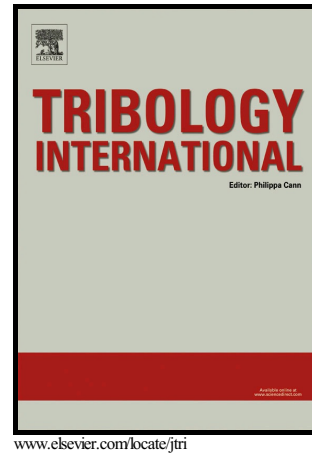


## Author's Accepted Manuscript

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PII: S0301-679X(17)30087-7  
DOI: <http://dx.doi.org/10.1016/j.triboint.2017.02.026>  
Reference: JTRI4607

To appear in: *Tribology International*

Received date: 18 January 2017  
Revised date: 16 February 2017  
Accepted date: 20 February 2017

Cite this article as: Congcong Fang, Xianghui Meng and Youbai Xie, A piston tribodynamic model with deterministic consideration of skirt surface grooves *Tribology International*, <http://dx.doi.org/10.1016/j.triboint.2017.02.026>

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# A piston tribodynamic model with deterministic consideration of skirt surface grooves

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## Abstract:

The machining micro-grooves on the piston skirt surface are very common in internal combustion engines. To accurately investigate the influence of the grooves on piston tribodynamic performance, a coupling model of piston skirt-liner lubrication and crank-rod-piston multibody dynamics is built in this study. The lubrication model is solved by the Finite Element Method with deterministic treatment of the grooves. The multibody dynamics equations are formulated with Lagrange multipliers and constraint Jacobian matrix in the form of Differential Algebraic Equations (DAEs). The MEBDF approach is applied to a high efficient time integration of the DAEs. Based on the above model, the influences of grooves and some groove parameters on piston skirt-liner lubrication as well as piston slap are studied and revealed.

**Keywords:** Piston skirt, Surface grooves, Multibody dynamics, MEBDF

## Nomenclature

$a$	vertical distance between the piston pin and the top of the skirt
$b$	vertical distance between the center of mass (COM) and the top of the skirt
$C_g$	horizontal distance between piston COM and piston pin
$C_p$	piston pin offset
$C$	nominal diametric clearance between piston skirt and liner
$c$	nominal radial clearance between piston skirt and liner
$e_0$	the lateral displacement of piston
$F_n$	total normal force acting on piston
$F_f$	total friction force acting on piston
$F_c$	total centrifugal force acting on piston
$F_g$	combustion gas force acting
$h$	oil film thickness

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