



机电工程专业英语

ENGLISH IN MECHATRONIC ENGINEERING

(第六版)

施平 主编

哈尔滨工业大学出版社

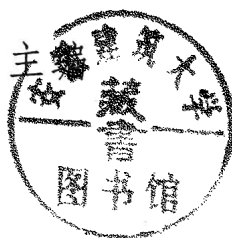


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内 容 提 要

本书以培养学生专业英语能力为主要目标。全书共分六个部分,主要内容为机械零件和设计,机床和加工,质量和生产率,制造工程和自动化,现代制造技术及其发展、教育。本书具有较强的实用性和知识延伸性。本书既可作为高等学校机电工程、机械设计制造及自动化、机械工程及自动化等专业学生的教材,也可供从事上述专业的工程技术人员学习、参考之用。

图书在版编目(CIP)数据

机电工程专业英语/施平主编.—6版.—哈尔滨:
哈尔滨工业大学出版社,2005.8

ISBN 7-5603-1136-9

I.机… II.施… III.机电工程—英语—高等学校—教材 IV.H319.4

中国版本图书馆 CIP 数据核字(2002)第 042648 号

出版发行 哈尔滨工业大学出版社

社 址 哈尔滨市南岗区复华四道街 10 号 邮编 150006

传 真 0451-86414749

网 址 <http://hitpress.hit.edu.cn>

印 刷 哈尔滨工业大学印刷厂

开 本 880×1230 1/32 印张 10.875 字数 280 千字

版 次 2005 年 8 月第 6 版 2005 年 8 月第 8 次印刷

书 号 ISBN 7-5603-1136-9/H·85

印 数 45 001~50 000

定 价 16.00 元

(如因印装质量问题影响阅读,我社负责调换)

前 言

英语作为一门主要的国际交流语言,其作用已日显重要。为了更快、更准确地了解本专业的国际发展动向,学习和借鉴国外的先进技术和管理经验,专业英语的应用能力已成为高等院校学生和科技工作者应该具备的素质之一。

编写本书的主要目的是帮助机电工程、机械设计制造及自动化、机械工程及自动化等专业的学生们提高专业英语的实际应用能力。本书初版于1996年5月,这次是在2004年第五版的基础上又做了全面修订。

全书共分六个部分。第一部分为机械零件和设计,第二部分为机床和加工,第三部分为质量和生产率,第四部分为制造工程和自动化,第五部分为现代制造技术及其发展,第六部分为教育。

课文内容比较新颖,文体规范,难度适中。为了适应专业英语教学的要求,书中内容既对学生学过的课程进行了必要的覆盖,又有所拓宽和延伸,力求反映机电工程和机械制造技术的现状和发展趋势,既可提高读者英语阅读水平,又能使读者了解学科前沿。

本书由施平主编,参加编写工作的有梅雪、田锐、贾艳敏、侯双明、刘美霞。对书中的不足之处,恳请广大读者批评指正。

编 者

2005年7月

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1

MACHINE COMPONENTS AND DESIGN

1. Couplings, Clutches, Shafts and Springs

A coupling is a device for connecting the ends of adjacent shafts. In machine construction, couplings are used to effect a semipermanent connection between adjacent rotating shafts. The connection is permanent in the sense that it is not meant to be broken during the useful life of the machine, but it can be broken and restored in an emergency or when worn parts are replaced.

There are several types of shaft couplings, their characteristics depend on the purpose for which they are used. If an exceptionally long shaft is required for a line shaft in a manufacturing plant or a propeller shaft on a ship, it is made in sections that are coupled together with rigid couplings.

In connecting shafts belonging to separate devices (such as an electric motor and a gearbox), precise aligning of the shafts is difficult and a flexible coupling is used. This coupling connects the shafts in such a way as to minimize the harmful effects of shaft misalignment. Flexible couplings also permit the shafts to deflect under their separate systems of loads and to move freely (float) in the axial direction without interfering with one another. Flexible couplings can also serve to reduce the intensity of shock loads and vibrations transmitted from one shaft to another.

A clutch is a device for quickly and easily connecting or

disconnecting a rotatable shaft and a rotating coaxial shaft. Clutches are usually placed between the input shaft to a machine and the output shaft from the driving motor, and provide a convenient means for starting and stopping the machine and permitting the driver motor or engine to be started in an unloaded state.

The rotor (rotating member) in an electric motor has rotational inertia, and a torque is required to bring it up to speed when the motor is started. If the motor shaft is rigidly connected to a load with a large rotational inertia, and the motor is started suddenly by closing a switch, the motor may not have sufficient torque capacity to bring the motor shaft up to speed before the windings in the motor are burned out by the excessive current demands. A clutch between the motor and the load shafts will restrict the starting torque on the motor to that required to accelerate the rotor and parts of the clutch only.

On some machine tools it is convenient to let the driving motor run continuously and to start and stop the machine by operating a clutch. Other machine tools receive their power from belts driven by pulleys on intermediate shafts that are themselves driven by belts from long lineshafts that serve a group of machines.

A shaft is a rotating or stationary member, usually of circular cross section, having mounted upon it such elements as gears, pulleys, flywheels, cranks, and other power-transmission elements. Shafts may be subjected to bending, tension, compression, or torsional loads, acting singly or in combination with one another. When they are combined, one may expect to find both static and fatigue strength to be important design considerations, since a single shaft may be subjected to static stresses, completely reversed stresses, and repeated stresses, all acting at the same time. The word "shaft" covers numerous variations, such as axles and spindles. An axle is a shaft, either stationary or rotating, not subjected to a torsion load. A short rotating shaft is often

called a spindle.

A spring is a load-sensitive, energy-storing device the chief characteristics of which are an ability to tolerate large deflections without failure and to recover its initial size and shape when loads are removed. Although most springs are mechanical and derive their effectiveness from the flexibility inherent in metallic elements, hydraulic springs and air springs are also obtainable.

Springs are used for a variety of purposes, such as supplying the motive power in clocks and watches, cushioning transport vehicles, measuring weights, restraining machine elements, mitigating the transmission of periodic disturbing forces from unbalanced rotating machines to the supporting structure, and providing shock protection for delicate instruments during shipment.

Words and Expressions

coupling ['kʌpliŋ] *n.* 耦合, 联轴器, 连接器

clutch [klʌtʃ] *n.* 离合器; *v.* 使离合器接合

shaft [ʃɑ:ft] *n.* 轴, 辊

semipermanent [ˌsemi'pɜ:mənənt] *a.* 半永久性的, 暂时的

in the sense that... 在...意义上

shaft coupling 联轴器

exceptionally [ik'sepʃənli] *ad.* 格外地, 特别地

line shaft 动力轴, 主传动轴

propeller [prə'pelə] *n.* 螺旋桨, 推进器

couple ['kʌpl] *v.* 使联在一起, 联接, 力偶

rigid coupling 刚性联轴器, 刚性联接

aligning [ə'laɪniŋ] *n.* 校直, 直线对准

flexible coupling 弹性(挠性)联轴器, 缓冲接头

misalignment [ˌmisəˈlaɪnmənt] *n.* 未对准, 轴线不重合, 安装误差

- deflect [di'flekt] *v.* 偏移, 弯曲, 下垂
- axial ['æksiəl] *a.* 轴的, 轴向的
- interfere [intə'fiə] *v.* 干涉, 干扰, 同...抵触, 冲突 (with)
- shock [ʃɒk] *n.* 冲击, 碰撞
- shock load 冲击载荷, 突加载荷
- vibration [vai'breiʃən] *n.* 振动
- coaxial [kəu'æksiəl] *a.* 同轴的, 共轴的
- means ['mi:nz] *n.* 手段, 方法; *v.* 意味, 想要
- driver motor 主驱动电动机
- rotor ['rəutə:] *n.* 转子, 电枢, 转动体
- rotational inertia 转动惯量
- torque [tɔ:k] *n.* 转矩, 扭矩; *v.* 扭转
- winding ['waindiŋ] *n.* 绕组, 线圈
- burn out 烧坏, 烧掉
- machine tool 机床
- current 电流
- pulley ['puli] *n.* 滑轮, 皮带轮
- intermediate shaft 中间轴
- cross section 横截面
- mount [maunt] *n.* 固定, 固定件; *v.* 安装, 固定
- gear [giə] *n.* 齿轮
- flywheel ['flaihwil] *n.* 飞轮, 惯性轮
- crank [kræŋk] *n.* 曲柄
- bending, tension, compression, or torsional loads 弯曲, 拉伸, 压缩或扭转载荷
- singly ['siŋgli] *ad.* 单独地, 独自地, 逐一地
- static ['stætik] *a.* 静力的; *n.* 静止状态
- fatigue [fə'ti:g] *n.*; *v.* 疲劳
- static stress 静应力
- reversed [ri'və:st] *a.* 颠倒的, 反向的, 相反的
- axle ['æksəl] *n.* 轮轴, 车轴

- spindle [ˈspɪndl] *n.* 轴, 主轴
 deflection [dɪˈflekʃən] *n.* 偏移, 偏转, 弯曲, 挠度
 derive [dɪˈraɪv] *v.* 从…得到, 获得, 引出
 inherent in 为…所固有, 固有的
 metallic [mɪˈtælic] *a.* 金属的
 hydraulic [haɪˈdrɔːlik] *a.* 液压的
 motive power 动力, 原动力
 cushion [ˈkʊʃən] *n.* 缓冲器; *v.* 缓冲, 减振
 restrain [rɪsˈtreɪn] *v.* 抑制, 约束, 限制
 mitigate [ˈmɪtɪgeɪt] *v.* 使缓和, 减轻, 防止
 disturbing force 干扰力
 delicate [ˈdelɪkɪt] *a.* 精密的, 精巧的, 灵敏的

2. Lubrication

Although one of the main purposes of lubrication is to reduce friction, any substance—liquid, solid, or gaseous—capable of controlling friction and wear between sliding surfaces can be classed as a lubricant.

Varieties of lubrication

Unlubricated sliding. Metals that have been carefully treated to remove all foreign materials seize and weld to one another when slid together. In the absence of such a high degree of cleanliness, adsorbed gases, water vapour, oxides, and contaminants reduce friction and the tendency to seize but usually result in severe wear; this is called “unlubricated” or dry sliding.

Fluid-film lubrication. Interposing a fluid film that completely separates the sliding surfaces results in fluid-film lubrication. The fluid

may be introduced intentionally as the oil in the main bearings of an automobile, or unintentionally, as in the case of water between a smooth rubber tire and a wet pavement. Although the fluid is usually a liquid such as oil, water, and a wide range of other materials, it may also be a gas. The gas most commonly employed is air.

To keep the parts separated, it is necessary that the pressure within the lubricating film balance the load on the sliding surfaces. If the lubricating film's pressure is supplied by an external source, the system is said to be lubricated hydrostatically. If the pressure between the surfaces is generated as a result of the shape and motion of the surfaces themselves, however, the system is hydrodynamically lubricated. This second type of lubrication depends upon the viscous properties of the lubricant.

Boundary lubrication. A condition that lies between unlubricated sliding and fluid-film lubrication is referred to as boundary lubrication, also defined as that condition of lubrication in which the friction between surfaces is determined by the properties of the surfaces and properties of the lubricant other than viscosity. Boundary lubrication encompasses a significant portion of lubrication phenomena and commonly occurs during the starting and stopping of machines.

Solid lubrication. Solids such as graphite and molybdenum disulfide are widely used when normal lubricants do not possess sufficient resistance to load or temperature extremes. But lubricants need not take only such familiar forms as fats, powders, and gases; even some metals commonly serve as sliding surfaces in some sophisticated machines.

Functions of lubricants

Although a lubricant primarily controls friction and wear, it can and ordinarily does perform numerous other functions, which vary with the application and usually are interrelated.

Friction control. The amount and character of the lubricant made available to sliding surfaces have a profound effect upon the friction that is encountered. For example, disregarding such related factors as heat and wear but considering friction alone between two oil-film lubricated surfaces, the friction can be 200 times less than that between the same surfaces with no lubricant. Under fluid-film conditions, friction is directly proportional to the viscosity of the fluid. Some lubricants, such as petroleum derivatives, are available in a great range of viscosities and thus can satisfy a broad spectrum of functional requirements. Under boundary lubrication conditions, the effect of viscosity on friction becomes less significant than the chemical nature of the lubricant.

Wear control. Wear occurs on lubricated surfaces by abrasion, corrosion, and solid-to-solid contact. Proper lubricants will help combat each type. They reduce abrasive and solid-to-solid contact wear by providing a film that increases the distance between the sliding surfaces, thereby lessening the damage by abrasive contaminants and surface asperities.

Temperature control. Lubricants assist in controlling temperature by reducing friction and carrying off the heat that is generated. Effectiveness depends upon the amount of lubricant supplied, the ambient temperature, and the provision for external cooling. To a lesser extent, the type of lubricant also affects surface temperature.

Corrosion control. The role of a lubricant in controlling corrosion of the surfaces themselves is twofold. When machinery is idle, the lubricant acts as a preservative. When machinery is in use, the lubricant controls corrosion by coating lubricated parts with a protective film that may contain additives to neutralize corrosive materials. The ability of a lubricant to control corrosion is directly related to the thickness of the lubricant film remaining on the metal surfaces and the chemical composition of the lubricant.

Other functions

Lubricants are frequently used for purposes other than the reduction of friction. Some of these applications are described below.

Power transmission. Lubricants are widely employed as hydraulic fluids in fluid transmission devices.

Insulation. In specialized applications such as transformers and switchgear, lubricants with high dielectric constants act as electrical insulators. For maximum insulating properties, a lubricant must be kept free of contaminants and water.

Shock dampening. Lubricants act as shock-dampening fluids in energy-transferring devices such as shock absorbers and around machine parts such as gears that are subjected to high intermittent loads.

Sealing. Lubricating grease frequently performs the special function of forming a seal to retain lubricants or to exclude contaminants.

Words and Expressions

- lubrication [lu:bri'keifən] *n.* 润滑
 friction ['frikʃən] *n.* 摩擦, 摩擦力
 wear [weə] *v.*; *n.* 磨损, 损耗, 磨蚀
 sliding ['slaidɪŋ] *n.*; *a.* 滑动, 可相互移动
 lubricant ['lju:brikənt] *n.* 润滑剂, 润滑材料
 unlubricated [ʌn'lu:brikeitɪd] *a.* 无润滑的
 foreign material 外来材料, 异物, 杂质
 seize [si:z] *v.* (机器等)卡住, 咬住, 粘结
 weld [weld] *n.*; *v.* 焊接, 熔接
 cleanliness ['klenlinis] *n.* 清洁度, 洁净
 adsorb [æd'sɔ:b] *v.* 吸附, 吸取

- contaminant [kən'tæminənt] *n.* 污染物, 杂质
- intentionally [in'tenʃənli] *ad.* 故意地
- hydrostatical [haidrəu'stætikəl] *a.* 流体静力(学)的, 液压静力的
- hydrodynamical [haidrəudai'næmikəl] *a.* 流体动力(学)的
- viscous ['viskəs] *a.* 粘的, 粘性的, 粘稠的
- boundary lubrication 边界润滑
- viscosity [vis'kɒsiti] *n.* 粘性, 粘滞度
- encompass [in'kʌmpəs] *v.* 环绕, 包围, 包括, 包含
- graphite ['græfait] *n.* 石墨
- molybdenum [mɒ'libdinəm] *n.* 钼
- disulfide [dai'sʌlfaid] *n.* 二硫化物
- temperature extremes 温度极限
- fat [fæt] *n.* 脂肪, 油脂; *a.* 油脂的, 多脂的
- profound [prə'faund] *a.* 深奥的, 深刻的, 极度的
- derivative [di'rivətiv] *n.* 衍生物; *a.* 派生的, 衍生的
- spectrum ['spektrəm] *n.* 光谱, 领域, 范围, 系列
- abrasion [ə'breiʒən] *n.* 擦伤, 磨损, 磨耗
- corrosion [kə'rɒʒən] *n.* 腐蚀, 侵蚀, 锈蚀
- lessen ['lesn] *v.* 减少, 缩小, 减轻
- asperity [æs'periti] *n.* 粗糙, 凹凸不平
- ambient ['æmbiənt] *a.* 周围的; *n.* 周围环境
- provision [prə'viʒən] *n.* (预防)措施, 保证, 保障
- to a lesser extent 在较小的程度上
- preservative [pri'zə:vətiv] *a.* 保存的, 防腐的; *n.* 防腐剂, 保存剂
- additive ['æditiv] *n.* 添加剂, 外加物
- neutralize ['nju:trəlaiz] *v.* 使中和, 使中立
- insulation [insju'leifən] *n.* 绝缘, 隔热, 绝缘体
- transformer [træns'fɔ:mə] *n.* 变压器
- switchgear ['switʃgiə] *n.* 开关装置, 配电装置
- dielectric [dai'lektrik] *a.* 不导电的, 绝缘的, 介电的

dielectric constant 介电常数, 介质常数

dampen ['dæmpən] *v.* 抑制, 使衰减, 阻尼, 减震, 缓冲

absorber [əb'sɔ:bə] *n.* 减震器, 缓冲器, 阻尼器

intermittent [intə'mitənt] *a.* 间歇的, 断续的, 周期性的

sealing ['si:liŋ] *n.* 密封, 封接, 封口

grease [ɡri:s] *n.* 润滑脂, 黄油

retain [ri'tein] *v.* 保留, 保持不变, 留住

exclude [iks'klu:d] *v.* 拒绝, 排除, 隔绝

3. Machine Tool Frames

The frame is a machine's fundamental element. Most frames are made from cast iron, welded steel, composite, or concrete. The following factors govern material choice.

The material must resist deformation and fracture. Hardness must be balanced against elasticity. The frame must withstand impact, yet yield under load without cracking or permanently deforming. The frame material must eliminate or block vibration transmission to reduce oscillations that degrade accuracy and tool life. It must withstand the hostile shop-floor environment, including the newer coolants and lubricants. Material expansion must be understood to minimize forces needed to move slides. The material must not build up too much heat, must retain its shape for its lifetime, and must be dense enough to distribute forces throughout the machine.

Pros and Cons

Either castings or welded sections can be used in most applications. The decision on which is best depends on the costs in a given design situation.