## **Table of contents**

1	Pisto	on rings					
	1.1	.1 Purpose and function of piston rings					
	1.2						
	1.3						
	1.4		f piston rings	surface			
		1.4.9 1.4.10	Slotted oil control ring Spring-loaded oil control ring 1.4.10.1 Oil control ring with coil spring 1.4.10.2 Three-piece oil control ring (ex				
		1.4.11	U-flex ring				
	1.5	1.5.1	details	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
	1.6	Materi 1.6.1	s, coatings, and surface treatment  Materials				
		1.0.2	1.6.2.1 Gray cast iron as a base mater 1.6.2.2 Martensitic nodular cast iron a 1.6.2.3 Carbon and stainless steels 1.6.2.4 Running surface and side face 1.6.2.5 Nitriding running surfaces 1.6.2.6 Surface protection	rial			

2	Piston pins and piston pin circlips				
	2.1 Function of the piston pin				
	2.2	Requirements			
		2.2.1 General			
		2.2.2 Strength			
		2.2.3 Deformation			
		2.2.4 Lubrication, oil supply			
		2.2.5 Wear			
		2.2.6 Weight			
	2.3	Types of piston pins			
	2.4	Design			
		2.4.1 Dimensioning 3			
		2.4.2 Analysis			
		2.4.3 Finite element analysis			
		2.4.4 Dimensional and form tolerances, standard			
	2.5	Materials4			
	2.6	Coating 4			
	2.7	Component testing 4			
	2.8	Piston pin circlips4			
3	3.1	rings         4           Product range         4           3.1.1 Applications         4           3.1.2 Types and terminology         4			
	0.0	5.			
	3.2	Design specifications 5 3.2.1 Properties 5			
		3.2.1 Properties			
		3.2.3 Wear resistance			
		3.2.4 Stop-start applications			
		3.2.5 Seizure resistance			
		3.2.6 Embeddability			
	3.3	Bearing geometry5			
		3.3.1 Bearing diameter and length			
		3.3.2 Grooves and bores5			
		3.3.3 Bearing clearance			
		3.3.4 Fit of bearings and bushings5			
	3.4	Numerical simulation5			
		3.4.1 Hydrodynamic lubrication (mobility method)5			
		3.4.2 Specialized simulations (TEHL)6			
		3.4.3 Additional CFD simulations			
		3.4.4 Interference and assembly simulations 6			
	3.5	Materials 6			
	3.6	Market requirements and technology trends6			

4	Con	necting	rod	69		
	4.1	Introduction				
	4.2	Stresses				
	4.3	Requirements				
	4.4	Big en 4.4.1 4.4.2	d bore  Cracking (fracture splitting)  Angle split of the big end bore	7: 7: 7:		
	4.5	Conne	ecting rod shank	7		
	4.6	Small 4.6.1 4.6.2 4.6.3 4.6.4	Pin bearing in the small end bore	7: 7: 7: 7: 7:		
	4.7	Guidin	g the connecting rod	79		
	4.8	FE and 4.8.1 4.8.2	Modeling	86 87 87 87		
		4.8.3	Stresses from engine operation	8: 8: 8:		
	4.9	Comp	onent testing of the connecting rod	8		
	4.10	4.10.1	alsSteels for forged connecting rodsSinter-forged connecting rods	9: 9: 9:		
	4.11		Requirements for connecting rod bolting  Design and analysis of connecting rod bolting  Shape of the connecting rod bolts	9; 9; 9;		
5	Crar	nkcase	and cylinder liners	9		
	5.1	Introdu 5.1.1 5.1.2	LotionForces and stresses	98 9. 9.		
	5.2	Types 5.2.1 5.2.2 5.2.3	of crankcases	9 10 10		
	5.3	Cranko 5.3.1 5.3.2	Case materials  Cast iron  Aluminum alloys and material properties	10: 10: 10:		

	5.3.2.1 Effects of the casting process on the material properties of aluminum alloys
	5.3.2.2 Effects of heat treatment on the properties of cast aluminum alloys
533	Magnesium
	Material trends
	Effects of the casting process on the design of the crankcase
0.0.0	5.3.5.1 Sand casting
	5.3.5.2 COSCAST™ process
	5.3.5.3 Molding sand—"green sand"
	5.3.5.5 Full-mold casting method (lost foam method)
	5.3.5.6 Permanent mold casting
	5.3.5.7 Gravity die casting
	5.3.5.8 Low-pressure die casting
	5.3.5.9 High-pressure die casting
	5.3.5.10 Squeeze casting
	5.3.5.11 Semisolid process
Cylind	er liners and cylinder surfaces
	Requirements for the cylinder surface
	Cylinder surfaces in aluminum crankcases
	Types of cylinder liners
	Materials
	Surface treatment
5.4.5	Surface treatment
Light-a	alloy cylinders
5.5.1	Types of light-alloy cylinders for small engines
5.5.2	Air-cooled cylinders
5.5.3	Port shapes and gas exchange in two-stroke engines
5.5.4	Cylinders for four-stroke engines
5.5.5	Surface treatment
	5.4.1 5.4.2 5.4.3 5.4.4 5.4.5 Light-a 5.5.1 5.5.2 5.5.3