

지게차 엔진마운트 최적설계를 통한 아이들시 진동개선

Vibration reduction of forklift at Idle using Engine mount shape optimization

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1. 가 24Hz, 26Hz 2 가
 25Hz ,

가
 ,
 가
 ,
 가
 ,
 가
 ,
 가

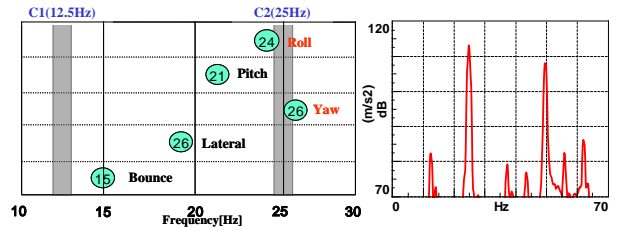


Fig.1 Fig.2

2.2

가

17~20Hz ,

y 가
 1

가

	(kgf/mm)			(kgf/mm)		
	X	Y	Z	X	Y	Z
	16	117	100	31	185	175
	16	117	100	26	160	150
	118		62	157		85
	72		50	100		70

.1

3.

3.1.

116dB 10dB

45

Fig.5 2

† ;
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Fig.3

2

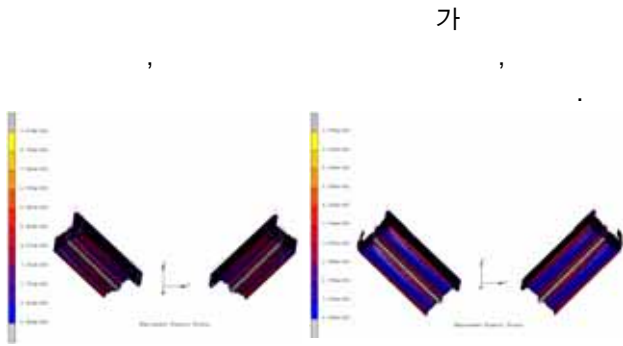


Fig.3

	(Kgf/mm)		(%)	(Hs)
	Y	Z		
	117	100	-	-
	106	96	96.7	59
	109	108	70.0	45

2

3.2.

가

Fig.4

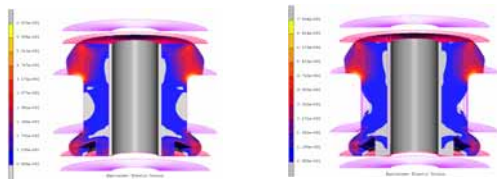


Fig.4

4.

가

4.1

가

가

3

	(kgf/mm)			
	X	Y	Z	
	16	109	108	Hs45
	20	118	101	
	72	72	50	Hs45
	79	79	54	

.3

Fig.5

25Hz

170kgf/mm

150kgf/mm

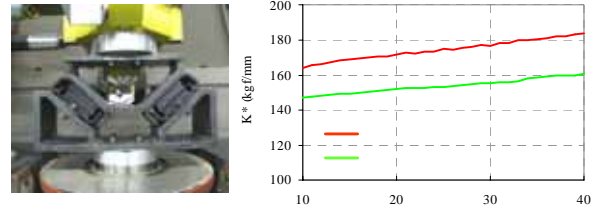


Fig.5

4.2

가

17Hz

가

18 dB 가

Fig.7

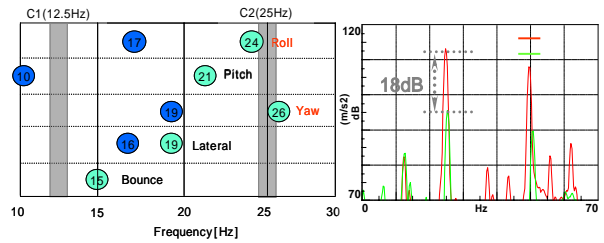


Fig.6

Fig.7

5.

4

1)

가 1
, 1, 2

1.5~1.6

가
가

On/Off

2)

2

Z, Y

(1) M.Horovitz, 1957, "SUSPENSION OF INTERNAL-COMBUSTION ENGINES IN VEHICLES"pp.17-47