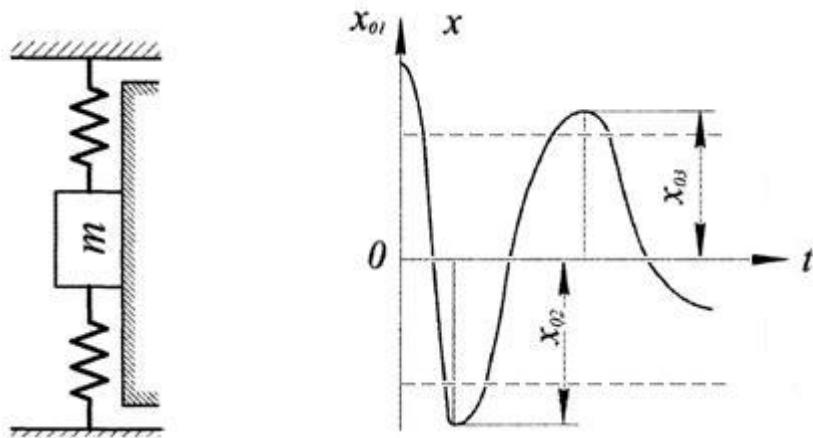




[5, 6],  
( ),

( ).

, [7], « » (« », ),  
( ), «... » [7, . 515] ( . . 2, ).



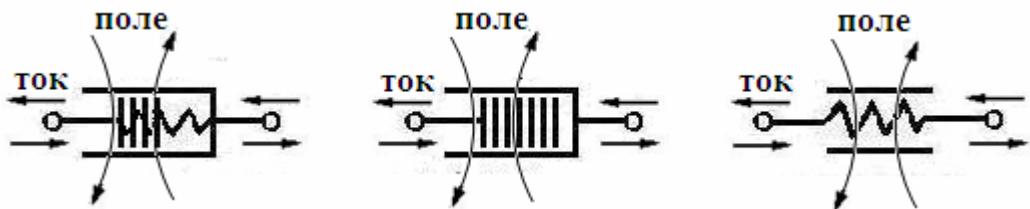
. 2. ( ) ( )

, , ( ), , «...»,  
, , ,  
» [8, . 30]. , ,  
[9], , , , , ,

( ) , , , , , ,  
( ) , , , , , ,  
, , , , , ,  
, , , , , ,  
, , , , , ,  
( = 0), , , , ,



[14] ( ), « » [10].  
 ( ), (v).  
 , .  
 , .  
 , .  
 , .  
 , .  
 , .  
 , .  
 , .  
 ( ), .  
 . [11], .  
 ( . 3), , R L [15], .  
 ( ), ( ).  
 - ( ), .  
 - ( ).



. 3. ( ), ( ) .  
 ( ) .

, .  
 , .  
 , .  
 . 3, ( ), .  
 , .  
 (S) .  
 , . 3, ( ).  
 , . 0,  
 :

$$S = f [ \quad ( , V, , I, U), S, Q ] . . \quad (1)$$

( . . . 3, ).

[15], ( ).

30-

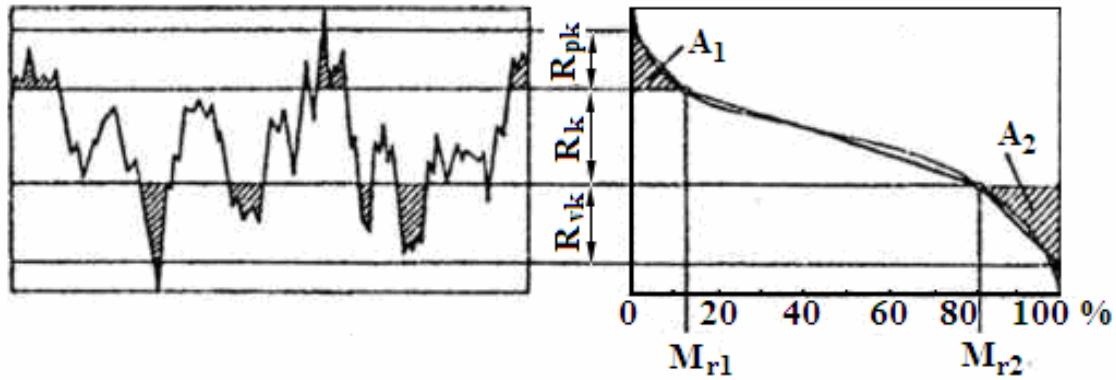
( $S$ ),  
 $\mu = \mu /$ ,  
 $w = w /$ ,  
 $S = S /$ ,  
 $f[S] = f[(V, I, U), S, (t), Q_{+v}]$ . (2)

$(X, Y) = Z(z > x, y)$ ,  
 $(S) = f[(V, I, U), S, (t)]$ . [16]

$S = f[(V, I, U), S]$ . (3)

$0 = 0$ ,  
 $0 = 0$ ,  
 $(D = 10^7)$ ,  
 $[17]$ ,  
 $DIN 4776$ ,

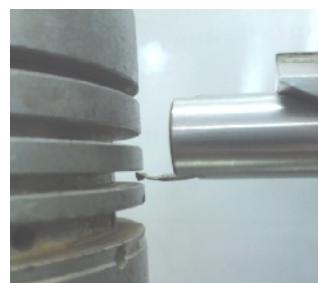
, [18],  
 $R_{pk}$  ( . 4, ), , , , ,



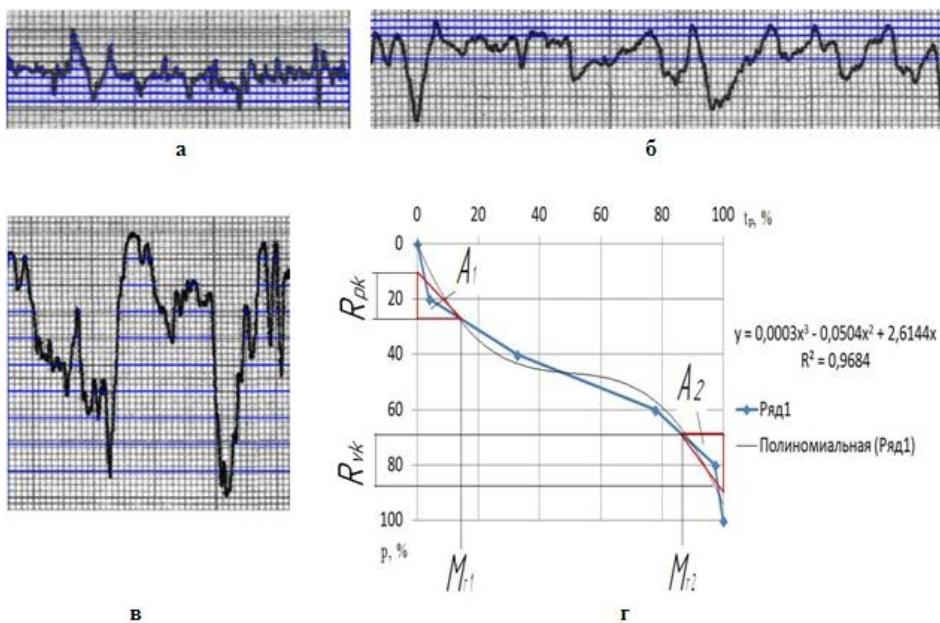
. 4. ( ) ( ) [18]  $I_1, I_2, R_{pk}, R_k, R_{vk}, MR_1, MR_2$

$R_k$ , [18]  
 , « »,  
 $Q_1, Q_2$  ( . 1),  $R_k$   
 $Q_{+v}$  ( . 2) « » 2,

-14  
 -201.  
 $(3 \dots)$  ,  
 , ( . . 5, ).



. 5.



6. , , ,  $R_{max} = 2,5$  ; ,  
 . 60); — , , ( . 4 12,5 ( . 4 , . 120); — , ,  $R_{max} = 2,5$

$t_p$   $MR_1 ( . . 4, )$  « - 3D V13». 20, 40, 60 80 %.

[18]:

$$Q = A_2 = R_{vk}/20 [(100\% - M_{r2})/(100\%)], \quad ^3/\quad ^2 \quad (4)$$

DIN 4776,

$I$   $2$ ,

, 1, , ,  
 . 6.

1.

	$R_{pk},$	$M_{r1}, \%$	$I, \quad ^3/\quad ^2$	$R_{vk},$	$M_{r2}, \%$	$2, \quad ^3/\quad ^2$
min	0,20	15	0,008	0,41	93	0,001
max	1,71	38	0,053	2,72	75	0,034
min	0,29	14	0,010	0,32	77	0,004
max	0,90	17	0,039	1,11	76	0,013



27.01.2014

*L.N.Boldar, A.A.Antonov, S.V.Slukin*

## **POSSIBILITY OF MUTUAL RESPONSE LAPPING OF CPG PARTS OF COMBINE AND AUTOMOTIVE ENGINES**

*To improve the quality of parts for the repair of engines we propose to use alternative technology environments and processes based on the principles of intermittent technological factors - load, sliding velocity, temperature and electric current.*

**Key words:** mutual refinement of engine parts, intermittent technological factors, alternative technological environment, minimizing wear and tear.