

<<汽车专业英语>>

图书基本信息

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内容概要

本教材课文内容以汽车构造为主线，主要讲述汽车各个系统的构造及工作原理，并选编了现代汽车方面的有关内容，如电子喷射、制动防抱死、安全气囊等。

全书共17个单元，前14个单元由课文、词汇、短语和句子注释、练习和阅读材料组成，后3个单元由课文、词汇、短语和句子注释、练习组成；有的课文和阅读材料还配有附图，针对课文和阅读材料的重点难点都加注了语法分析和翻译，在书后还附有汽车专业英语常用词汇。

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章节摘录

Front axle is used for steering front wheels carried on stub axles swiveling upon king pins at the axle extremities. Steering arms and a track rod link the two stub axles together for swivelling them by a steering wheel about the king pins. The steering wheel linked to one of the stub axles by a shaft, a gear box and a suitable linkage is operated by the driver's hand wheel. Previously the axle—a one-piece beam was used to support the vehicle through springs. An arrangement known as independent front suspension has replaced the axle and spring arrangement. Under the control of springs, the wheels are free to rise and fall vertically independently of each other. For fixing rear wheels, a tube like shaft enclosing driving shafts with suitable bearings for rotating the wheels is used. It is enlarged at the center for enclosing the : final drive gears used for providing main speed reduction between the engine and the driving wheels. The change of direction of the drive from the fore and aft line of the propeller shaft to the transverse line of the axle shafts is also provided by this tube known as rear axle.

When going round a curve, the inner wheel has to travel a smaller distance in comparison to the outer wheel. But both the rear wheels would rotate at the same speed if they are connected by a shaft. This rotation of both the wheels would result in slipping of one or both of them on the road surface causing excessive tire wear as well as severe twisting loads on the shaft. Moreover, the two wheels of the exactly similar diameter (which is not usually so) can only turn at the same speed without slip on the straight roadsters fitted on the opposite sides may be of different states of wear and even tyre of same nominal diameter made by different or same manufacturer may differ in actual dimensions or may not be exactly similar. Due to change of rolling radius (the distance from the wheel center to the ground), the effective size of the tyre may be altered by different inflation pressure also. Each wheel is provided with its own separate half shaft connected by a differential gear and meeting at about the center of the axle. The wheels are free to rotate at different speeds though they are provided with equal drive by the differential gear. For preventing the transmission of shock from uneven road surfaces to the vehicle, springs are used to support the vehicle on the axle.

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