

About a port end of cylinders of 240–1003011 manufactures of the Peoples Republic of China given

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Dealer VII «ММЗ» for its control probe.

The port end of cylinders of 240–1003011 manufactures of the Peoples Republic of China has been examined in laboratory OGK UP «ММЗ». As a result of probe coarse aberrations of parametres of a port end of cylinders from demands of the designer documentation are determined:

1. Diameters of aligning bores under a spray jet on 0,05 ... 0,1 mm are augmented. **Similar aberrations call a sidesway of spray jets in boring in the course of a strengthening bolt tightening, that inevitably leads to hanging of a needle of dispersers with a propeller loss of power. Through a short time there is a wedging of a needle and a full exit of a disperser out of operation. At similar imperfection the disperser starts to “pour”, the propeller works with knock. The flashing off of a combustion chamber and wedging of buckets is is possible.**
2. Sizes of sockets of valves are not stood: a size to калибровой lines on 0,2 ... 0,3 mm less set by the drawing. Valves with augmented sizes to калибровой lines are used. It has led to decrease утопания valves to 0,85, instead of admissible 1 ... 1,25 mm. **Insufficient утопание valves leads to bucket blows on valves that calls them рассухаривание. At рассухаривании the valve it gets to the cylinder, calling a propeller collapse: a fault of buckets, barrels of cylinders, frequently abruption of a connecting rod with a fault of the cylinder block, a camshaft and коленвала.**
3. Diameters of bores under valves in guide bushes are overestimated on 0,01 ... 0,03 mm that matches to wear of guide bushes during nearby 1000 ... 2000 hours. **The increase in a root diameter of guide bushes augments breakthrough of crankcase fumes, aggravates conditions of lubrication of valves that leads to their wedging and breakages.**
4. Admission openings in nozzles of a port end of cylinders have diameter of 46,3 mm instead of 48 ++ 1,032 mm under the drawing. **Decrease of admission openings diminishes filling up of cylinders by air and**

accordingly an engine power, raises дымность the completed gases and their temperature that leads to excessive heating of the injection engine and its wedging.

5. In the crank chamber of a port end of cylinders there are sand skins between raggles under spray jets and discharge ports, there are the bosses which have been not set by the drawing.

Deterioration of a surface of “jacket” of refrigeration leads to excessive heating and a coking up сопловых bores of dispersers of spray jets, to the common excessive heating and propeller wedging.

Ground stated, use of port ends of cylinders of manufacture of the Peoples Republic of China on injection engines UP «ММЗ» is inadmissible.