



AIN SHAMS UNIVERSITY
FACULTY OF ENGINEERING

OPTIMUM RUNNING-IN PROGRAM FOR OVERHAULED INTERNAL COMBUSTION ENGINE

BY
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A THESIS

**Submitted in partial fulfillment of
the requirements of the degree of Master of Science in
Automotive Engineering**

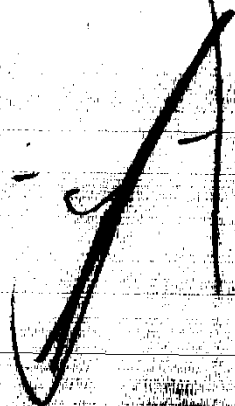
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**IN THE NAME OF ALLAH
THE MERCIFUL THE COMPASSIONATE**



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The work included in this thesis was carried out by the author from November 1990 to November 1994.

No part of this thesis has been submitted for a degree or a qualification at any other university or institute.

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ABSTRACT

The present work is dealing with the investigation carried out to propose the optimum running-in program for the overhauled engine, specially in the absence of automobile maker running-in program.

The running-in of the overhauled engine is usually done in two stages, to save the time taken by repairs. The first stage (*primary running-in*) is performed by the repair under taking and mainly completes the process of smoothing the irregularities on the rubbing surfaces and improves the wearing qualities of the parts, it can be done cold, hot or combined. The second stage (*operating running-in*) is performed during the operation of the vehicle and fully gets the rubbing surfaces ready to stand up to normal operating loads and eliminates the detrimental effect produced by unconfirmation between the mating parts. Primary running-in is only studied in this thesis due to its great effect on the engine performance and durability.

The most important factors affecting the progress of running-in of the overhauled engine are the initial geometry of the mating surfaces, the characteristics of wear of material, operating condition (load, speed) and antifriction coatings.

The change of engine friction losses is used to indicate the progress of running-in process.

The test rig constructed to measure the engine friction losses by motoring method.

The experiments are carried-out on fifty overhauled engines under fixed conditions as engines model (Petrol engine - four cylinder - 2 445 liter capacity - 78 HP - maximum torque 17.2 kg m), machining process, materials used, amount of repair accomplished and quality of repair work

The experimental results showed that

- 1- The major effect of running-in process on the overhauled engine takes place during the first few minutes of running-in interval (30-40) minutes in case of cold running by continuous method, 10-15 minutes in case of cold running by multi-stages or interrupted method and 15-20 minutes in case of hot running-in to reach steady state
- 2 Running-in process affects clearly engine starting torque, therefore the reduction percent of the starting motoring torque is choosed as a suitable parameter to indicate running-in process
- 3 Cold running-in results 5% in reduction of starting motoring torque
- 4 Hot running-in results 26% in reduction of starting motoring torque
- 5 Combined running-in results 30% in reduction of starting motoring torque.
6. The reduction percent occurs in the overhauled engines are 39% in case of starting motoring torque (max. static torque) and in case of steady motoring torque (dynamic torque) 22.2% during running-in interval with respect to the total operation period (up to next overhaul).

CONTENTS

	Page
INTRODUCTION	1
CHAPTER I : METHODS OF ENGINE RUNNING-IN PROCEDURE	3
1.1. Introduction	3
1.2. Primary Running-In	3
1.2.1. On the vehicle Run-In	5
1.2.2. On Bench Run-In	5
a. Cold Running-In	5
b. Hot Running-In	6
c. Combined or coupled Run-In	6
1.2.3. Duration of Primary Running-In	7
1.2.4. Acceptance Test and Inspection	12
1.3. Operating Running-In	14
CHAPTER II : THE FACTORS AFFECTING RUNNING-IN PERIOD	15
2.1. The Initial Geometry of the Mating Surfaces.....	15
2.2. General Characteristics of Wear of Material	20
2.3. The Operating Conditions [Load and Speed]	22
2.3.1. Operating Condition and Wear Mechanism for Cylinder and Piston assembly components	26
2.4. Antifriction Coatings	30
CHAPTER III : THE AFFECTIVE FACTOR THAT DETERMINE THE COMPLETION OF ENGINE RUNNING-IN	34
3.1. Introduction	34
3.2. Total Friction of the Engine	34

	Page
3.2.1. Motoring mean effective pressure	36
3.2.2. Dimensional analysis	42
3.2.3. Piston and ring friction	44
3.2.4. Journal bearings friction losses	56
3.2.5. Other friction	59
3.2.6. The nature of friction	60
CHAPTER IV : TEST RIG	64
4.1. Introduction	64
4.2. Test Rig	64
4.2.1. The electric brake motor	64
4.2.2. The speed-regulating rheostat	68
4.2.3. The reducing gear	70
4.2.4. The weighing mechanism	72
4.2.5. The oil dash pot	75
4.2.6. The control panel	77
4.3. Calculations	79
CHAPTER V : EXPERIMENTAL RESULTS & ANALYSIS ..	81
5.1. Introduction	81
5.1.1. Willan's line	81
5.1.2. Morse test	81
5.2. Experiments	84
5.2.1. Behaviours of the overhauled engine.....	86
a. Effect of removing spark plugs	90
b. Oil viscosity effect	105

	Page
c. Speed effect	110
5 3 2. Cold running-in	118
a. The results of cold running-in methods	118
b. Cold running-in effect	131
5 3 3. Hot running-in	135
i.a. Effective period with partial load	135
i.b. Effective period with no load	137
ii. Effect of hot running-in	137
iii. Load effect	140
5 3 4. Combined running-in	145
5 3 5. Comparison of motoring tests for overhauled and old engines	156
CHAPTER VI : CONCLUSION AND RECOMMENDATIONS	160
REFERENCES	163
APPENDICES	167

INTRODUCTION

The major breaking-in of the rubbing surfaces takes place during the first hours of the overhauled or new engine operation. It is therefore essential that during this period the engine is operated under such conditions which will promote breaking-in of the rubbing surfaces without scoring, bending or excessive wear, and prepare the engine parts for work under normal operating conditions. This object can be achieved by running-in the engine.

Running-in creates all the conditions necessary for the rubbing surfaces to become capable of taking and transmitting normal operating loads. This is why running-in should be considered part and parcel of the entire engine repair cycle, this last but very important stage getting the engine parts ready for normal operation.

The length of the overhaul engine life depends not only on the effectiveness of the repair accomplished but also on proper running-in of the engine. Through well overhaul, the engine will not give sufficiently long service unless it is properly run-in. Some automobile engines makers recommend certain rules for running-in the overhauled or rebuilt engines. In the absence of specific schedule for running-in the following thesis is carried-out to propose the optimum running-in program for the overhauled engine with regard to the following items :

- * Effect of running-in methods on the friction losses entire the overhauled engines.

- **Determining the monitoring factor which indicates the completion of running-in procedure**
- **Determining the effective factors which accelerate the completion of running-in procedure**

CHAPTER I

METHODS OF ENGINE RUNNING-IN PROCEDURE

1.1. Introduction :

The running-in of the overhauled engine is usually done in two stages, to save the time taken by repairs. The first stage (primary running-in) is performed by the repair under taking, the second stage (Operating Running-in) is performed during the operation of the vehicle as shown in Fig.(1.1).

1.2. Primary Running-in (First-stage) :

The primary running-in mainly completes the process of smoothing the irregularities on the rubbing surfaces and improves the wearing qualities of the parts. This is done by preparing the surfaces with moderate operating loads. The primary running-in predetermines the performance and durability of the engine. This type of running-in is performed on special benches or directly on the vehicle. The choice of the method depends on the facilities available and the amount of repair work in hand.

Large repair undertaking will find it more practical to run-in the engine on a bench, whereas for small repair undertaking it will be more expedient to run-in the engine on the vehicle. After routine repairs (replacement pistons, piston rings and bearing shells) the engine also should be run-in on the vehicle.