**ПЕРЕВОД И РАБОТА С ТЕХНИЧЕСКИМ ТЕКСТОМ НА ИНОСТРАННОМ ЯЗЫКЕ**

**(профильное направление 23.00.00 (автомобильный транспорт))**

**Специальность 23.02.03 Техническое обслуживание и ремонт автомобильного транспорта**

**1. Translate the text in written**

**Traffic Control**

Almost all roads are built with devices intended for traffic control. Most notable for a motorist are those that are designed for direct communication with the driver. In a broad sense, they are divided into three categories: signs, signals and road markings. They help the driver to navigate and assign the right of way at intersections. They indicate compliance with laws such as speed limits and parking rules, report potential hazards, indicate passage and non-passing areas. They also provide information and ensure that traffic is orderly and secure.

200 years ago these devices were signs, rather informal. In the late 19th century, signals began to appear in big cities at a few highly congested intersections. They were manually controlled and consisted of semaphores, flags, or in some cases electric lights, and were modeled on railway signals. In the 20th century the signals were automated, first with electromechanical devices, and later with computers.

In the 20th century, traffic control devices were standardized. Before then every locality decided on what its devices would look like and where they would be applied. In the United States standardization was first adopted at the state level, and at the end of the century at the federal level. Each country has a Manual of Uniform Traffic Control Devices (MUTCD) and there are efforts to blend them into a worldwide standard.

**2. Find and write the full answers to the following questions in the text:**

1. What categories of traffic management exist?

2. What are the functions of traffic control devices?

3. How were the signals automated in the previous century?

4. What happened to traffic control devices in the 20th century?

5. What document controls traffic in each country?

**2. Translate the text in written**

**Principle of Operation of the Four-Stroke Petrol Engine**

The internal combustion engine is called so because fuel is burned directly inside the engine itself. Most automobile engines work on a 4-stroke cycle. The operating cycle of the four-stroke petrol engine includes: inlet stroke, compression stroke, power stroke, exhaust stroke.

To describe the complete cycle, let's assume that the piston is at the top dead center and the inlet and the exhaust valves are closed. When the piston moves down the inlet valve opens to intake a charge of fuel into the cylinder. This is called the inlet stroke.

On reaching the bottom dead center the pis­ton begins to move upward into the closed upper part on the cylinder, the inlet valve is closed and the mixture is compressed by the rising piston. This is called the compression stroke.

As the piston again reaches the top dead center the spark plugs ignite the mixture. As a result of burning mixtures the both valves be­ing closed during its combustion. The gases expand and great pressure makes the piston move back down the cylinder. This stroke is called the power stroke.

When the piston reaches the bottom of its stroke, the exhaust valve is opened, pressure is re­leased, and the piston again rises. It lets the burnt gas flow through the exhaust valve into the atmosphere. This is called the exhaust stroke which completes the cycle.

**2. Find and write the full answers to the following questions in the text:**

* 1. 1. Why is the engine called the internal combustion engine?
  2. 2. What stroke is called the inlet one?
  3. 3. What is a compression stroke?
  4. 4. What takes place in the cylinder on power stroke?
  5. 5. What takes place on the exhaust stroke?