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Experimental check of a definition technique of optimum

crankshaft rotation frequency of a diesel engine at operation

under characteristics of constant power is executed.

The choice of updating directions of dependence of optimum

crankshaft rotation frequency with engine power is introduced.

Optimization performance singularities of a diesel

engine for problem-solving of reduction of fuel rate and

harmful emissions are shown. Engine power level dependence

of relative optimum rotation frequency and potential

reduction of the fuel effective rate is found. The analysis of

exhaust toxicity reduction at operation under optimization

performance is given. Il. 4. Bibliogr. 4 names.