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Reviews

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(Alec Langosh)

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 60 pages. Original publisher: Cleveland, Ohio: National Aeronautics and Space Administration, Lewis Research Center; Springfield, VA: Available from National Technical Information Service, U. S. Dept. of Commerce, 1990 OCLC Number: (OCoLC)25023225 Subject: Trucks -- Motors (Diesel) -- Materials. Excerpt: . . . optimization related problems. In fact it may be argued that no coating can be fully optimized without resorting to an infinite amount of testing and evaluation. Thus optimization becomes a trade off between the need to develop a reliable coating system and the need to minimize development costs. Furthermore, variability problems compound optimization problems. This is because excessive variability makes it difficult to optimize oald given coating system or to evaluate a new system against eannt one. As described in Part II, the HDTT program was compon oriented and not materials oriented. Therefore only a few coating systems could be considered and the amount of time that could be devoted to optimization was limited. Therefore ylfundamentalems, stems research designed to identify and solve variability gprob improve quality control, and find viable back-up coatin s would be very useful. III. A. 3 optimum zirconia composition for TTBCs Even if spray powder preparation and the plasma spray process were optimized it would still be necessary to ensure that the ceramic material selected for the TTBC was theoretically the best available material for use in the diesel engine. Zirconia based materials, especially zirconia-yttria, has received the most serious consideration based on the successful use of these materials in the gas turbine industry and the lack of any strongms contenders. One major difference between the two coating syste03 developed under HDTT is that Cummins UTRC employs ZrO2-20 Y2 and Caterpillar employs ZrO2-8 Y203. These two compositions are...



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