Svensson Bolennarth

Till: Svensson Bolennarth
Ämne: SV: Extreme transports and reduced speed

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Från: Svensson Bolennarth
Skickat: den 6 september 2012 13:44
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Ämne: Extreme transports and reduced speed

Dear Sirs,

During our first meeting we set up a long list of items to address some of those were allocated to different people responsible.
One of the items that was allocated to me was one about heavy transports. There are different approaches to this issue in different countries. This morning I was triggered to pick up the preparation of this matter. The trigger was a translated draft of German rules for agricultural vehicle coupling. There, there was a constant introduced to reflect the reduction of vertical forces on the coupling as the speed is reduced. That illustrated a linear decrease for speeds between 80 and 40 km/hour. In Sweden there has been a tradition to accept a reduction proportional to the square-root of the quotient between the reduced speed and the legal maximum speed 80Km/h. In New Zeeland they have rules that you may do reverse engineering on and come up with a reduction proportional to the third root of the speed quotient. Germany has some other layout that I have not yet understood.

My own idea is that we do only have the pulling force available that the towing vehicle is capable to generate. This is more or less quasi static. That would serve as a floor for the pulling forces. Dynamic forces are generated from a couple of different sources. They are functions of the road profile, vehicle coupling geometry, coupling play and speed essentially. Hence at very low speed the available pulling force is the only parameter of concern. That is easy. The more troublesome part starts when you go at intermediate speed.

Towards this background I would like to ask you if you could try to put down in a document that you send to me what are the rules along which you handle these kinds of transports?

Thank you in advance. See you in Bonn in October.

Bolennarth Svensson
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