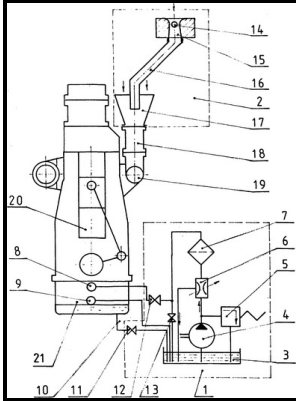


Topographic characterisation of cylinder liner wear

University of Birmingham - Identifying cylinder liner wear using precise coordinate measurements



Description: -

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Characterization of the friction and wear effects of graphene nanoparticles in oil on the ring/cylinder liner of internal combustion engine

For comparison, similar tests for a smaller number of sliding pairs were carried out at a temperature of 80 °C. Other effects, such as corrosion or the influence of oil ageing due to combustion products or the formation of tribofilms, on wear behaviour were not investigated in this work. This can be attributed to more pores of the Fe-based coating being exposed during the wear process.

Identifying cylinder liner wear using precise coordinate measurements

At the bottom dead centre, the sliding velocity is also small, but the contact pressure is mainly due to the ring pre-compression. This may extend the operating life span of the cylinder and in turn reduces the maintenance expenses. Then the wear volume and the average wear depth can be calculated via pixel-wise subtraction of the aligned images, with the average wear depth being the arithmetic mean of the height differences of all pixels.

Experiments on effects of dust particles on the wear of cylinder liner in internal combustion engine

A portion of the folds would eventually detach during the running process and act as abrasive particles increasing the wear in the cylinder. However, this layer was only formed at the top dead center of the cylinder liner during the engine tests.

Characterisation of worn cylinder liner surfaces by segmentation of honing and wear scratches

The spine configuration at radial cross sections can be seen in FIG.

Related Books

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