

Les Moteurs à gaz, par M. Gustave Richard,...

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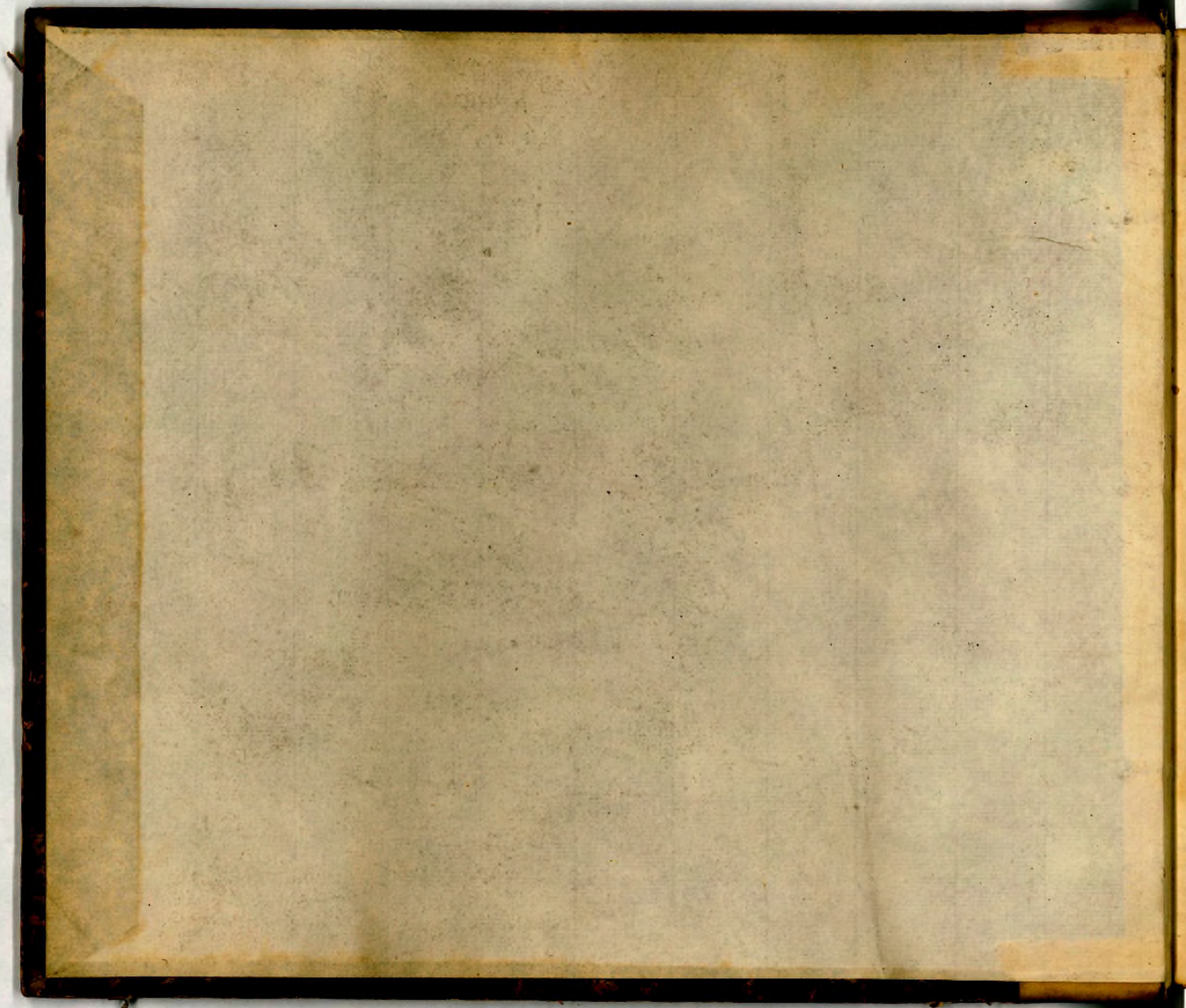
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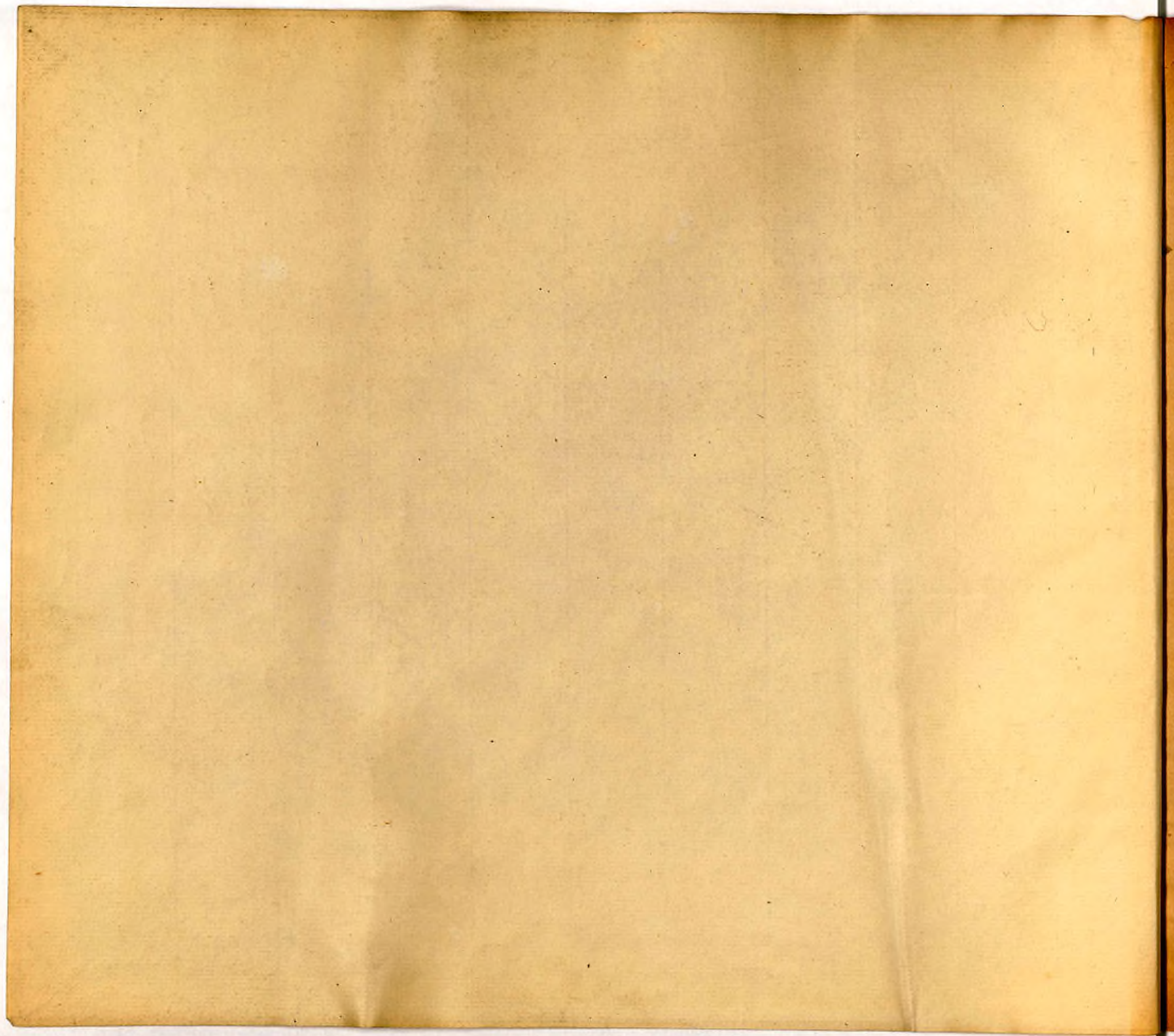
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LES
MOTEURS A GAZ



PAR

M. GUSTAVE RICHARD

INGÉNIEUR CIVIL DES MINES

ATLAS



PARIS

V^{VE} CH. DUNOD, ÉDITEUR

LIBRAIRE DES CORPS NATIONAUX DES PONTS ET CHAUSSÉES, DES MINES
ET DES TÉLÉGRAPHES

49, QUAI DES AUGUSTINS, 49

1885

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60, RUE DE LA HARPE, 60

1883

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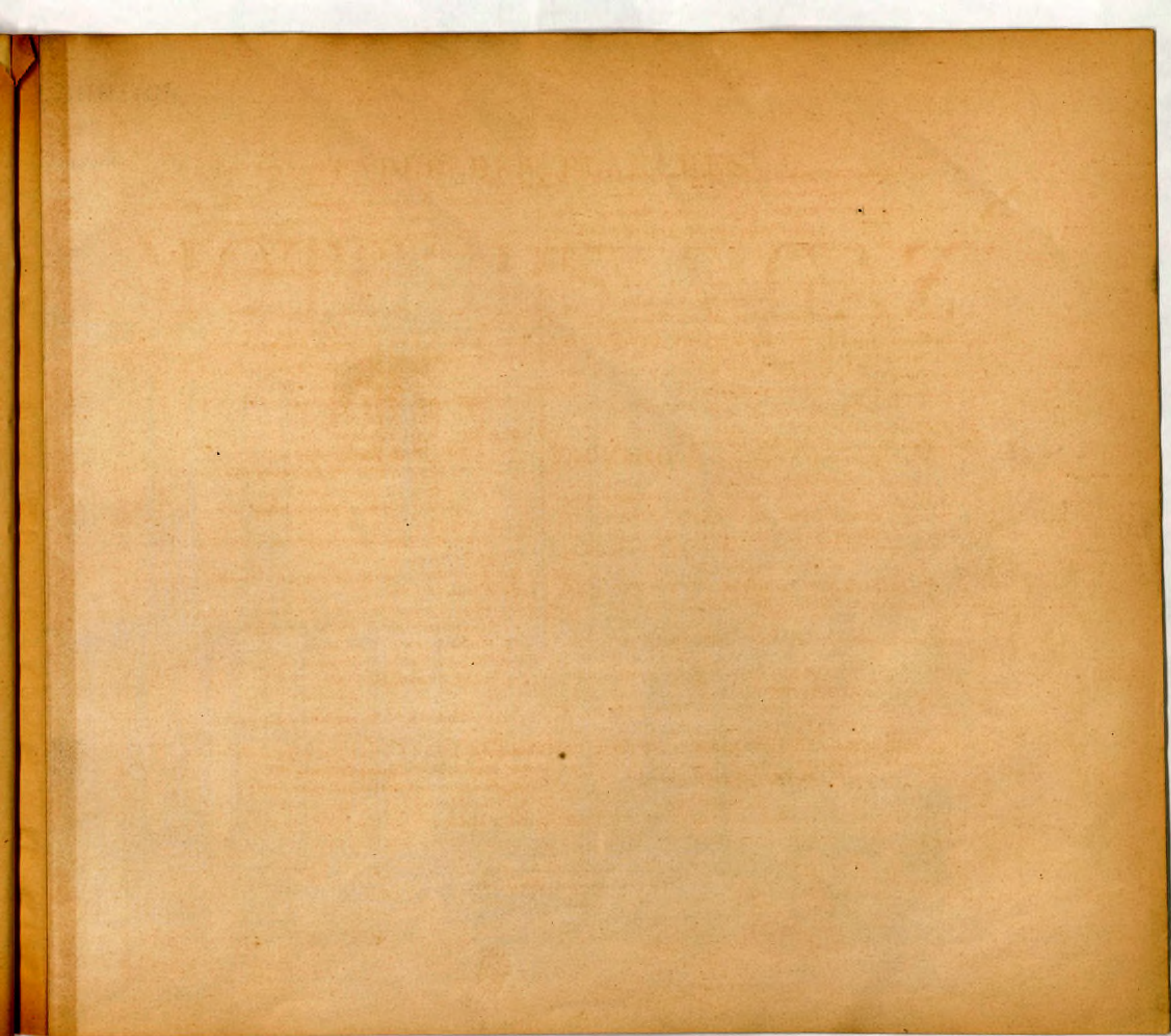
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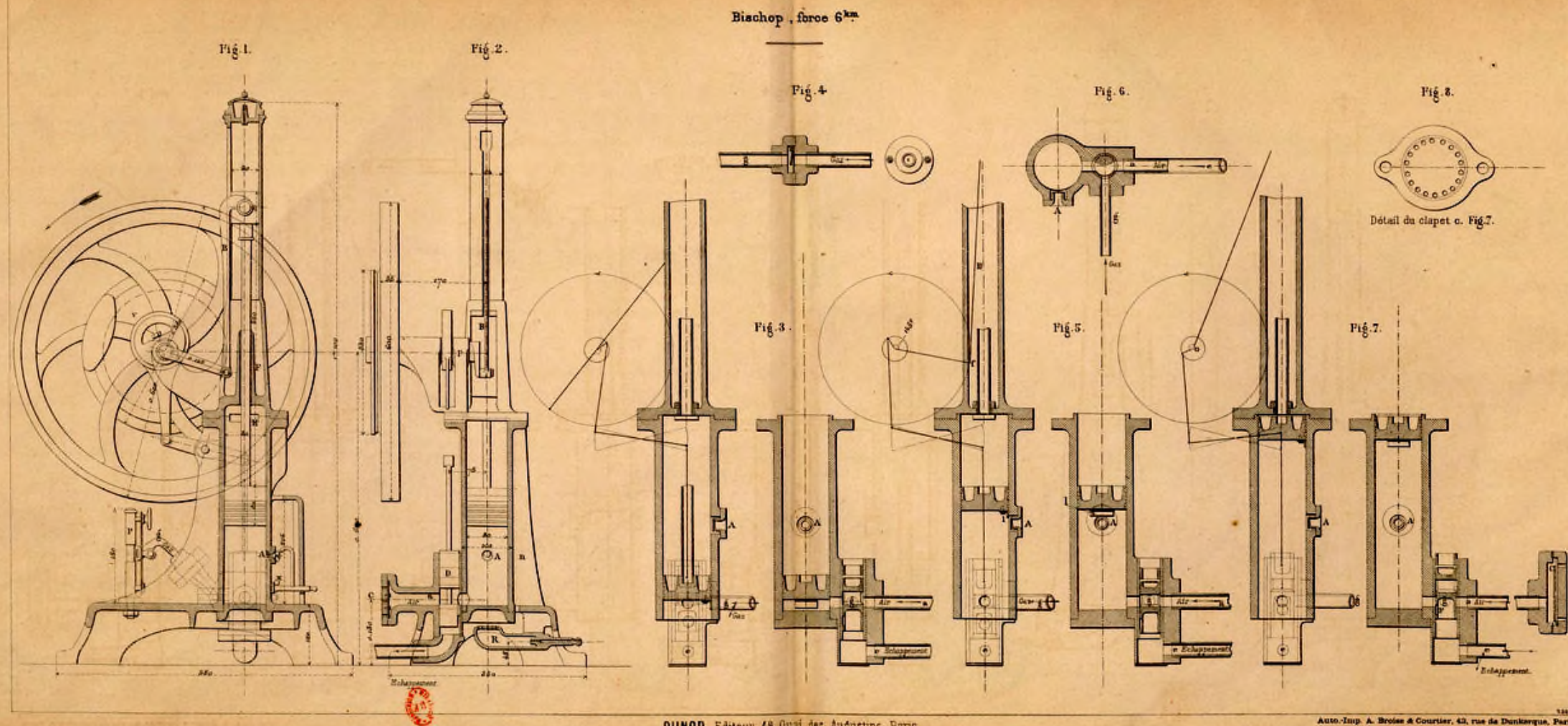
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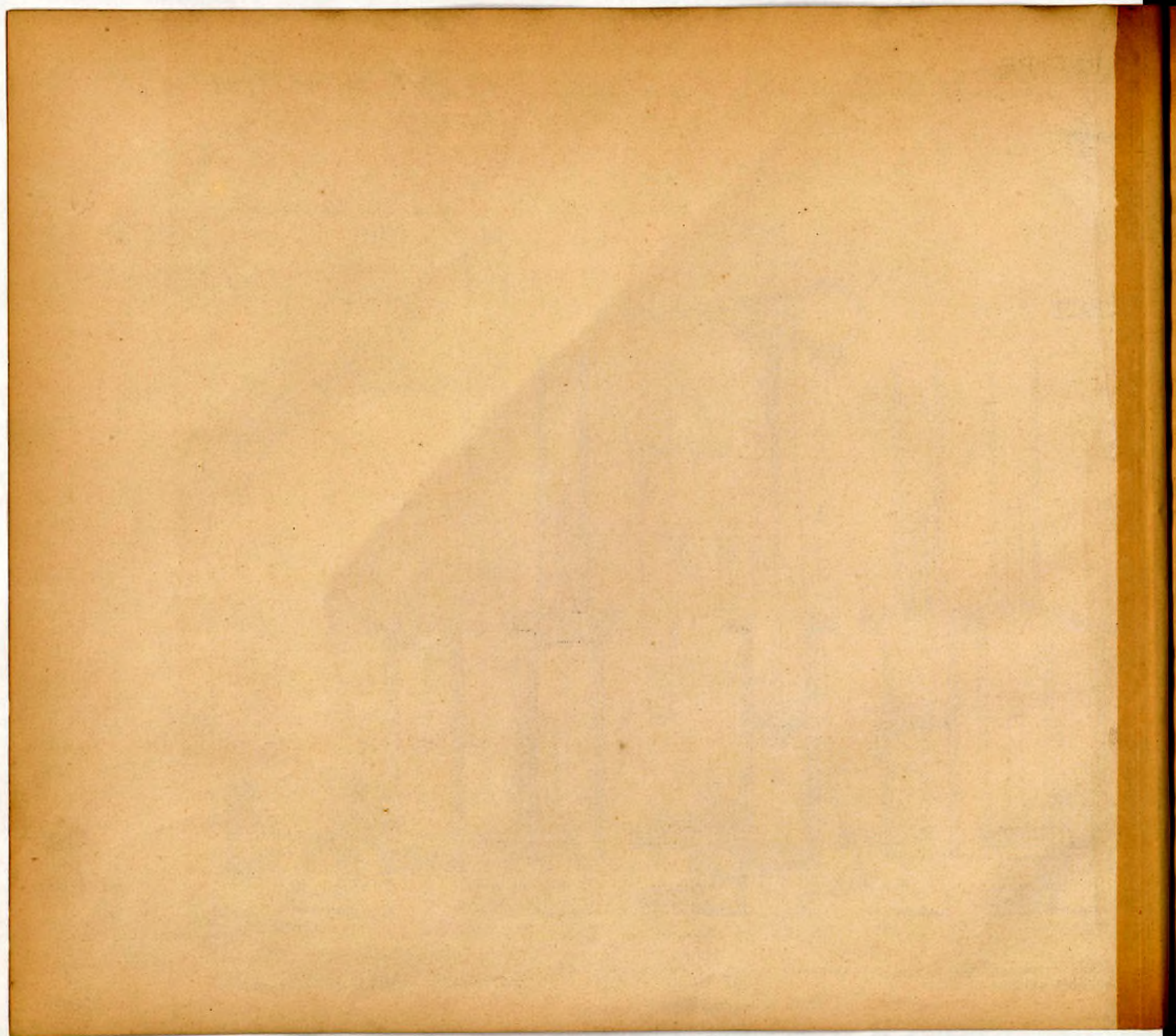
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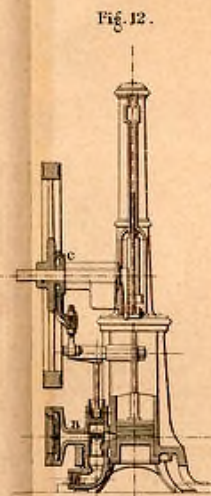
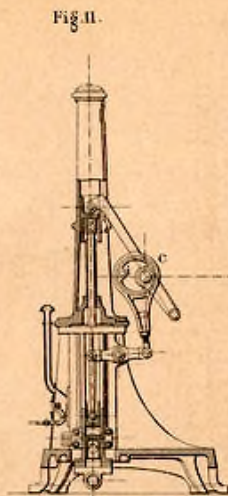
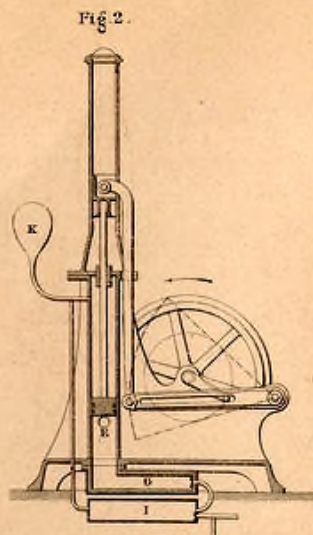
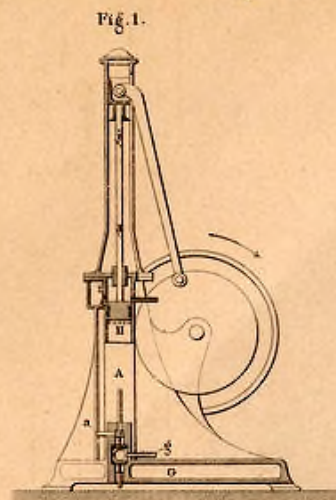






Bischof. (1882)

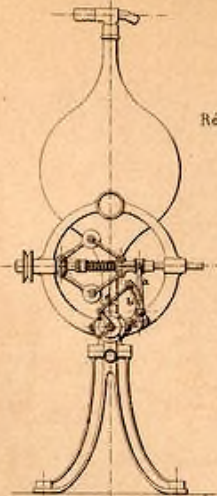
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Sombart

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Fig. 14.



Régulateur

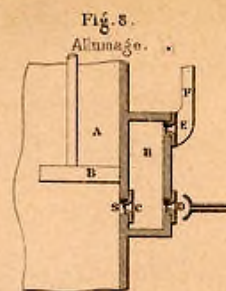
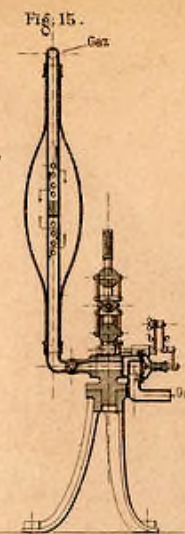


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Economiseur

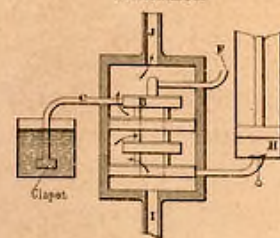


Fig. 3.

Régulateur

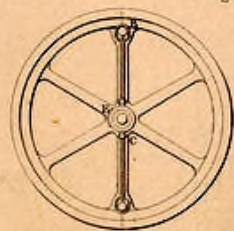


Fig. 4.



Fig. 17.

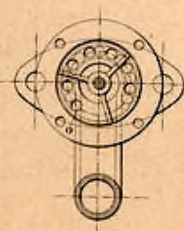
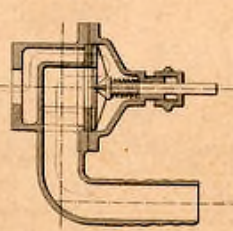


Fig. 18.



Valve d'admission du Gaz

Fig. 19.

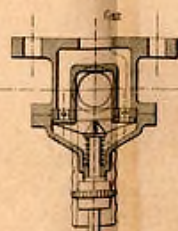
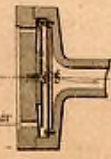


Fig. 13.



Clapet d'aspiration d'Air



Fig. 16.

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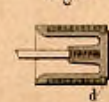


Fig. 5.

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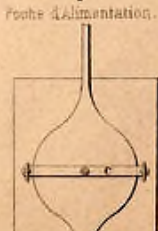
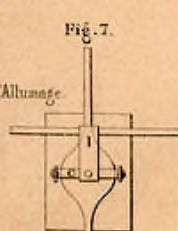


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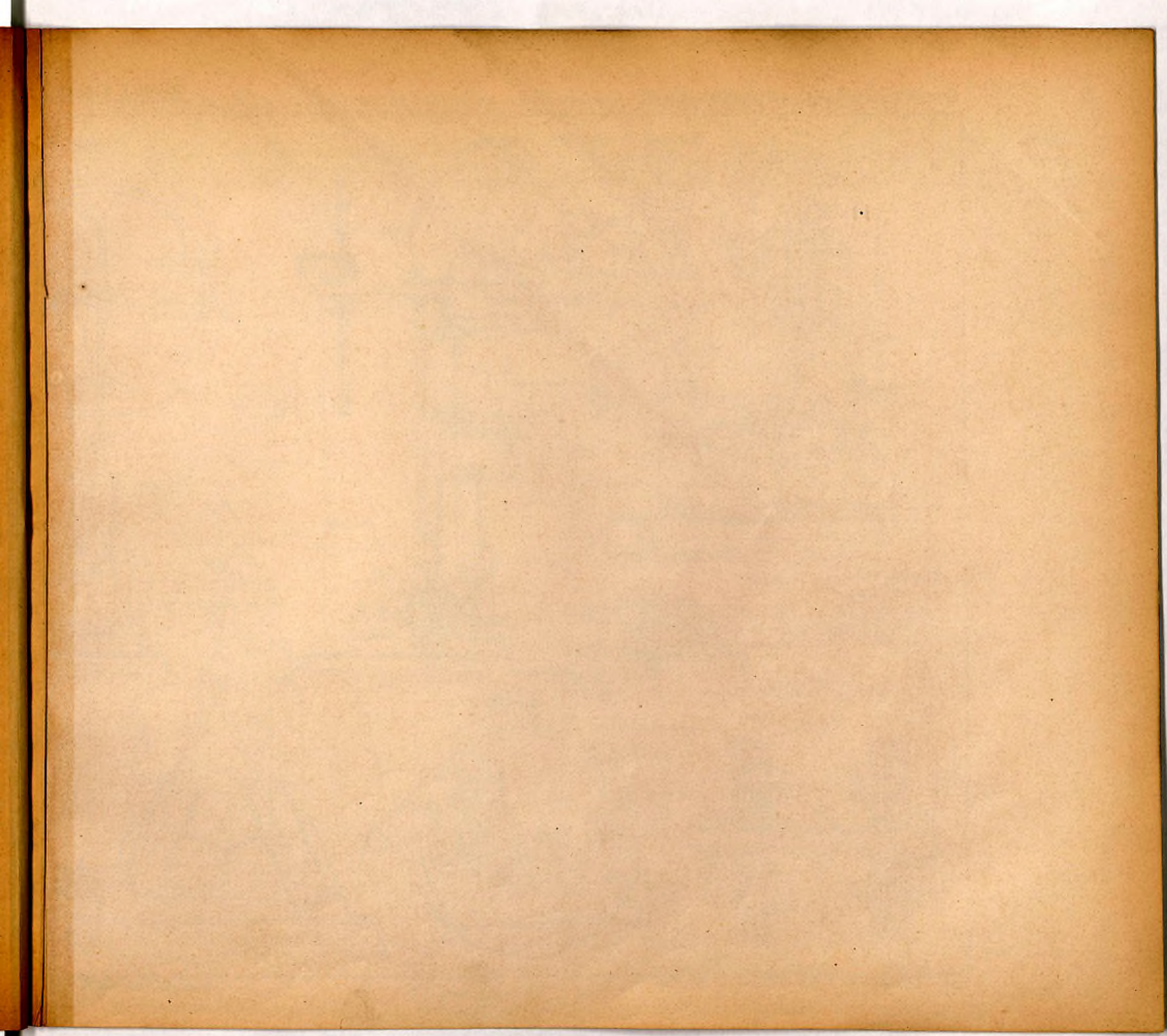


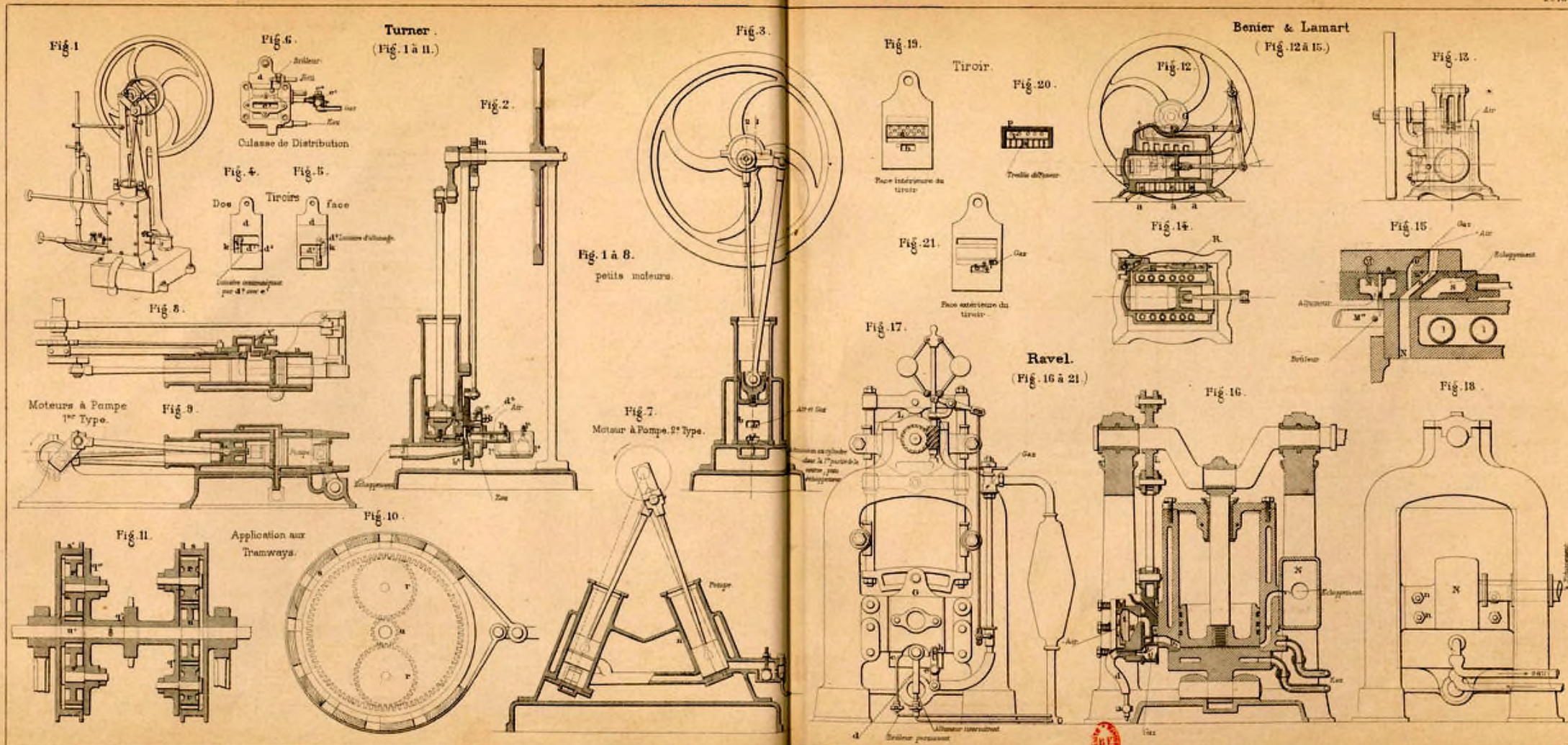
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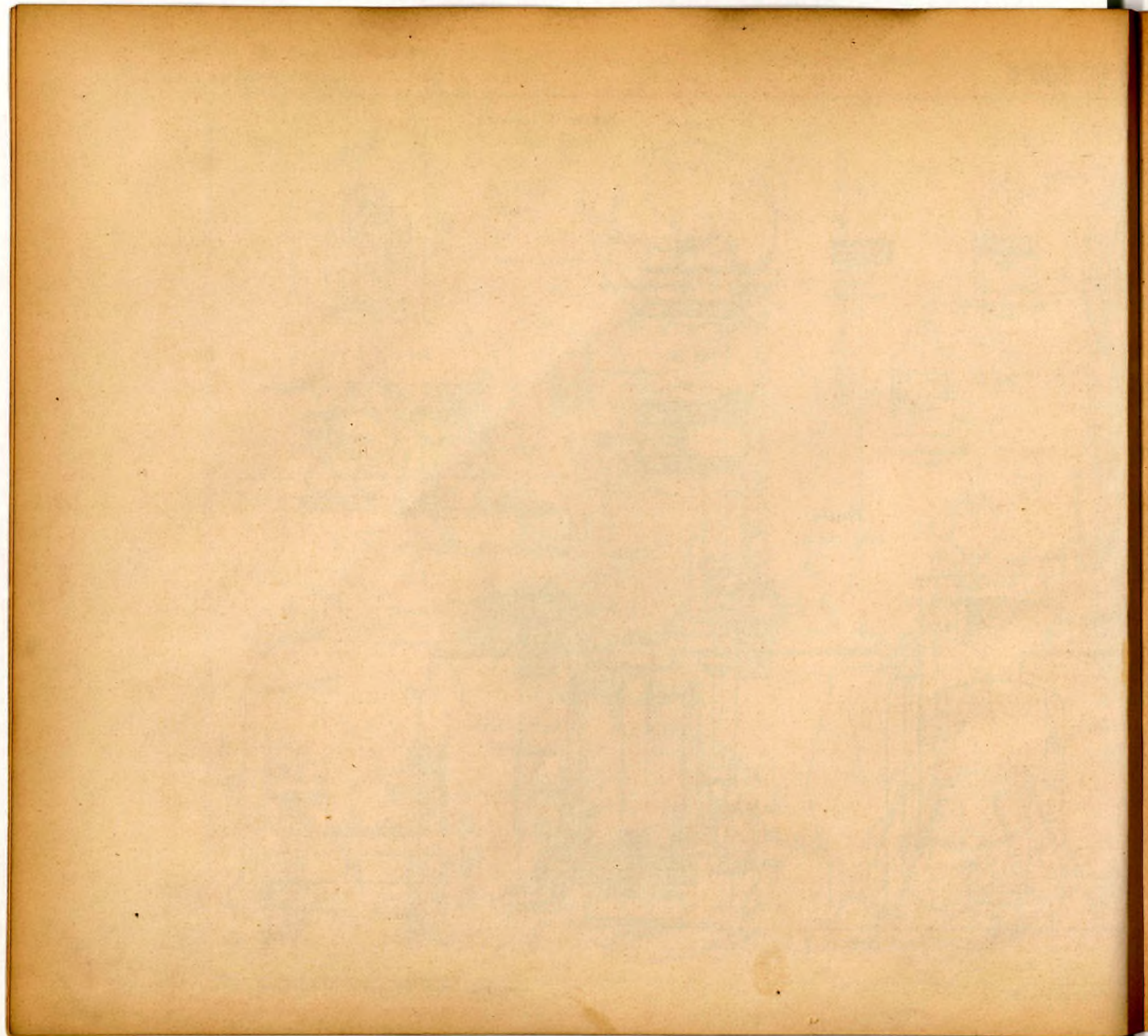
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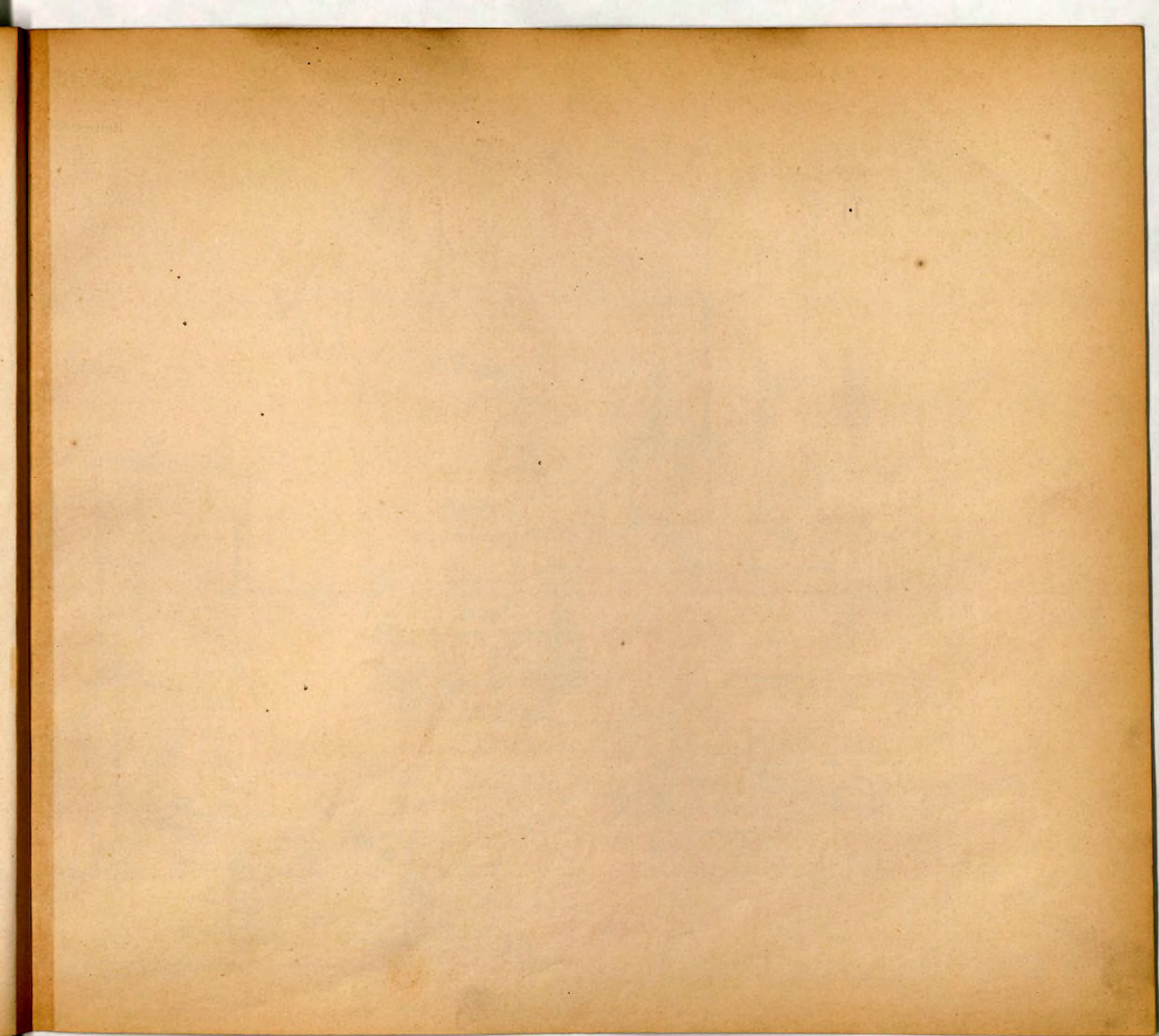


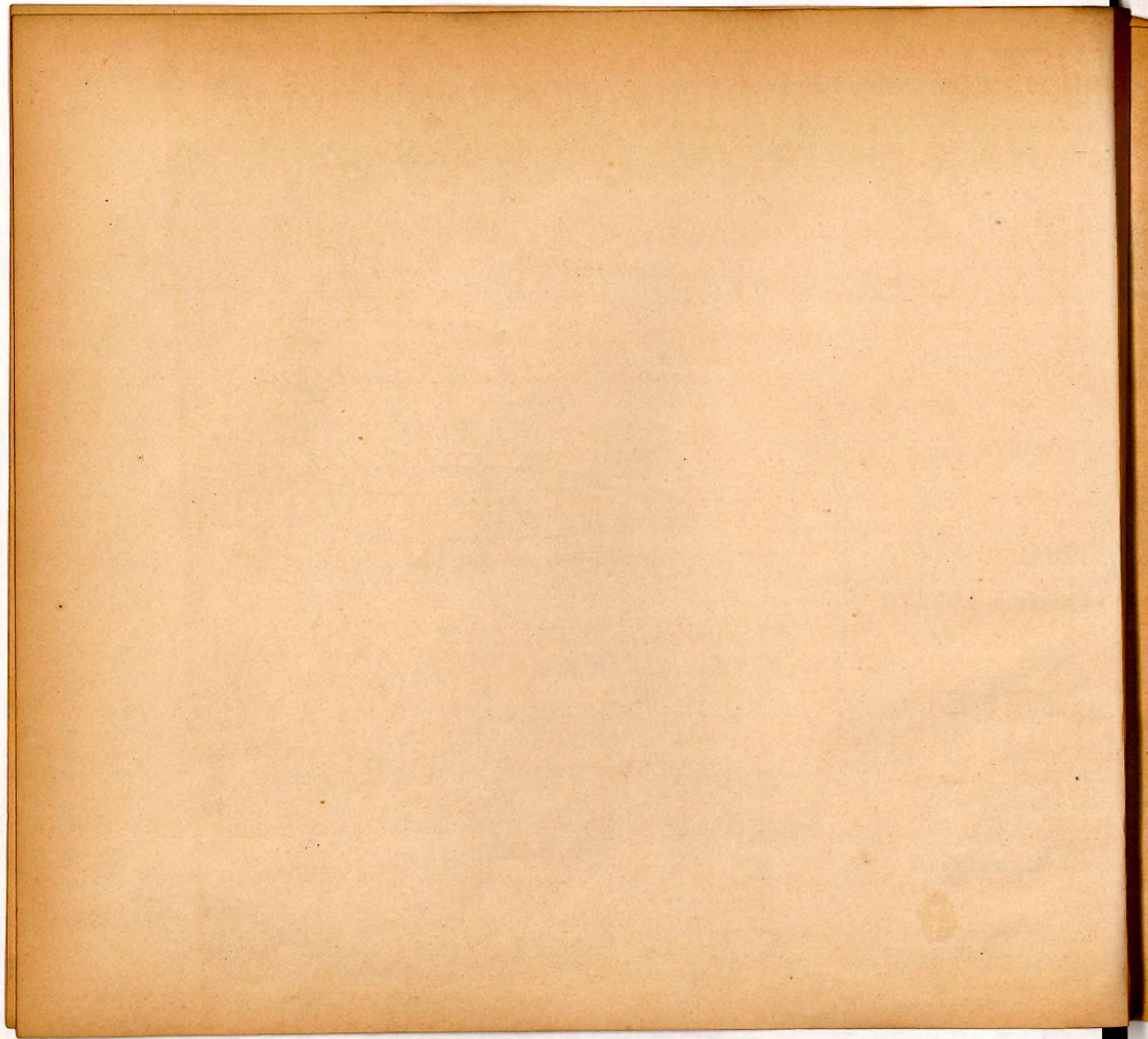


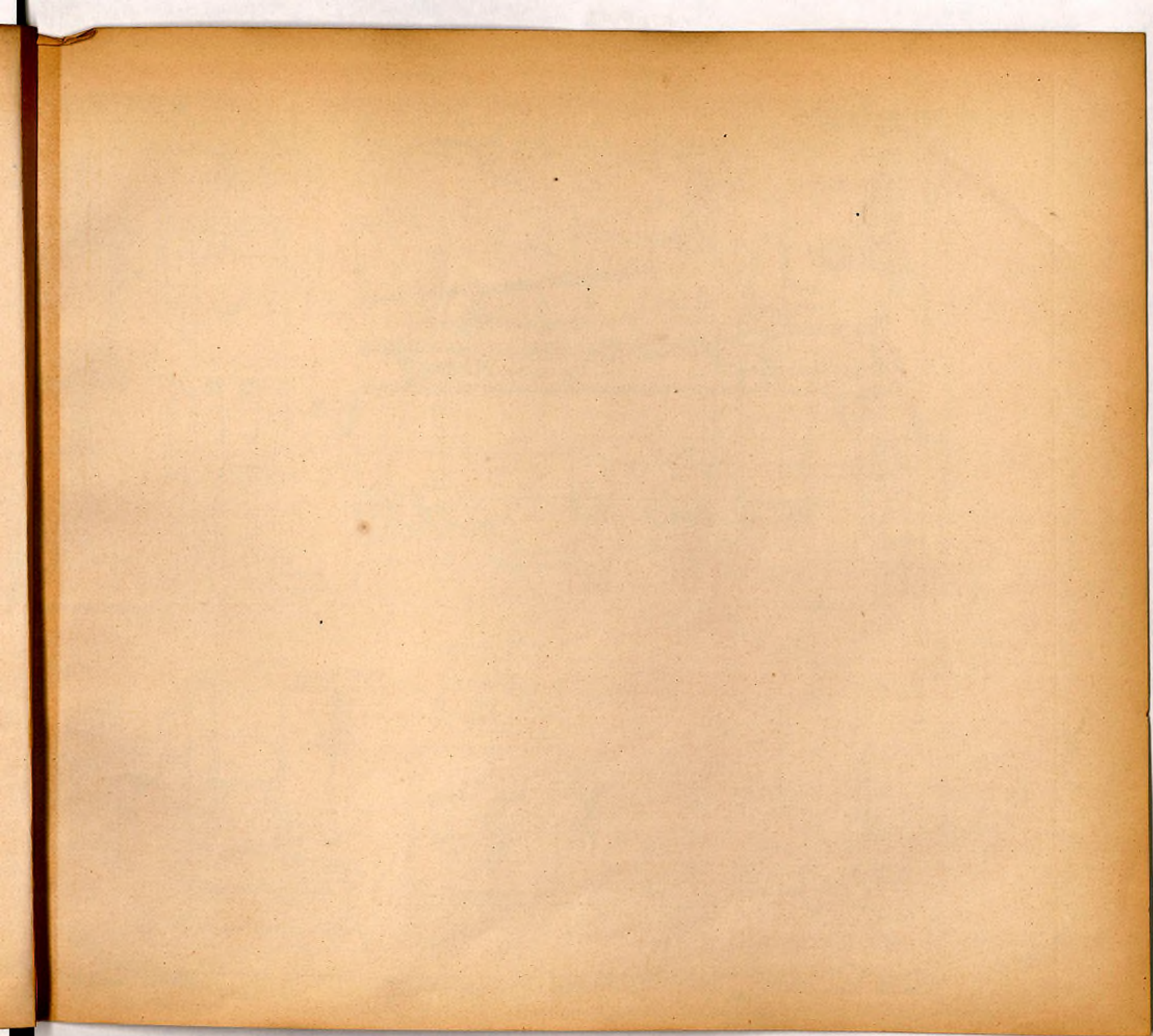


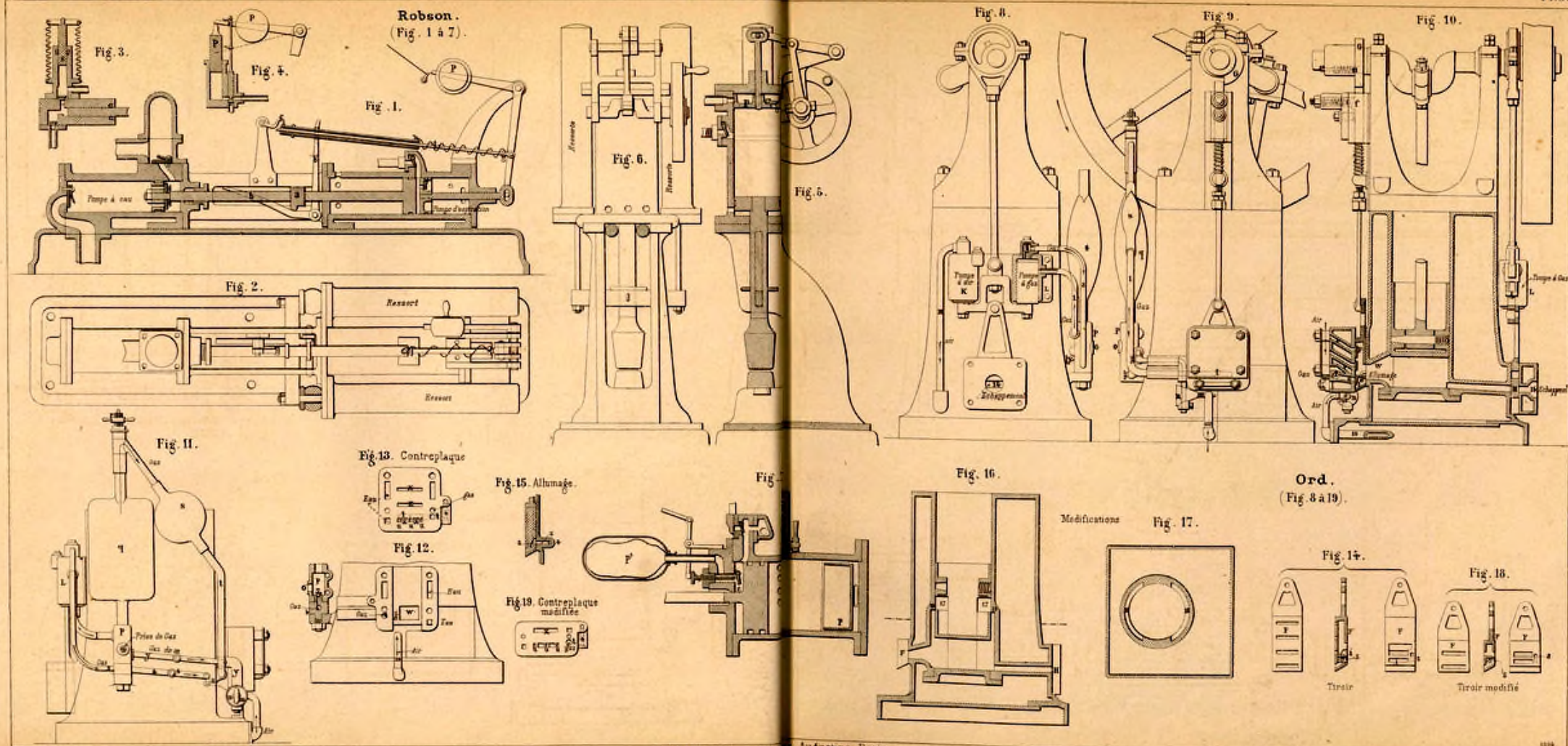


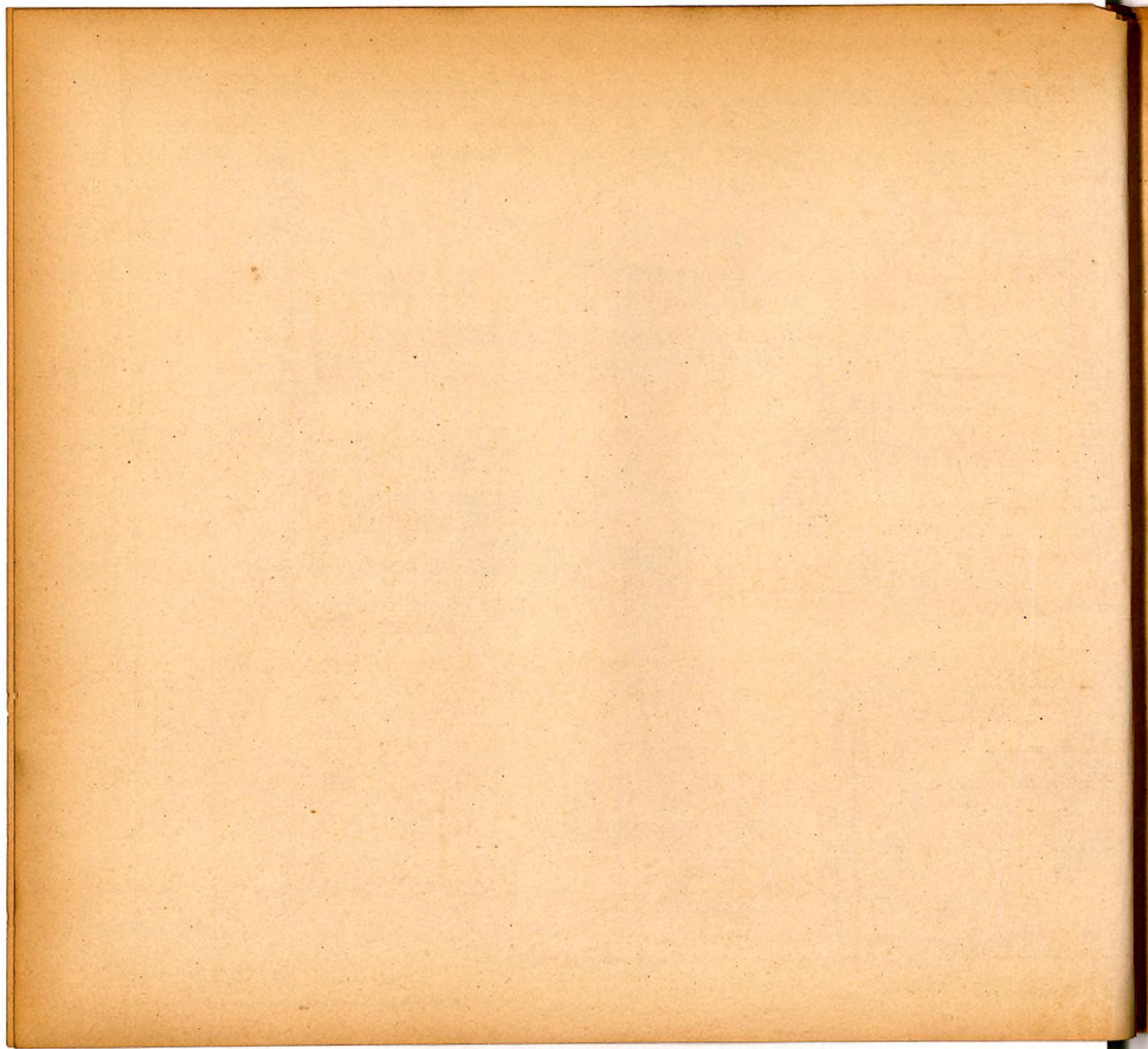


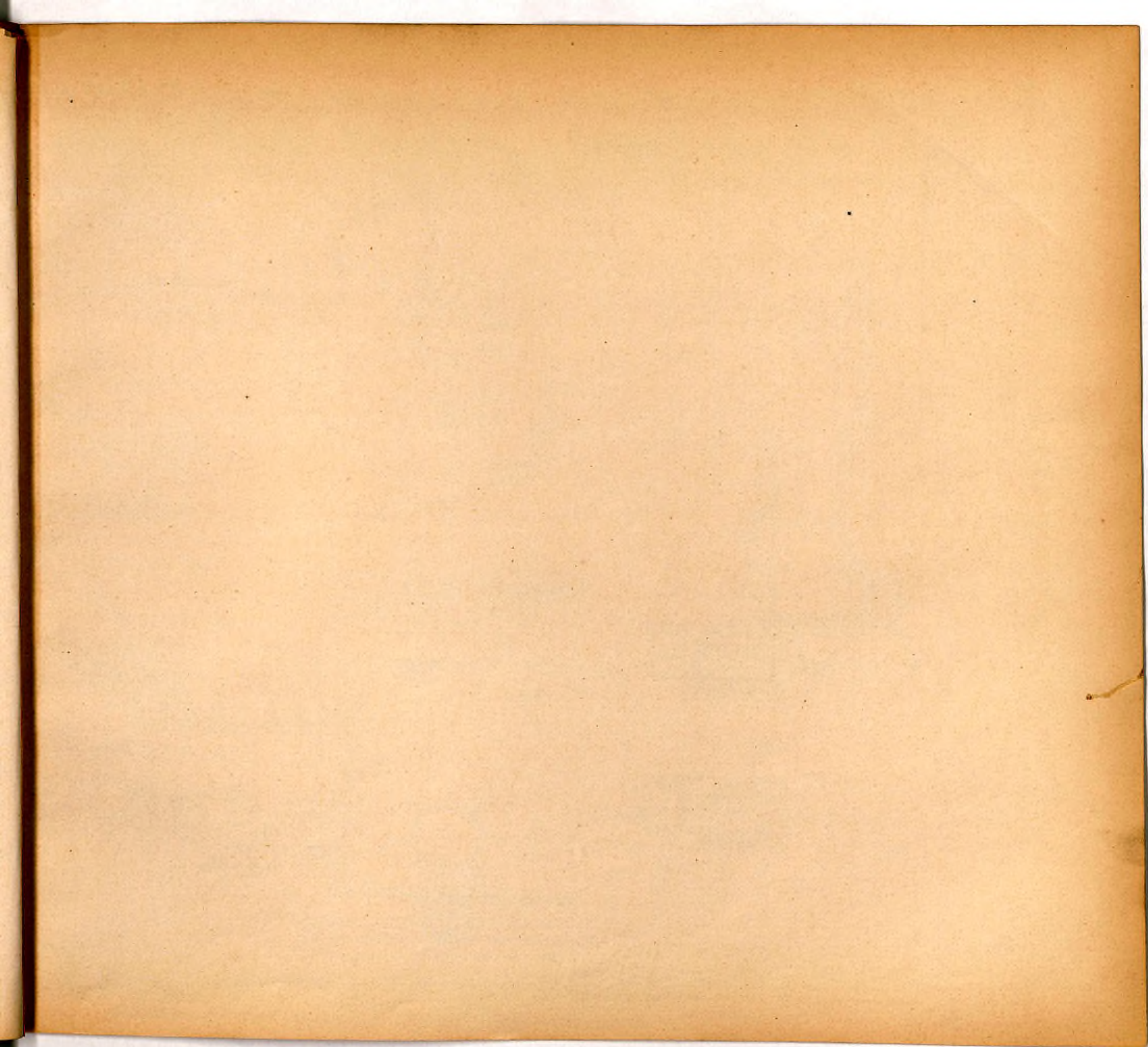


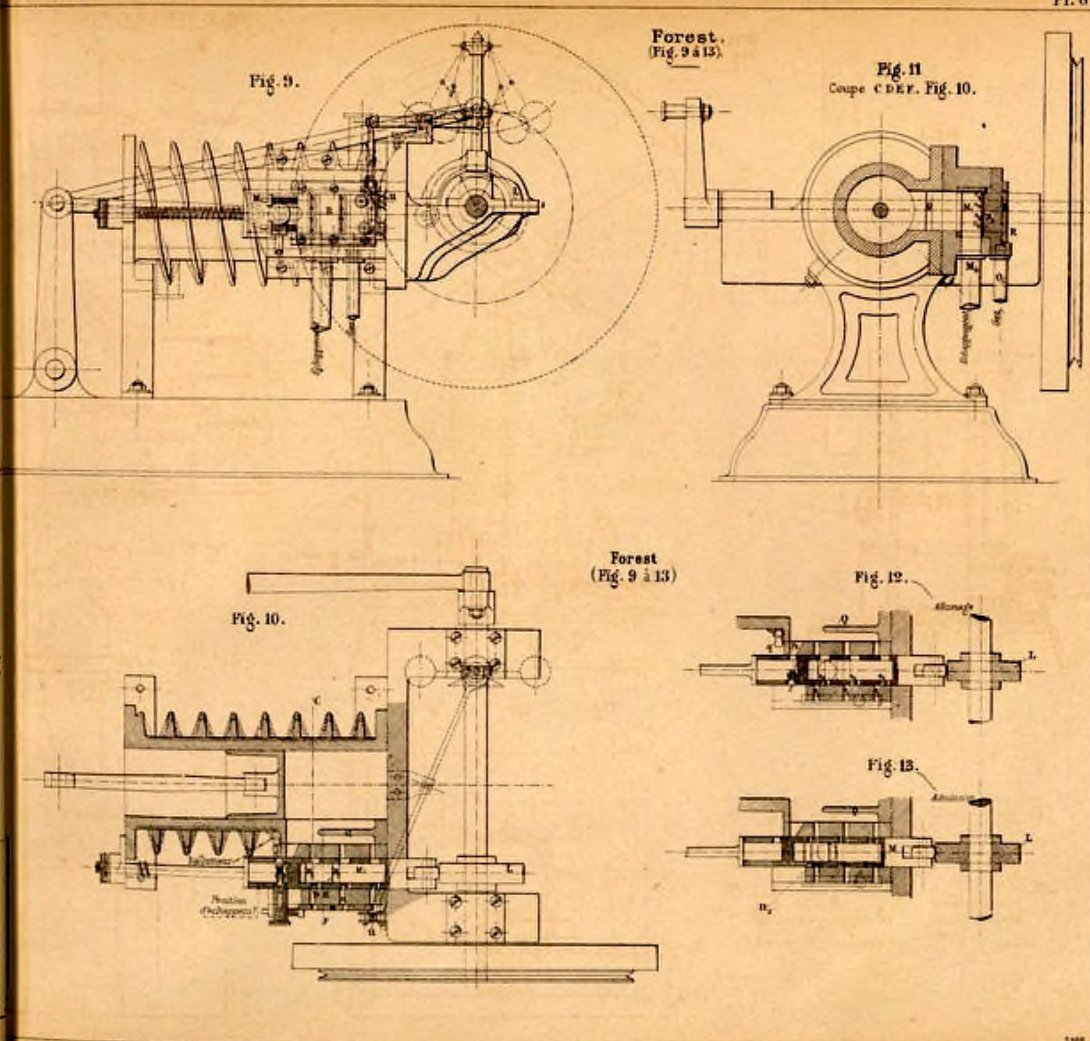
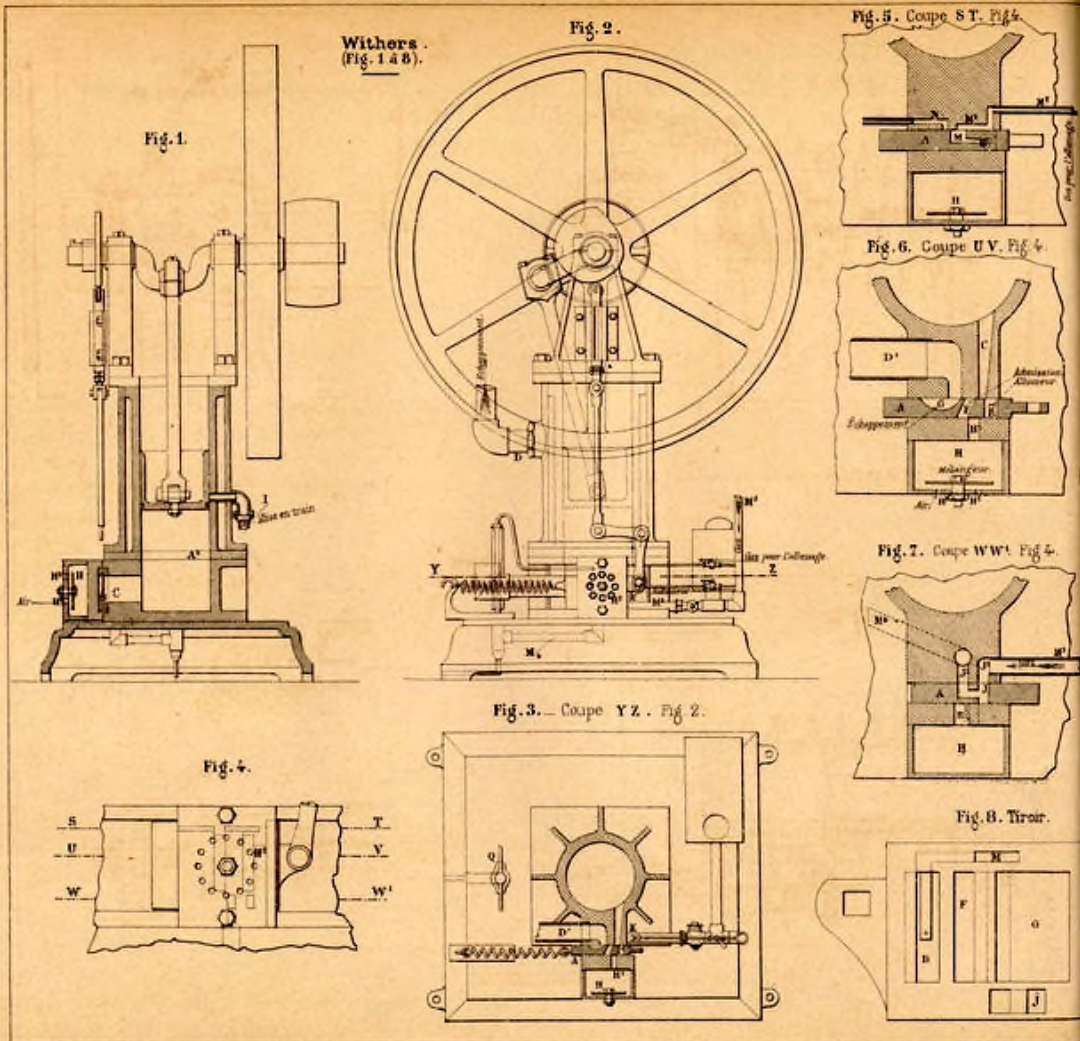


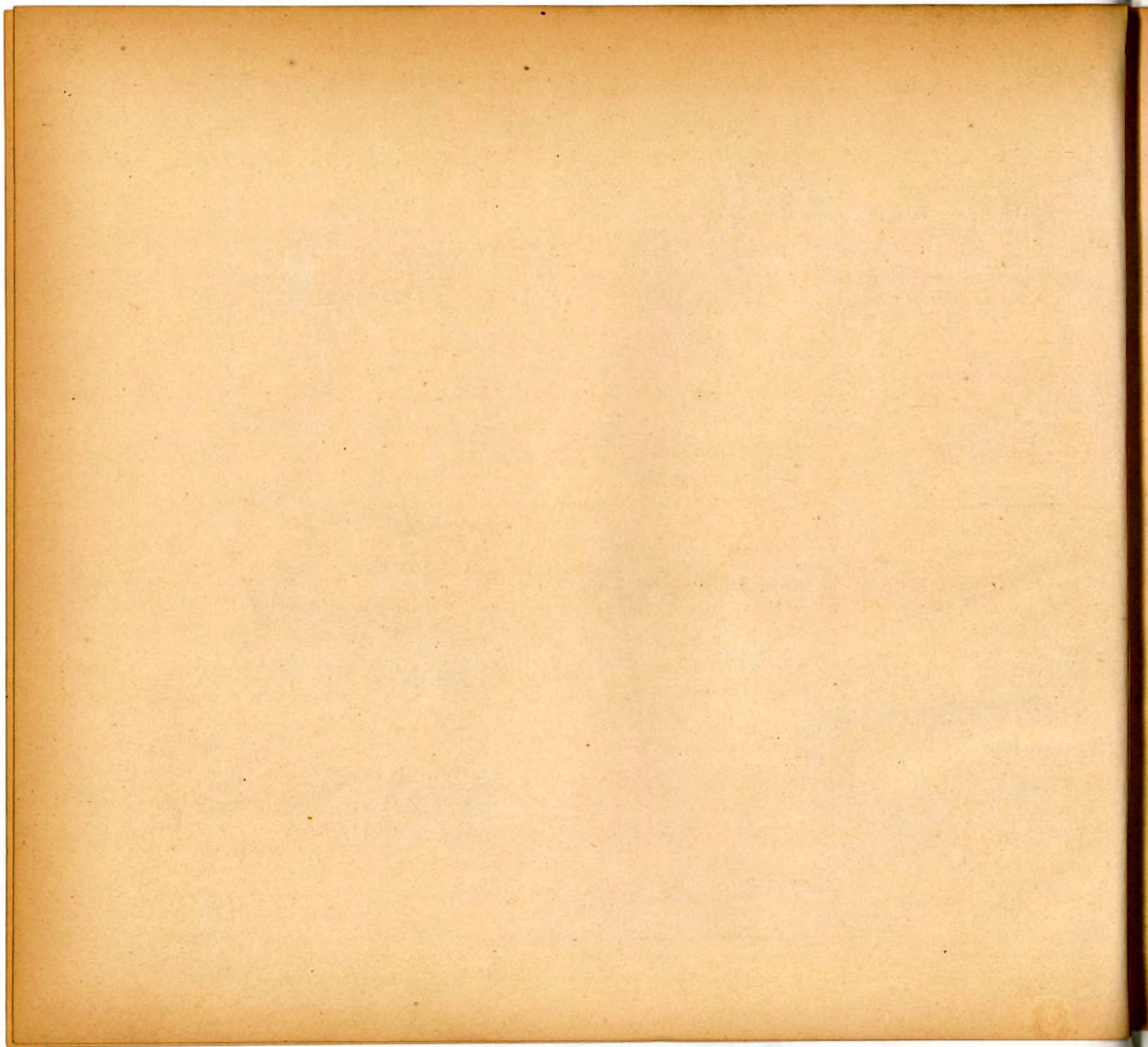


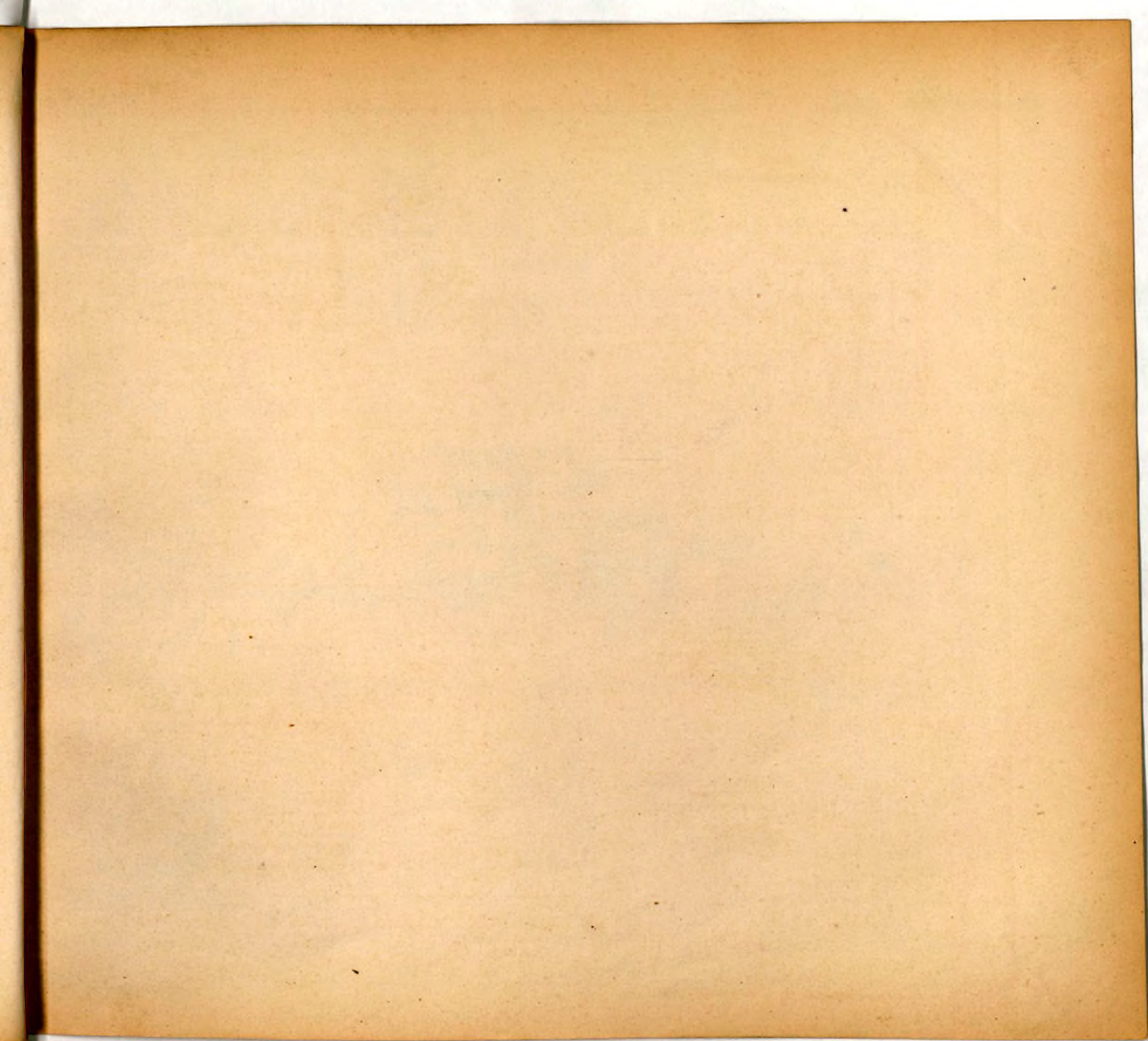












Schweizer
Fig. 1 à 4
Moteur Révolver
Fig. 1.

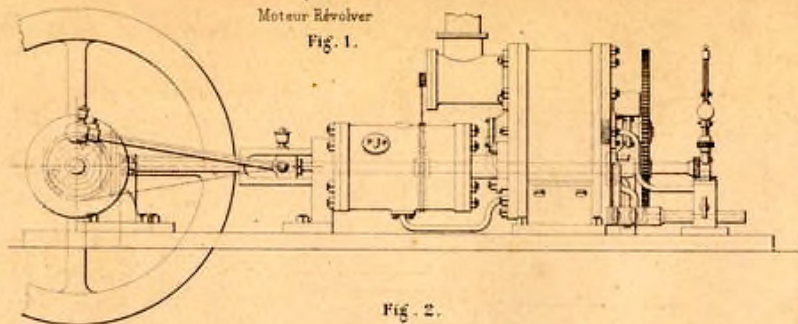


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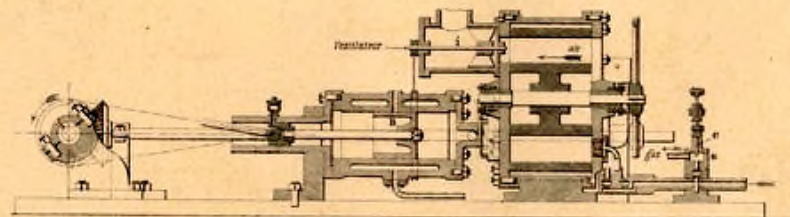


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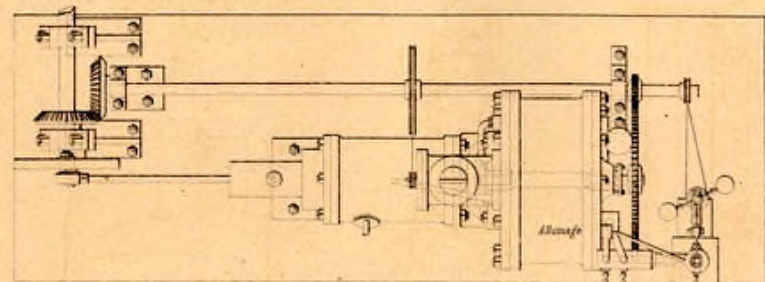


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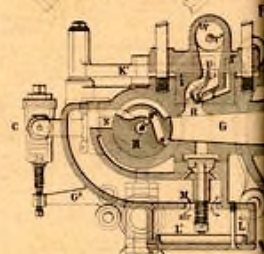
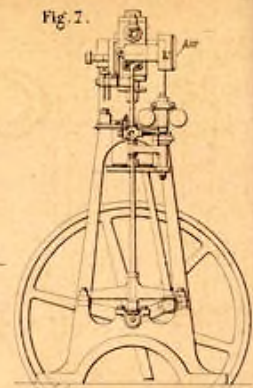


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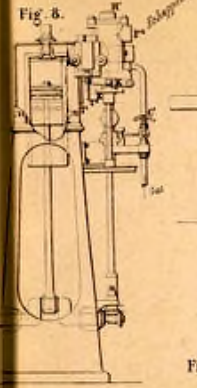


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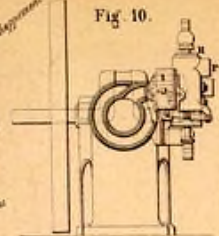


Fig. 21.



Fig. 22.



Fig. 23.

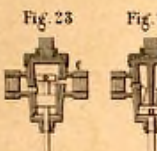


Fig. 24.



Fig. 15.

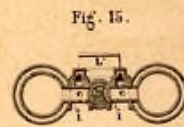


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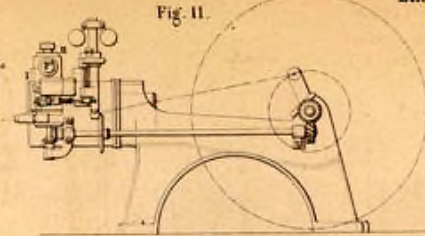


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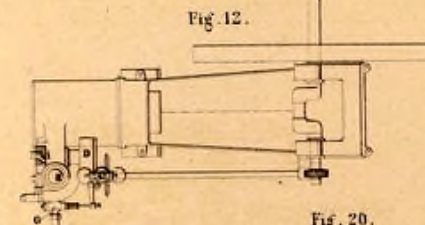


Fig. 20.



Linford & Cooke.
Fig. 7 à 24.

Fig. 16.

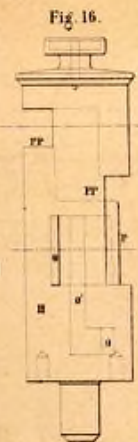


Fig. 17.



Fig. 18.

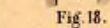


Fig. 19.



Fig. 14.

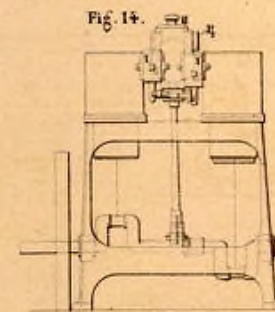


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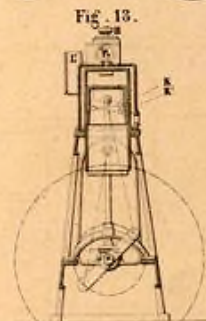


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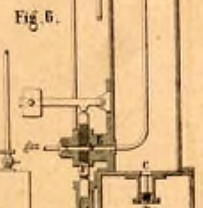
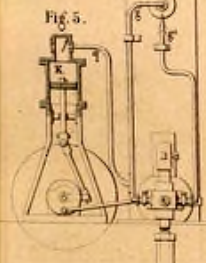
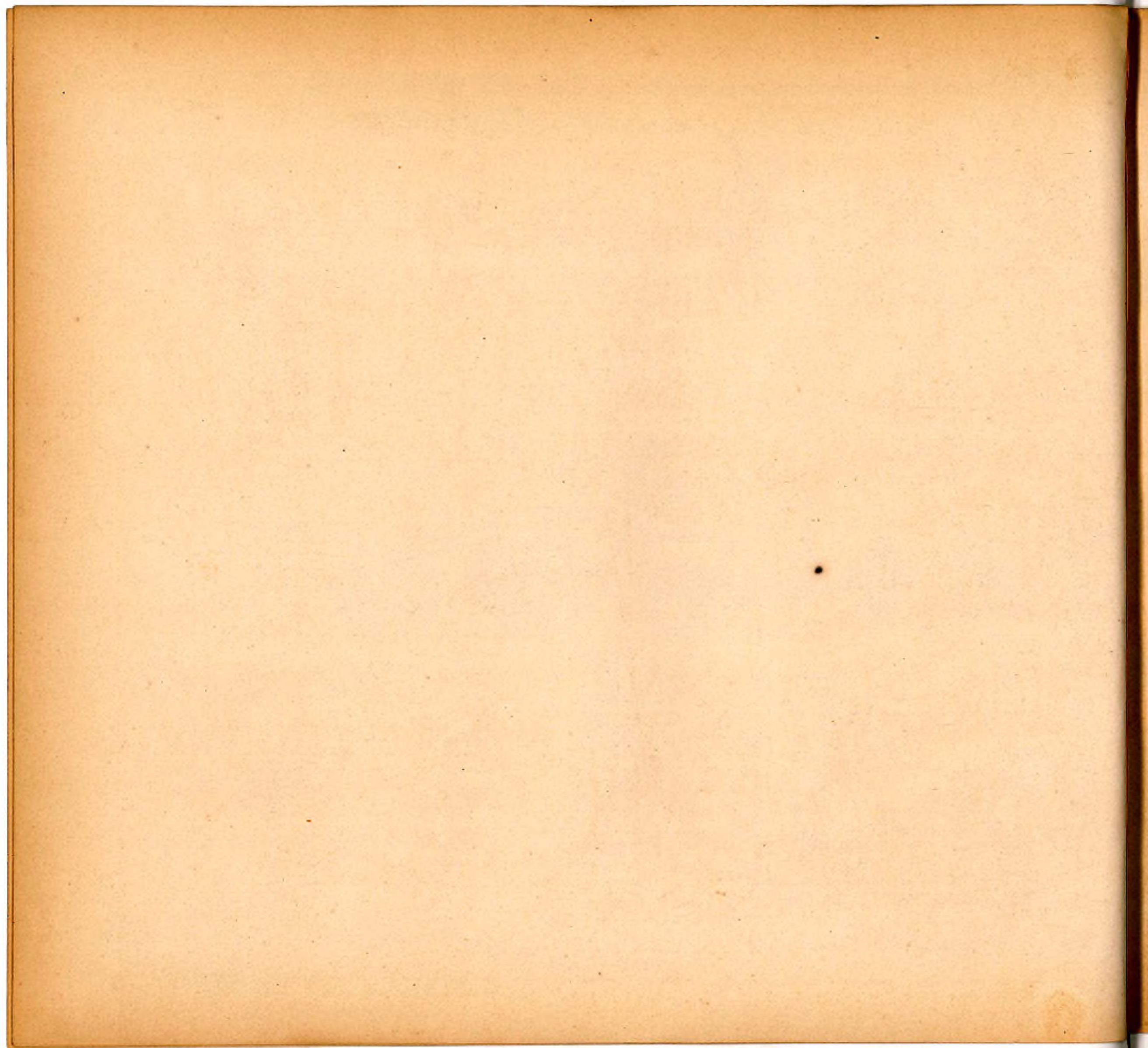
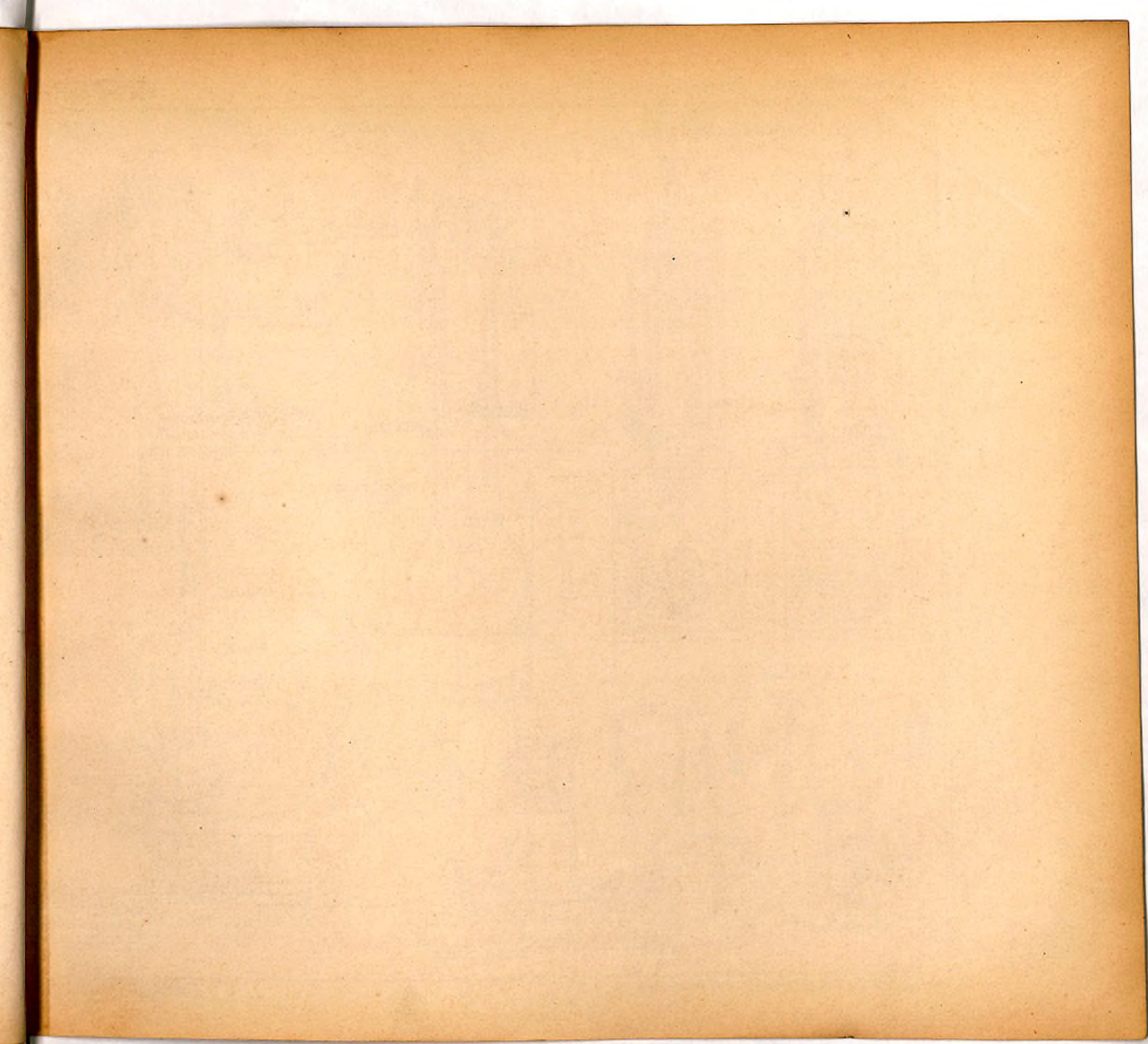
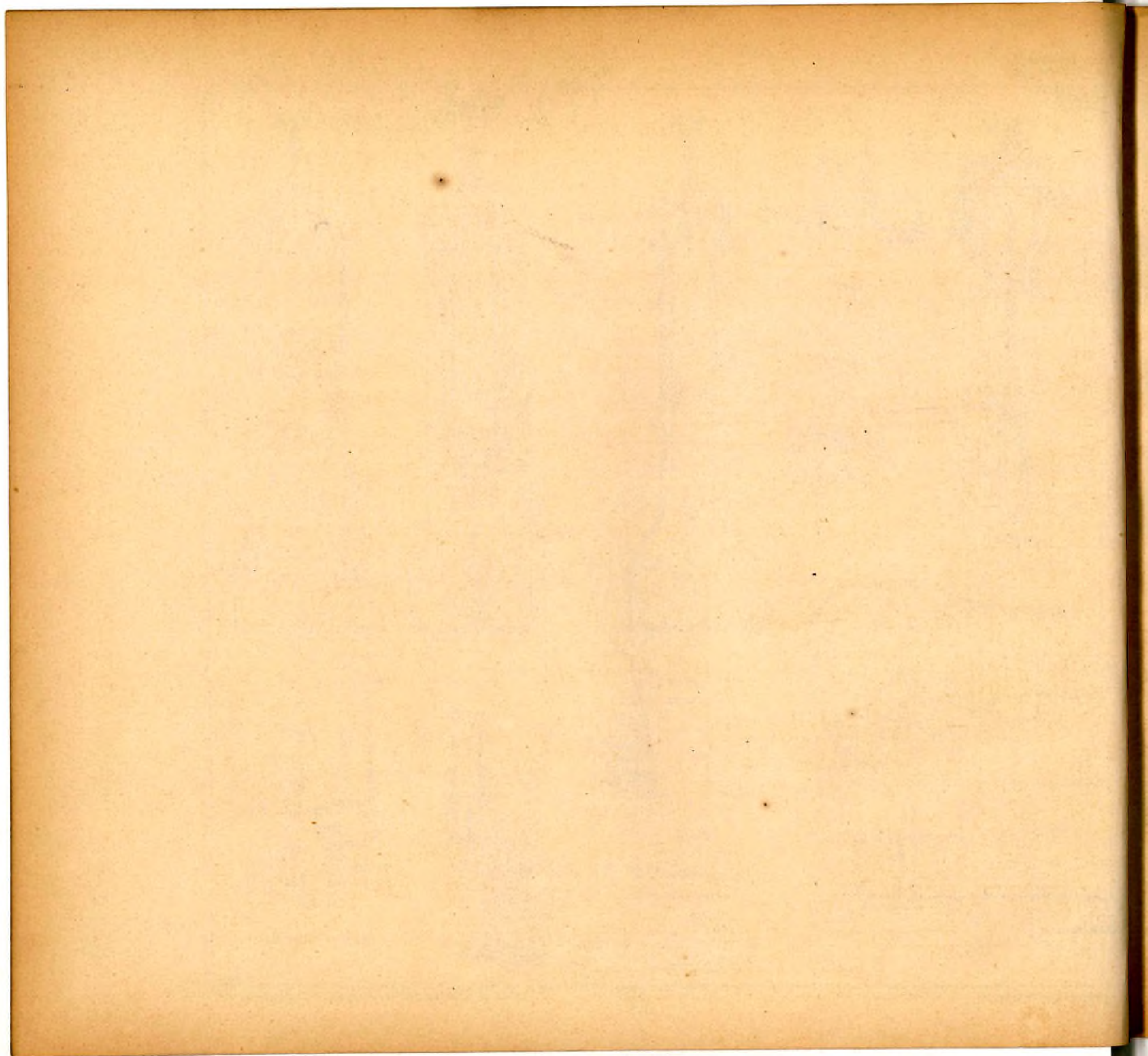


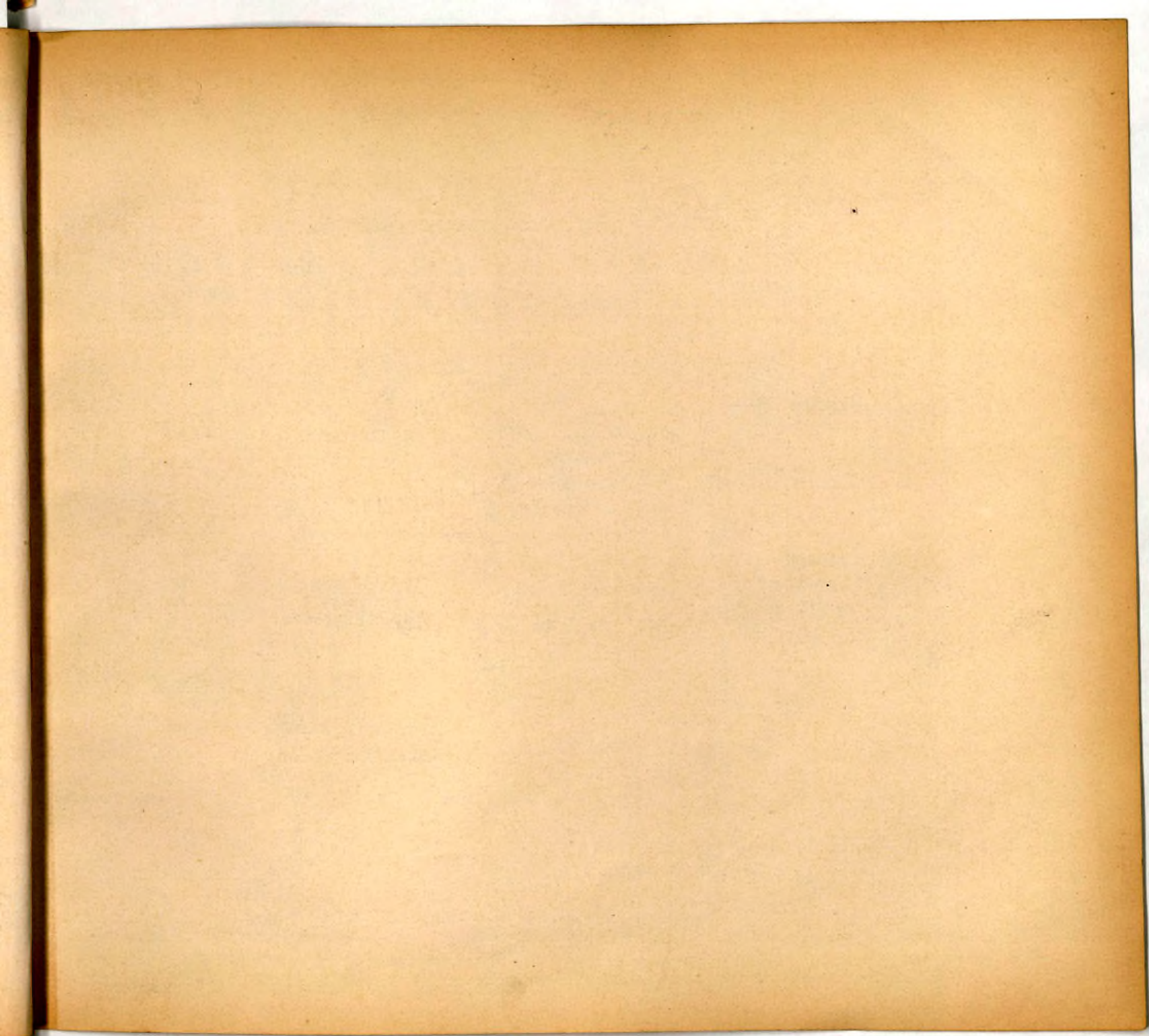
Fig. 5.

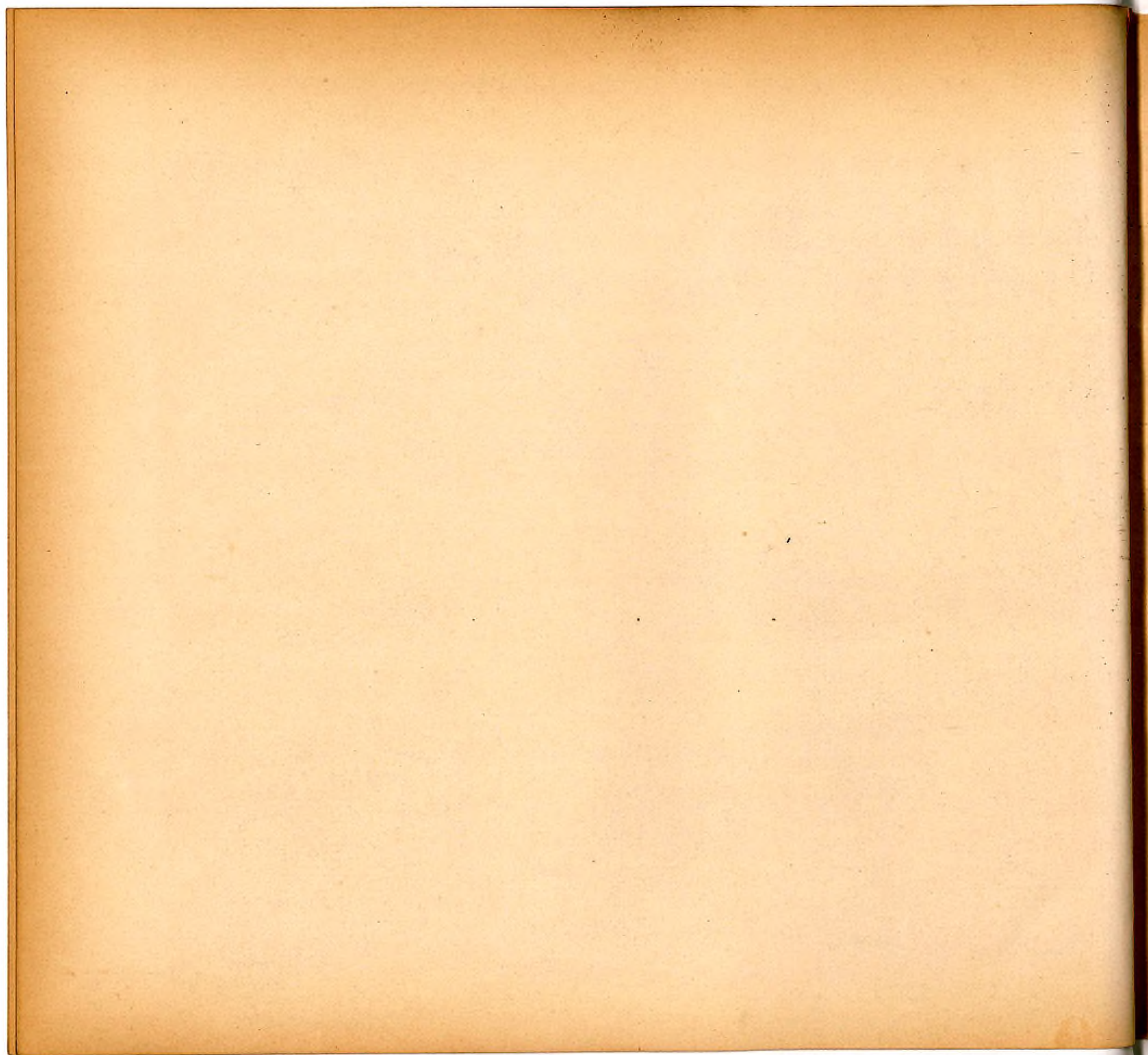












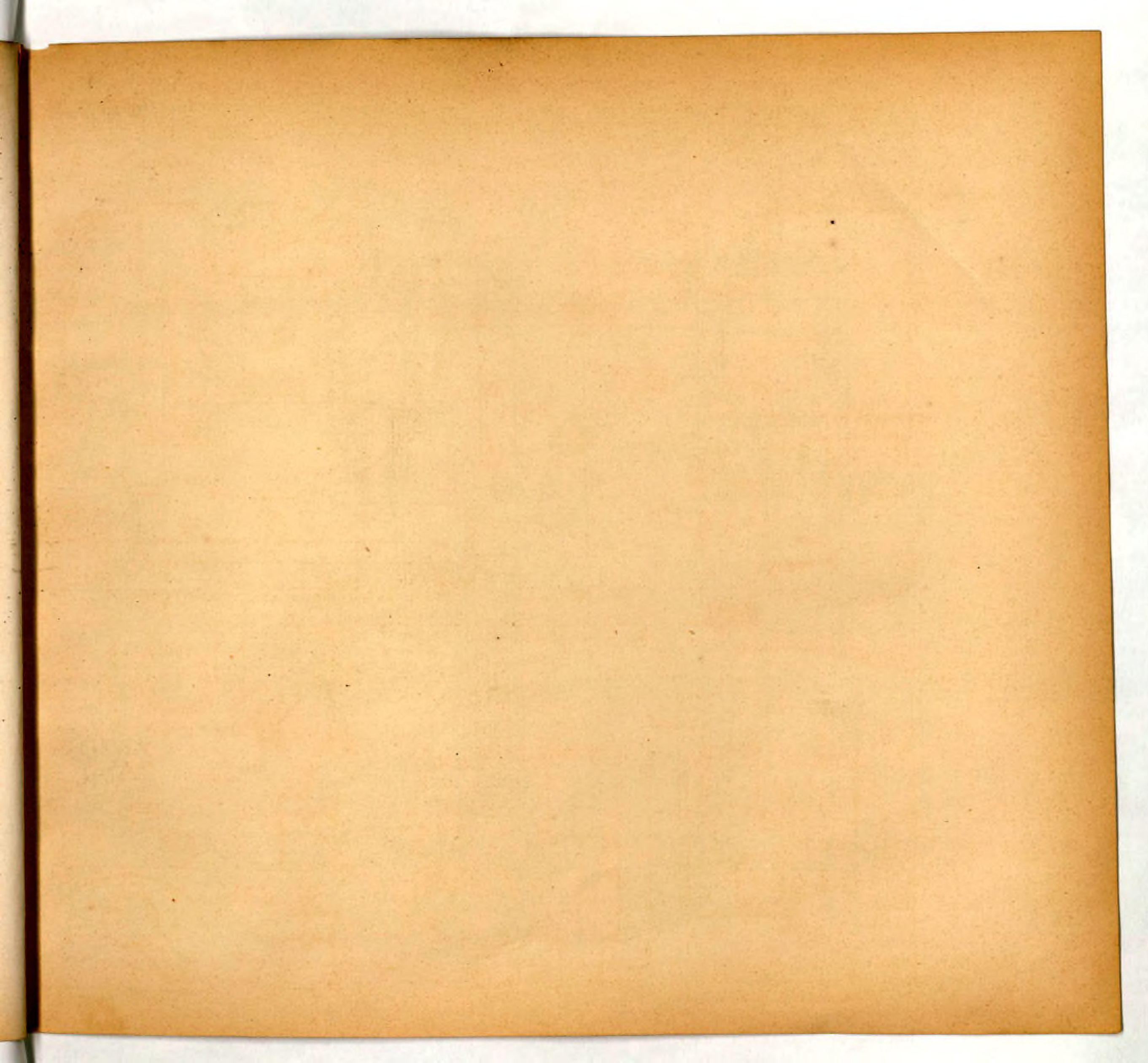
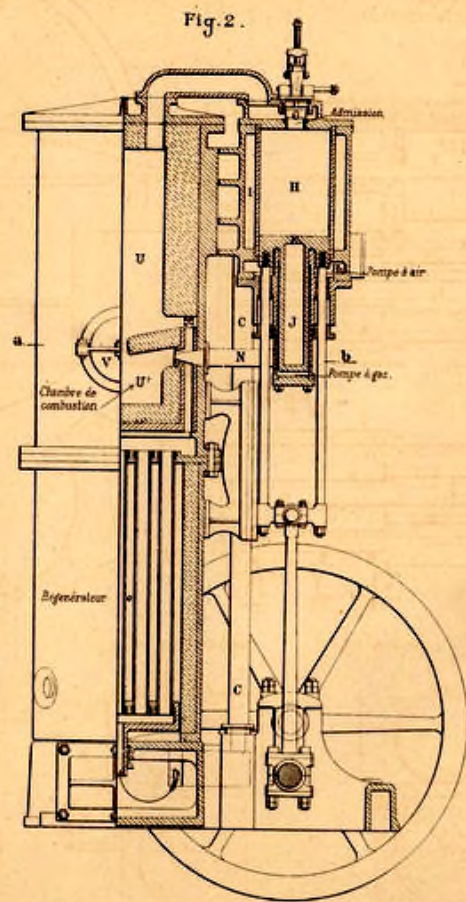
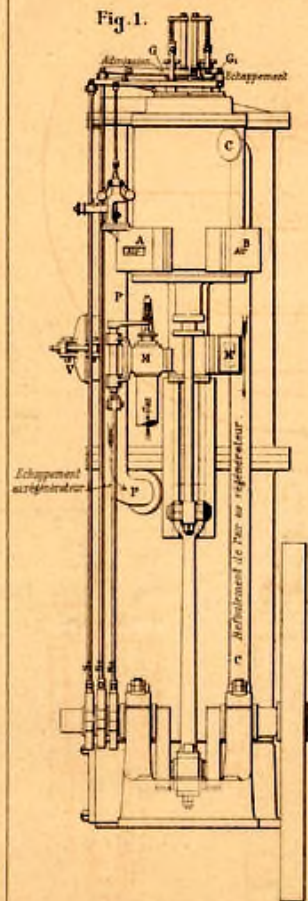


Fig. 1 à 6. Machine verticale.



E. E. curve .

Fig. 4. Coupe.

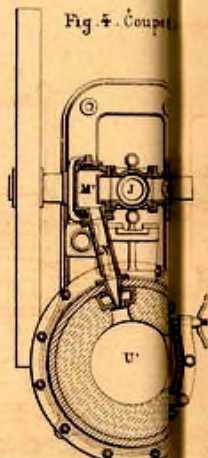
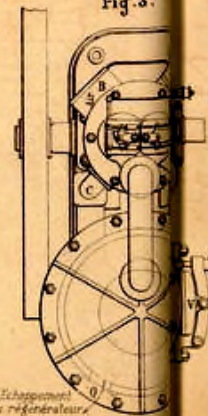


Fig. 3.



Echappement du régénérateur.

Fig. 7 à 10. Machine horizontale.

Fig. 7.

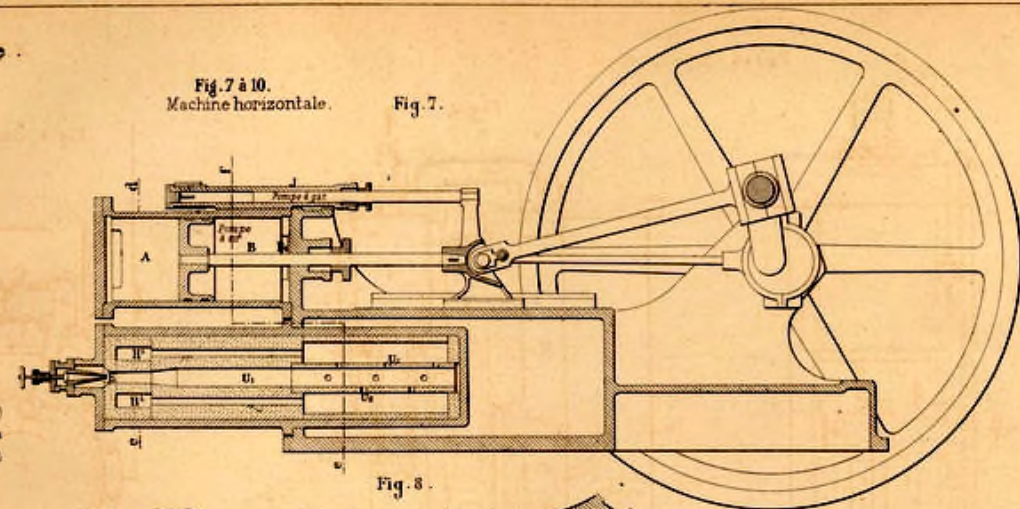


Fig. 8.

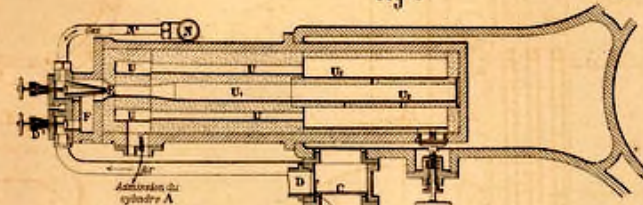


Fig. 9. Coupe e d. Fig. 7.

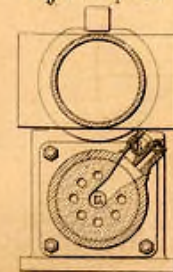


Fig. 10. Coupe e f. Fig. 7.

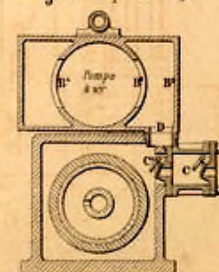


Fig. 5.

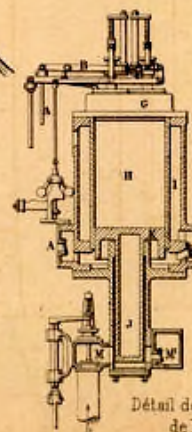
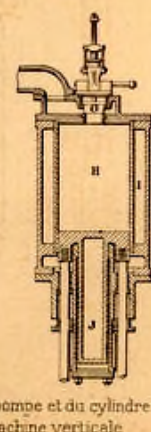
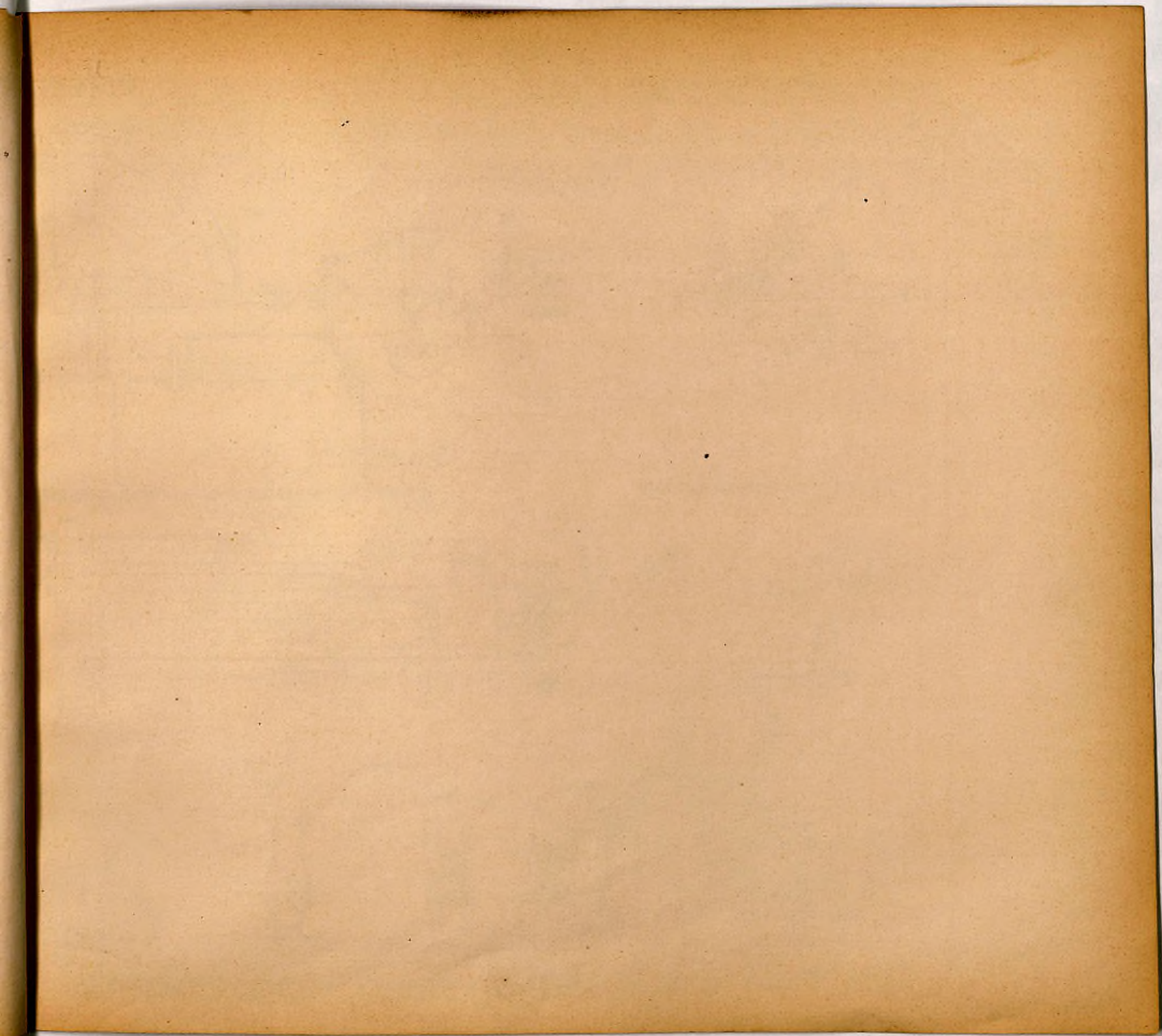


Fig. 6.



Détail de la pompe et du cylindre de la machine verticale





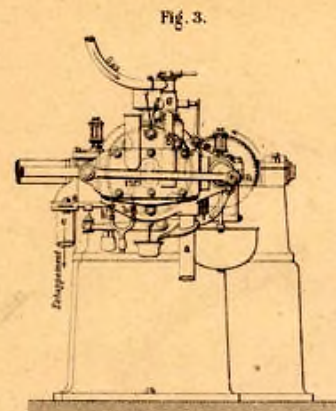


Fig. 3.

Fig. 1 à 10.
Type de la Compagnie Française (4 Chevaux)

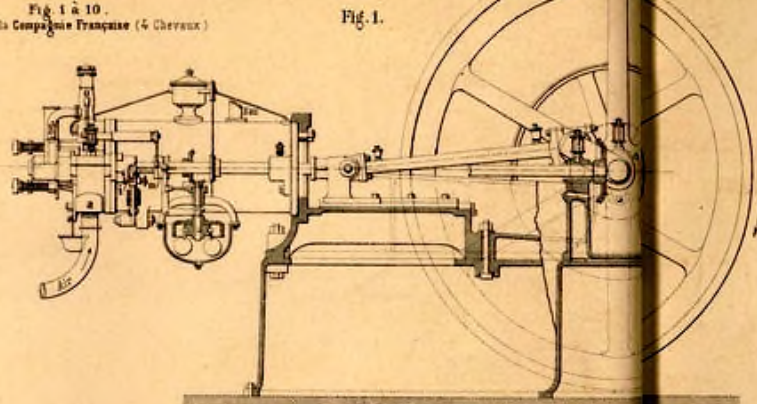


Fig. 1.

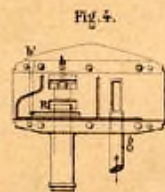


Fig. 4.

Contre-plaque



Fig. 5.

Tiroir

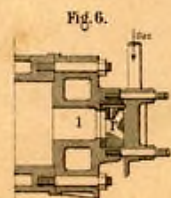
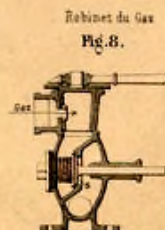


Fig. 6.



Fig. 7.



Robinet du Gaz
Fig. 8.

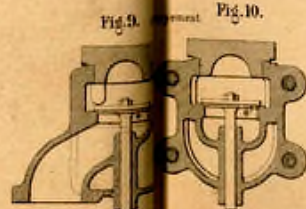


Fig. 9.

Fig. 10.

Otto.

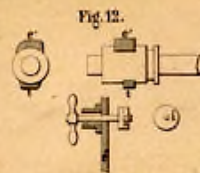


Fig. 12.

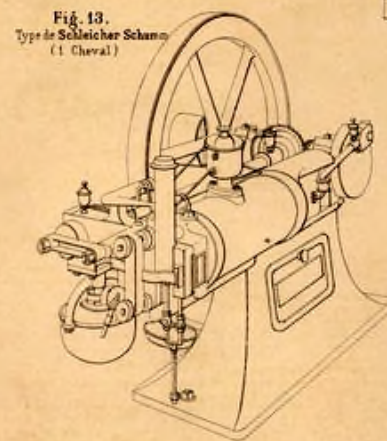


Fig. 13.
Type de Schleicher Schmitt
(1 Cheval)

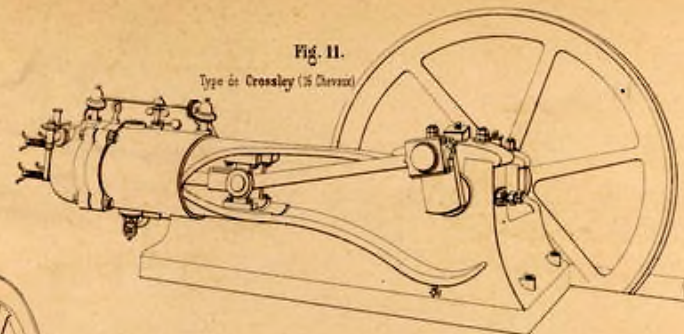


Fig. 11.

Type de Crossley (16 Chevaux)



Fig. 14.



Fig. 15.

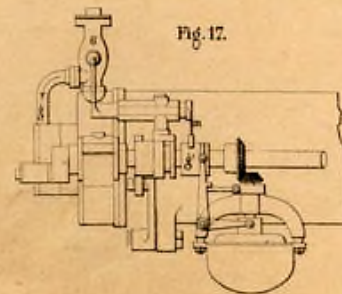
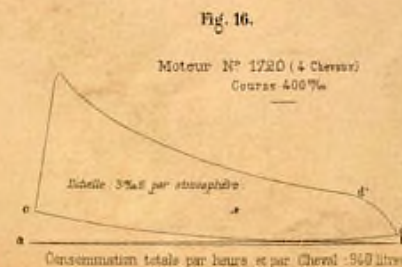


Fig. 17.





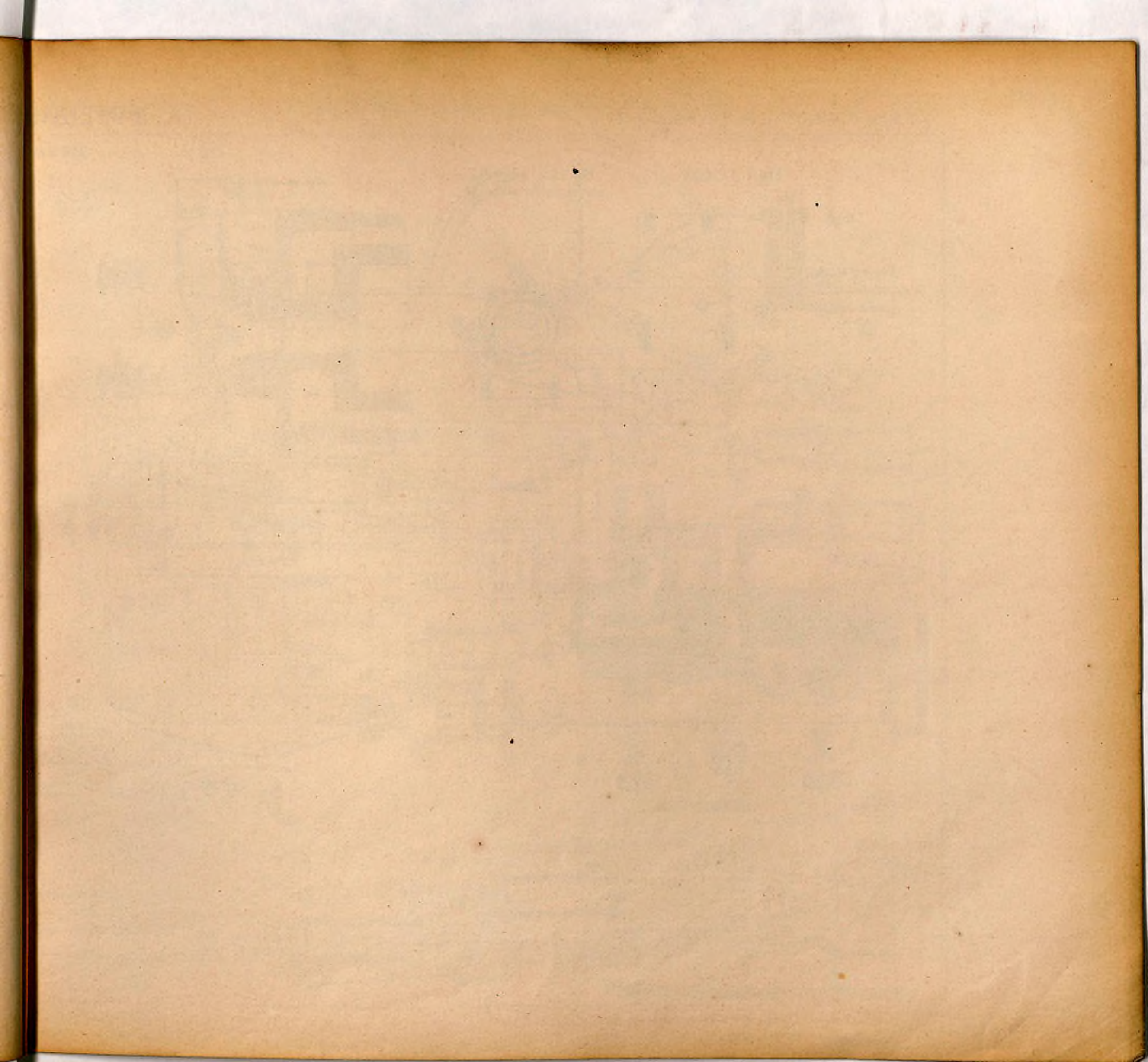


Fig. 1. Culasse.

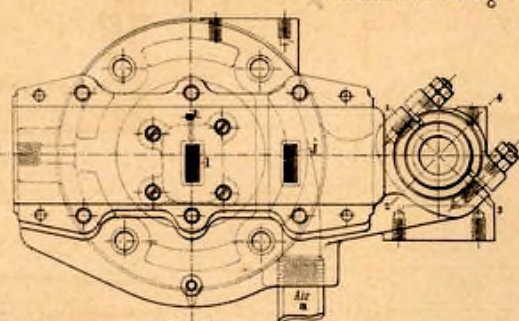


Fig. 2.

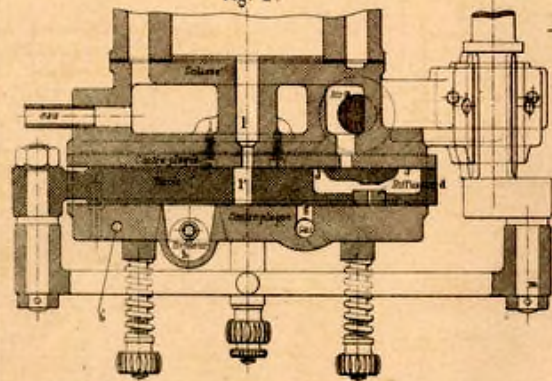


Fig. 6.

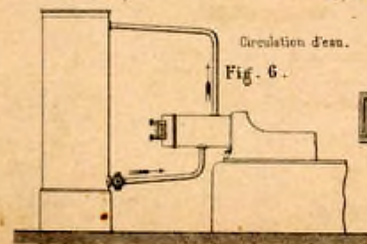


Fig. 1 à 4. Allumage admission du mélange

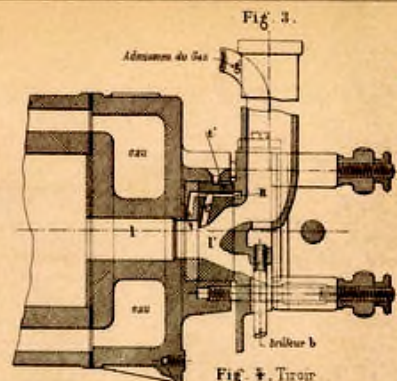


Fig. 4. Tirage

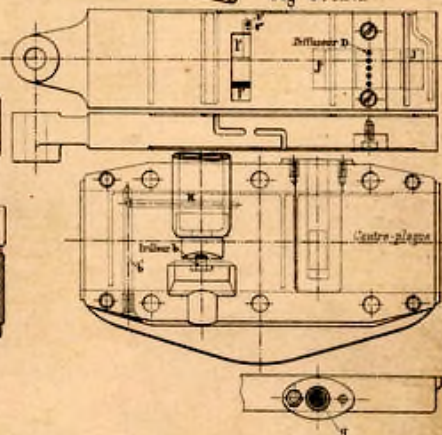
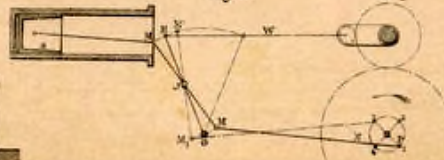


Fig. 17.



MOTEUR OTTO.

Fig. 5.

Tuyauterie

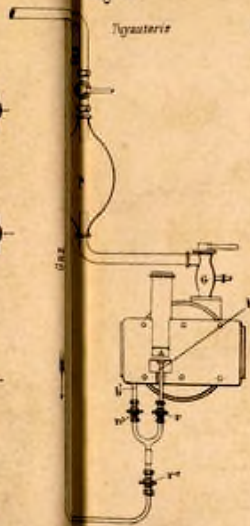


Fig. 16.

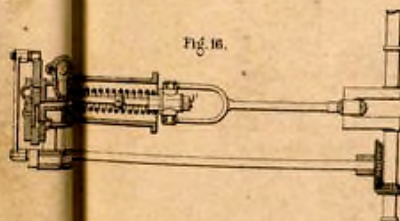


Fig. 7.

Fig. 7 à 17. Moteurs à piston auxiliaire

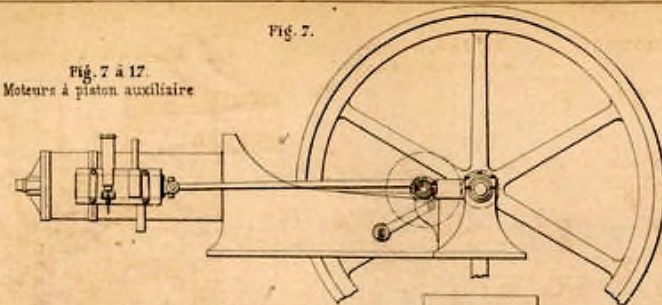


Fig. 8.

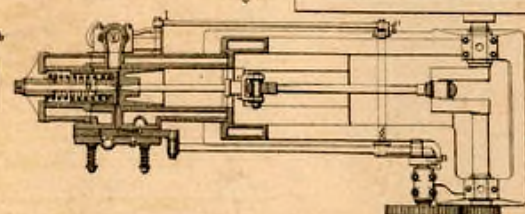


Fig. 13.

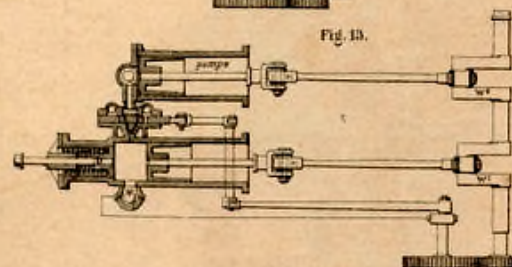


Fig. 9.

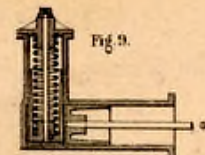


Fig. 11.

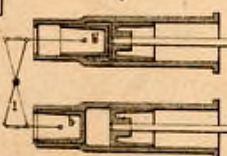
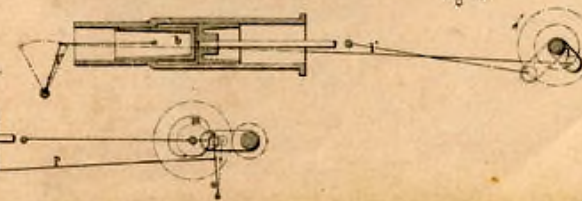


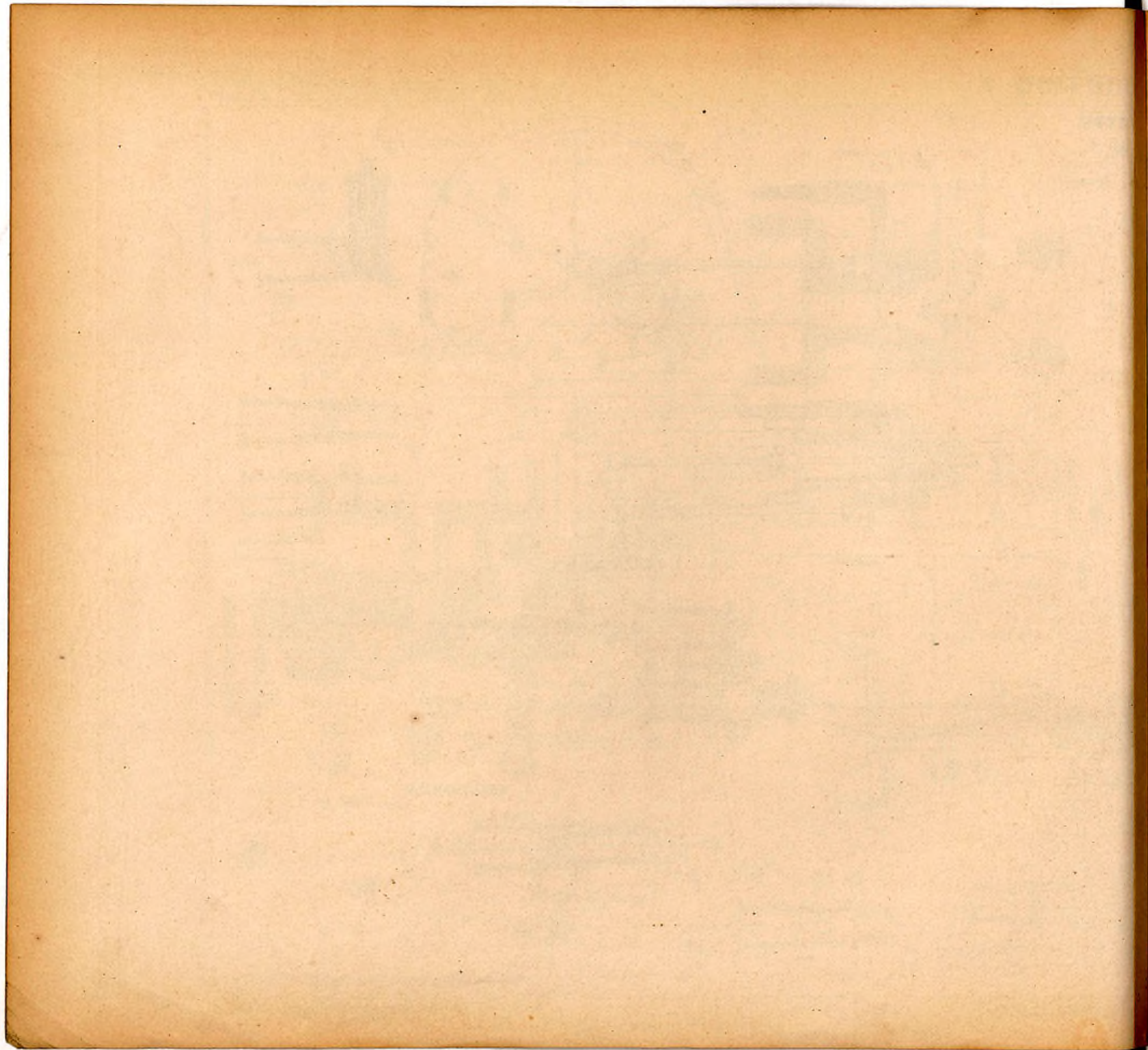
Fig. 14.

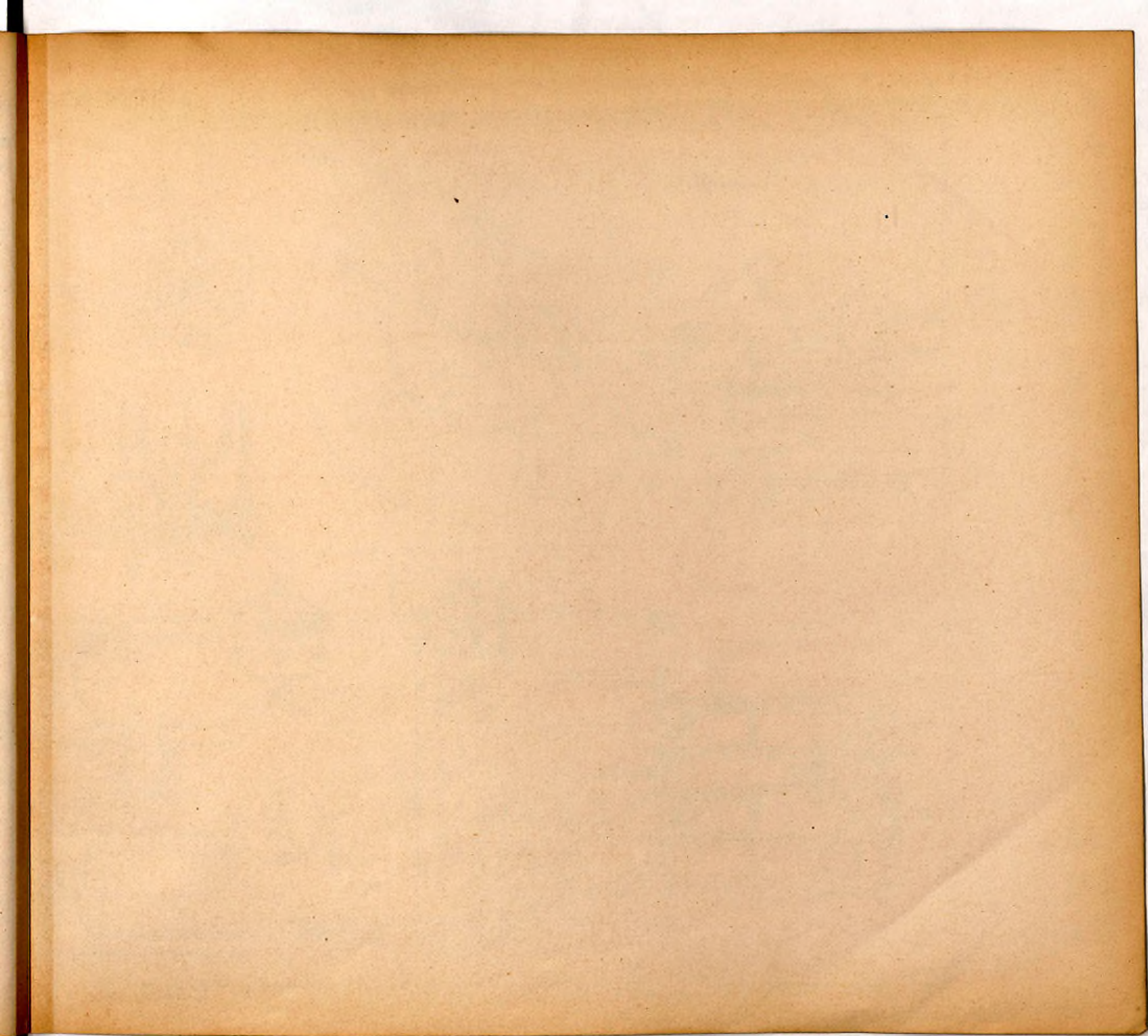


Fig. 15.

Fig. 10.







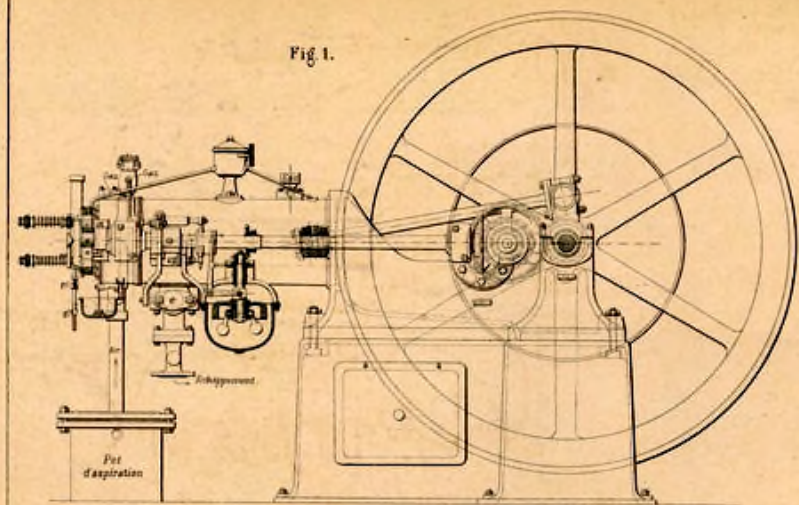


Fig. 1.

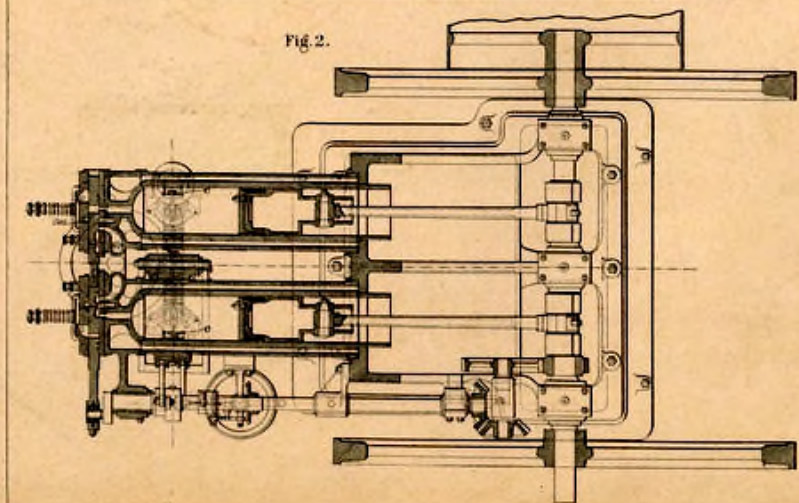


Fig. 2.

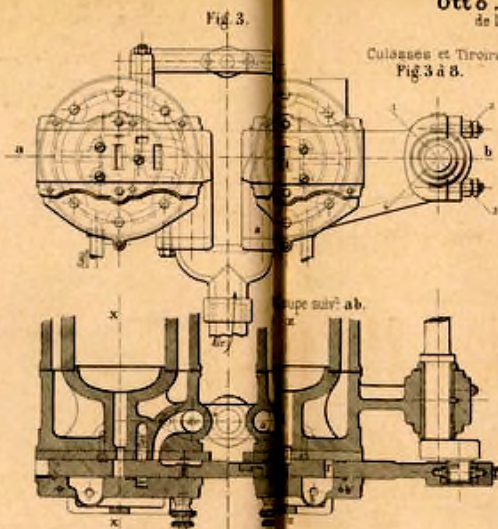
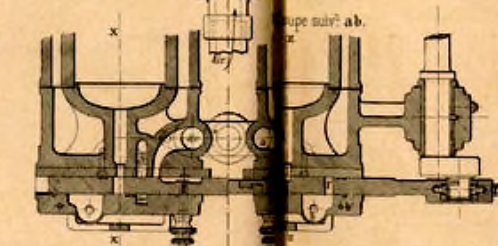


Fig. 3.

Otto. Type 8 Chevaux à 2 Cylindres
de la Compagnie française

Culasses et Tiroirs.
Fig. 3 à 8.



Coupe suiv. ab.

Fig. 4. Coupe suiv. xx.

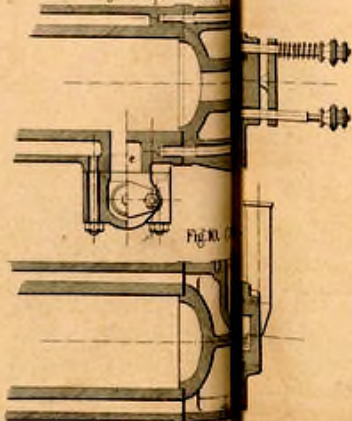


Fig. 5.



Fig. 6.



Fig. 7.

Fig. 8. Piston.



Fig. 9.



Fig. 10.

Fig. 11. Coupe ab.



Fig. 12. Elévation du tiroir.



Fig. 13. Plan.

Fig. 14. Coupe.

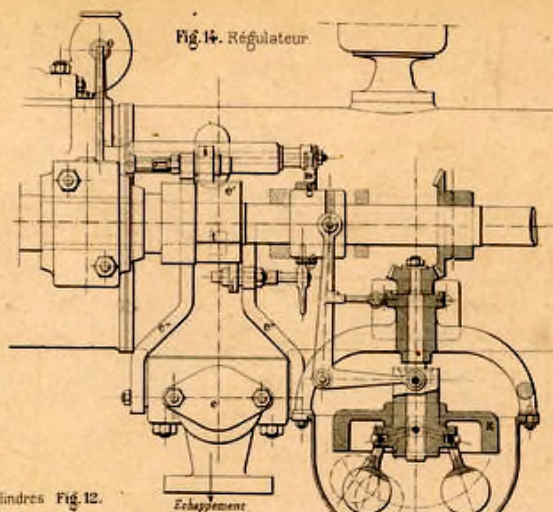
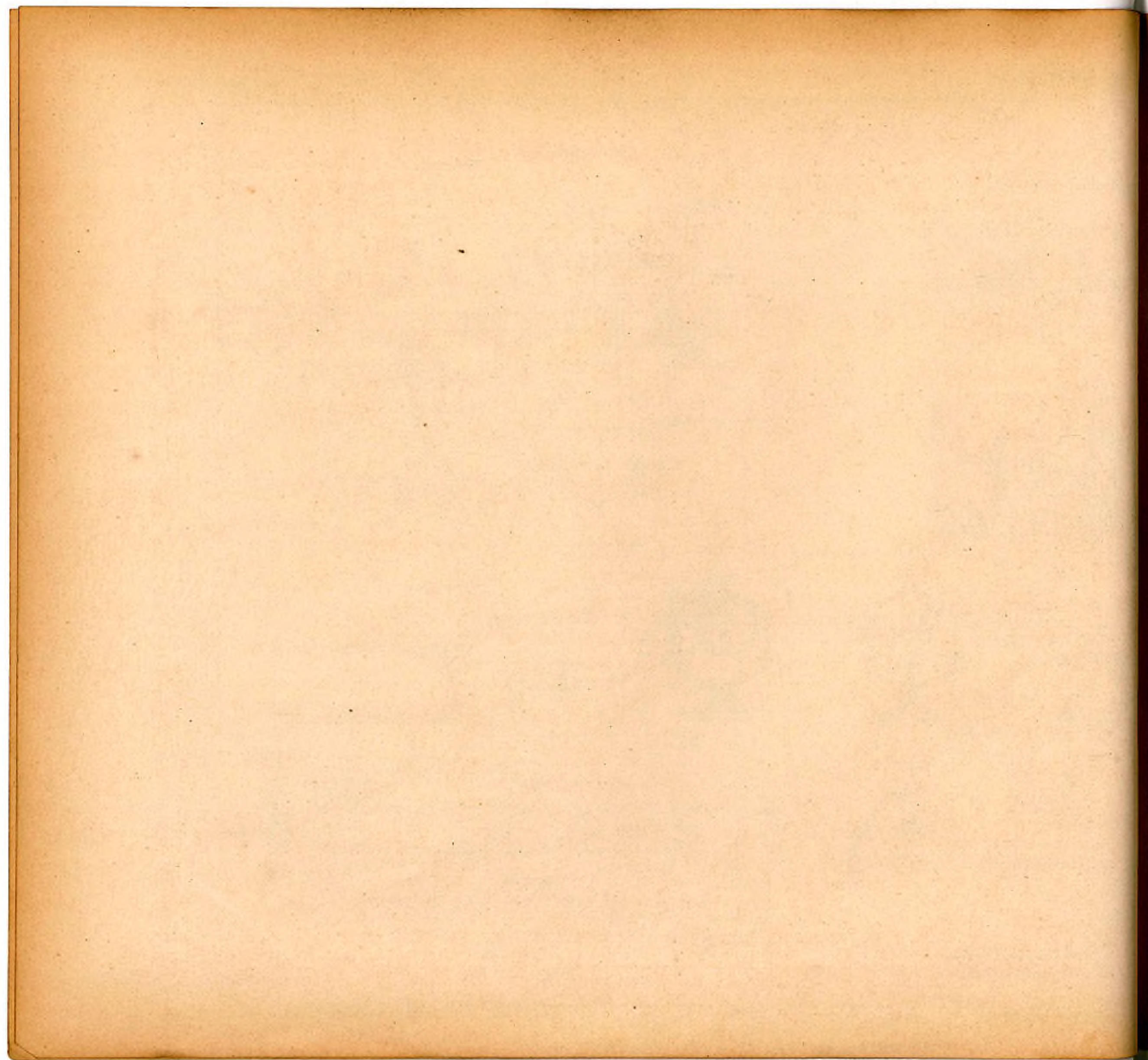


Fig. 16. Régulateur.





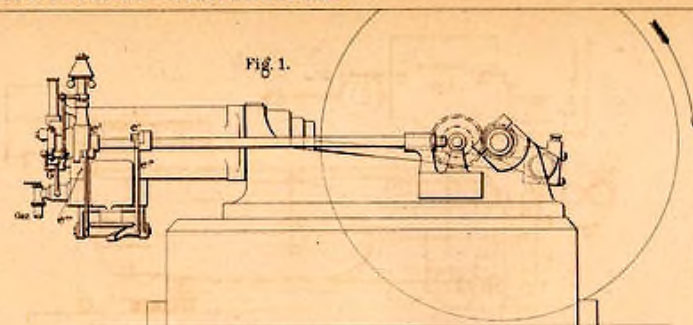


Fig. 1.

Moteurs Otto

Fig. 1 à 4
Type Crossley
à
deux cylindres

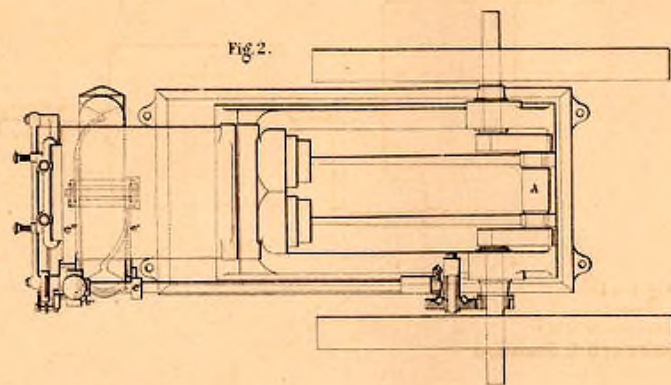


Fig. 2.

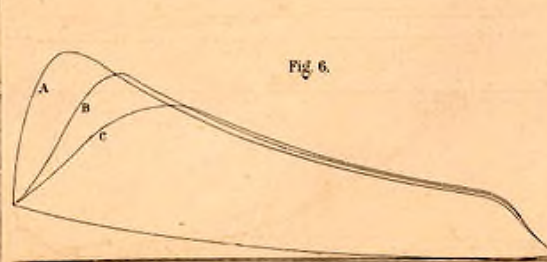


Fig. 6.



Fig. 7.
diagramme normal

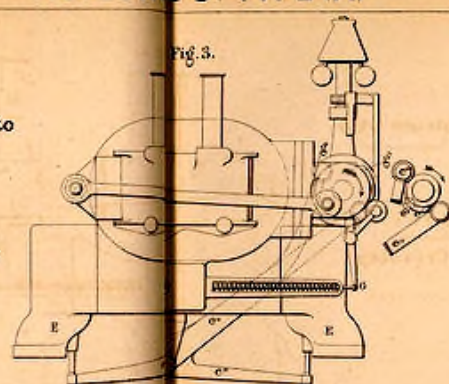


Fig. 3.

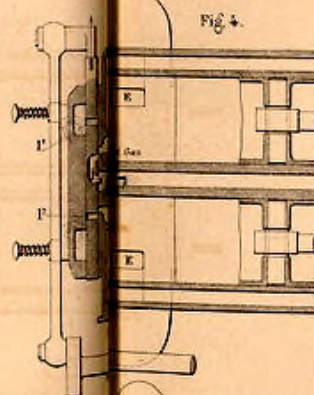


Fig. 4.

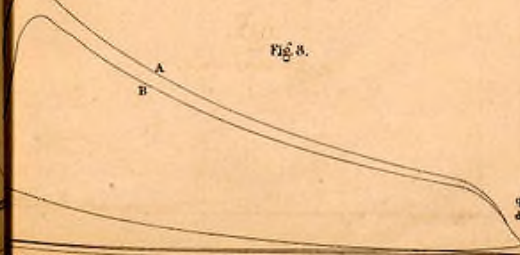


Fig. 8.

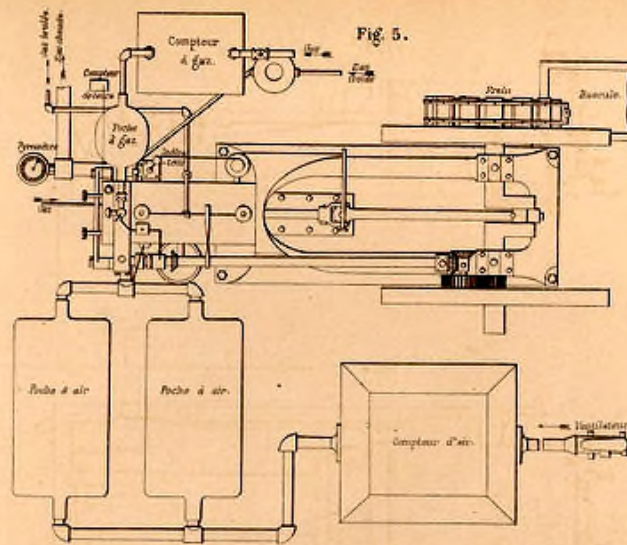


Fig. 5.

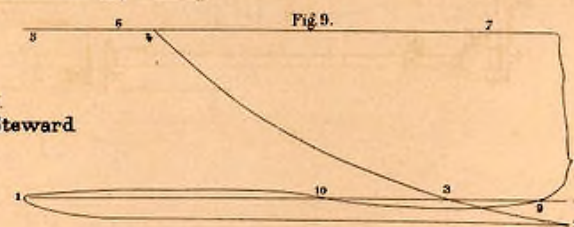


Fig. 9.

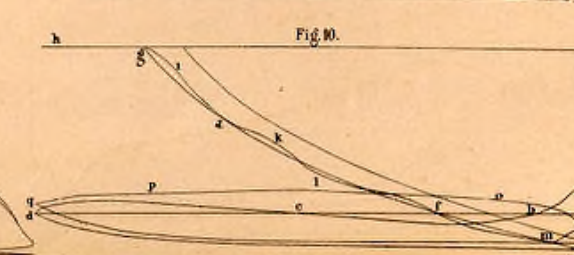
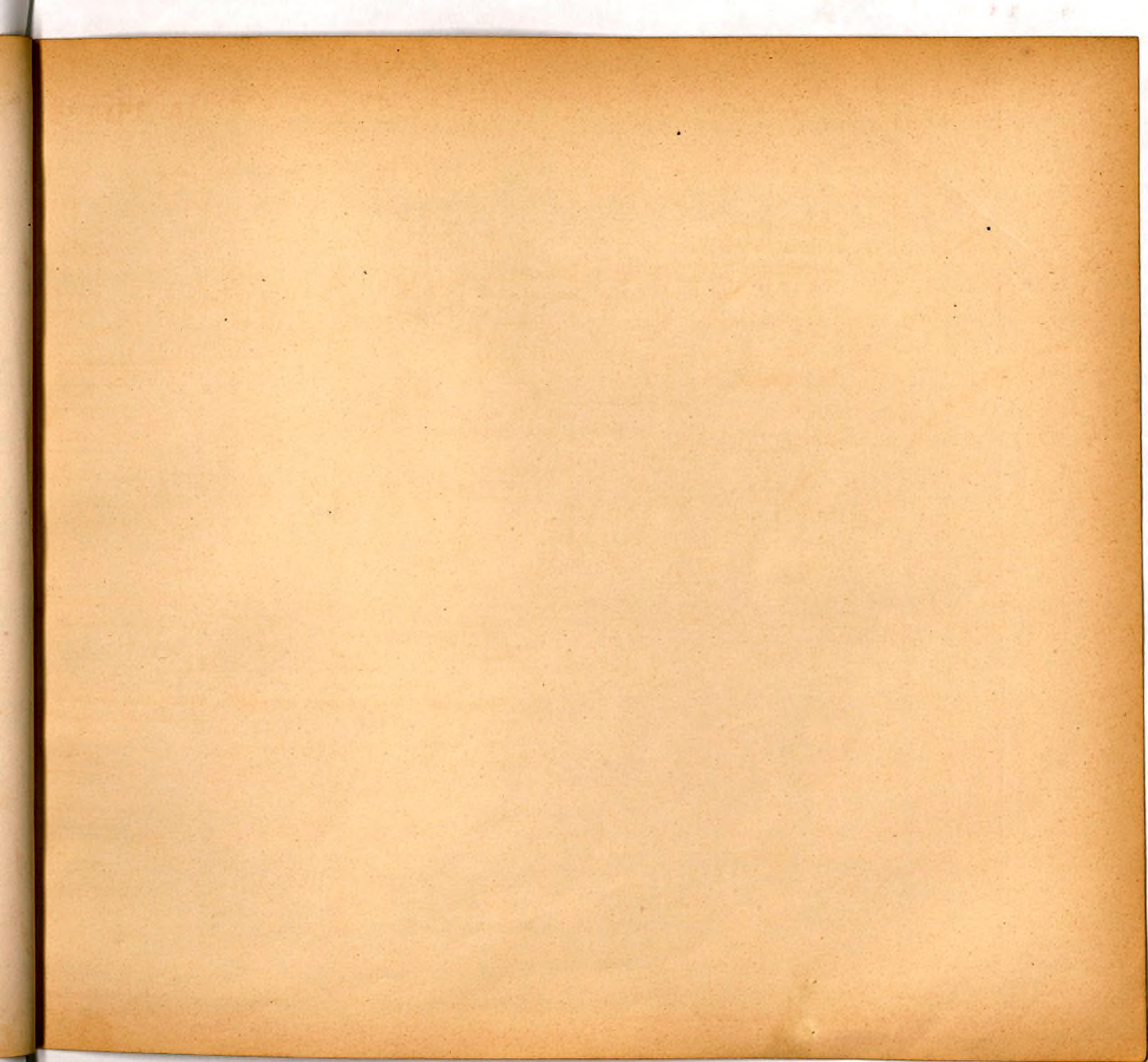


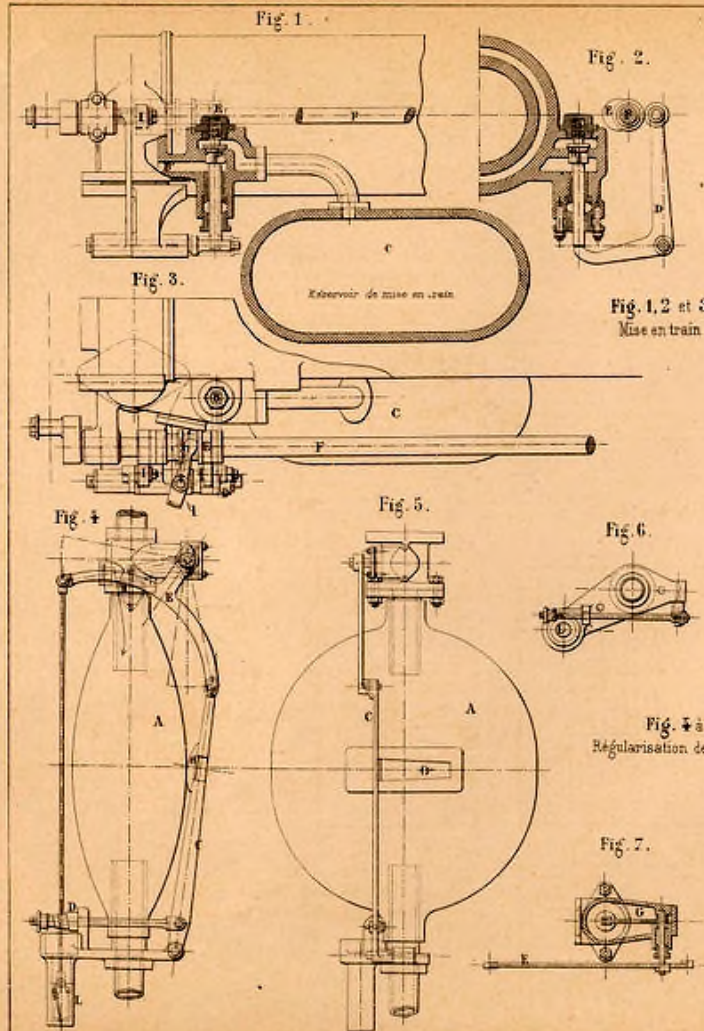
Fig. 10.

Fig. 5 à 10

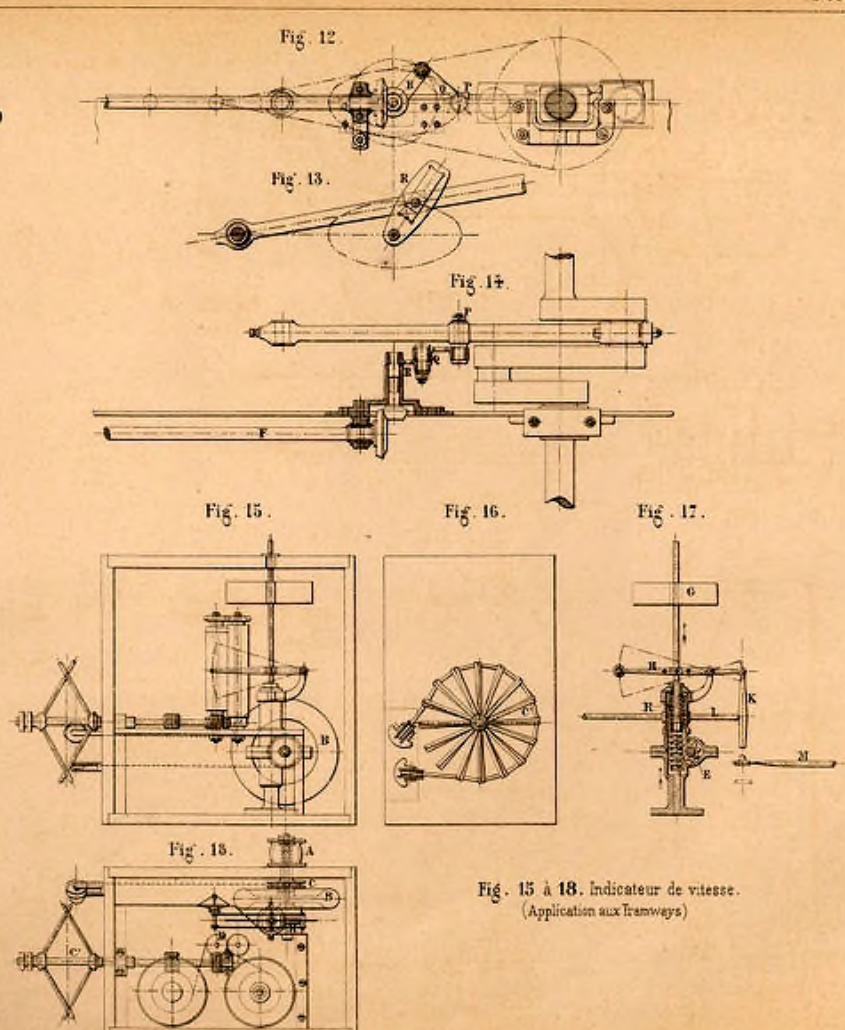
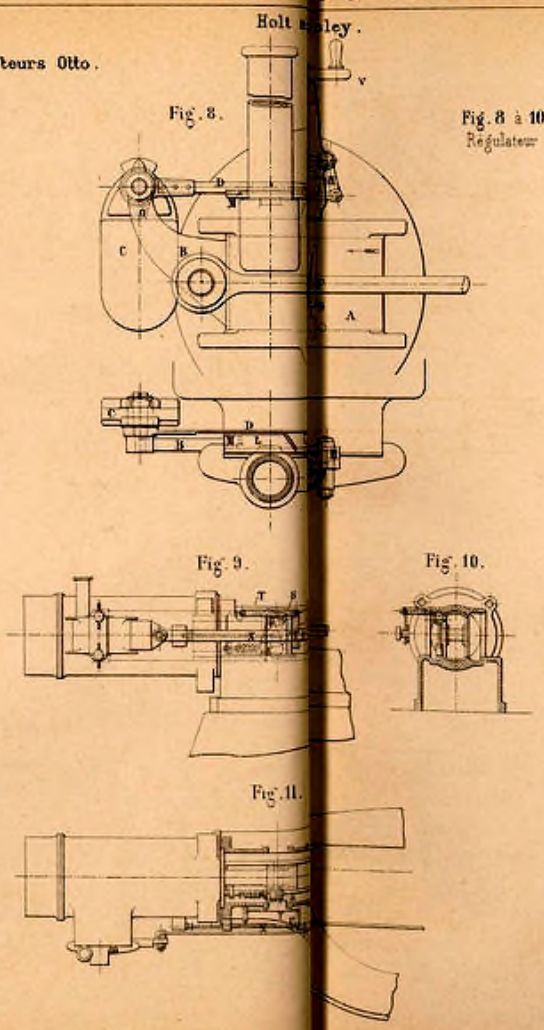
Expériences de MM.
Morgan Brooks et J.L. Steward



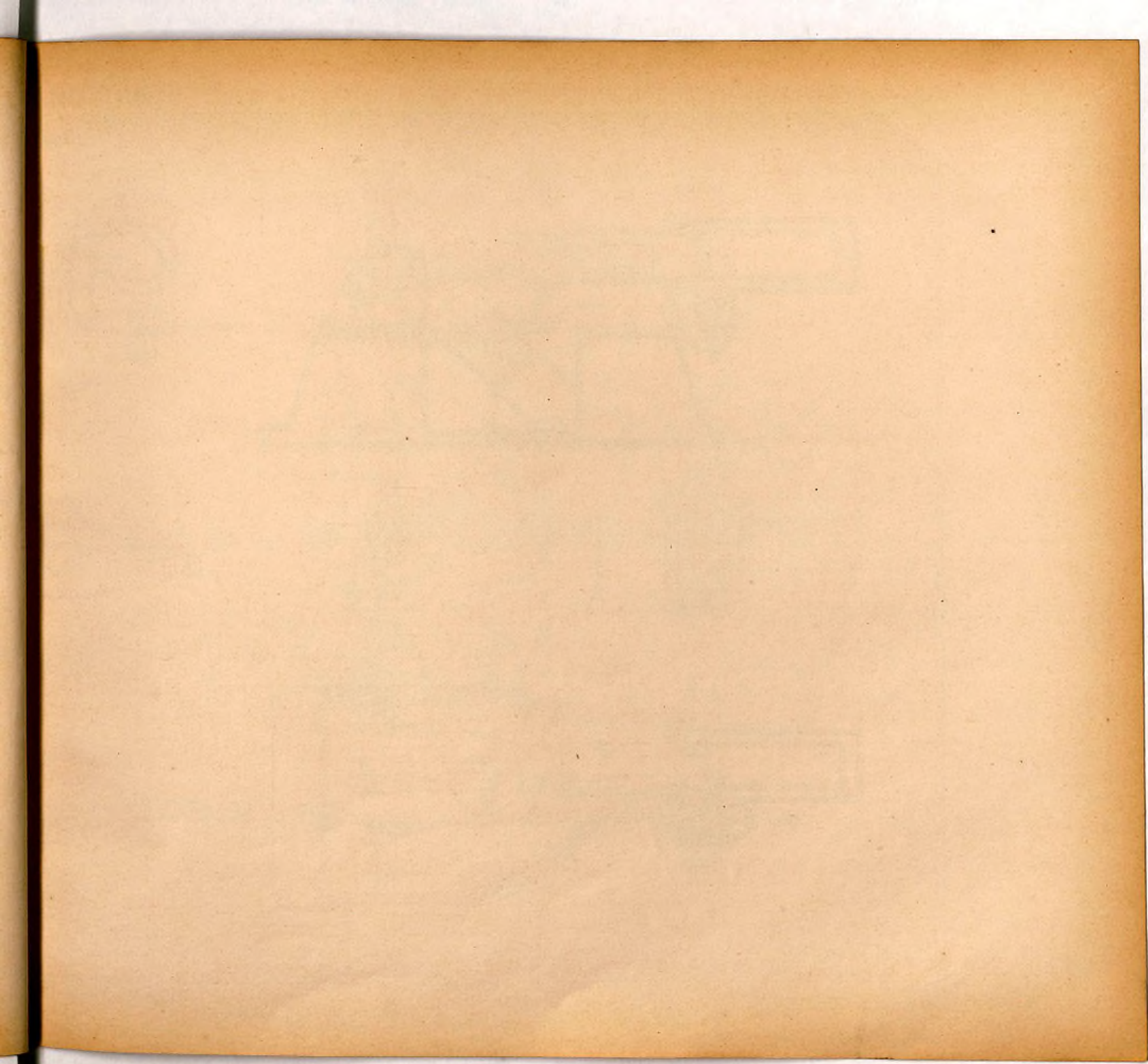




Moteurs Otto.

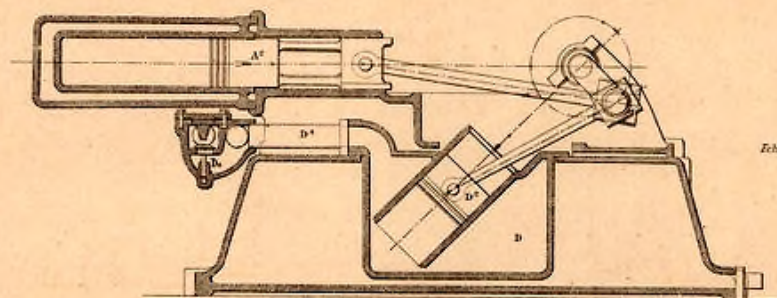
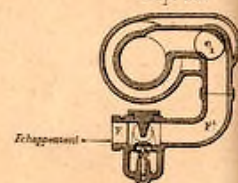






Cross Holt.

Fig. 1.

Fig. 3.
Coupe xx.

Echappement

Fig. 4.

Fig. 1 à 4.
Moteur à pompe

Fig. 2.

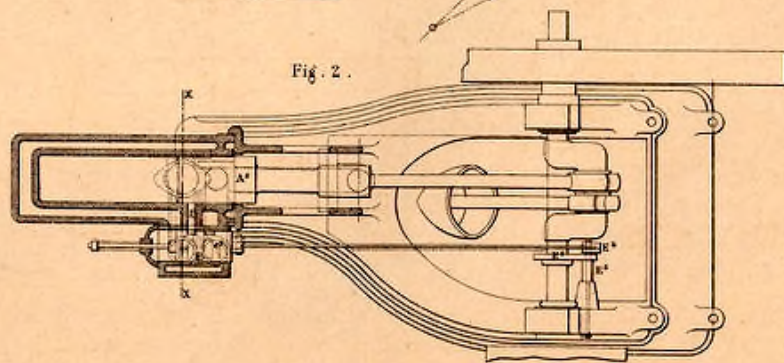


Fig. 5.

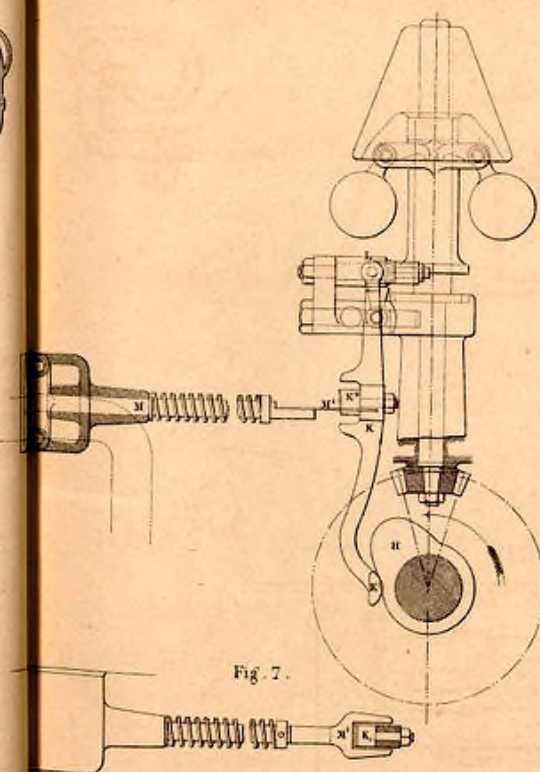


Fig. 7.

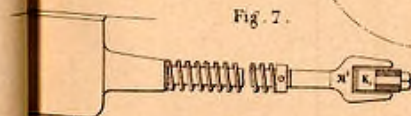


Fig. 6.

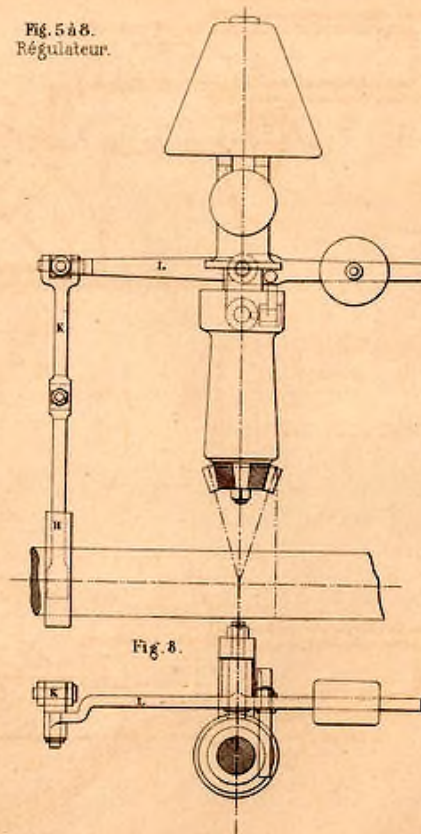
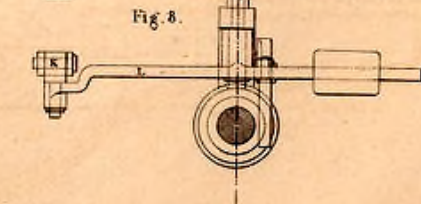
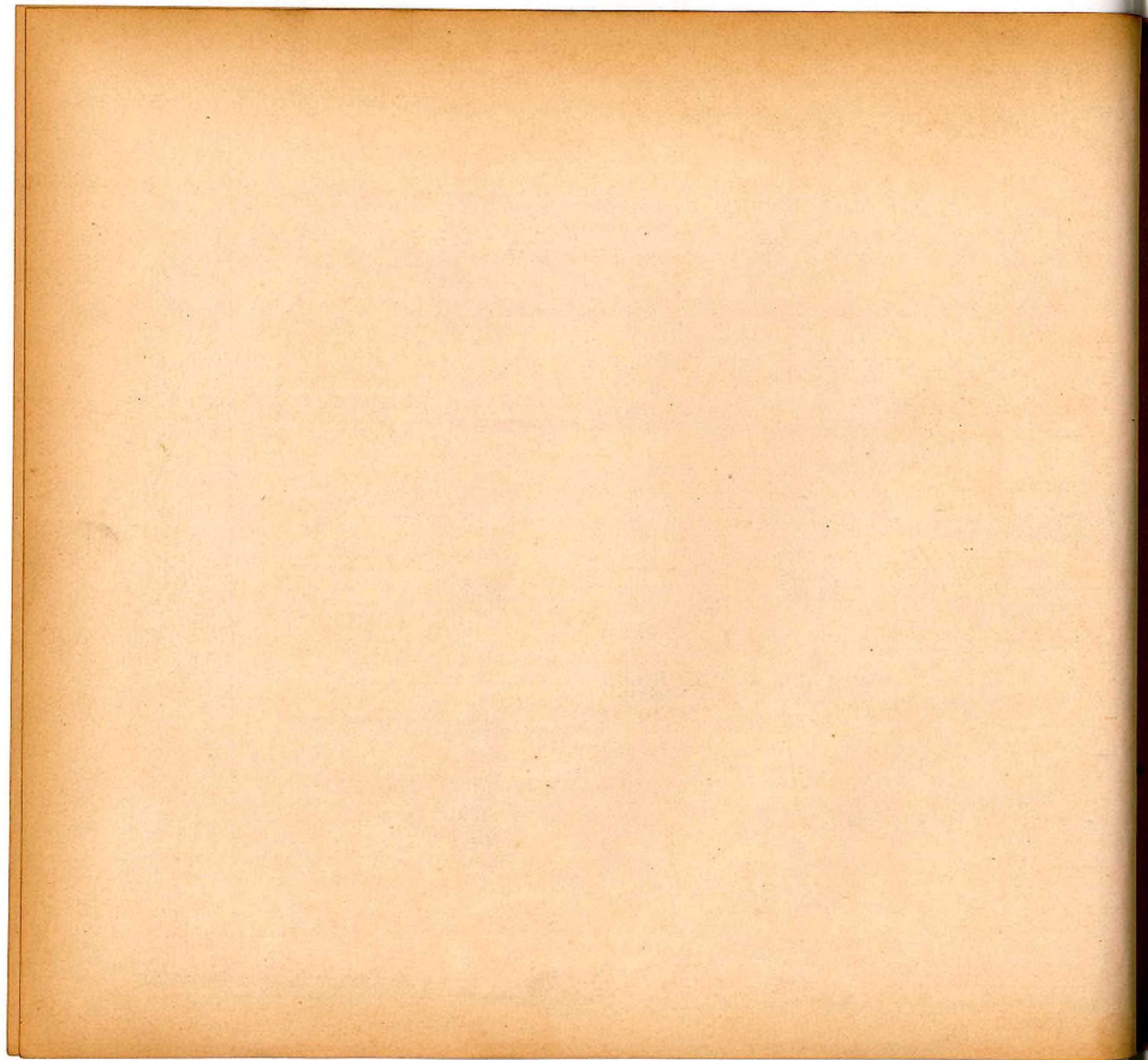
Fig. 5 à 8.
Régulateur.

Fig. 8.





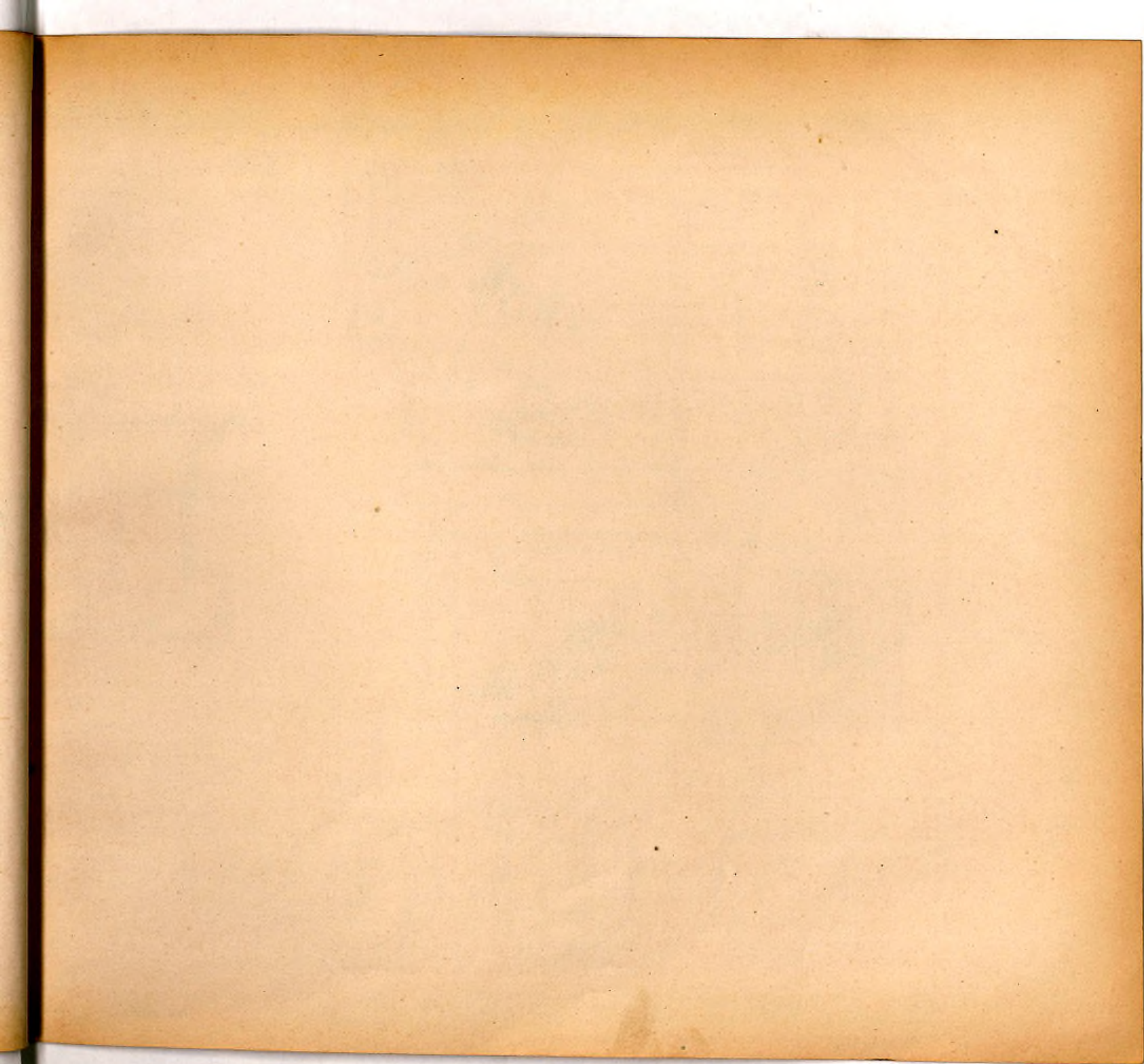


Fig. 1.

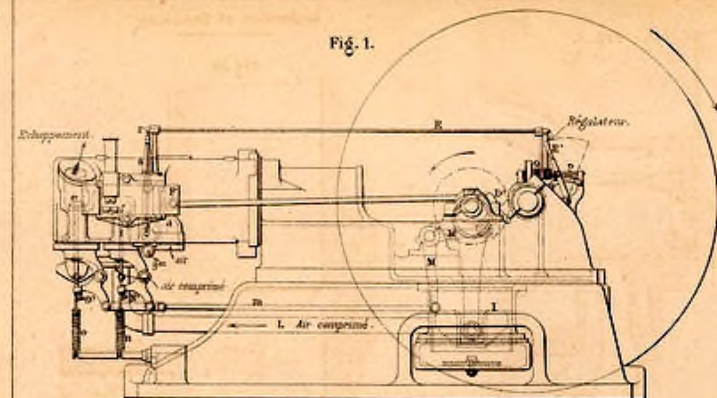


Fig. 2.

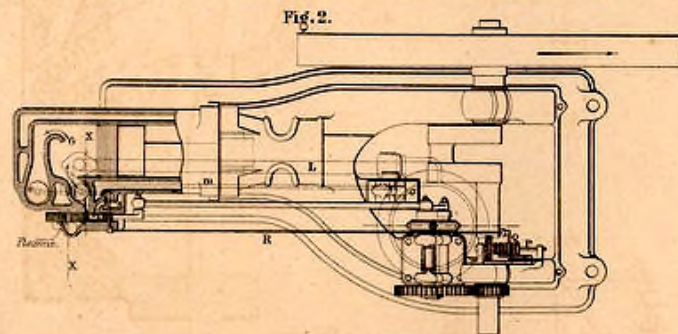


Fig. 6.



Fig. 8.

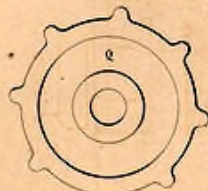
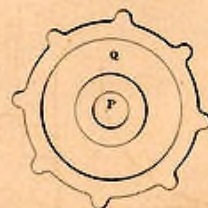


Fig. 9.



Crossley.
(Fig. 1a9.)

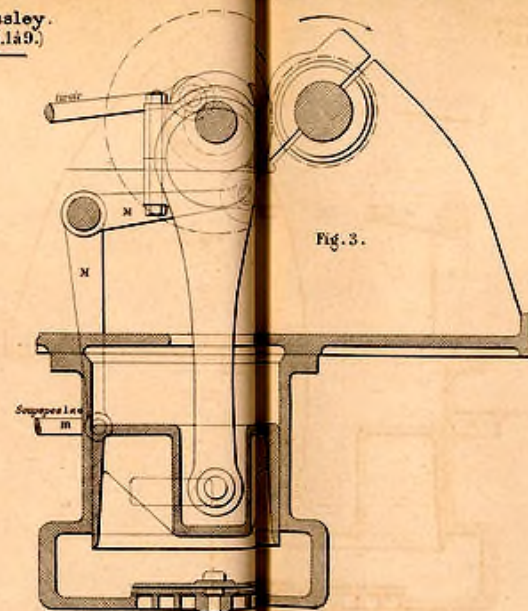


Fig. 3.

Fig. 4.

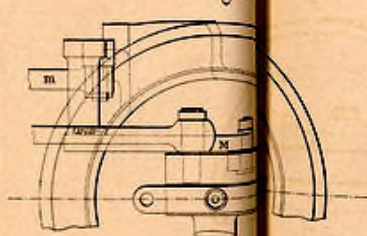


Fig. 5.
Coupe XX
Fig. 2

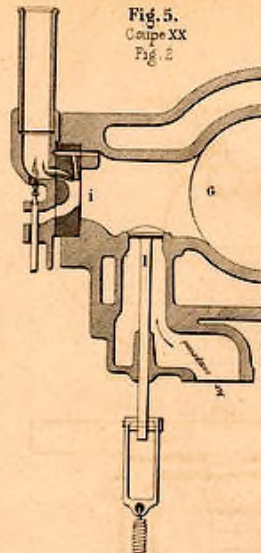
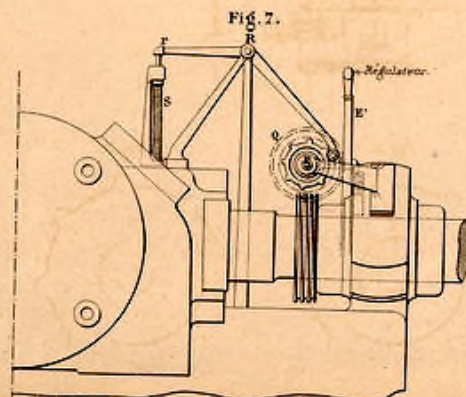
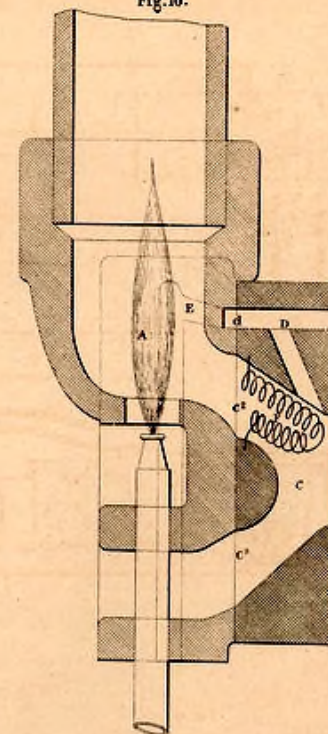


Fig. 7.

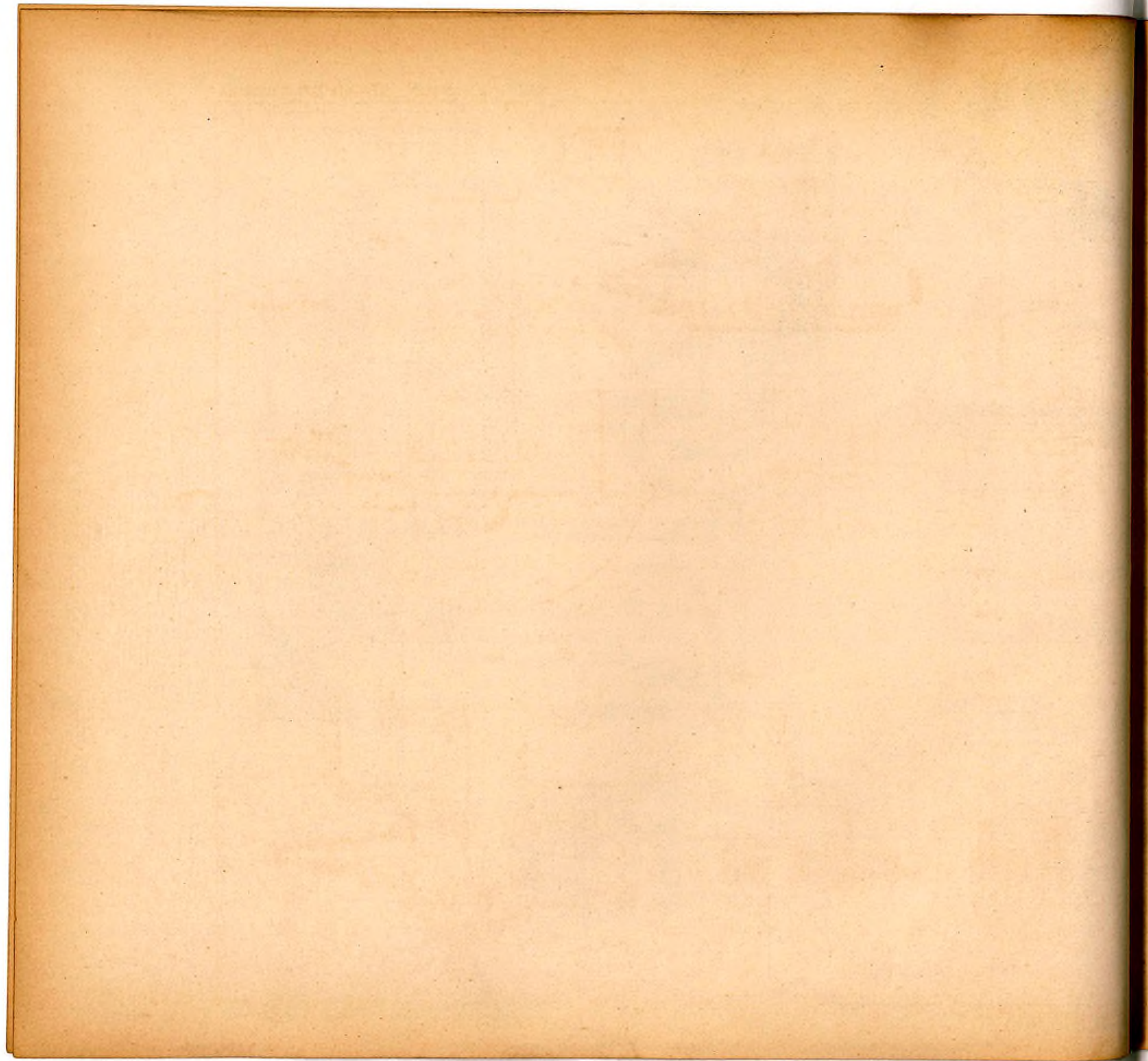


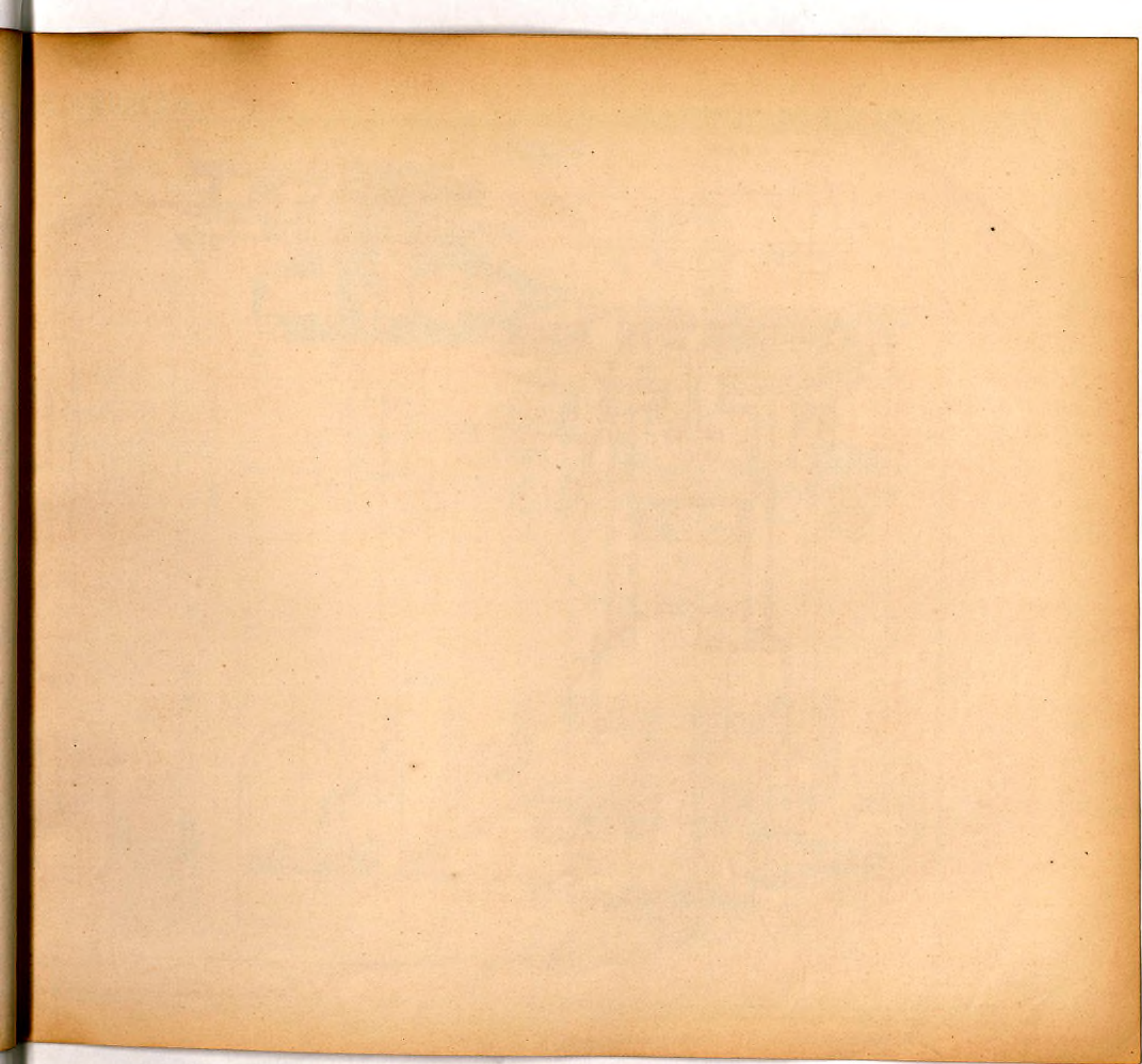
Anderson et Crossley.

Fig. 10.



Allumage à l'éclairage





MOTEURS DE TYPE (A)

Crossley
(Fig. 1 & 5).

Allumage.

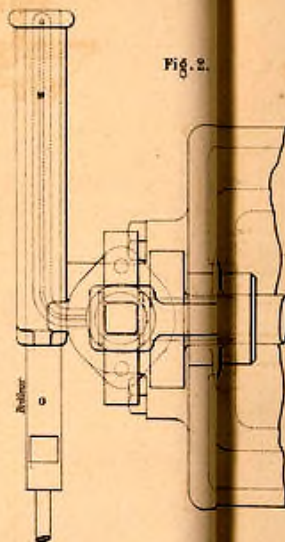


Fig. 3.

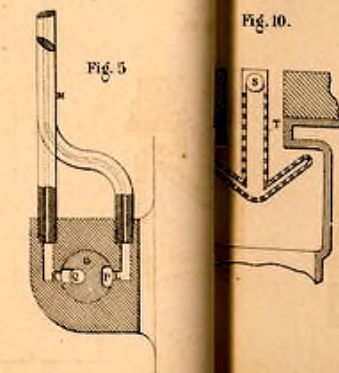
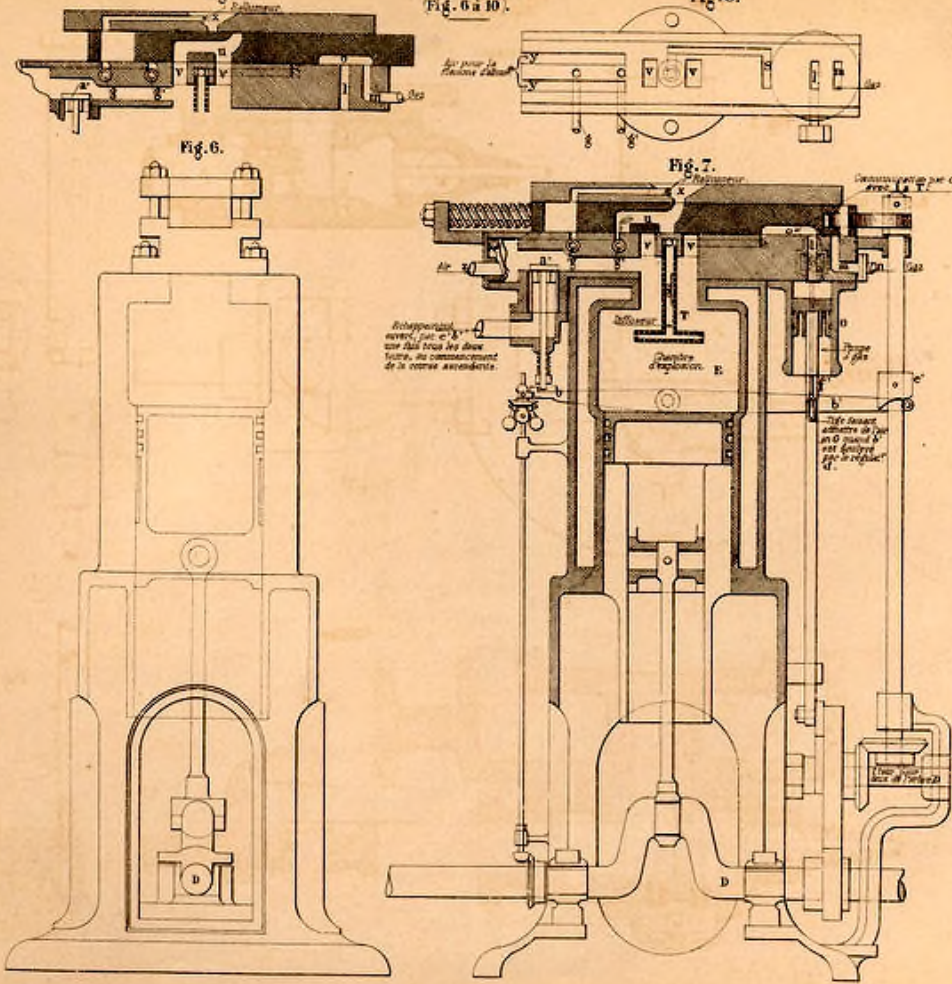


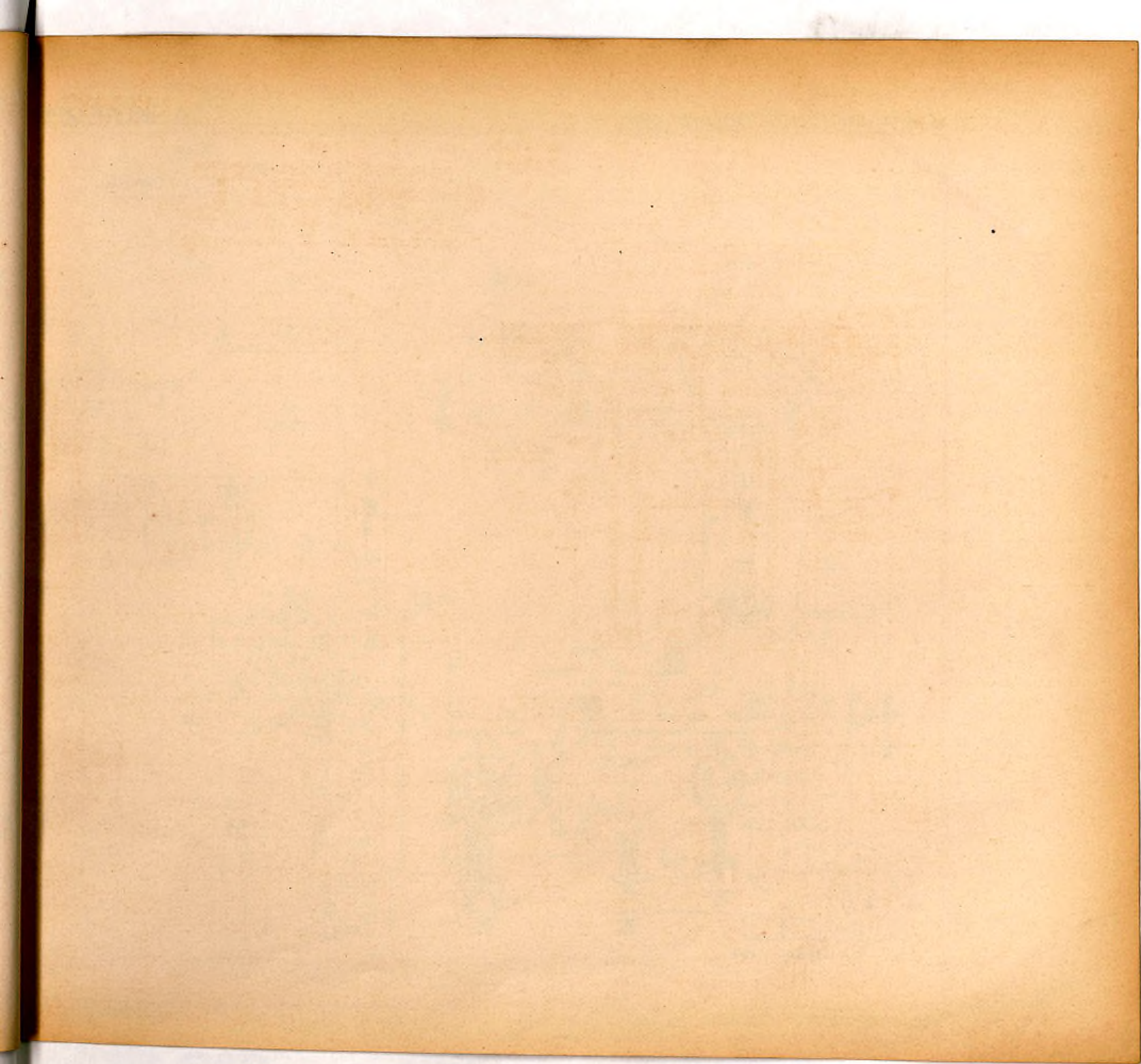
Fig. 9.

Hallowell.
(Fig. 6 & 10).

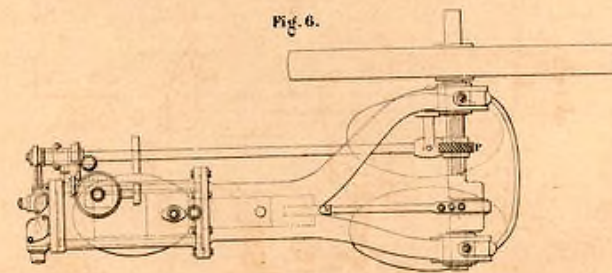
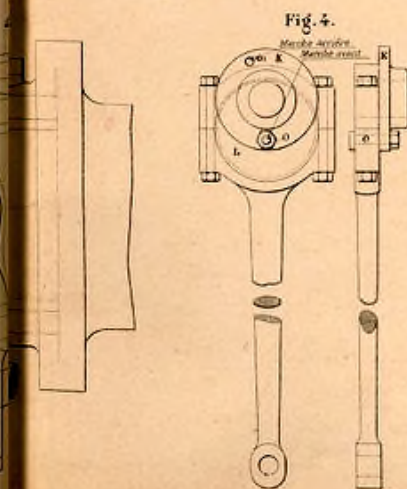
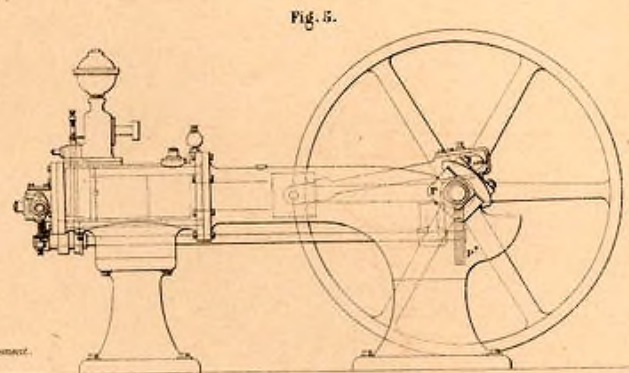
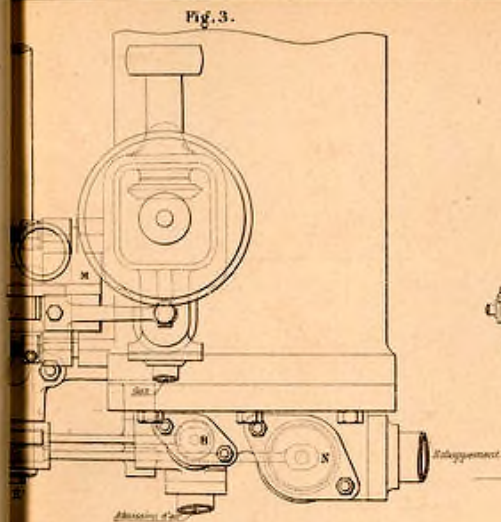
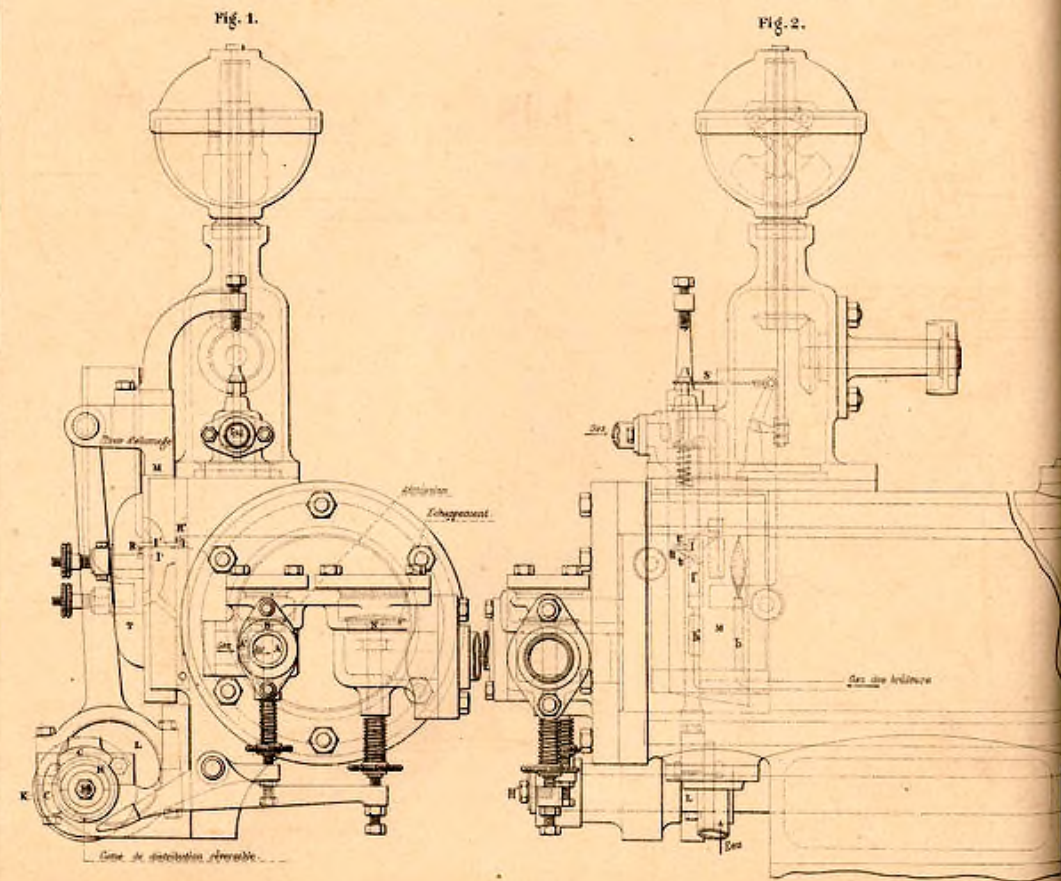
Fig. 8.







Sumner.





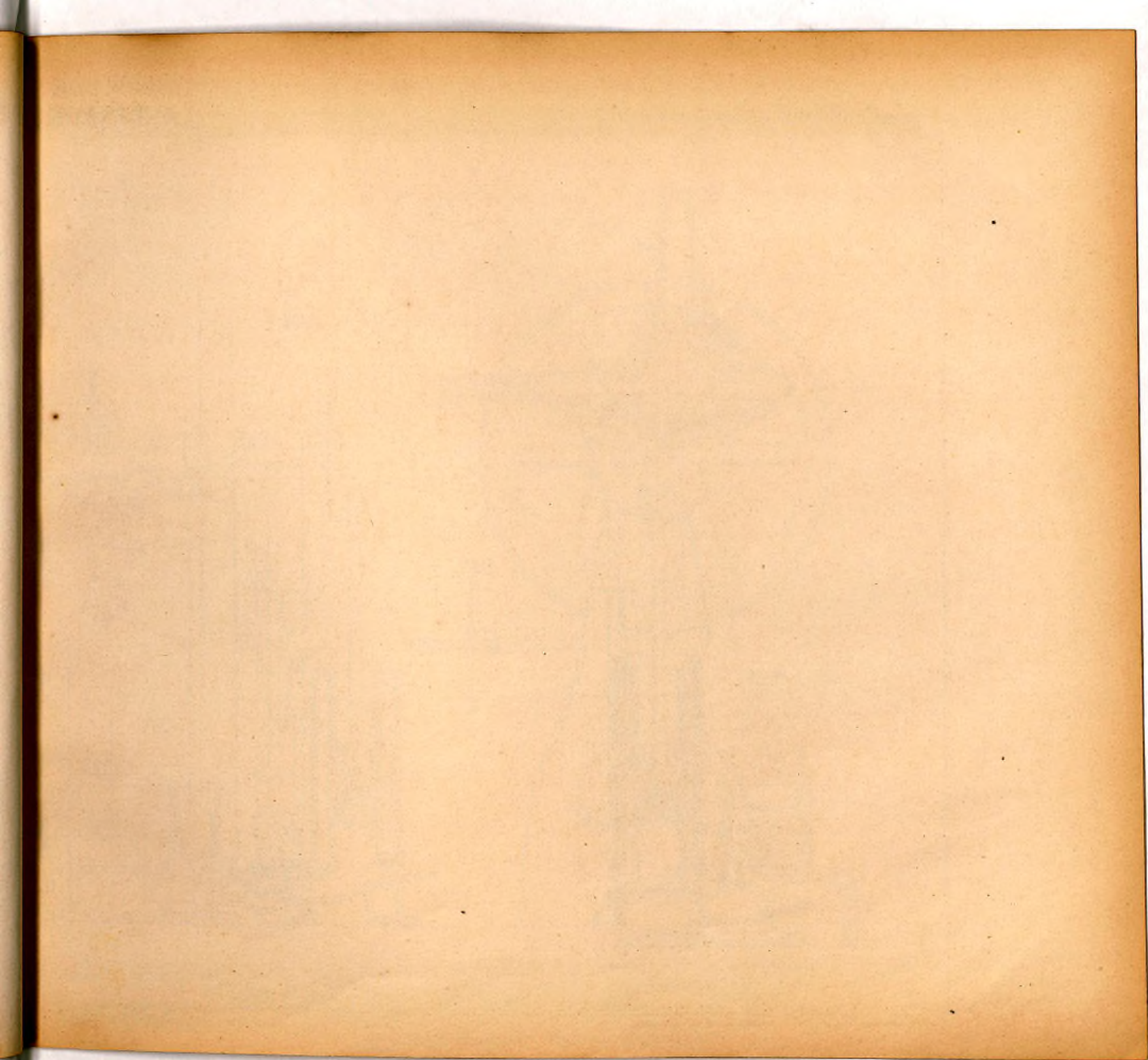


Fig. 1.

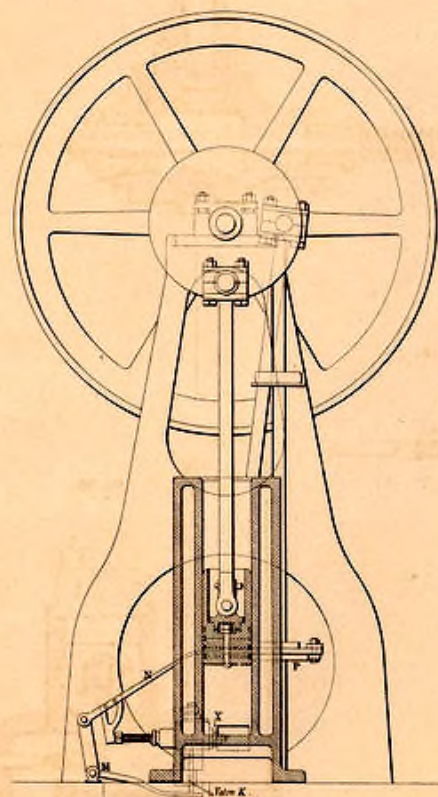
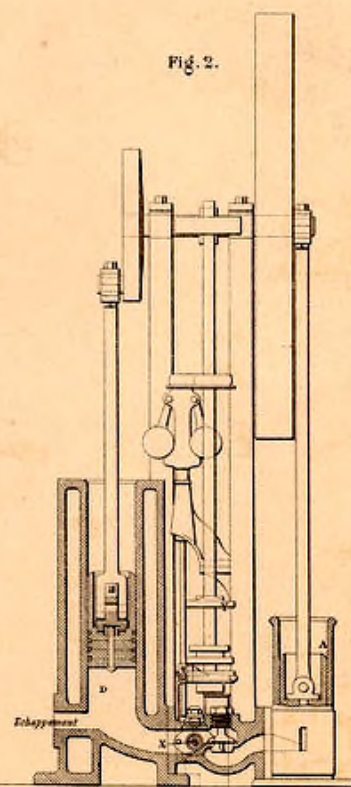


Fig. 2.



Clayton.

Fig. 3.

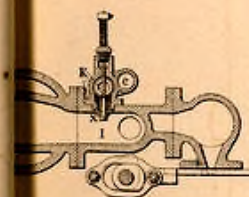


Fig. 5.



Fig. 7.



Fig. 4.

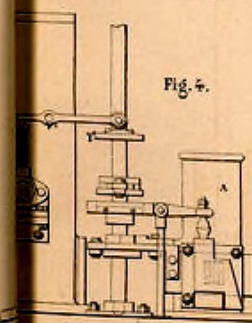


Fig. 6.



Fig. 8.



Fig. 9.

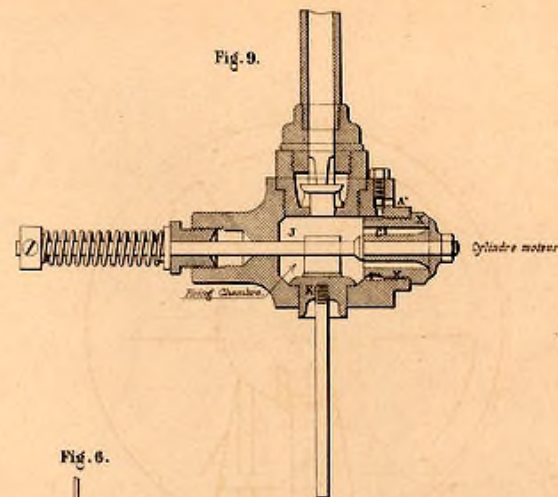
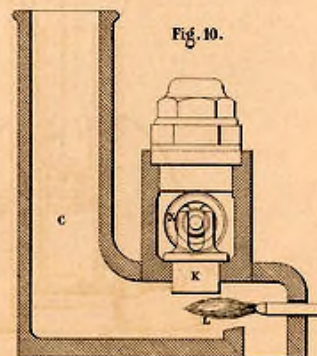
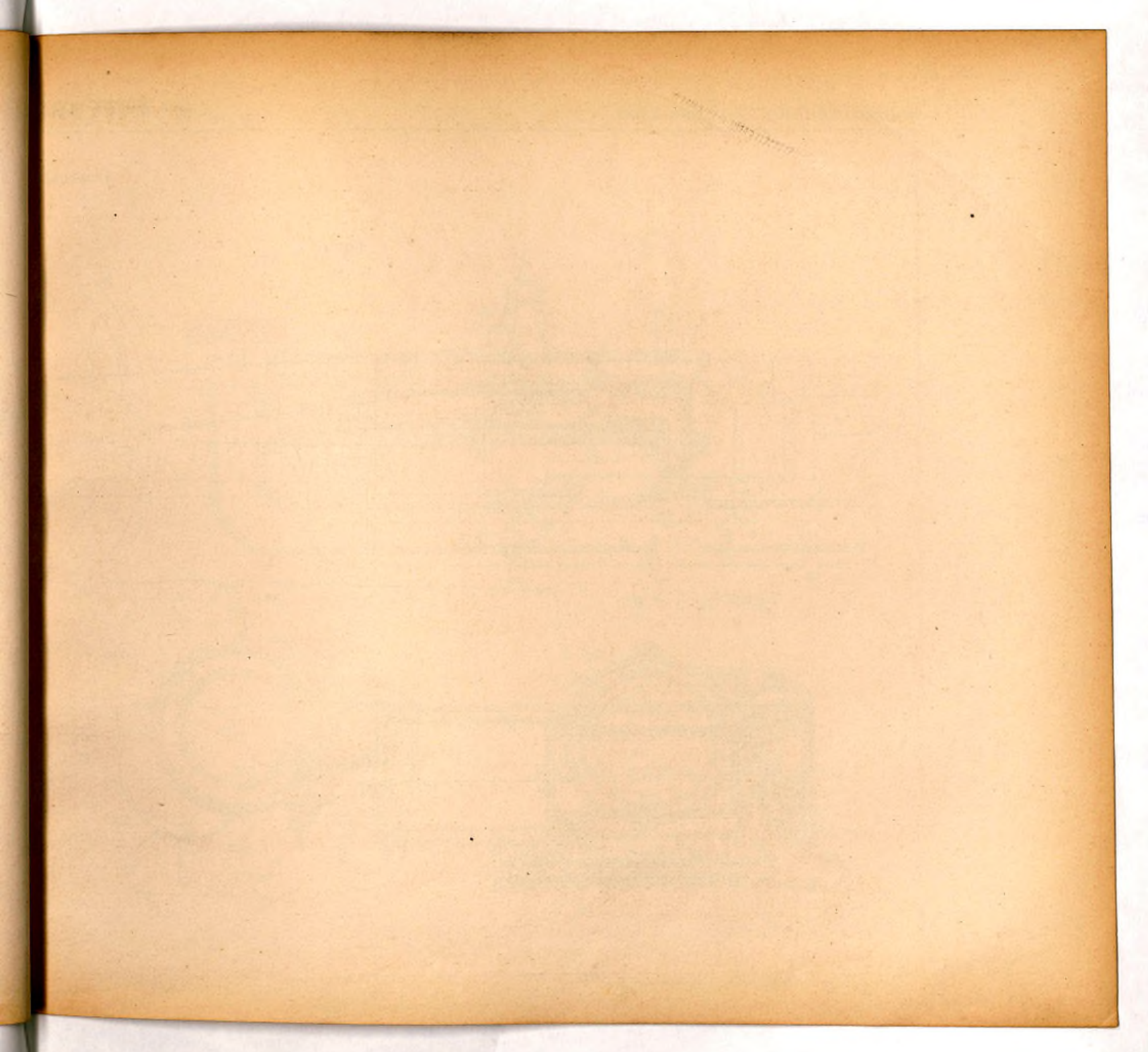


Fig. 10.







Simon & Schenbruch.

Fig. 1.

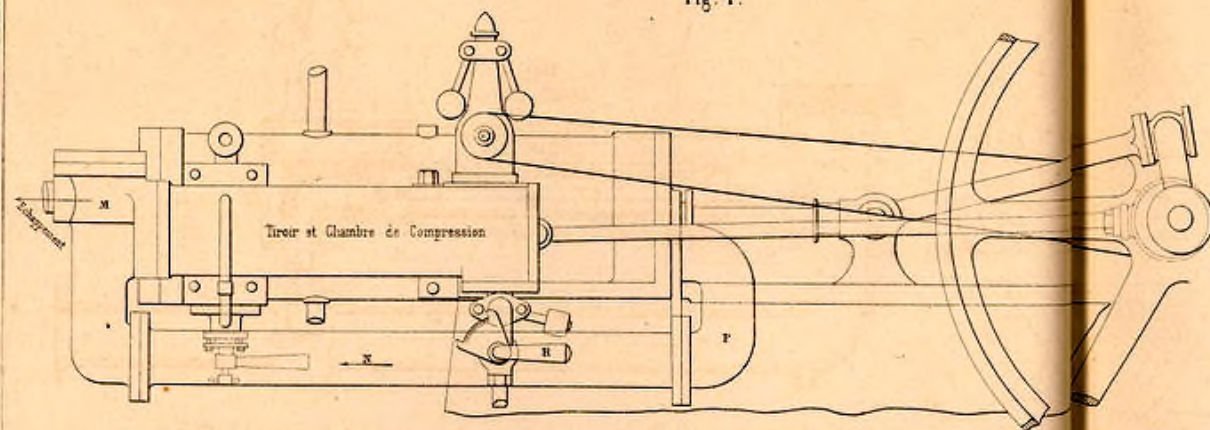


Fig. 2.

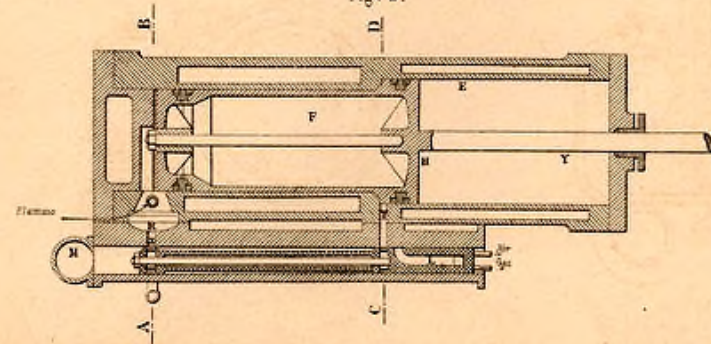


Fig. 3.

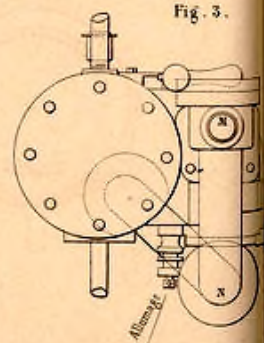
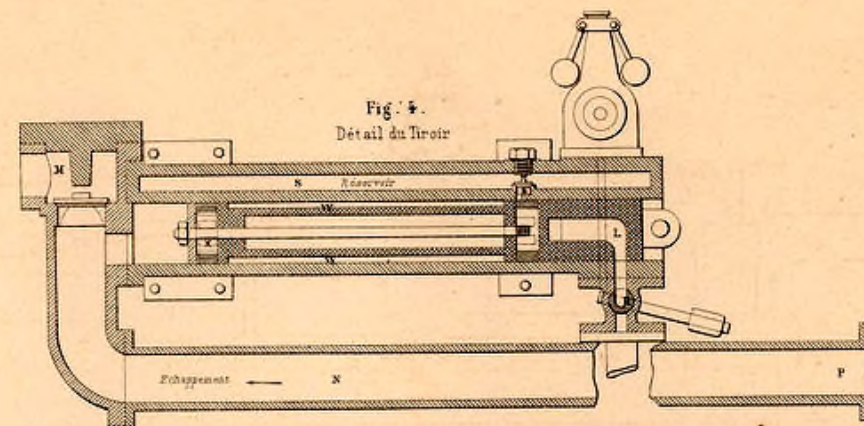
Fig. 4.
Détail du Tiroir

Fig. 5. Coupe AB. Fig. 2

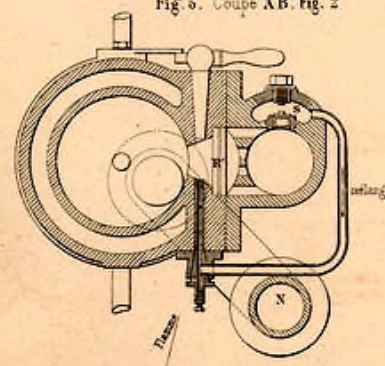
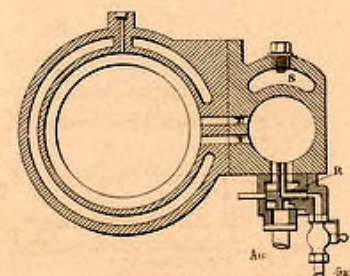
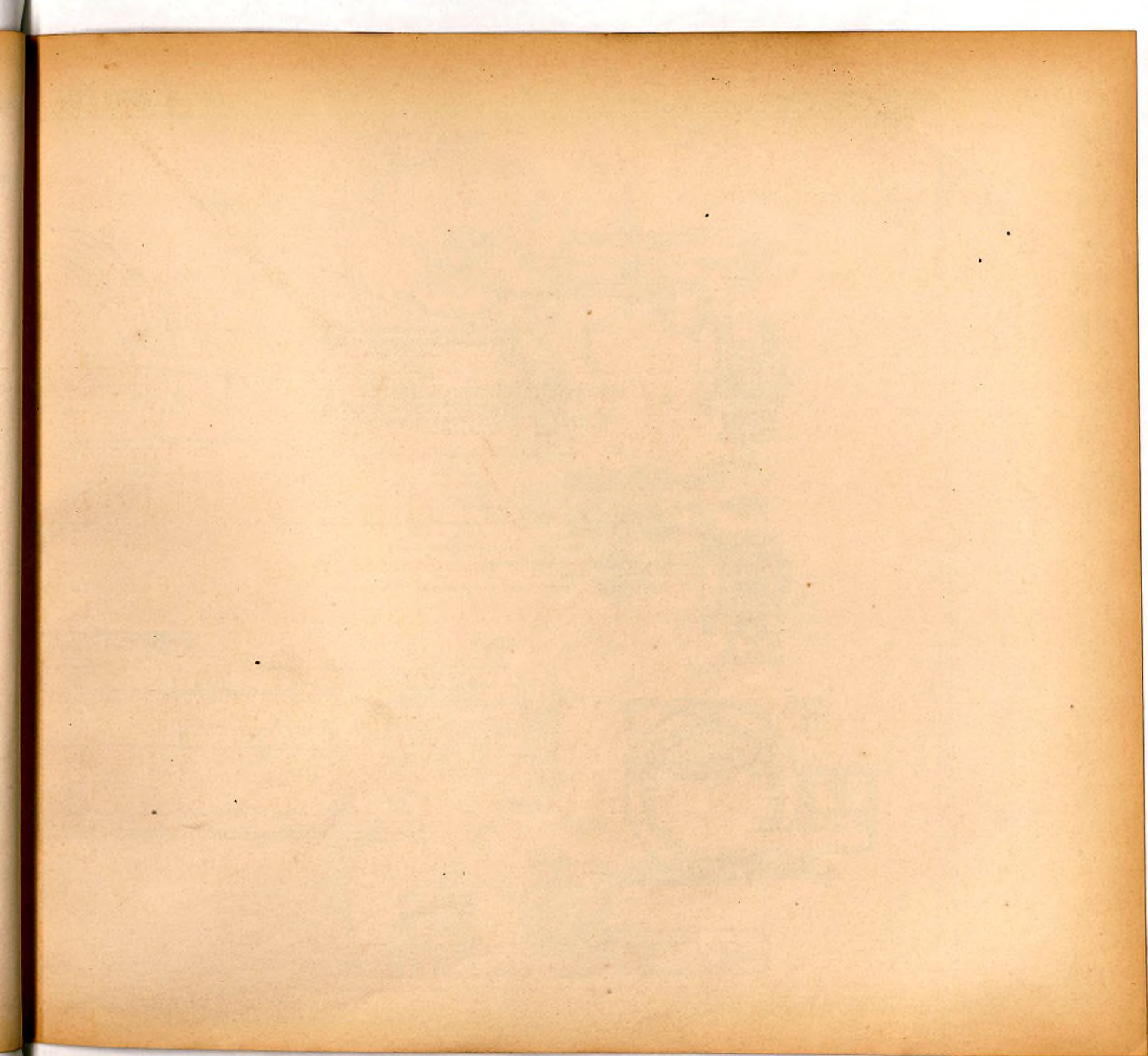
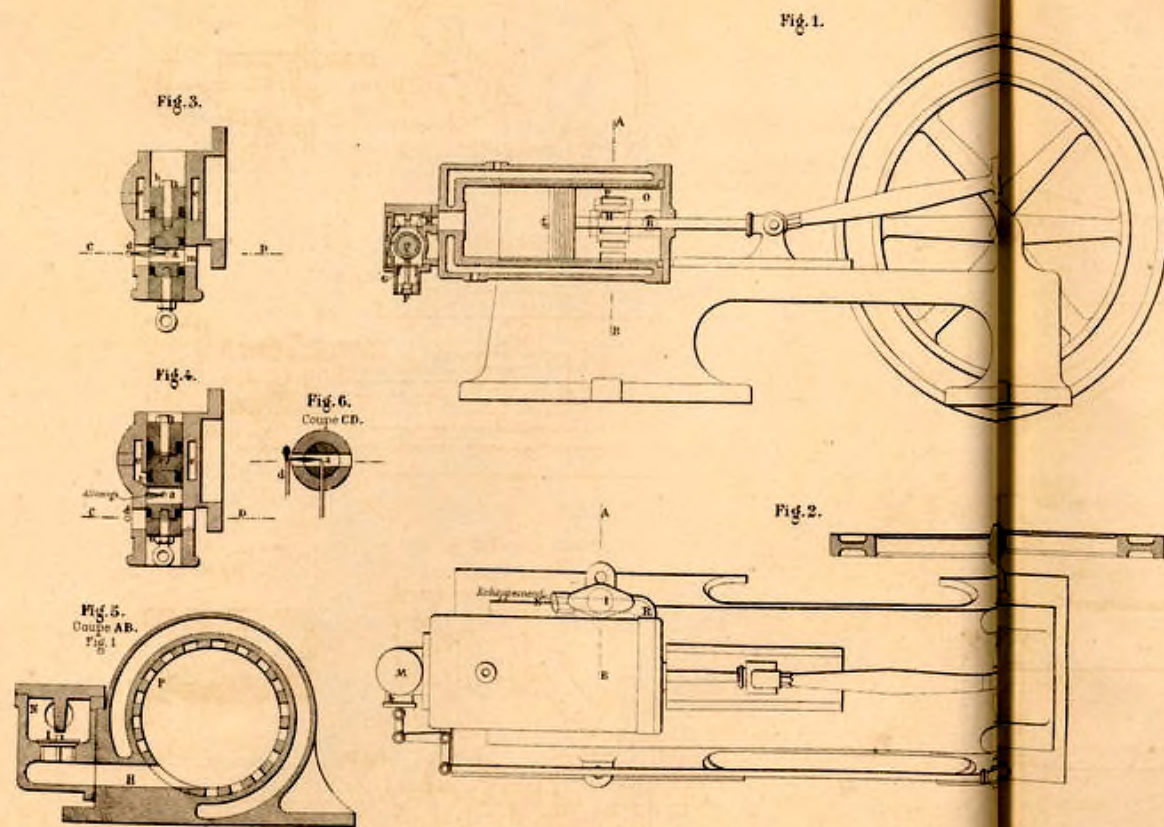
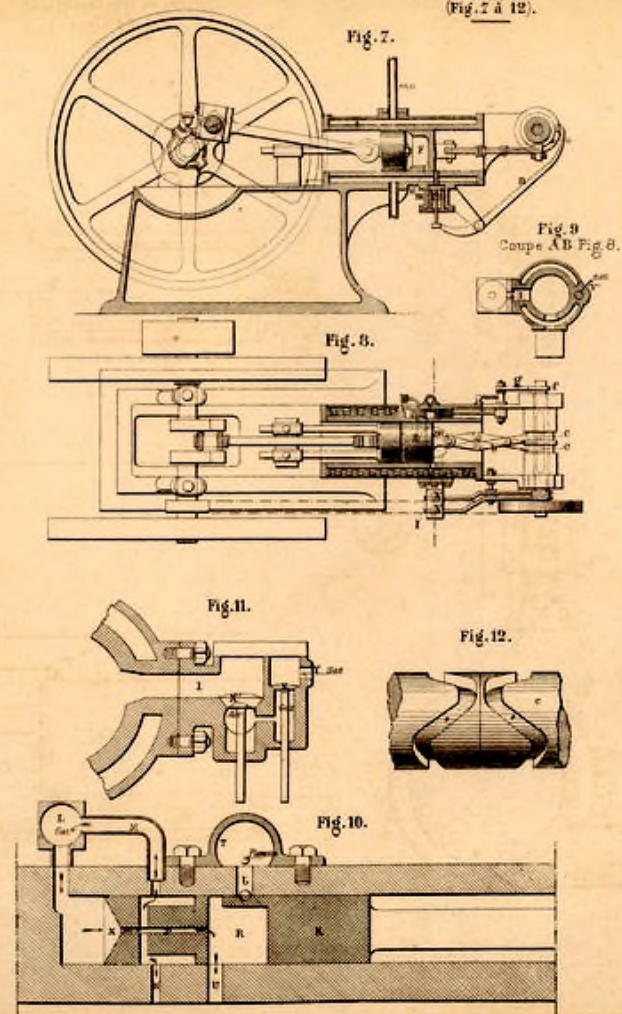


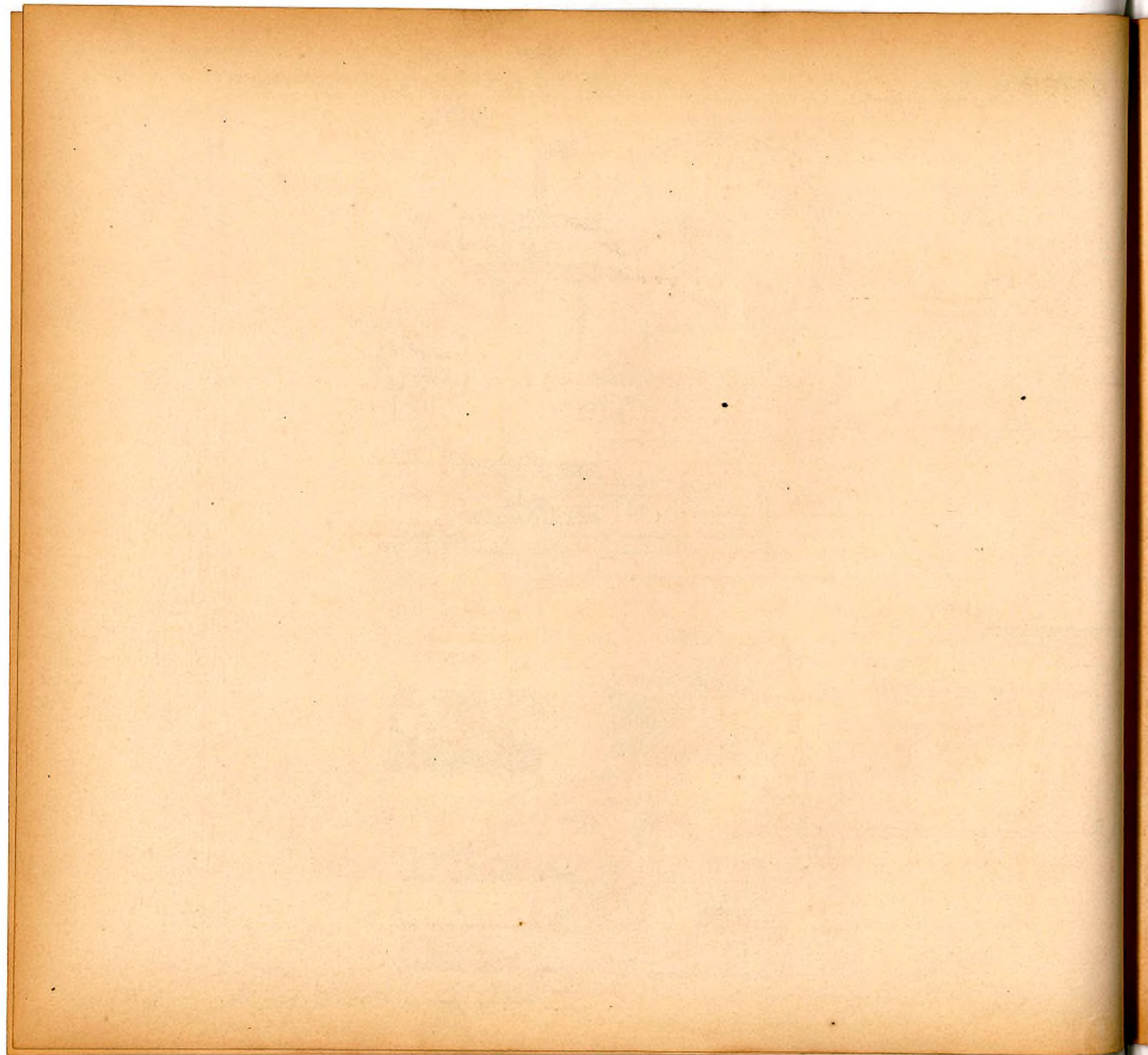
Fig. 6. Coupe CD. Fig. 2







Simon et Wertenbruch
(Fig. 1 à 6).Fiddes.
(Fig. 7 à 12).



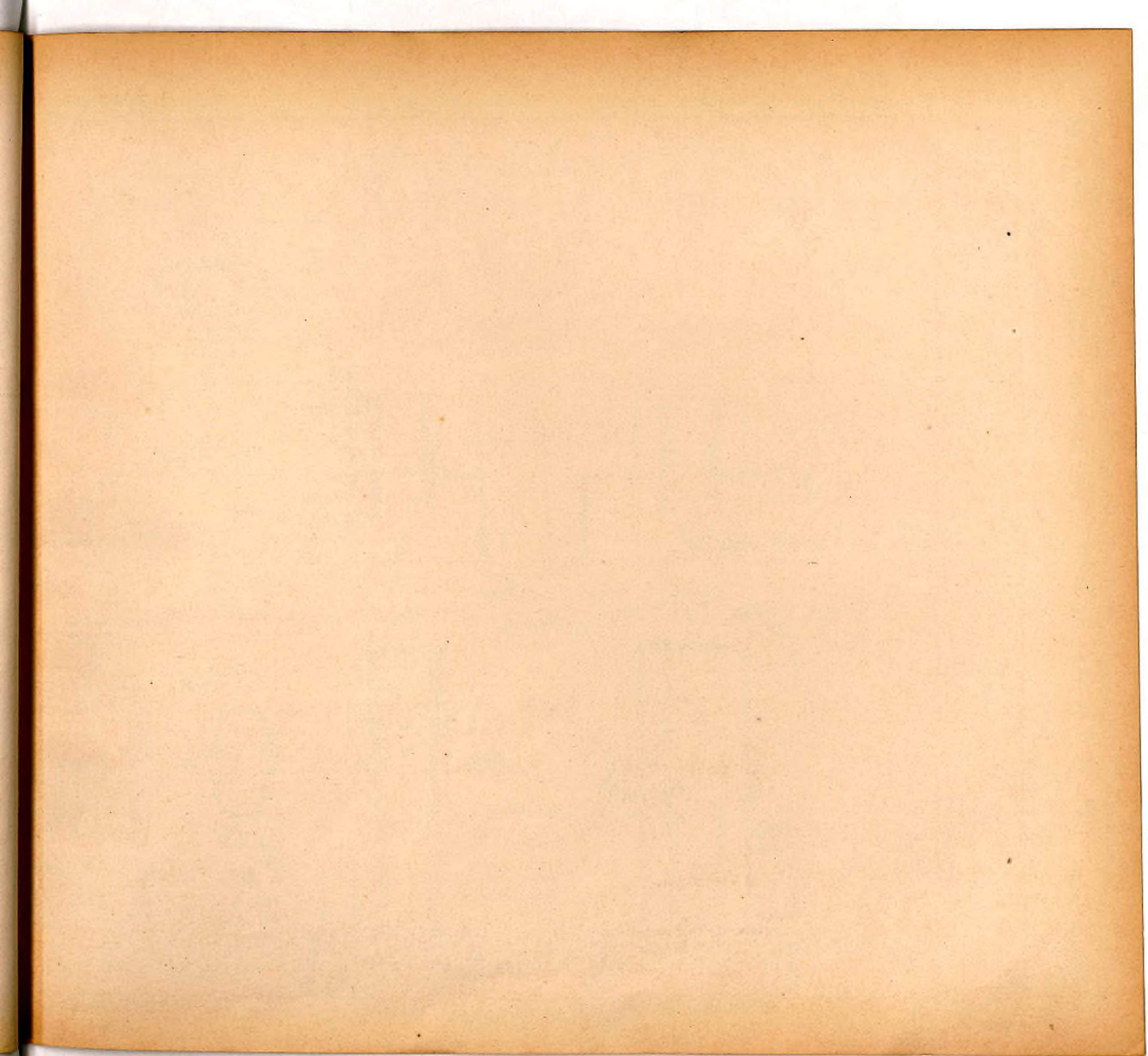


Fig. 1. Moteur à haute pression.
verticale. —
Fig. 1, 2, 3, 4 et 9

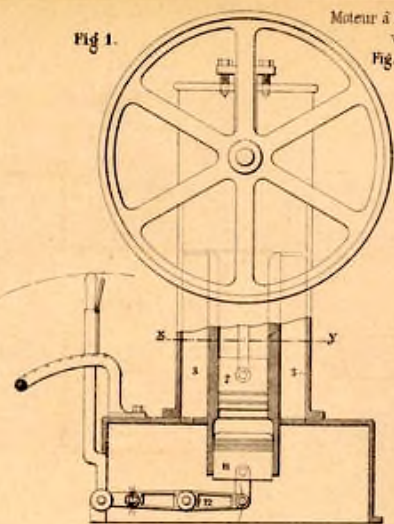


Fig. 2.

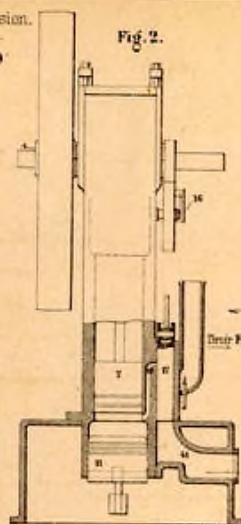
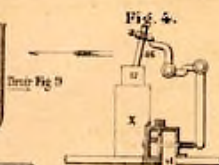


Fig. 3.
Coupe x y. Fig. 1.



Fig. 4.



Détail Fig. 3

Schappement

Fig. 5. Moteur à basse pression.
Fig. 5, 6, 7 et 8

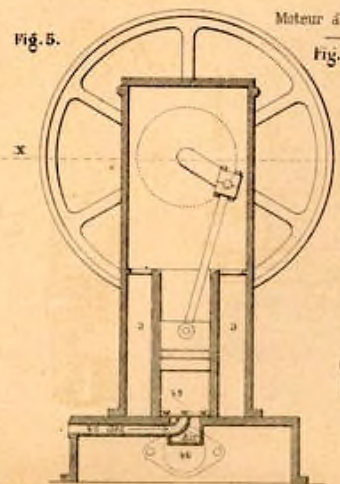


Fig. 7.

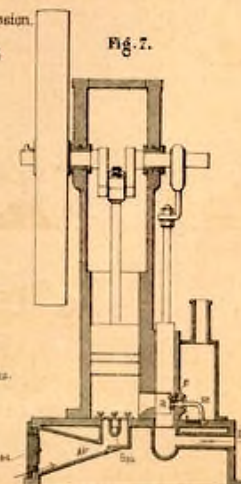


Fig. 6.
Coupe x z. Fig. 5

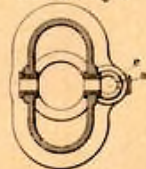


Fig. 8.



Détail Fig. 5

Schappement

Hutch

Machine à haute pression.
horizontale. Fig. 19.

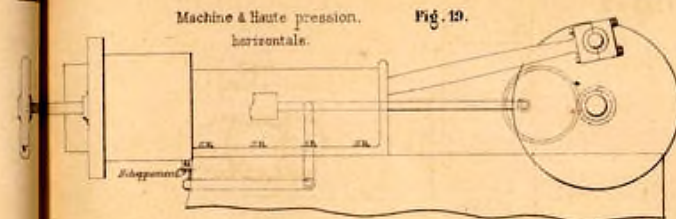


Fig. 20.

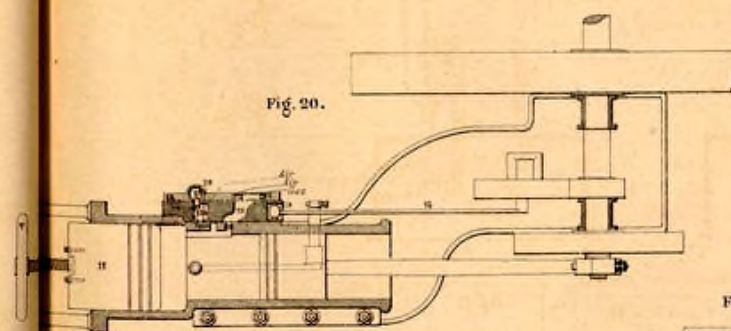


Fig. 13.

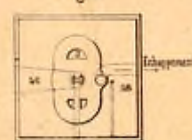


Fig. 11.



Fig. 10. Bec d'Allumage



Fig. 14.

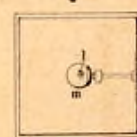


Fig. 15.



K. Trein circulaire

Fig. 16.

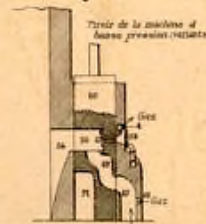


Fig. 17.



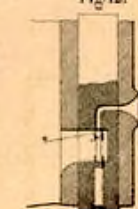
Valeur d'ajustement à chaque stade 50. Fig. 6 et 7.

Fig. 10.



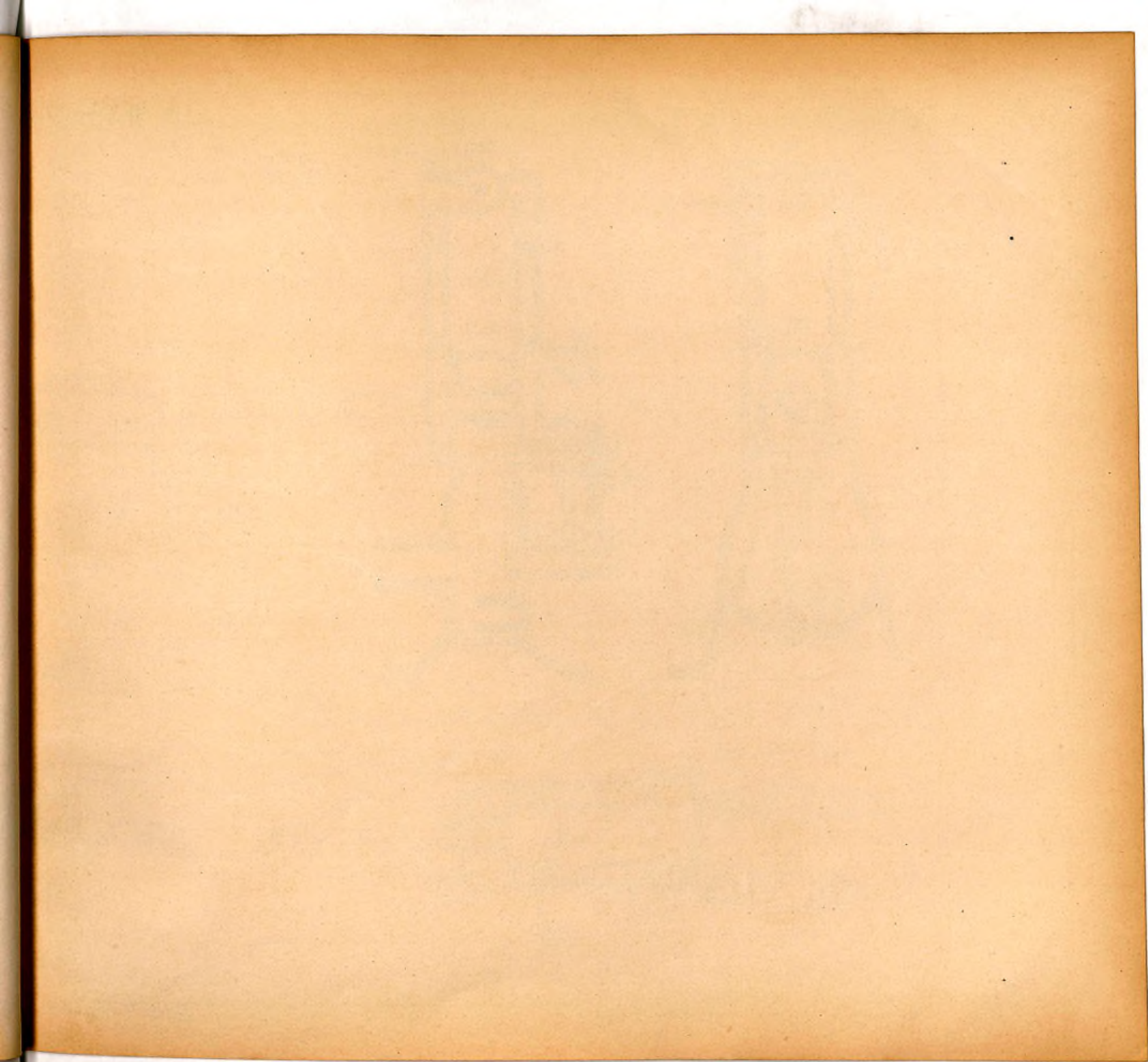
Détail de la machine à haute pression (variante)

Fig. 12.



Détail de la Machine à basse pression variante





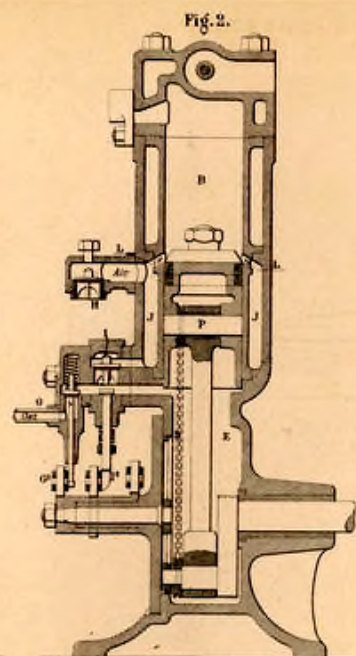
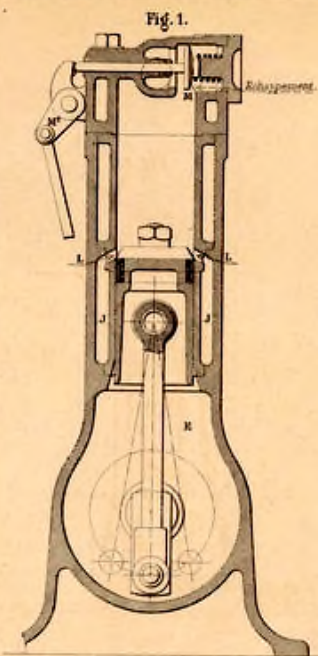
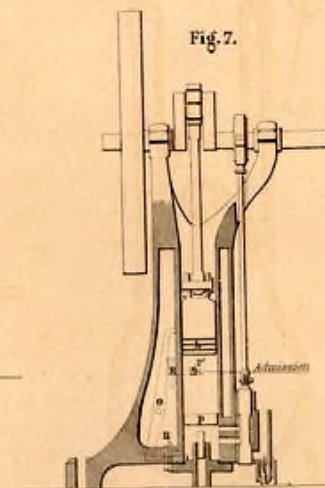
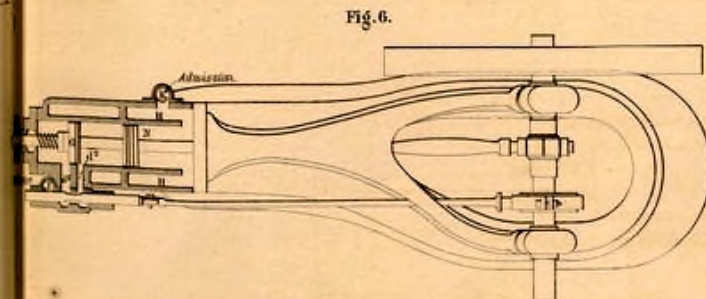
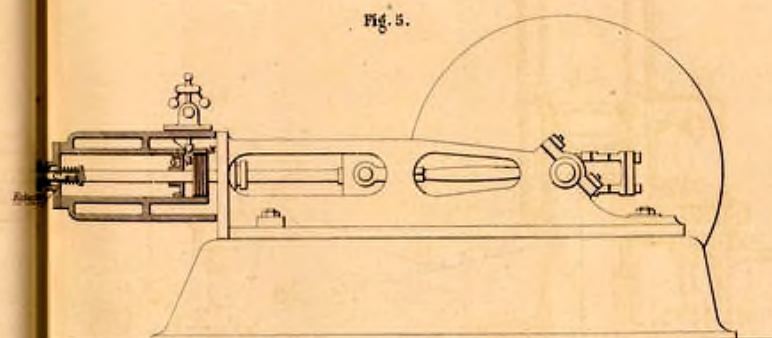
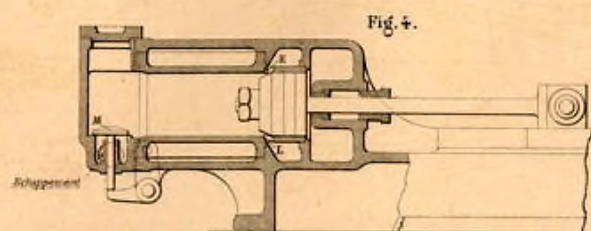
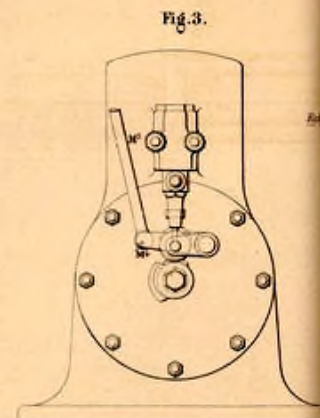
Fielding.
(Fig. 1 à 4).

Fig. 8. Tireur d'Allumage.



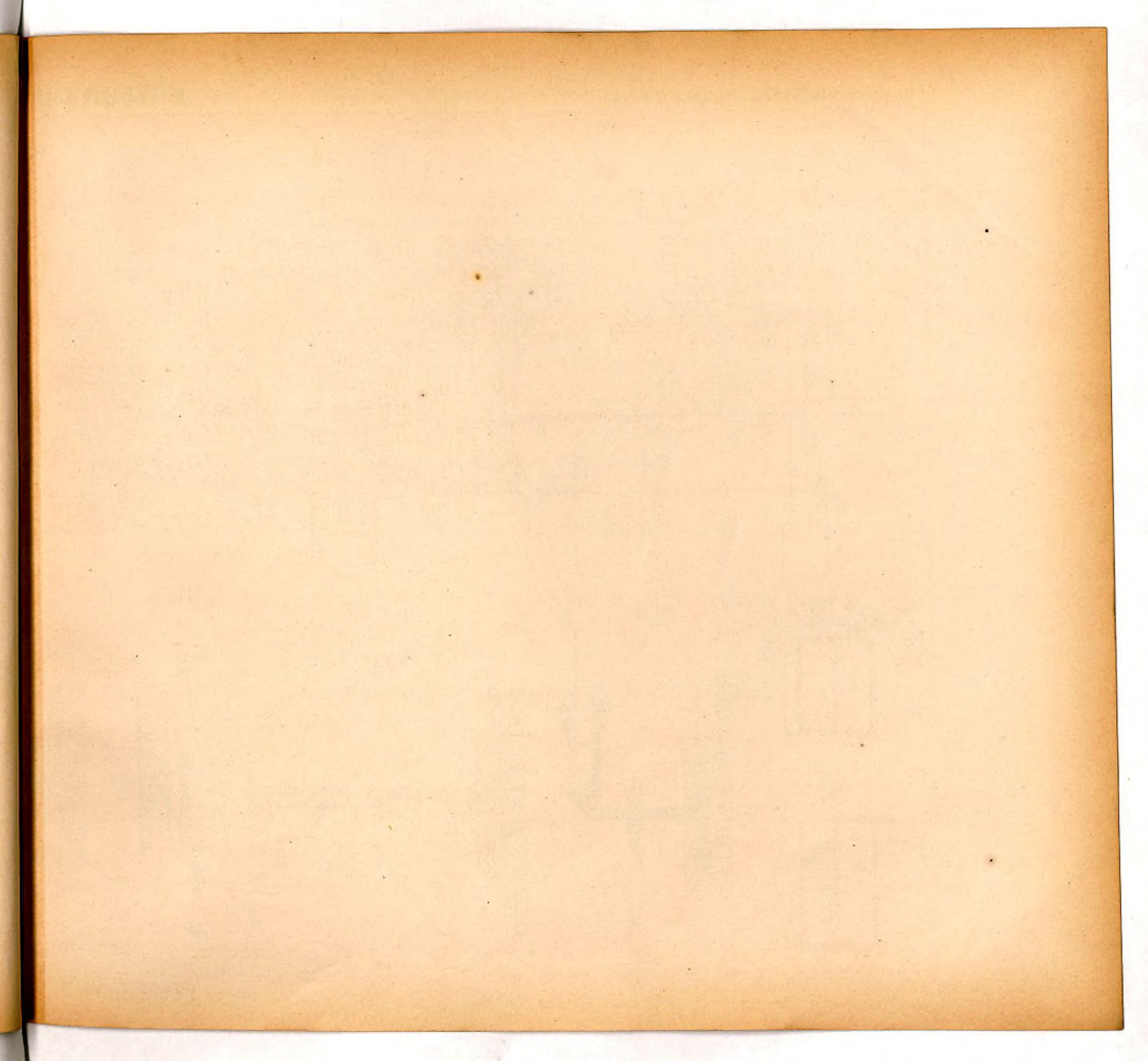
Fig. 9.

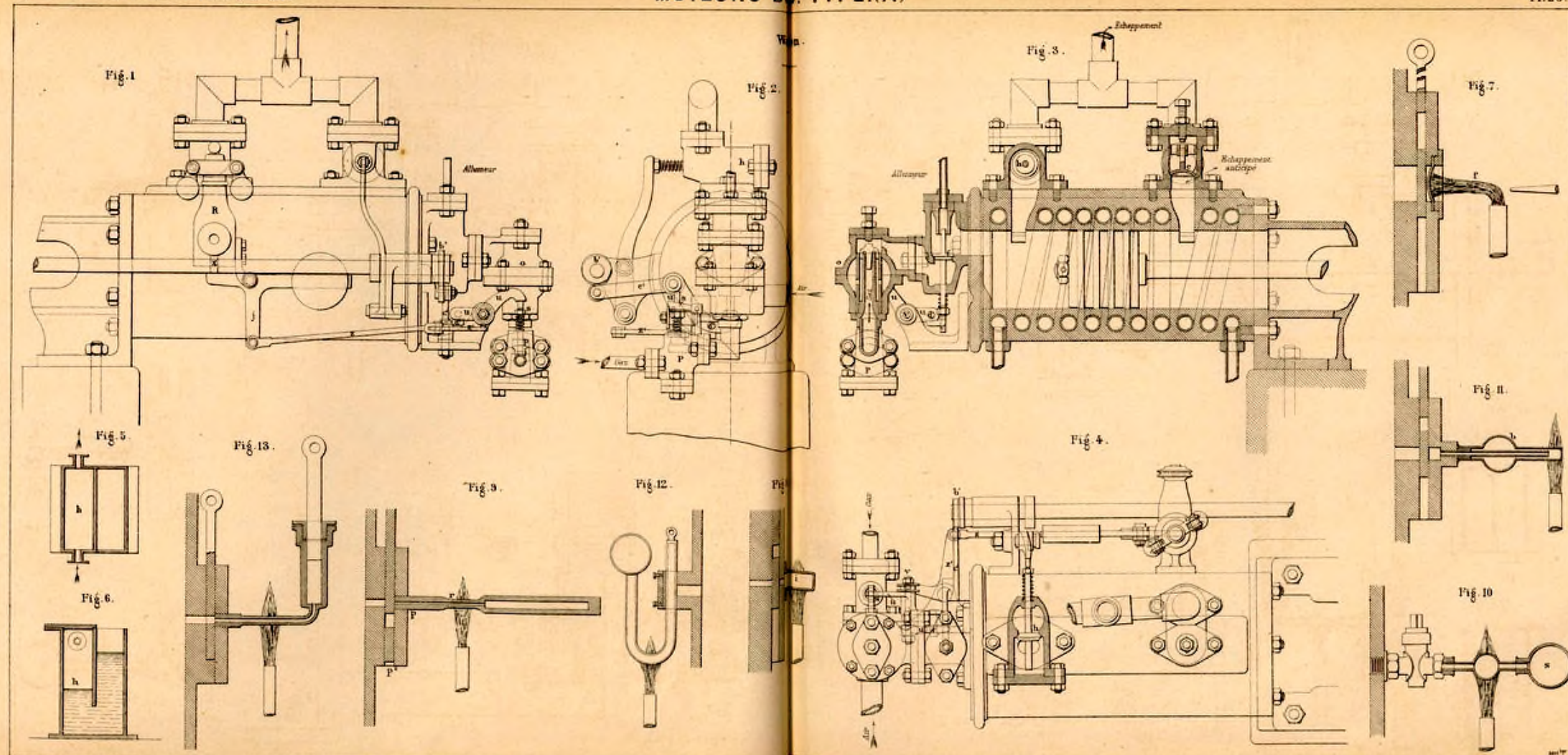


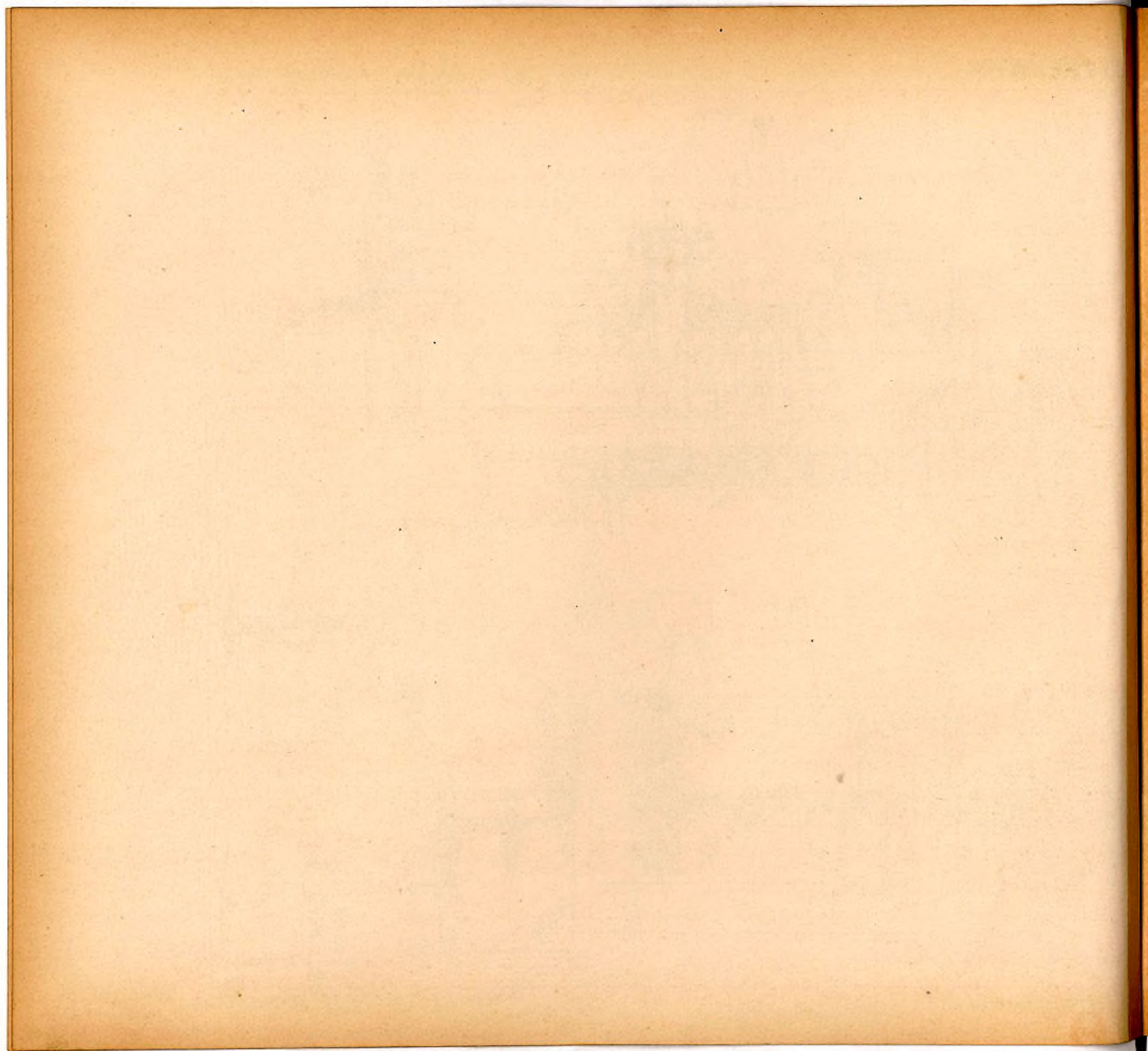


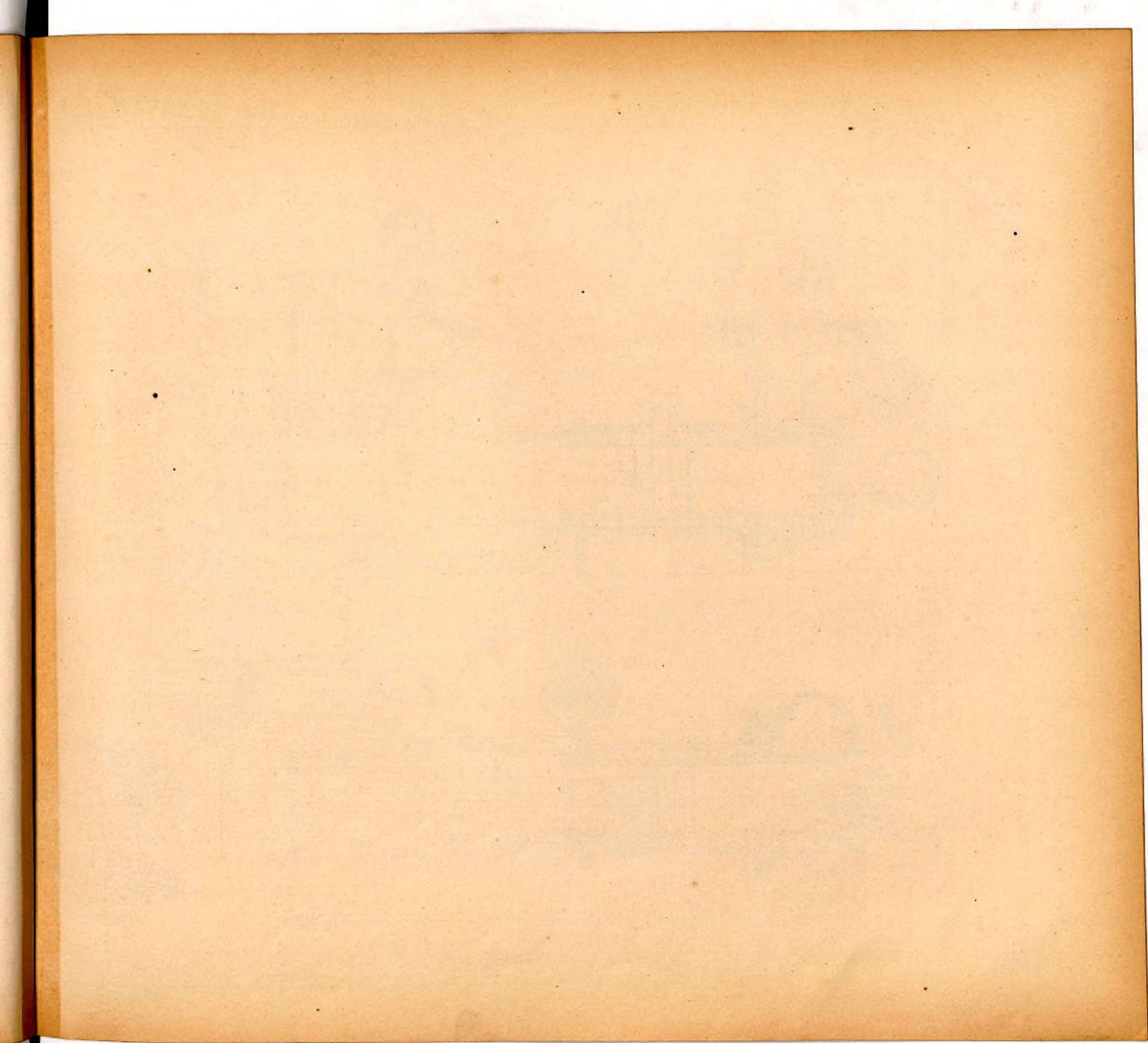












King (Fig. 1 à 7).

Fig. 3.

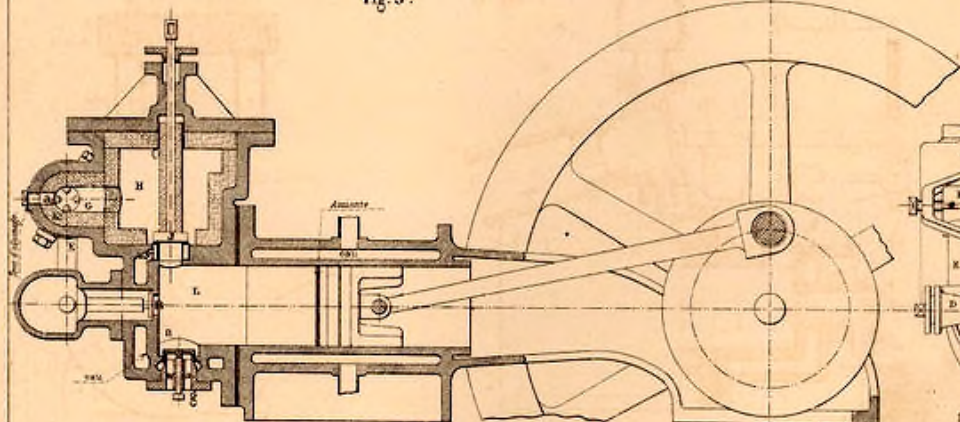


Fig. 4.

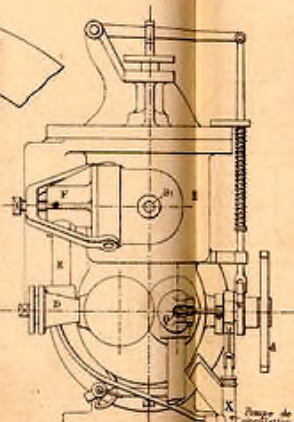


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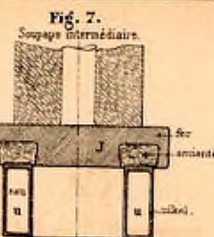
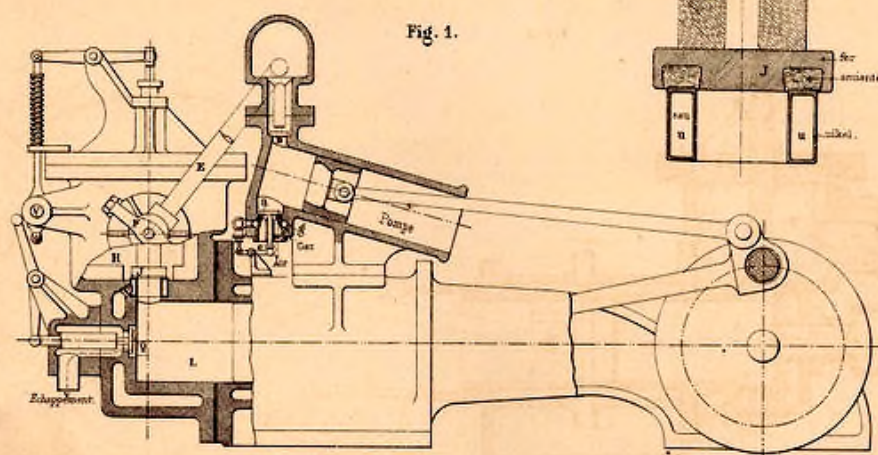


Fig. 5.

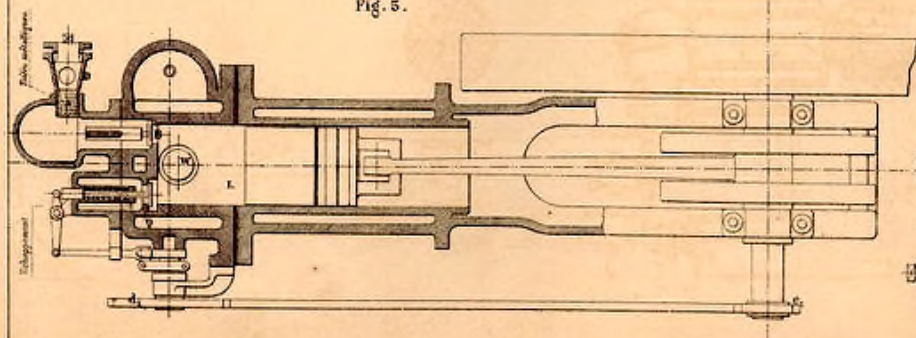


Fig. 6.

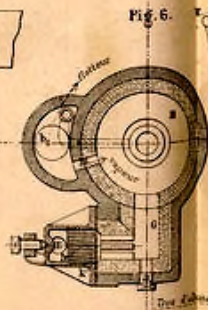
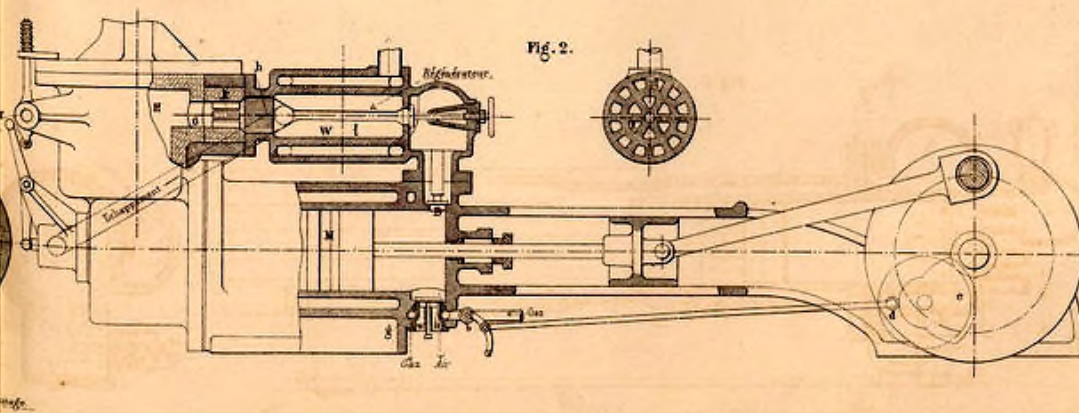
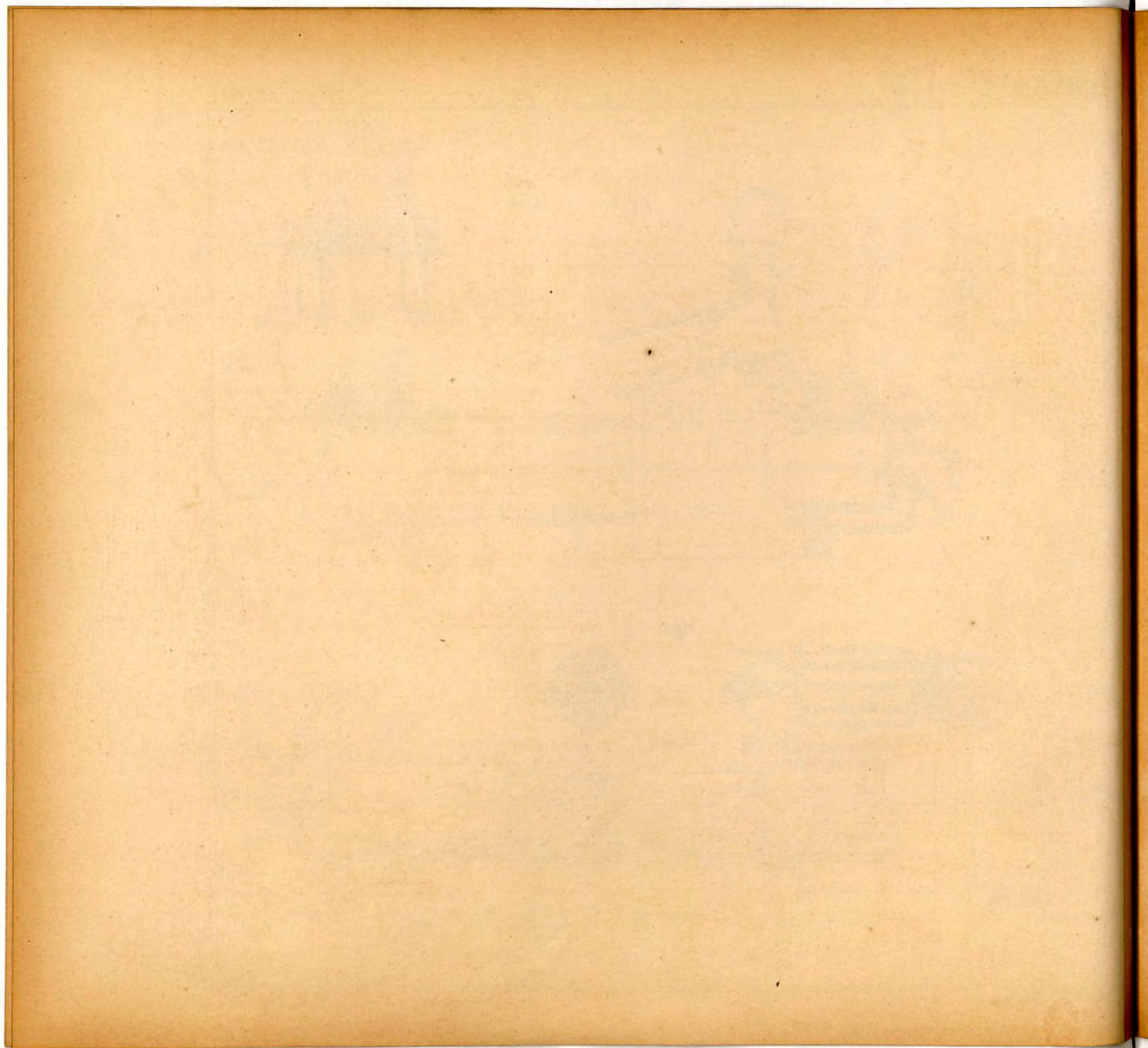
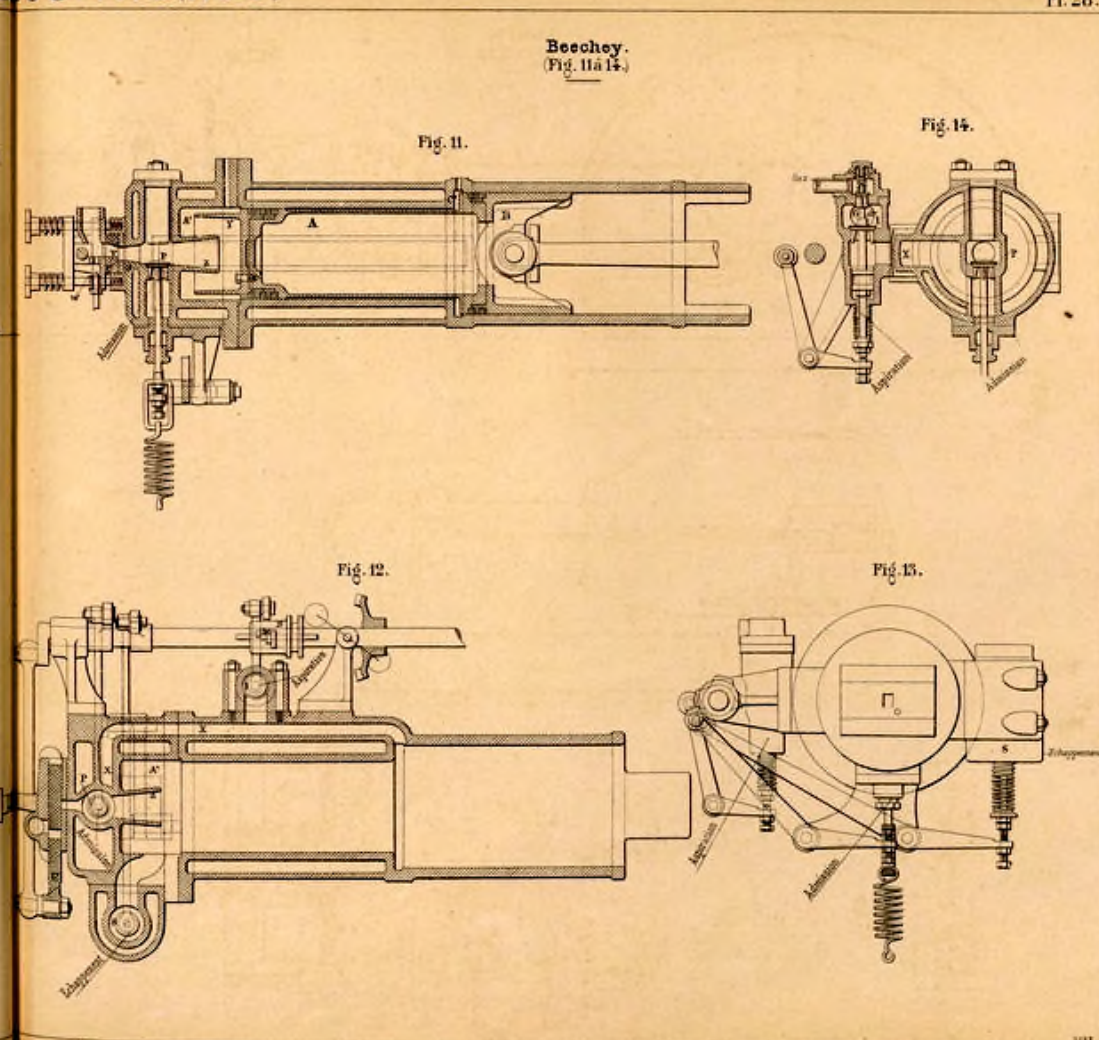
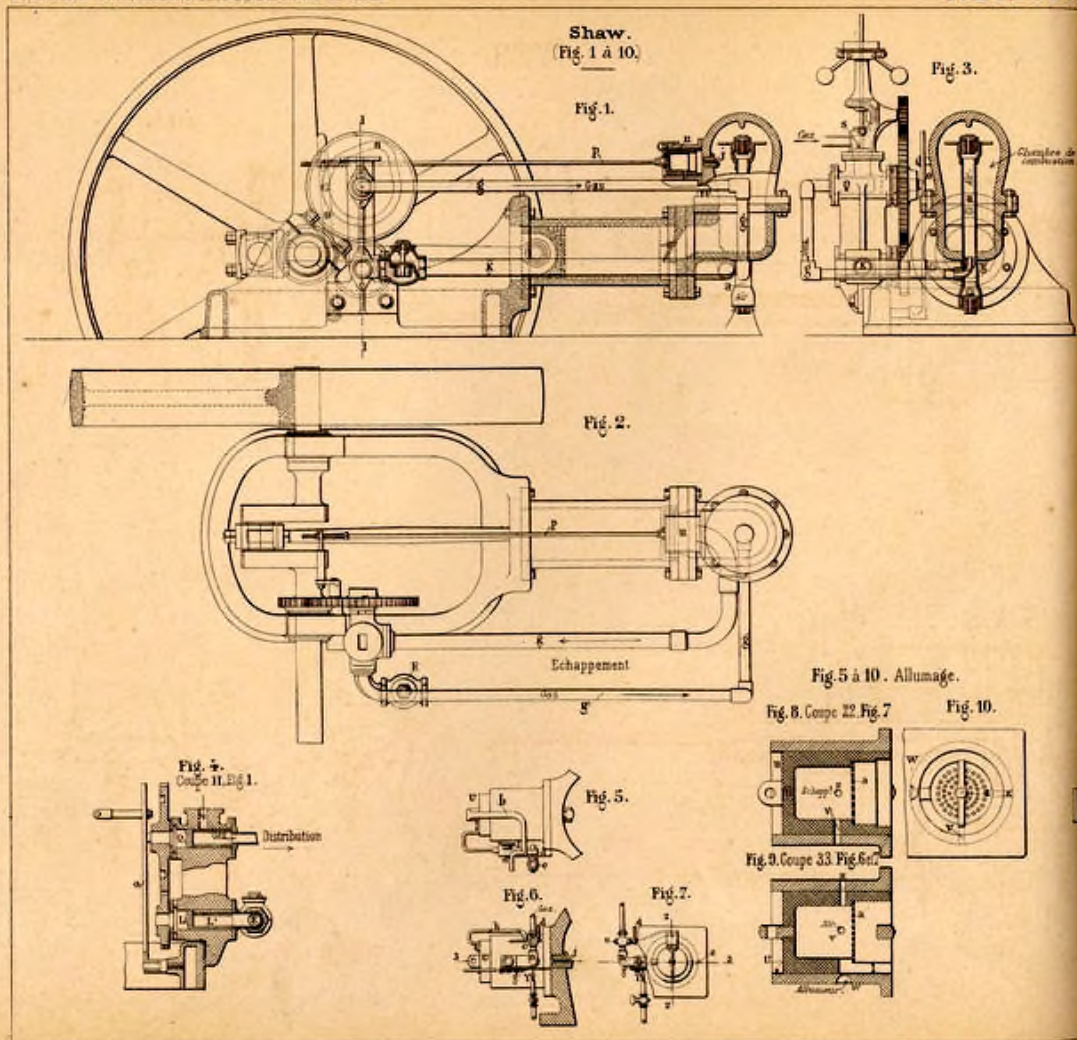


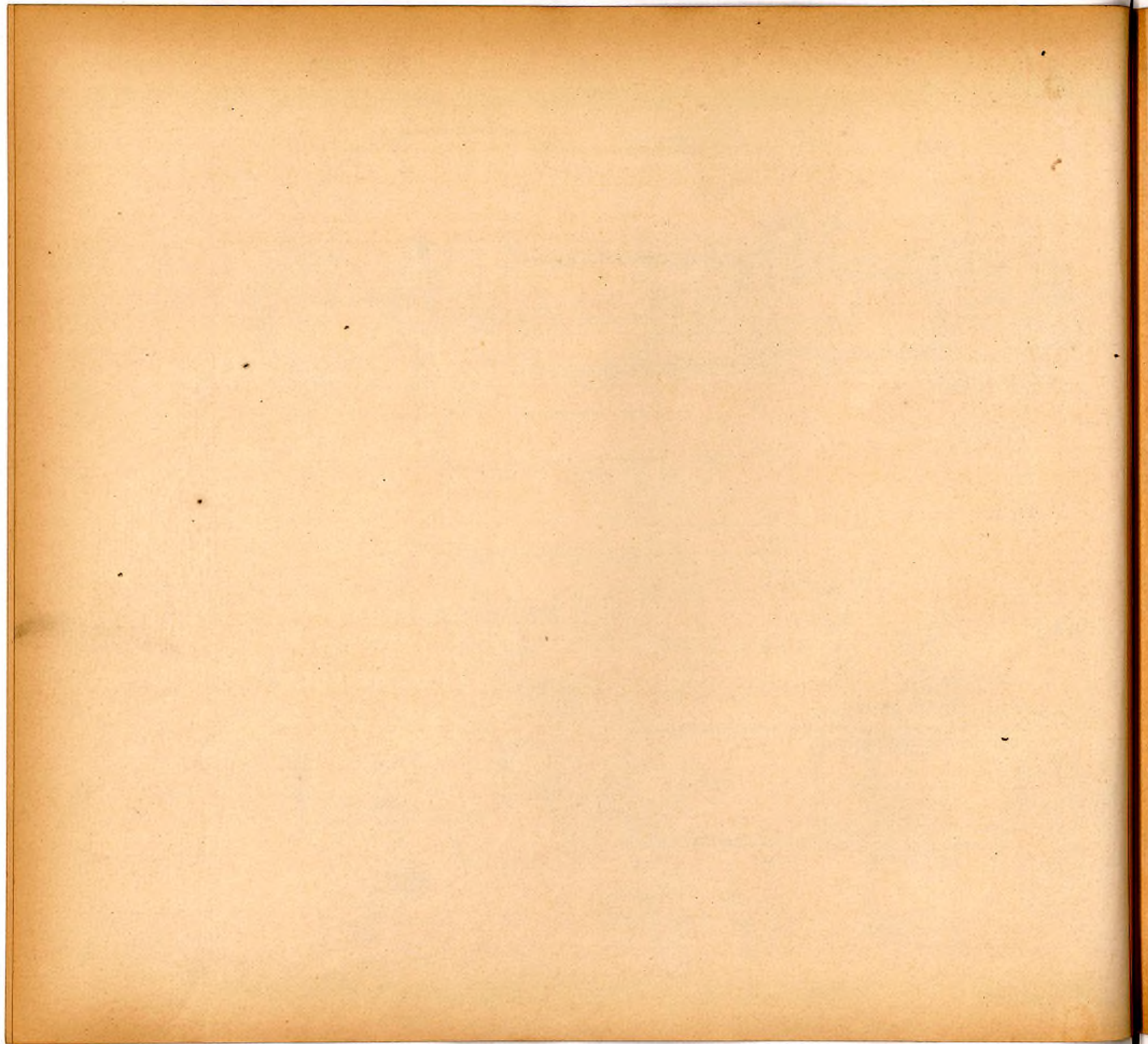
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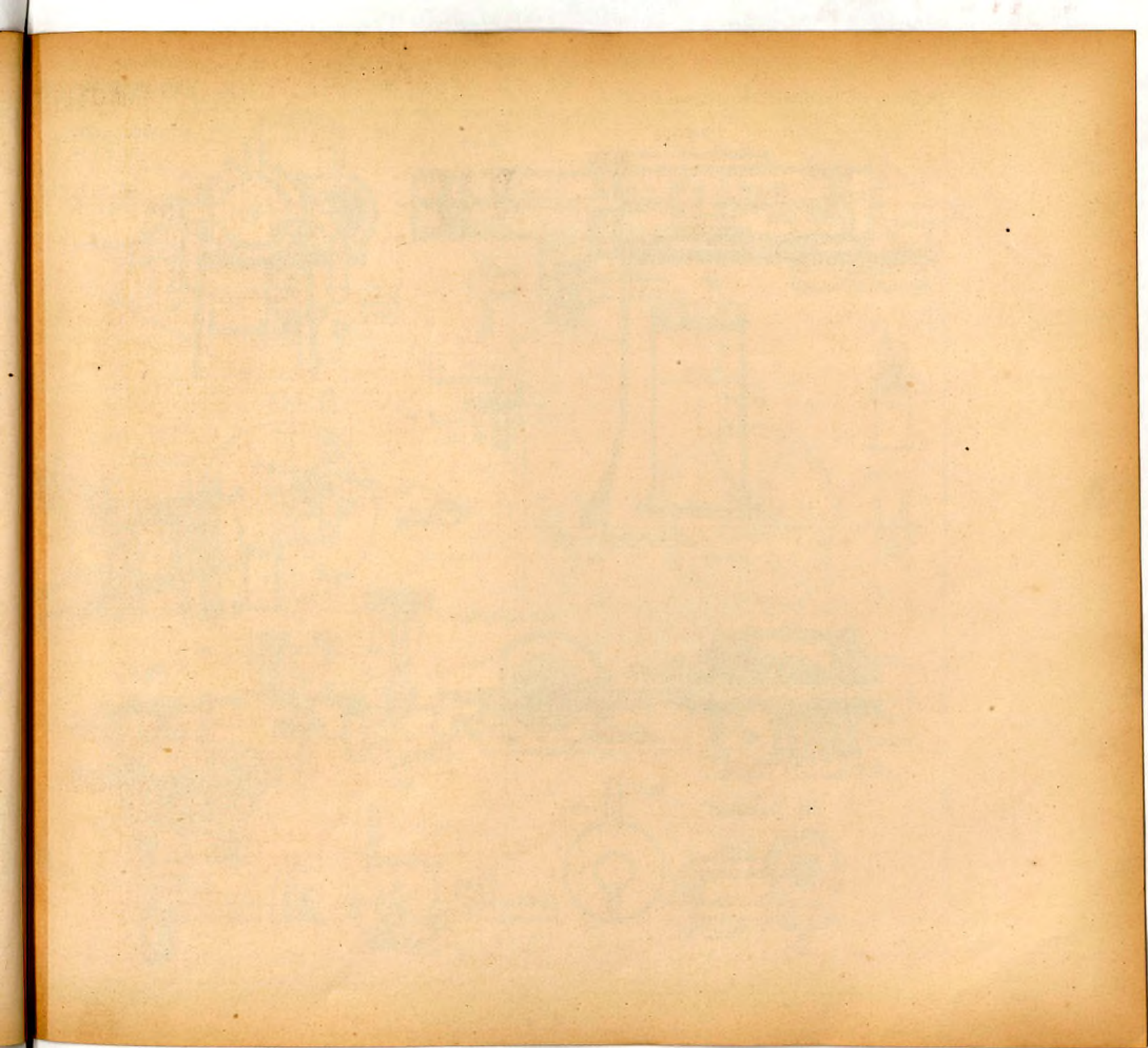


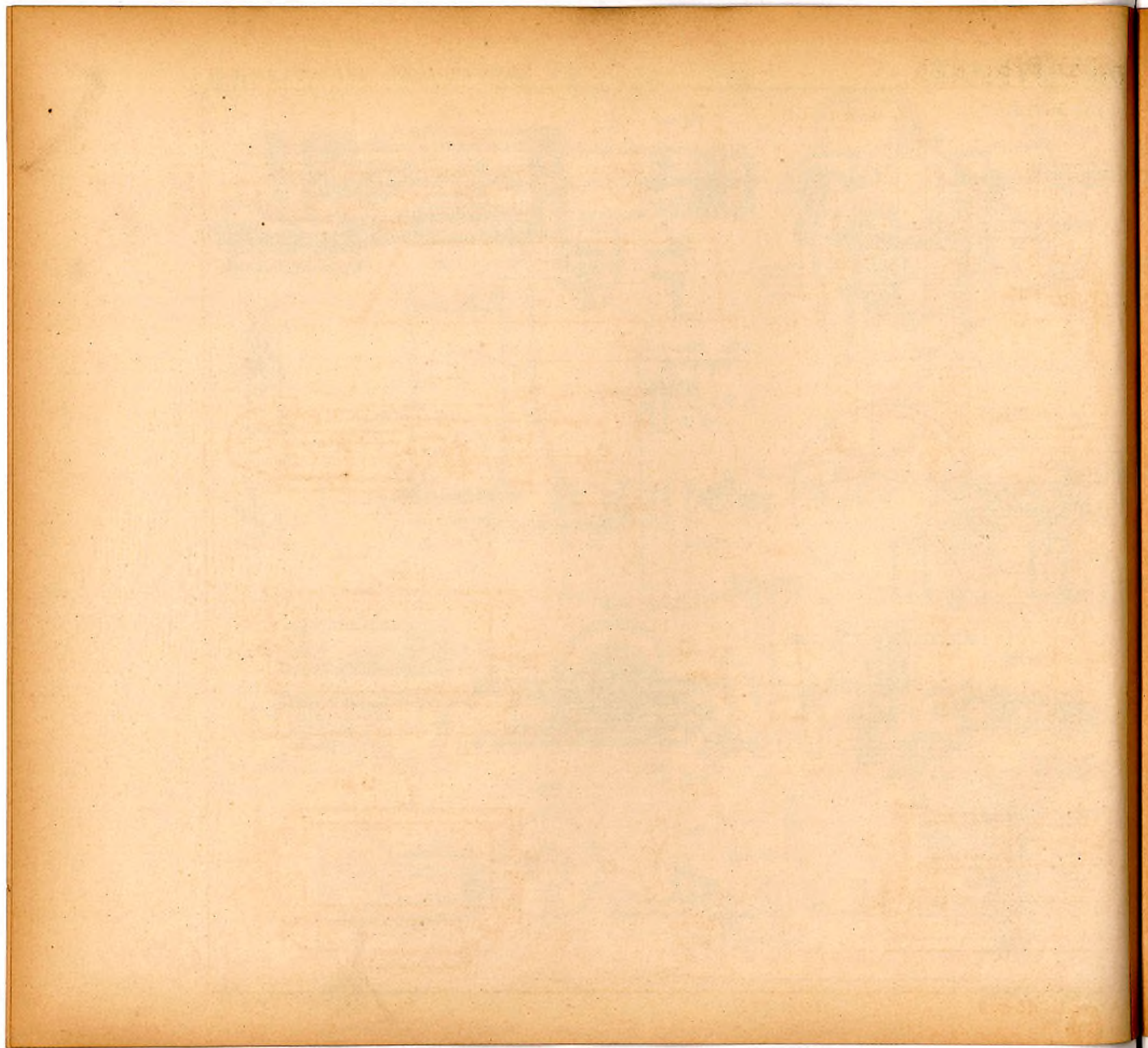


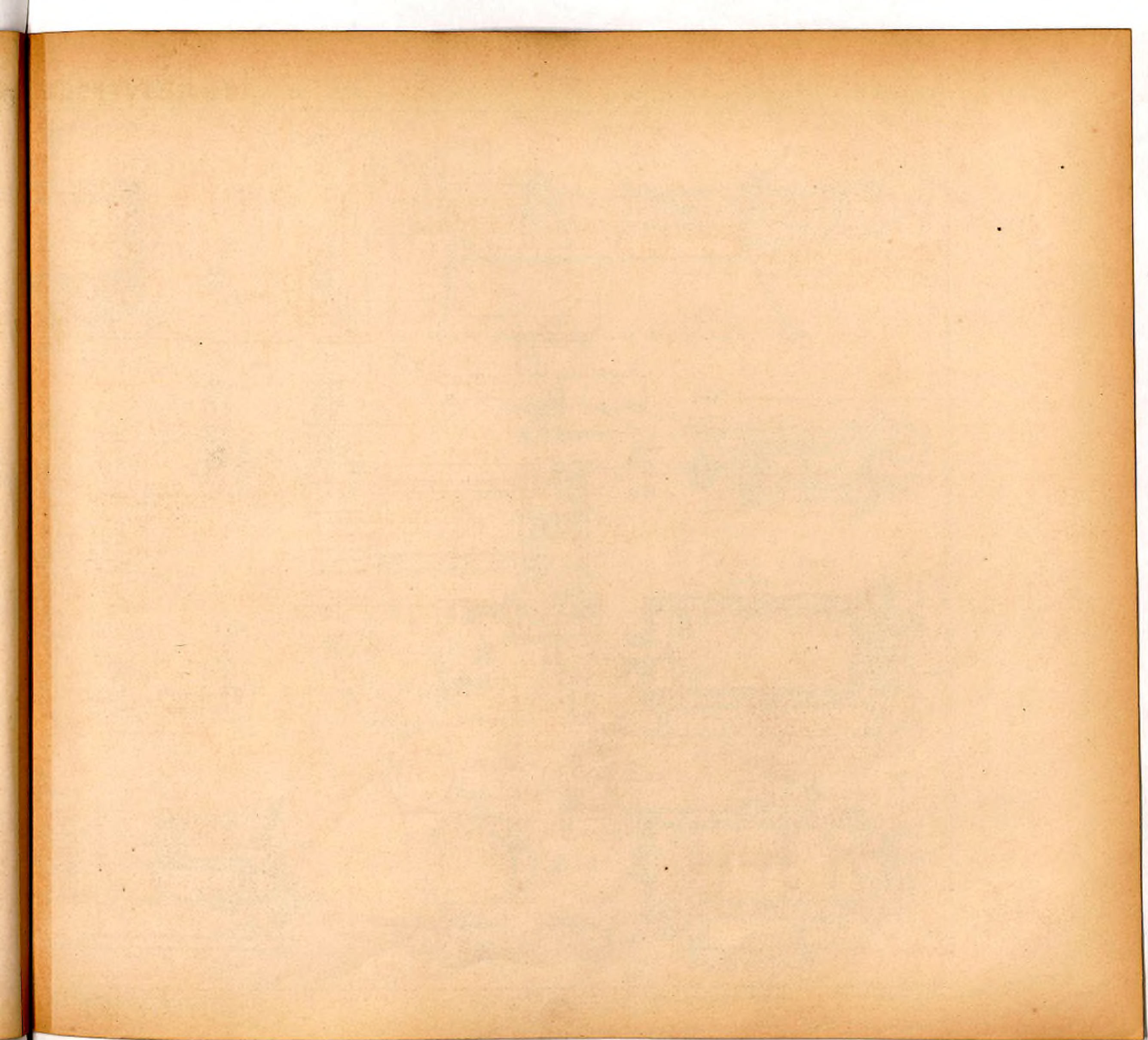


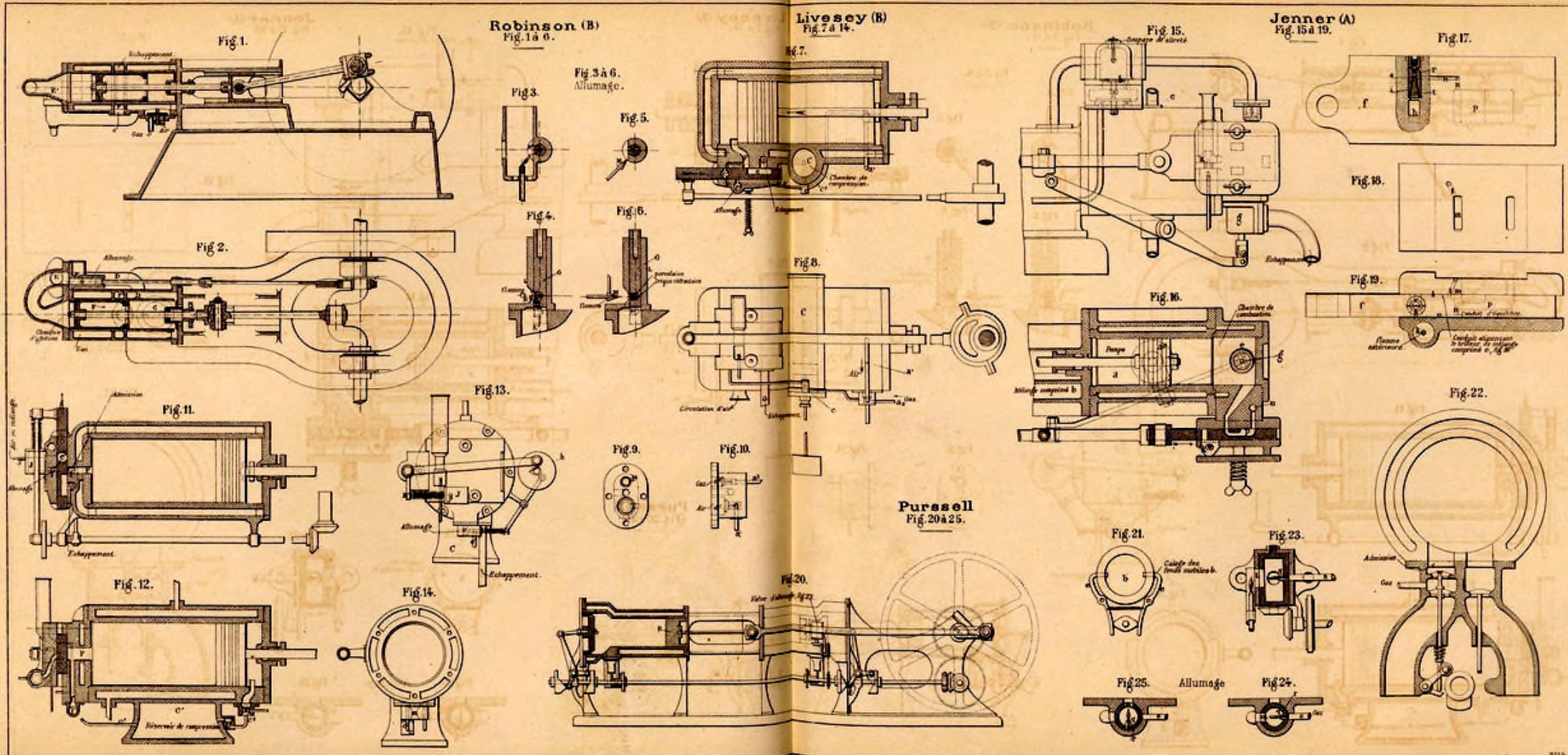


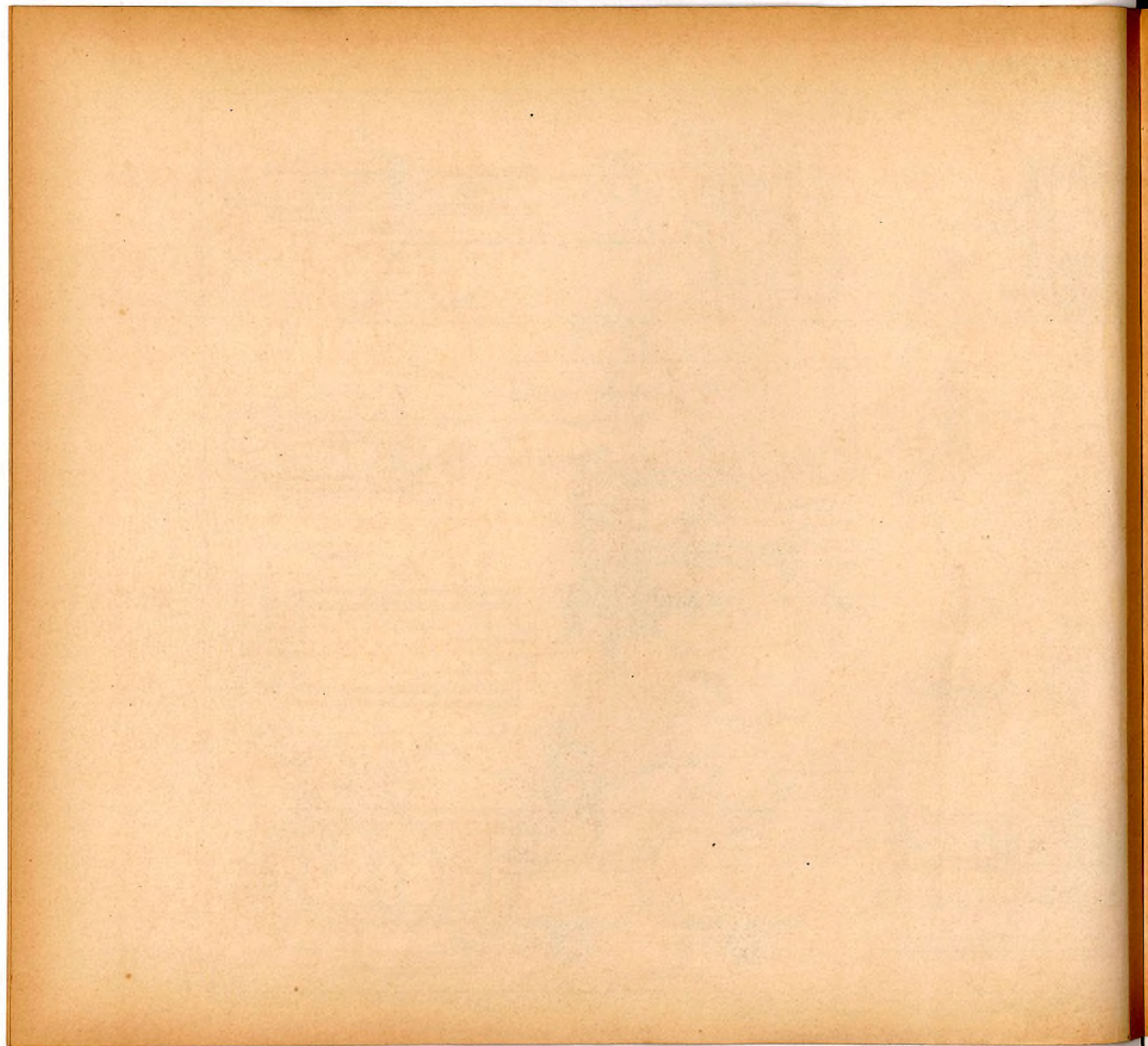














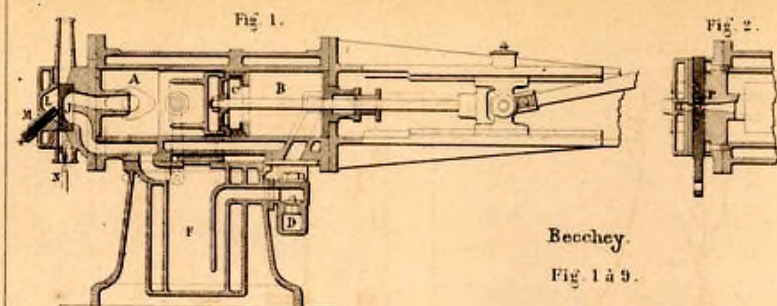
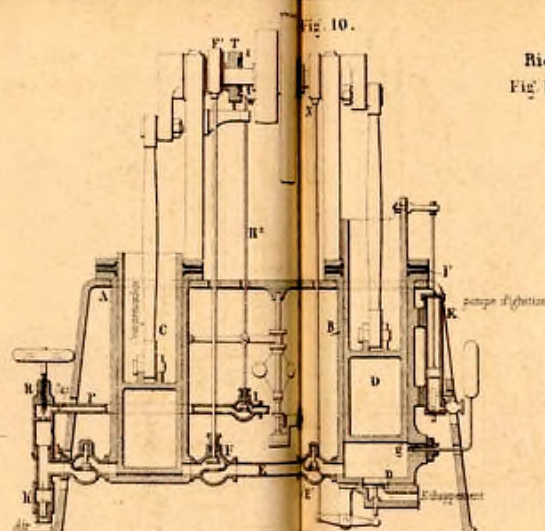
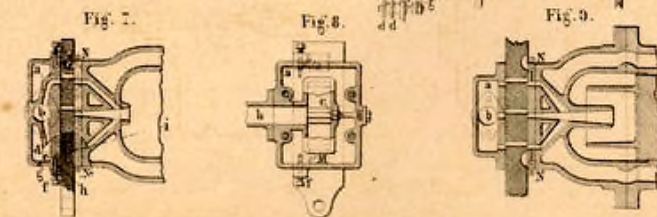
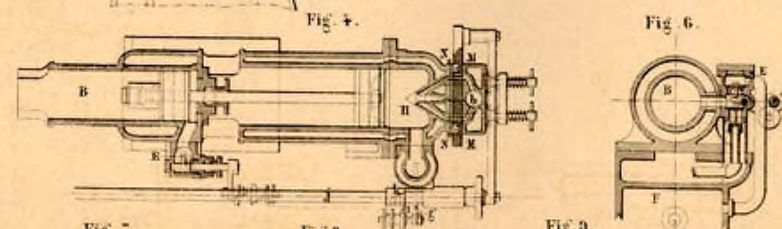
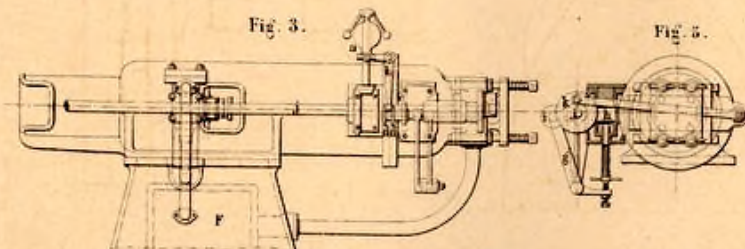
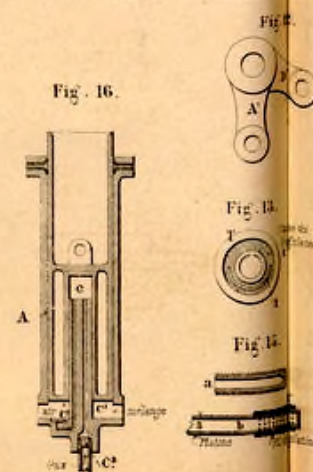
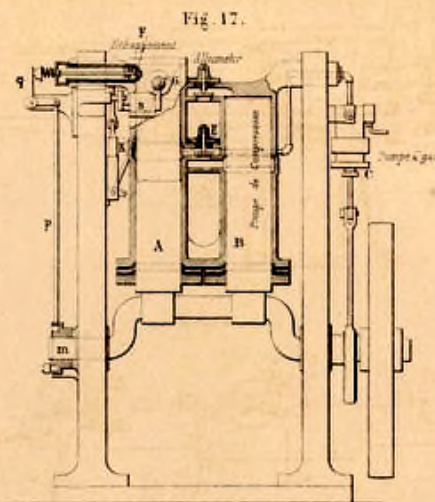
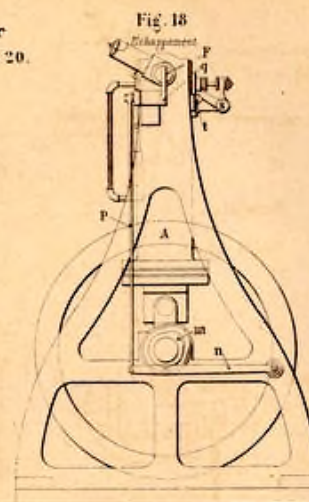
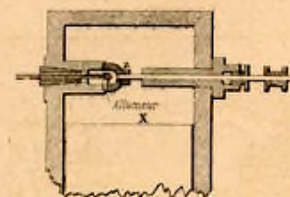
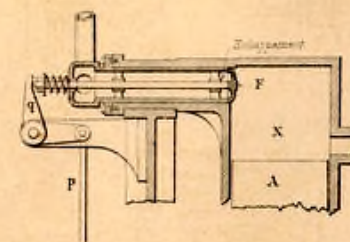
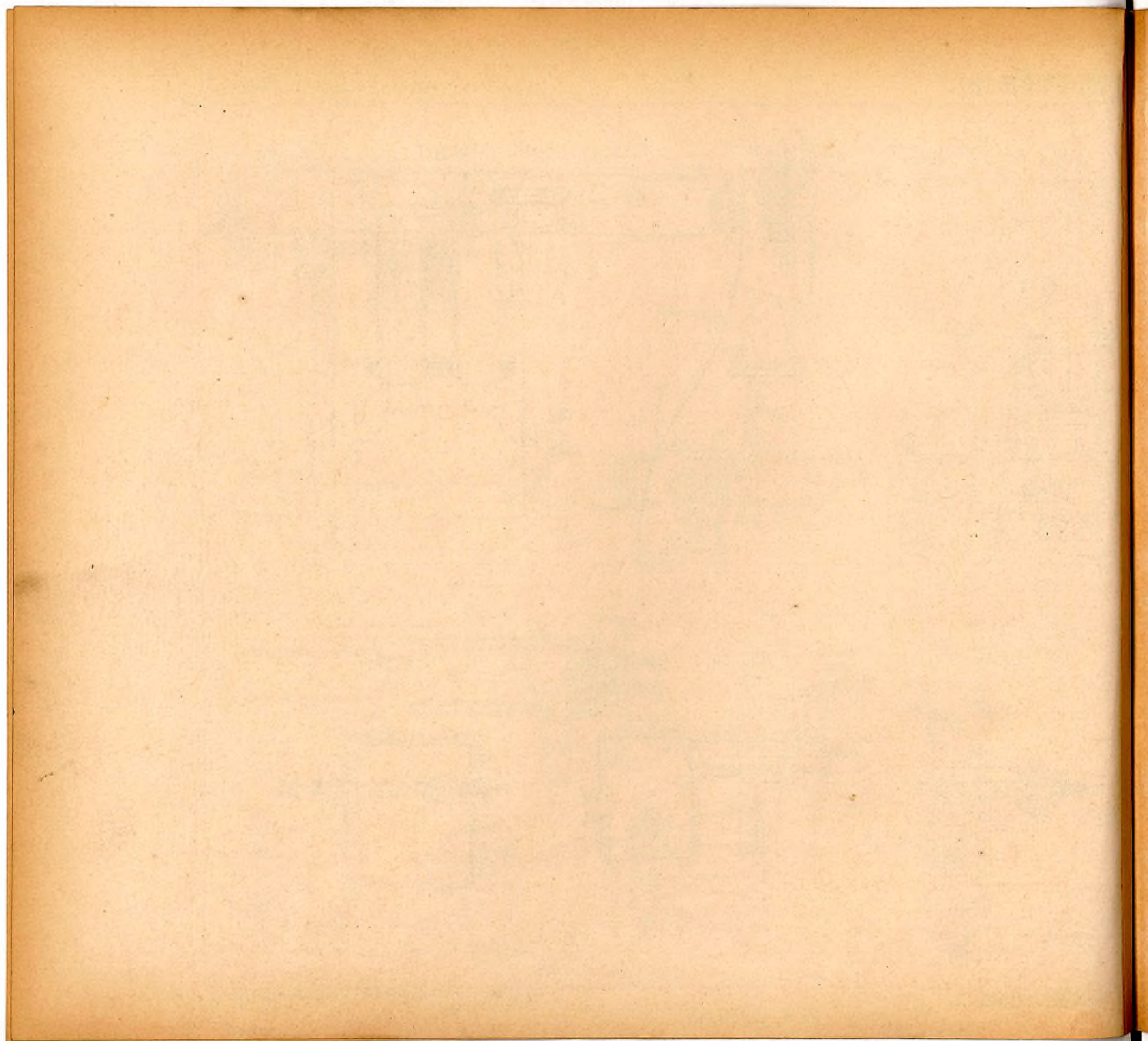
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Fig. 1 à 9.Rider
Fig. 10 à 20.

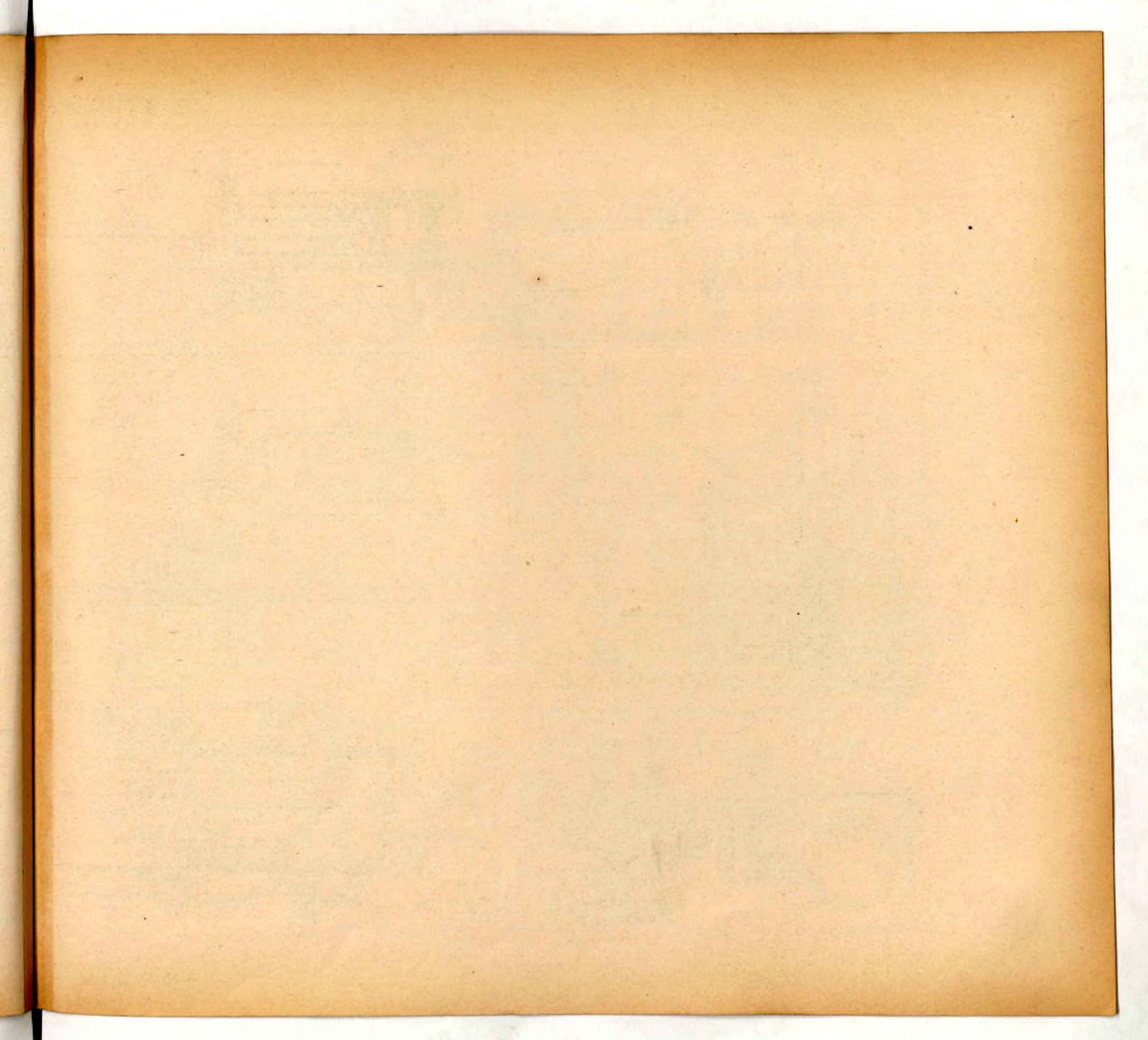
Fig. 17.

Fig. 20.

Fig. 19.

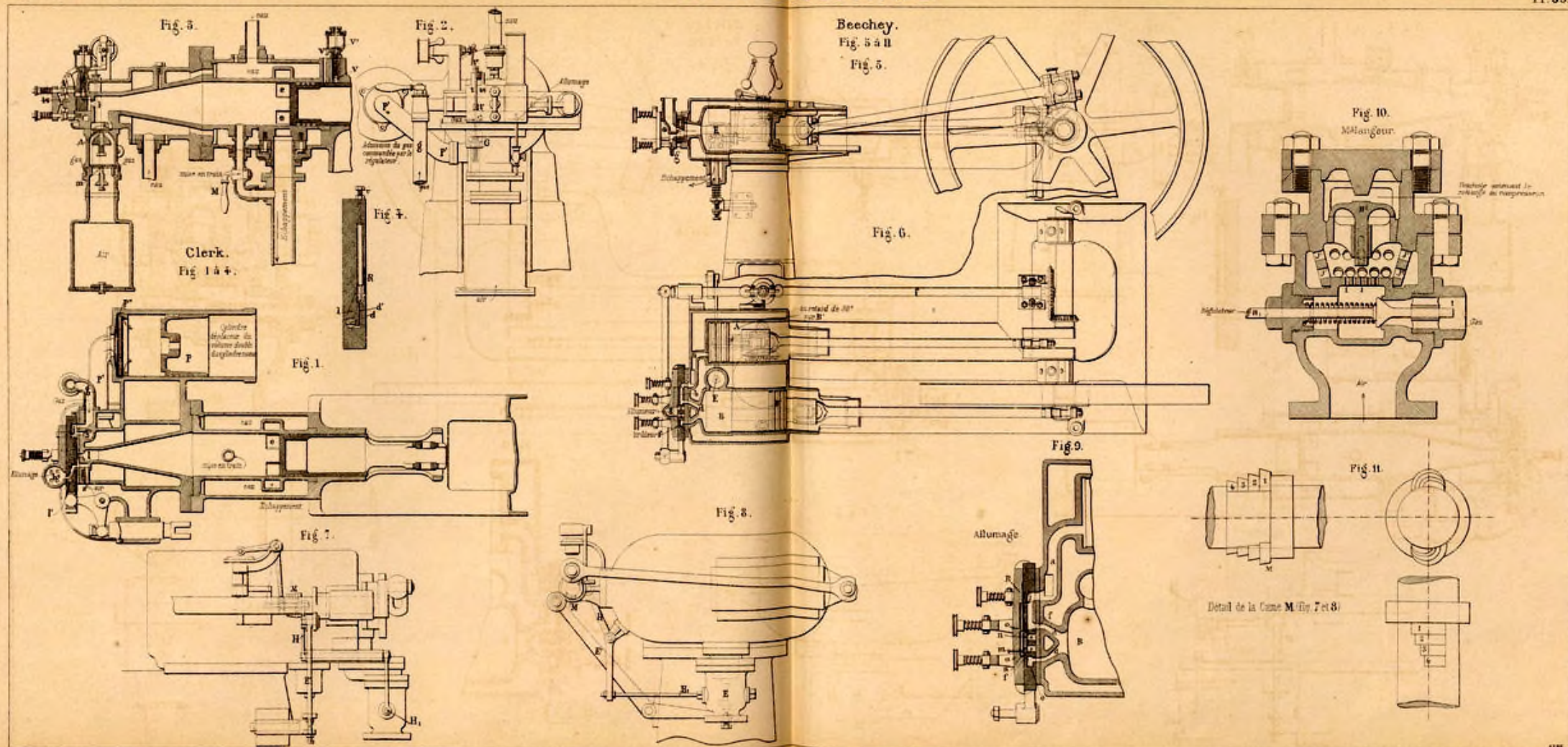






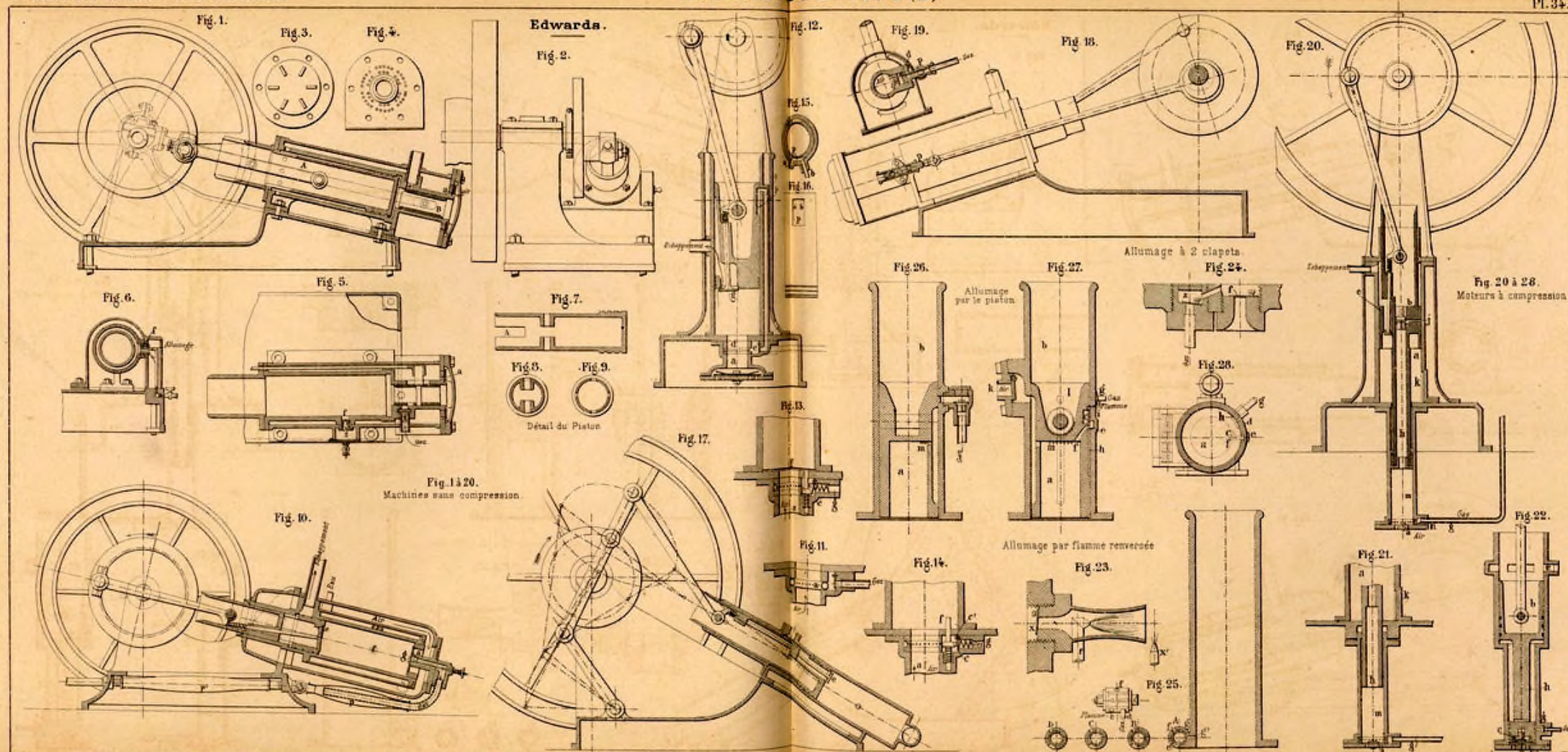


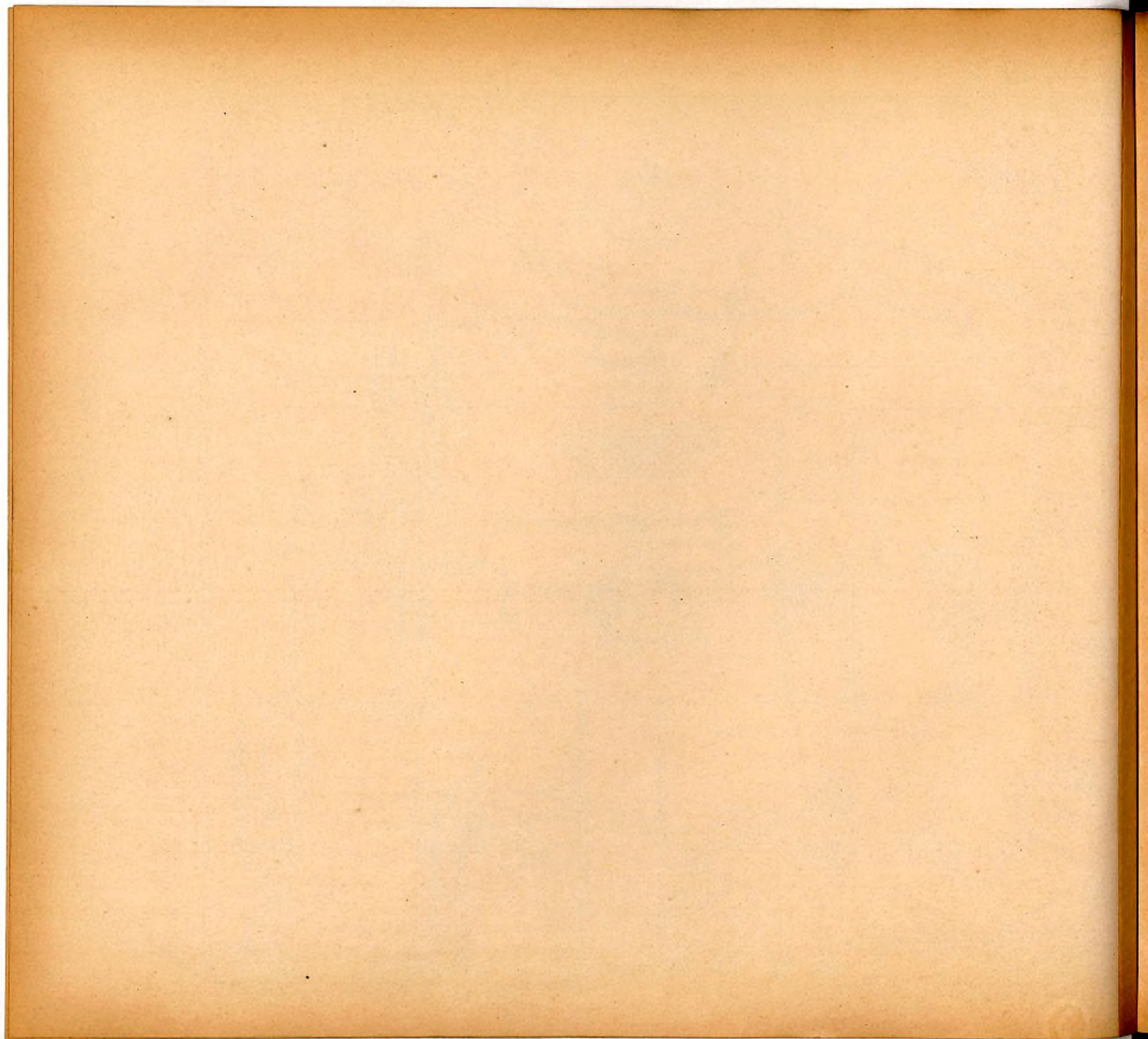


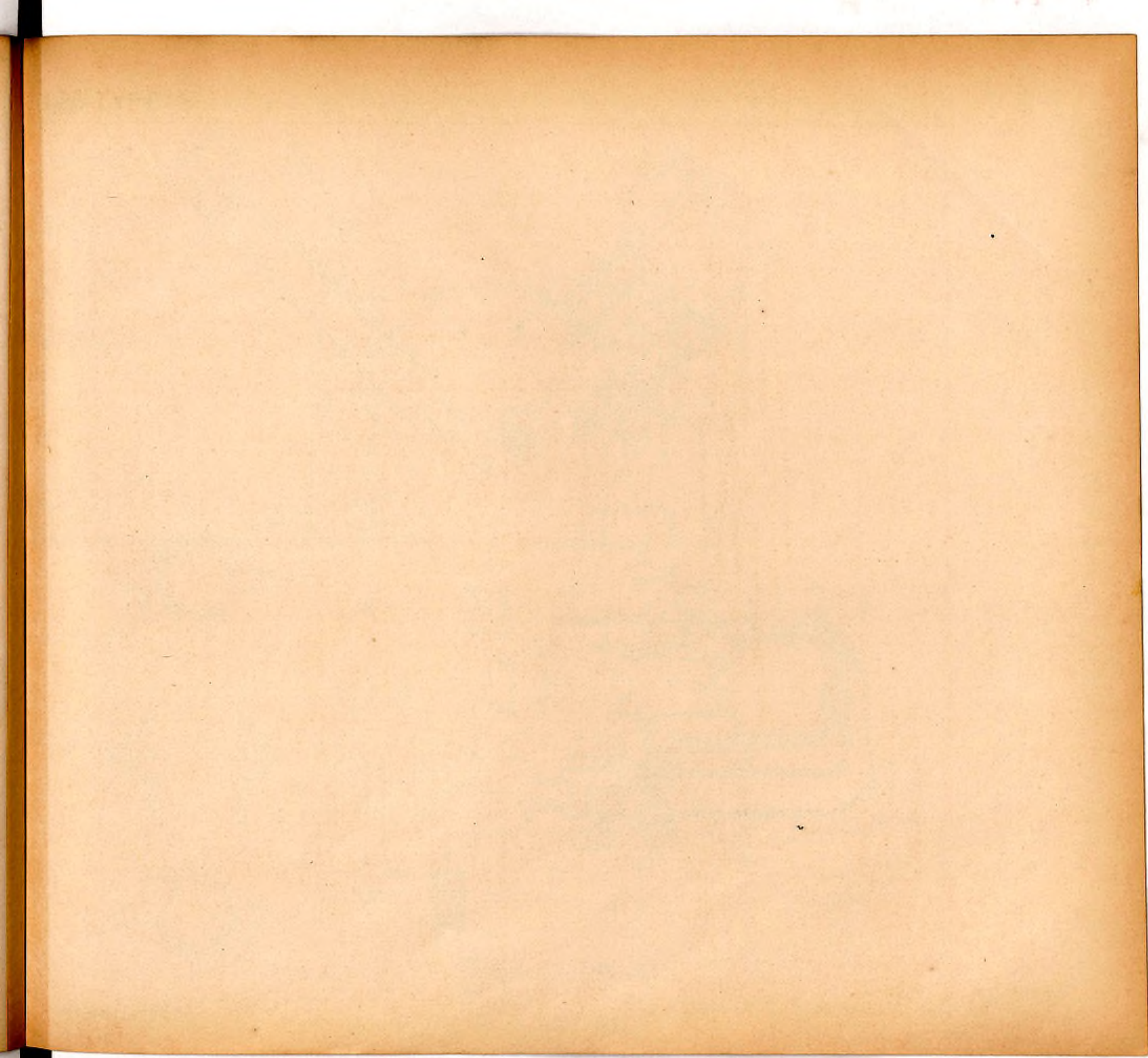


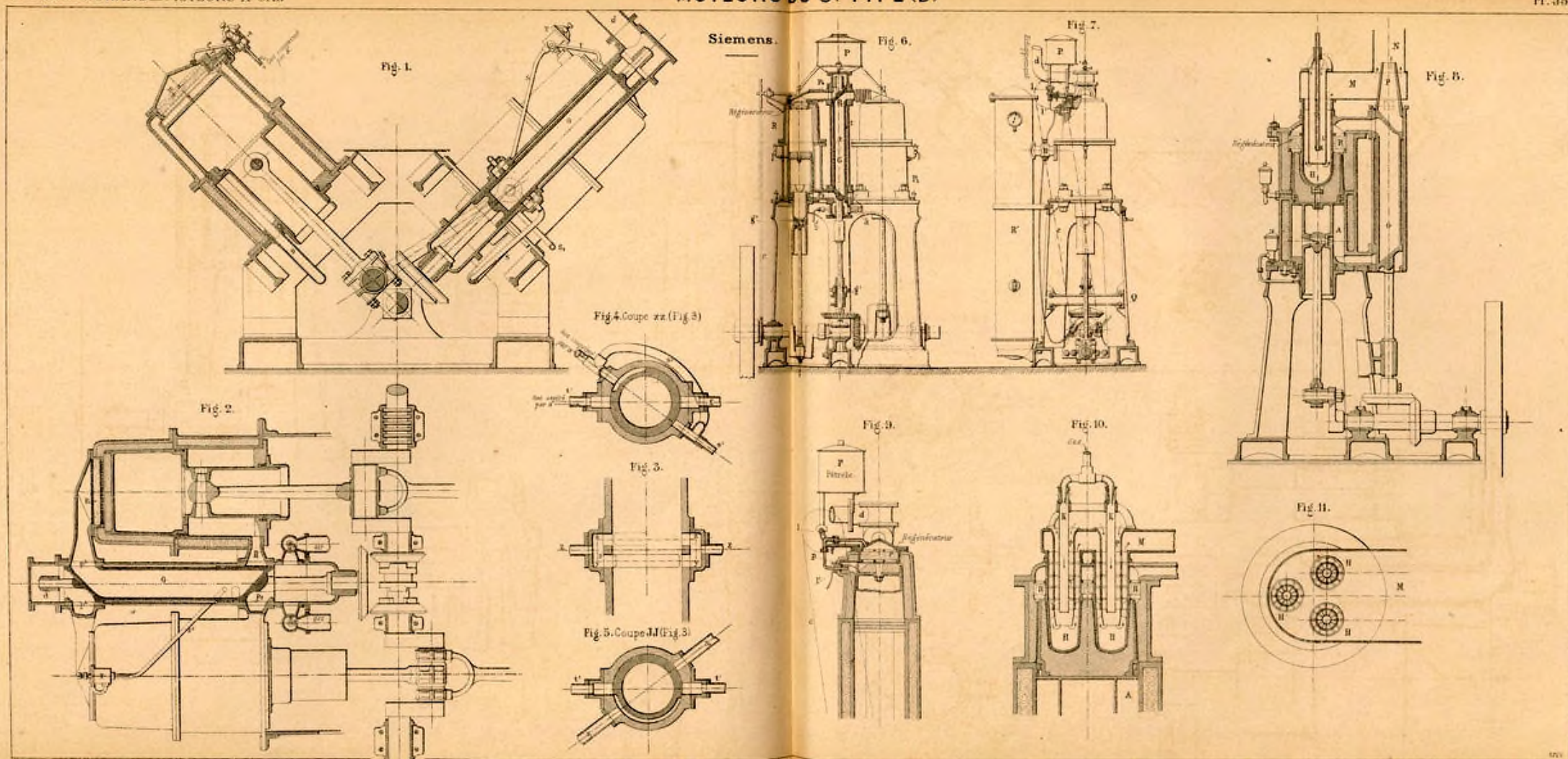
















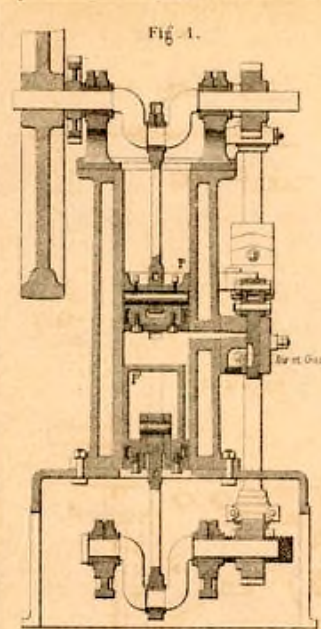


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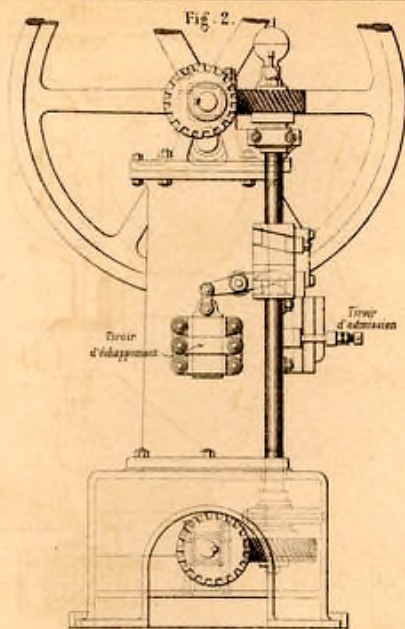


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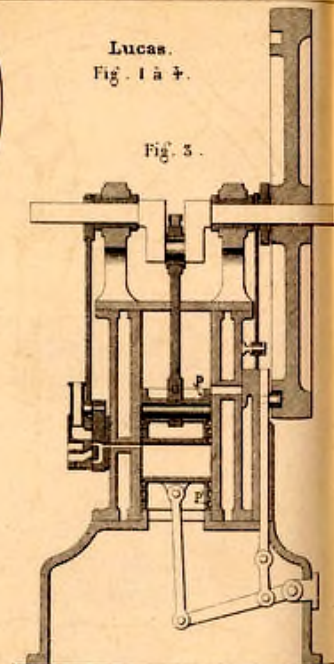
Lucas.
Fig. 1 à 7.

Fig. 3.

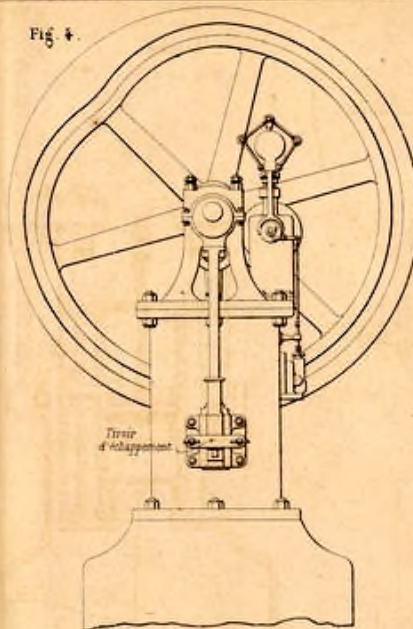


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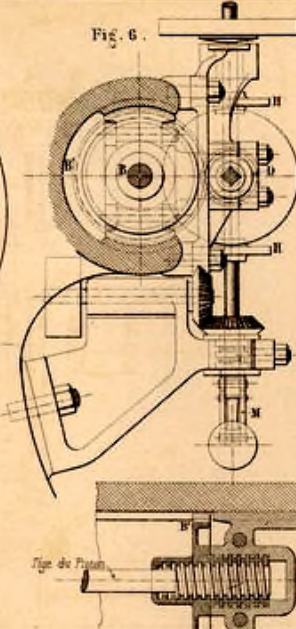


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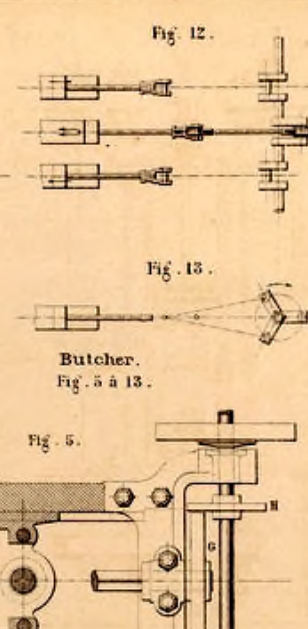


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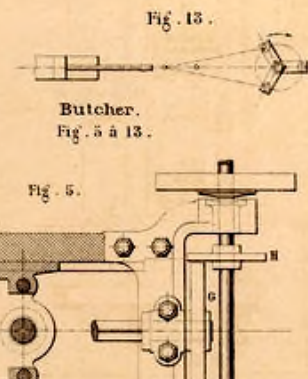


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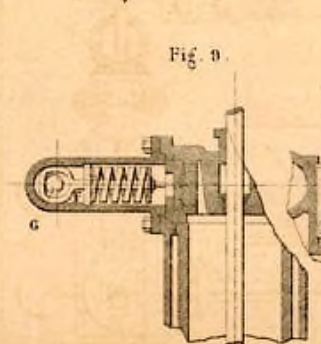
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Fig. 5 à 13.

Fig. 9.

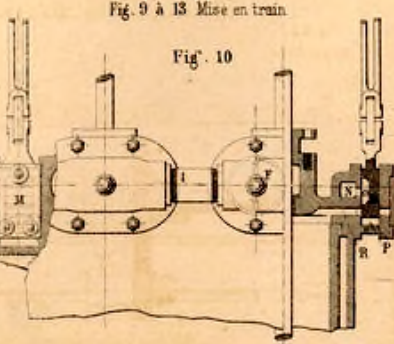


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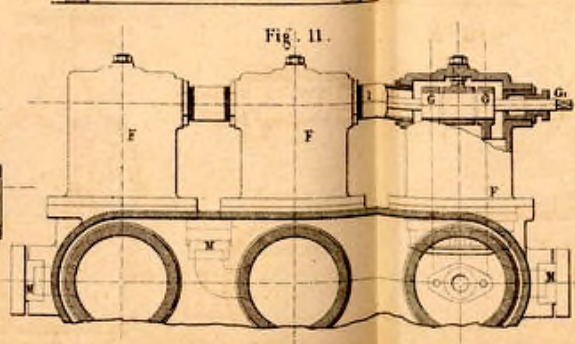


Fig. 11.

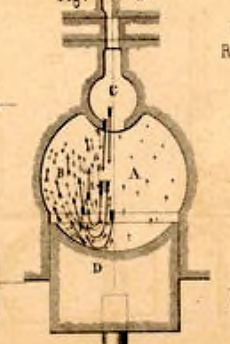


Fig. 8.

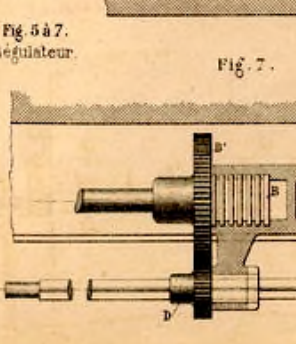
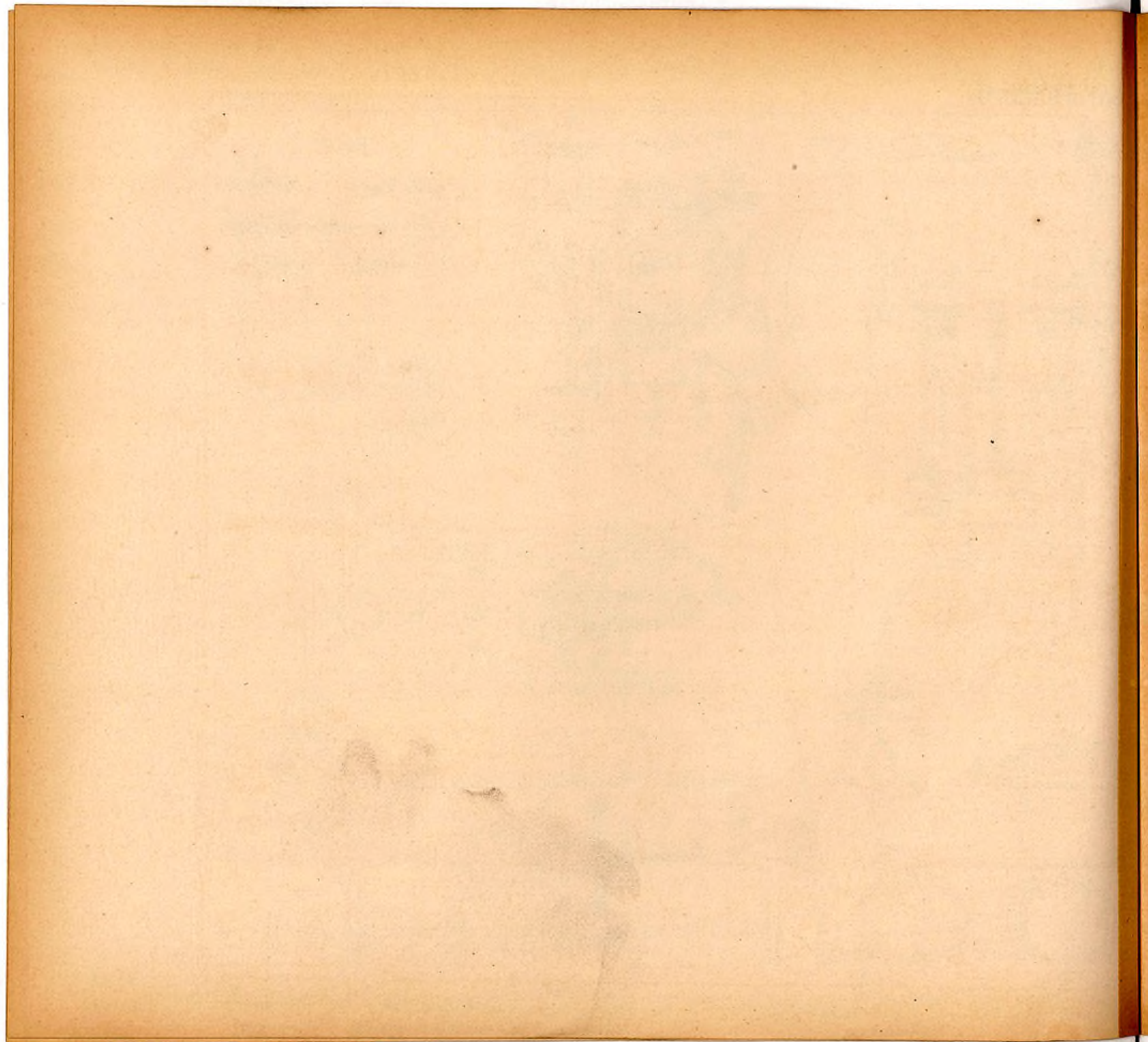
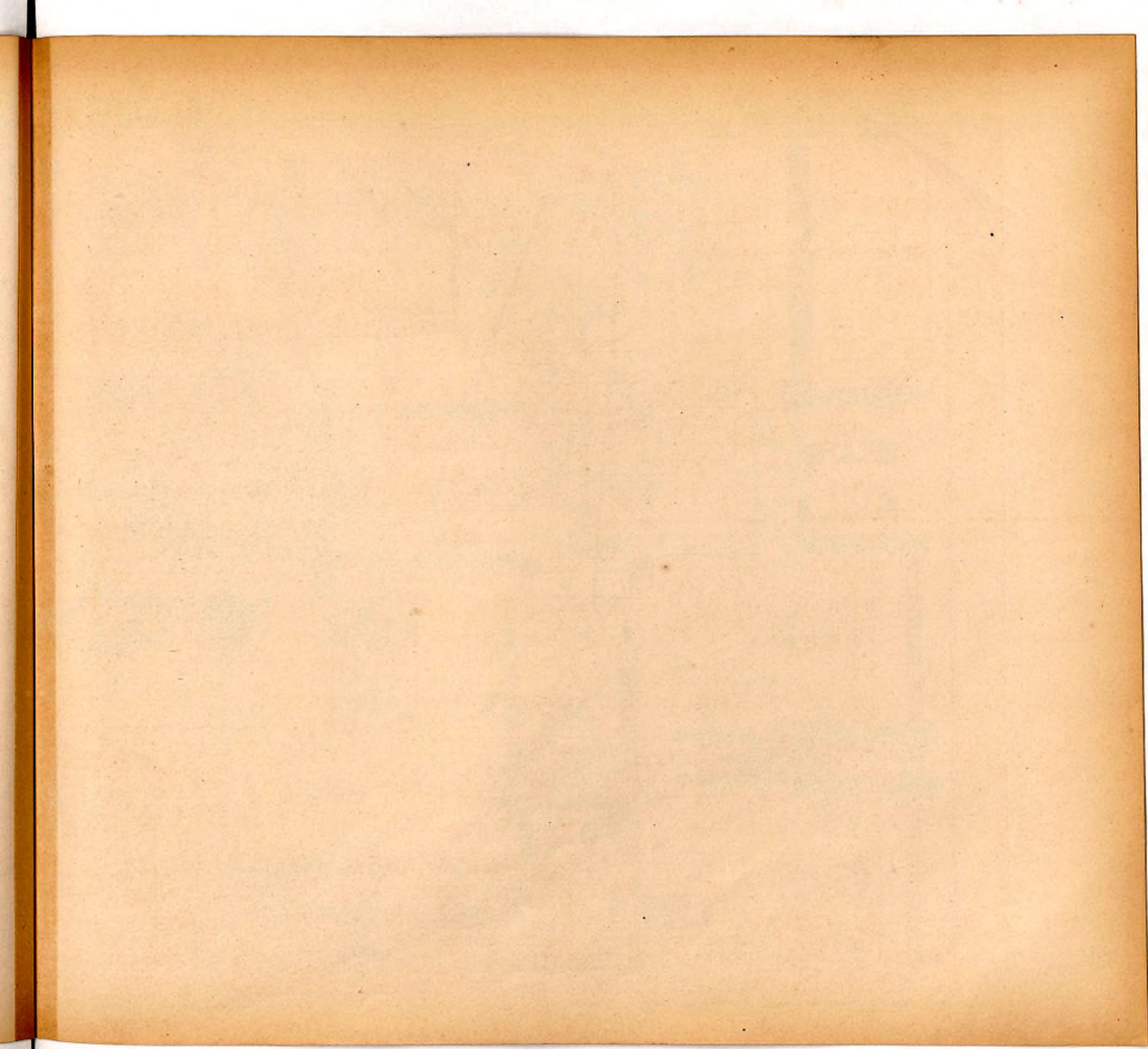
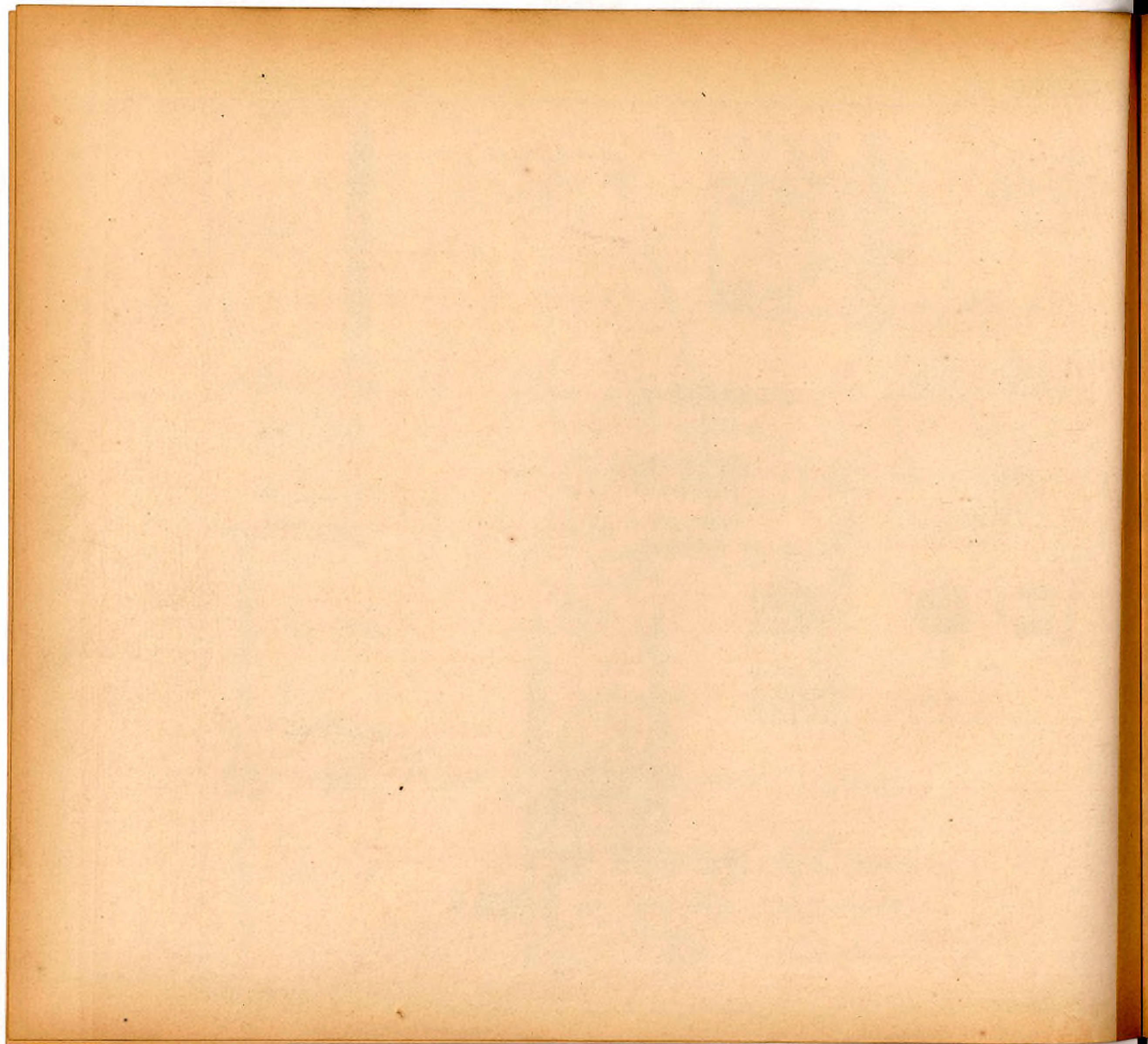
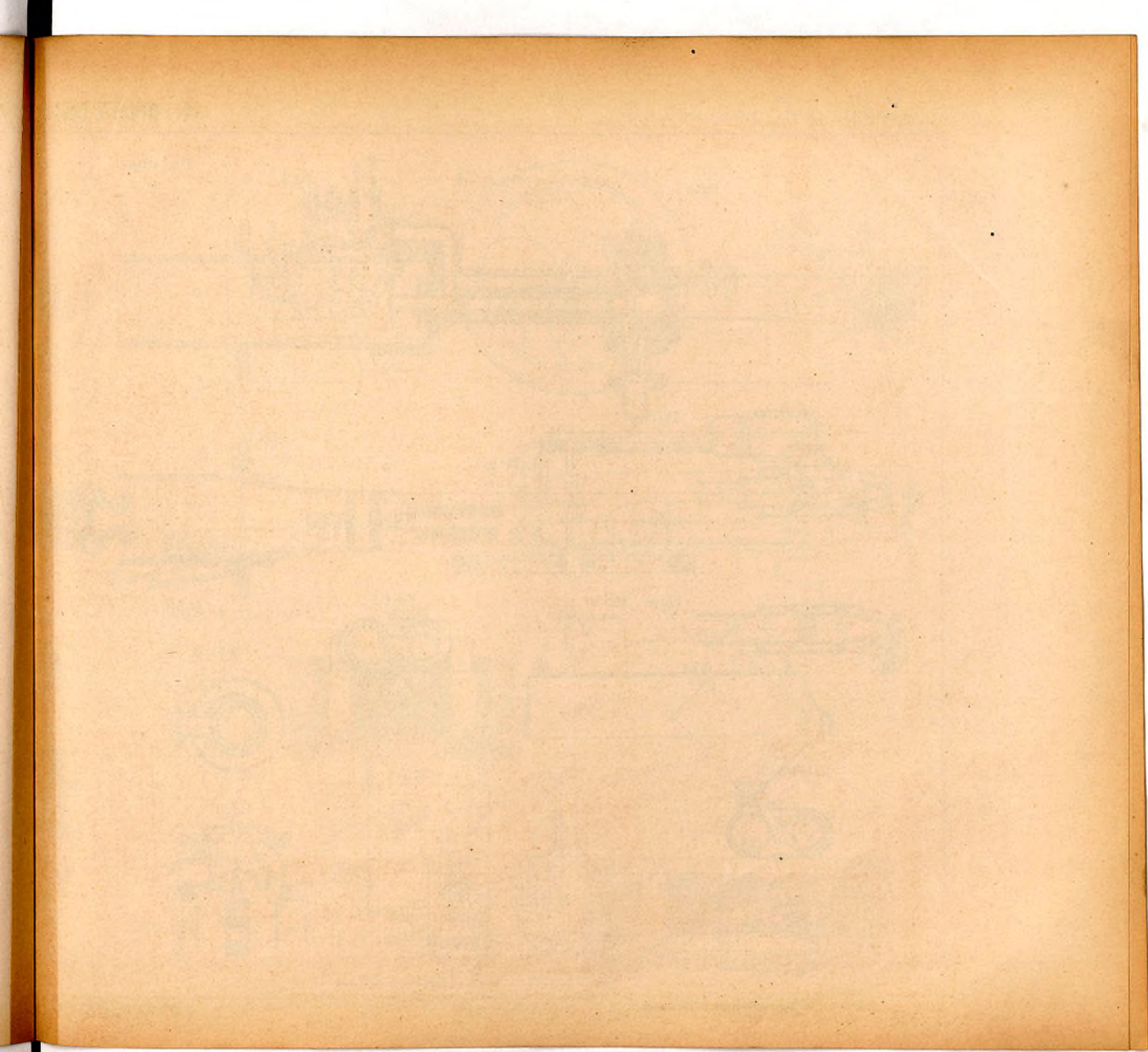
Fig. 5 à 7.
Régulateur.

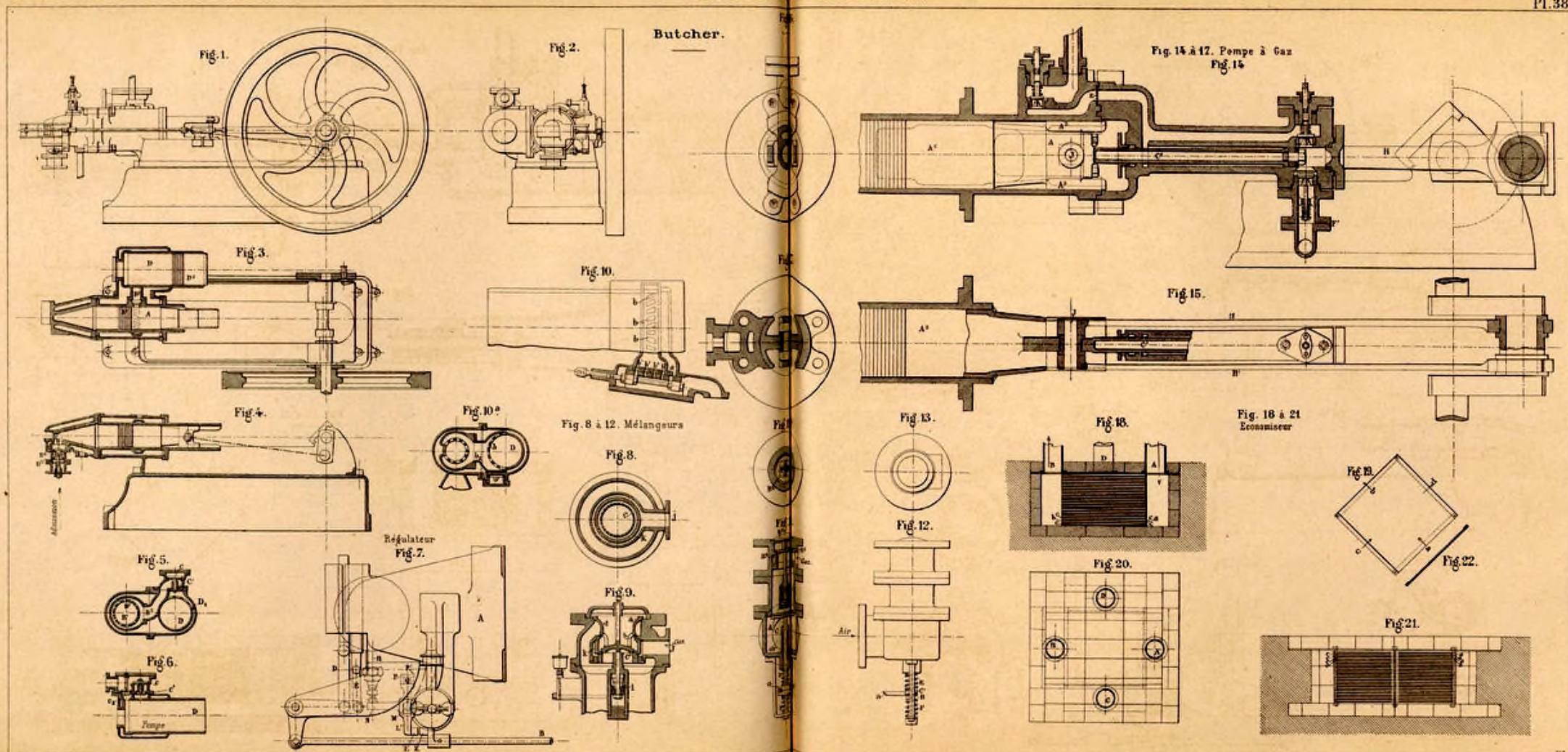
Fig. 7.

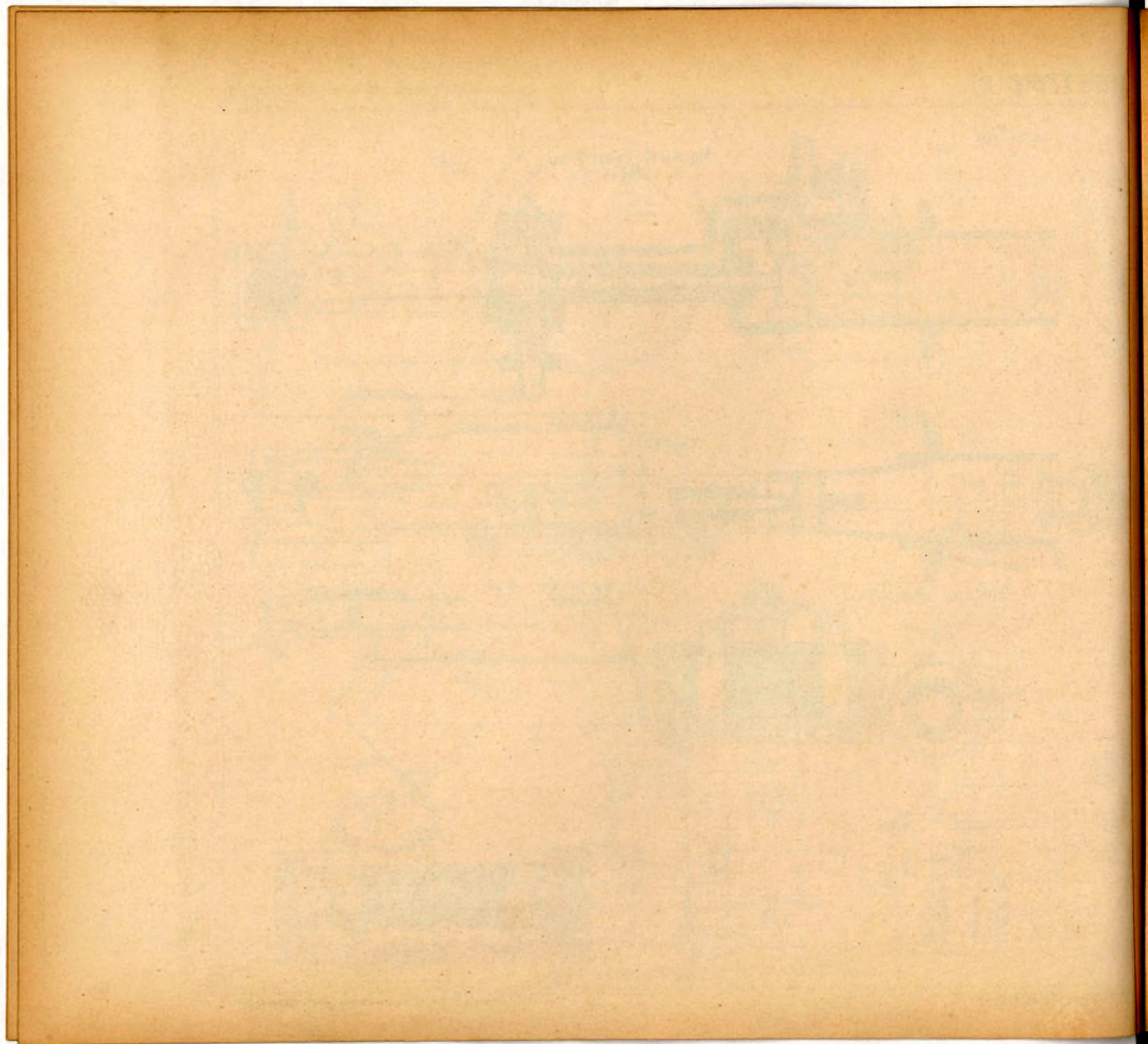














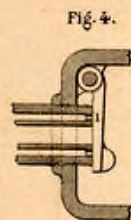
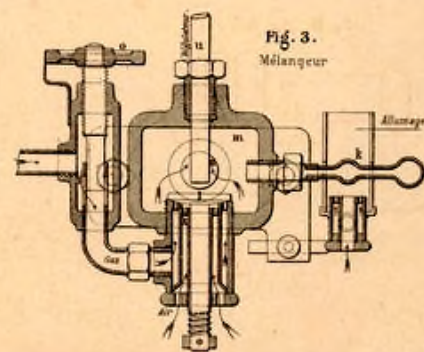
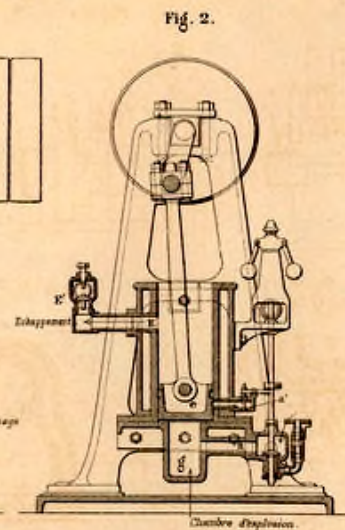
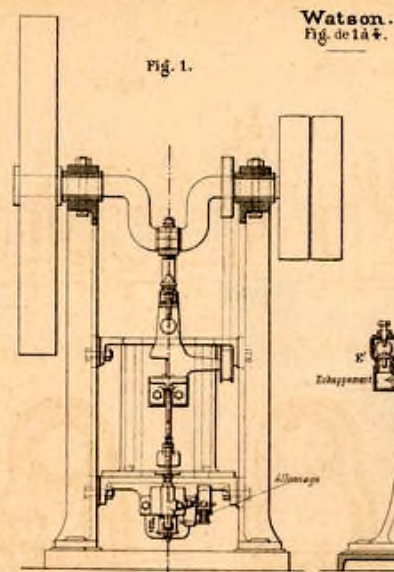
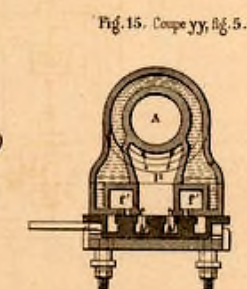
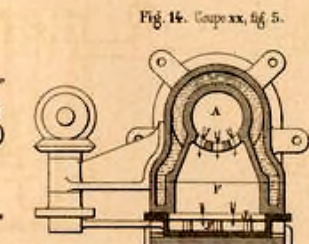
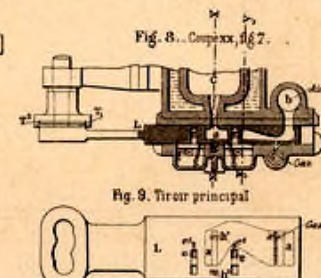
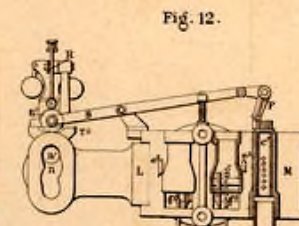
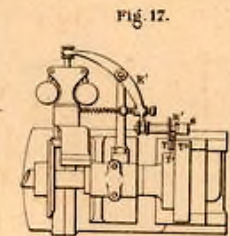
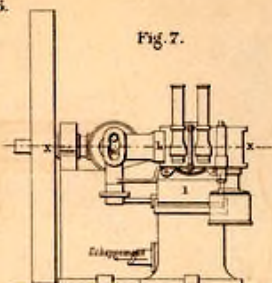
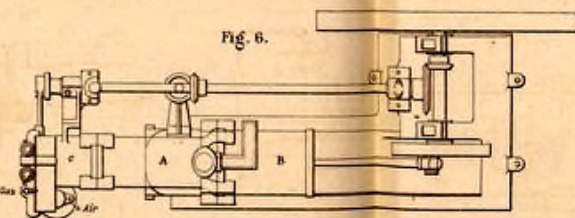
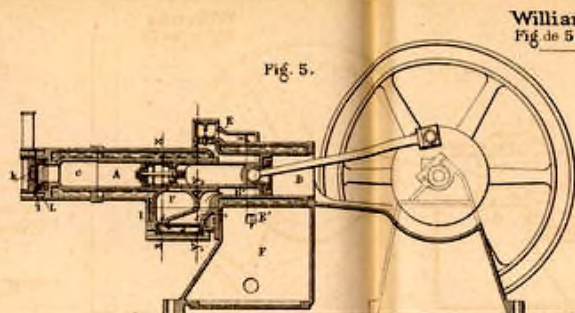
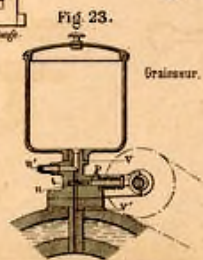
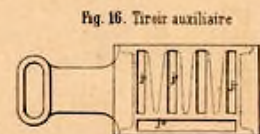
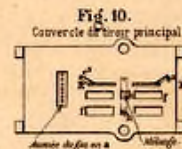
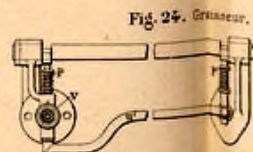
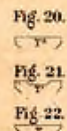
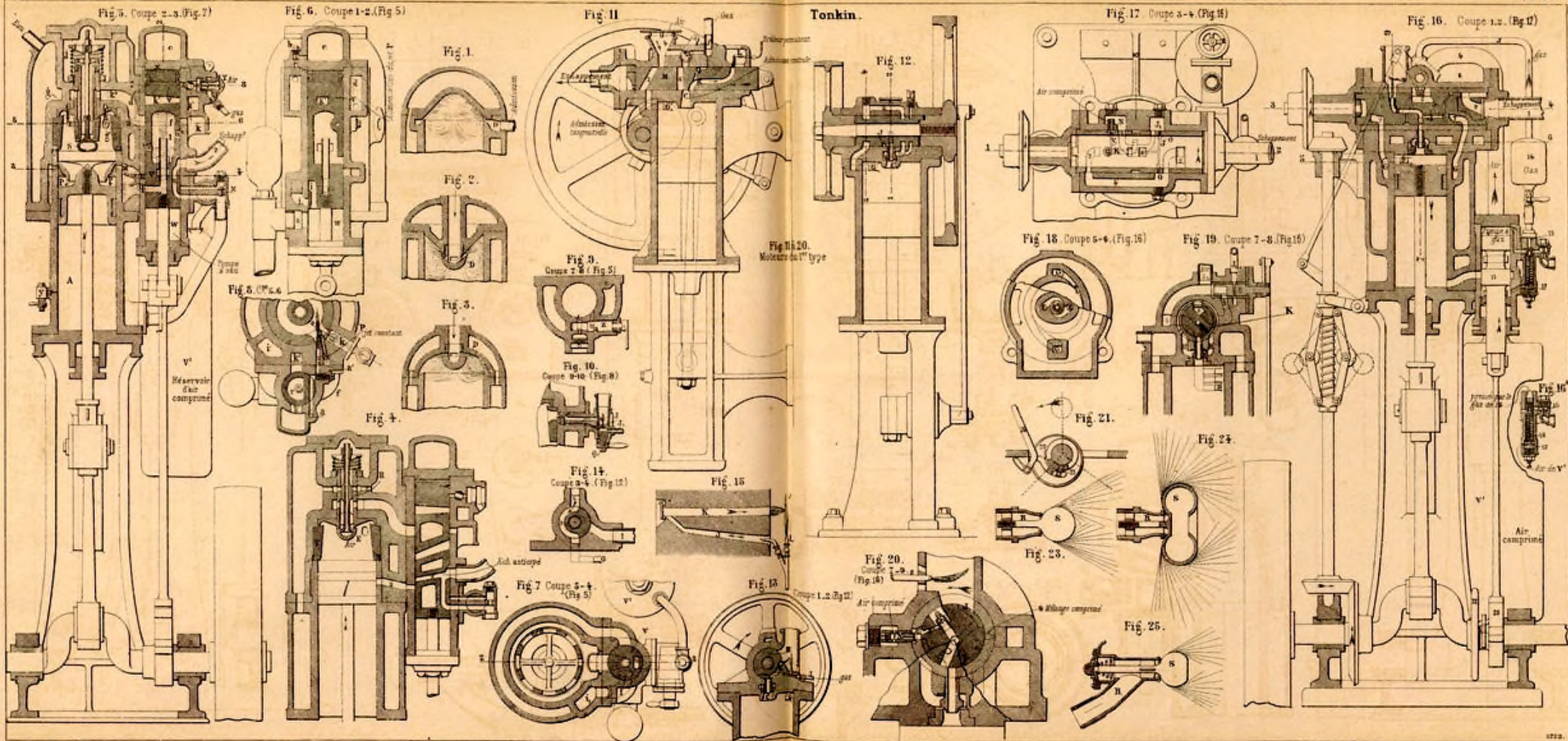


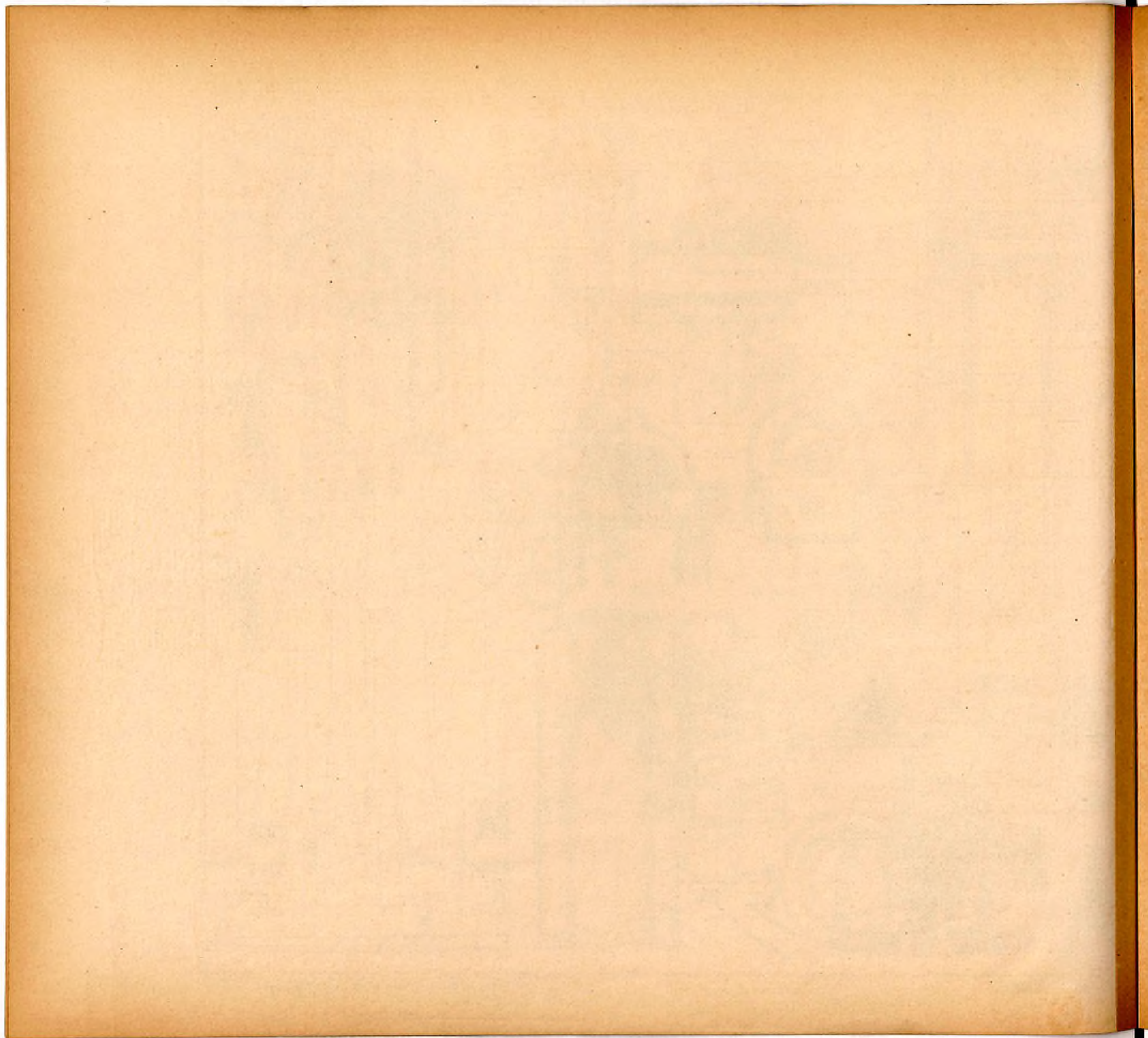
Fig. 18 et 20.
Détails du régulateur.

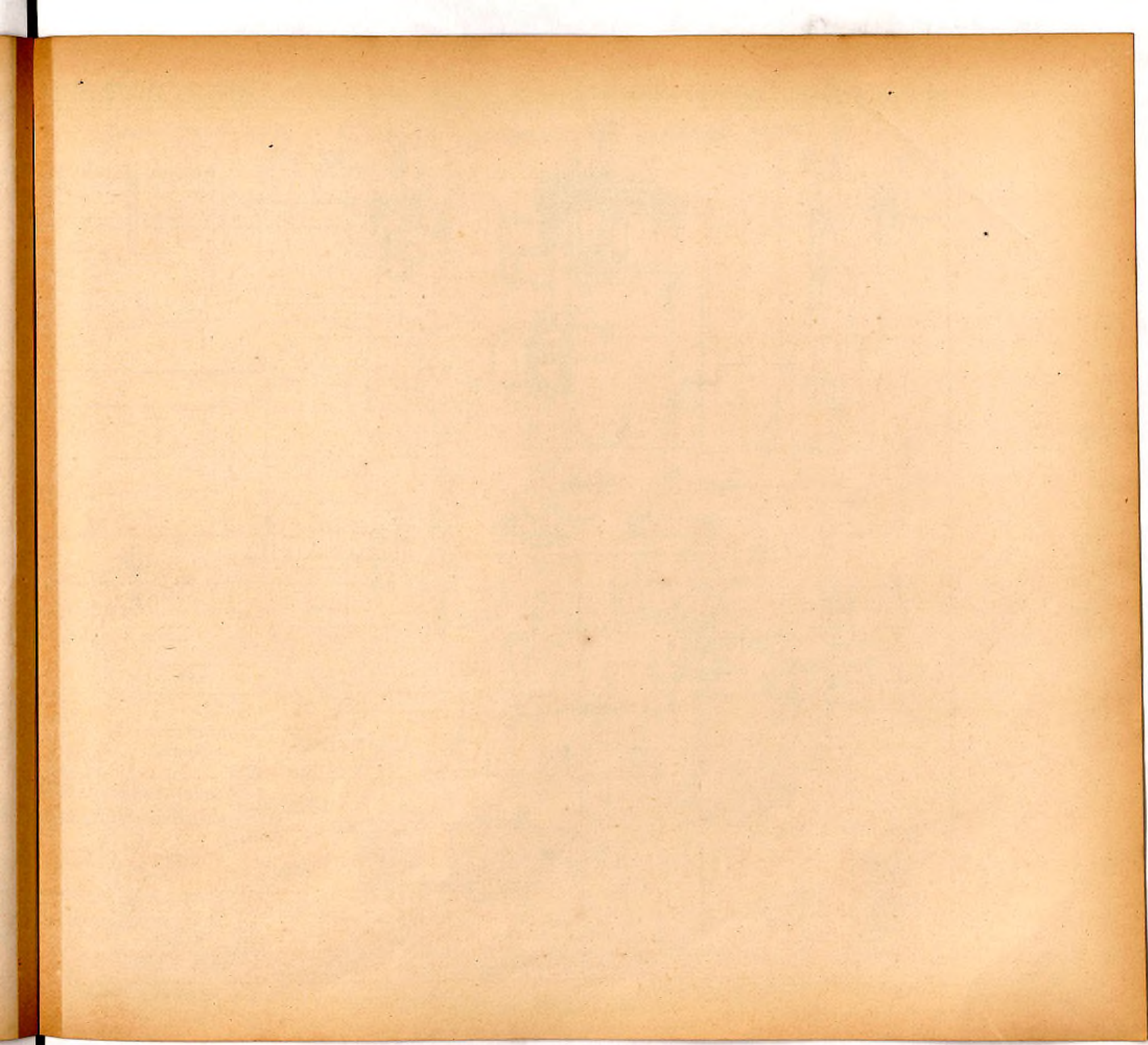


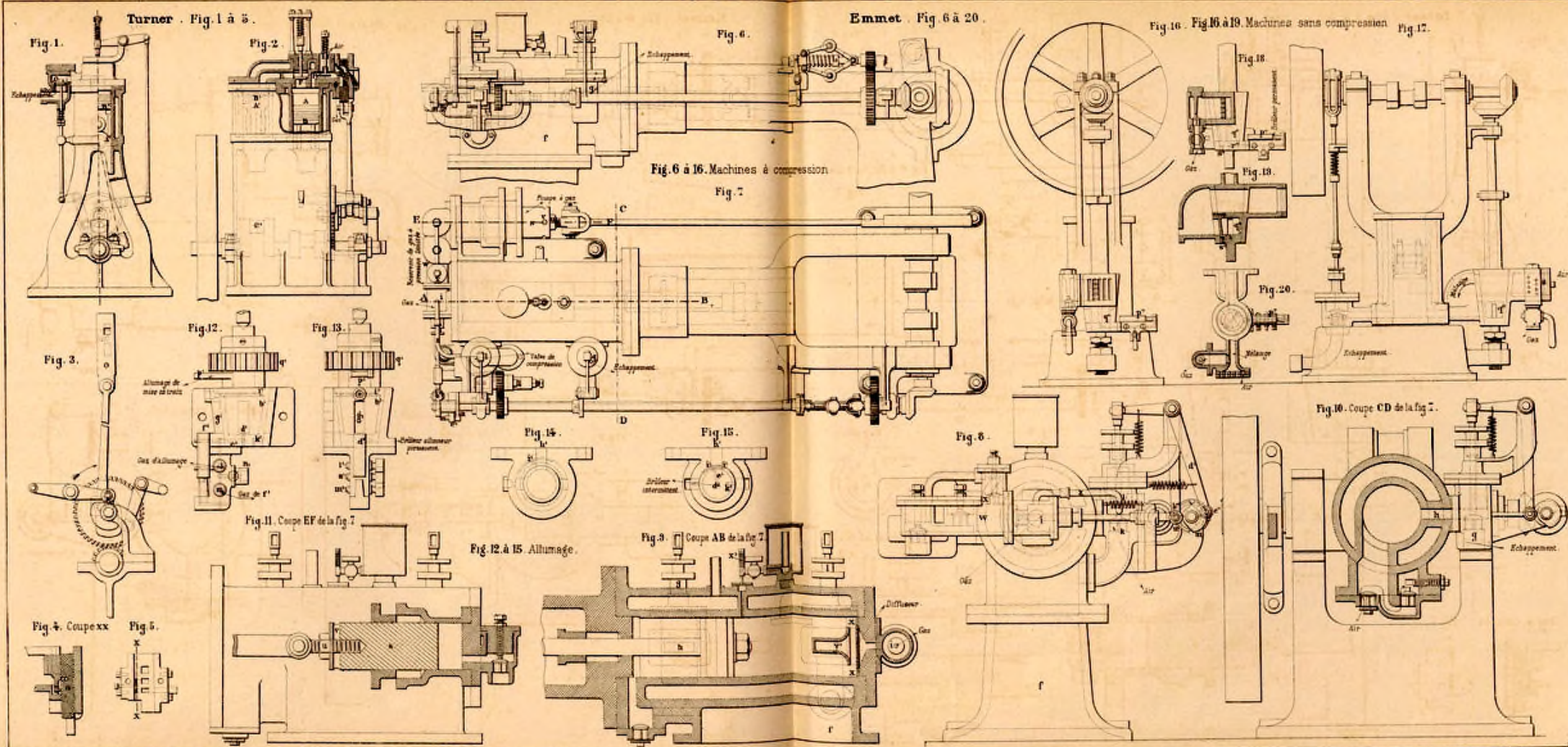


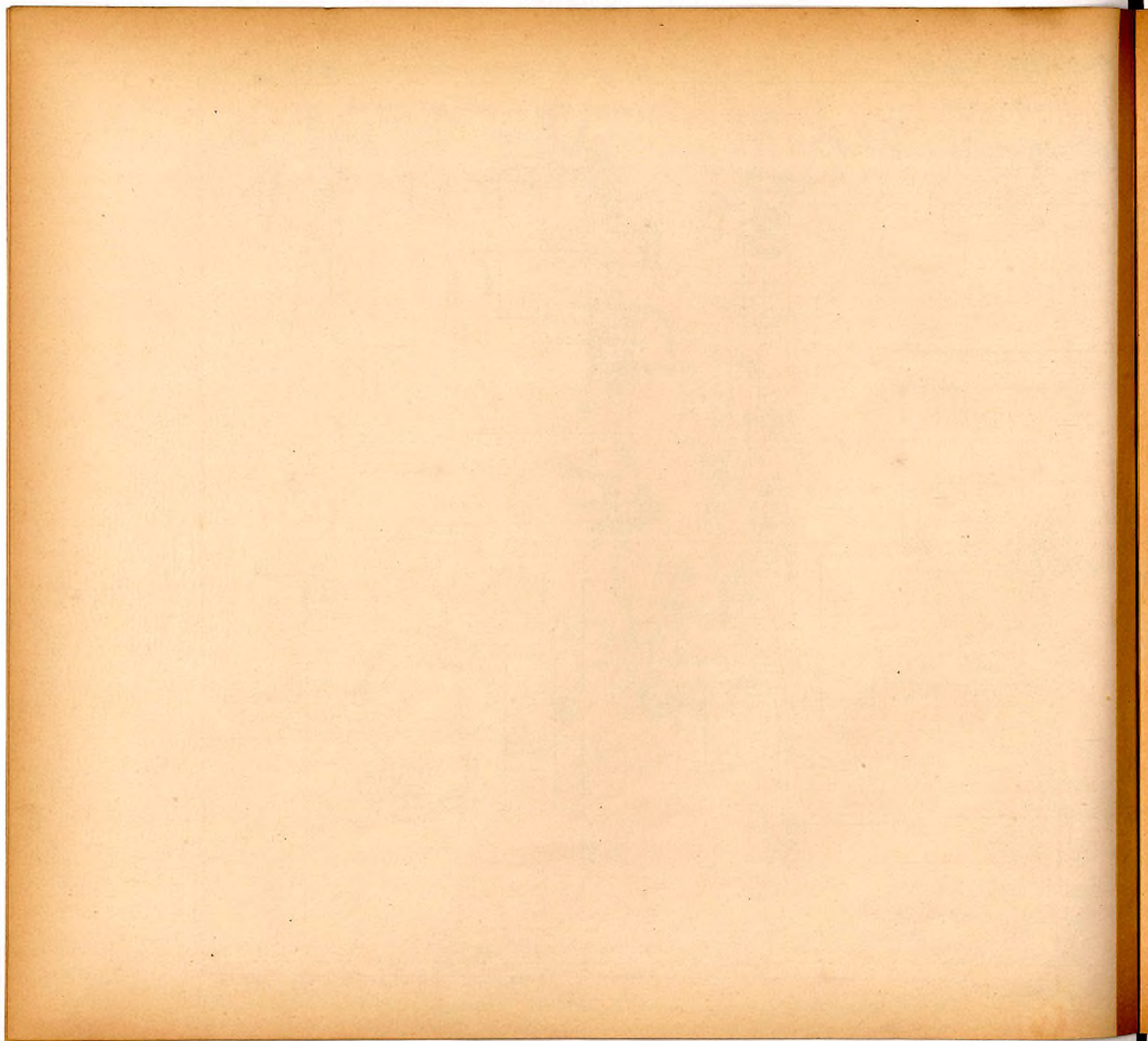




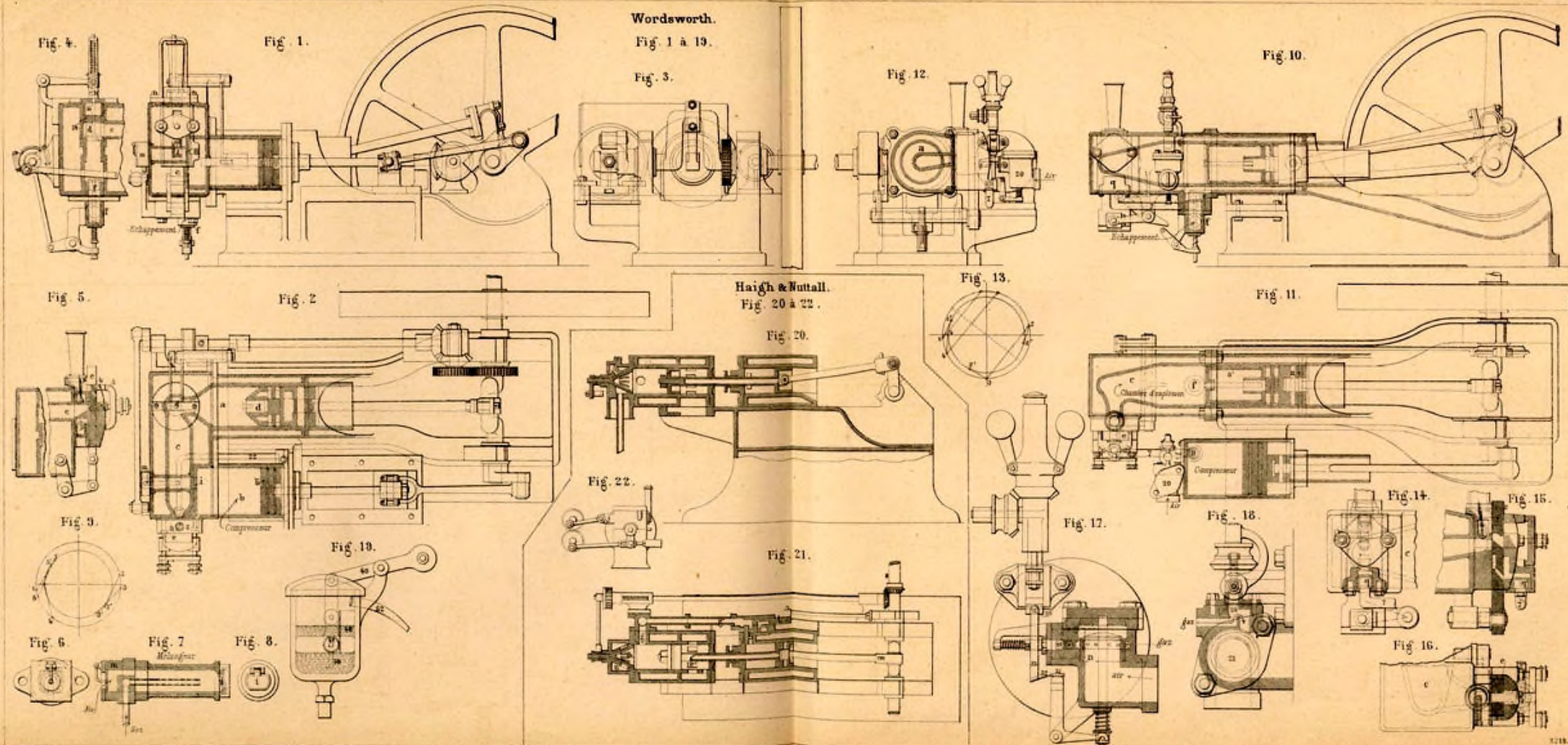




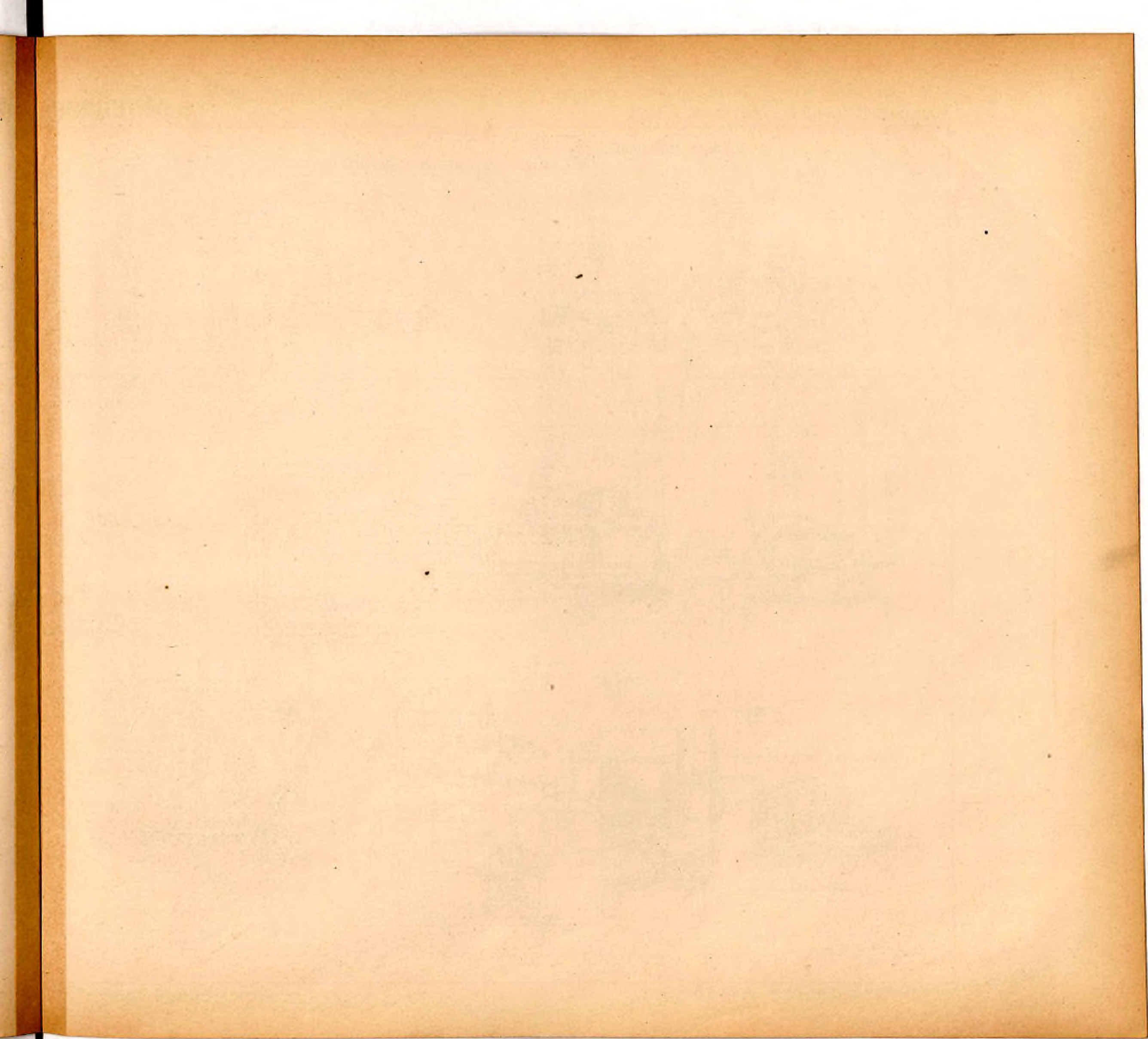




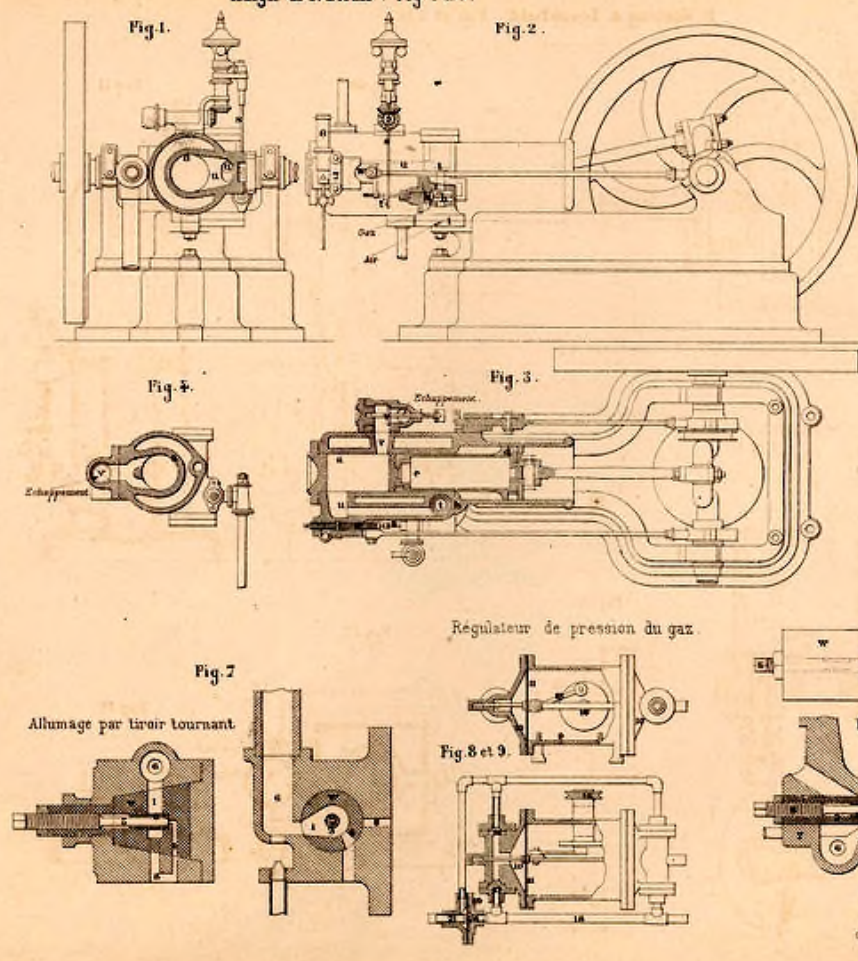








Haigh & Nuttall. Fig. 1 à 9.

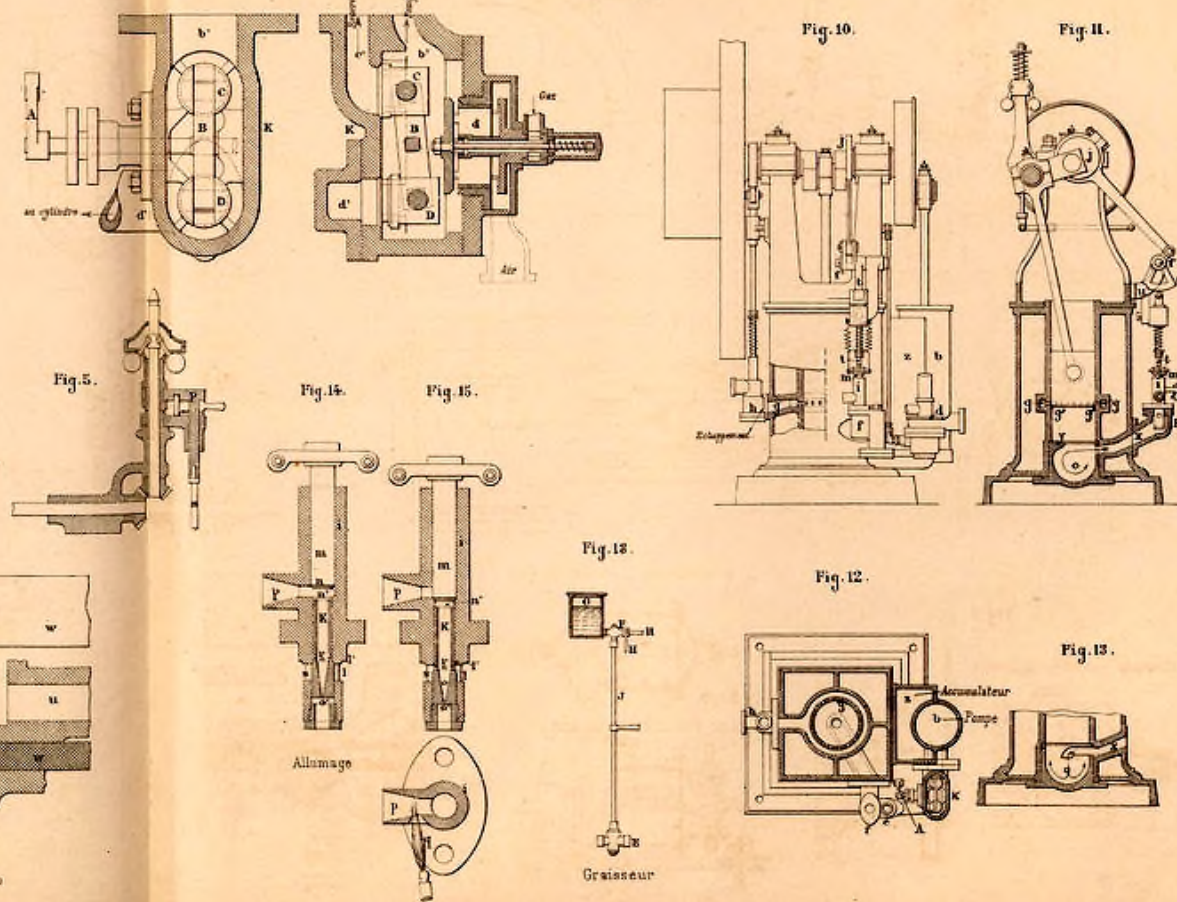


Régulateur.

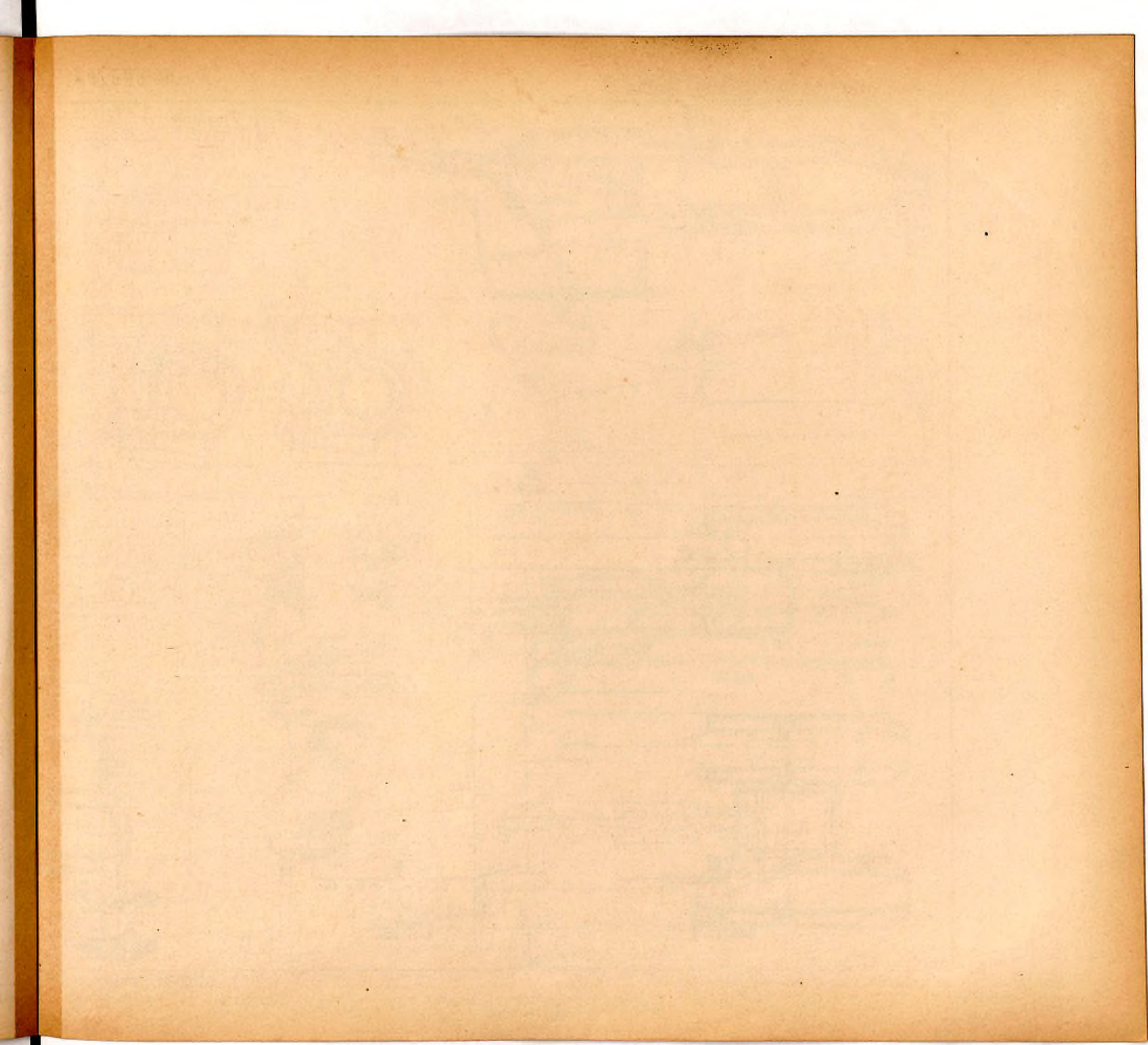
Fig. 16.

Fig. 17.

H. Körting & Lieckfield. Fig. 10 à 18.

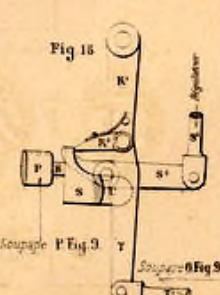
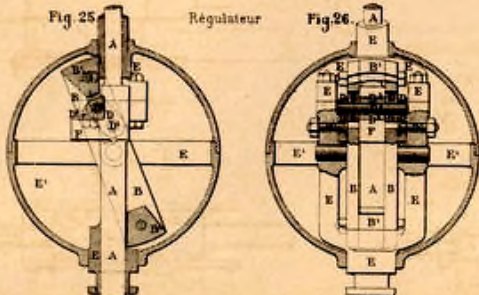
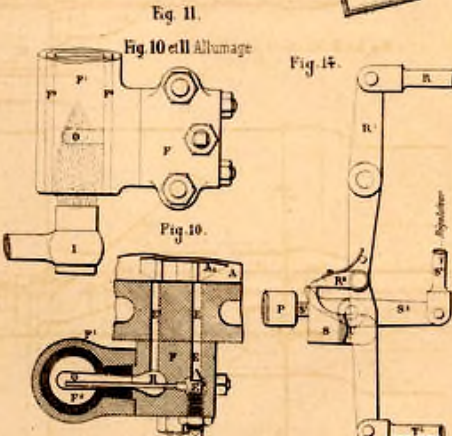
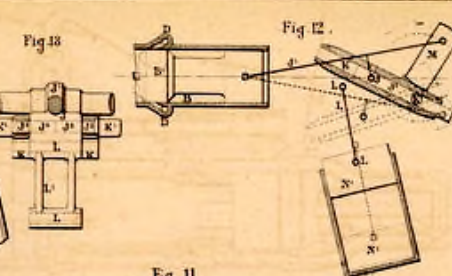
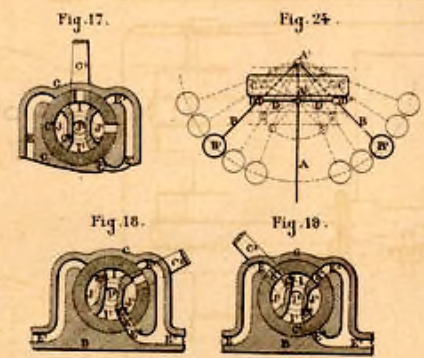
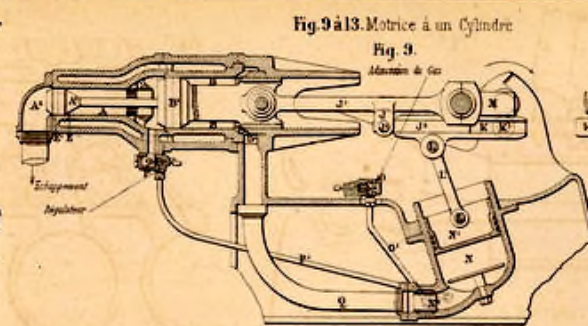
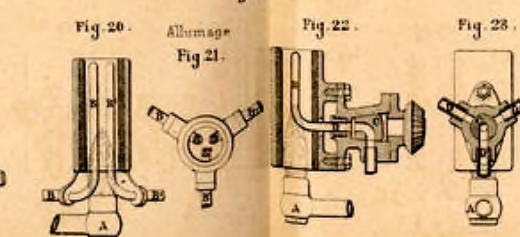
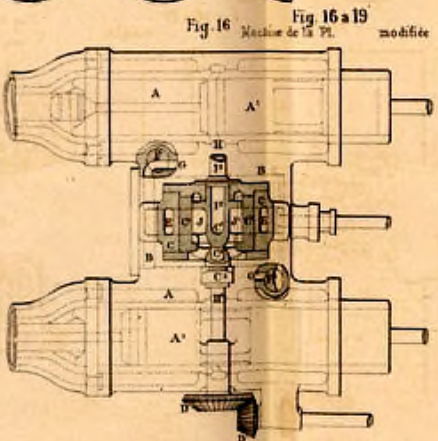
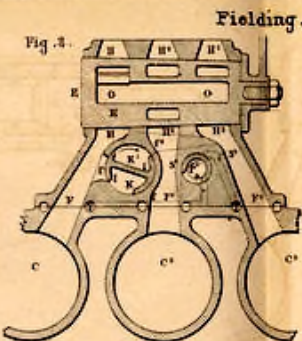
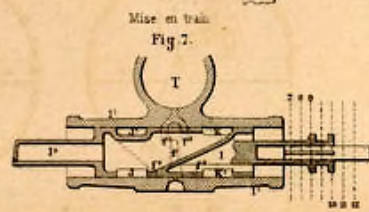
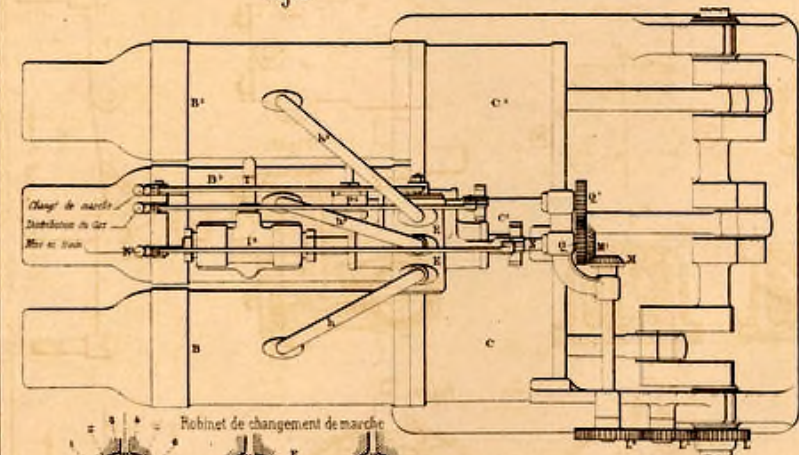
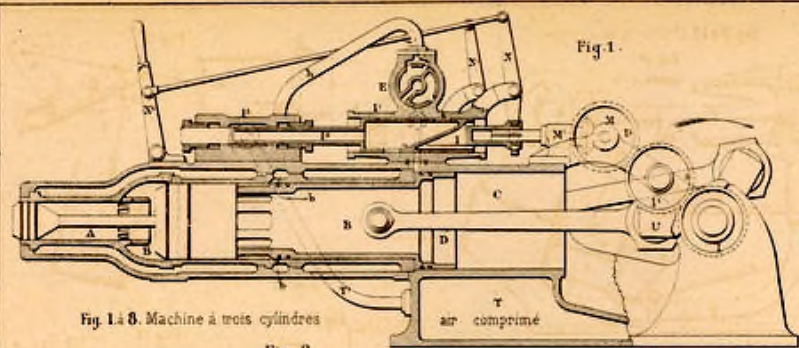




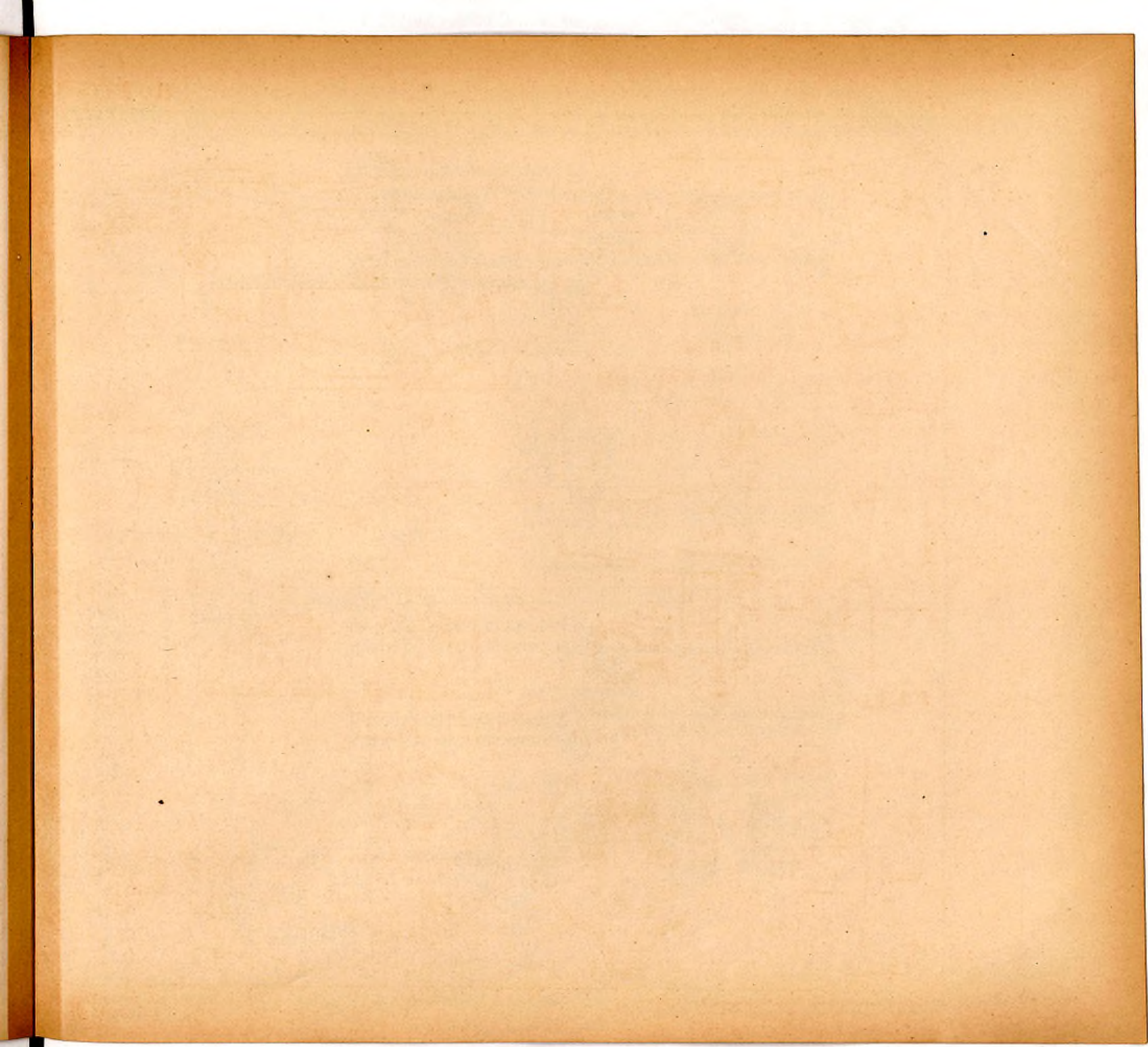


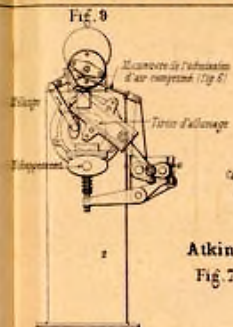
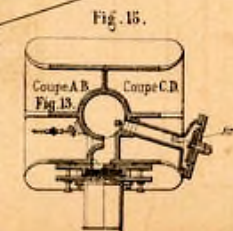
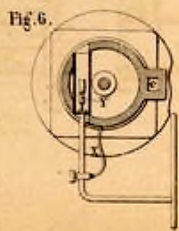
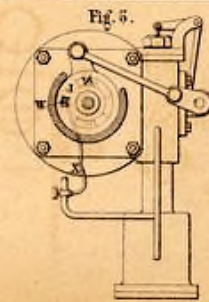
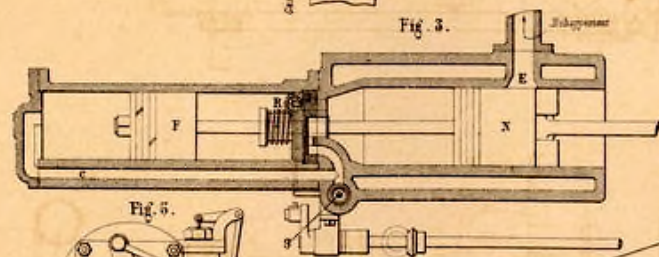
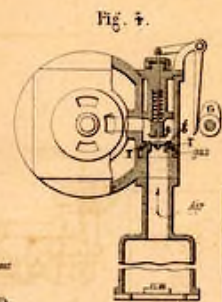
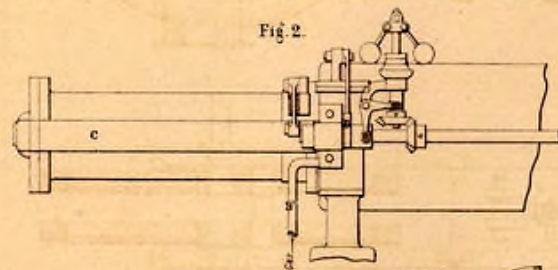
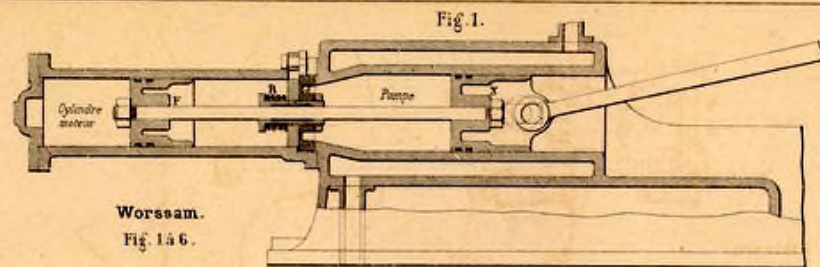












Atkinson.
Fig. 7 à 15.

Fig. 7 à 15.
Moteur du 3^e type

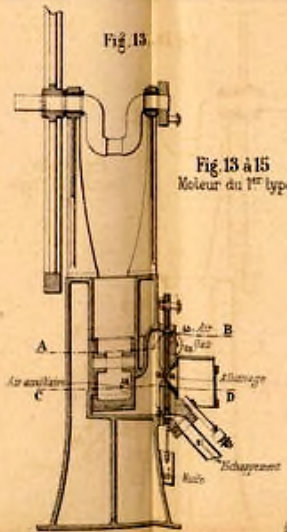
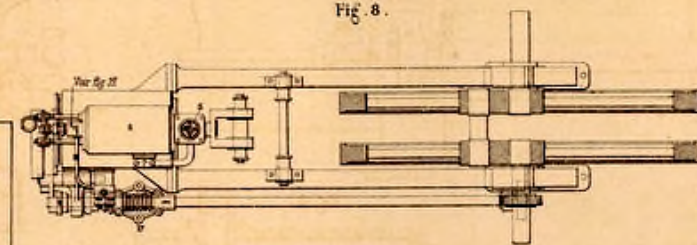
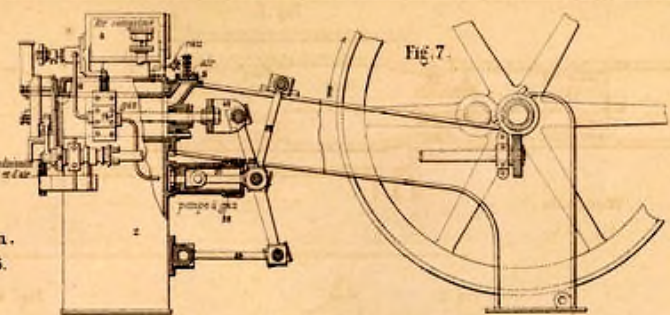
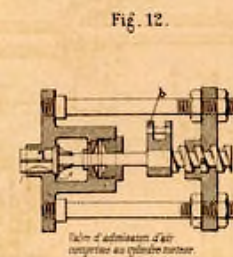
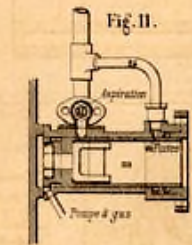
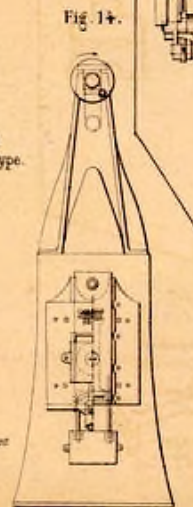
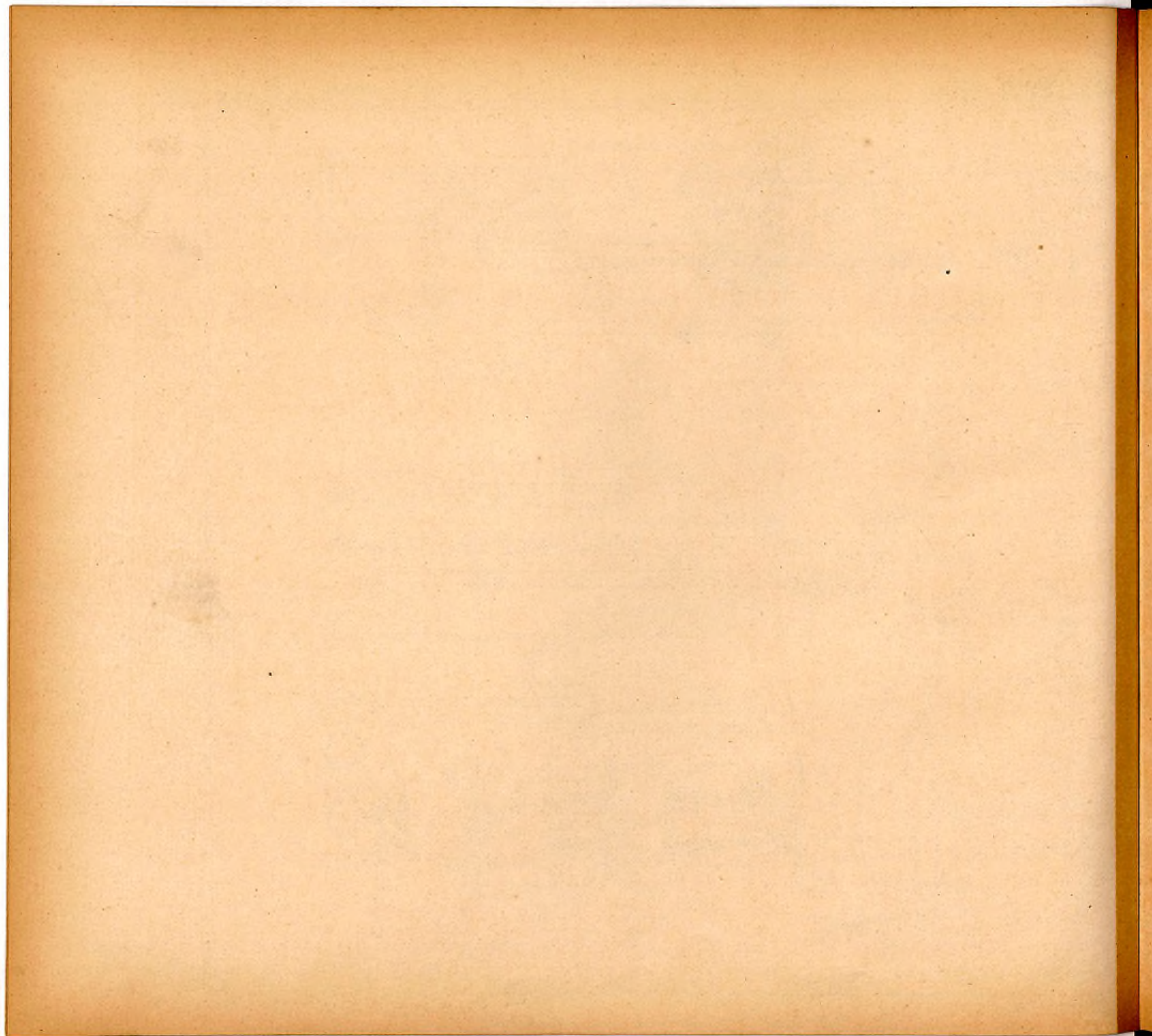
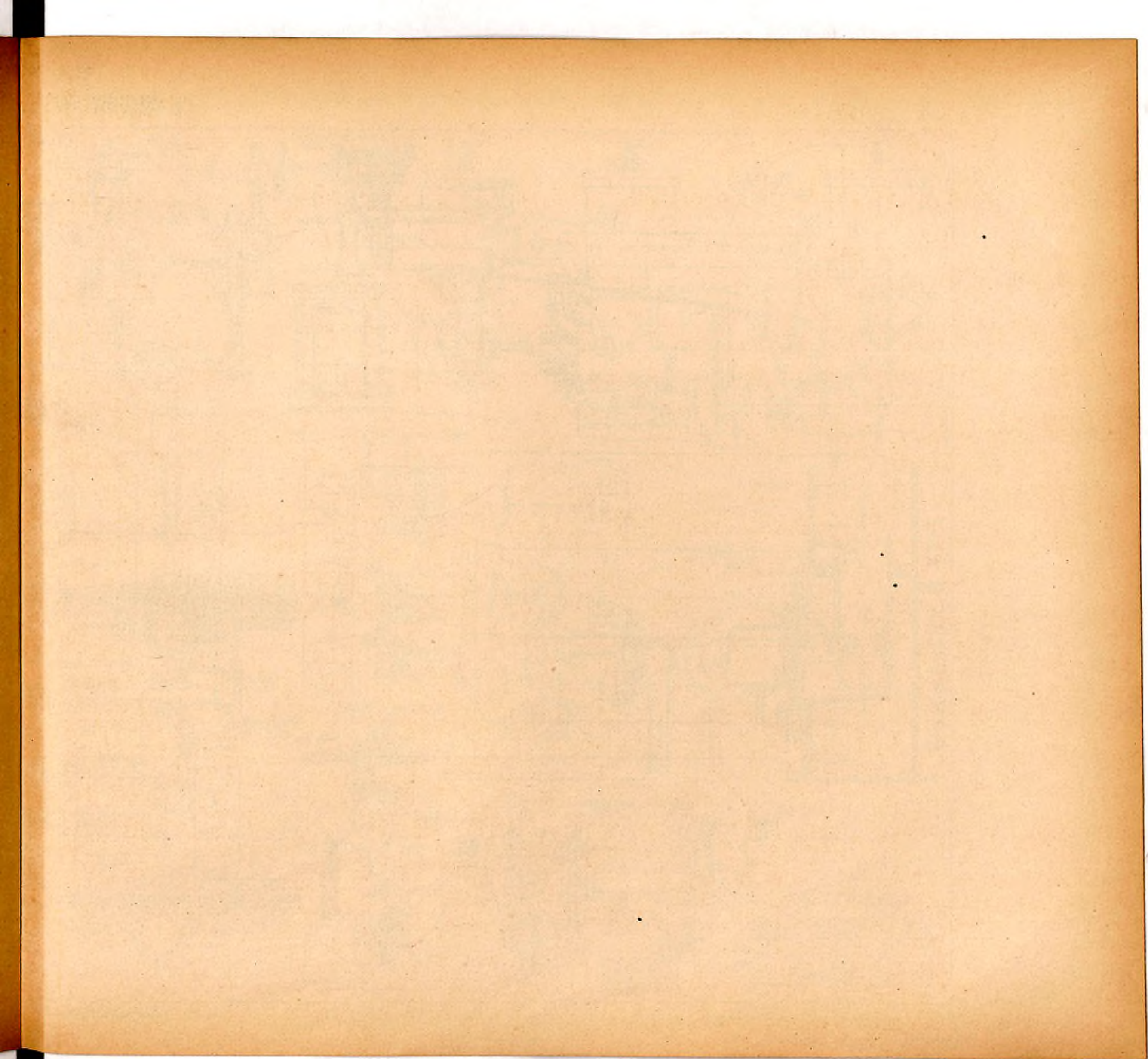
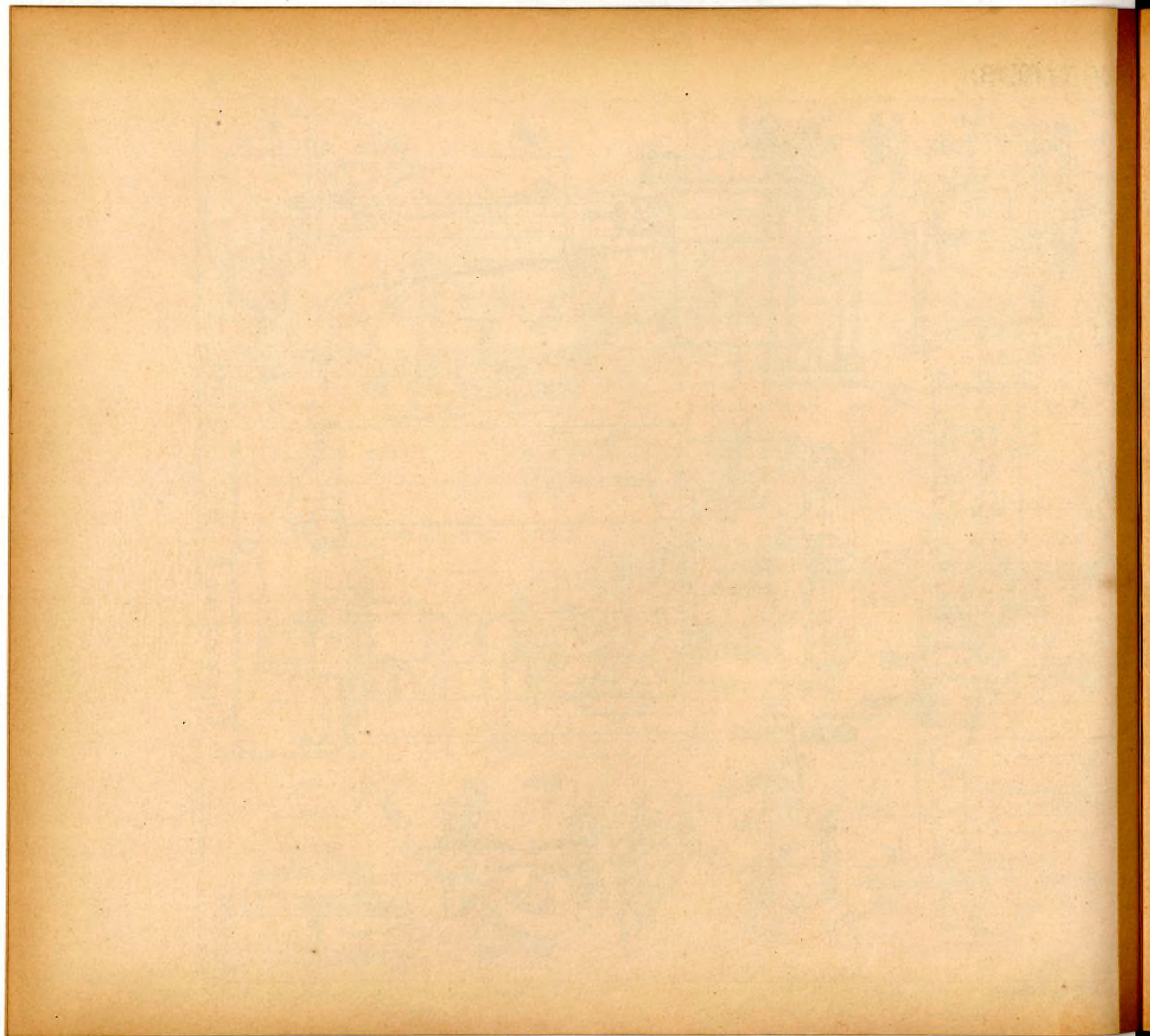


Fig. 13 à 15
Moteur du 1^{er} type.











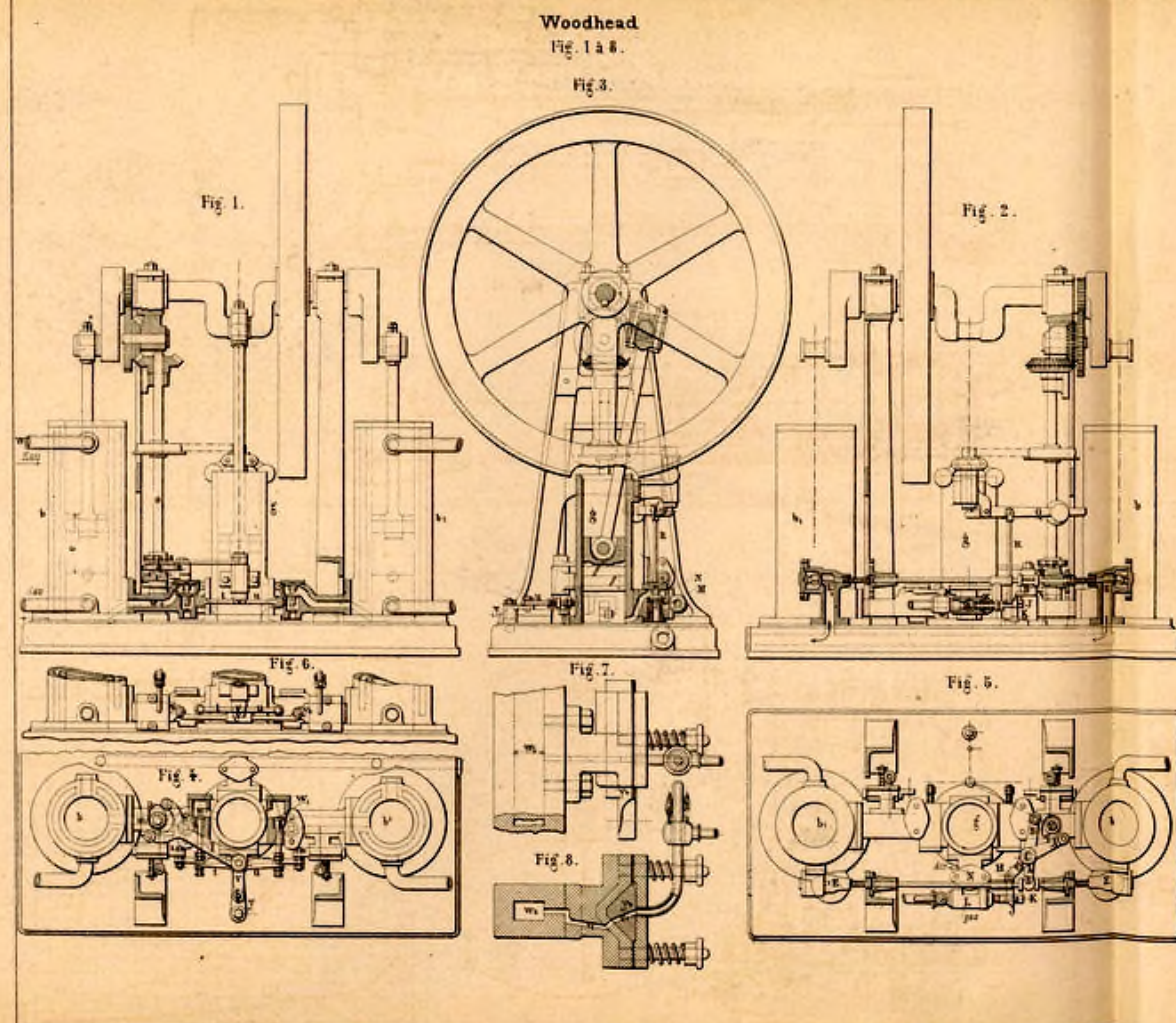


Fig. 1 a 8.

Fig. 3

Fig. 1.

Fig. 2.

Fig. 6.

Fig. 4.

Fig. 7

Fig. 8

Fig. 5

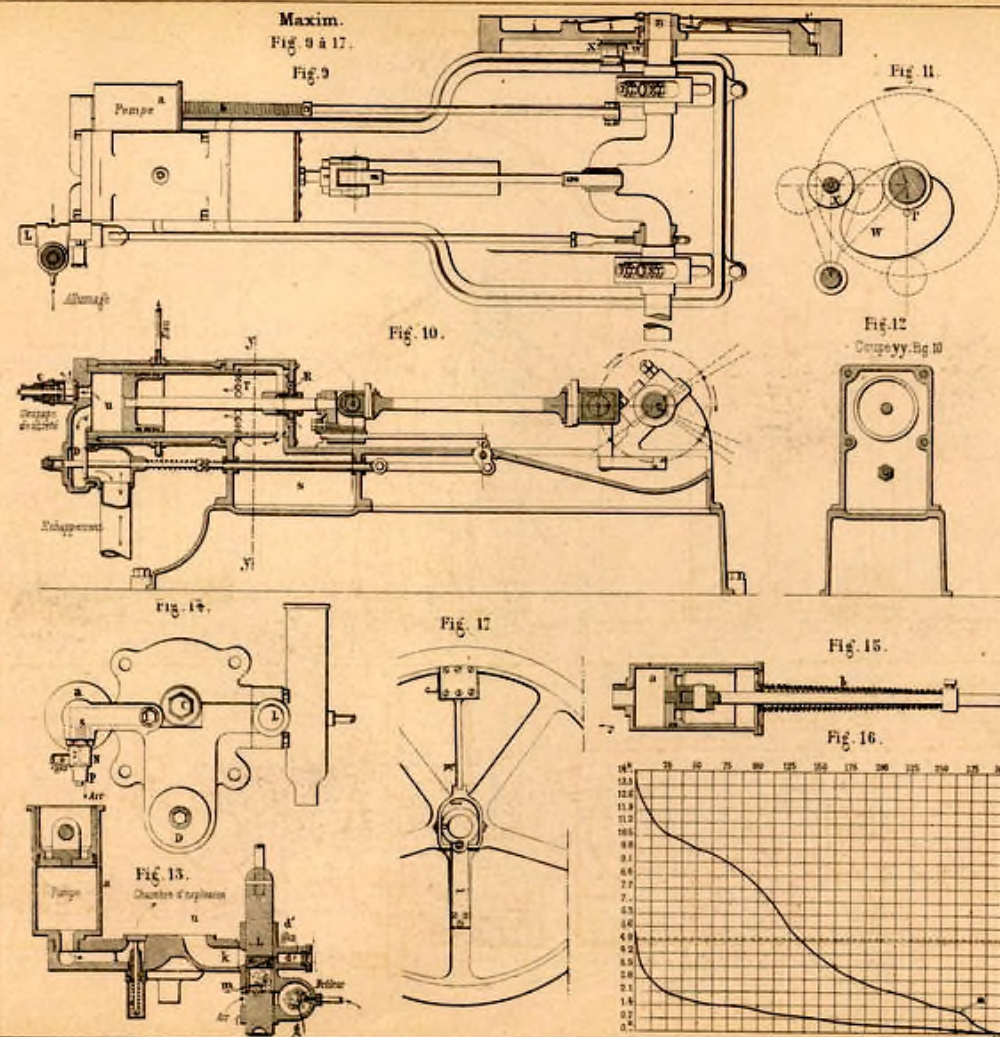


Fig. 9 à 17.

Fig. 3

Fig. 10

Fig. 10

Fig.12

- Coupe VV. Ba 10

Fig. 14

Fig. 17

Fig. 15

Fig. 16

FIG. 13

Chambre d'explication



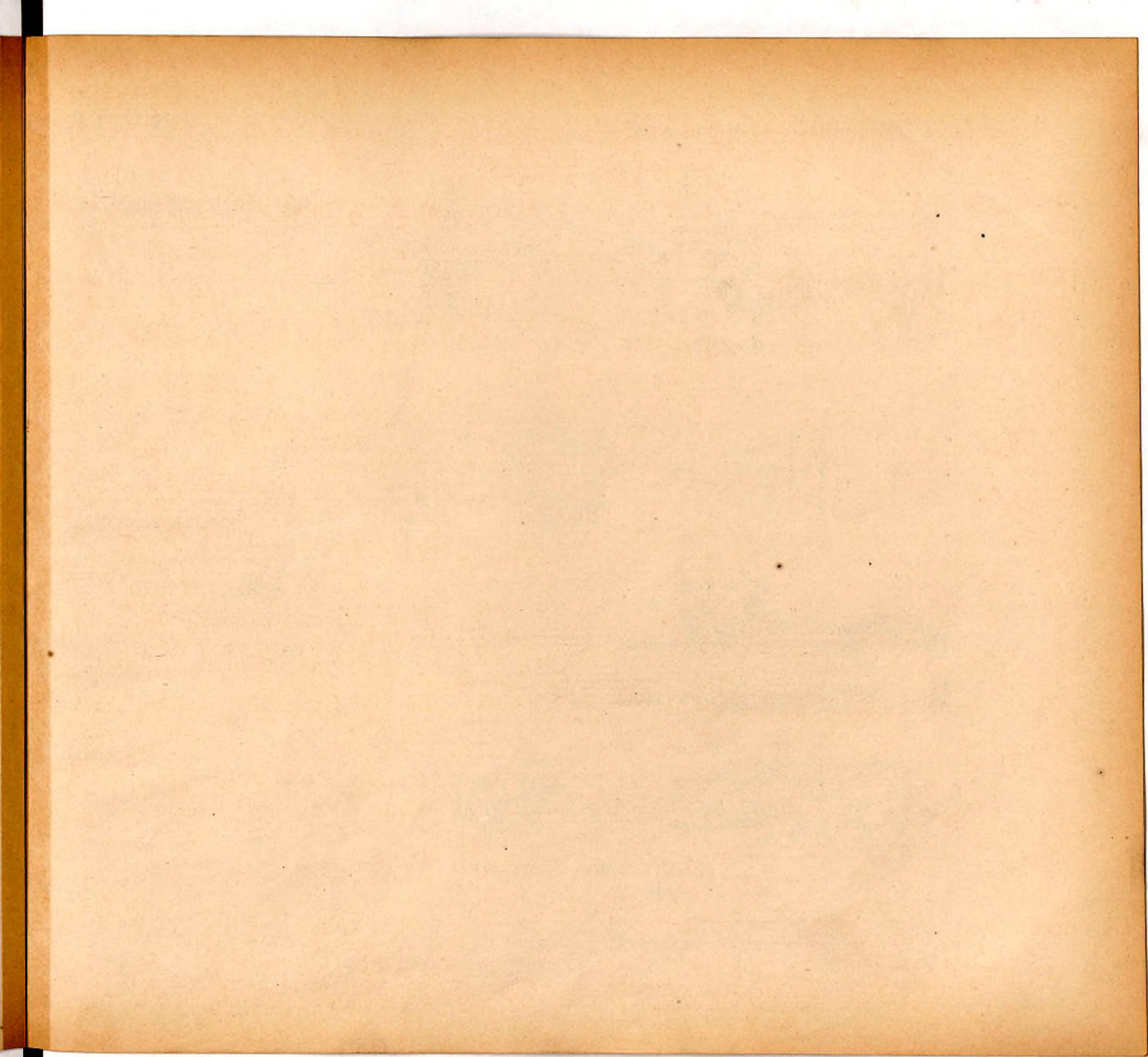






Fig. 1. Robson . Fig. 1 à 11.

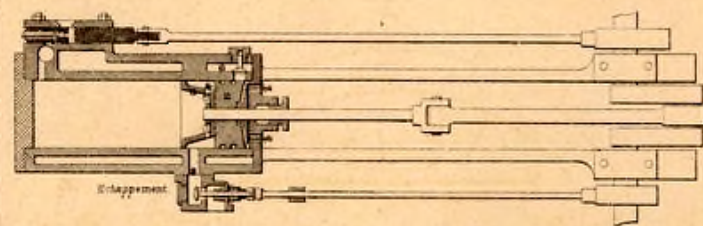


Fig. 2.

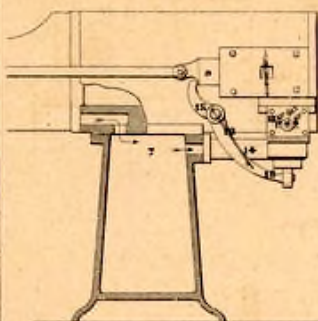


Fig. 3.

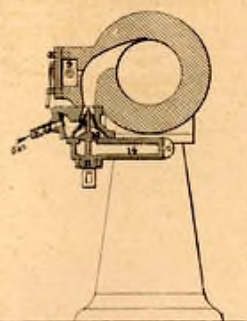


Fig. 7. Allumage.

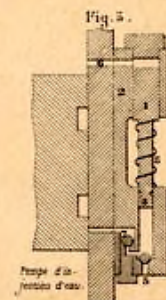
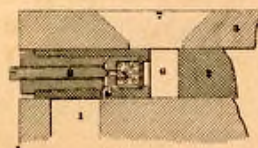


Fig. 11.

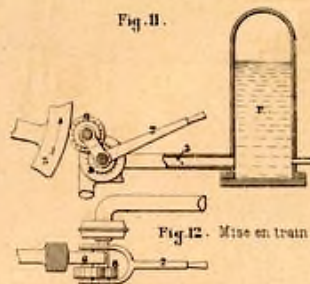
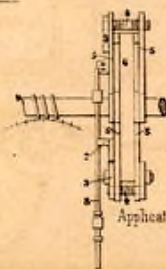


Fig. 12. Mise en train.



Fig. 10.



Application aux treuils.

Fig. 9.

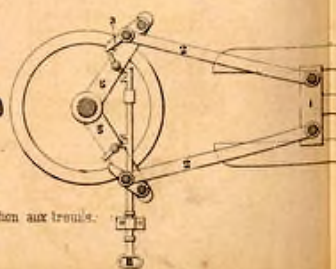
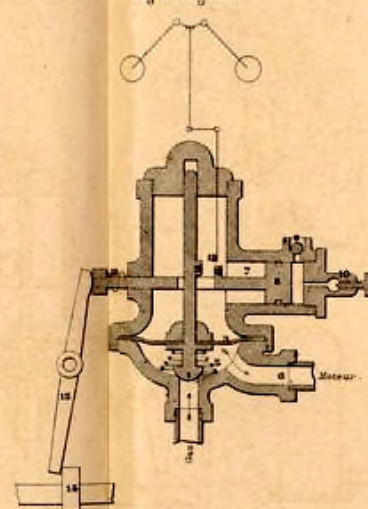


Fig. 8. Régulateur.



Leo Funk . Fig. 13.

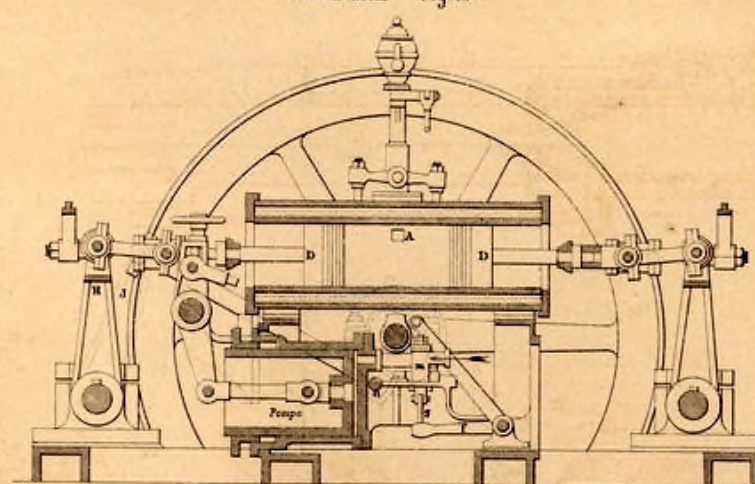


Fig. 4.

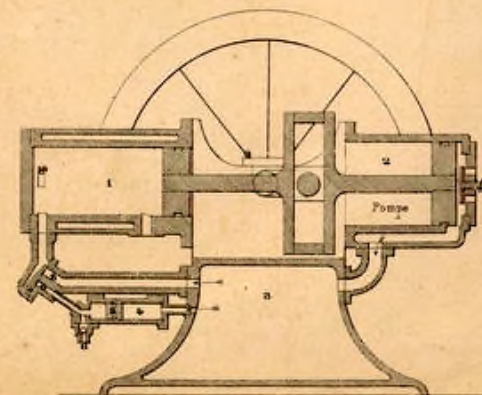
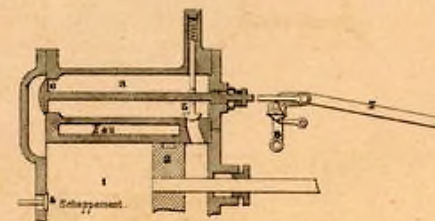
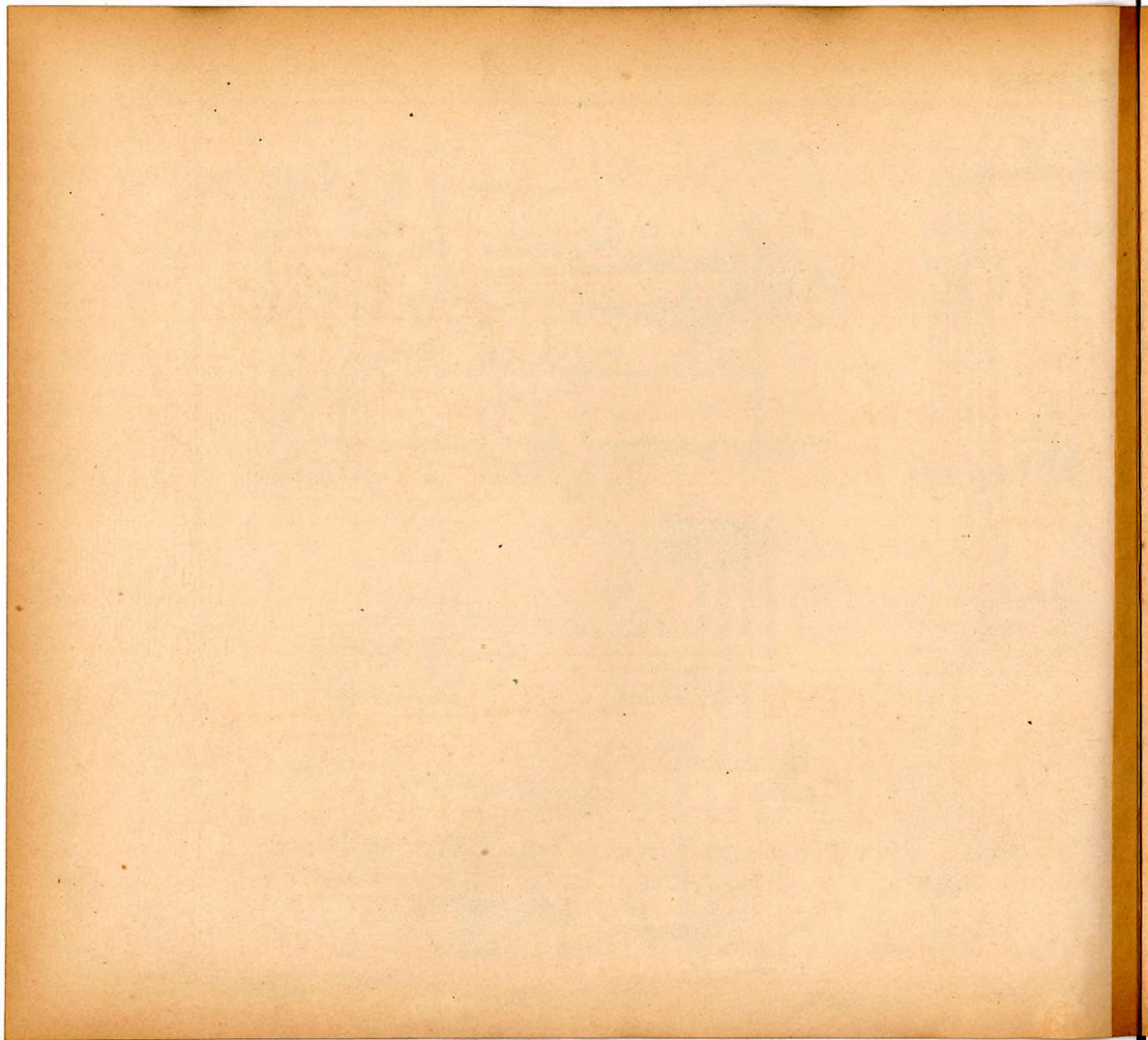


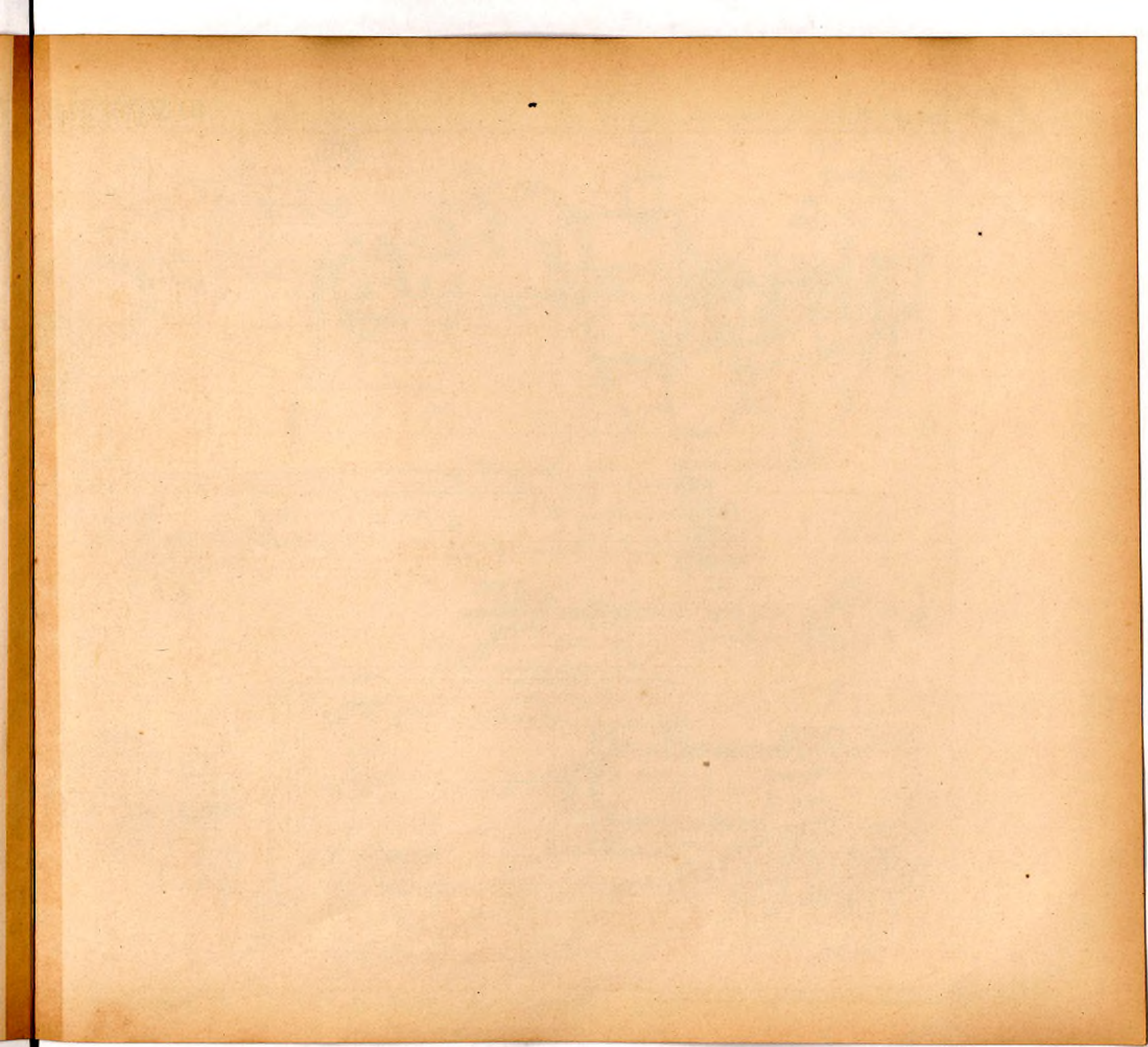
Fig. 6.

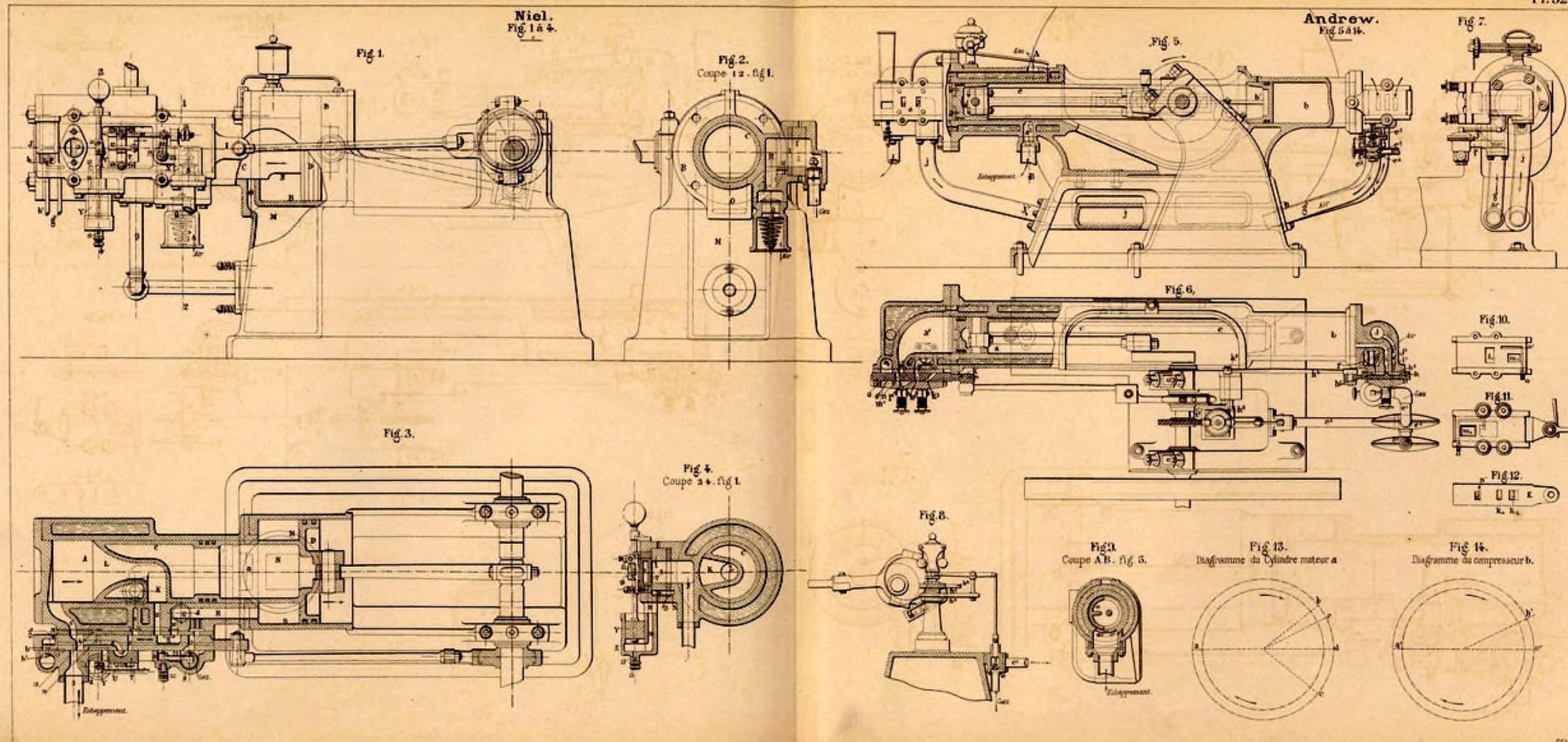




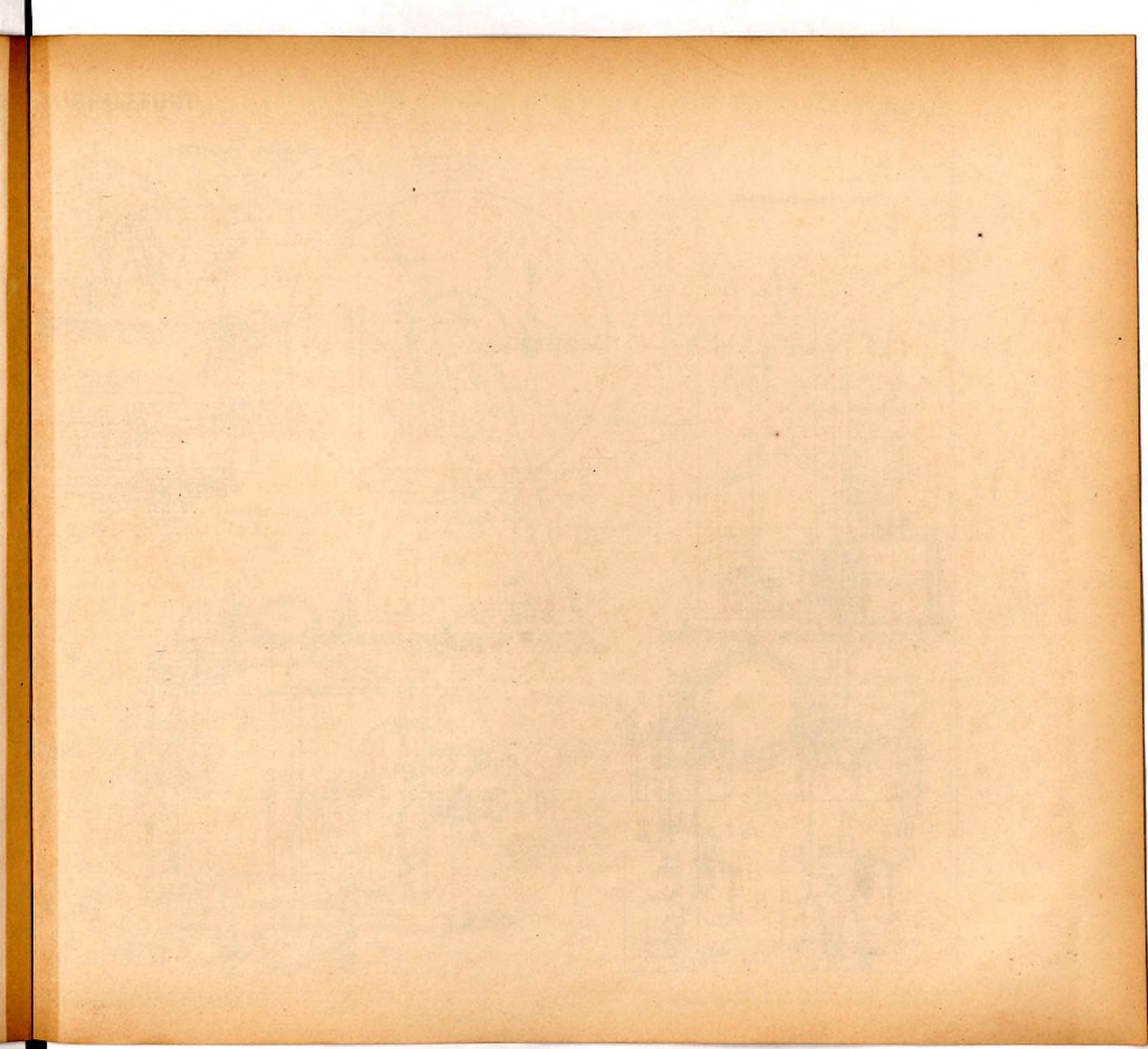


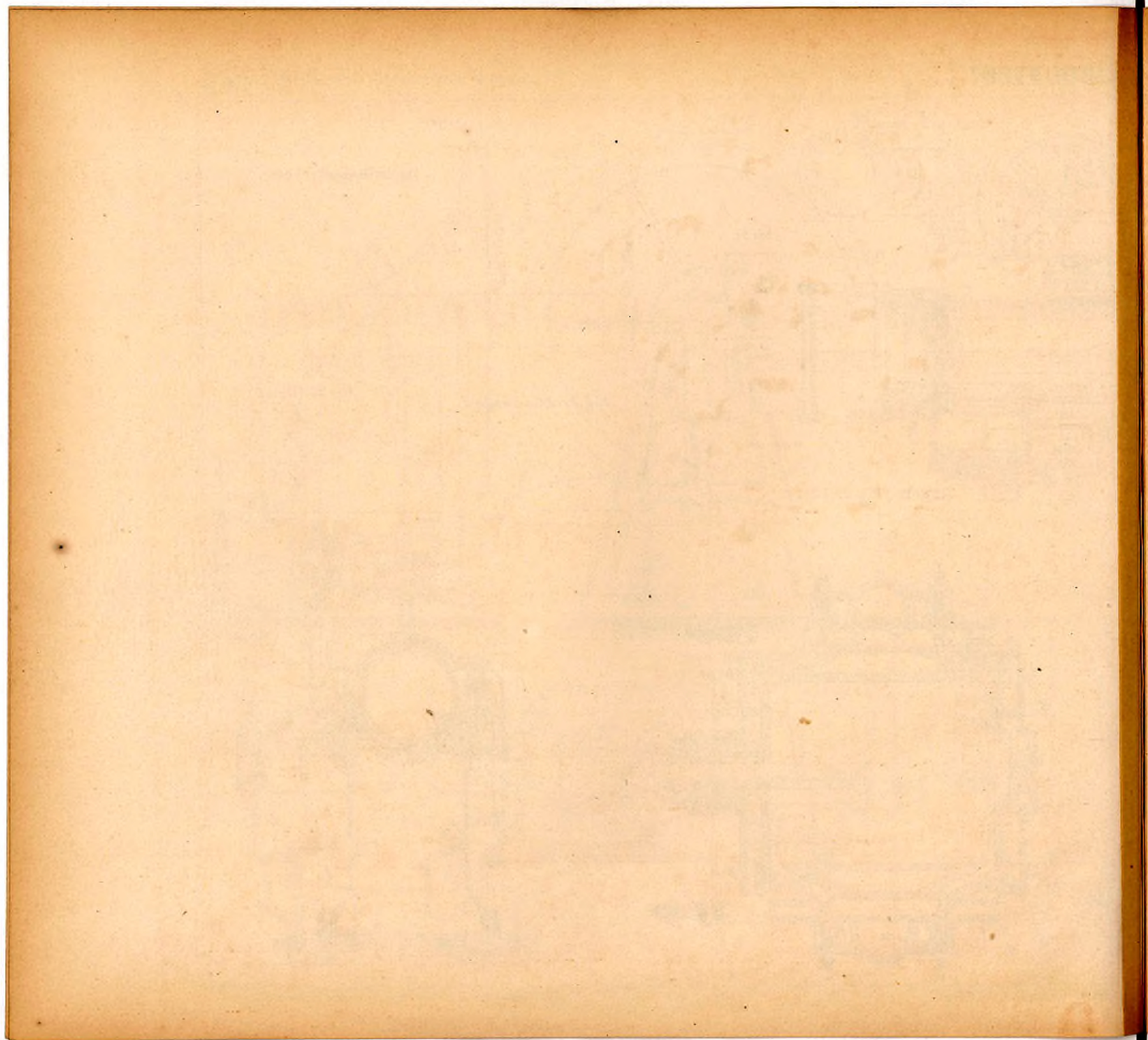










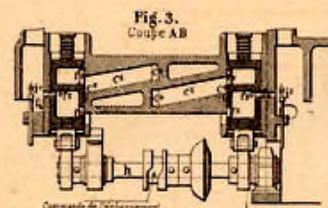
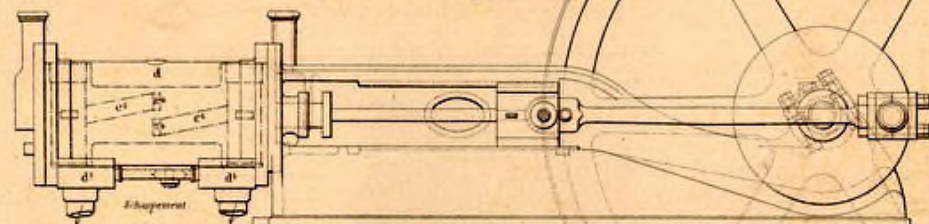




Rhodes, Goodbrand & Holland.

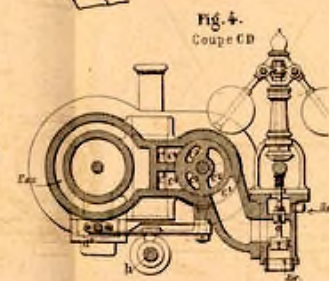
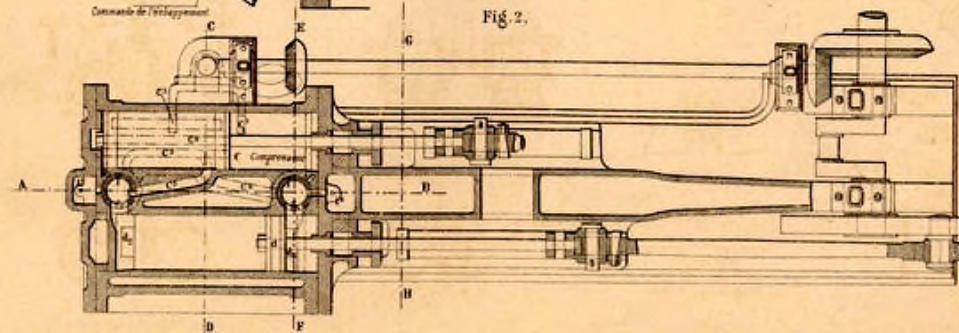
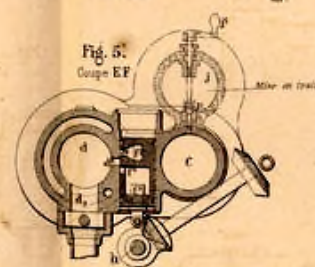
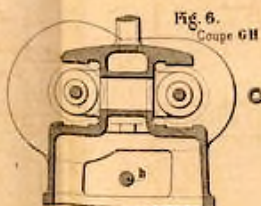
Fig. 1 à 7

Fig. 1.



Commande de l'échappement

Fig. 2.

Fig. 4.
Coupe CDFig. 5.
Coupe EFFig. 6.
Coupe GH

Clayton.

Fig. 7 à 14.

Fig. 7.

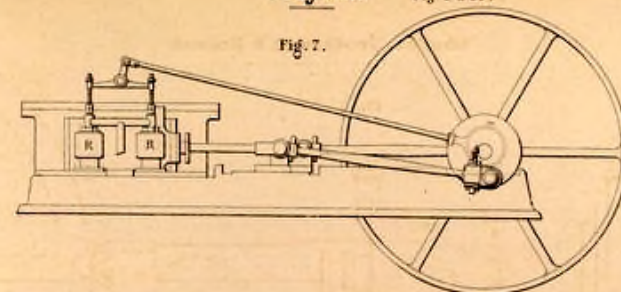


Fig. 8.

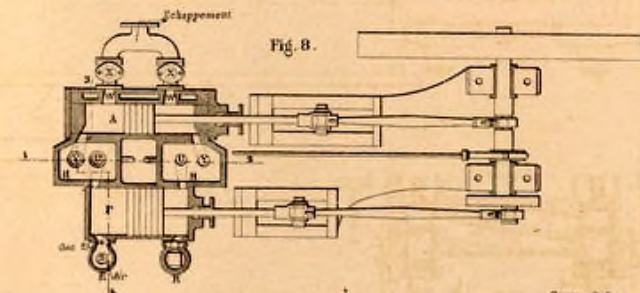
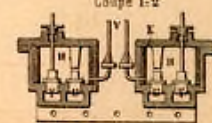
Fig. 11.
Coupe I-2

Fig. 13.



Fig. 14.



Fig. 12.

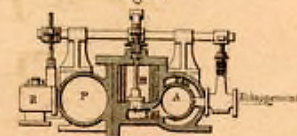
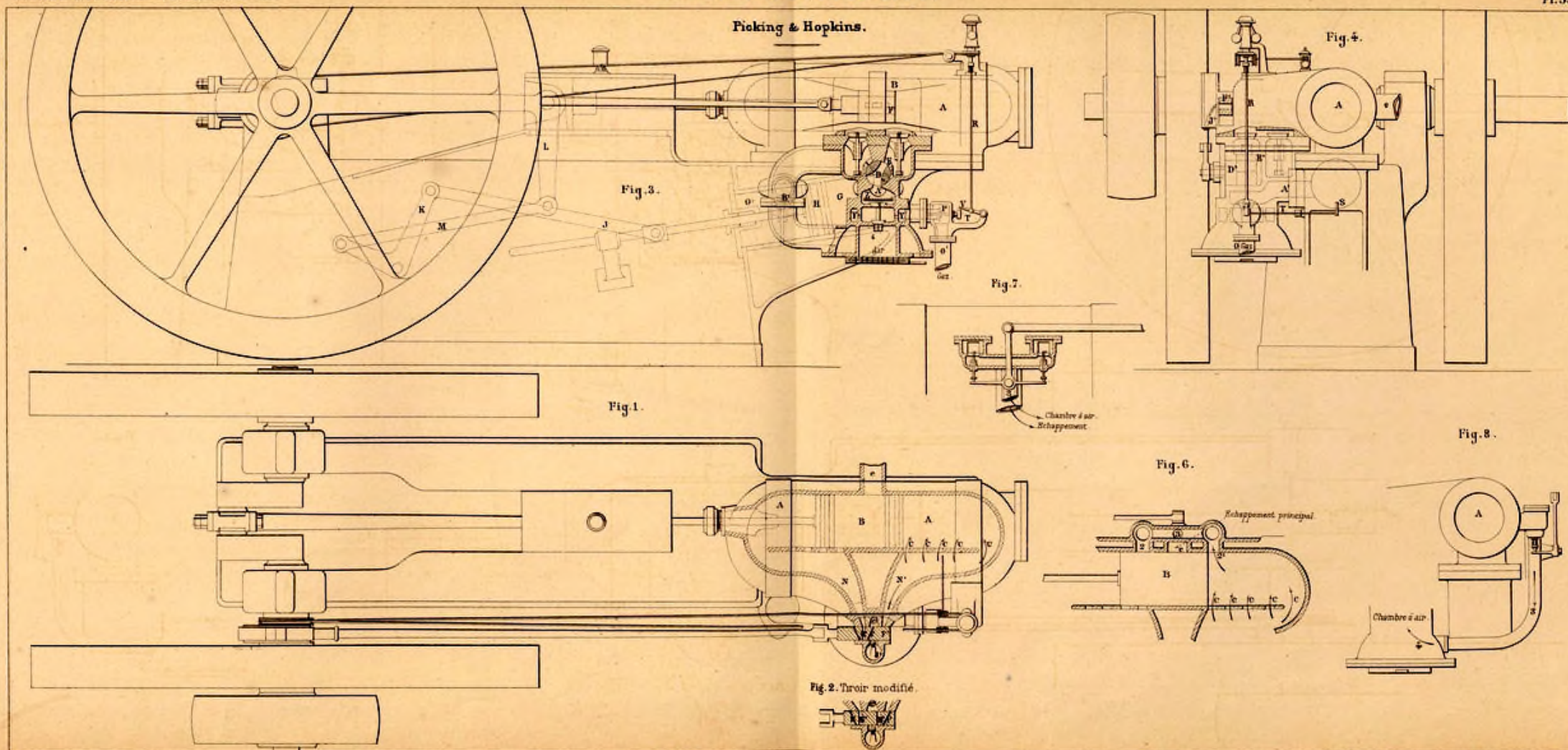
Coupe 3-4
Fig. 10.

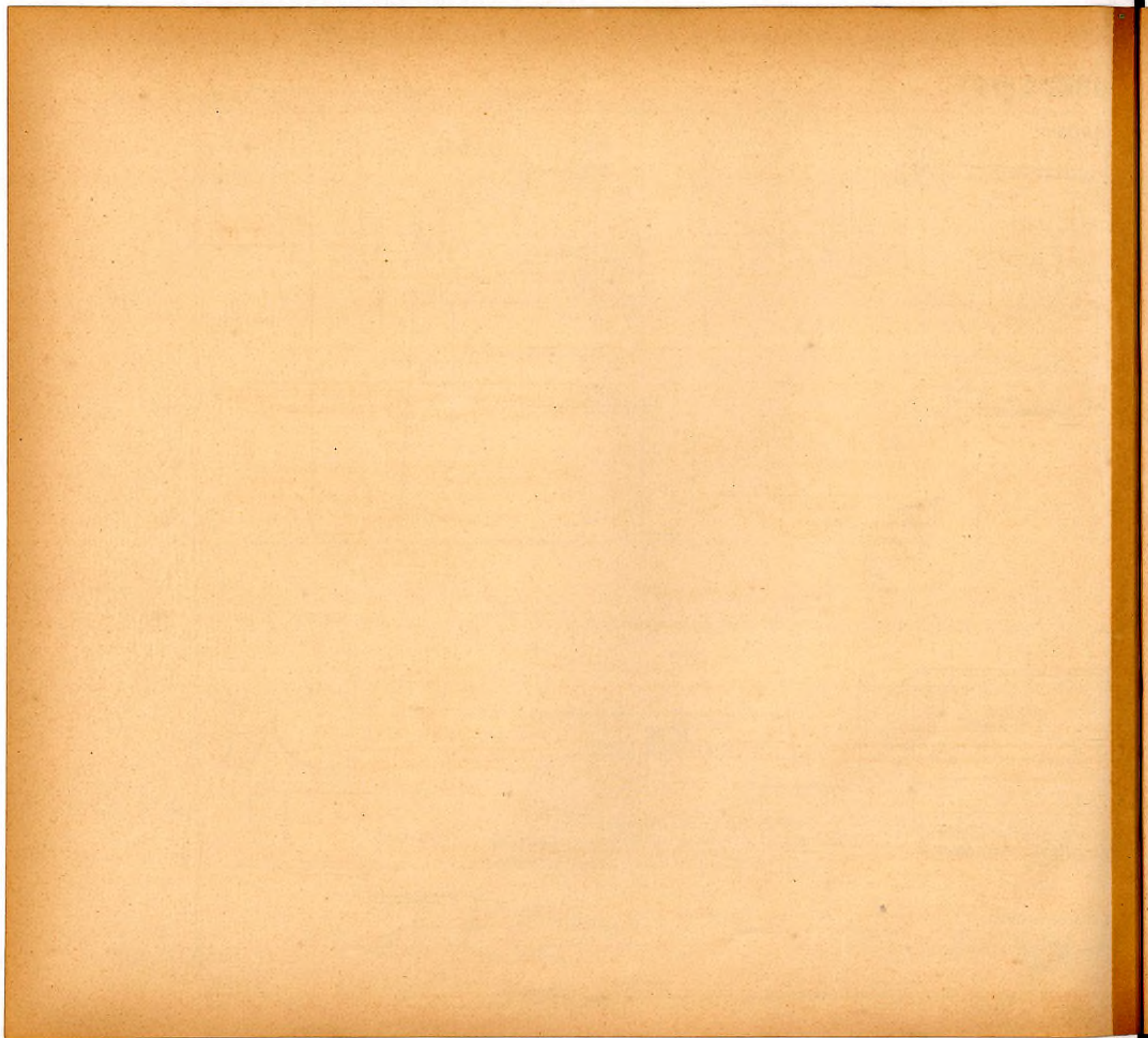
Fig. 9.

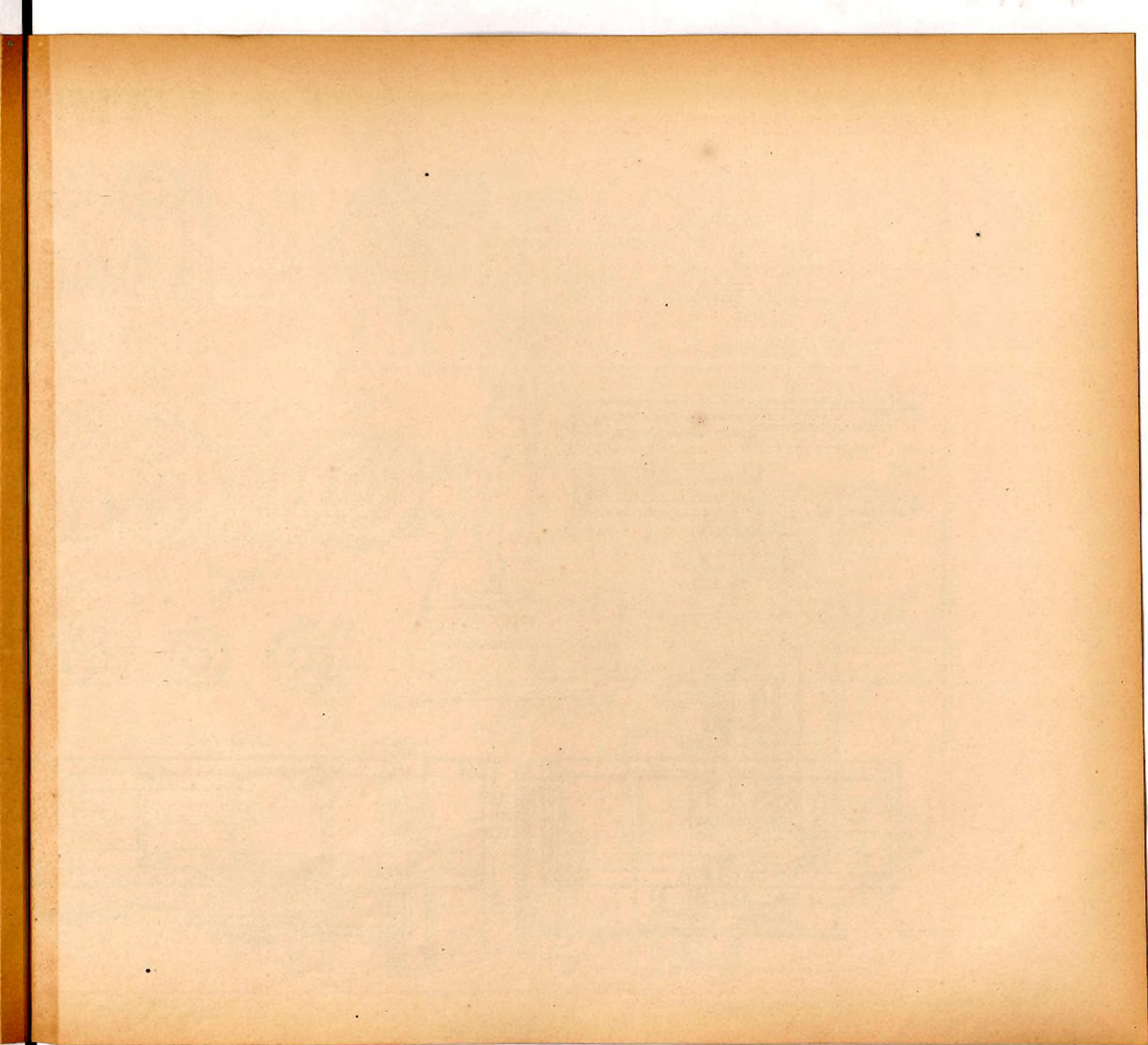


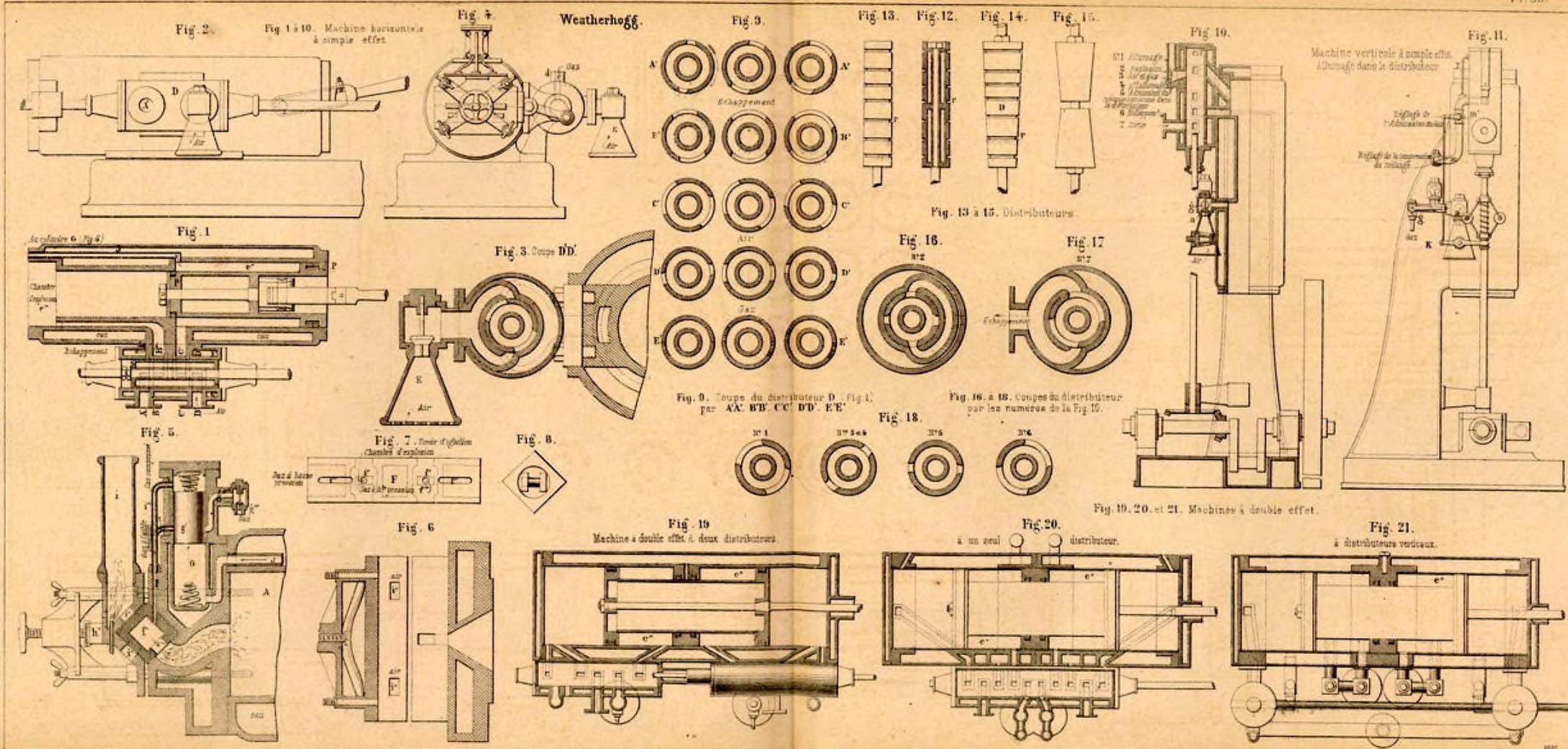


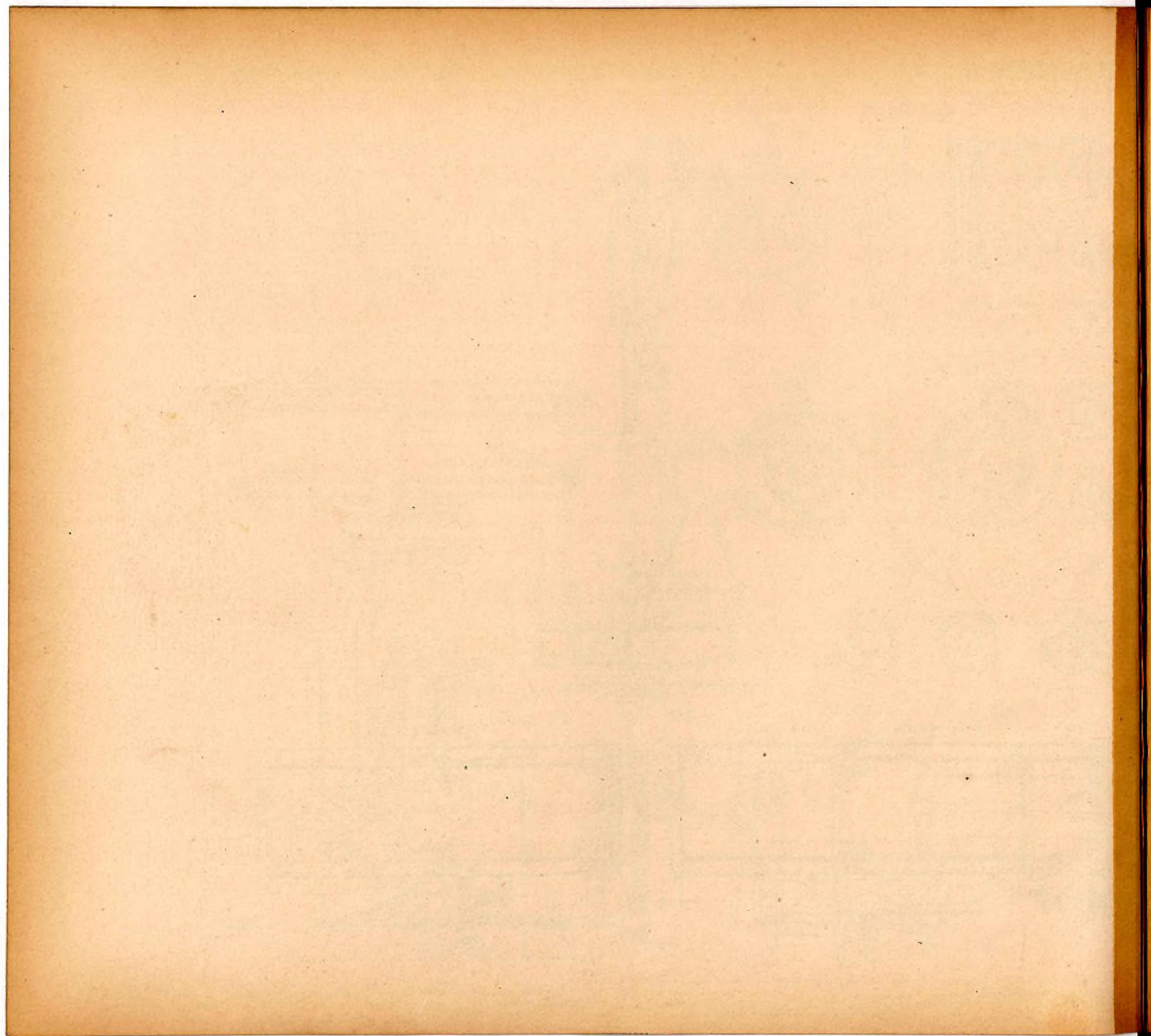


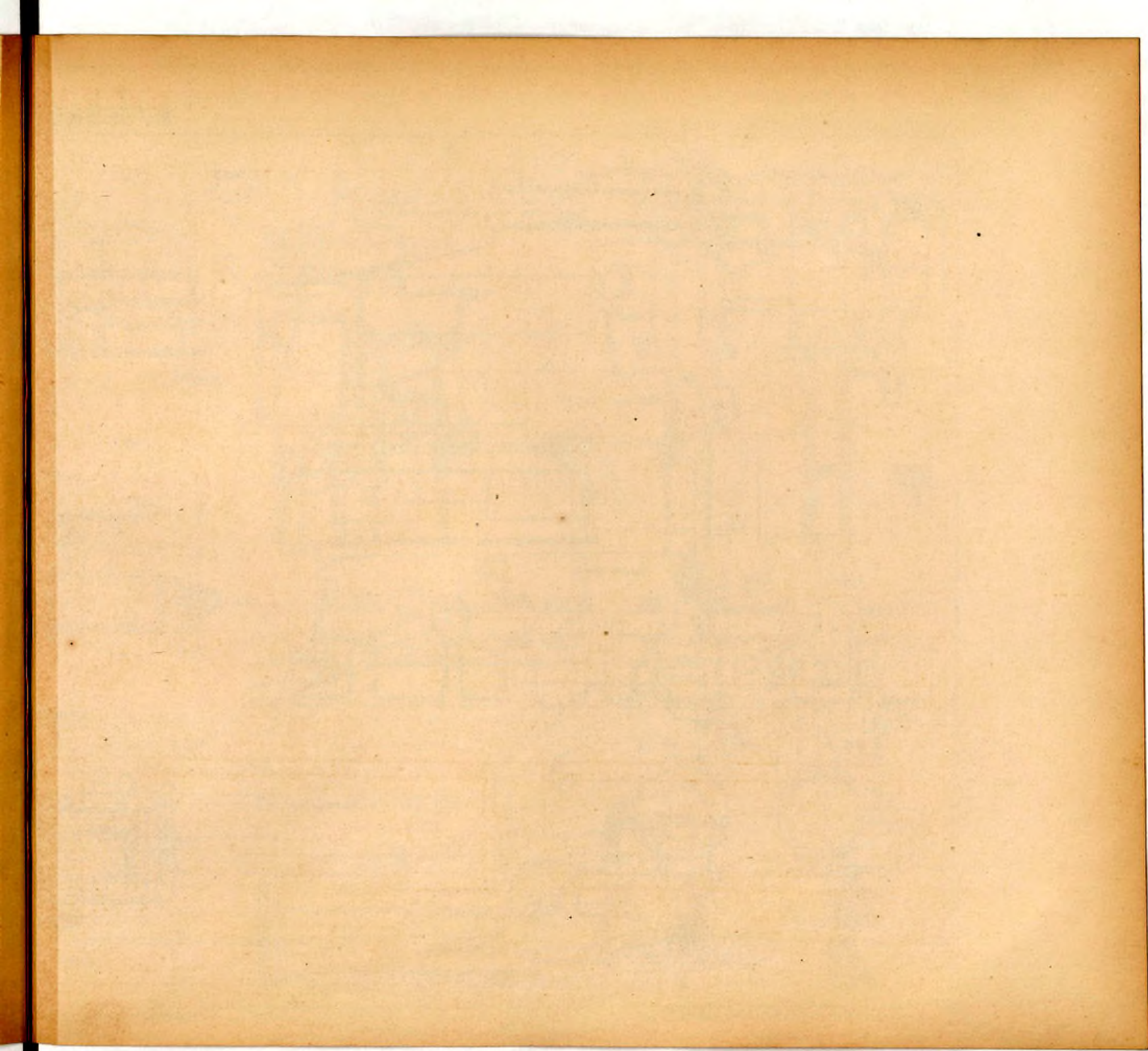


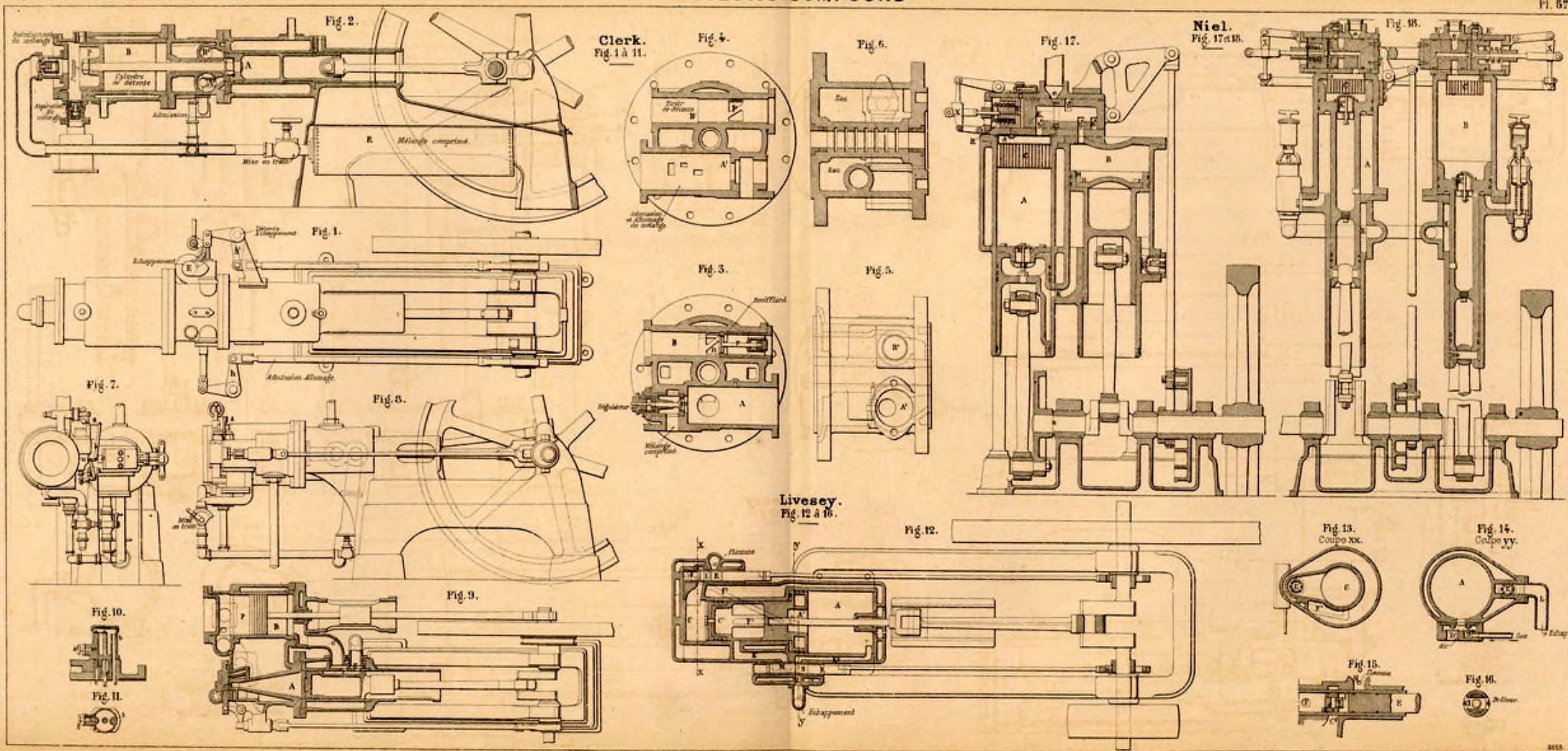












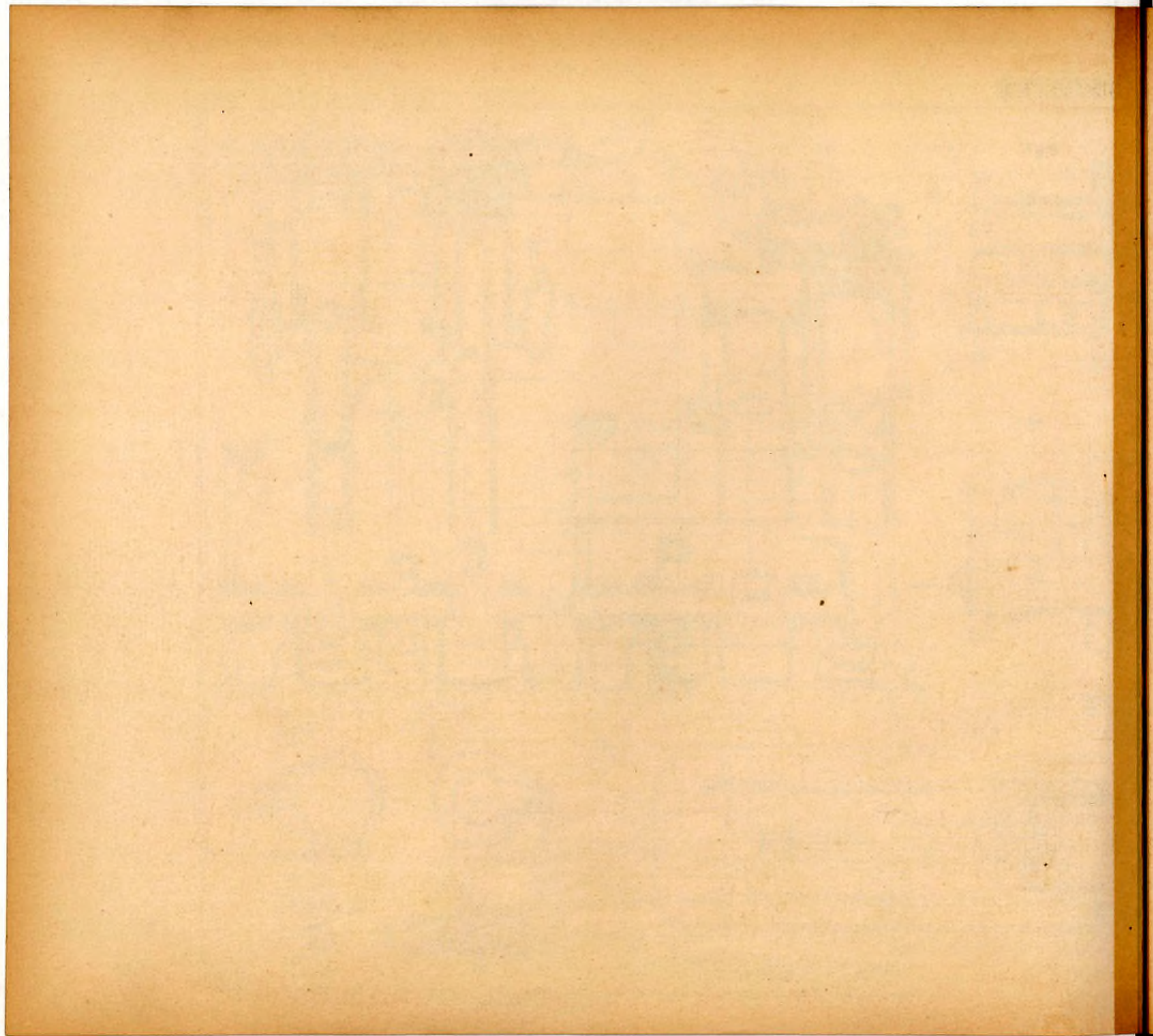
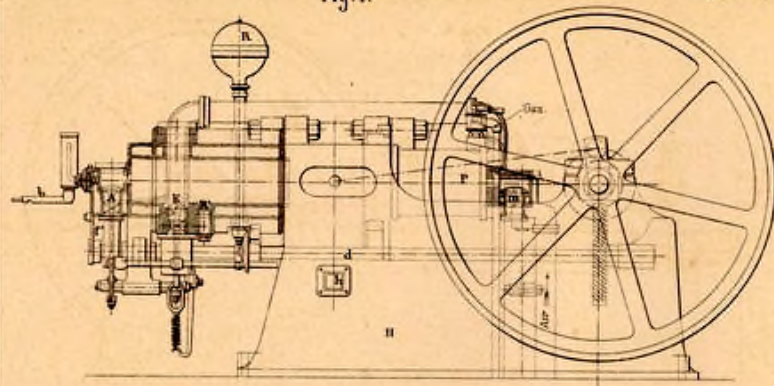




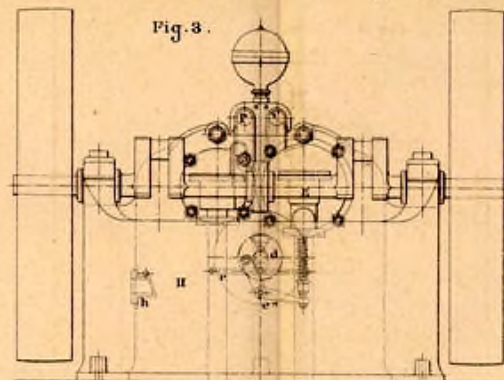
Fig. 1.

Machine Compound.



Wordsworth & Lindley.

Fig. 3.



Machine du 3^e type A.

Fig. 6.

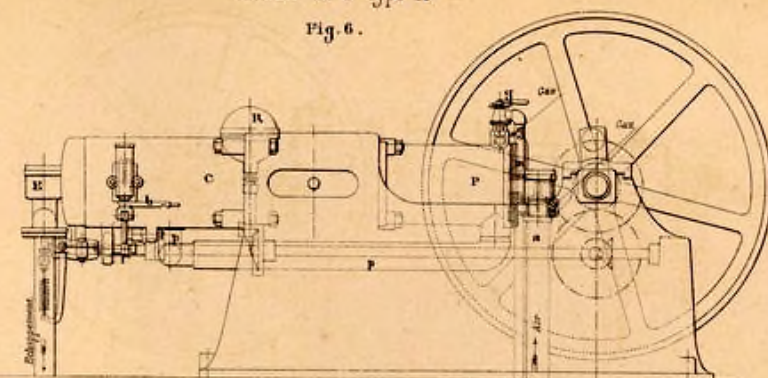


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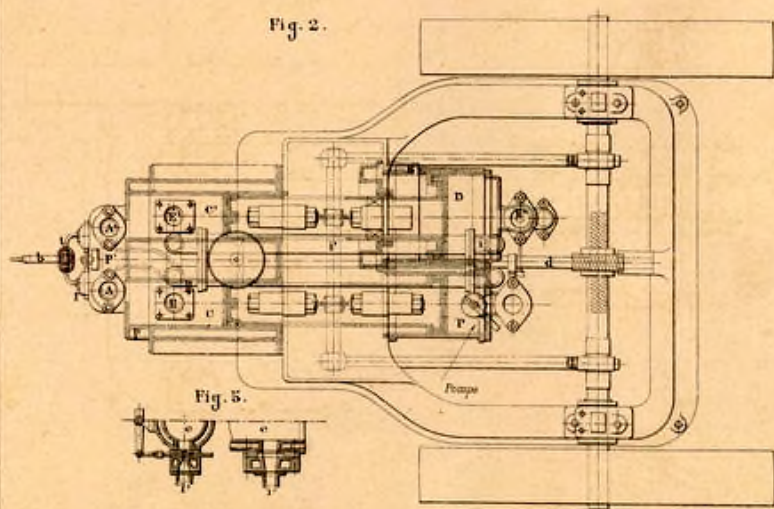


Fig. 4.

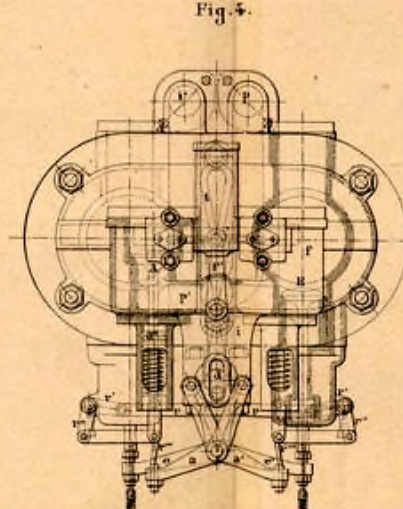


Fig. 8.

Soupape d'admission.

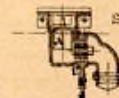


Fig. 7.

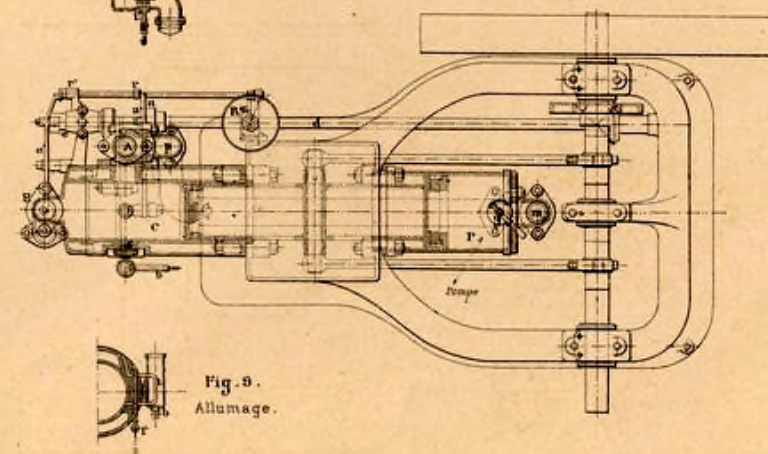
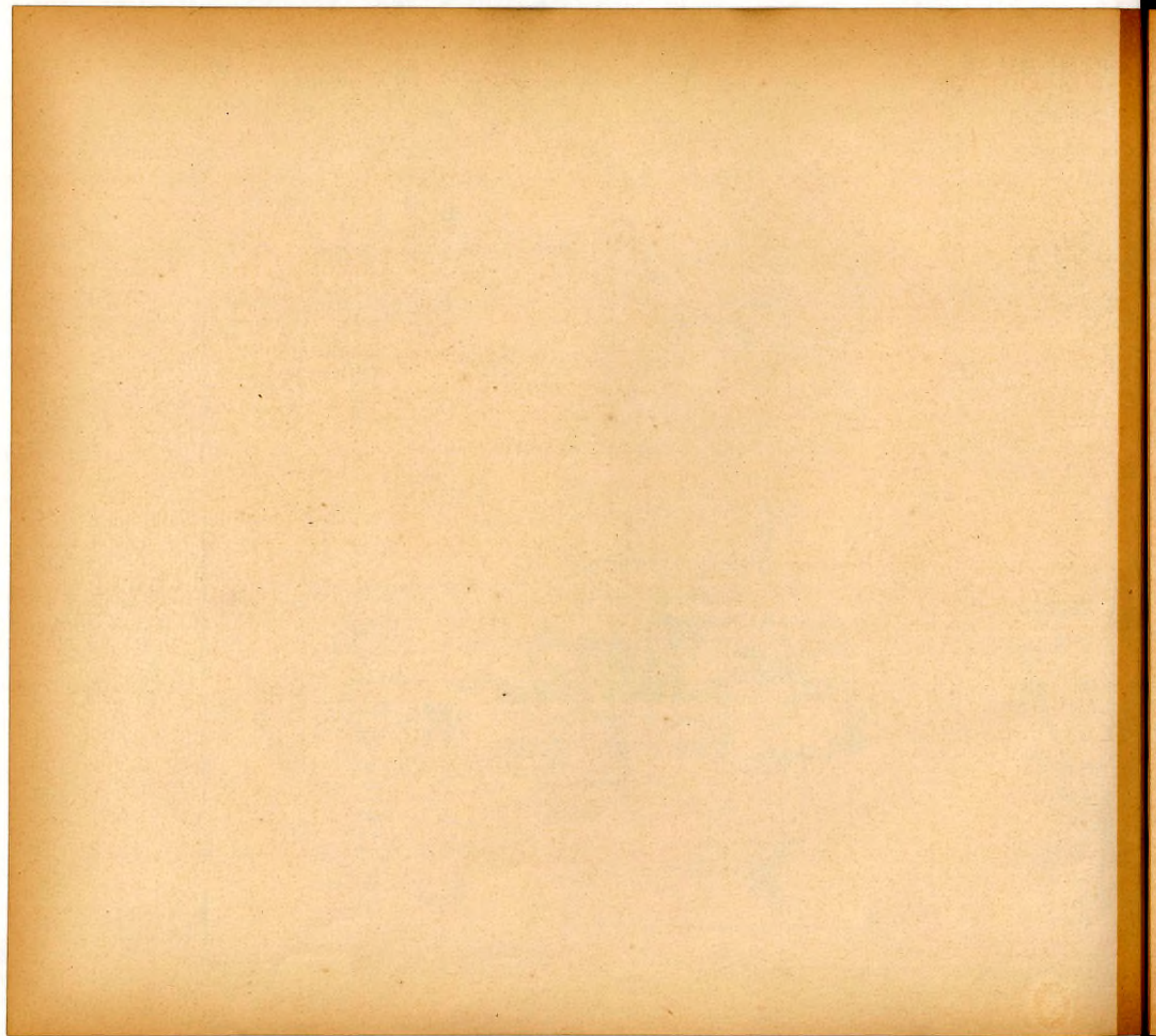


Fig. 9.

Allumage.







Simon . Fig. 1 & 3.

Fig. 1.

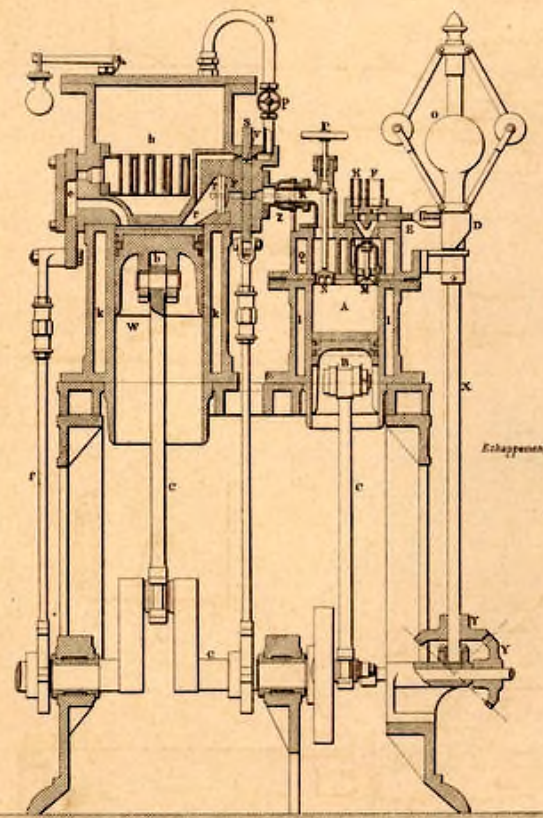


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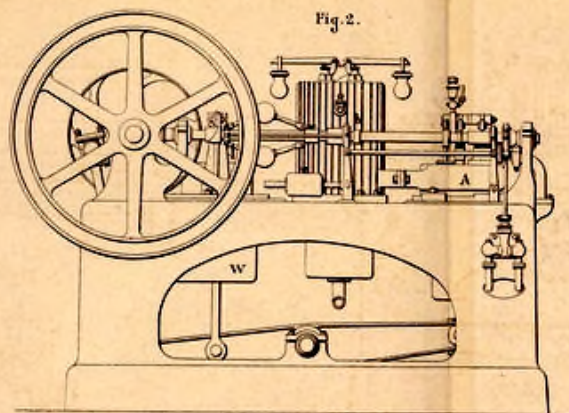
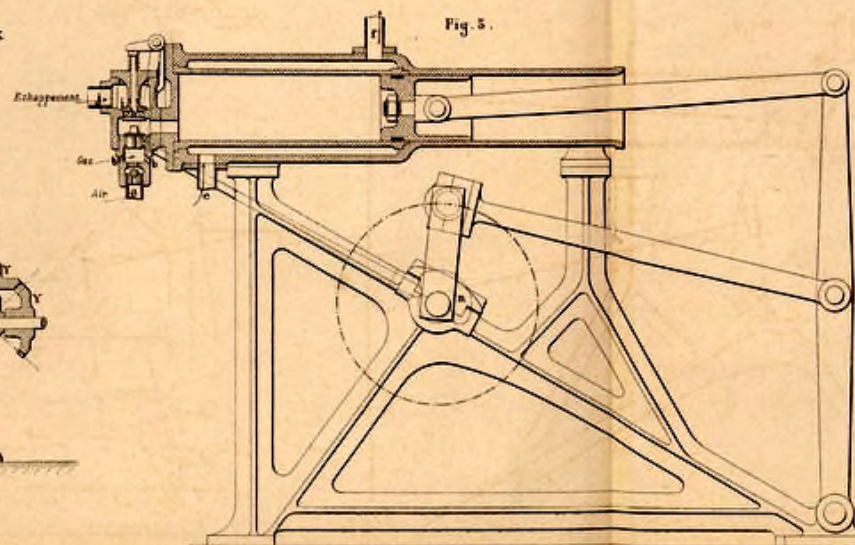


Fig. 5.



Northcott . Fig. 4 à 9.

Fig. 4.

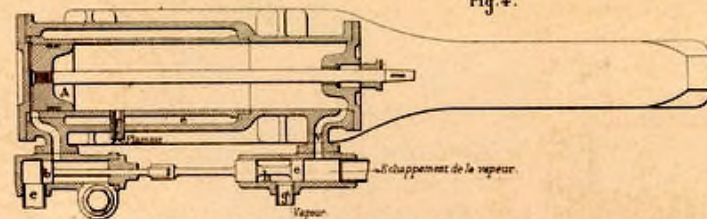


Fig. 8.

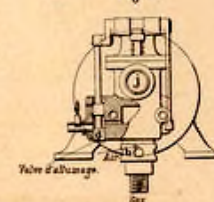


Fig. 9.

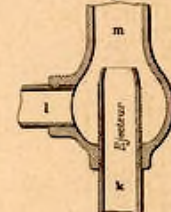


Fig. 3.



Fig. 7.

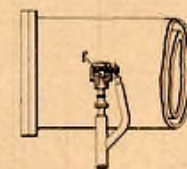
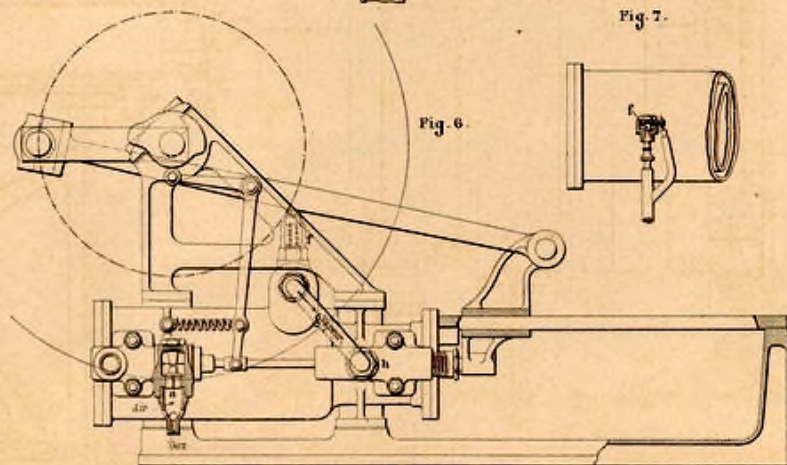
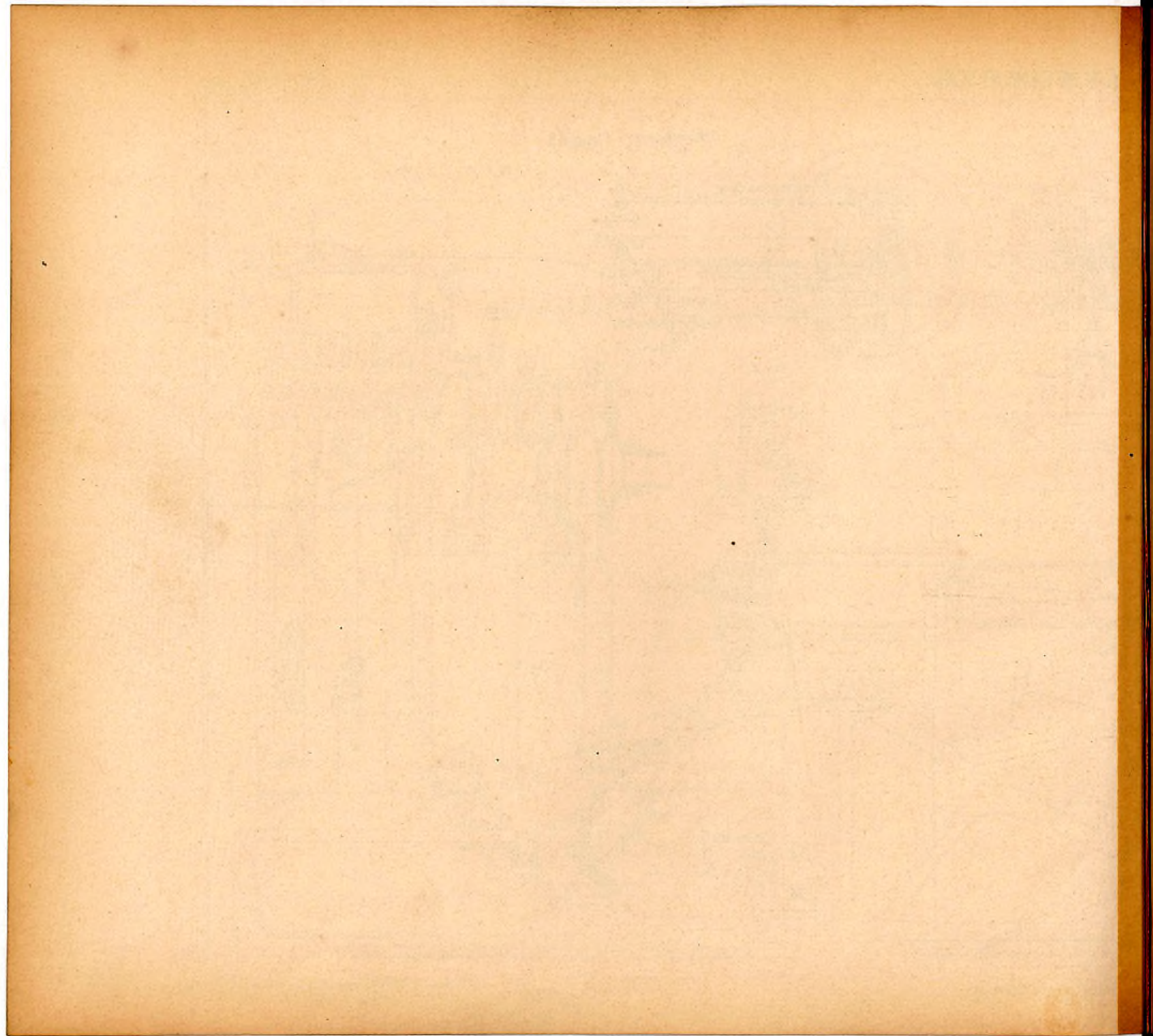
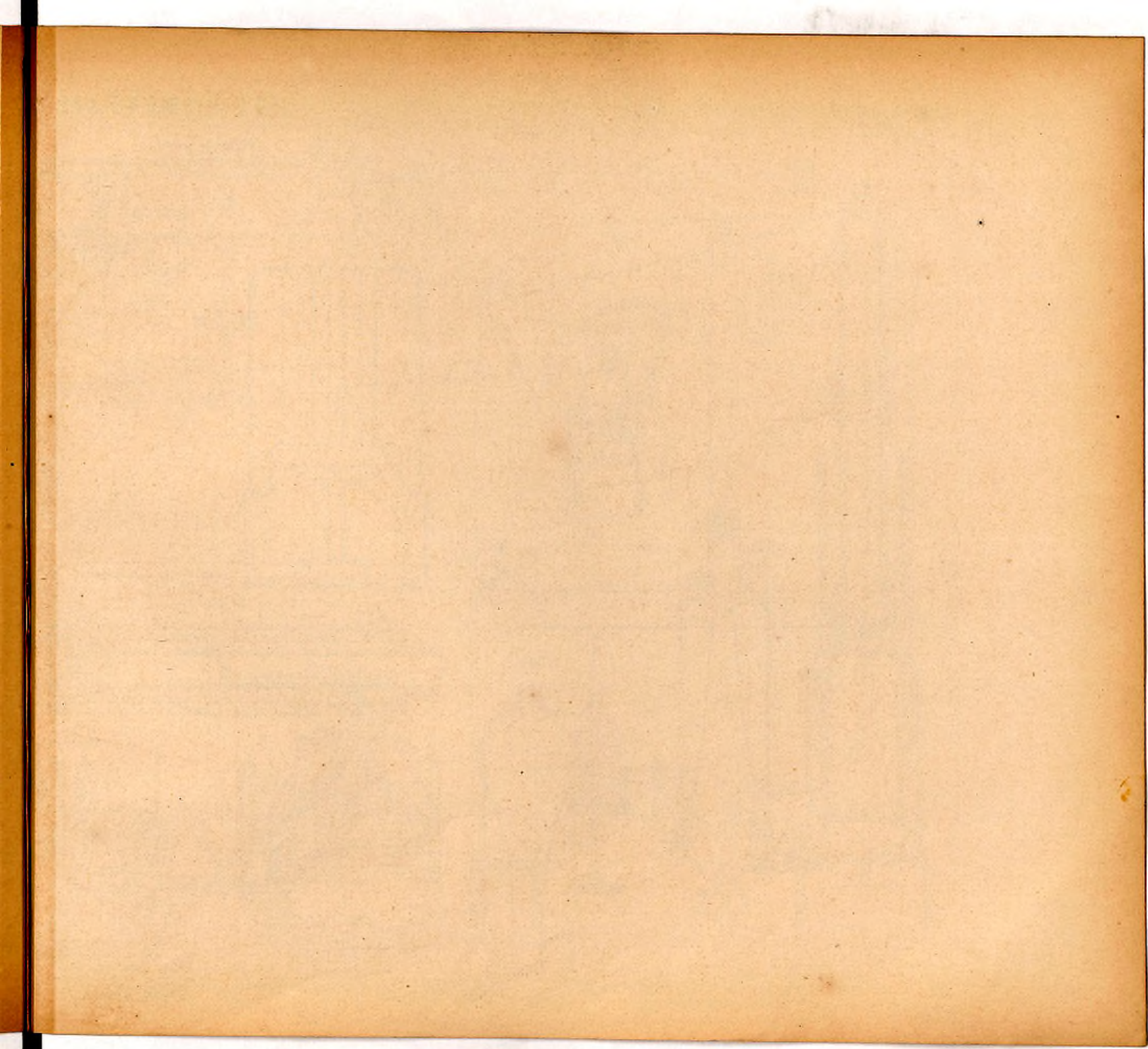
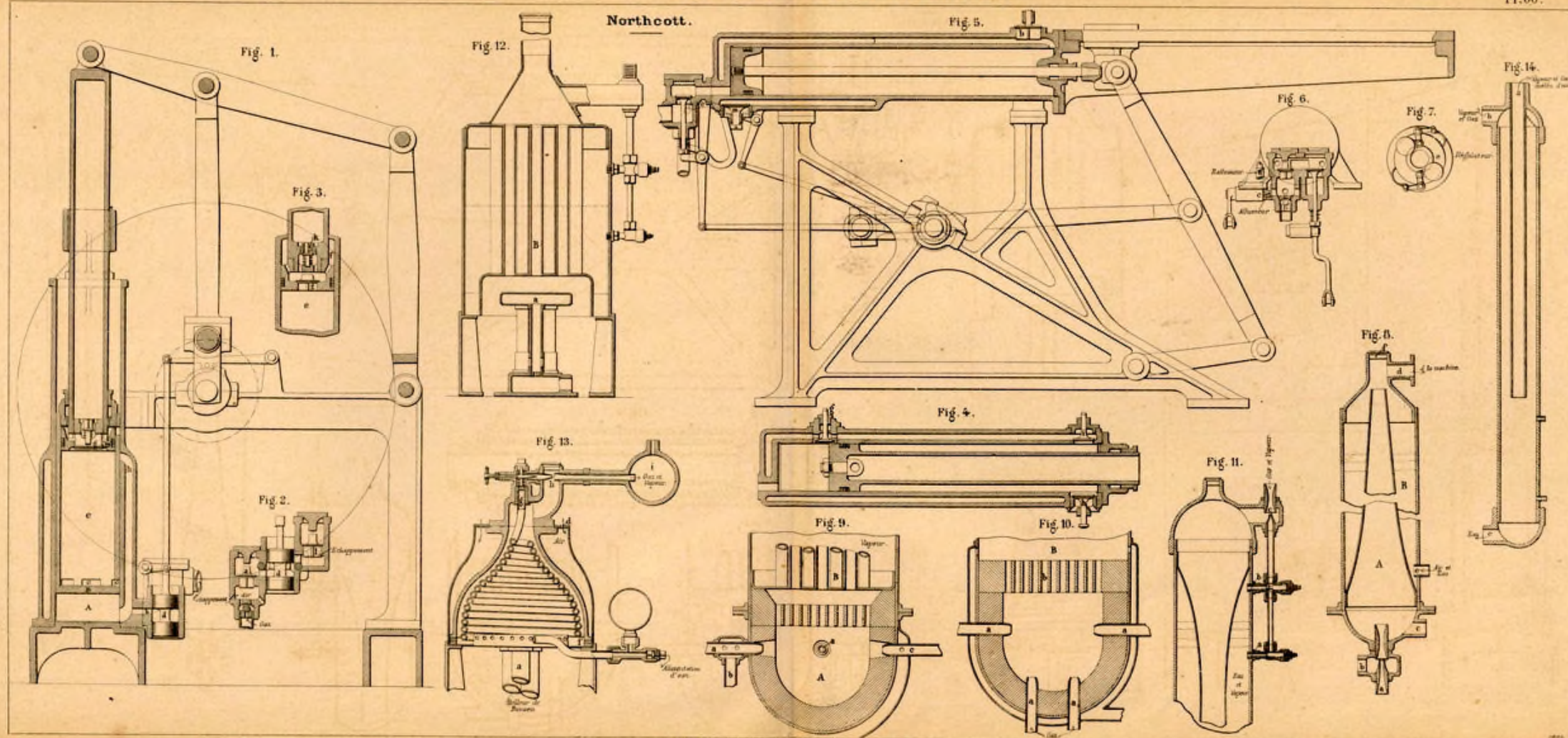


Fig. 6.

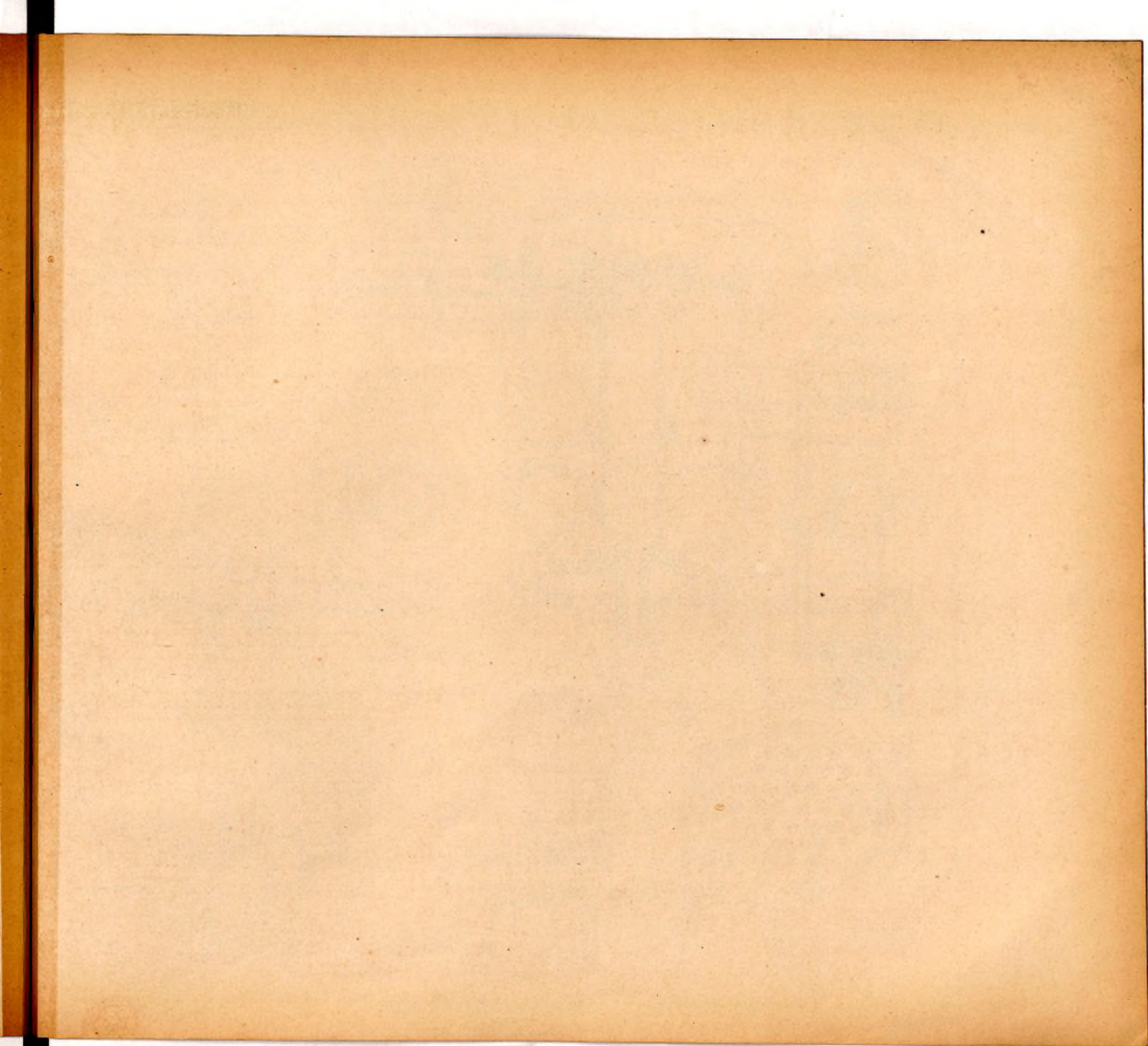


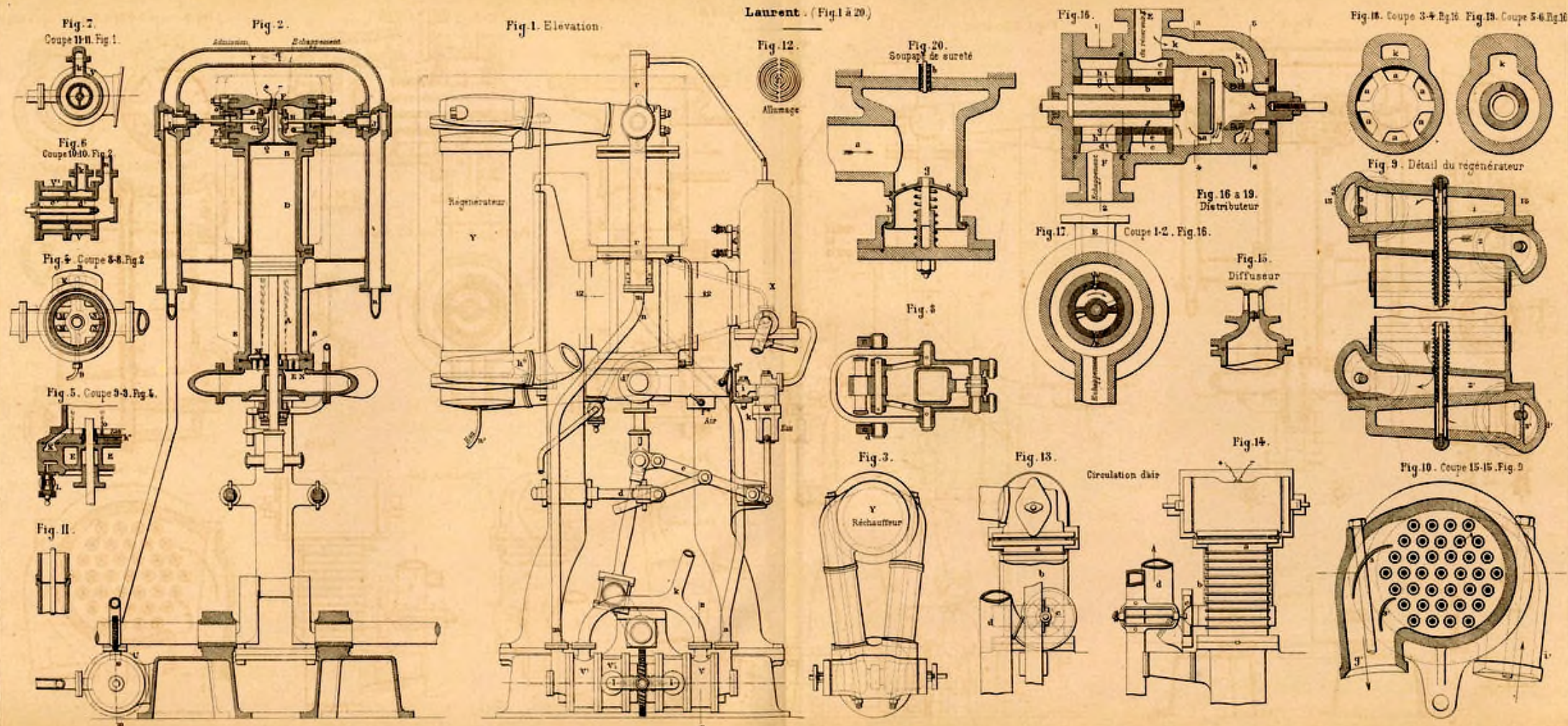


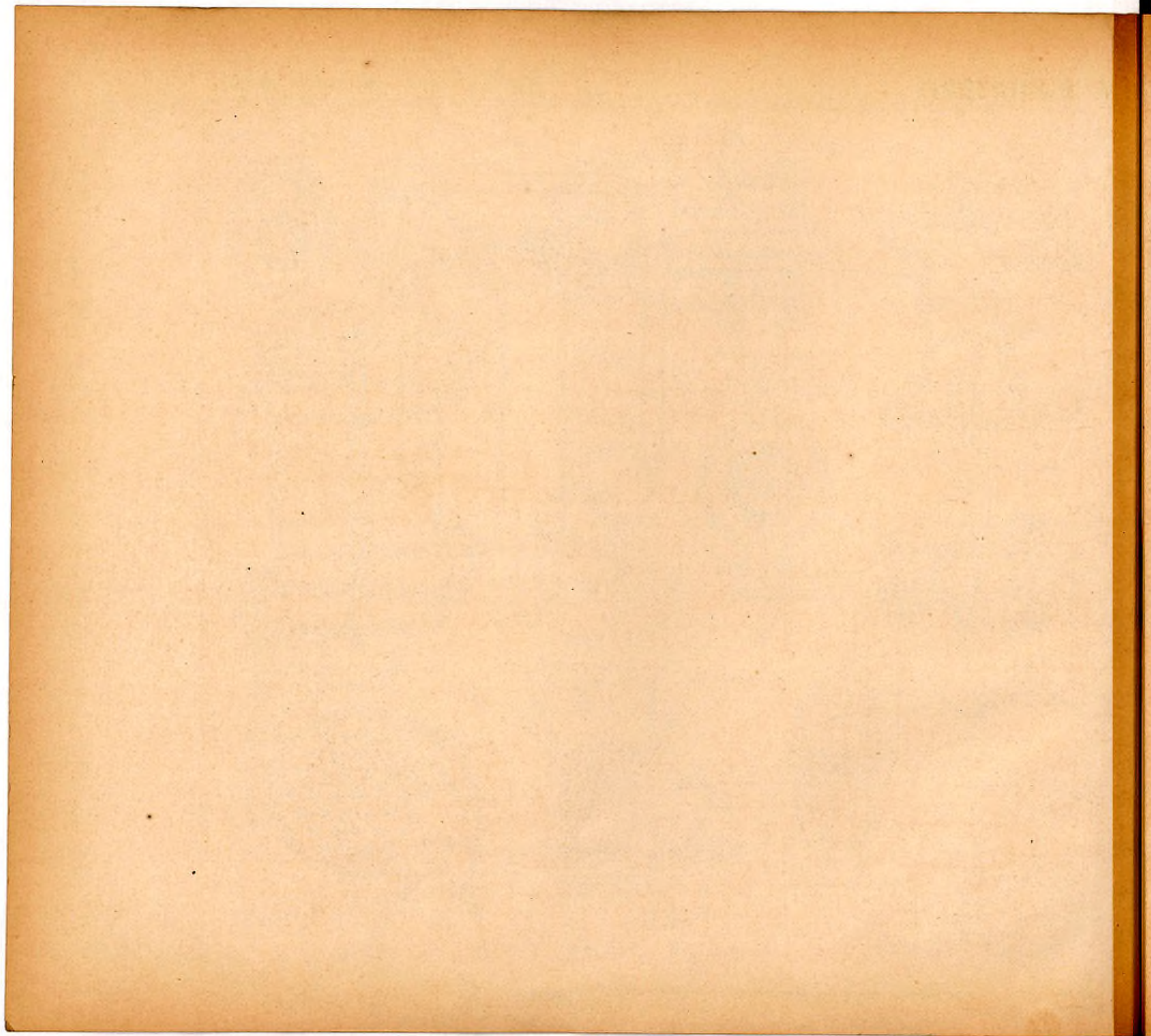














Distribution.

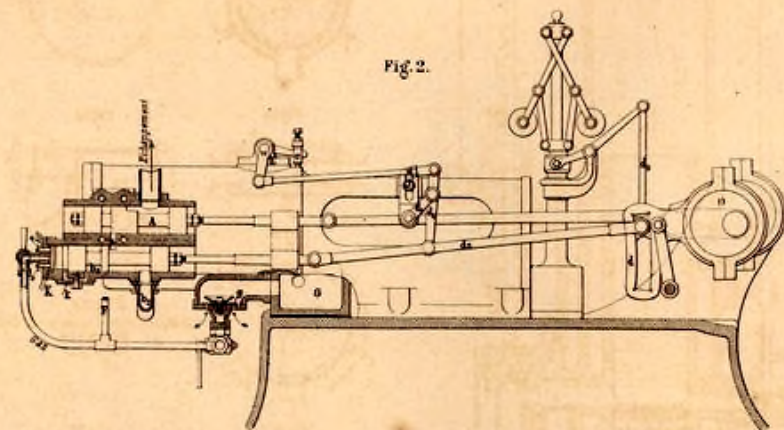
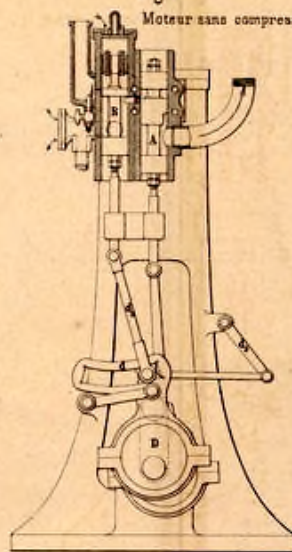
Alloock
Fig. 187.

Fig. 2.

Fig. 1.

Moteur sans compression



Atténuateur.

Odling.

Fig. 8.

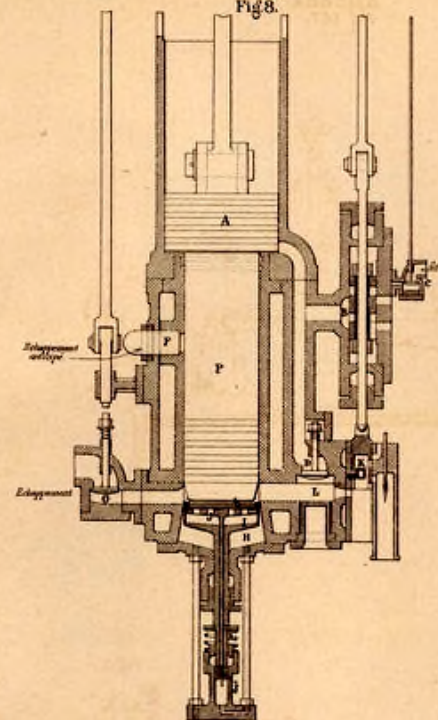


Fig. 14.

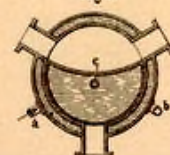


Fig. 17.

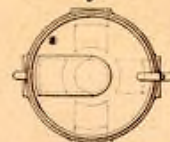


Fig. 15.



Fig. 18.

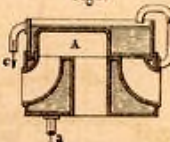


Fig. 16.

Blass.
Distributeurs à circulation d'eau
Fig. 9 à 18

Fig. 9.



Fig. 10.

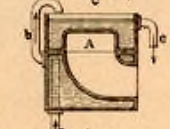


Fig. 11.



Fig. 13.



Fig. 12.

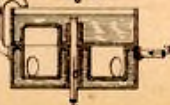


Fig. 5.

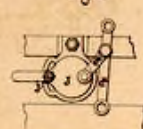


Fig. 6.

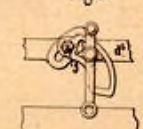


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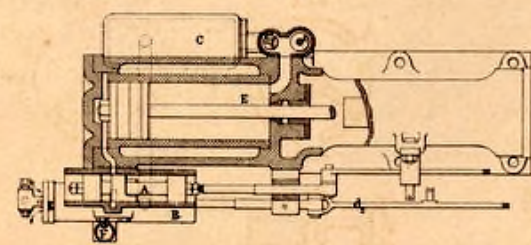


Fig. 3.

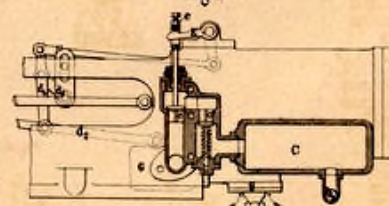
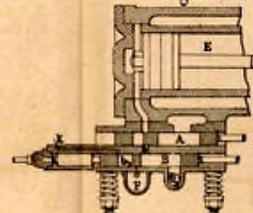
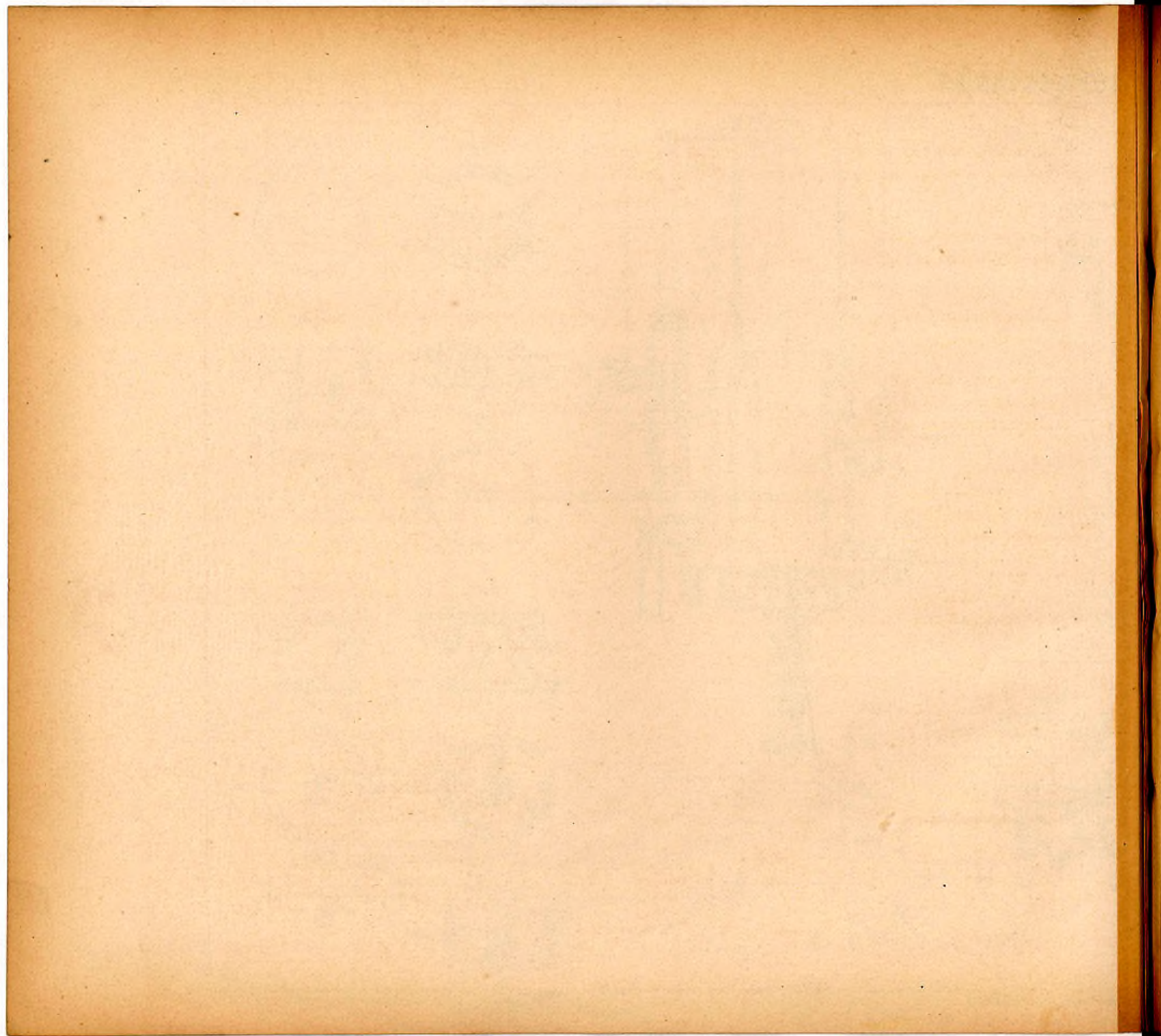
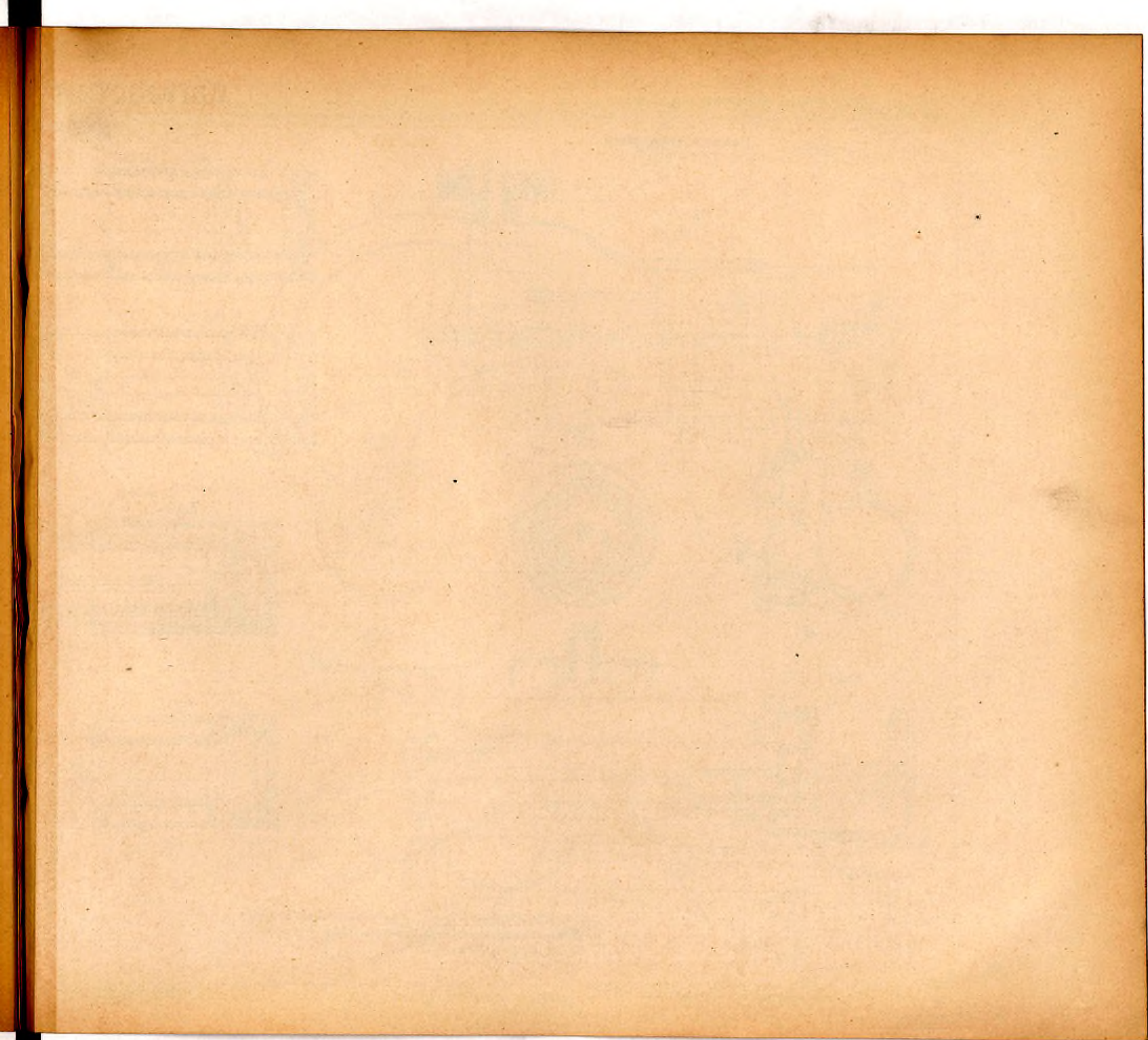


Fig. 7.







DÉTAILS DE CONSTRUCTION

Transmission

Dougill.
Pl. 1841.

Bickerton
Fig. 12 a 17.

Steel & Whitehead
Fig. 19 & 20.

Fig. 14.

Fig. 15.

Mobbs.

Fig 19.

Fig. 20.

Fig. 1.

Fig 12.

Fig 13.

Fig 16.

Fig. 17.

Fig. 8.

Fig. 9.

Fig. 10.

Fig 11.

Fig. 8.

Fig. 7.

Fig.2

Fig.3.

Fig. 4.

Fig 5.

References

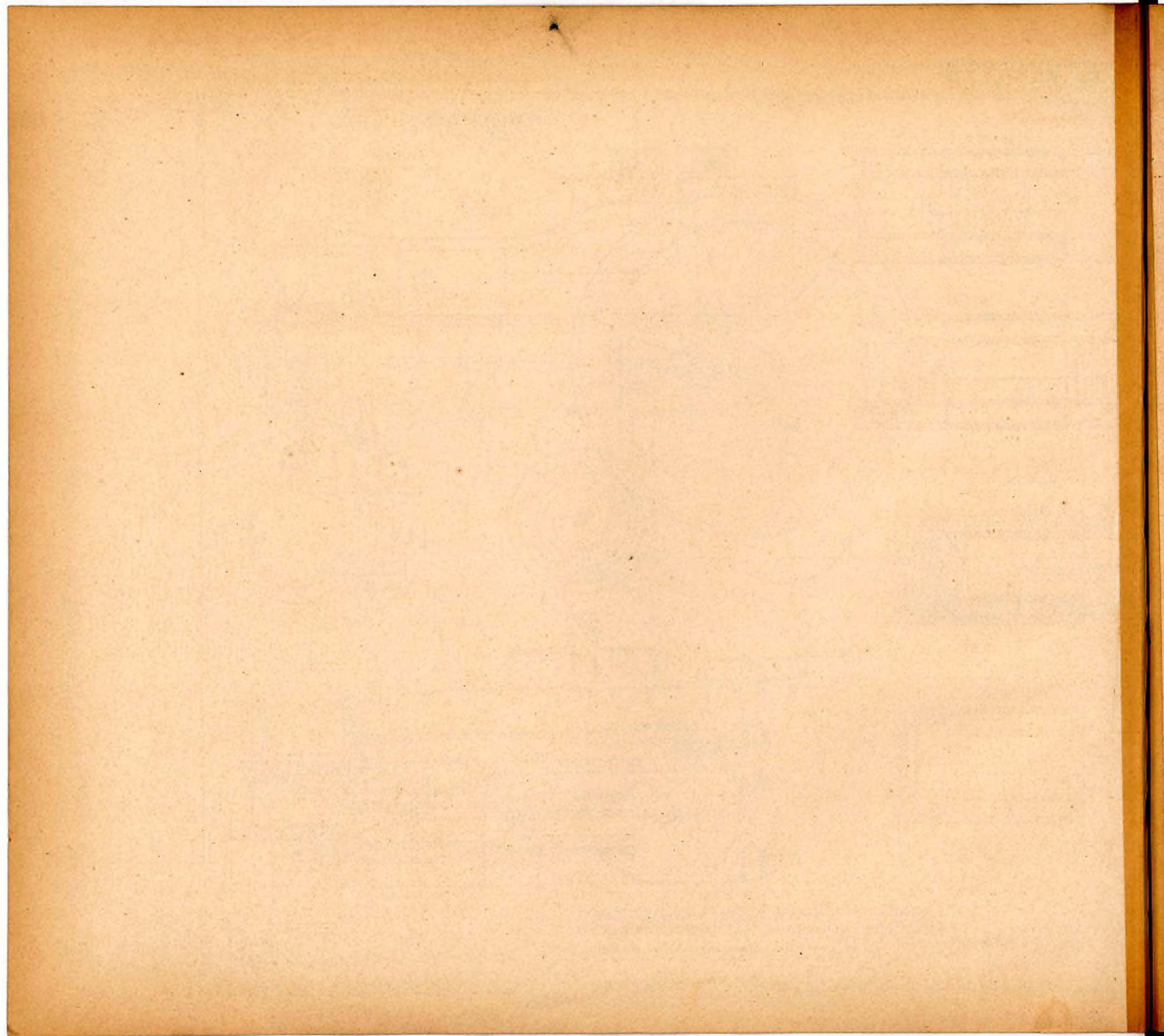
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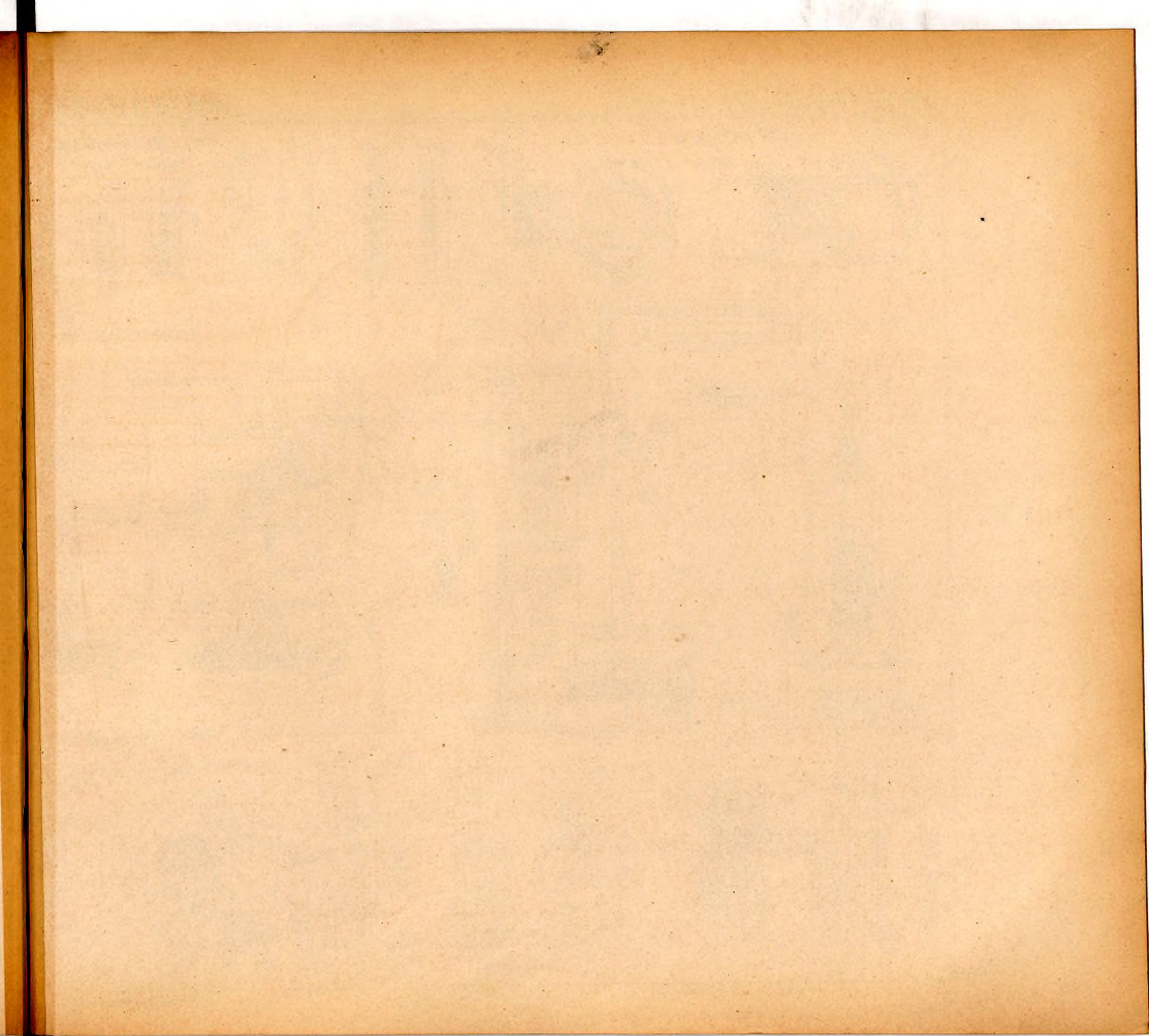
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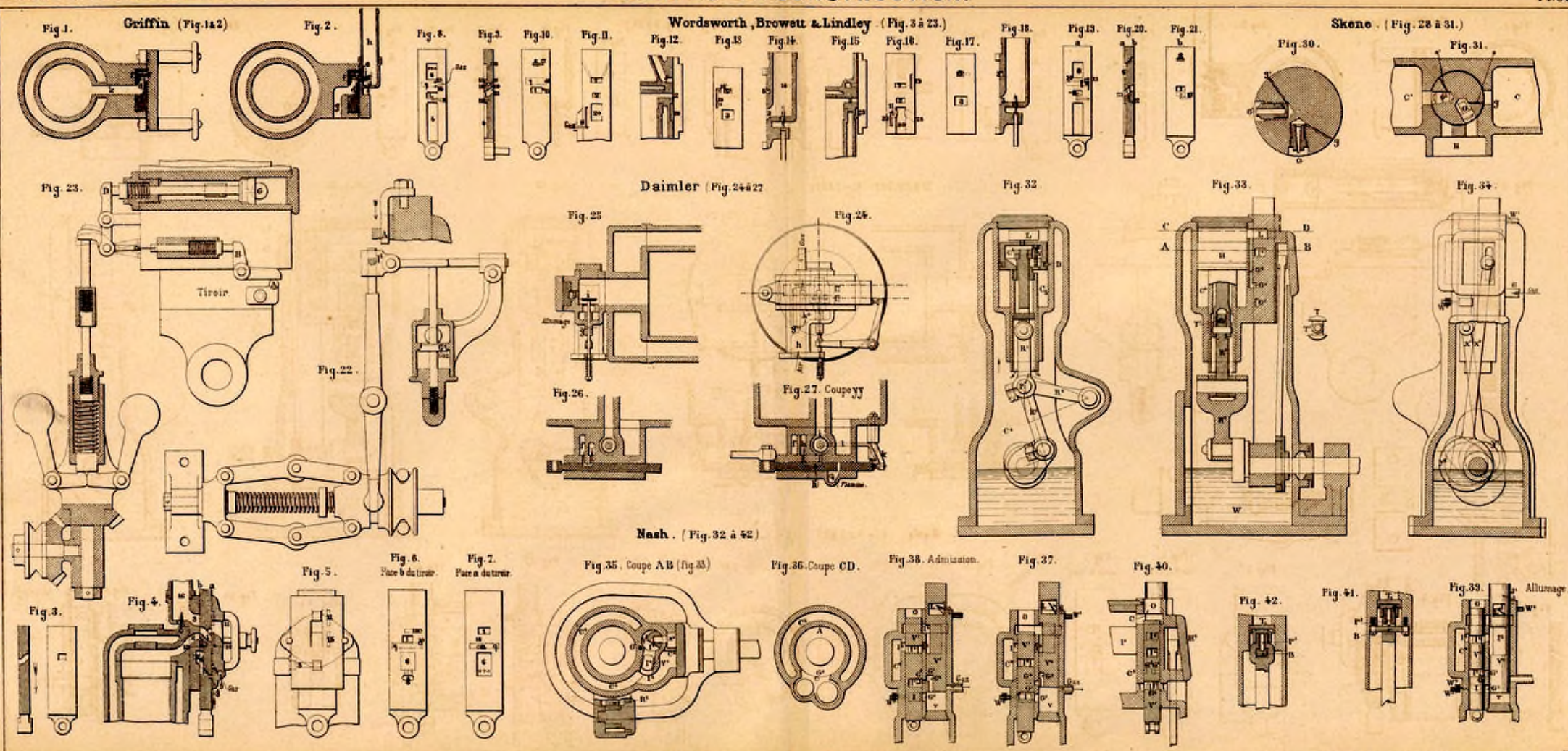
Admission 10

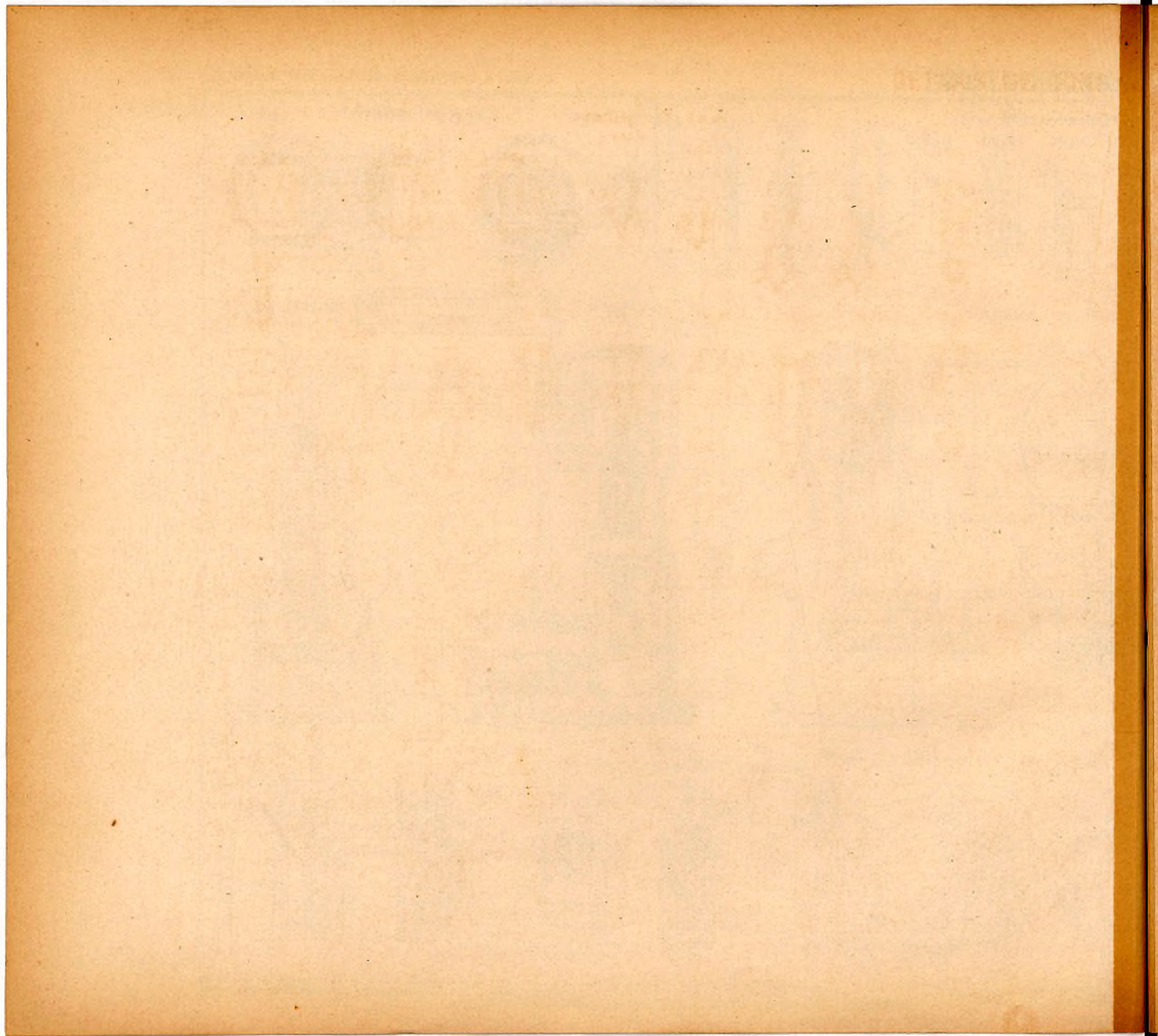
Данная работа посвящена исследованию влияния различных факторов на эффективность использования ресурсов в организации. В частности, рассматриваются вопросы управления персоналом, материальными и финансовыми ресурсами. Анализ проведен на основе данных, полученных из различных источников, включая интервью с сотрудниками и анализ внутренних документов организации. Результаты исследования показывают, что наиболее значимыми факторами, влияющими на эффективность использования ресурсов, являются квалификация персонала, уровень мотивации и наличие современных технологий. Для повышения эффективности использования ресурсов рекомендуется внедрение системы мотивации, основанной на индивидуальных особенностях сотрудников, а также обновление материальной базы организации.

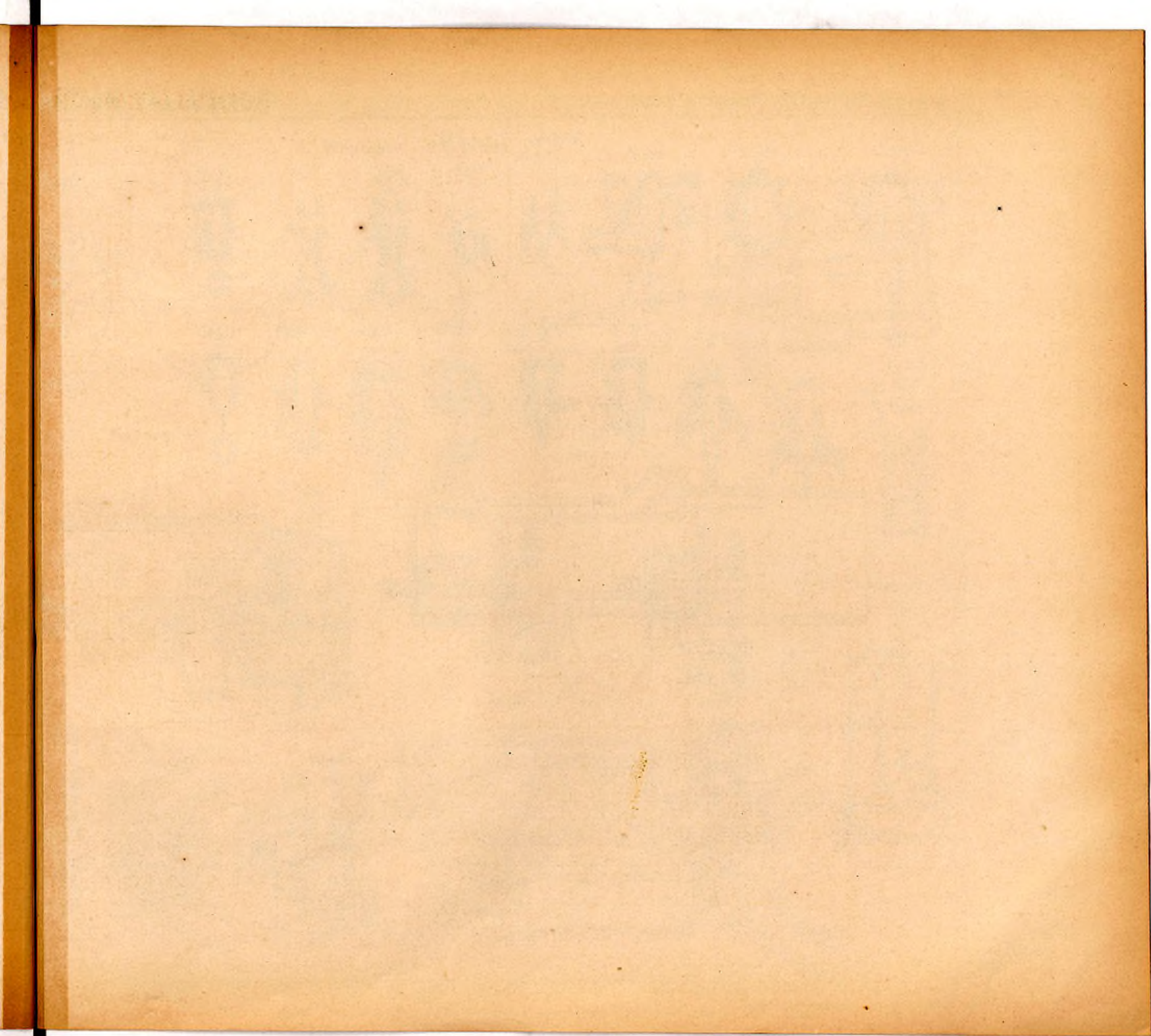
312

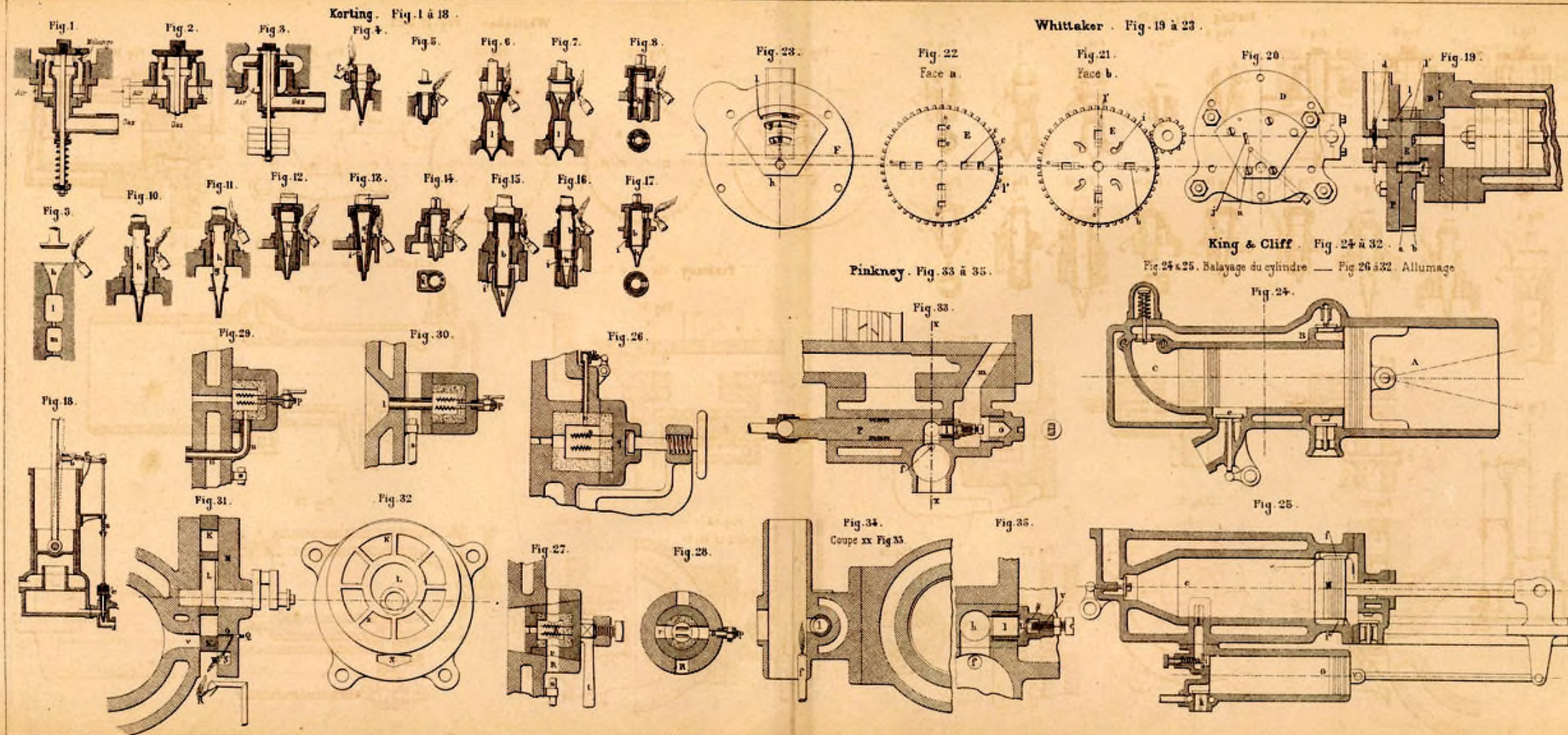


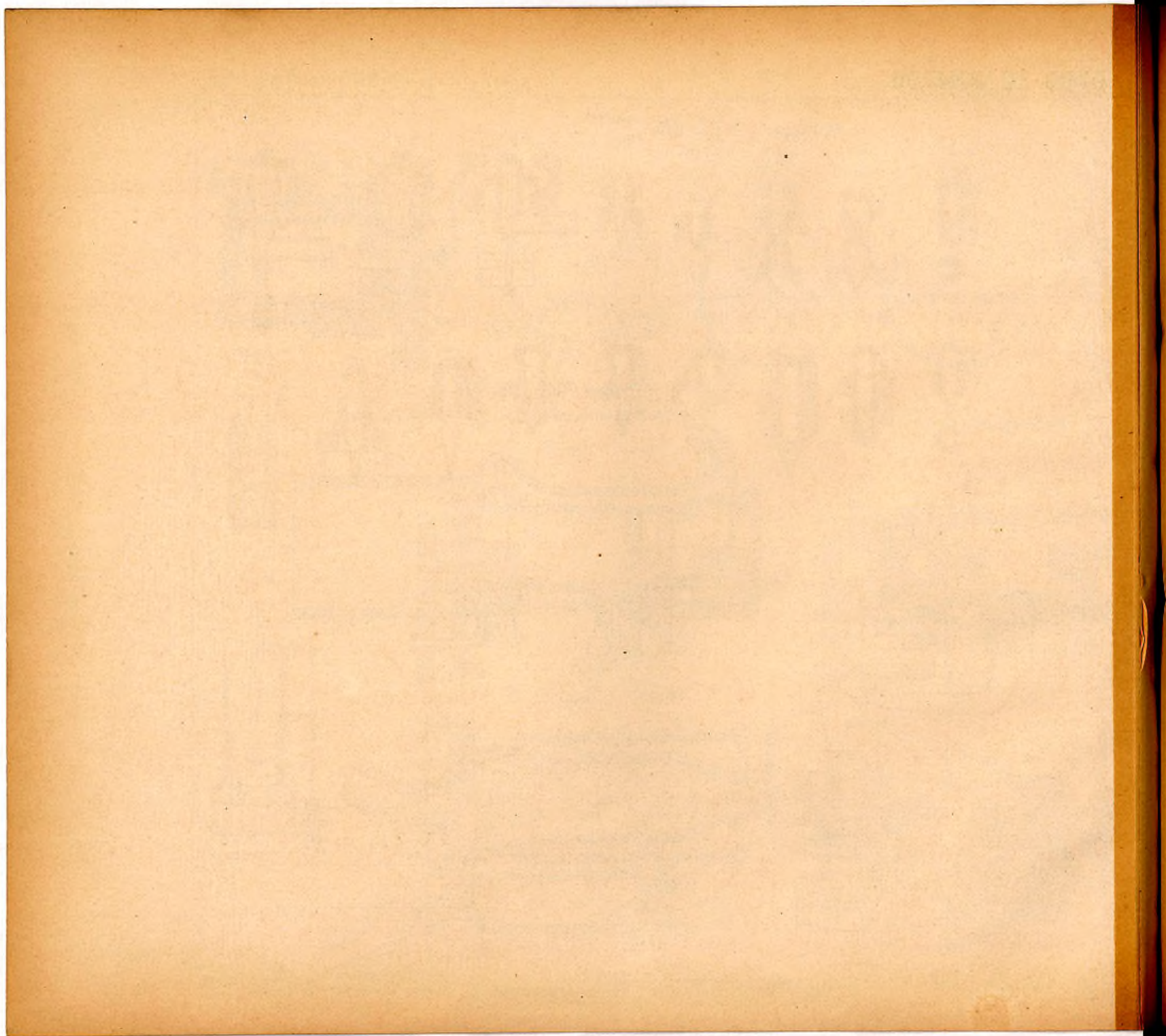












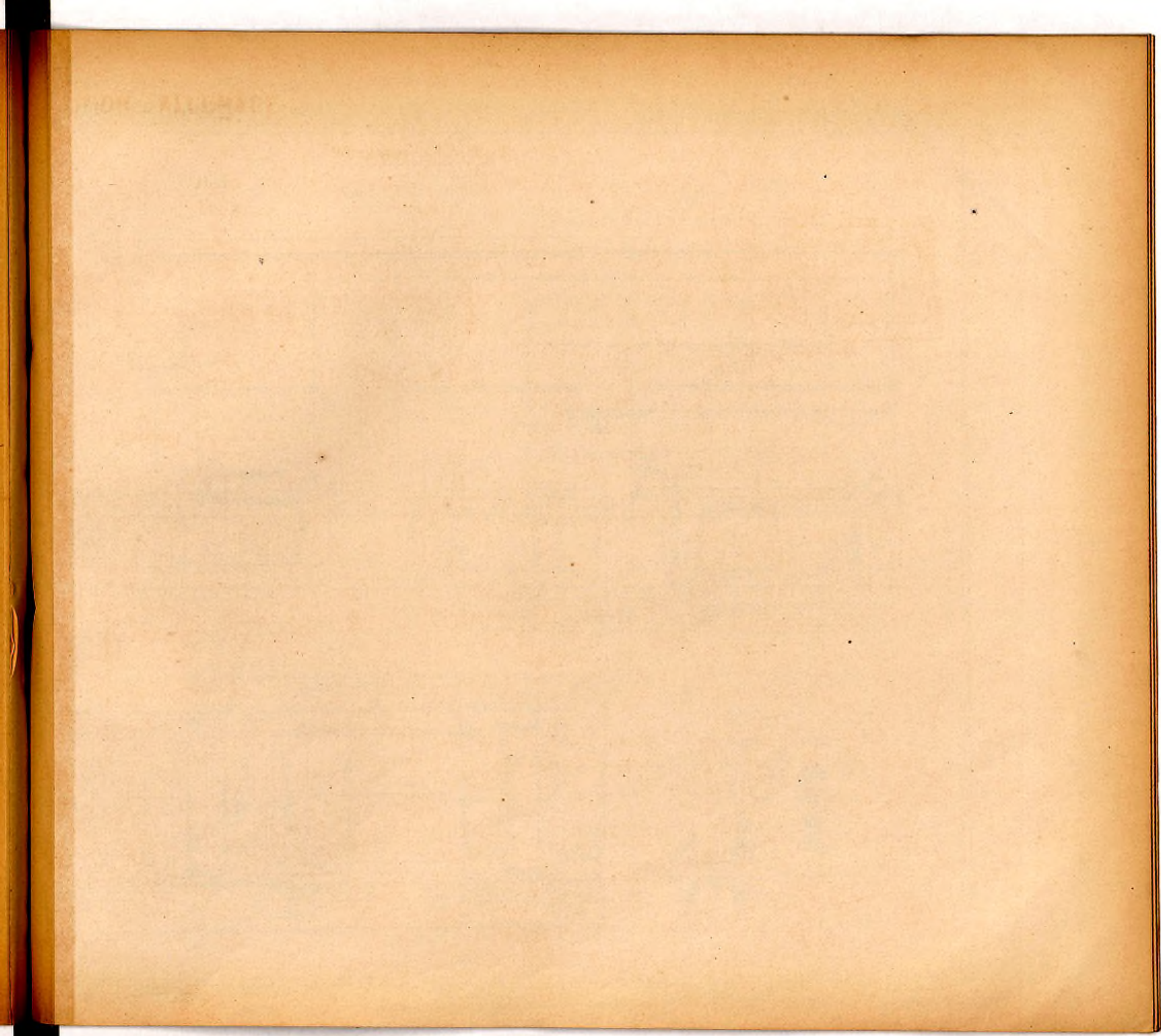


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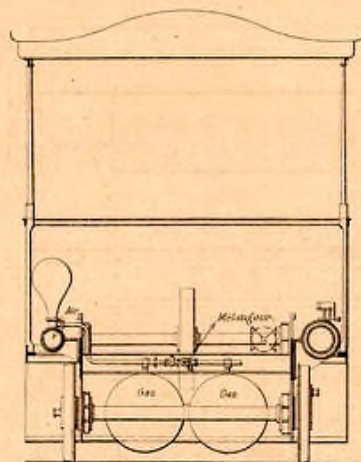
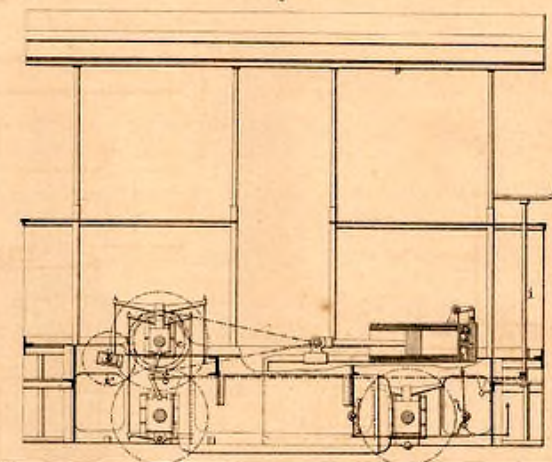


Fig. 2.



Krauss.

Fig. 6.

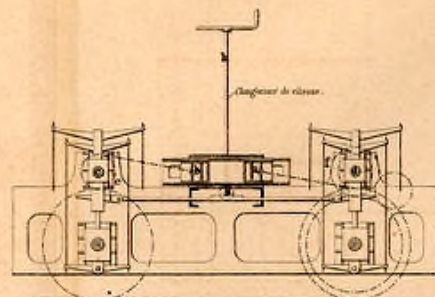


Fig. 8.

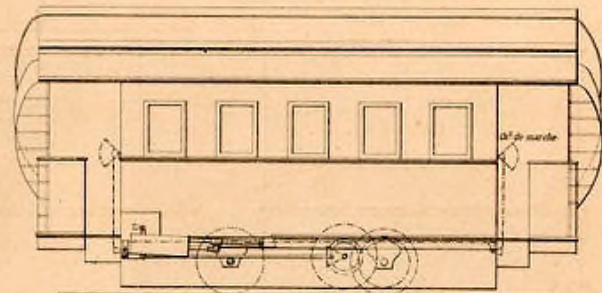


Fig. 9.

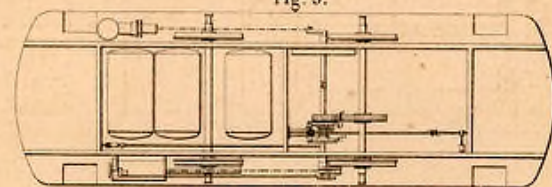


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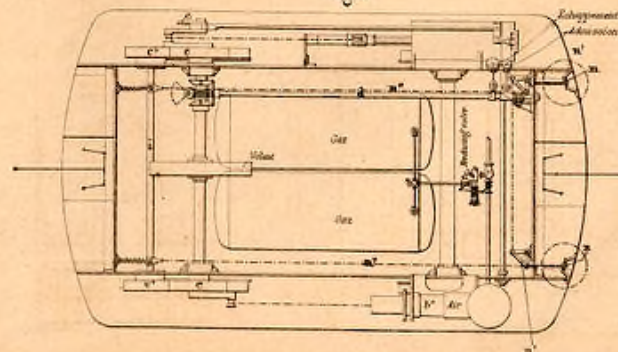


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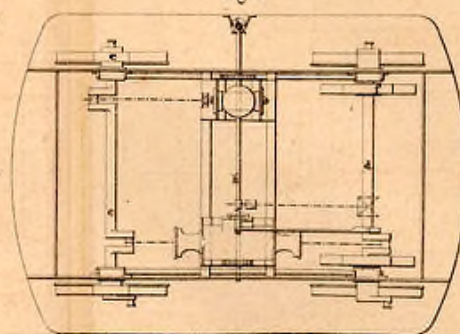


Fig. 4.

Fig. 5.

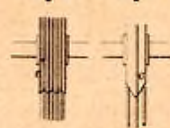


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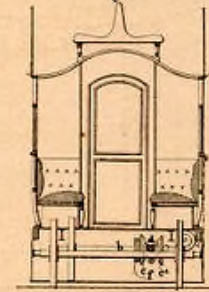
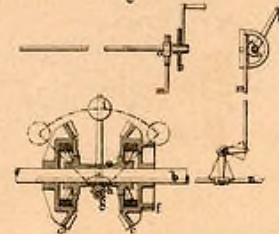
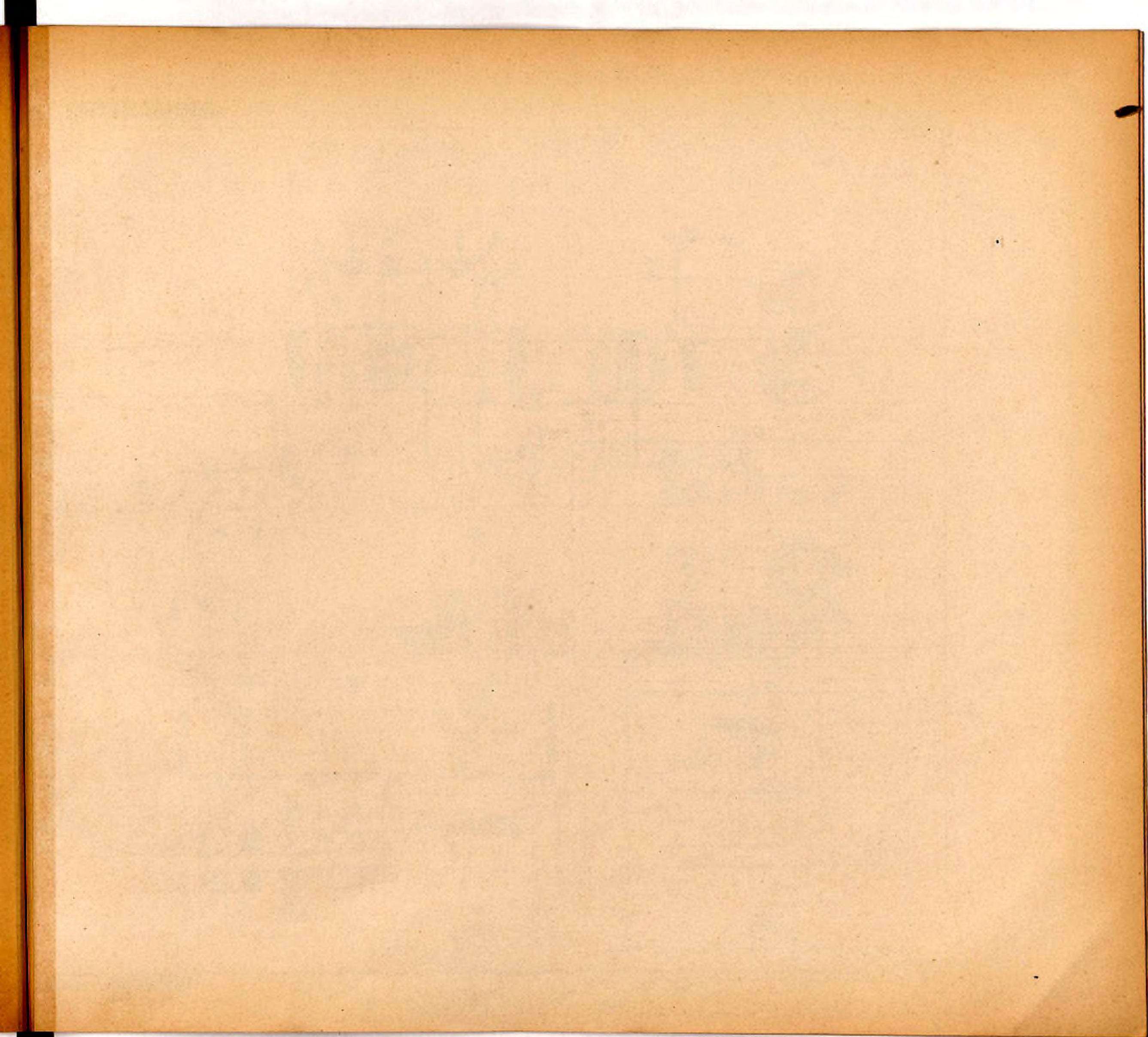
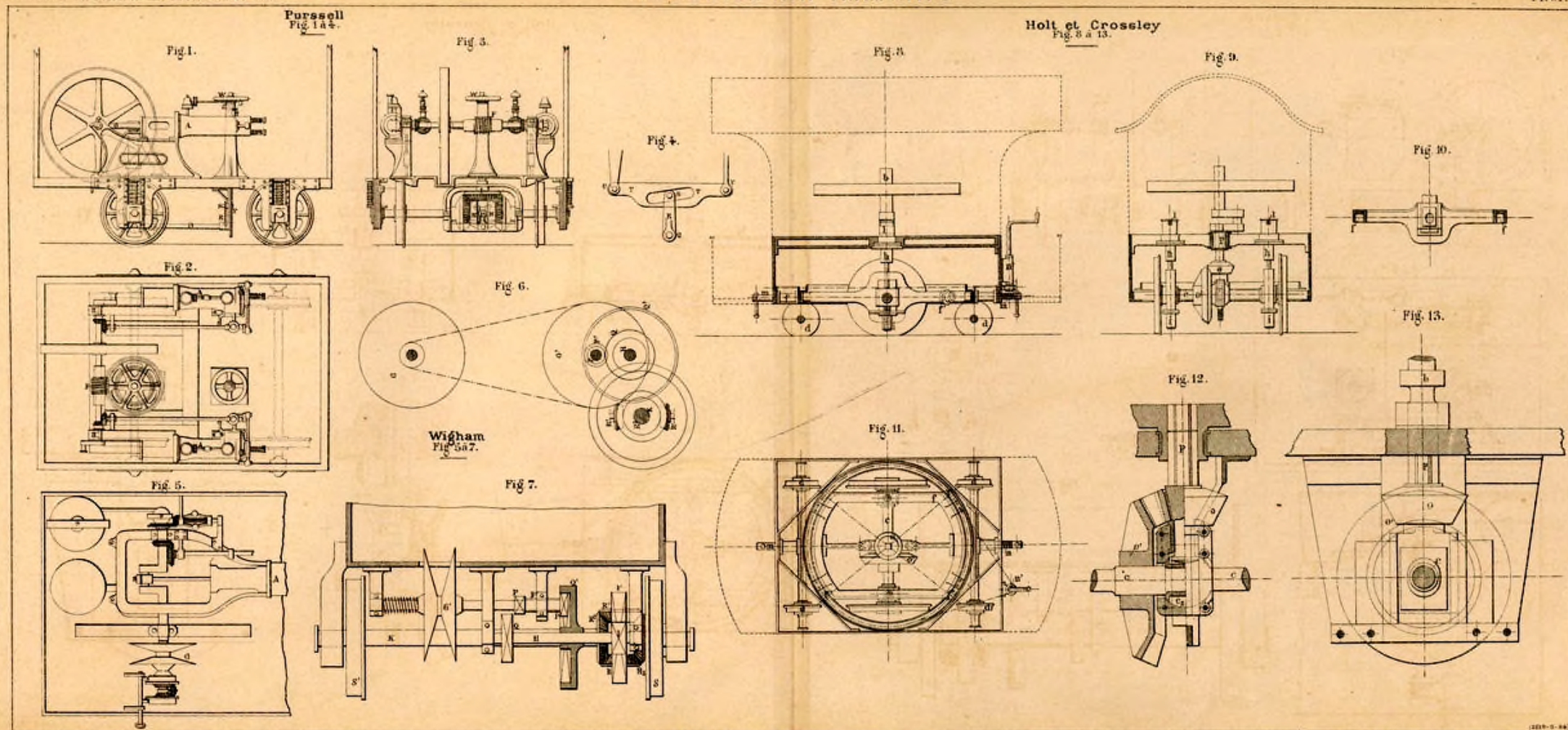


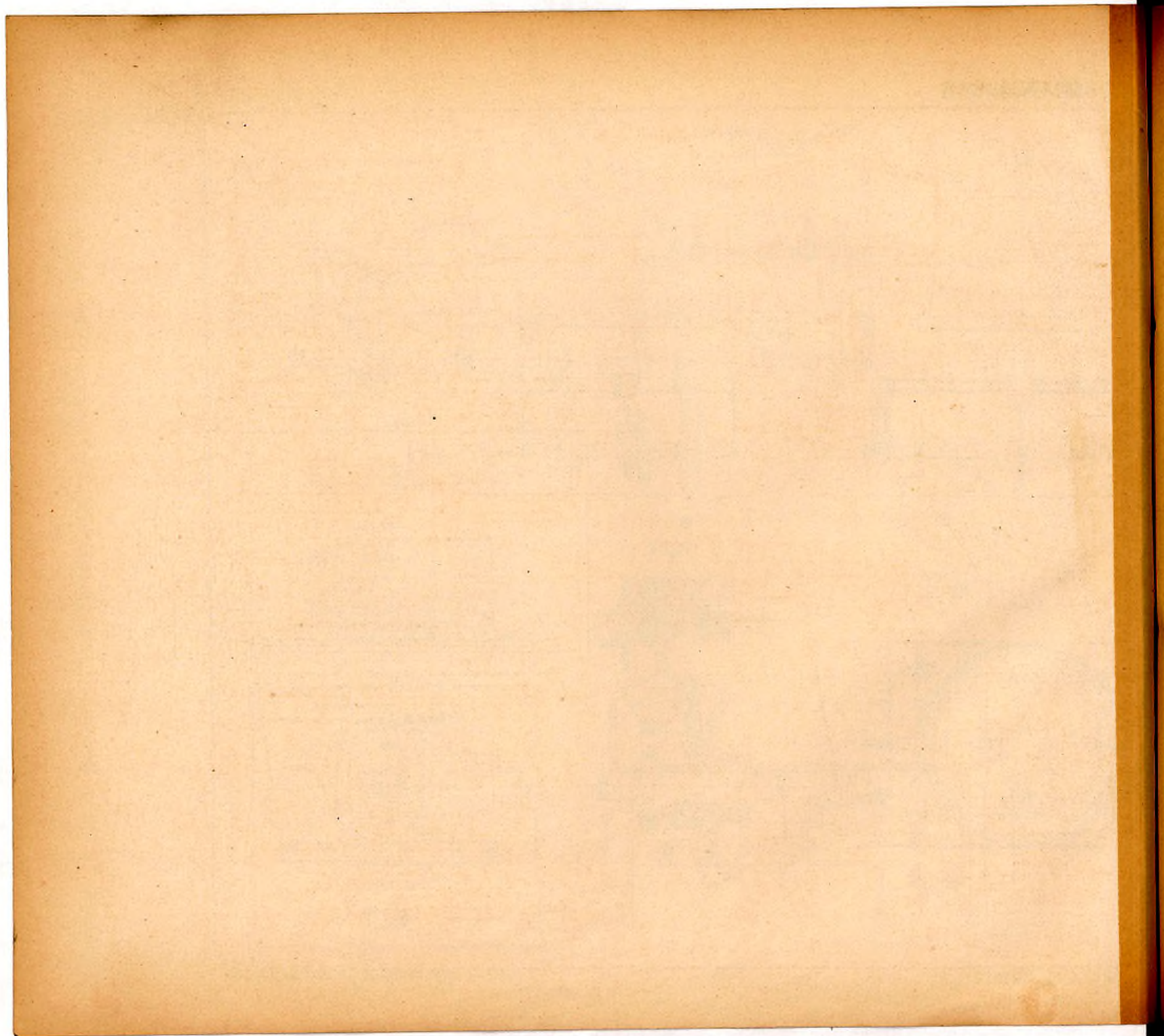
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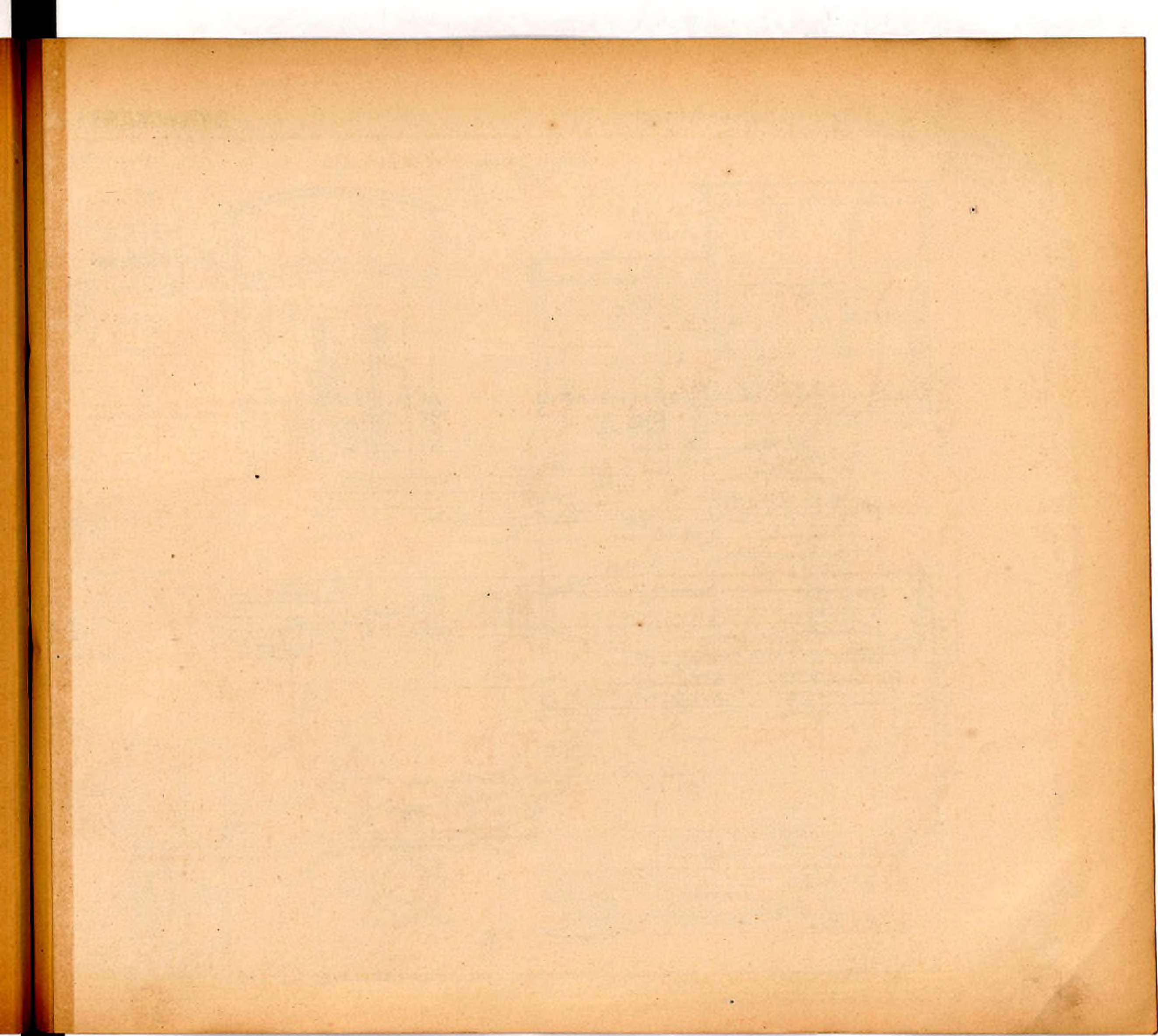












J. et J. Quick.
Fig. 1 à 4.

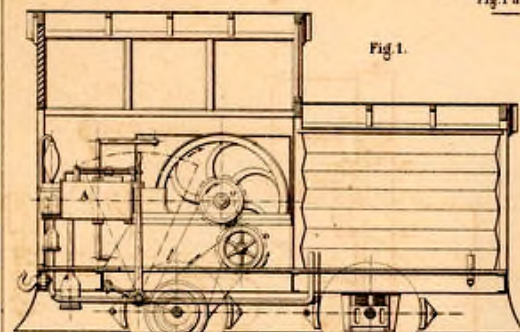
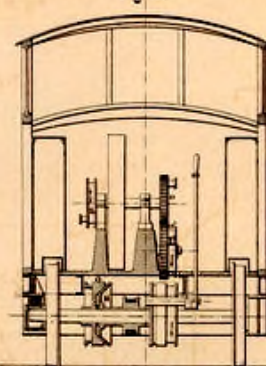


Fig. 1.

Fig. 2.



Marchant et Wrigley.
Fig. 5 à 10.

Fig. 9.

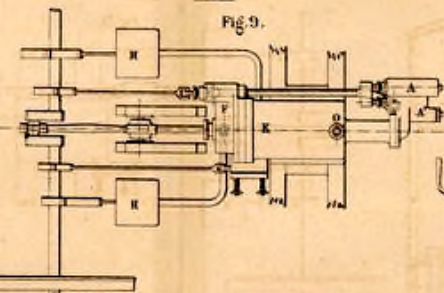


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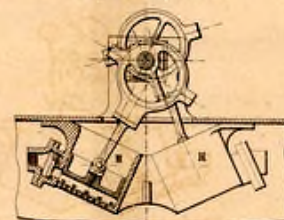


Fig. 4.

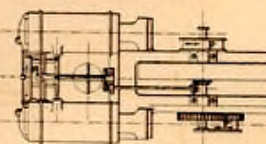


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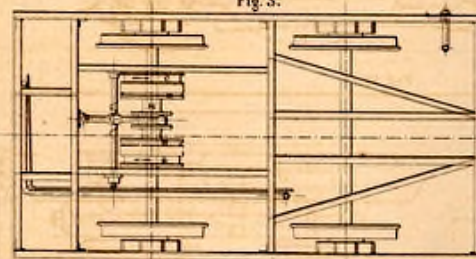


Fig. 5.

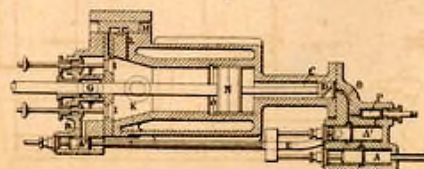
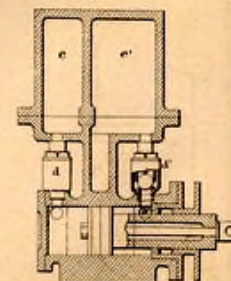


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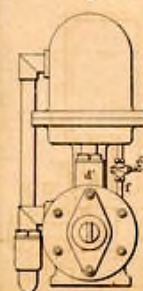


Fig. 7.



Compresseur

Fig. 8.



Holt et Crossley.
Fig. 11 et 12.

Fig. 11.

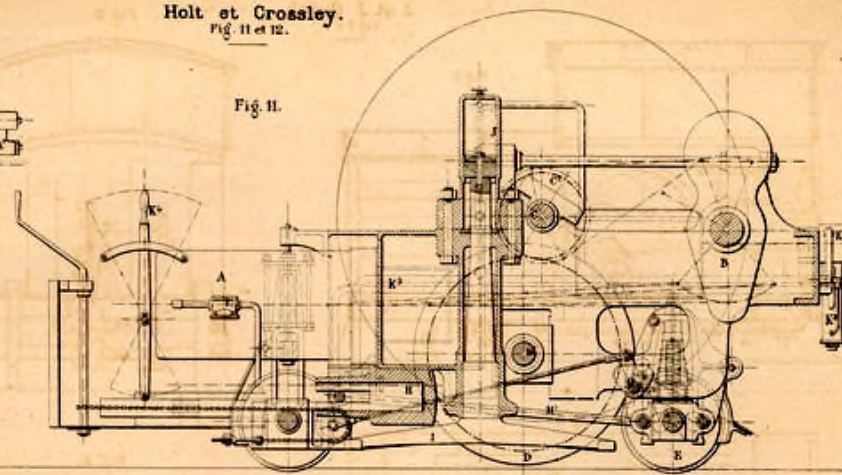
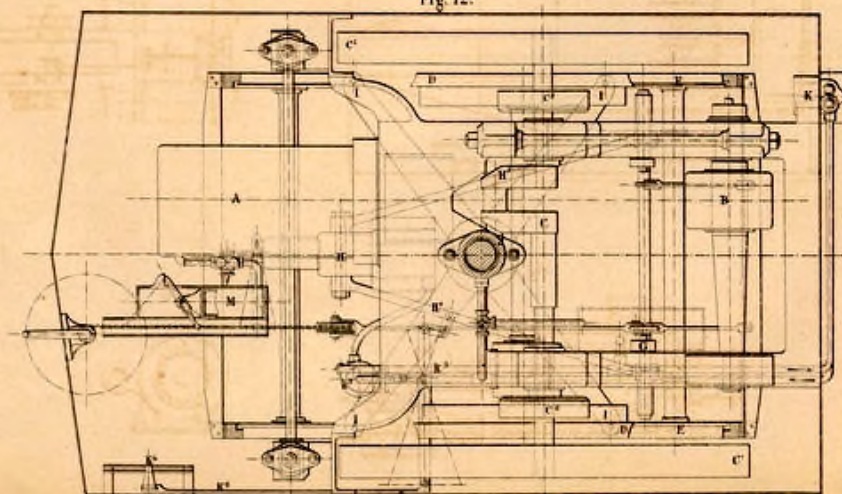
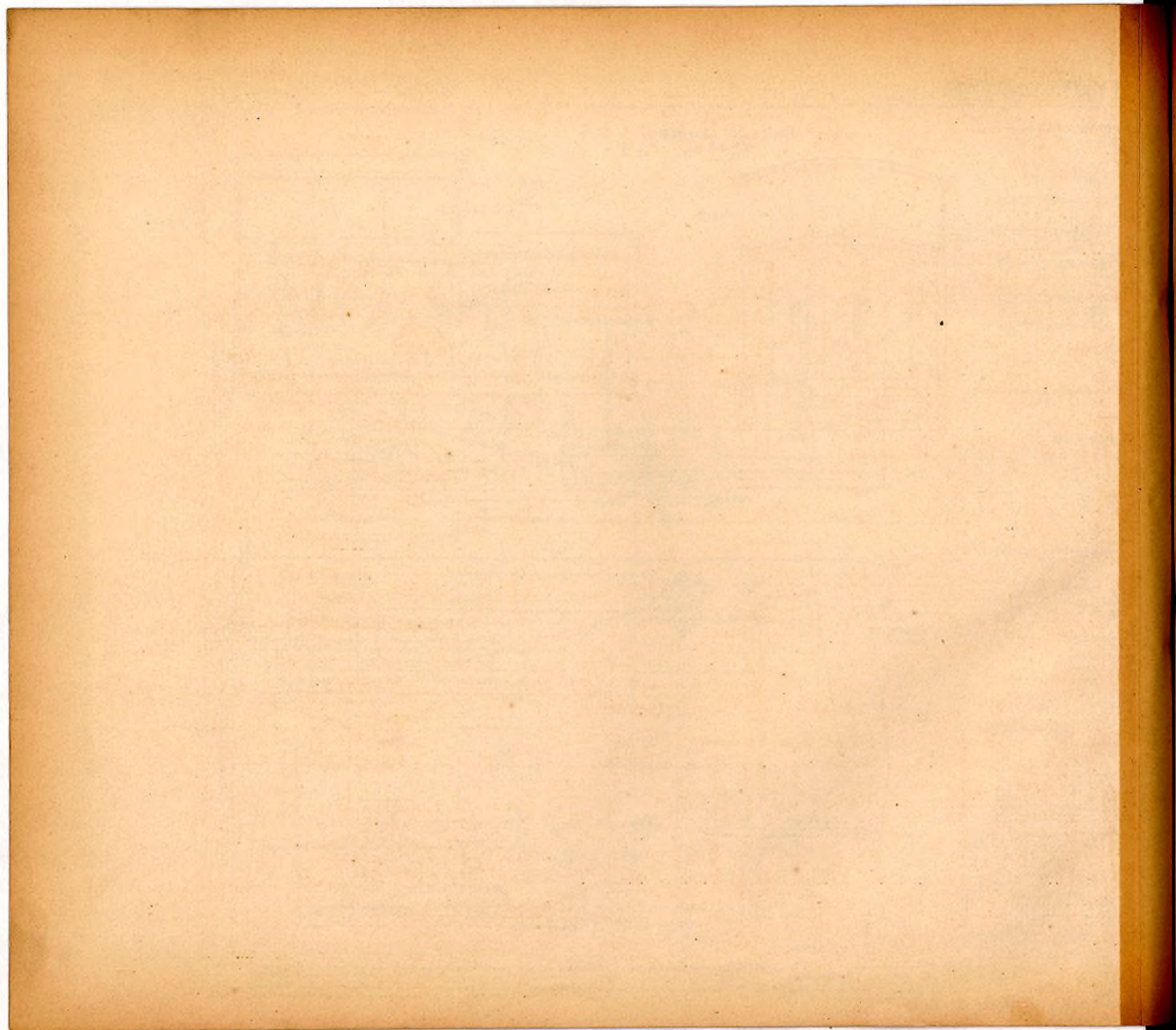
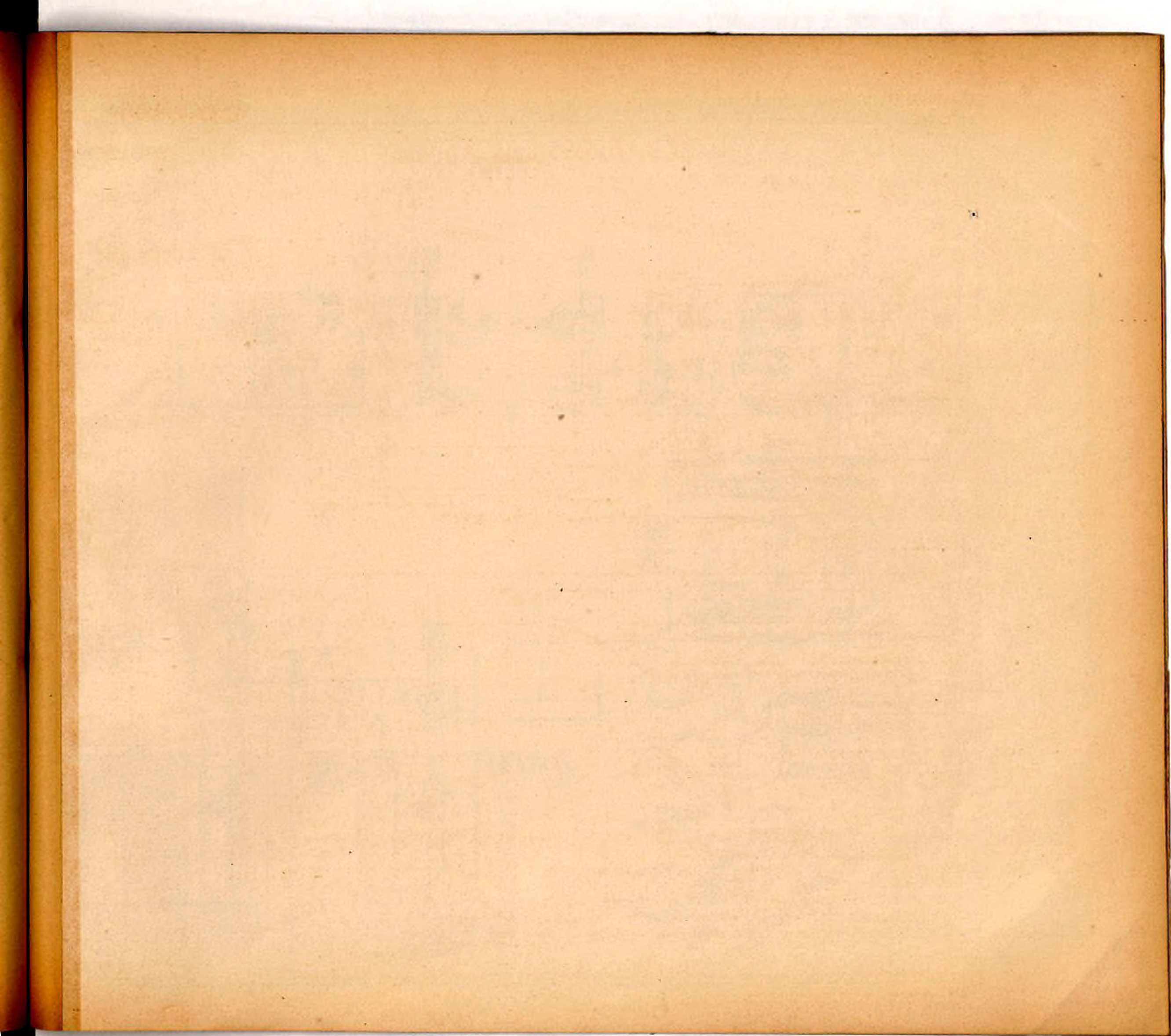
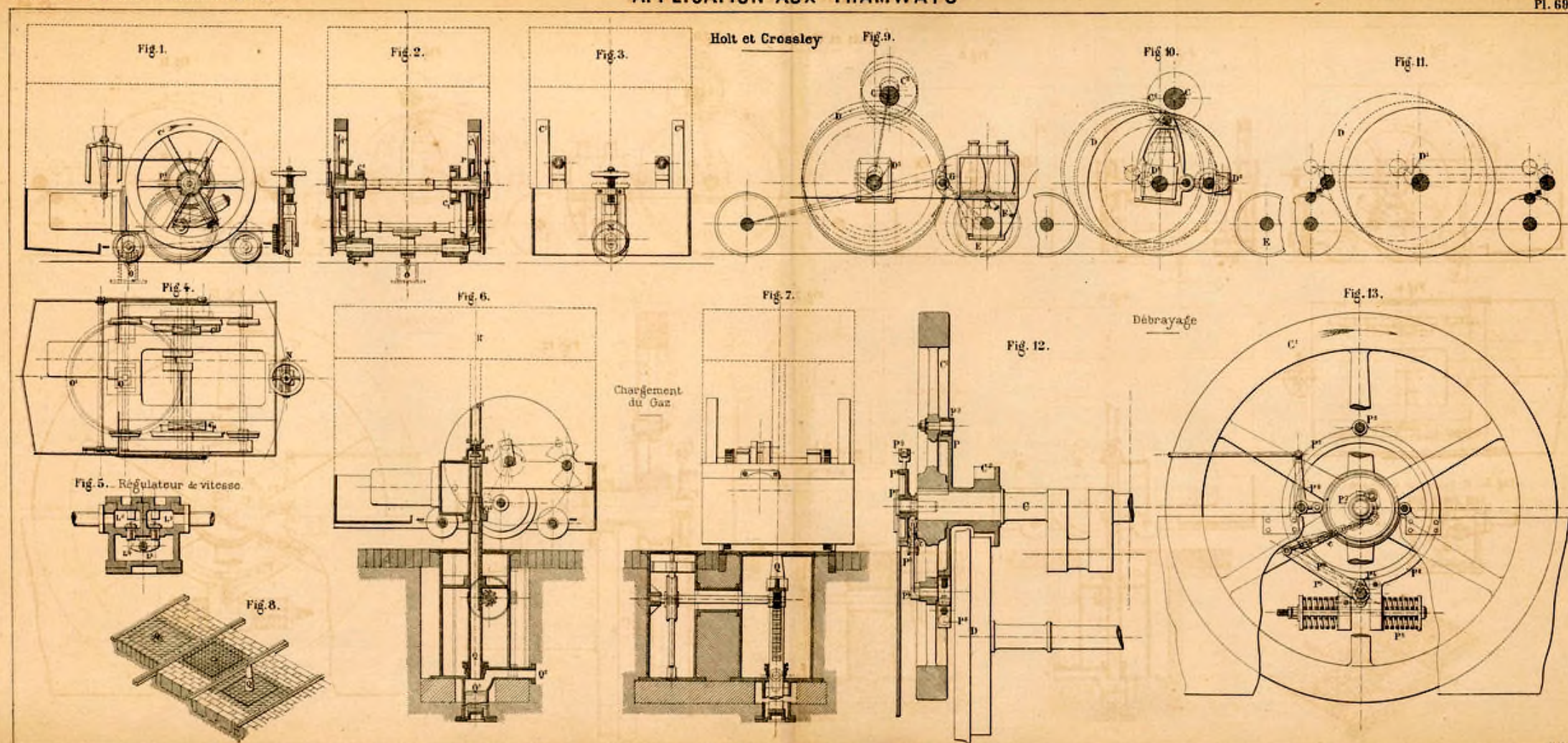


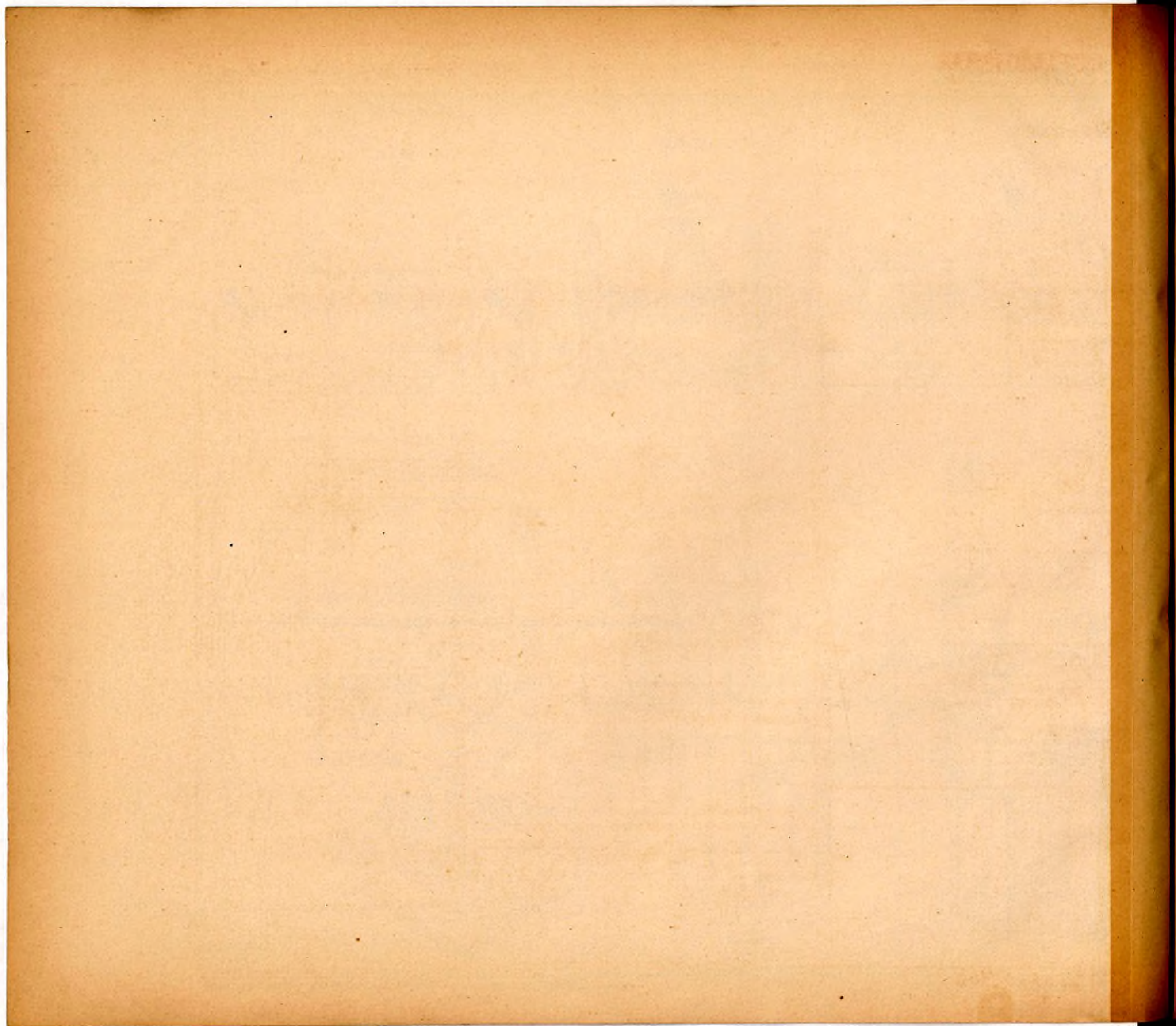
Fig. 12.

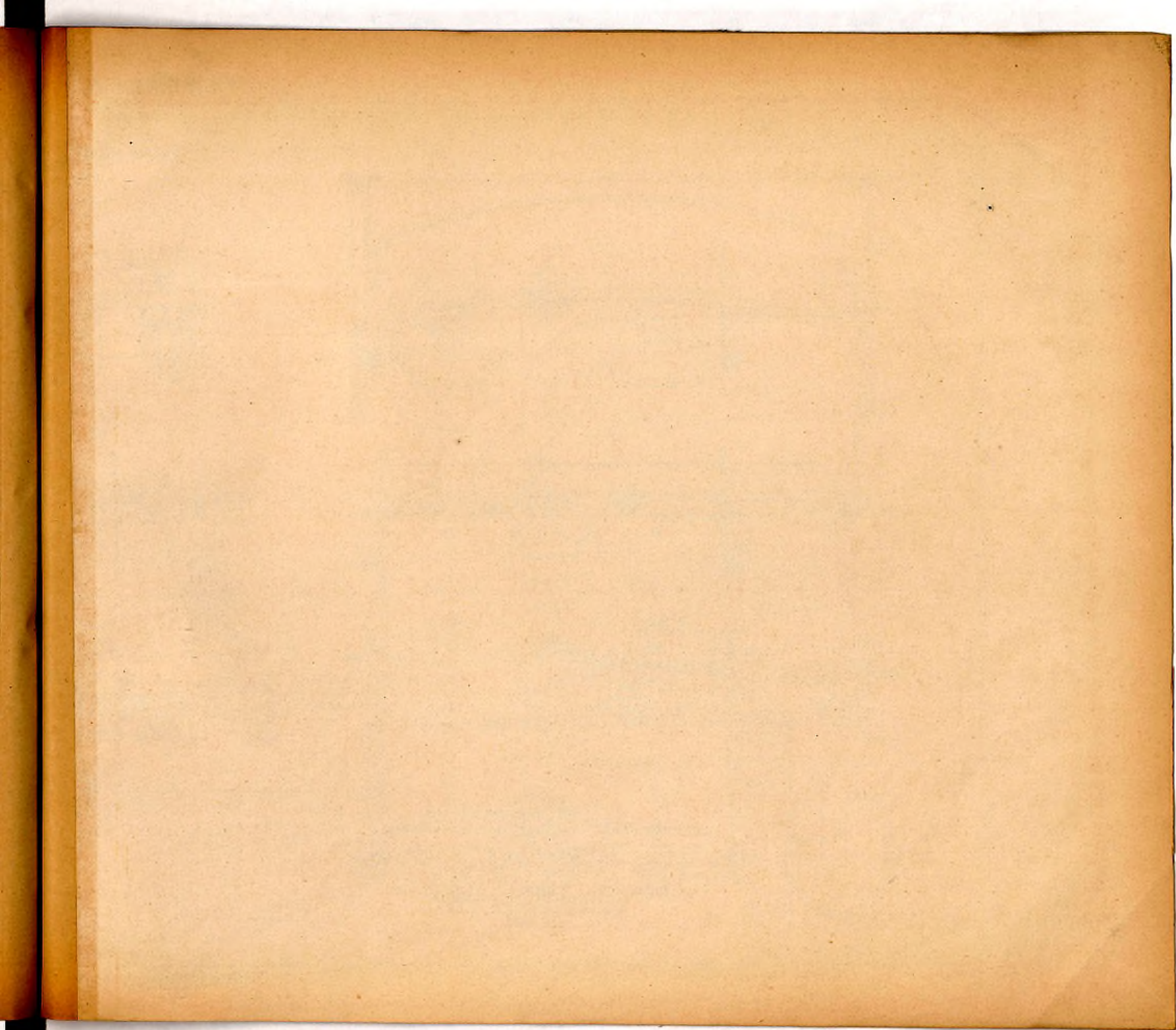












Holt & Crossley . Fig. 1 à 10.

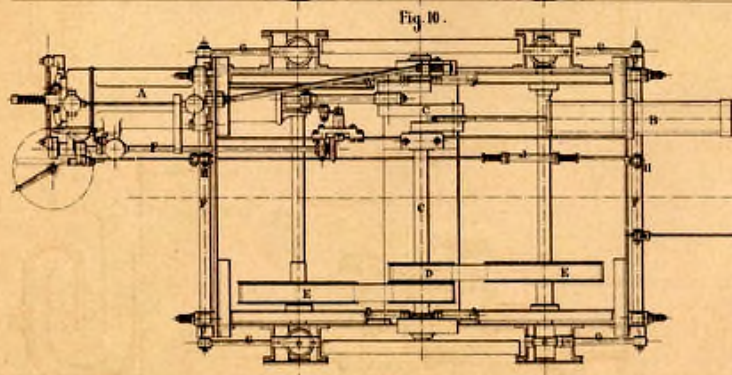
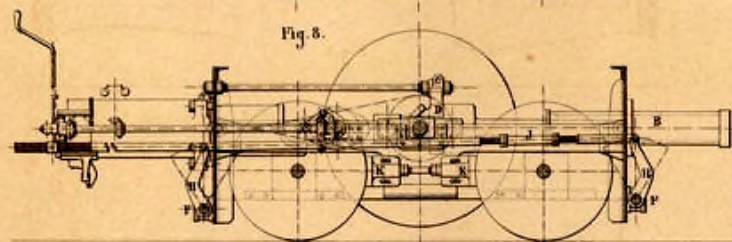
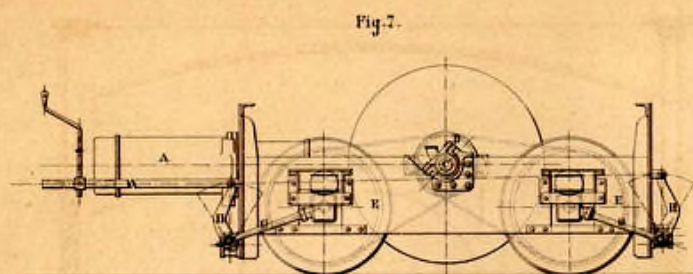


Fig. 9.

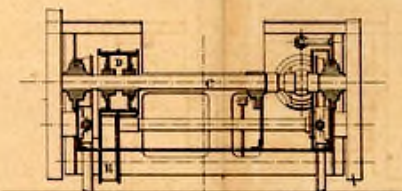


Fig. 1.

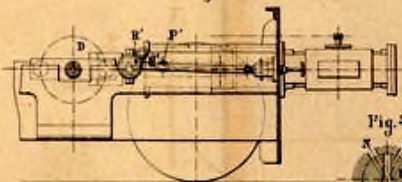


Fig. 4.



Fig. 2.



Fig. 3.



Fig. 5.

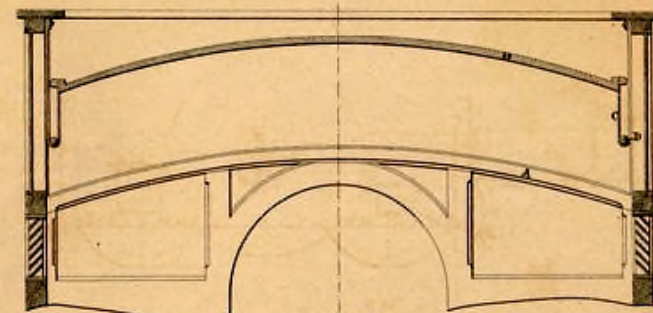
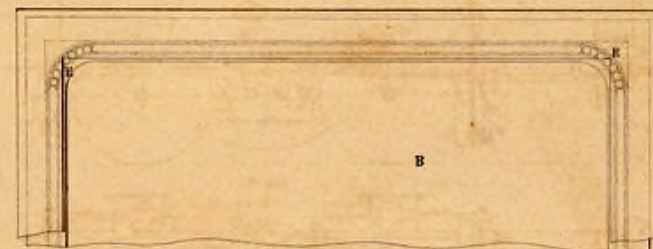


Fig. 6.



Crossley . Fig. 11 & 12.

Fig. 12 . Accouplement.

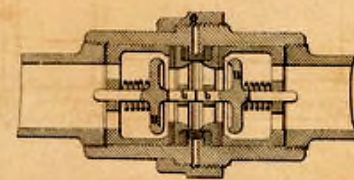
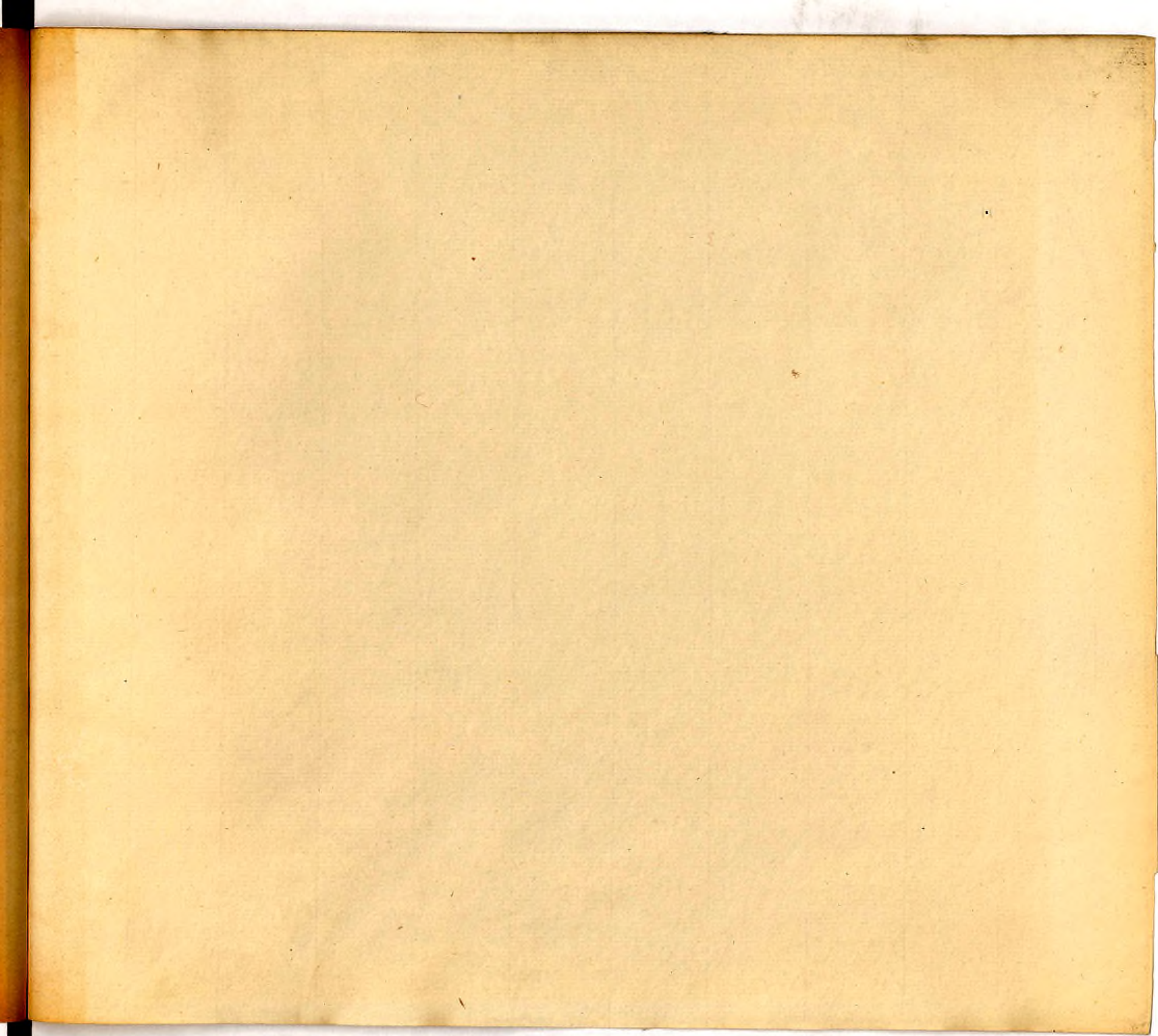


Fig. 11.

Grue roulante













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