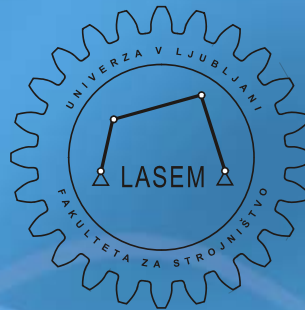


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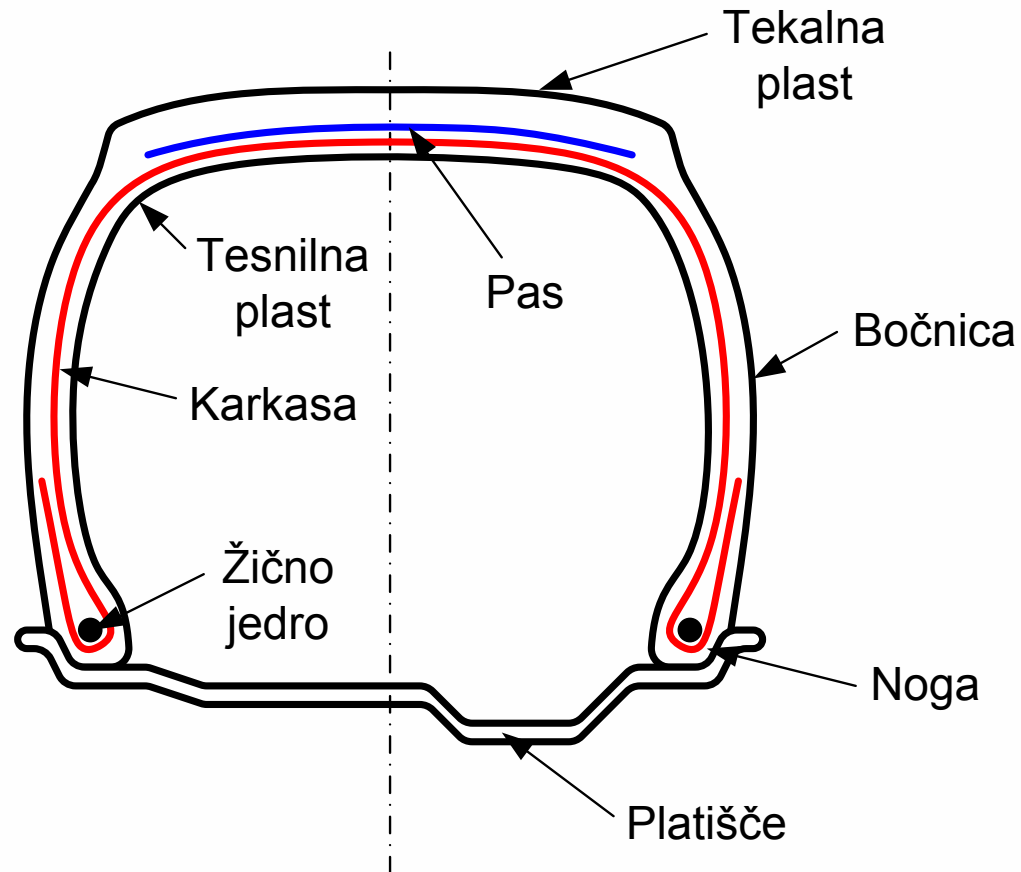
Katedra za strojne elemente in razvojna vrednotenja



DINAMIKA VOZIL – Pnevmatike in diferencial

Izr. prof. dr. Jernej Klemenc

Konstrukcija radialne pnevmatike



Označevanje pnevmatik

- 6,40-13/6 PR:
 - Diagonalna pnevmatika
 - Širina pnevmatike: 6,40"
 - Premer platišča: 13"
 - Višina pnevmatike: $0,95$ (superbalon za D) * 6,40"
 - Indeks nosilnosti: PR6
 - Simbol hitrosti: - (najvišja hitrost = 150 km/h)
- 265/50 R 14 101 V:
 - Radialna (R) pnevmatika
 - Širina pnevmatike: 265 mm
 - Premer platišča: 14"
 - Višina pnevmatike: $0,50$ * 265 mm
 - Indeks nosilnosti: 101
 - Simbol hitrosti: V (najvišja hitrost = 240 km/h)

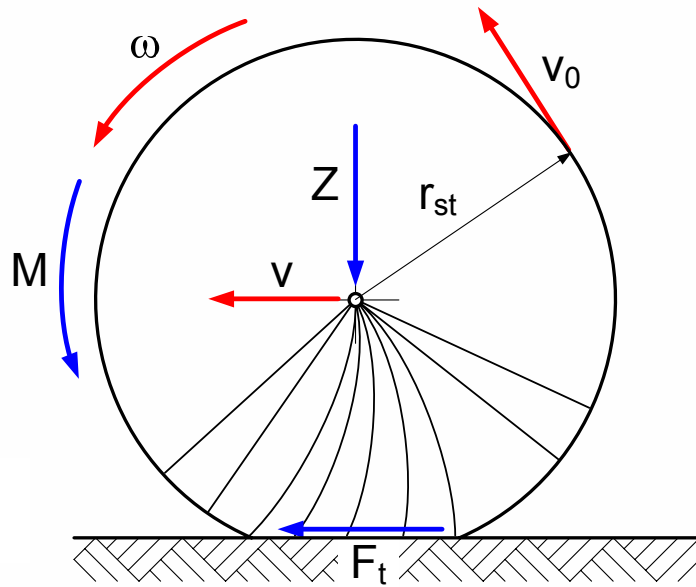


Označevanje pnevmatik

- Simboli hitrosti za pnevmatike:
 - P => 150 km/h
 - Q => 160 km/h
 - S => 180 km/h
 - T => 190 km/h
 - H => 210 km/h
 - V => 240 km/h
 - W => 270 km/h
 - ZR=> nad 270 km/h
- Indeks nosilnosti za pnevmatike:
 - 76 => 400 kg
 - 77 – 83 => 400 kg + i * 12,5 kg (i = število indeksov nad 76)
 - 84 => 500 kg
 - >84 => 500 kg + i * 15 kg (i = število indeksov nad 84)



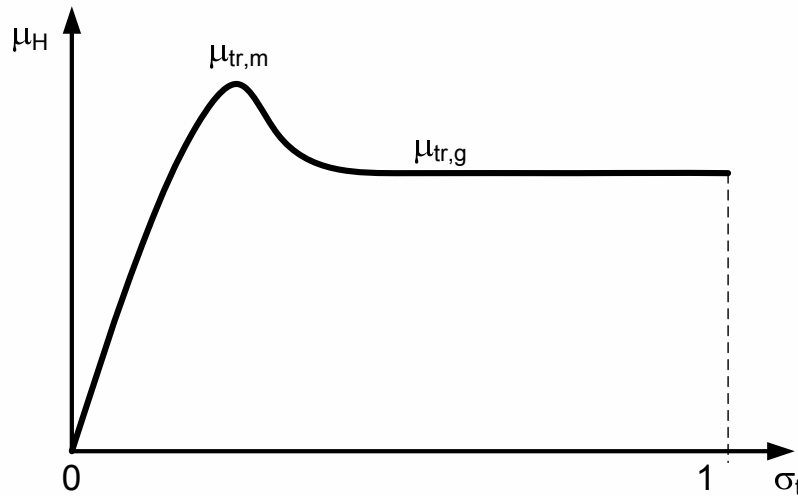
Pnevmatika kot torno gonilo - pospeševanje



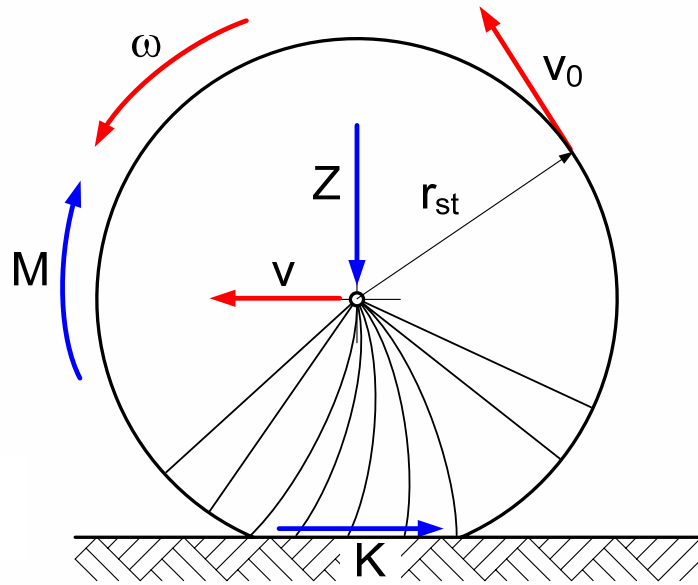
$$\mu_h = \frac{F_k}{Z}$$

$$\sigma_t = \frac{v_0 - v}{v_0}$$

$$M = \mu_H \cdot Z \cdot r_{st} = \mu_H \cdot konst$$



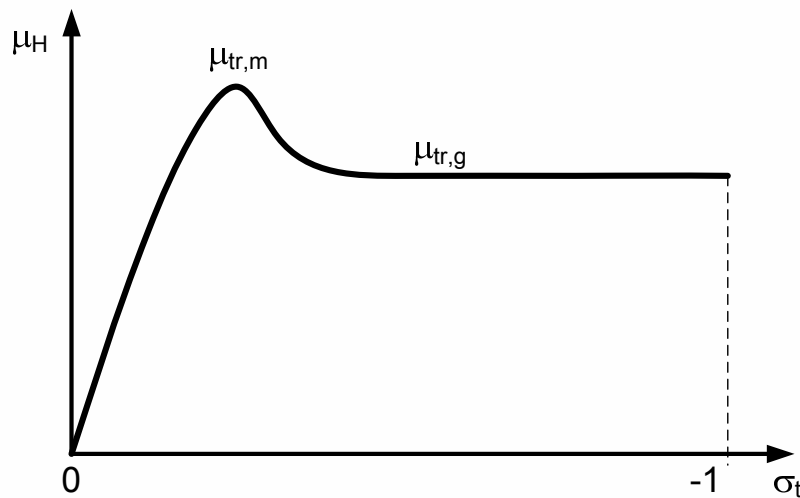
Pnevmatika kot torno gonilo - zaviranje



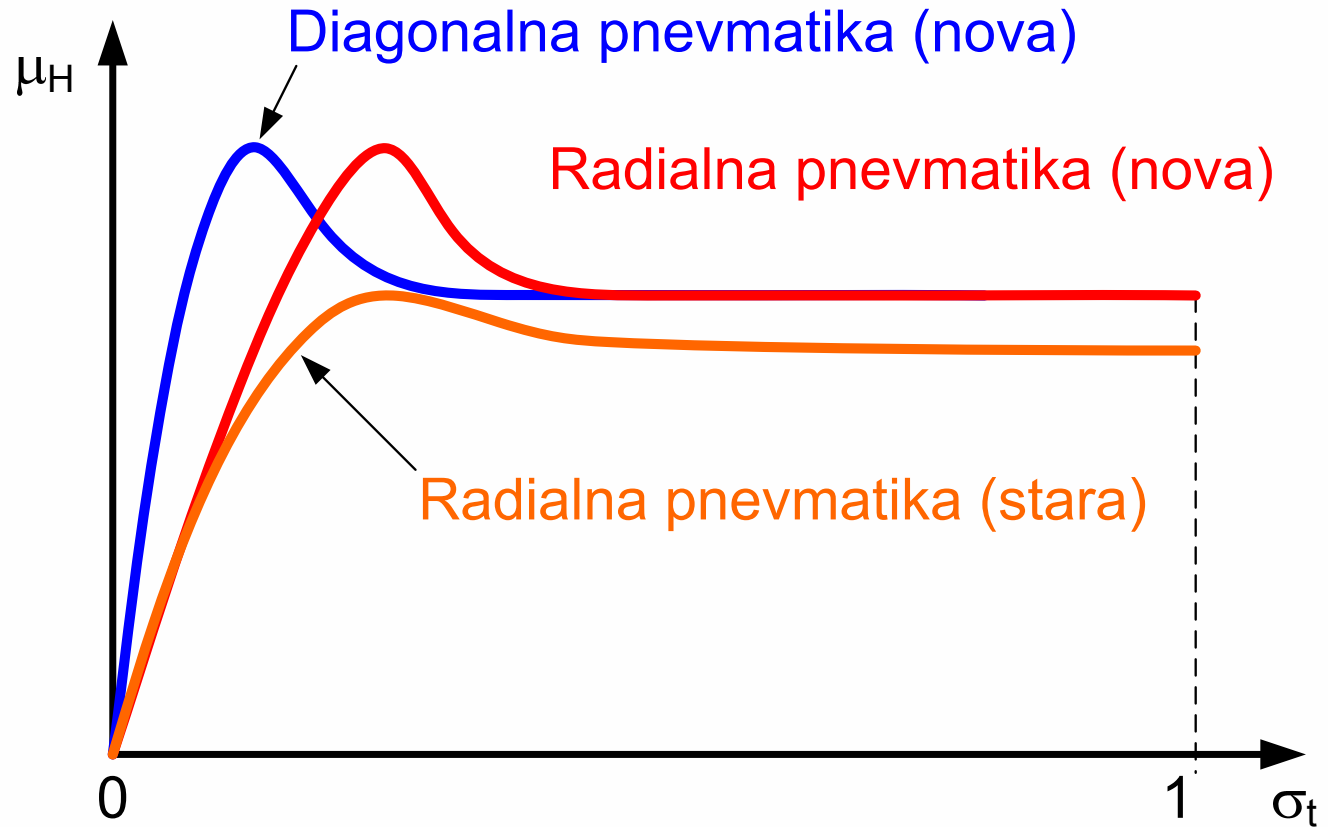
$$\mu_h = \frac{K}{Z}$$

$$\sigma_t = \frac{v_0 - v}{v_0}$$

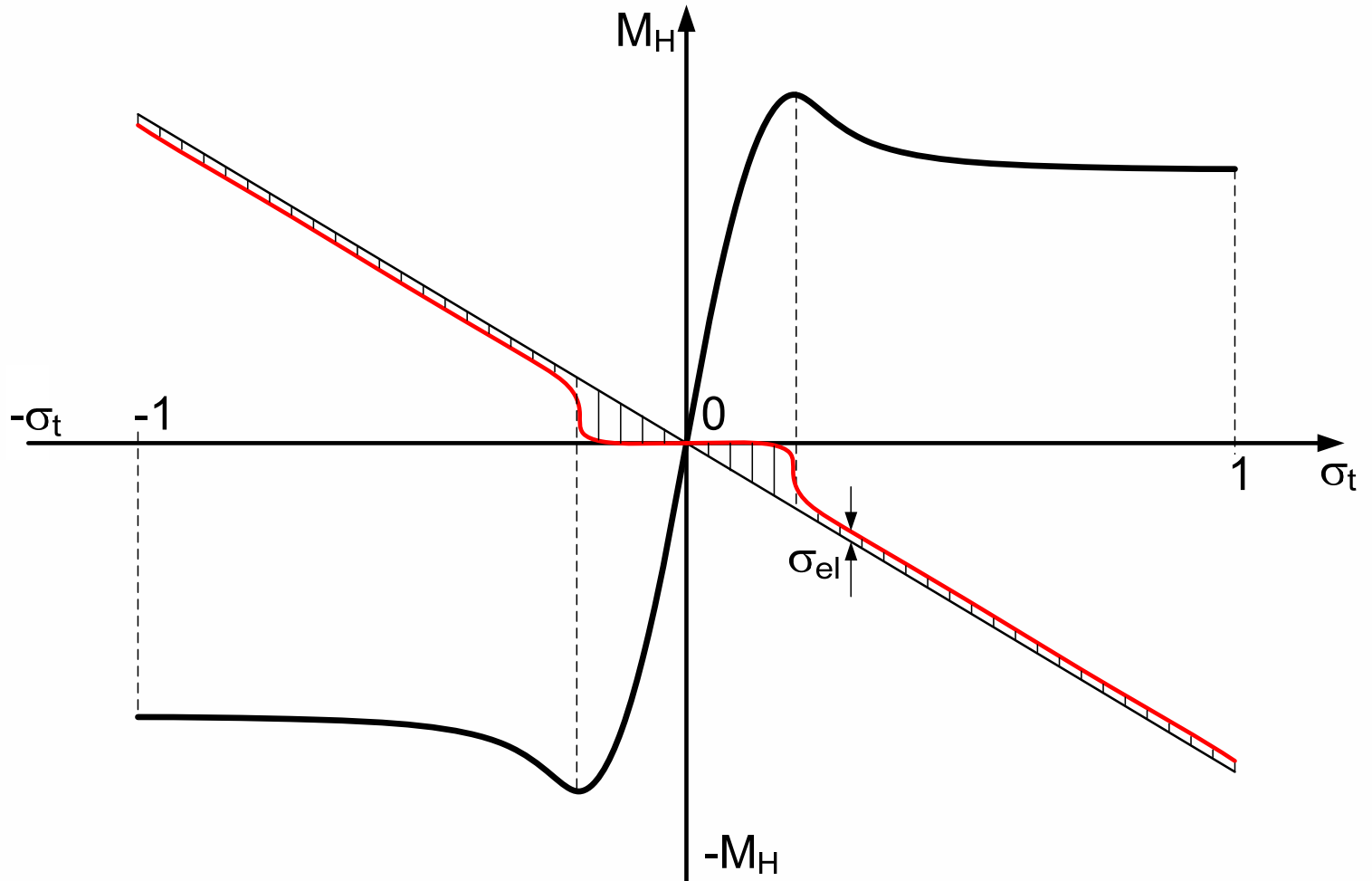
$$M = \mu_H \cdot Z \cdot r_{st} = \mu_H \cdot konst$$



Sojemalni diagram za radialne in diagonalne pnevmatike

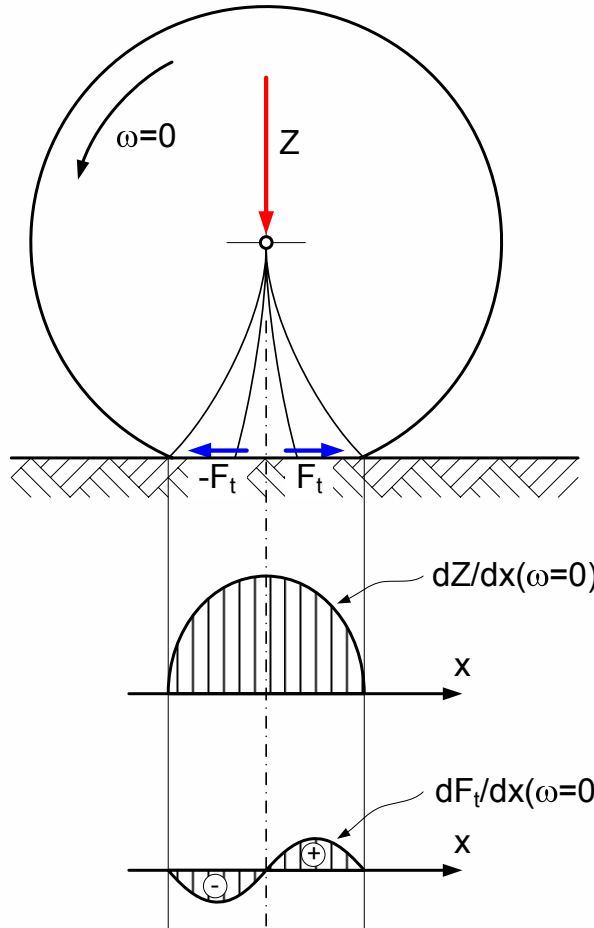


Sojemalni diagram za pospeševanje in zaviranje

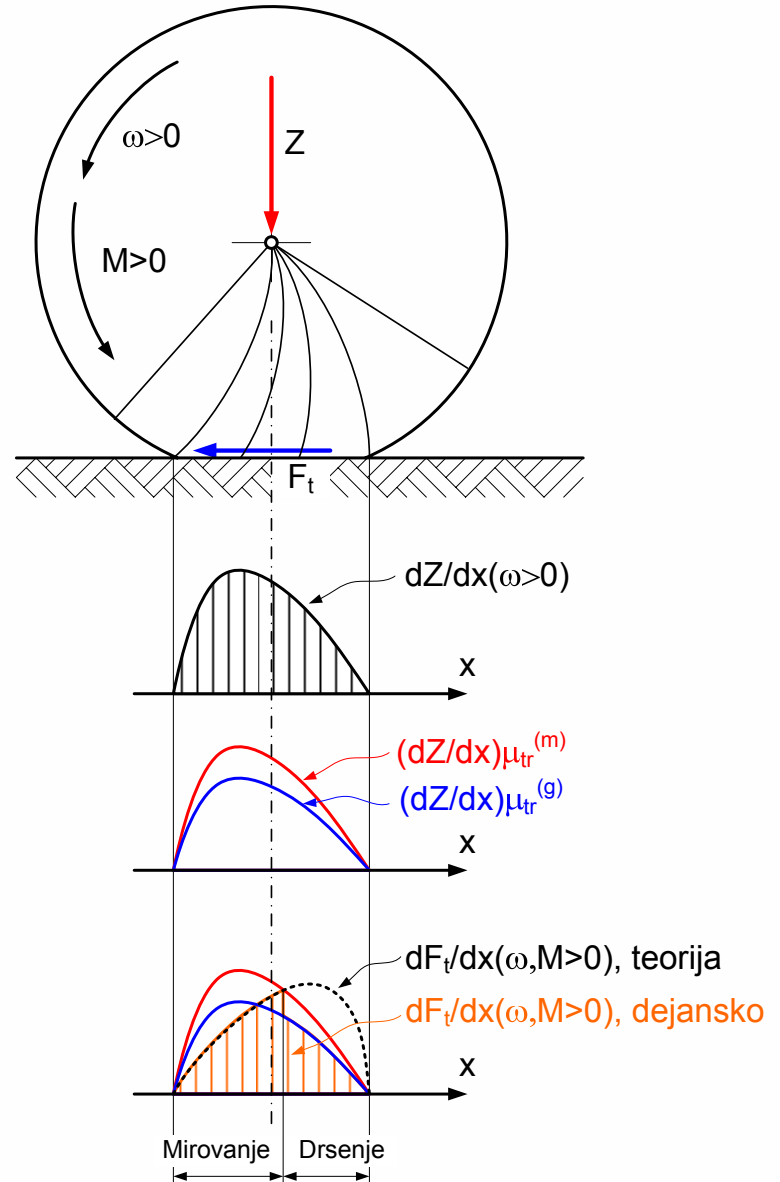


Mikro-kontakt pnevmatike in vozne površine - pospeševanje

Pnevmatika v stanju mirovanja

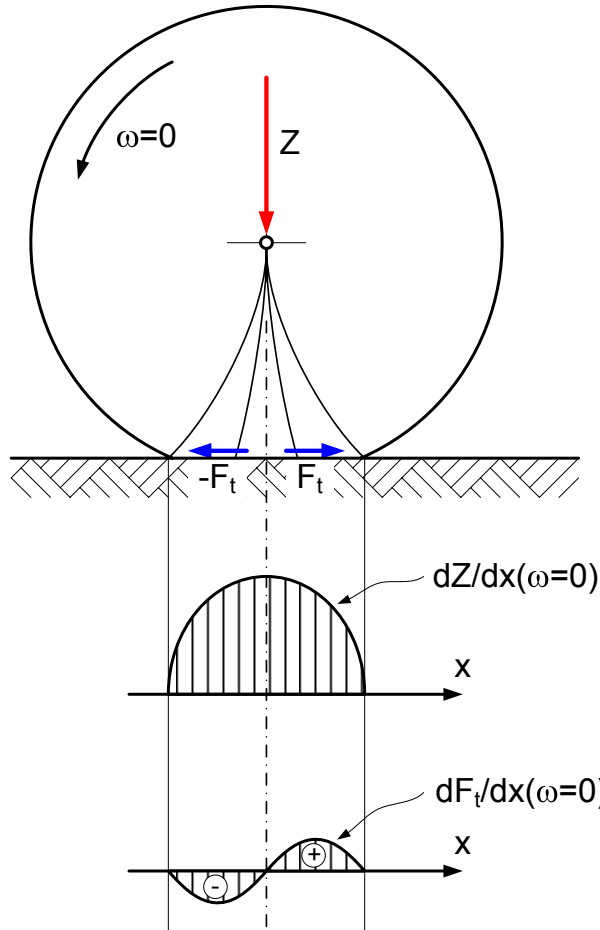


Pnevmatika med pospeševanjem

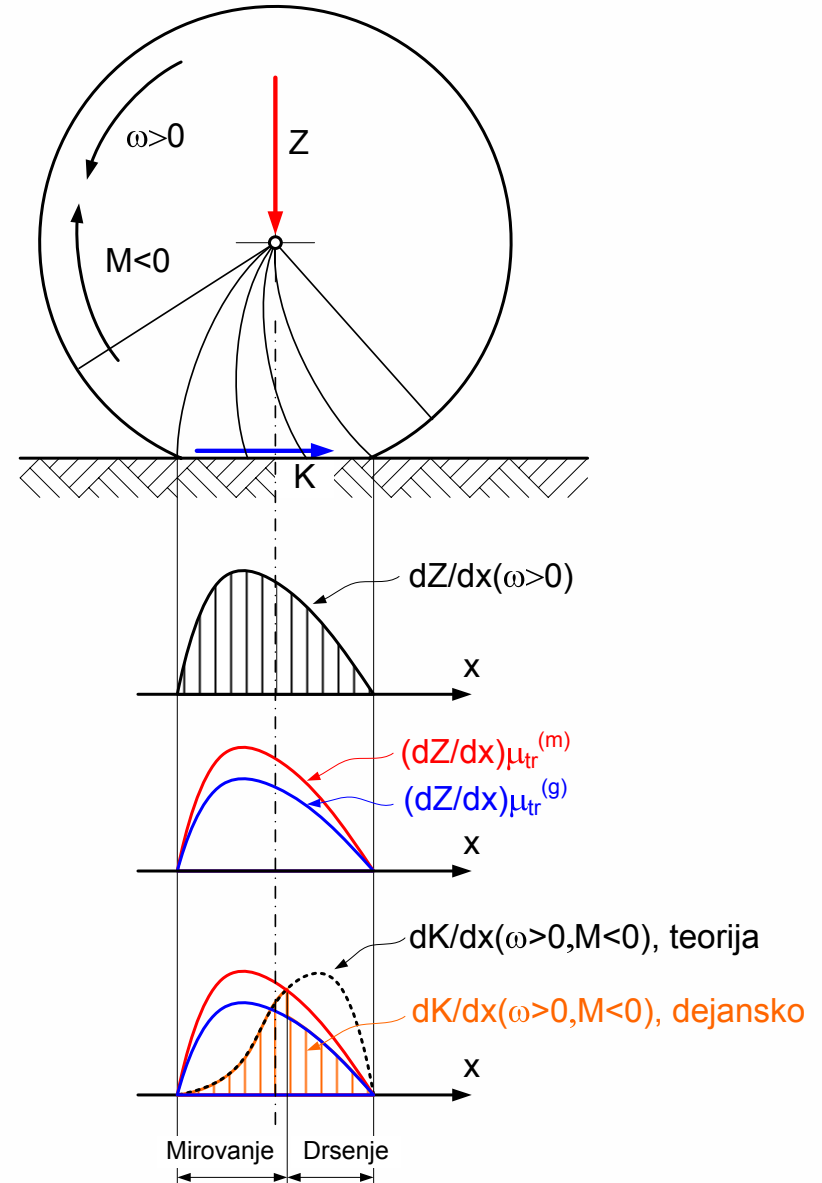


Mikro-kontakt pnevmatike in vozne površine - zaviranje

Pnevmatika v stanju mirovanja

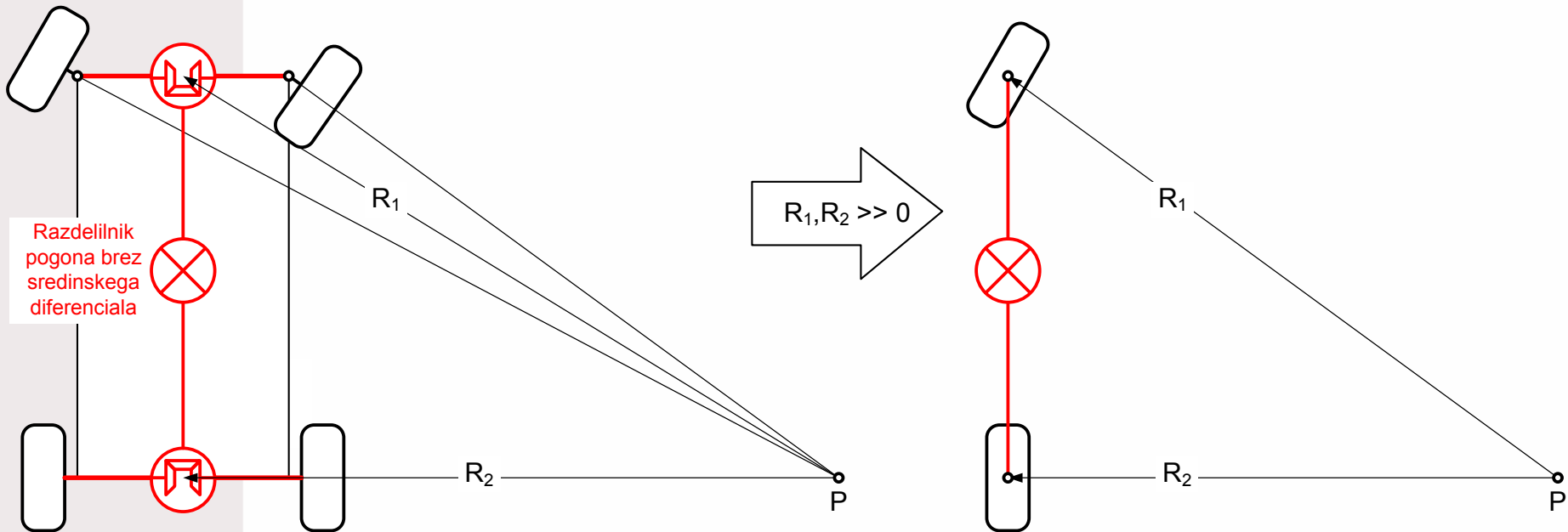


Pnevmatika med zaviranjem



Pogon 4x4

- Sredinski razdelilnik pogona brez diferenciala na trdi podlagi:



- Teoretične obodne hitrosti koles pri vožnji v ovinek:

$$v_{1,0} = \omega_{1,0} \cdot r_{st} \propto R_1 > v_{2,0} = \omega_{2,0} \cdot r_{st} \propto R_2$$

- Dejanske obodne hitrosti koles in vrtilni momenti:

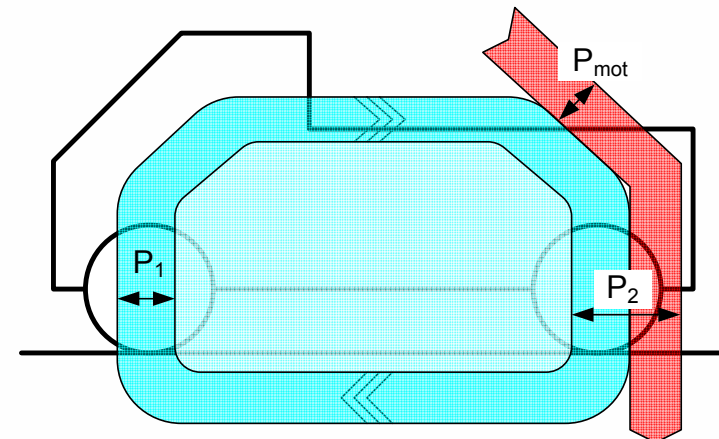
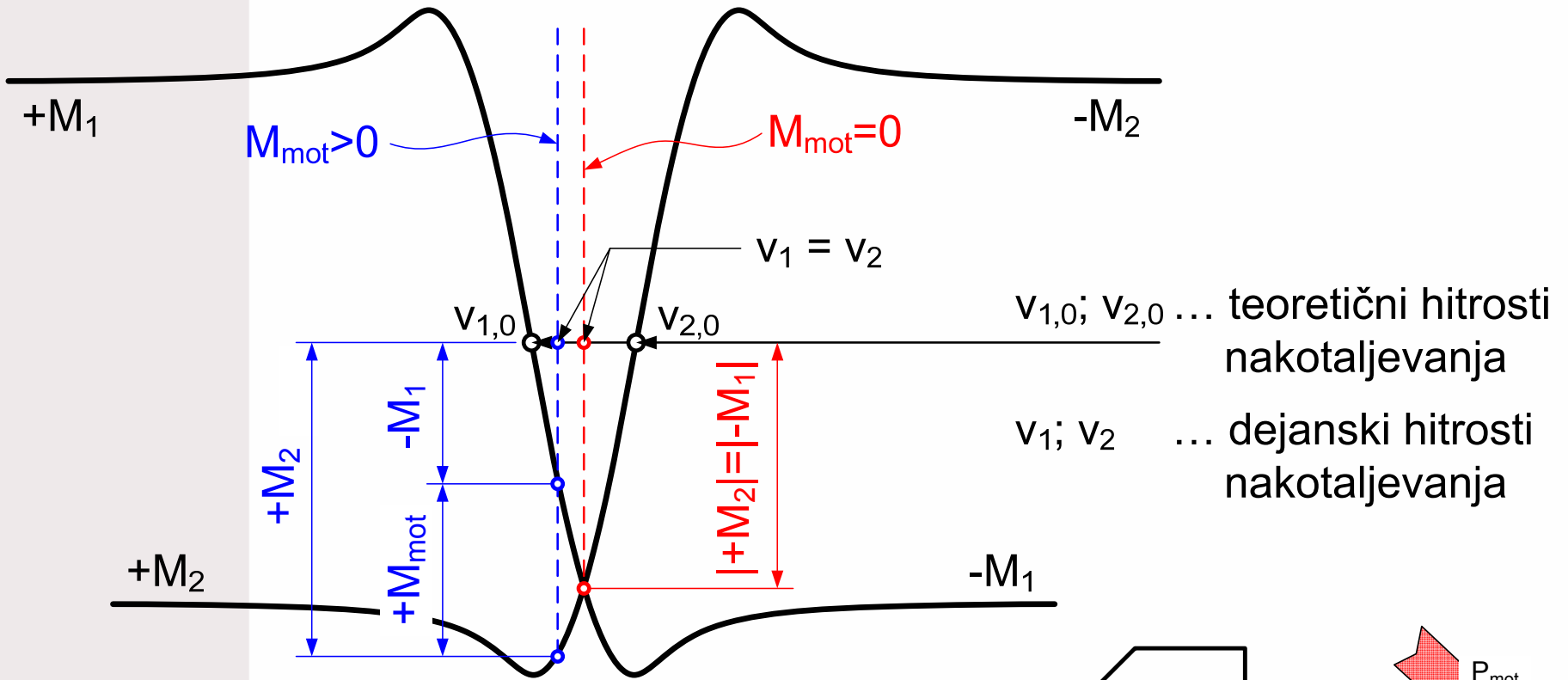
$$v_1 = v_2$$

$$M_1 \neq M_2$$



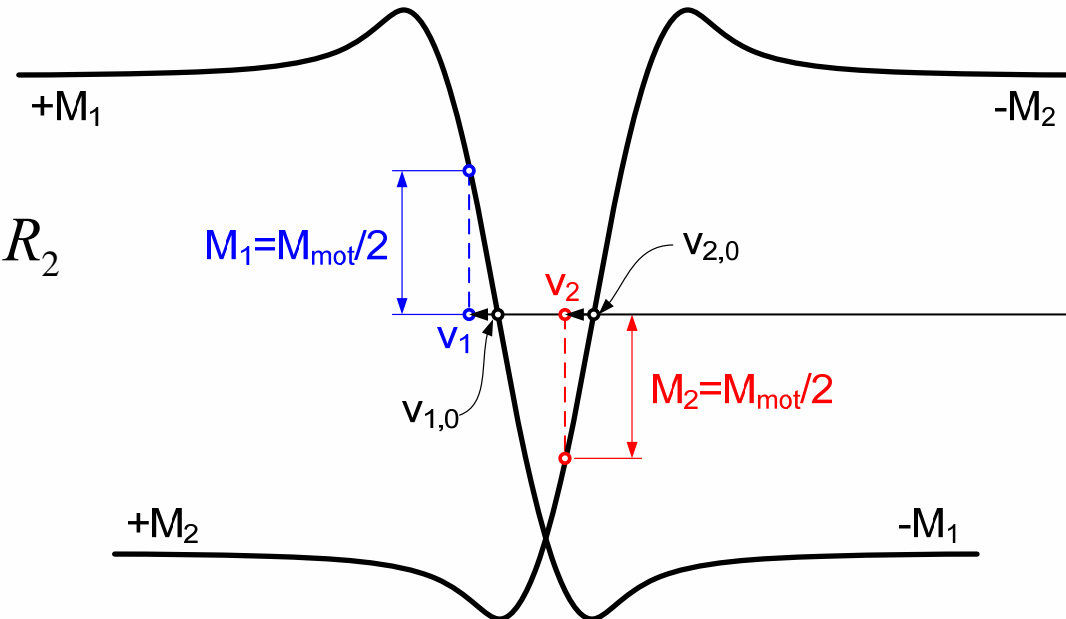
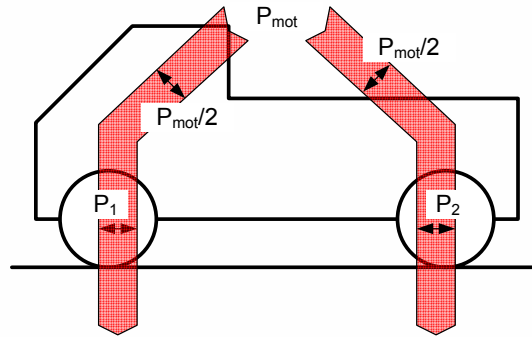
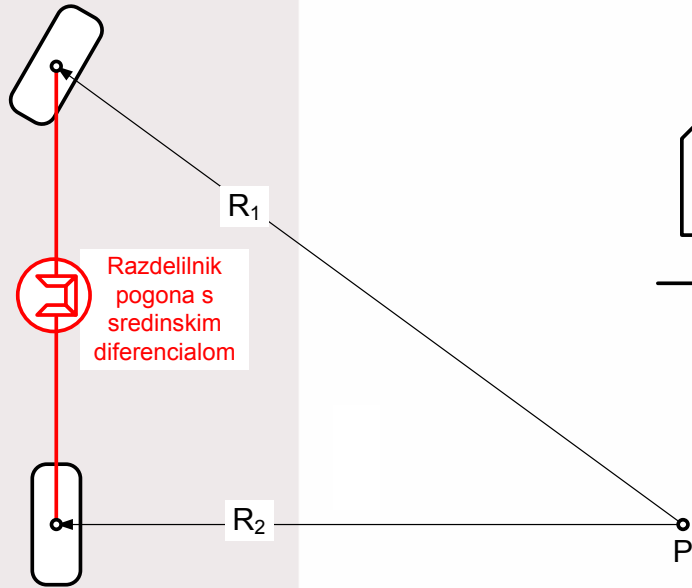
Pogon 4x4

- Sredinski razdelilnik pogona brez diferenciala na trdi podlagi:



Pogon 4x4

- Sredinski razdelilnik pogona z diferencialom na trdi podlagi:



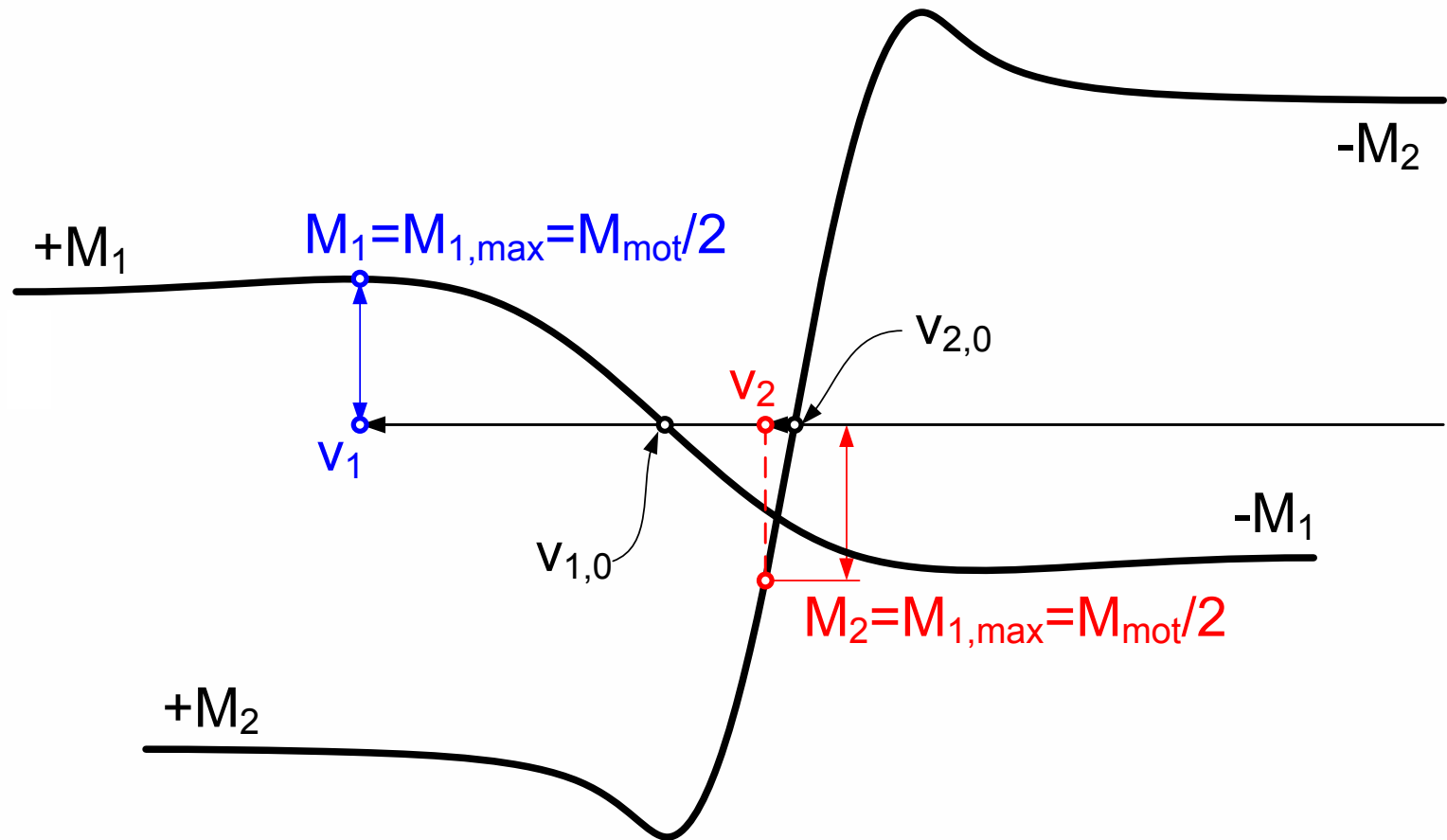
$$v_1 = \omega_1 \cdot r_{st} \propto R_1 > v_2 = \omega_2 \cdot r_{st} \propto R_2$$

$$M_1 = M_2 = \frac{M_{mot}}{2}$$



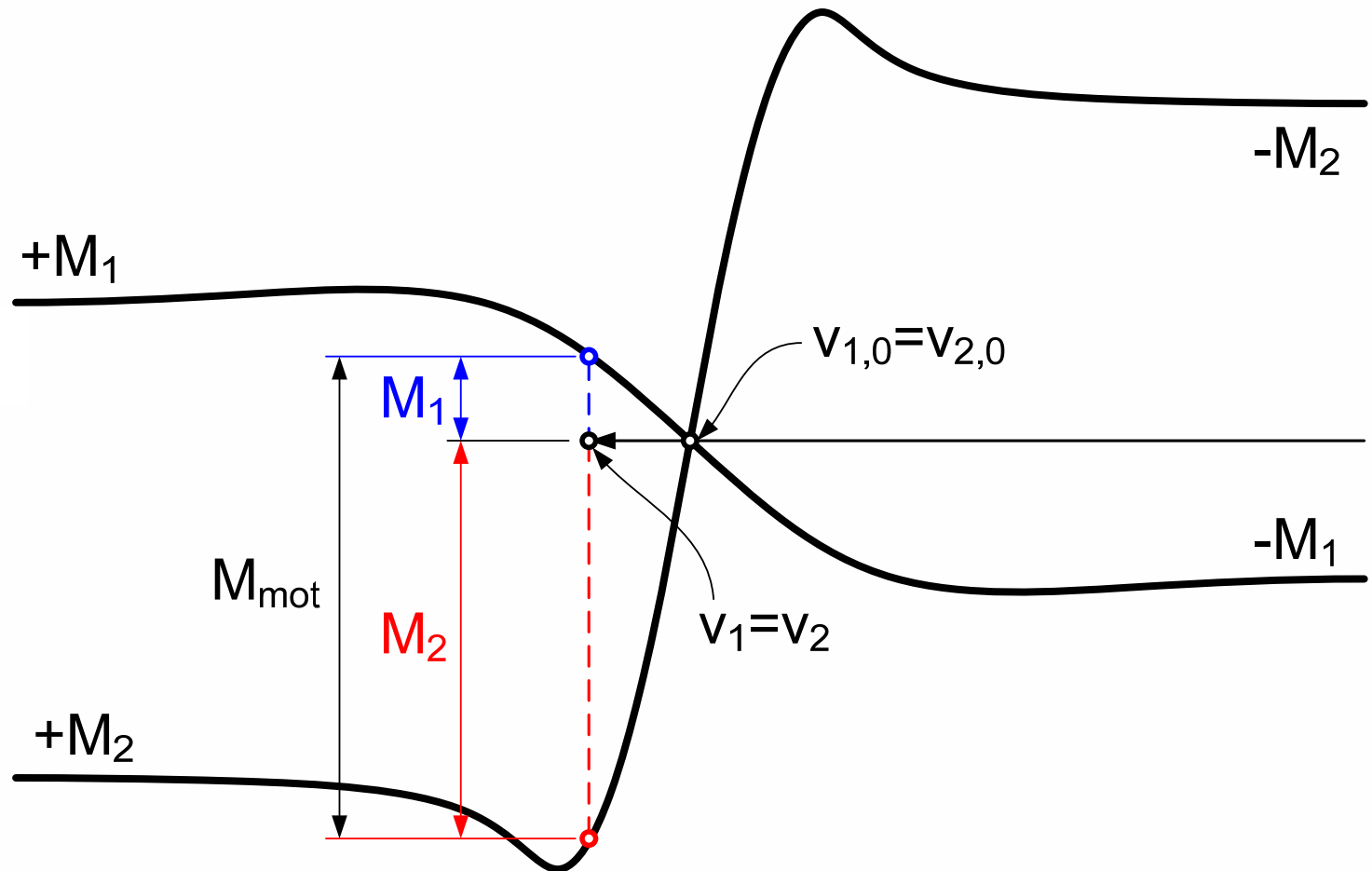
Pogon 4x4

- Sredinski razdelilnik pogona z diferencialom – trda podlaga zadaj, mehka podlaga spredaj, vožnja naravnost:

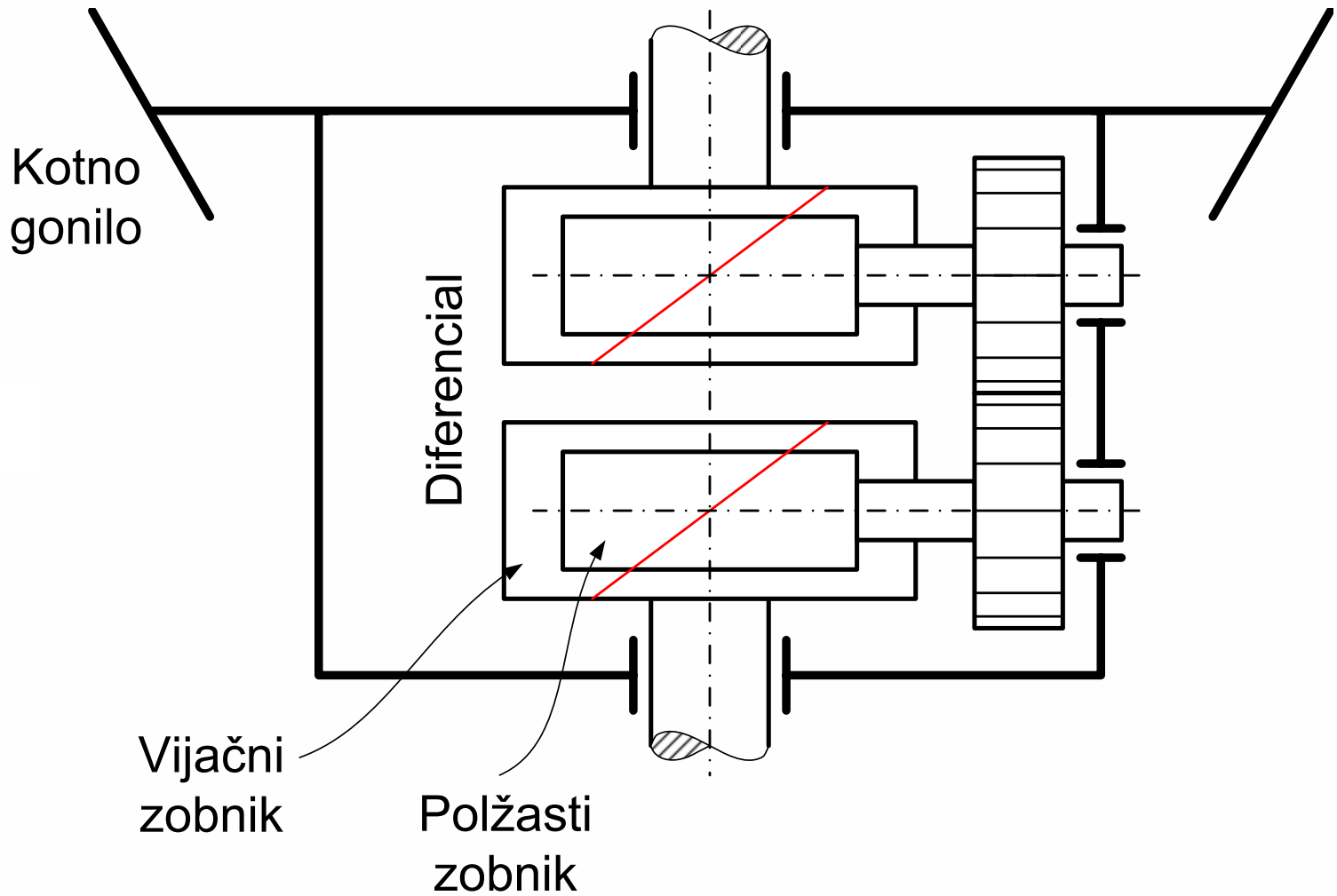


Pogon 4x4

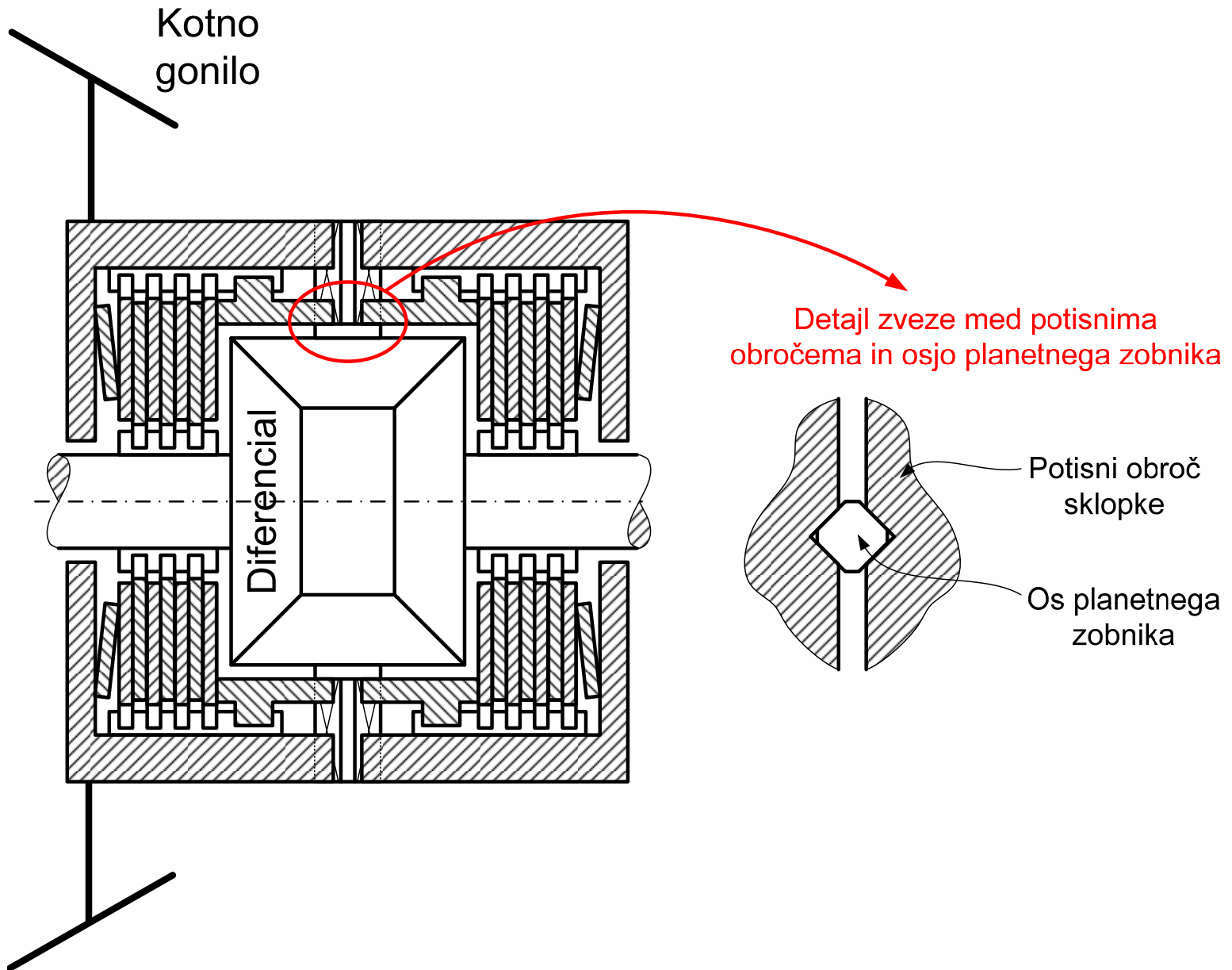
- Sredinski razdelilnik pogona brez diferenciala – trda podlaga zadaj, mehka podlaga spredaj:



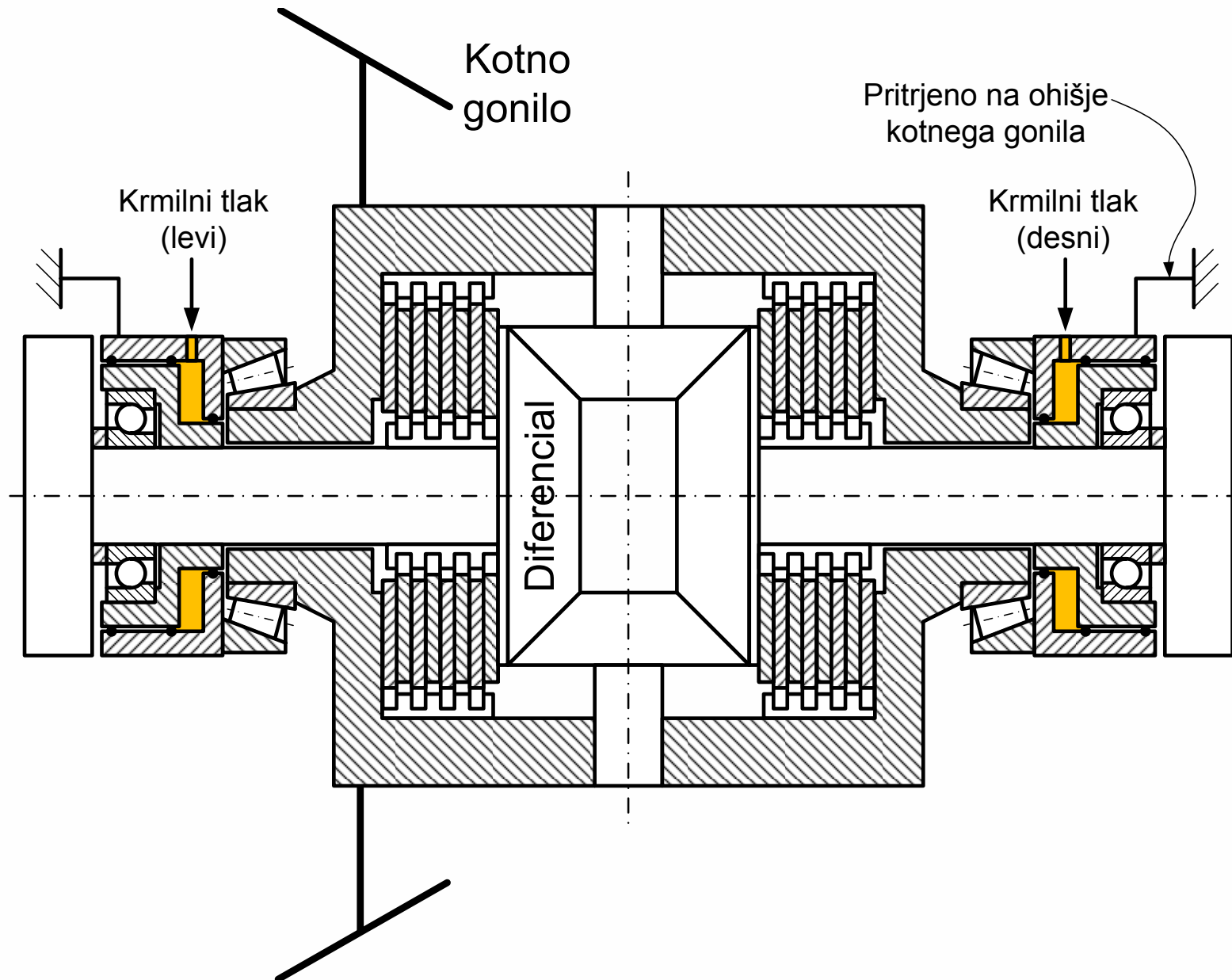
TORSEN diferencial



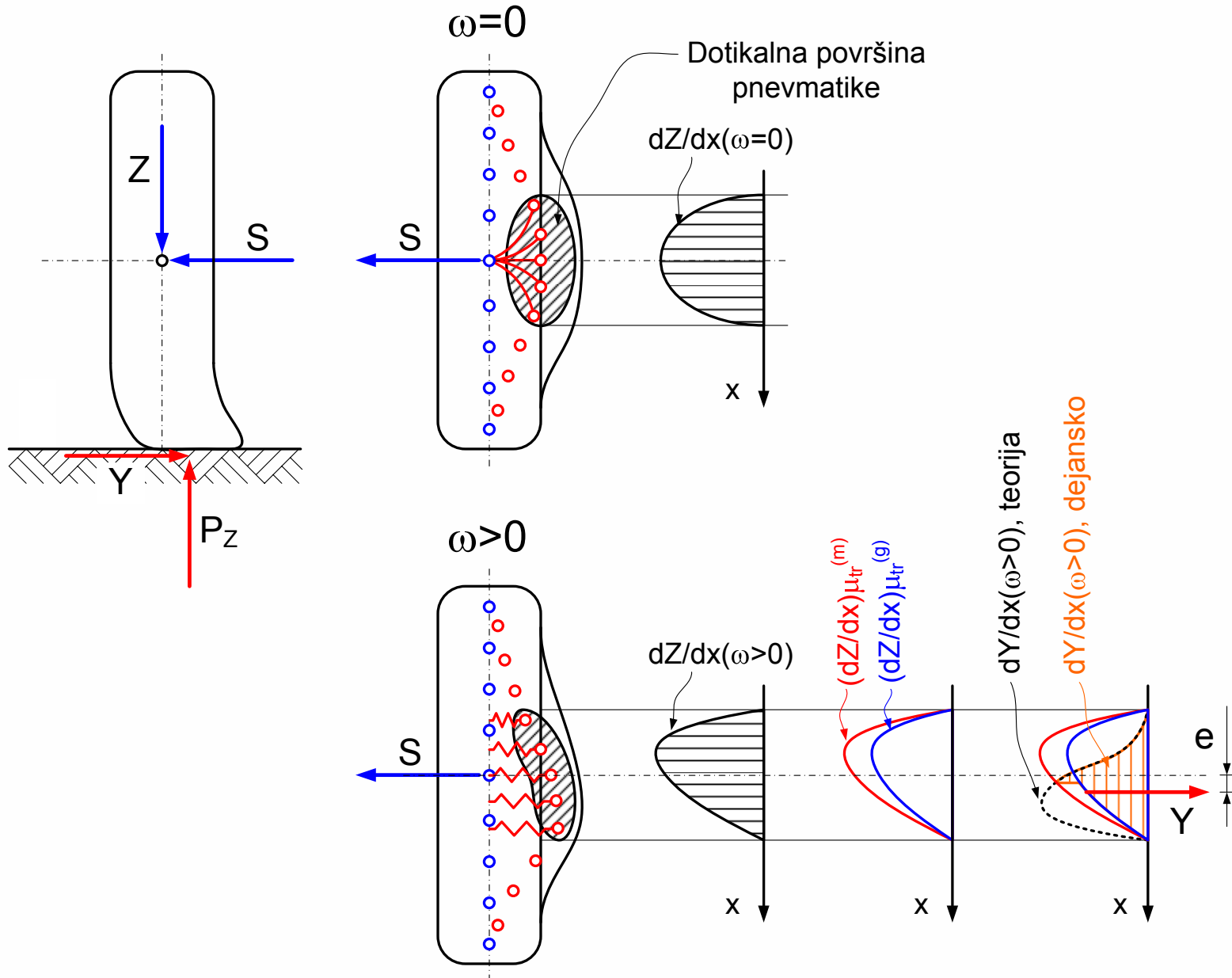
Mehanski samozaporni diferencial z lamelami



Avtomatski samozaporni diferencial z lamelami - ASD



Bočna elastičnost pnevmatike



Koeficient sojemanja za prečno silo in kot poševnega nakotaljevanja

$$M_s = Y \cdot e$$

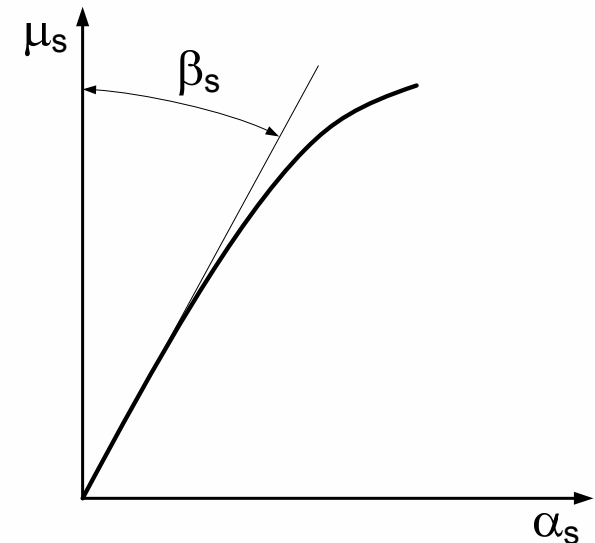
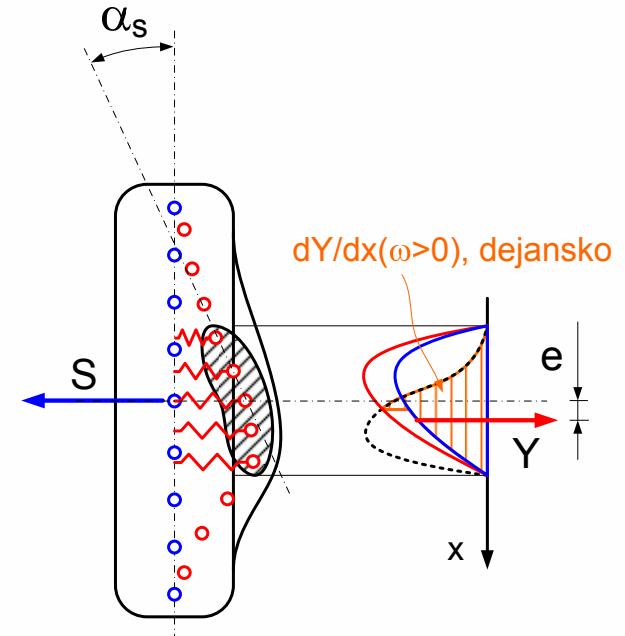
α_s ...kot poševnega nakotaljevanja

$$\mu_s = \frac{S}{Z}$$

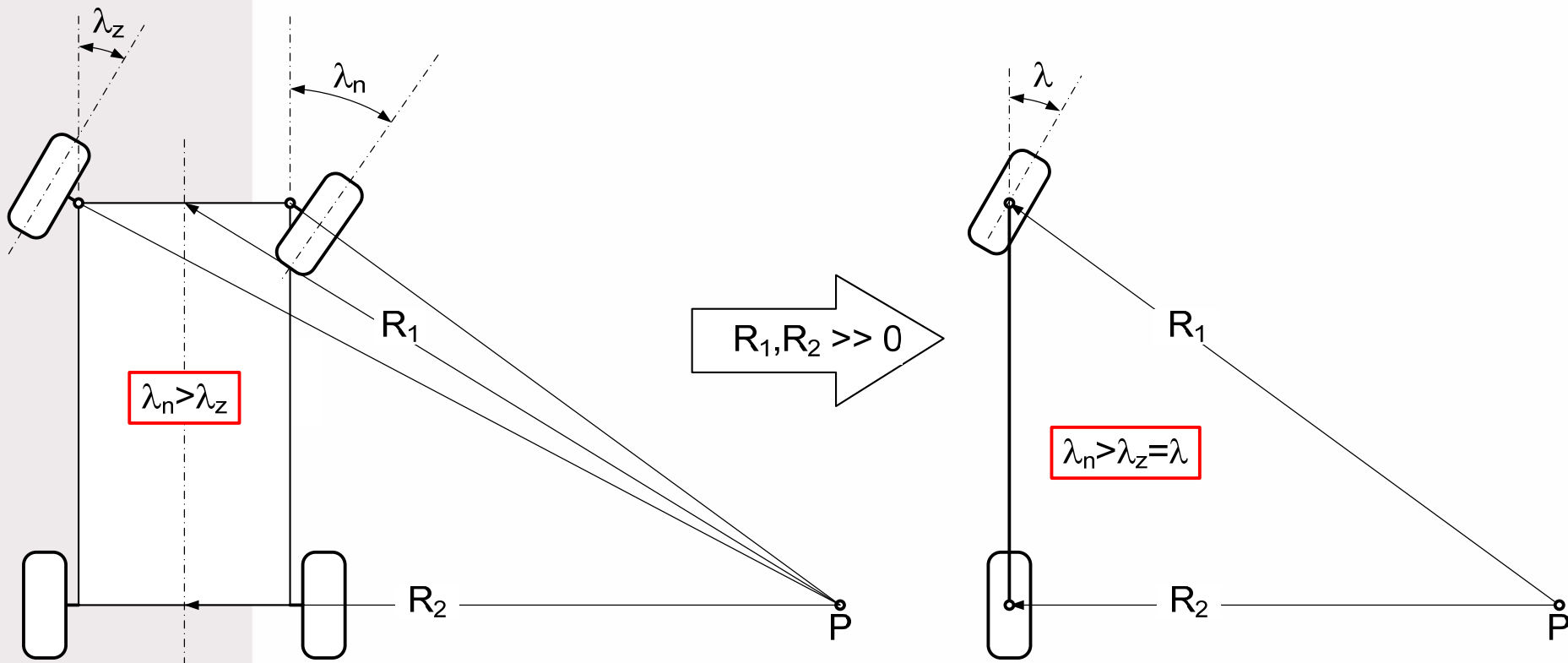
μ_s ...bočni koeficient sojemanja

$$c_s = \operatorname{tg} \beta_s = \frac{\alpha_s}{\mu_s}$$

c_s ...bočna elastičnost pnevmatike



Kot zasuka krmilnih koles pri vožnji v ovinek

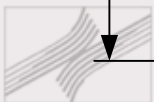
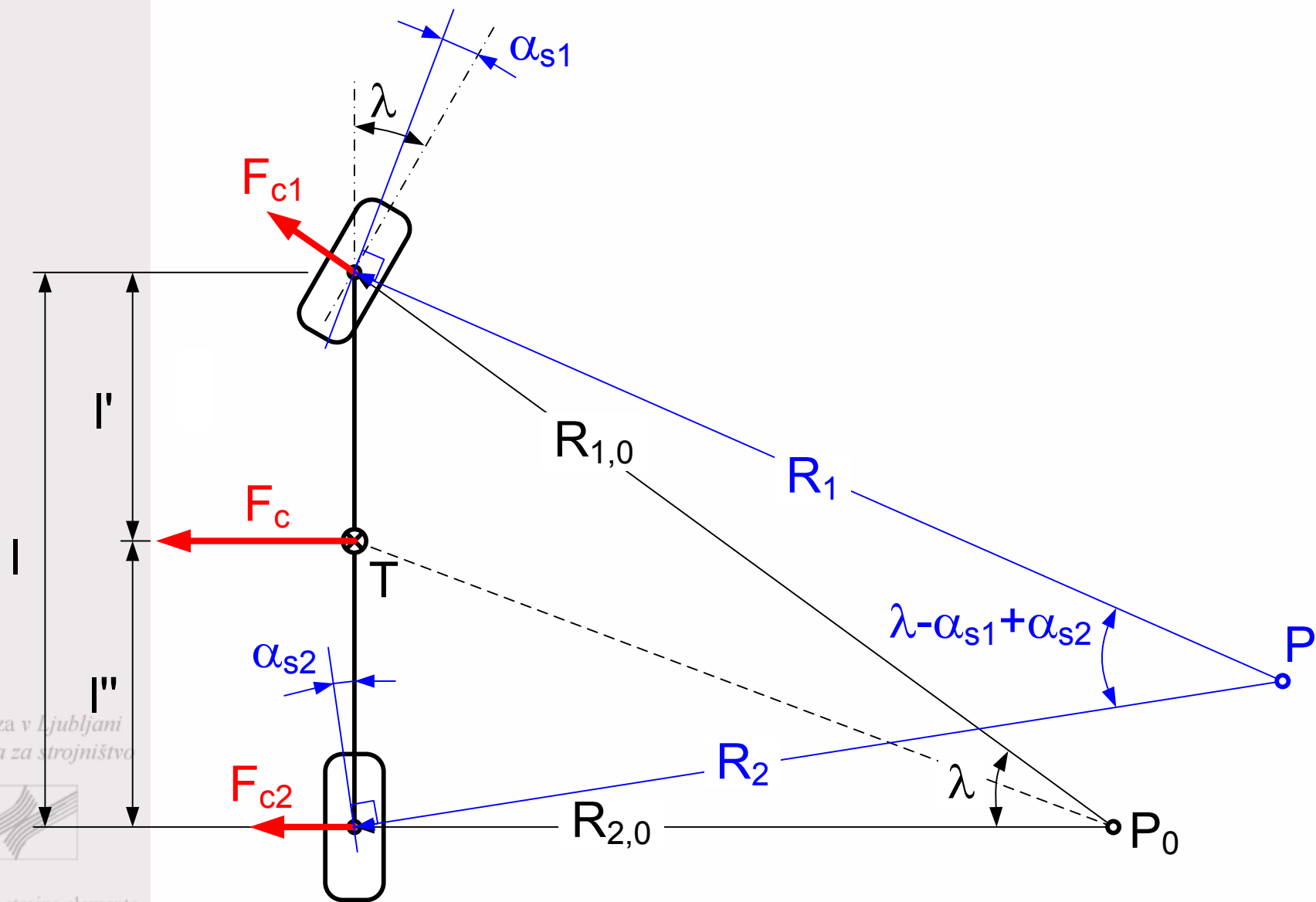


λ ... krmilni kot

$$\lambda = f(R)$$



Vpliv poševnega nakotaljevanja pri vožnji v ovinek



Vpliv poševnega nakotaljevanja pri vožnji v ovinek

$$R_1, R_2 \gg 0 \Rightarrow R_1 \approx R_2 \approx R \Rightarrow F_{c1} \approx F_c \cdot \frac{l''}{l}; F_{c2} \approx F_c \cdot \frac{l'}{l}$$

$$F_c = m_v \cdot \frac{v^2}{R} = \frac{G}{g} \cdot \frac{v^2}{R}$$

$$\mu_s = \frac{F_c}{G} = \frac{1}{g} \cdot \frac{v^2}{R}$$

$$\mu_{s1} \approx \mu_{s2} \approx \mu_s$$

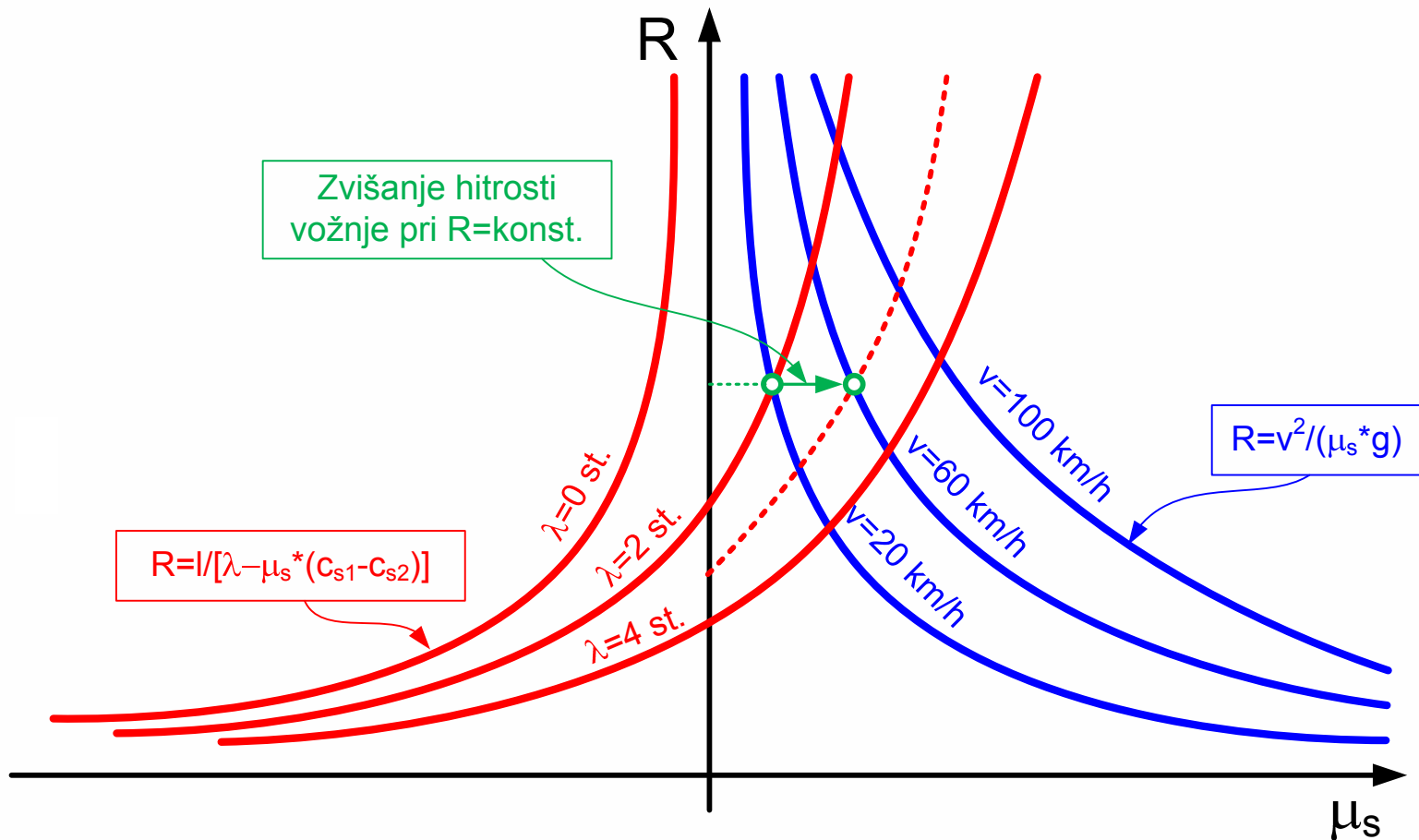
$$\alpha_{s1} = c_{s1} \cdot \mu_s$$

$$\alpha_{s2} = c_{s2} \cdot \mu_s$$

$$l = [\lambda - (\alpha_{s1} - \alpha_{s2})] \cdot R \Rightarrow R = \frac{l}{\lambda - \mu_s \cdot (c_{s1} - c_{s2})}$$



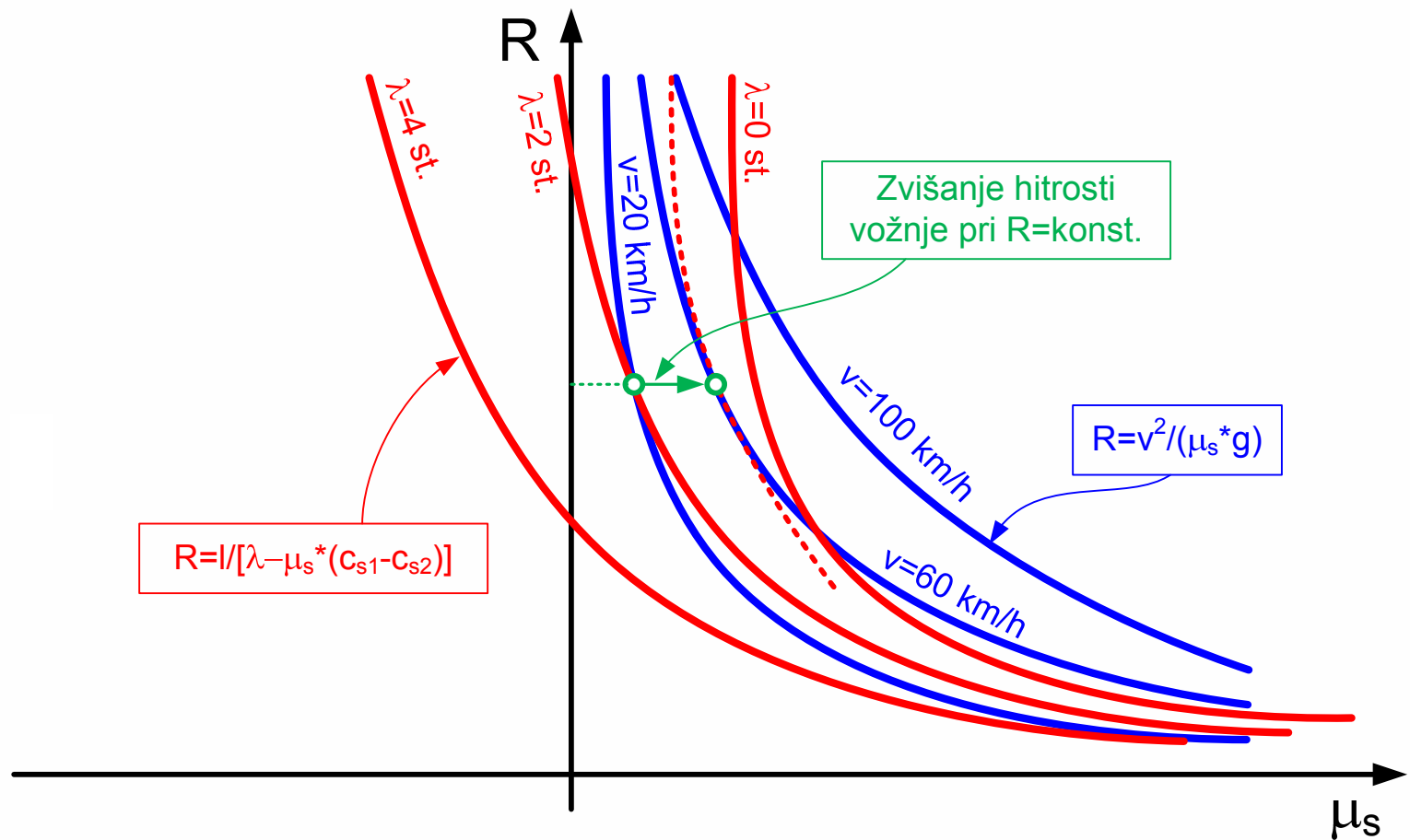
Podkrmarjeno vozilo – $c_{s1} > c_{s2}$



Če se poveča hitrost vožnje v ovinek, je treba povečati krmilni kot λ .



Prekrmarjeno vozilo – $c_{s1} < c_{s2}$

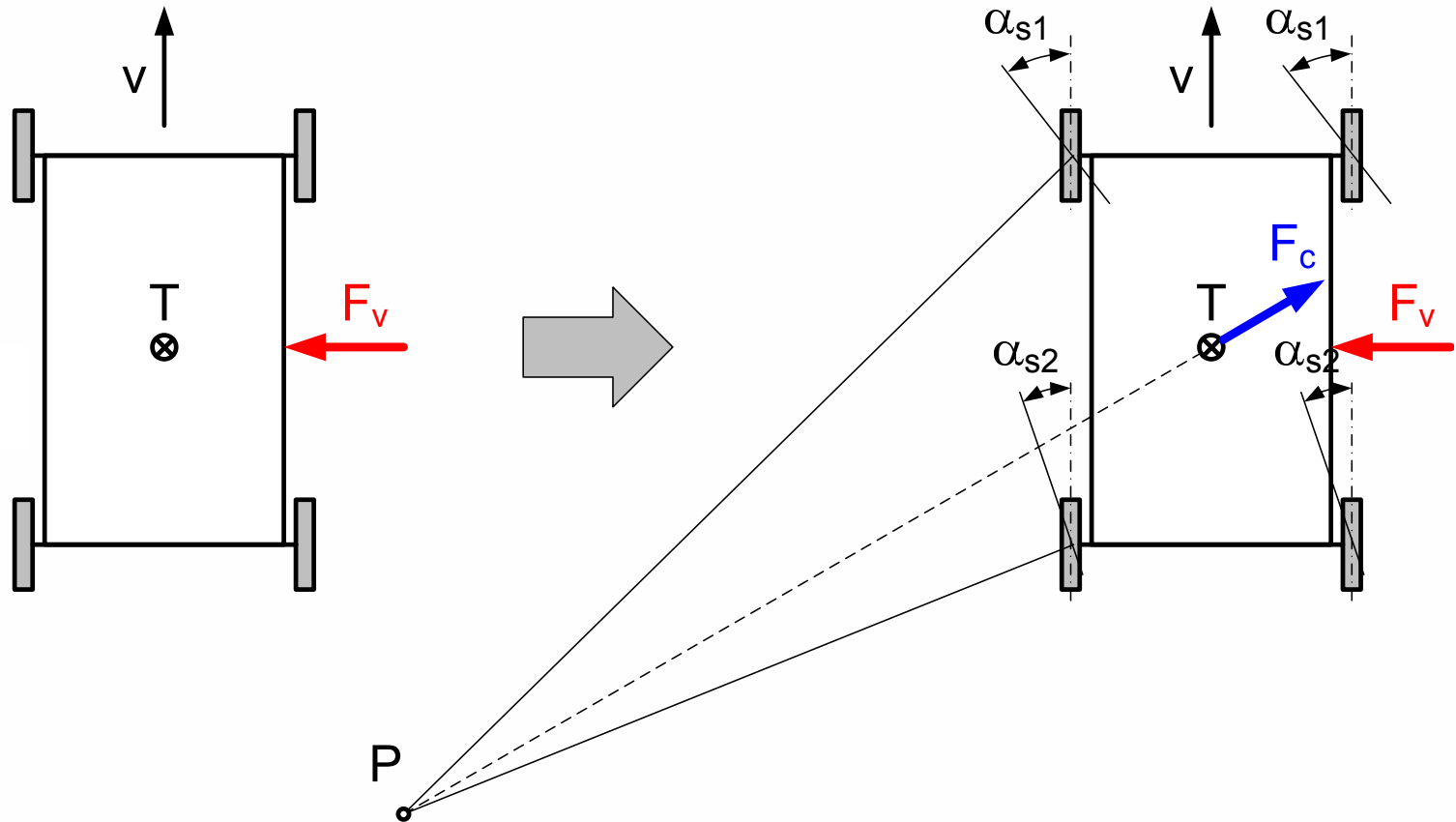


Če se poveča hitrost vožnje v ovinek, je treba zmanjšati krmilni kot λ .



Vpliv bočnega vetra

- Podkrmarjeno vozilo ($c_{s1} > c_{s2}$):

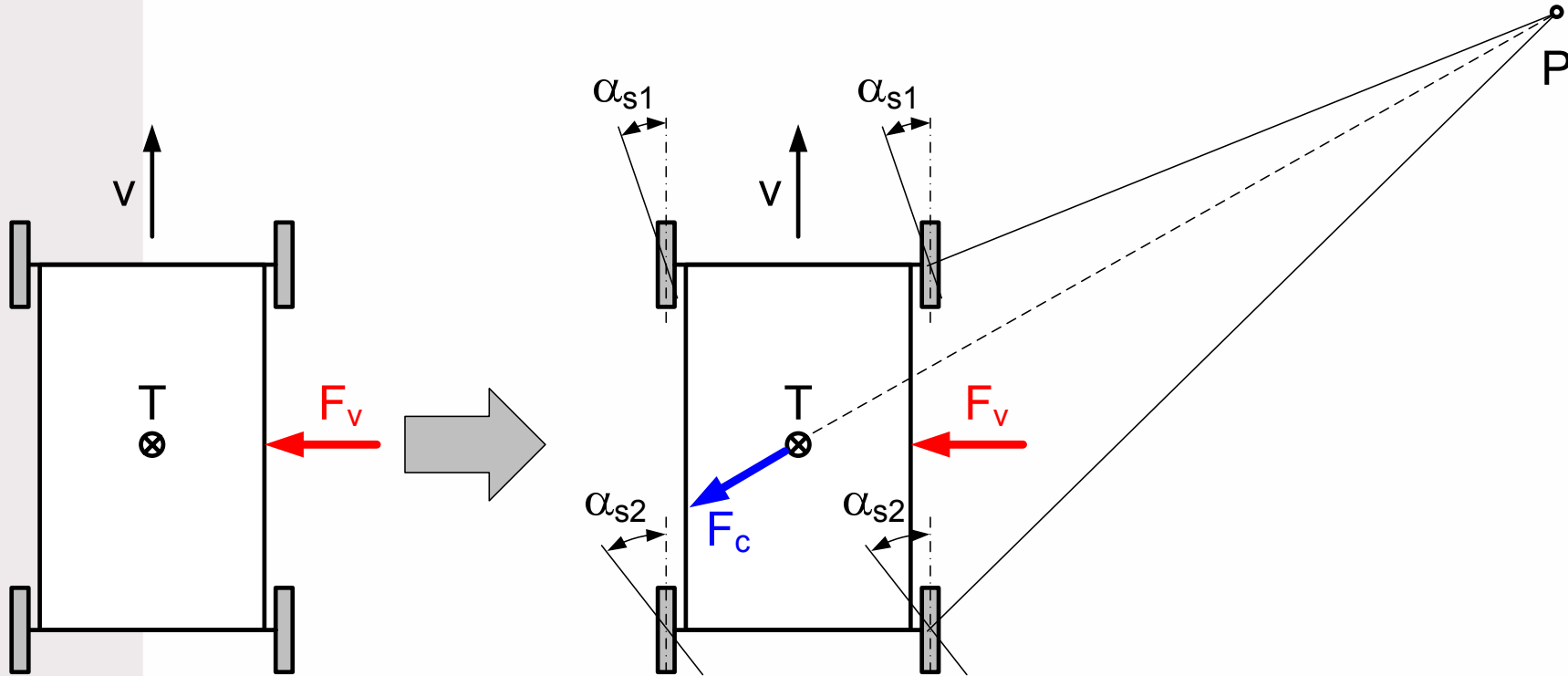


Centrifugalna sila stabilizira silo vetra.



Vpliv bočnega vetra

- Prekrmarjeno vozilo ($c_{s1} < c_{s2}$):

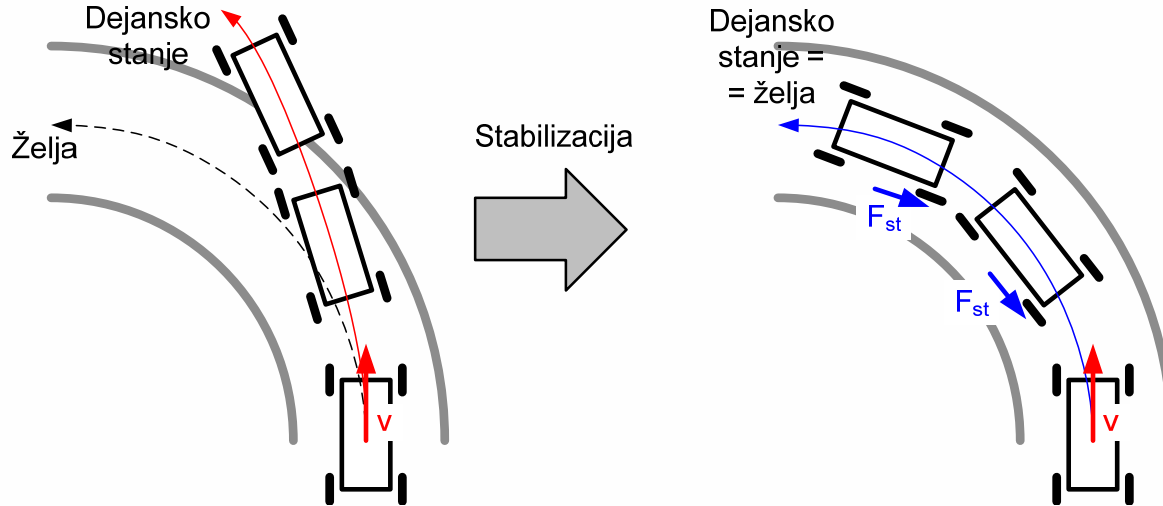


Centrifugalna sila destabilizira silo
vetra.

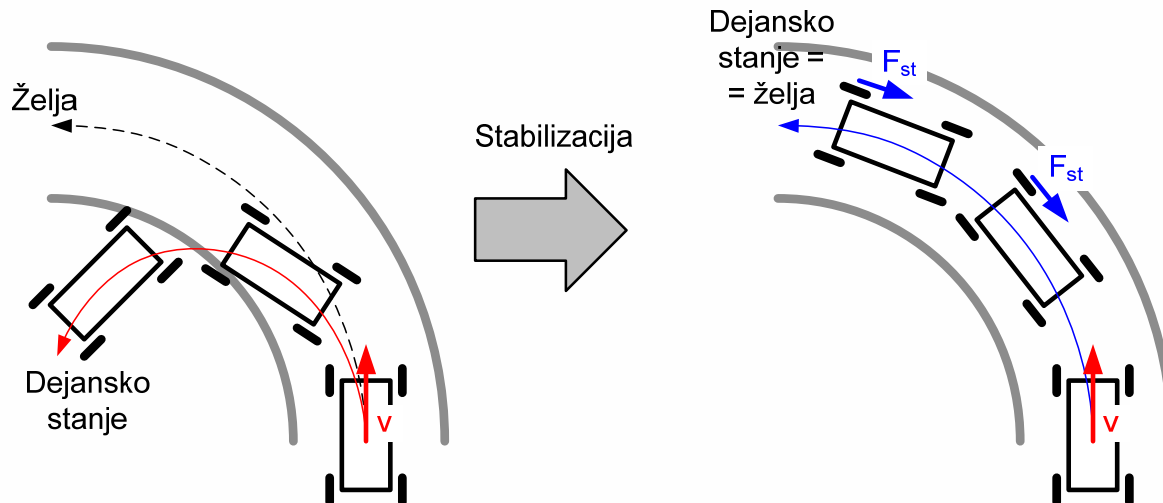


Stabilizacija vozila pri vožnji v ovinek z veliko hitrostjo

■ Podkrmarjeno vozilo:



■ Prekrmarjeno vozilo:



Kritična hitrost prekrmarjenega vozila

- Kritična hitrost prekrmarjenega vozila je tista hitrost, pri kateri je vozilo ob minimalni bočni motnji (npr. sunek vetra) sposobno voziti v ovinek brez zasuka krmilnih koles:

$$c_{s2} > c_{s1}$$

$$\lambda = 0; R > 0$$

$$\mu_s = \frac{1}{g} \cdot \frac{v^2}{R} \Rightarrow R = \frac{1}{g} \cdot \frac{v^2}{\mu_s}$$

$$R = \frac{1}{g} \cdot \frac{v_{krit}^2}{\mu_s} = \frac{l}{-\mu_s \cdot (c_{s1} - c_{s2})}$$

$$v_{krit} = \sqrt{\frac{l \cdot g}{(c_{s2} - c_{s1})}}$$

