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The rheostatic power loss in the CHME- 3 shunting diesel

locomotives during their operation results in the increased

operating costs and diesel engine repair costs. The extended

diesel overhaul-to-overhaul period will allow for the reduction

of these costs. Therefore modernizing the diesel engines of the

shunting diesel locomotives by equipping them with corundum

coated pistons is a very important and vital problem. The rheostat

locomotive tests showed that the rheostatic power of the

diesel engine with “corundum” pistons is considerably higher

than that of a serial engine over the entire diesel locomotive

characteristic. Il. 3. Bibliogr. 3 names.