends

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# **Internal Combustion Engines**

**Engines Convert Chemical Energy to Kinetic Energy** ٠

#### Can be Compression Ignition or Spark Ignition •

- Diesel engines are compression ignition and use the heat from compressing the intake charge to ignite the fuel
- Gasoline engines are spark ignition and use spark plugs to ignite the fuel

#### Can be 2 Stroke or 4 Stroke

- Stroke refers to how many piston strokes are in the combustion cycle
- 2 Stroke engines are not produced anymore for motorcycles
  - Inexpensive, high power density, very poor emissions

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## The Four Stroke Combustion Cycle

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1. Intake

2. Compression



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## Passenger Car vs. Motorcycle Engine Oil



- Motorcycles are often air cooled with a small oil sump
  - Run hotter
- · Motorcycles usually have a high power density
  - Power density is HP/ cubic inch
  - Run hotter
  - Higher RPM
- Motorcycles often have transmission and clutches in the engine crankcase
  - Friction modifier choice is critical
  - Need more gear protection
- It is important to use the proper motorcycle engine oil as recommended by the OEM

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## **Engine Oil Poll Question**

- How often do you change your engine oil?
  - A. 3000 miles
  - B. 5000 miles
  - C. 7500 miles
  - D. Longer than 7500 miles
  - E. When my car's engine oil life monitor tells me to
  - F. Oh... Are you supposed to change it?

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Functions of a Lubricant

- Lubrication
  - Reduces friction and wear by introducing a film between moving parts
- Cooling
  - Helps dissipate heat away from the critical parts of the equipment
- Cleaning and Suspending
  - Facilitates smooth operation of equipment by removing and suspending products, such as carbon or soot, sludge, and varnish
- Protection
  - Prevents metal damage due to oxidation and corrosion

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- Do you know which engine oil viscosity grade your vehicle uses?
  - A. Yes, I do
  - B. No, I do not
  - C. I use whatever the mechanic puts in
  - D. I use whatever is on sale
  - E. What is a viscosity grade?

## Base Oils

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API	Production Process	Performance Characteristics	% S	% Saturates	Viscosity Index
Group I	Solvent refined.	Good solvency. Vulnerable to oxidation and thermal degradation.	>0.03	<90	80 to 120
Group II	Mild hydrocracking and catalytic dewaxing.	High saturate levels good oxidation and thermal stability.	≤0.03	≥90	80 to 120
Group III	Severe hydrocracking and advanced catalytic dewaxing.	High viscosity indexes and very good thermal and oxidation stability.	≤0.03	≥90	≥ 120
Group IV	Chemically engineered synthetic base stock. PAOs	Low pour point, high viscosity index, excellent thermal and oxidation stability.			
Group V	Base oils not included in any of the other categories	Can have poor low temperature or oxidation performance			
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## Additives



#### Additives impart or reinforce a desirable property of the lubricant



Detergent



Friction Modifier



Foam Inhibitor

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Dispersant



Antiwear



Corrosion Inhibitor



**Oxidation Inhibitor** 



Extreme Pressure Agent



Viscosity Modifier/PPD



## Lubricant Additives



- Dispersant
  - Suspends by-products of oxidation and lubricant decomposition in oil.
- Detergent
  - Neutralizes acids that result from oxidation/combustion of fuel and lubricant.

#### EP/Antiwear Agent

- Minimizes wear by making sacrificial chemical film on metal surfaces

#### Friction Modifier

Increases the durability of lubricant film, lowers friction, and increases fuel economy.

#### Oxidation Inhibitor

- Slows down the rate of oxidation of the oil, hence controlling oil viscosity.

#### Pour Point Depressant

- Lowers the temperature at which the lubricant flows

#### Rust and Corrosion Inhibitors

- Form a barrier between chemically corrosive species and the metal surface.

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- Longer Drain Intervals
  - Shear stable viscosity modifiers, antioxidancy, TBN
- Fuel Economy
  - Friction Modifiers and lower viscosity oils
- Emissions
  - Reduced amount of sulfur, phosphorus and metals in Engine Oils
  - Compatibility with biofuels
- Higher Power Densities
  - Smaller engines but more horsepower
    - Turbochargers
  - Higher Operating Temperatures
    - Antioxidants

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## **Lubrizol Additives Websites**

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hddeo.com • pceo.com

mceo.com

gf-5.com

- drivelinenews.com
- tractorlife.com •
- fluidlineflash.com • lubrizolK2M.net
- lubrizol.com/success • together

•

lubrizol.com/lubricant

and fuel additives/

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![](_page_16_Picture_11.jpeg)

#### Working together, achieving great things

When your company and ours combine energies, great things can happen. You bring ideas, challenges and opportunities. We'll bring powerful additive and market expertise, unmatched testing capabilities, integrated global supply and an independent approach to help you differentiate and succeed.

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![](_page_17_Picture_1.jpeg)

![](_page_17_Picture_2.jpeg)

#### Chemistry of Motorcycles and Cars: Lighting the Fires that Move Your Tires...

Terry Hogan October 24, 2013

![](_page_17_Picture_5.jpeg)

![](_page_17_Figure_7.jpeg)

![](_page_18_Figure_1.jpeg)

#### **Payne Effect**

As rubber passes through the footprint of the tire, filler-filler contacts cause energy loss.

![](_page_18_Figure_4.jpeg)

![](_page_19_Figure_1.jpeg)

#### **Tire Properties:**

	Non Functional	TEOS Terminated
Tire Rolling Resistance Index <sup>a</sup>	100	93
Wet Skid Peak Force Index <sup>b</sup>	100	99
Dry Skid Peak Force Index <sup>e</sup>	100	102
Wear Index (Average of Main Groves) <sup>d</sup>	100	123

Hogan, et. al. Rubber World, September 2010.

- a Lower values in Tire Rolling Resistance Index indicate improved fuel economy. (SAE J2452)
- b Higher values in Wet Skid Peak Force Index indicate better wet traction. Value was taken at 20 mph. c Higher values in Dry Skid Peak Force Index indicate better dry traction. Value was taken at 40 mph.
- d Higher values in Wear Index indicate better wear. Tread depth measured after 30,000 miles.

## Application of chemistry improved rolling resistance and wear without affecting traction.

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![](_page_19_Figure_10.jpeg)

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![](_page_20_Figure_2.jpeg)

Influence of Cis Content on Crack Growth

![](_page_20_Picture_3.jpeg)

Application of catalyst technology to increase *cis* content improved sidewall crack growth resistance.

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#### **Other Chemistry in Tires**

- Silanes
- Vulcanization (cure accelerators)
- Rubber-metal adhesion
- Specialty fillers
- Sustainable raw materials
- Antiozonants and antioxidants

#### Chemistry is driving tire development.

![](_page_21_Picture_9.jpeg)

BRIDGESTONE

Thank You!

# Check your tire pressure!

![](_page_21_Picture_13.jpeg)

![](_page_22_Picture_1.jpeg)

![](_page_22_Picture_2.jpeg)

## The Chemistry of Motorcycles and Cars: Lighting Fires that Move Tires

![](_page_22_Figure_4.jpeg)

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![](_page_26_Picture_9.jpeg)

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