

Analysis Of Maintenance Activities On Drag Chain Machines To Optimize Failure Time Intervals Using Reliability Centered Maintenance (RCM) Approach

Ir. Farida Ariani.,MT^{*1} , Rizky Juanda² 

^{1,2} Department of Mechanical Engineering, Faculty of Engineering, Universitas Sumatera Utara, Medan, 20155, Indonesia

*Corresponding Author: riskyjuanda03@gmail.com

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ABSTRACT

Drag Chain is a material moving machine whose working method is to deliver material using a continuous dragging method. Drag chain is the optimal choice for cement production, because the chain with conveyor leaves on the right and left side drags along the bottom of the trough to transport the material in a closed state. Under these circumstances the drag chain components will tend to wear out, as the material interacts directly with the chain and can cause problems. This research will explain the maintenance process using the Reliability Centered Maintenance (RCM) approach is a maintenance system which is associated with statistics to find the value of the reliability of a component so that we can prevent failure by a combination of various actions.

Keyword: Chain conveyor, Drag chain, Maintenance, Reliability Centered Maintenance (RCM).

ABSTRAK

Drag Chain merupakan mesin pemindah material yang cara kerjanya adalah mengantarkan material dengan metode drag yang kontinyu. Drag chain merupakan pilihan optimal untuk produksi semen, karena rantai dengan daun konveyor di sisi kanan dan kiri menyeret sepanjang dasar bak untuk mengangkat material dalam keadaan tertutup. Dalam keadaan seperti ini komponen drag chain akan cenderung aus karena material berinteraksi langsung dengan rantai dan dapat menimbulkan masalah. Penelitian ini akan menjelaskan proses pemeliharaan dengan pendekatan Reliability Centered Maintenance (RCM) merupakan suatu sistem pemeliharaan yang dikaitkan dengan statistik untuk mencari nilai keandalan suatu komponen sehingga kita dapat mencegah kegagalan dengan kombinasi berbagai tindakan.

Keyword: Chain conveyor, Drag chain, Perawatan, Reliability Centered Maintenance (RCM).



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1. Introduction

Drag Chain is a material transfer machine that works by delivering material with a continuous dragging method. In terminology, drag chain is a type of chain conveyor, which is defined as a walking chain system, because it consists of a series of chains designed to move in a circular, up and down or sideways right and left manner. The conveyor chain consists of supporting bearing blocks that maintain the unity of the chain links as it rotates. These chains can move large amounts of material quickly from one location to another.

The difference between drag chain and chain conveyor is that drag chain is a material transfer tool using the drag chain method, while chain conveyor is a material transfer system that uses a chain that keeps running. Drag chains are the optimal choice for cement production, as chains with conveyor leaves on their right and left sides drag along the bottom of the bin to transport material in a closed state. Under these circumstances drag chain components will tend to wear out, as the material interacts directly with the chain and can cause problems. For example, worn base plates and return rails will cause the chain to tilt and the material transfer process will become ineffective and can even cause the conveyor leaf to bend and cause more serious problems.

The maintenance process using the Reliability Centered Maintenance (RCM) approach is a maintenance system associated with statistical science to find the reliability value of a component so that we can prevent failure with a combination of various actions. Thus this paper will discuss the Reliability Centered maintenance method that will be applied to the drag chain engine so that the engine performance remains in an optimal state.

2. Method

This research will be conducted at PT Solusi Bangun Andalas Packing Plant Belawan located at Jl. Ujung Baru Port, Medan Belawan District, Belawan 1 Village, Medan City, North Sumatra, ID. This company is located on the edge of the high seas, because the raw materials produced from Aceh are sent by sea using cement transport ships and then will be managed into quality products that will be marketed to the Sumatra region using land transportation.

2.1. Object Of Research

The object under study is a production machine component that has an important role in the smooth production process at PT Solusi Bangun Andalas located in Medan Belawan District. In this case the object of research is the Drag Chain machine.

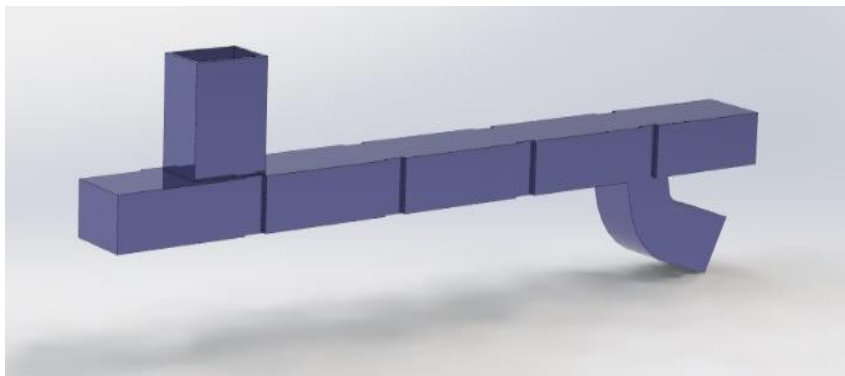


Figure 2.1 Object Of Research

The reason the author chose Drag Chain as the object of research is because this component has a role as transportation of cement raw materials to continue to the next process. If the Drag Chain is damaged, production activities will automatically stop as a whole and will cause large losses.

The Drag Chain itself has very important main components, such as electric motors, gearboxes, bearings, sprockets, chains, chain plates, scrappers, pins, return rails, base plates, and covers. The production capacity at PT. Solusi Bangun Andalas is 250 tons / hour so that all these components must be taken into account so that they are able to work according to production capacity.

2.2. Data Processing Method

The data required in this research is done in the following ways:

1. Making direct observations of the object of research, namely the Drag Chain machine at PT. Solusi Bangun Andalas.
2. Reading the records owned by the company related to the required data.
3. Conduct interviews with supervisors and production employees who can provide information to solve problems.
4. Reading books and research journals related to the application of reliability and Drag Chain.

After obtaining the necessary data, the data is processed based on the concept of data processing can be seen in the following figure.

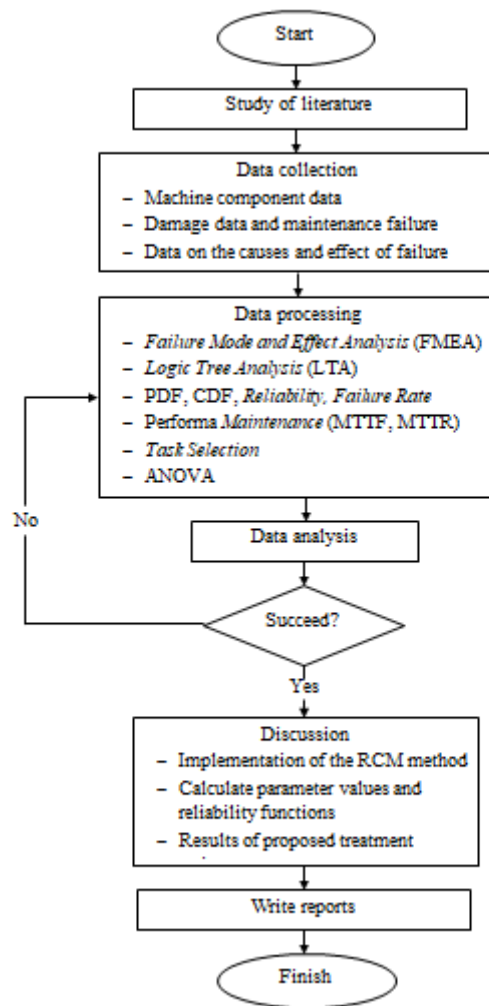


Figure 2.2 flow chart

3. Result and Discussion

3.1. Data on the Occurrence Time of Drag Chain Machine Failure

The data obtained is the result of records from PT. Solusi Bangun Andalas in the workshop or workshop section and the data taken in the span of the last 1 year starting from January 2022 to December 2022.

Table 3.1 Drag chain machine component failure list

| Name of Component | Date of Breakdown | Failure Description | Break down Time | Down Time | Set Up Time |
|-------------------|-------------------|-----------------------------------------------------------------------------|-----------------|-----------|-------------|
| Return Rail | January 09, 2022 | Scanning drag chain line A, found a skewed return rail. | 223,2 | 150 | 120 |
| Return Rail | February 13, 2022 | Scanning drag chain line B, found a skewed return rail. | 223,2 | 150 | 120 |
| Cover | February 25, 2022 | The drag chain body is low, making it prone to being exposed to the tide. | 216 | 60 | 120 |
| Roller | March 01, 2022 | Drag chain roller detached and fell off the bearing | 147 | 100 | 60 |
| Bearing | March 24, 2022 | Already entered the replacement schedule on the bearing (life time bearing) | 136,2 | 100 | 90 |
| Link wheel | April 07, 2022 | Shrinking of the link wheel | 120 | 80 | 100 |

| Name of Component | Date of Breakdown | Failure Description | Break down Time | Down Time | Set Up Time |
|--------------------------|--------------------------|--------------------------------|------------------------|------------------|--------------------|
| Chain Leaves | July 03, 2022 | Bent chain leaf | 260 | 242 | 120 |
| Chain Leaves | September 29, 2022 | Twisted chain leaf | 147 | 100 | 60 |
| Bearing | November 10, 2022 | Bearing wear so that it breaks | 147 | 160 | 60 |
| TOTAL (MINUTES) | | | 1619,6 | 1142 | 850 |

3.2. Failure Mode and Effect Analysis (FMEA)

The determination of critical components in this study uses a direct approach method and uses the Failure Mode and Effect Analysis (FMEA) table tools to determine the RPN value of the drag chain machine which shows the level of importance of components that are considered to have a high risk, therefore requiring special treatment by carrying out maintenance repairs which can be seen in the FMEA table as follows:

Table 3.2 Failure Mode and Effect Analysis (FMEA)

| No | name of component | Functional Failure | Failure Mode | Effect of Failure | S | O | D | RPN |
|-----------|--------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------|----------|----------|------------|
| 1 | Return rail | There is a return rail that has tilted and the return rail tread bolt is bent | There is cement material that rubs continuously. | When working a lot of cement is not carried to the elevator bucket | 7 | 3 | 4 | 84 |
| 2 | Cover | Low ground clearance with drag chain body | Very easy to be submerged in tides / floods that have the potential for water to enter the body | Cement material should not be mixed with water, which has the effect of cement clumping until it hardens. | 6 | 1 | 2 | 12 |
| 3 | Roller | The drag chain roller is detached and falls off the bearing | The drag chain body expands slightly making the shaft roller far from the bearing | When working a lot of cement is not carried to the elevator bucket | 6 | 2 | 4 | 48 |
| 4 | Bearing | It has entered the bearing replacement schedule (Life time bearing) and the bearing is worn so that it breaks | The shaft rotation becomes heavy and unbalance | If the bearing breaks the shaft cannot rotate stably and can damage other components. | 6 | 3 | 3 | 54 |
| 5 | Link wheel | There is friction noise when the drag chain is running. | Shrinking the link wheel and thinning the return rail plate | Friction that is too over will cause the chain and return rail to wear out | 5 | 4 | 3 | 60 |
| 6 | Chain Leaves | There is friction sound | Skewed chain position | The material brought to the elevator bucket is not optimal and the base plate will be thinner and thinner. | 7 | 4 | 4 | 112 |

3.3. Determining the Reliability Concept

The concept of reliability aims to determine the value of the component damage rate function so that it can be used to determine the failure time interval which aims to determine what action will be taken next, be it maintenance or replacing parts before failure occurs.

1. Chain Leaves

The Weibull distribution parameter values obtained are.

$$\beta = 1,5576 \quad \alpha = 81,5797 \quad c = -6,4572$$

The reliability function of a Leaf Chain component that follows the Weibull distribution is

$$R(t) = \exp\left(-\frac{t}{\alpha}\right)^{\beta}$$

$$R(t) = \exp\left(-\frac{213}{81,5797}\right)^{1,5576}$$

$$R(t) = 0,8800$$

The failure rate function of the Leaf Chain component that follows the Weibull distribution is

$$H(t) = \frac{f(t)}{R(t)} = \frac{\beta}{\alpha} \left(\frac{t}{\alpha}\right)^{\beta-1}$$

$$H(t) = \frac{1,5576}{81,5797} \left(\frac{213}{81,5797}\right)^{1,5576-1}$$

$$H(t) = 0,0111$$

Based on the data processing value of the reliability concept against time, the Weibull distribution graph for the reliability function and the failure rate function on the leaf chain component can be seen in the following figure.

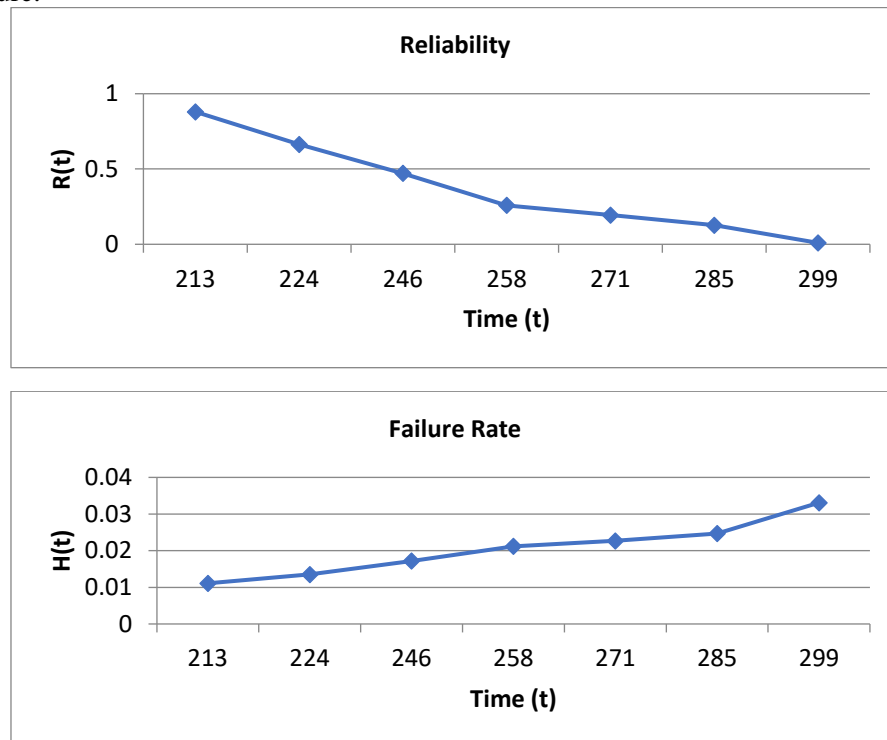


Figure 3.1 Reliability and Failure rate graphics chain leaves

2. Return rail

The Weibull distribution parameter values obtained are.

$$\beta = 2,0956 \quad \alpha = 87,5729 \quad c = 9,3674$$

The reliability function of a return rail component that follows the Weibull distribution is

$$R(t) = \exp\left(-\frac{t}{\alpha}\right)^{\beta}$$

$$R(t) = \exp\left(-\frac{9}{87,5729}\right)^{2,0956}$$

$$R(t) = 0,7294$$

The failure rate function of the return rail component that follows the Weibull distribution is

$$H(t) = \frac{f(t)}{R(t)} = \frac{\beta}{\alpha} \left(\frac{t}{\alpha}\right)^{\beta-1}$$

$$H(t) = \frac{2,0956}{87,5729} \left(\frac{9}{87,5729}\right)^{2,0956-1}$$

$$H(t) = 0,0063$$

Based on the data processing value of the reliability concept against time, the Weibull distribution graph for the reliability function and the failure rate function on the return rail component can be seen in the following figure.

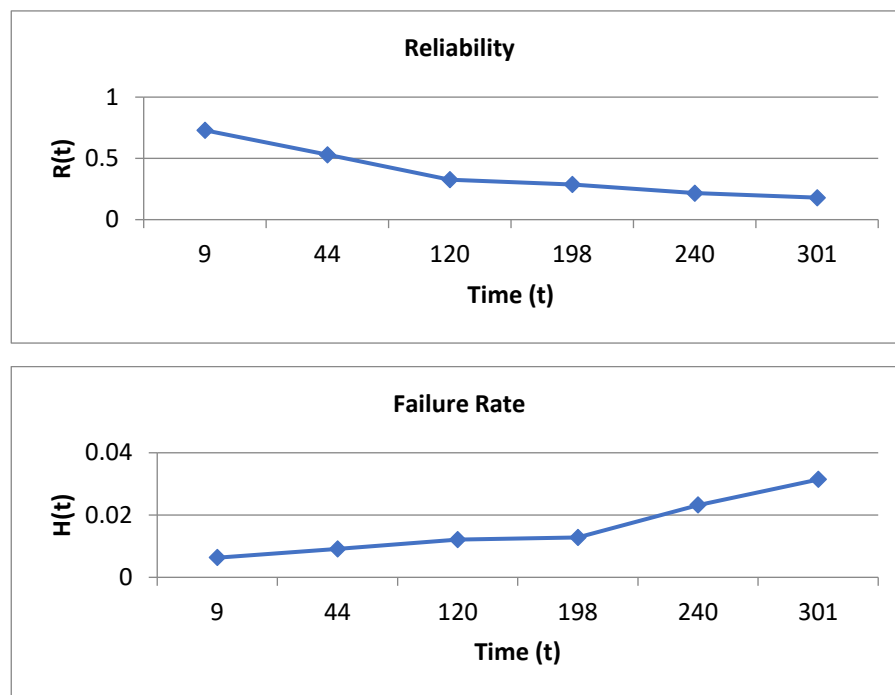


Figure 3.2 Reliability and Failure rate graphics return rail

3. Link wheel

The Weibull distribution parameter values obtained are.

$$\beta = 1,5576 \quad \alpha = 81,5797 \quad c = -6,4572$$

The reliability function of a Link wheel component that follows the Weibull distribution is

$$R(t) = \exp\left(-\frac{t}{\alpha}\right)^{\beta}$$

$$R(t) = \exp\left(-\frac{127}{94,0098}\right)^{2,6546}$$

$$R(t) = 0,8023$$

The failure rate function of the Link wheel component that follows the Weibull distribution is

$$H(t) = \frac{f(t)}{R(t)} = \frac{\beta}{\alpha} \left(\frac{t}{\alpha}\right)^{\beta-1}$$

$$H(t) = \frac{2,6546}{94,0098} \left(\frac{127}{94,0098} \right)^{2,6546-1}$$

$$H(t) = 0,0034$$

Based on the data processing value of the reliability concept against time, the Weibull distribution graph for the reliability function and the failure rate function on the Link wheel component can be seen in the following figure.

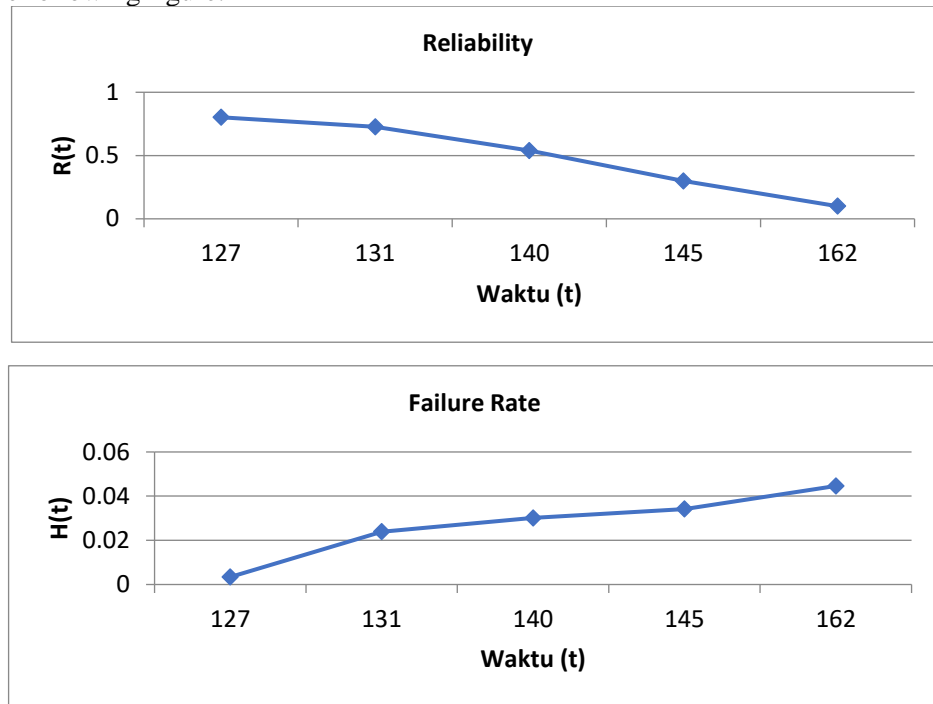


Figure 3.3 Reliability and Failure rate graphics Link wheel

3.4. Mean Time To Failure (MTTF) and Mean Time To Repair (MTTR)

After knowing the value of the shape parameter (β) and scale parameter (α) of the weibull distribution on the concept of critical component reliability, then the calculation of mean time to failure (MTTF) and mean time to repair (MTTR) on the components of the leaf chain, return rail, and wheel link in accordance with the distribution used to determine the maintenance indicators that play an important role for companies that can later consider increasing uptime (production time) while reducing downtime.

1. Chain Leaves

$$MTTF = \frac{1}{\lambda} = \frac{1}{0,0111} = 90 \text{ days}$$

$$MTTR = \alpha r \left(1 + \frac{1}{c} \right) = 81,5797 \cdot 1,842 \left(1 + \frac{1}{6,4572} \right) = 22,54 \text{ days}$$

$$MTBF = \frac{(Total \text{ Available Time} - Time \text{ Lost})}{Number \text{ Of Shutdowns}}$$

$$= \frac{(478.689,6 \text{ menit} - 1.244 \text{ menit})}{2}$$

$$= 238.722,8 \text{ minutes/year} = 165,77 \text{ day/year}$$

From the results of the above calculations, the mean time to failure of the leaf chain component is 90 days, the mean time to repair is 22.54 days, and the mean time between failure is 165.77 days.

2. Return Rail

$$MTTF = \frac{1}{\lambda} = \frac{1}{0,0063} = 158,73 \text{ days}$$

$$MTTR = \alpha r \left(1 + \frac{1}{c} \right) = 87,5729 \cdot 2,255 \left(1 + \frac{1}{9,3674} \right) = 21,1 \text{ days}$$

$$MTBF = \frac{(Total \text{ Available Time} - Time \text{ Lost})}{Number \text{ Of Shutdowns}}$$

$$= \frac{(478.689,6 \text{ menit} - 986,4 \text{ menit})}{2}$$

$$= 238.851,6 \text{ day/year} = 165,86 \text{ day/year}$$

From the results of the above calculations, the mean time to failure of the return rail component is 158.73 days, the mean time to repair is 21.1 days, and the mean time between failure is 165.86 days.

3. Link Wheel

$$MTTF = \frac{1}{\lambda} = \frac{1}{0,0034} = 294,1 \text{ days}$$

$$MTTR = \alpha r \left(1 + \frac{1}{c}\right) = 94,0098 \cdot 2,531 \left(1 + \frac{1}{12,0609}\right) = 19,72 \text{ days}$$

$$MTBF = \frac{(Total \text{ Available Time} - Time \text{ Lost})}{Number \text{ Of Shutdowns}}$$

$$= \frac{(478.689,6 \text{ menit} - 600 \text{ menit})}{2}$$

$$= 239.044,5 \text{ minutes/year} = 166 \text{ day/year}$$

From the results of the above calculations, the mean time to failure of the wheel link component is 294.1 days, the mean time to repair is 19.72 days, and the mean time between failure is 166 days.

3.5. Task Selection

After analyzing the failures and also calculating the reliability of the components, the proposed maintenance planning strategy is obtained. Whether it is preventive maintenance (PM), predictive maintenance (PdM), or corrective maintenance (CM) can be seen as follows:

Table 3.3 Task Selection

| No | Equipment | Function | Function Failure | Failure Mode | Consequences Evaluation | | | | Maintenance Category |
|----|-------------|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------|---|---|---|----------------------|
| | | | | | H | S | E | O | |
| 1 | Leaf chain | Carrying cement material | There is a friction sound, The chain leaf is bent | Skewed chain position | Y | N | Y | N | PdM/CM |
| 2 | Return Rail | Chain path as well as to maintain the stability of the chain so as not to tilt | There is a return rail that has been tilted, The return rail tread bolt is bent | There is cement material that rubs continuously | Y | N | Y | Y | PM/CM |
| 3 | Wheel link | As a wheel that runs on the return rail plate to minimize friction | There is a friction sound when the drag chain is running. | Shrinking of the link wheel and thinning of the return rail plate | N | N | Y | N | PdM/CM |
| 4 | Bearing | Shaft bearings to keep rotation stable without damaging the housing | It has entered the bearing replacement schedule (Life time bearing), Bearing wear so that it breaks | Shaft rotation becomes heavy and unbalance (loose) | Y | N | Y | Y | PM/PdM |

| No | Equipment | Function | Function Failure | Failure Mode | Consequences Evaluation | | | | Maintenance Category |
|----|------------|--------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-------------------------|---|---|---|----------------------|
| | | | | | H | S | E | O | |
| 5 | Roller | Sprocket holder | The drag chain roller is detached and falls off the bearing | The drag chain body expands slightly making the shaft roller far from the bearing | Y | N | Y | Y | PM/ PdM |
| 6 | Body/Cover | Material protector | The low distance between the base of the ground surface and the drag chain body | Very easy to be submerged in tides / floods that have the potential for water to enter the body | Y | N | Y | Y | PdM |

In the table above, we can see the consequences or impacts that arise due to failures in equipment (Consequence Evaluation) which include Hidden Failure (H), Safety Problem (S), Economic Problem (E), Outage Problem (O).

1. Hidden Failure (H), is a failure mode that has a direct impact, but if no action is taken it can become a serious failure and even trigger other failures.
2. Safety Problem (S), is a failure mode that can endanger the safety and even death of a person.
3. Economic Problem (E), is a failure mode that affects the company's economy including repair costs.
4. Outage Problem (O), is a failure mode that can cause the component work system to stop completely or partially so that it can affect plant operations.

Before making improvements, it is necessary to analyze the factors that cause failures in the drag chain machine using a fishbone diagram. The fishbone diagram on the drag chain machine pays attention to four factors, namely material factors, environmental factors, machine factors, and human factors. Due to these factors that affect the decline in productivity and efficiency on the drag chain machine itself.

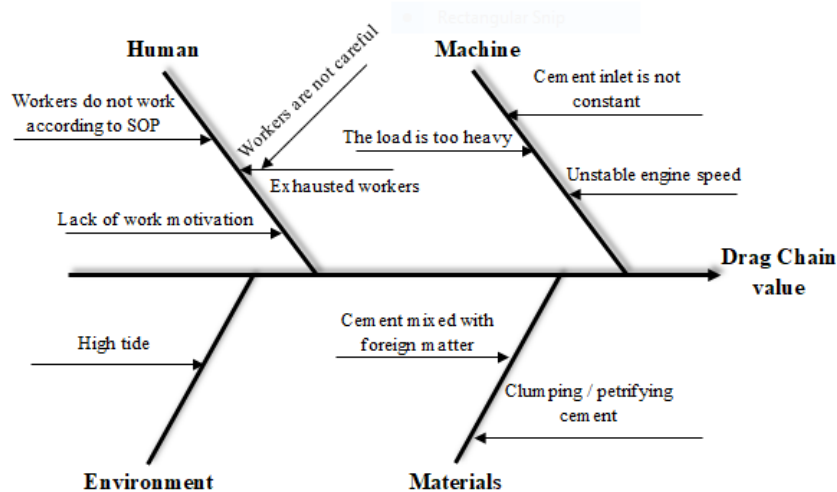



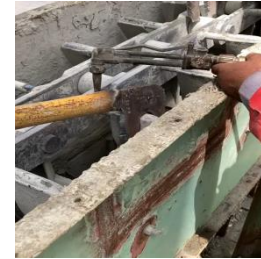










Figure 3.3 Fishbone Diagram drag chain performance

Apart from the proposed maintenance planning strategy, the maintenance process carried out by workshop mechanics at PT. Solusi Bangun Andalas to overcome the failure of the drag chain component can be seen in the following table:

Table 3.4 Maintenance overcoming drag chain component failure

| No | Component | Mechanical Solution | Photos | |
|----|-------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| | | | <i>Before</i> | <i>After</i> |
| 1 | Leaf chain | Repairing the chain leaf by welding, which is then returned to its original shape. |  |  |
| 2 | Return Rail | Repairing the return rail by welding, then returning it to its original shape. |  |  |
| 3 | Wheel link | Replacing the old link wheel with a new link wheel by dismantling the pin on the chain. |  |  |
| 4 | Bearing | Replace the new bearing with type F209. |  |  |
| 5 | Roller | Repairing the roller and replacing the lock nut. |  |  |

| No | Component | Mechanical Solution | Photos | |
|----|------------|--------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| | | | <i>Before</i> | <i>After</i> |
| 6 | Body/Cover | Raising the tread from 17.5 cm to 62.5 cm. |  |  |

4. Conclusion

Based on the results of the analysis and description of the research above, the following conclusions are obtained:

1. Drag chain machine damage in the period January 2022 to December 2022 occurs in the components of the chain leaf, return rail, bearing, and roller with RPN values based on the FMEA table, namely chain leaf (112), return rail (84), link wheel (60), bearing (54), roller (48). Where the higher the RPN value indicates a high level of criticality or is considered a component with the most risk of failure.
2. Based on the RPN value, there are 3 top components that have a high enough value, namely the leaf chain, return rail, and wheel link. After being calculated using the weibull distribution pattern, the reliability value of the leaf chain is 88% with TTF 213 days and MTTF (90) days, the return rail is 73% with TTF 9 days and MTTF (158) days, the link wheel is 80% with TTF 217 days and MTTF (294) days.
3. Based on the analysis using the concept of reliability, all the middle values of reliability values decrease with increasing time, indicating that the machine will experience damage in the future. For this reason, it is necessary to take appropriate maintenance actions to optimize the failure time interval with the proposed maintenance actions on the components of the leaf chain and wheel link, namely predictive maintenance with corrective maintenance, return rail, namely preventive maintenance with corrective maintenance, while bearings and rollers are preventive maintenance with predictive maintenance.

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