

DEVELOPMENT OF STRUCTURES CLUTCH VEHICLES

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Currently in the transmission of traction and transport vehicles are widely used mainly dry friction, permanently closed clutch. A feature of the design is that the compressive force of the friction pairs in the transmission torque by means of springs of various designs. When you turn off the clutch driver by his own efforts or by using the power of internal combustion engine, controls the clutch, which requires some physical effort and made inefficient use of engine power. Furthermore, this type of engine power clutch gearbox is transmitted to a single stream, which complicates the transmission box to the propellers torque without breaking the flow of power.

Wet, constantly-closed clutch due to the complexity designs, high cost is currently not widely received.

Today, developing design options dual-clutch transmission, the use of which improves the dynamics of dispersal vehicles reduces fuel consumption due to high efficiency and torque transfer to the propellers without breaking the flow of power. Analysis of options impermanent closed clutches, created by experts from renowned German firms showed that today there is still room for improvement designs. The disadvantages of currently used wet and dry clutch is closed impermanent that is used for the operation of hydro-mechanical actuator that continually draws on the management of the power of the engine. The options under consideration are complex structure, high cost, inefficient use of energy from the motor.

The authors suggested a new, original clutch, which is characterized by simplicity of design, low-cost energy management, transmission of the two streams of power to the transmission, low cost of maintenance and repair. The proposed technical solution is protected by security documents.

Using the proposed clutch on vehicles will improve the technical and economic performance of vehicles, driver's working conditions and reduce the cost of its maintenance and repair.