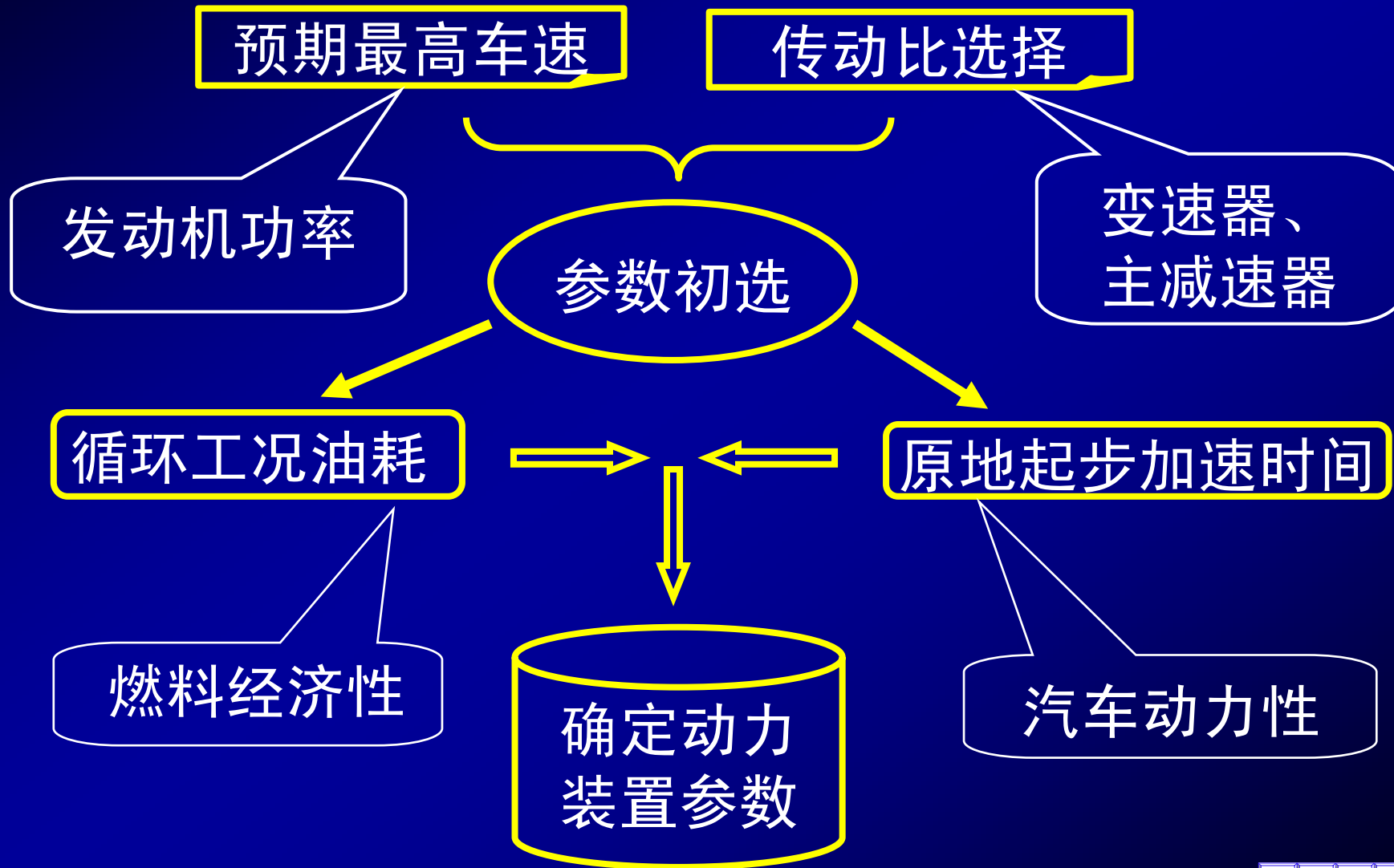


3.5 动力传动系统匹配



3.5 动力传动系统匹配

利用燃料经济性和加速时间曲线确定动力装置的参数

1. 主减速器传动比的确定

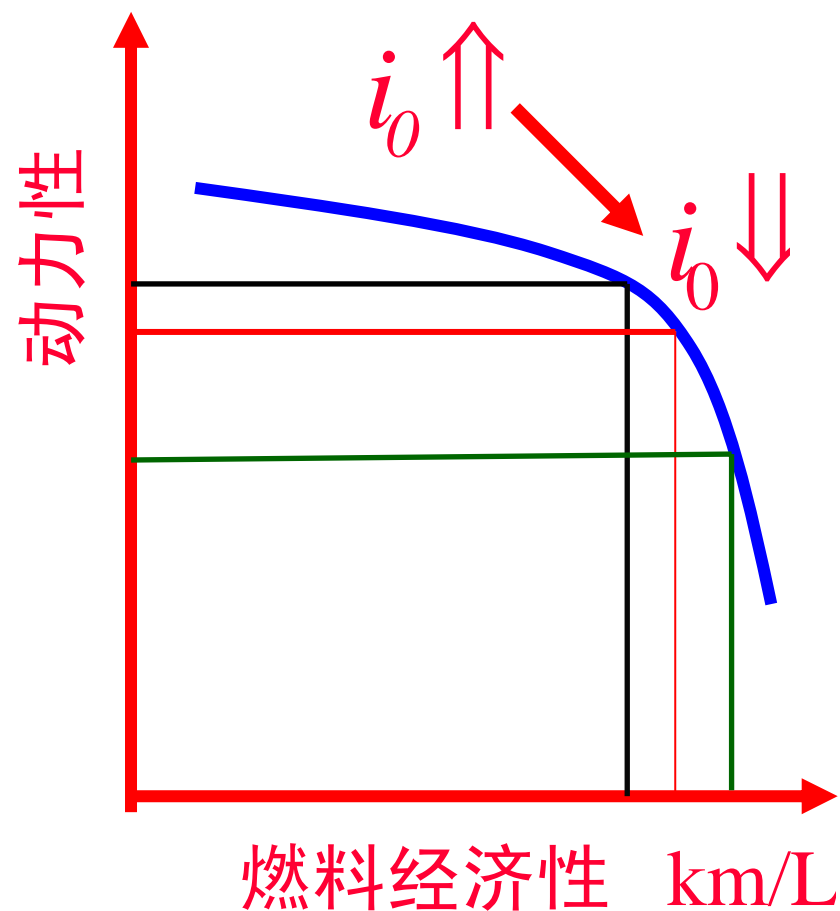
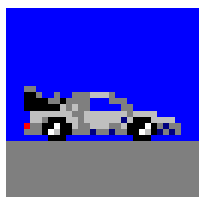
i_0 较大时, $t \downarrow$, 但 $\text{km/L} \downarrow$;

(动力性好)

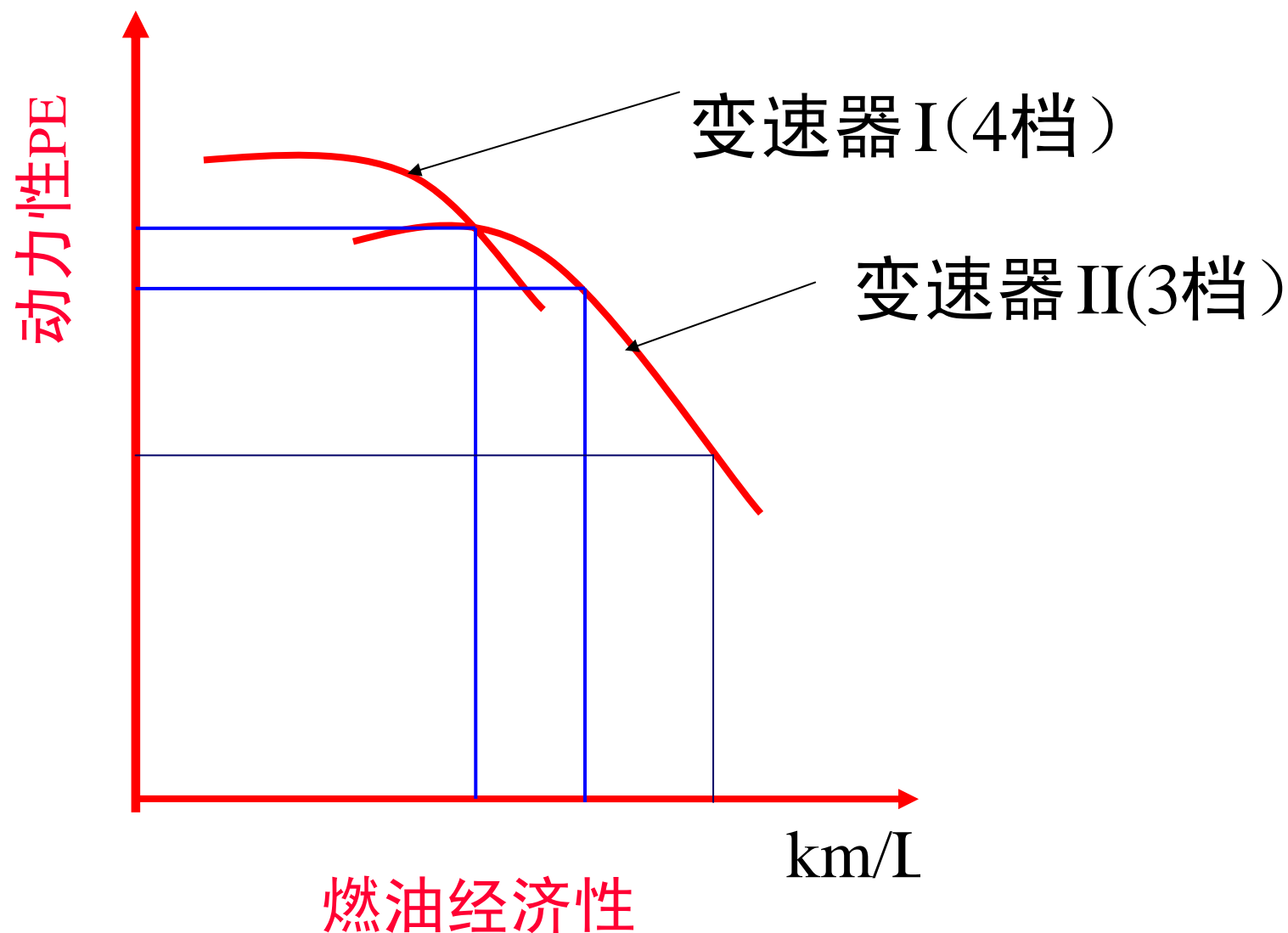
i_0 较小时, $t \uparrow$ 但 $\text{km/L} \uparrow$,

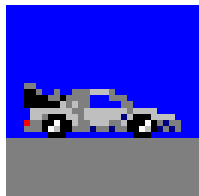
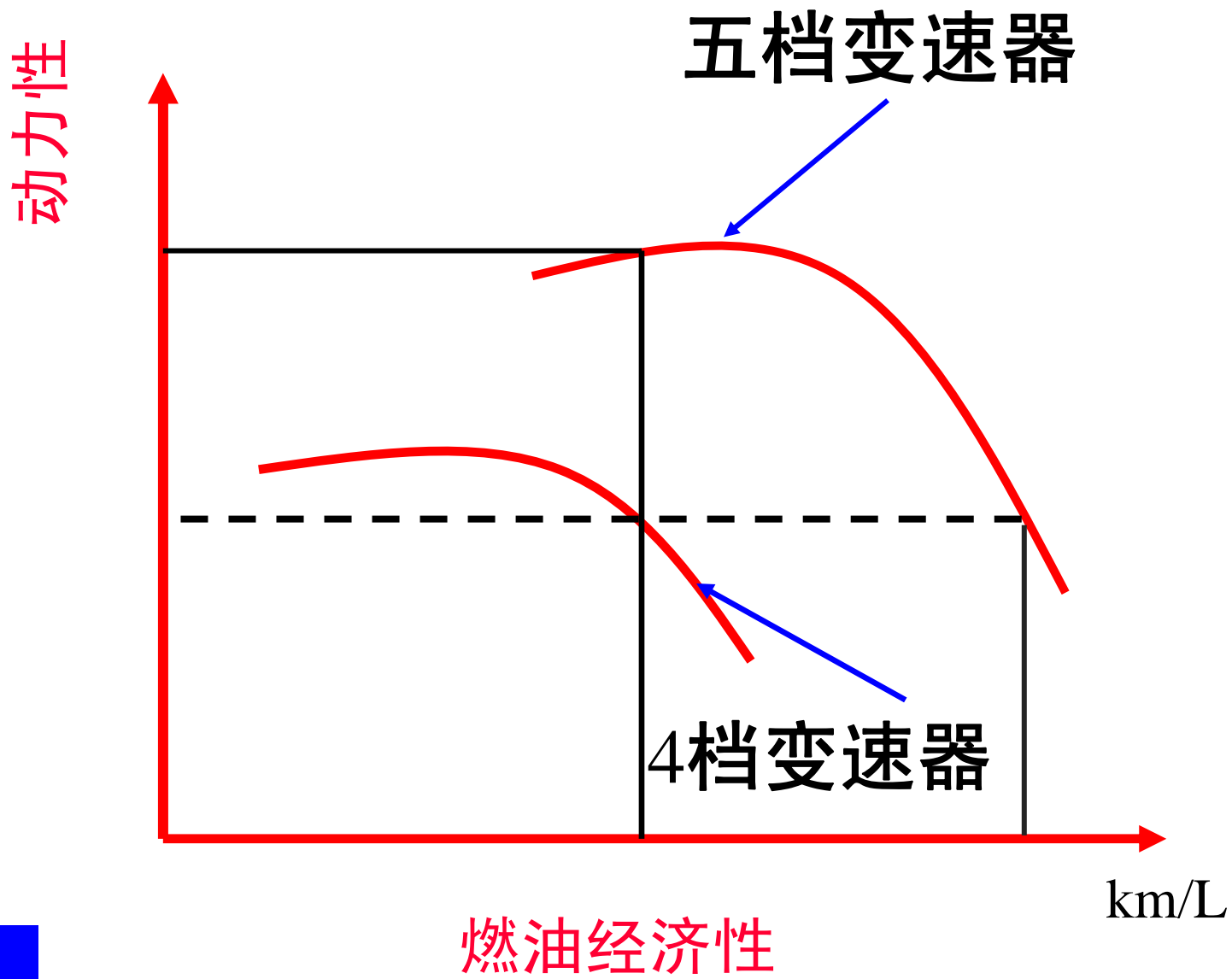
(燃油经济性好)

因此, 应兼顾 t 和 km/L 。



2. 变速器与主减速器传动比的确定





最佳燃料经济性—动力性线

动力性

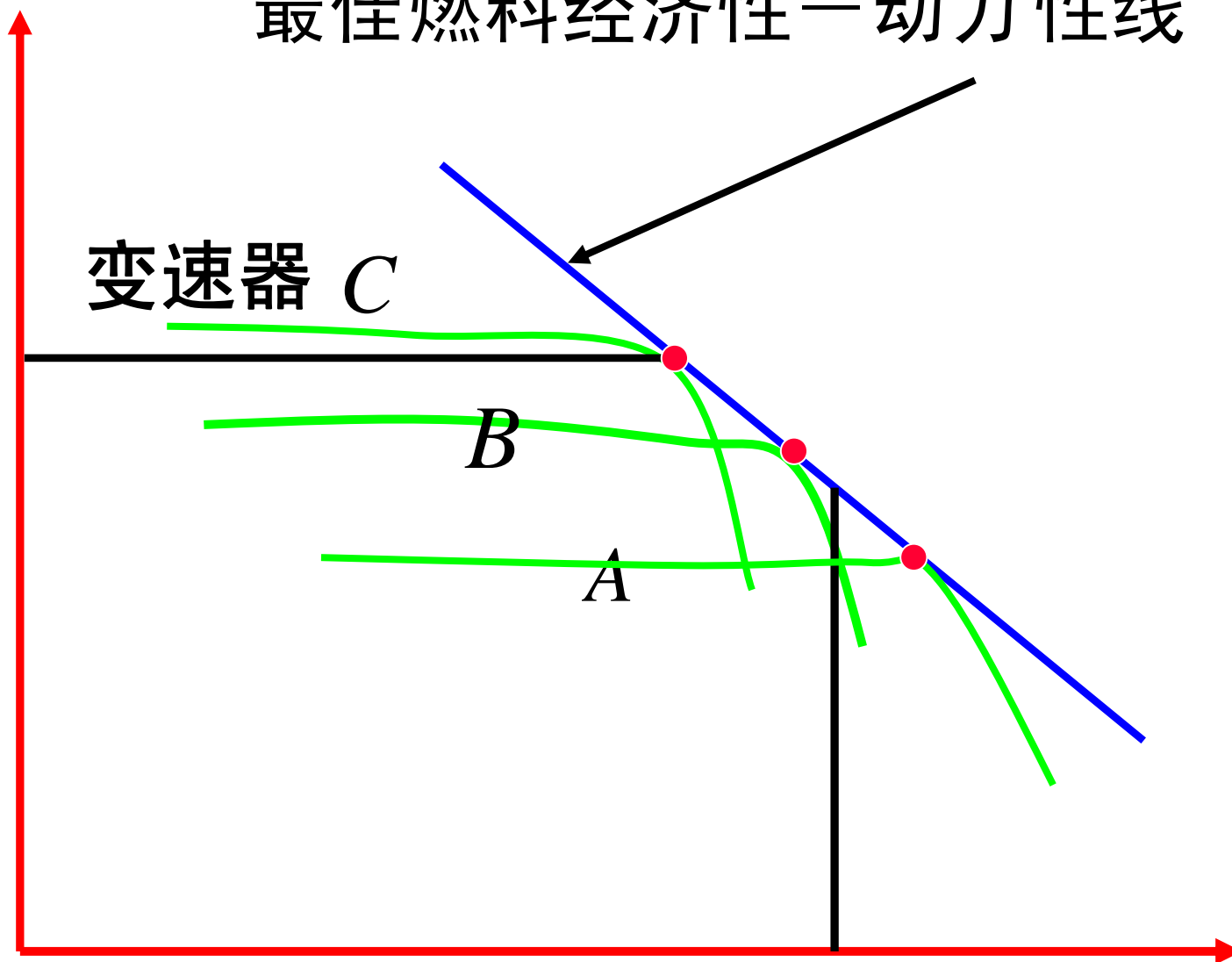
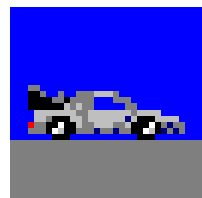
变速器 C

B

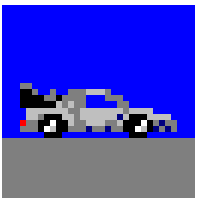
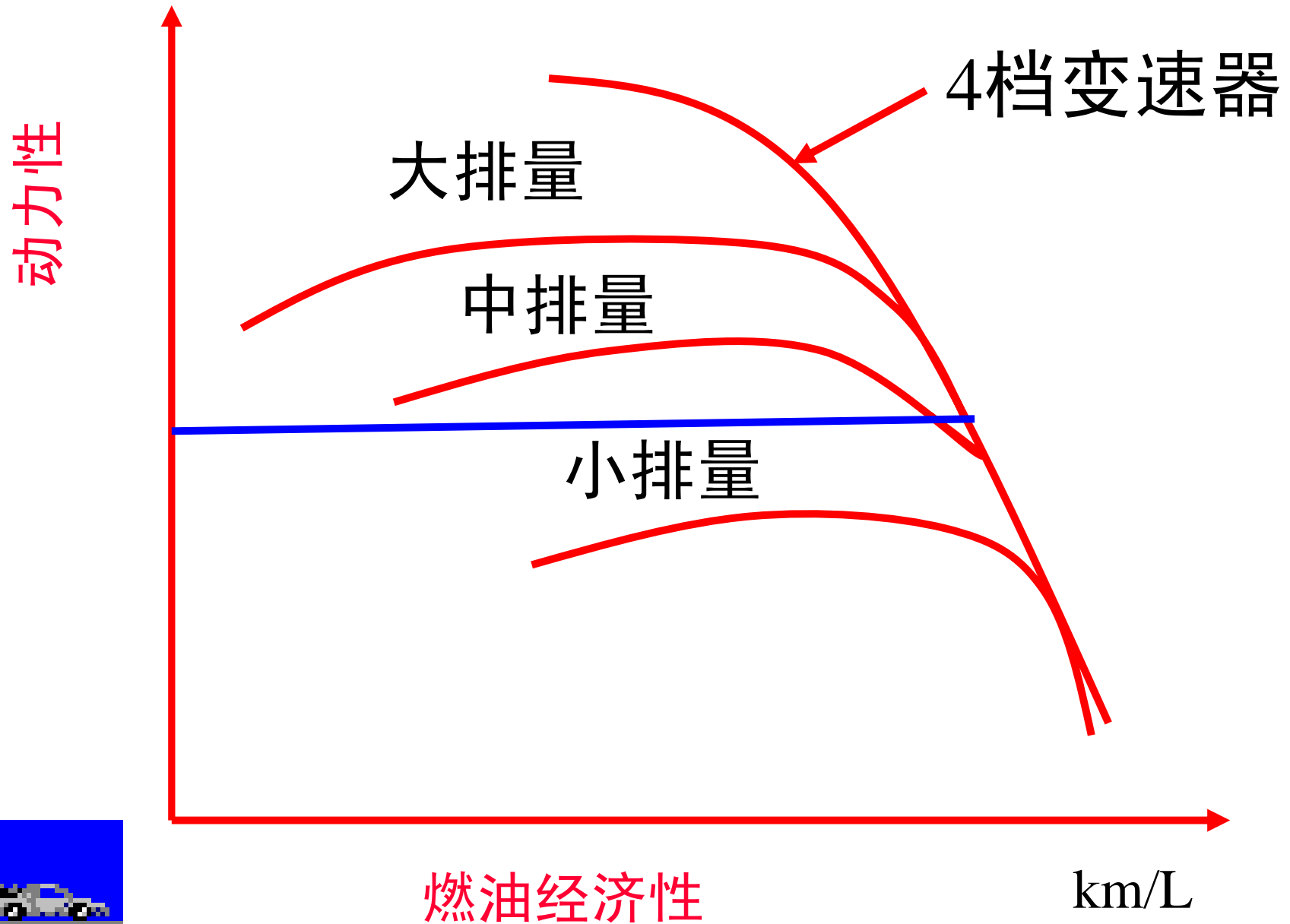
A

km/L

燃油经济性

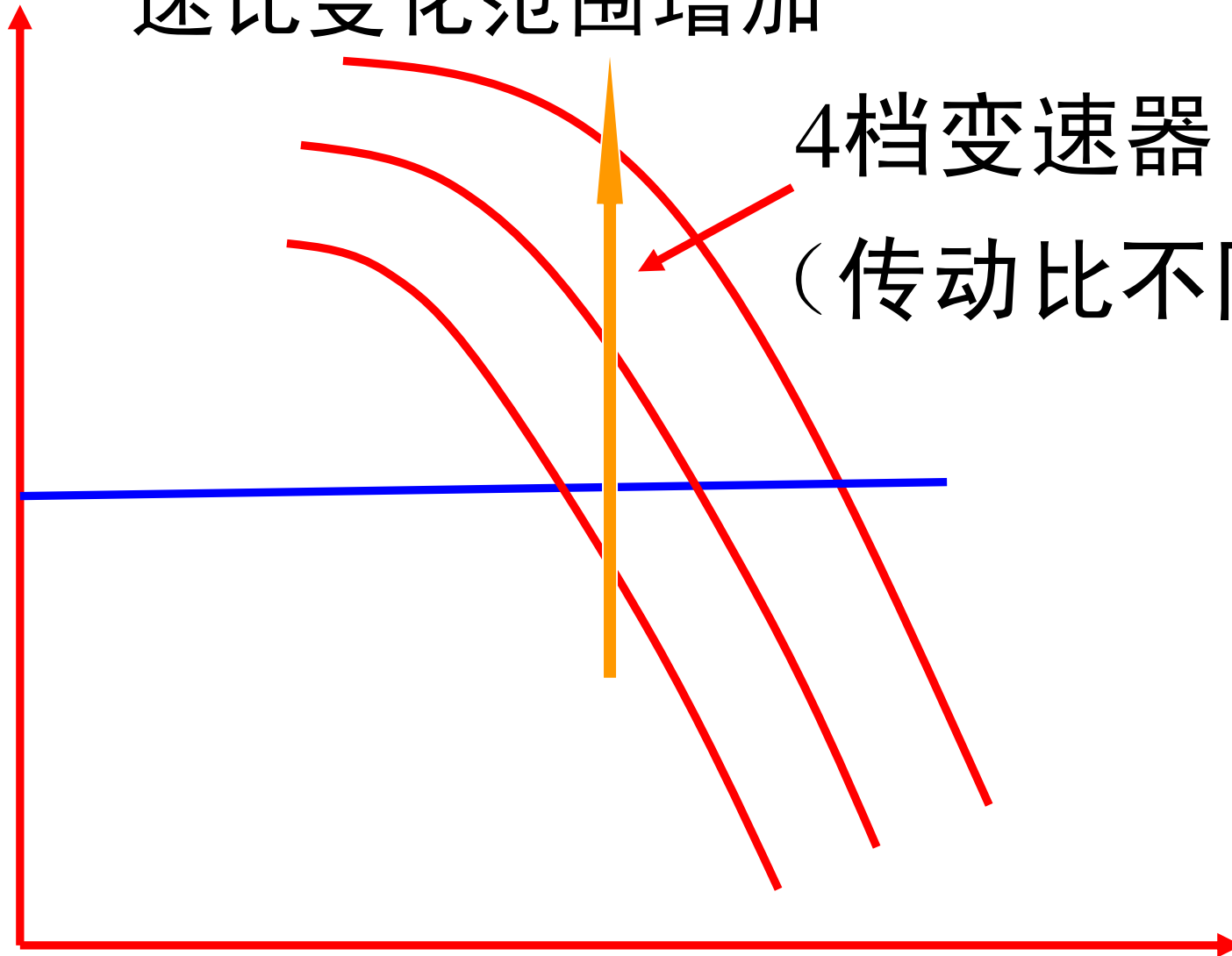


3 发动机排量、变速器与主减速器传动比



速比变化范围增加

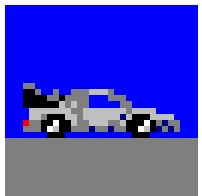
动力性



4档变速器
(传动比不同)

燃油经济性

km/L



动力性

速比变化范围增加

4档变速器

发动机排量增加

燃油经济性

km/L

