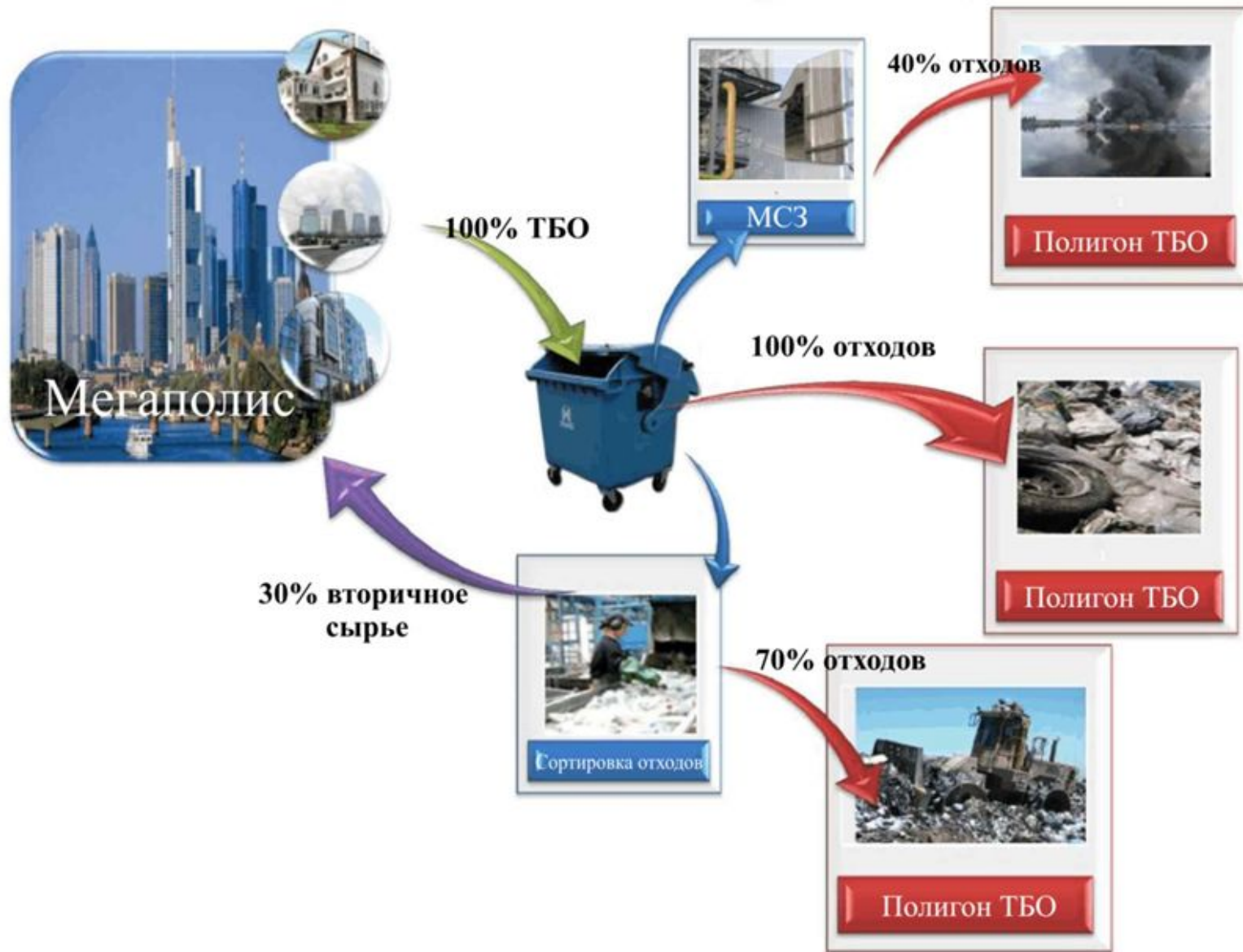
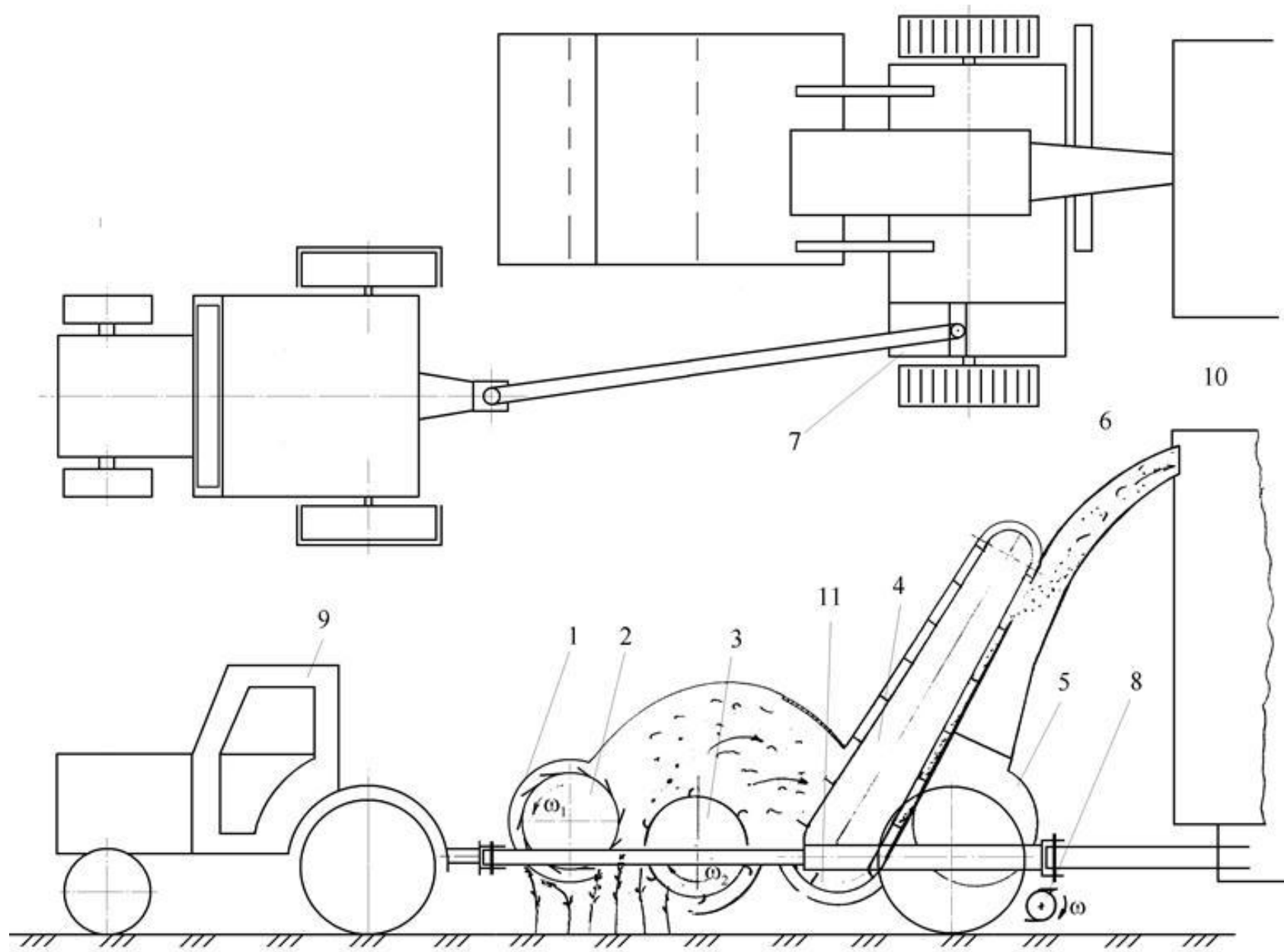


Типология транспорта для уборки улиц и общественных учреждений

Утилизация отходов (ТБО)











CLEANON





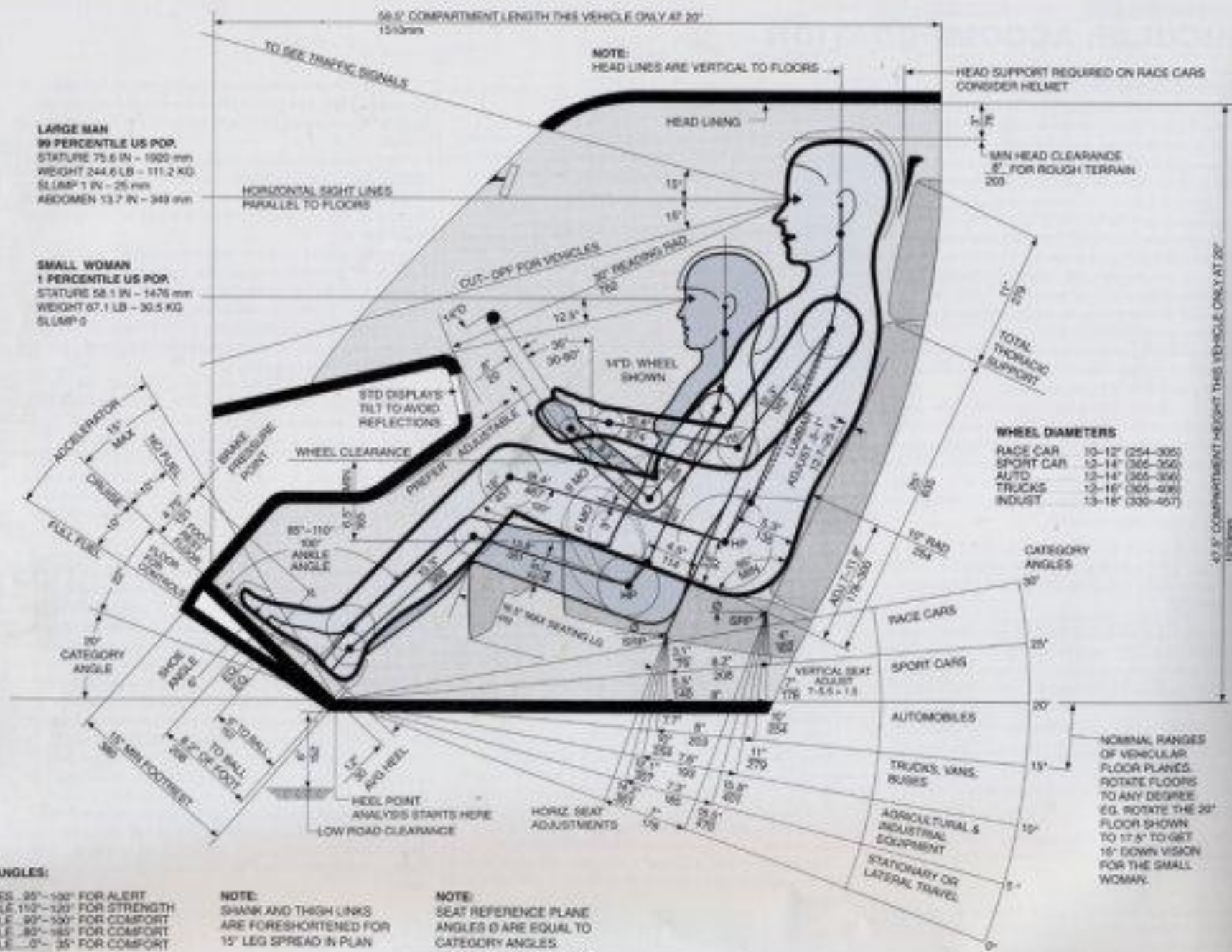


shalamov2008@yandex.ru





Подъемный механизм



LARGE MAN
 99 PERCENTILE US POP.
 STATURE 75.6 IN - 1920 mm
 WEIGHT 244.6 LB - 111.2 KG
 SLUMP 1 IN - 25 mm
 ABDOMEN 13.7 IN - 348 mm

SMALL WOMAN
 1 PERCENTILE US POP.
 STATURE 58.1 IN - 1476 mm
 WEIGHT 87.1 LB - 39.5 KG
 SLUMP 0

WHEEL DIAMETERS

RACE CAR	10-12" (254-305)
SPORT CAR	12-14" (305-356)
AUTO	13-14" (305-356)
TRUCKS	12-18" (305-457)
INDUST	13-18" (330-457)

CATEGORY ANGLES

- RACE CARS 30°
- SPORT CARS 25°
- AUTOMOBILES 20°
- TRUCKS, VANS, BUSES 15°
- AGRICULTURAL & INDUSTRIAL EQUIPMENT 10°
- STATIONARY OR LATERAL TRAVEL 5°

NORMAL RANGES OF VEHICULAR FLOOR PLANES. ROTATE FLOORS TO ANY DEGREE. EG. ROTATE THE 20° FLOOR SHOWN TO 17.5° TO GET 15° DOWN VISION FOR THE SMALL WOMAN.

COMFORT ANGLES:
 SEAT ANGLE - 35°-120° FOR ALERT
 KNEE ANGLE 110°-120° FOR STRENGTH
 ANGLE ANGLE - 90°-100° FOR COMFORT
 ELBOW ANGLE - 90°-105° FOR COMFORT
 UPPER ARM ANGLE - 0°-35° FOR COMFORT

NOTE:
 SHANK AND THIGH LINKS ARE FORESHORTENED FOR 15° LEG SPREAD IN PLAN

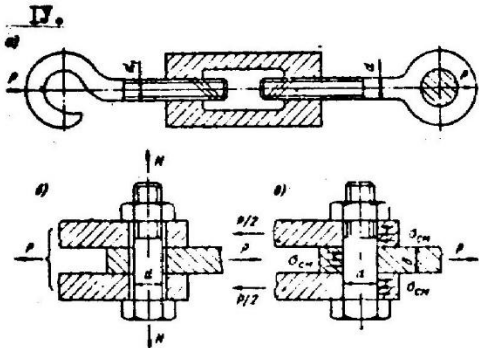
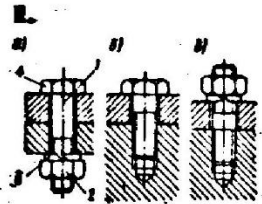
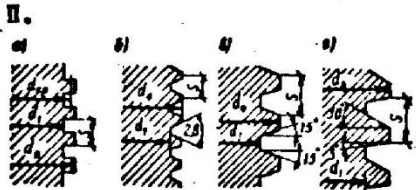
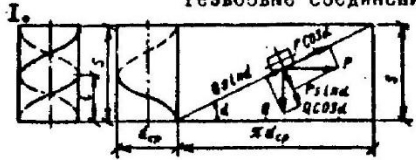
NOTE:
 SEAT REFERENCE PLANE ANGLES Ø ARE EQUAL TO CATEGORY ANGLES COMPARTMENTS CHANGE

МОСКОВСКИЙ АВТОМОБИЛЬНО-ДОРОЖНЫЙ ИНСТИТУТ

Кафедра Эксплуатации дорожных машин

Лекция преподавателя _____ от _____ 198 г.

СОЕДИНЕНИЯ РАЗЪЁМНЫЕ
Резьбовые соединения

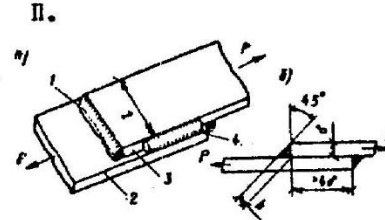
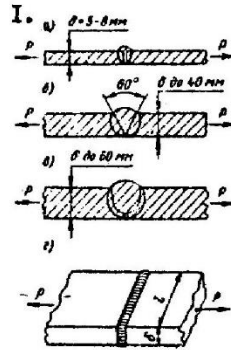


МОСКОВСКИЙ АВТОМОБИЛЬНО-ДОРОЖНЫЙ ИНСТИТУТ

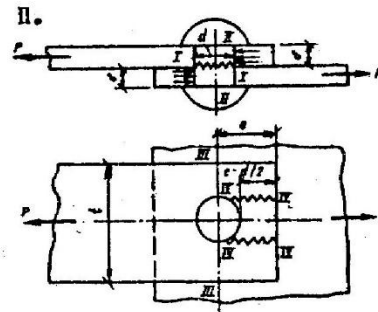
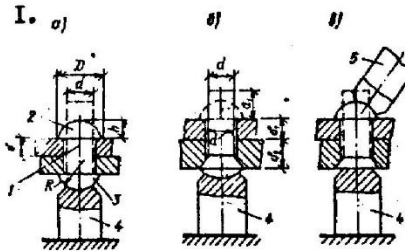
Кафедра Эксплуатации дорожных машин

Лекция преподавателя _____ от _____ г.

СОЕДИНЕНИЯ НЕРАЗЪЁМНЫЕ
Сварные соединения



Заклепочные соединения







Лego 7242 Уборочная машина

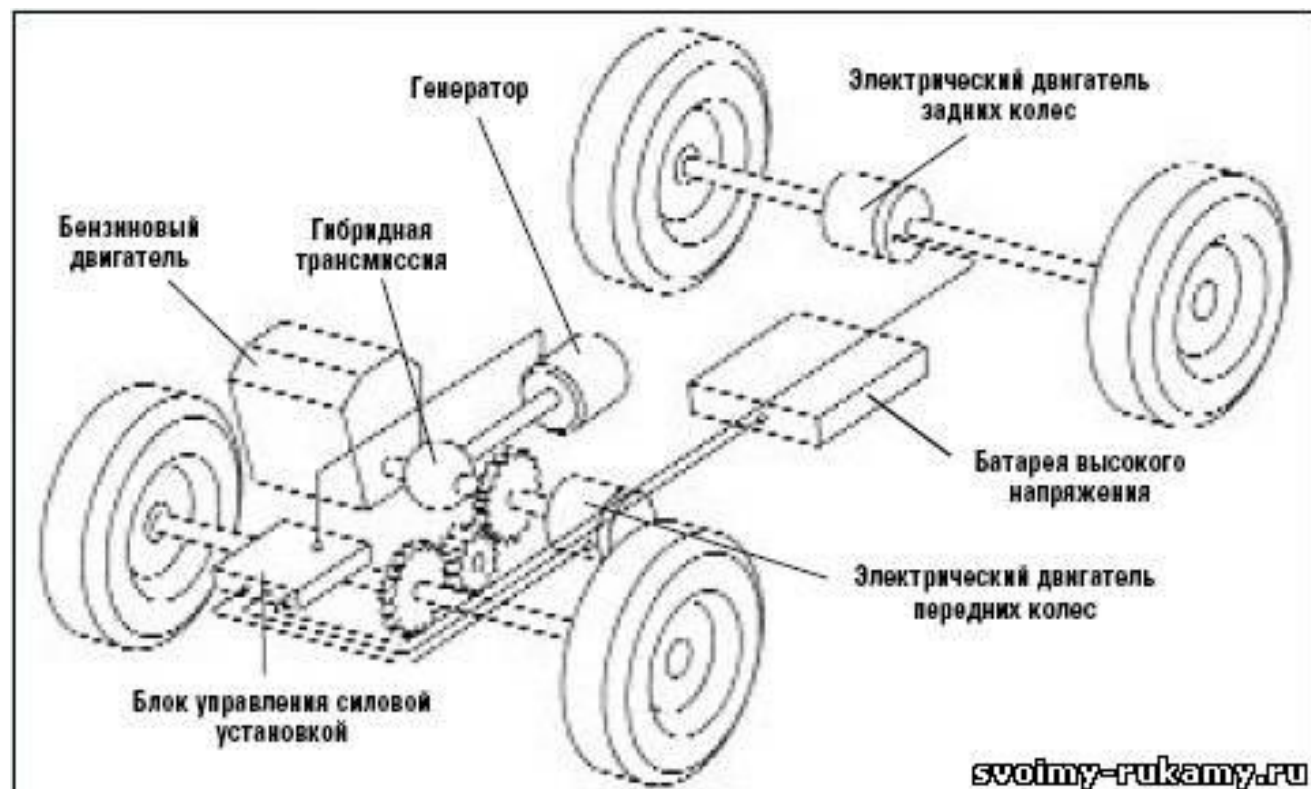
Количество деталей: 63

Для детей от 5 лет

Артикул Lego: 7242

Тел.: 8 (495) 651-6363

Артикул: #3907010









Mercedes Hexawheel Performance

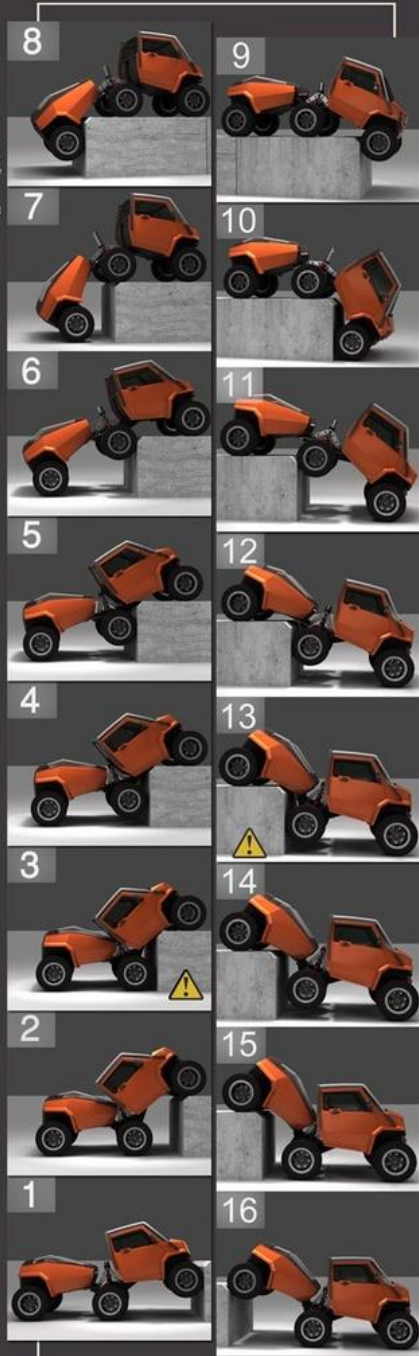
Figures one to sixteen and A,B show the performance of the Hexawheel where the car climbs and descends a huge obstacle (150 Cm height cubic block (15 cm chamfered)). It is supposed the distribution of the weight of Hexawheel is approximately same on each Axle in normal position therefore a simple static analyze approves the car has static balance in all positions that are shown in Figures 1-16 and A,B for the normal friction factors between the surfaces and wheels. It means that the car can climb and descend the huge obstacles cautiously and gently, no need to leap or jump.

⚠ Although The obstacles in the nature mostly have round edges and the vertical barriers are scarce but the bottom of the car can touch in some sharp obstacles (See figures 3 and 13) in this conditions the Vertical Hydraulic cylinders (refer to previous page) can manipulate (open or close) the main frame in accordance to receive the orders from a board of the sensors (mechanical or electronic) that mounted under the bottom of the car to hinder the contacts. The vertical and horizontal hydraulic cylinders can manipulate the main frame to aid the car in jagged areas as an live backbone. Figure B shows the car in climbing and turning simultaneously where the horizontal hydraulic cylinders controlled the correct angle of the rear part of the car in according to the steering system.



Steering System

The steering system as shown in figures below is a normal type, for front wheels that's combined with the self adjust system (such a trailer) for the rear part. In the normal road the hydraulic horizontal cylinders can be almost released but in the slippery roads or where the car climbs the huge obstacle and the rear part (cargo part) endures excessive pressures, control and manipulate the angle of the rear part in according to the steering system. An electronic system including Transducers (Shaft angle encoders and tachogenerators) and a special ECU check the angles of the front wheels and rear part in a mutual relation in accordance to a logical program that's controlled by ECU. This program has to determine the displacement in the course of the turning together with the angles of the front wheels continuously to define the correct quantities of the angles of the rear part simultaneously. The quantities has to be compared with the Real angles of the rear part continuously to manipulate the rear part by the horizontal hydraulic cylinders consequently.



Электродвигатель **на одну ось**



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