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## **ROUTING THE ENGINE – THE SEAL OF ITS DURABILITY**

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Among the aggregates of cars the least durable is the engine. According to his resource, the inter-repair lines of service of machines are determined. The components of the engine have a different resource. The piston rings, pistons, cylinders, valves, crankshaft crankshafts, its connecting rod and rods are the fastest. These elements of the engine relate to the responsible assembly units of parts, to eliminate the malfunction of which developed advanced technological processes. During overturning of the engines, mutual tuning of the friction surfaces of parts is reached, defects of repair are revealed and finally the mechanisms and knots are regulated. Tests of engines are a control operation for assessing the quality of repairs.

In the process of manufacturing and restoration of parts of machines provide certain geometry and physical and mechanical properties. However, they are not always optimal for operating conditions. On the friction surfaces of parts after their manufacture there are traces of mechanical processing in the form of projections of different heights. As a result, the wear of parts after the assembly touches the surface of the protrusions. The area of the actual contact of the rubbing surfaces is hundreds and thousands of times smaller than the calculated areas. If such surfaces are loaded, there will be significant specific pressures at the points of contact, which will lead to local overloads, intense destruction and jamming. Friction and work of parts is very affected by the roughness of the surfaces. With less roughness, the actual bearing surface is larger. Working surfaces is less, the less their roughness. To prevent the accidental destruction of friction surfaces, new or refurbished engines gradually load in the initial period of their work. At the same time there is a process that increases the resistance to the friction surfaces due to the increase in the area of actual contact and the improvement of physical and mechanical properties. The process of improving the quality of the friction surfaces of the conjugated parts in the initial period of their work is called spinning.

When deviating from such a shape in the cross section there is an oval or cut that worsens the surface quality, as well as lengthen the process of spinning. In addition, with oval or fissure, for example, piston rings, the gas passes, the blasting and combustion of the oil layer occurs, bumps or increase in the work of the conjugated parts, as well as increases in oil consumption. For lubrication of engines in the period of spin the oil is recommended industrial I-45 or I-50 and a mixture of diesel oils with industrial oils I-12 or I-20. For accelerated and full engine lubrication, it is possible to add special additives consisting of surfactants to butter. Good results gives a smear on the butter with sulfur additives (add 0,8-1,2%). Additives accelerate the process of spin, improve the quality of surfaces of conjugated parts and reduce the duration of the process in 2-5 and even 6-8 times. The deterioration of friction surfaces is reduced by 1.2-1.5 times compared with the spin on oil without the addition of sulfur. Routing and testing should only be performed with those appliances, electrical ignition, etc., with which they will work in the process of operation. Routing and testing modes of engines depend on their purpose and design. They are fitted with appropriate technical requirements.

One of the main factors in increasing the durability of friction surfaces, and accordingly the engine as a whole, is the development of new high-quality oils, which must meet the following requirements: long service life; assistance in reducing the coefficient of friction; increase of wear-resistance of surfaces and others.

In the majority of cases, the improvement of the operational properties of lubricants occurs when the additives are added to them. With the help of additives try to achieve such functional properties of friction surfaces, as anti-wear, anti-squeezing, antifriction, anticorrosive and others. These properties of the surface of the parts can cause the oil with additives due to the formation of special films.

Anti-wear and anti-extermination additives create adsorption, chemisorption films and composite films of chemical compounds of metal additives on friction surfaces.

The bases of compositions for anti-wear supplements are the chemical elements P, S, Cl. They form protective films of phosphates, sulphides and chlorides. For anti-inflammatory additives, composite compounds that simultaneously contain S and Cl are used. With the use of additives try to go through the synthesis of organic substances, which contain at the same time P, S, Cl. The disadvantage of additives based on P, S, Cl is their longevity and limitations on the temperature factor and the specific pressure in the friction zone.