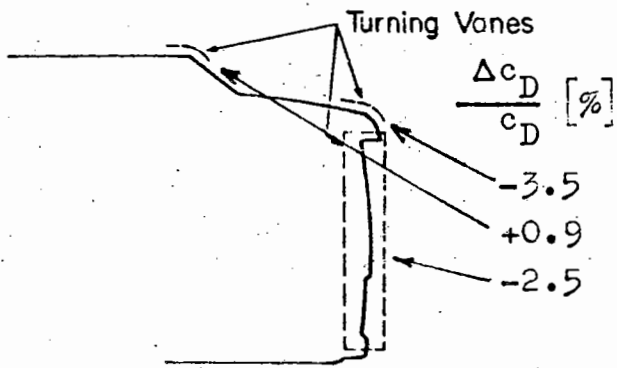
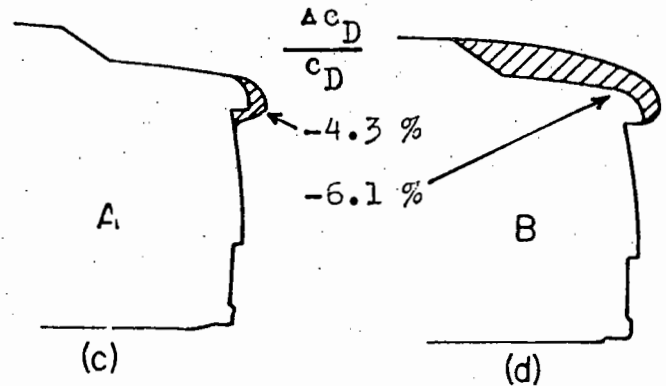
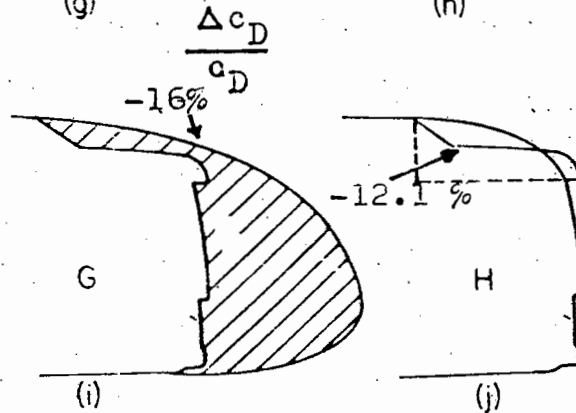
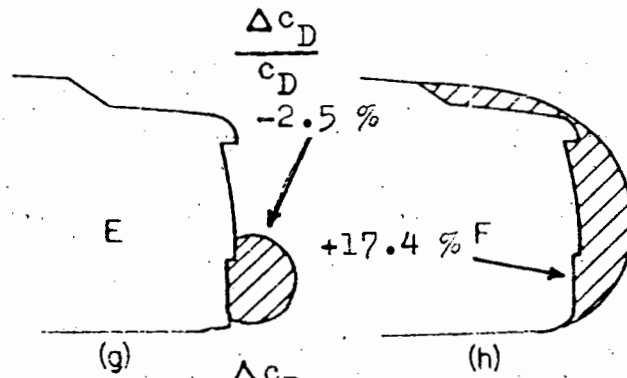
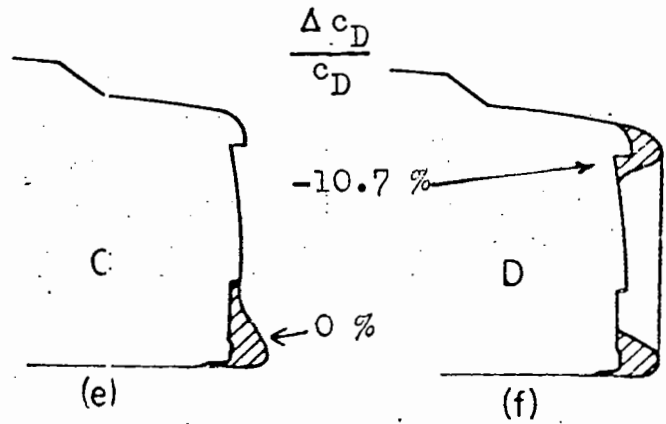
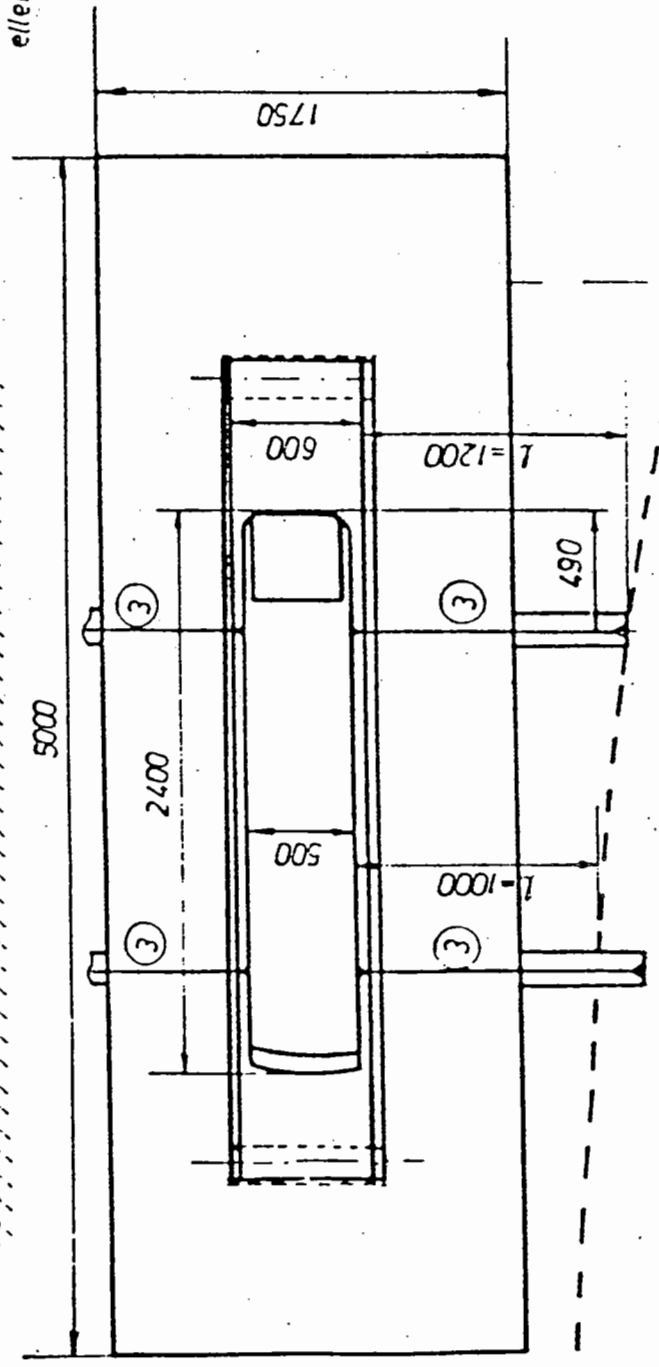
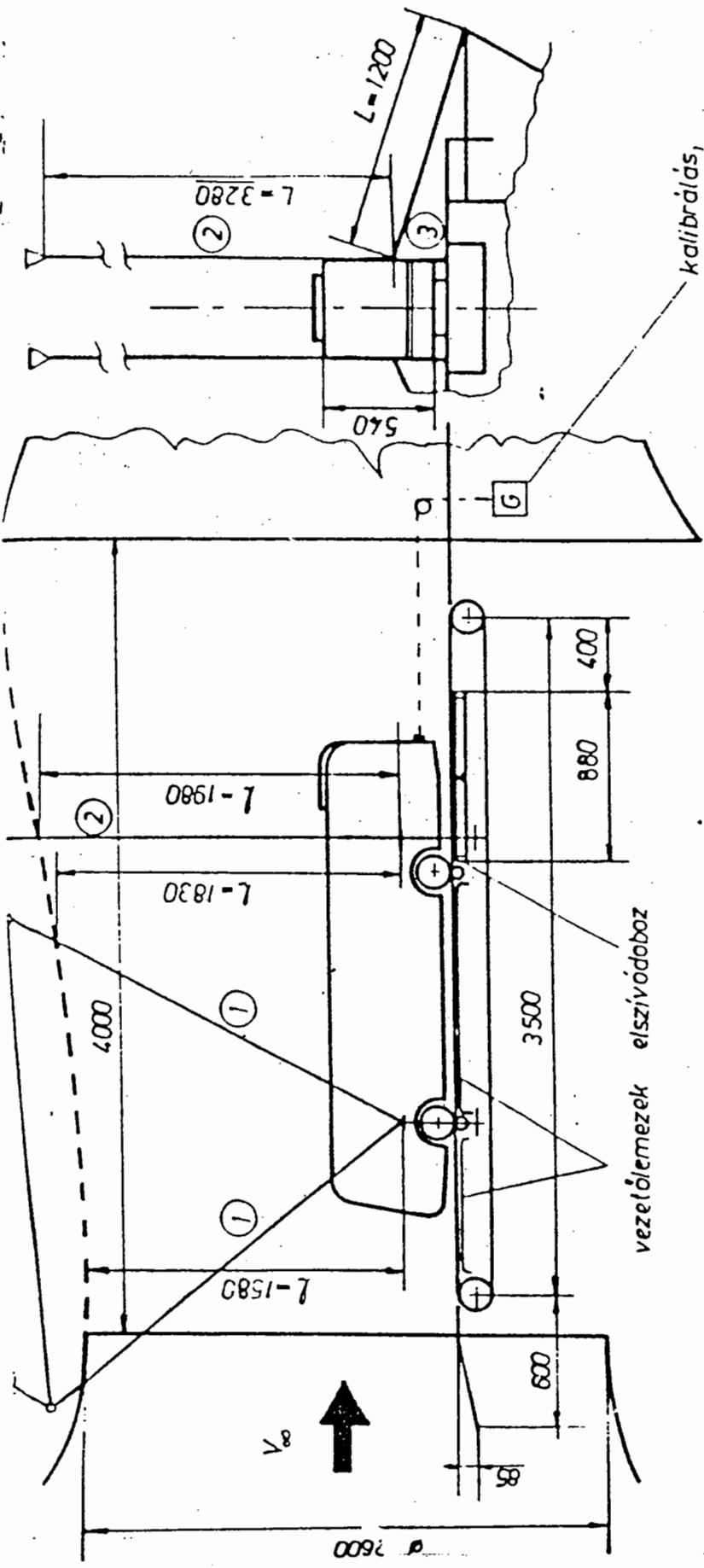


(a) Baseline MC-7



(b) MC-7 with turning vanes

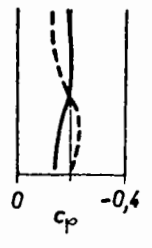
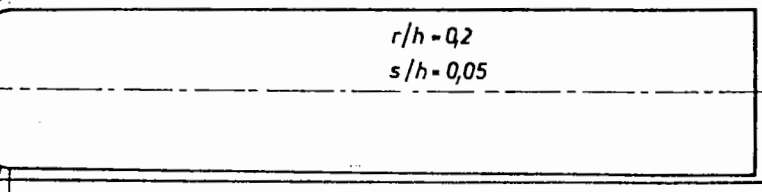
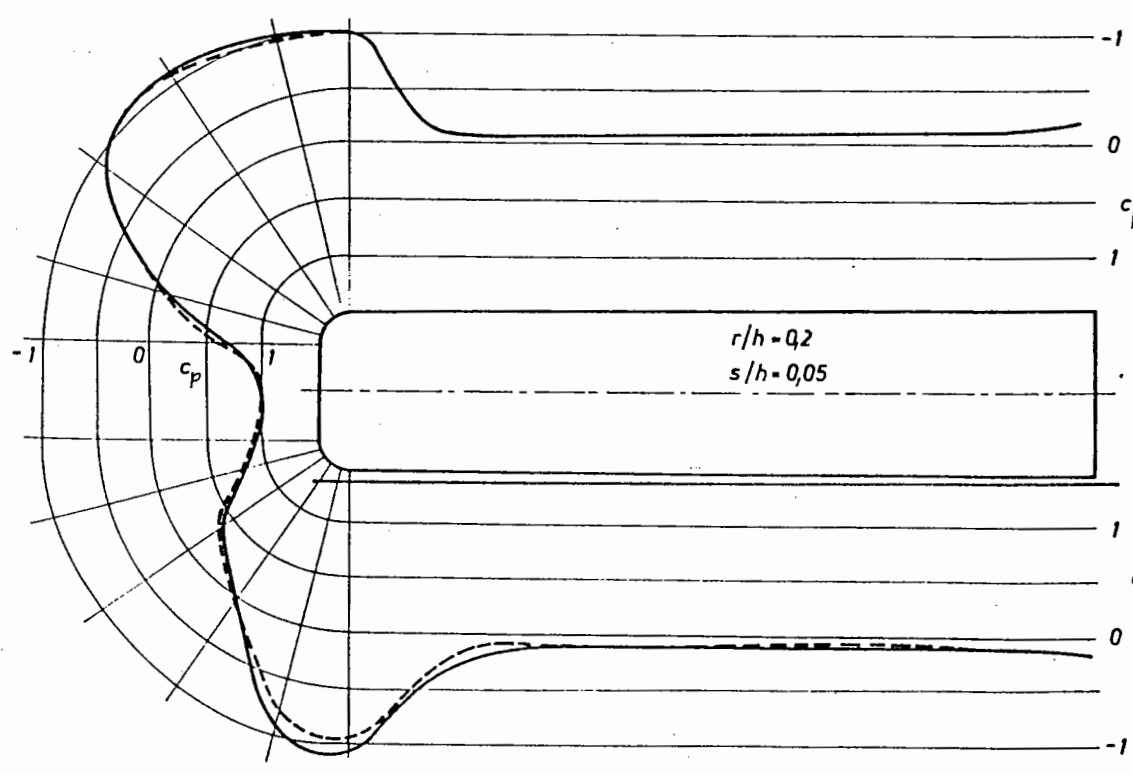
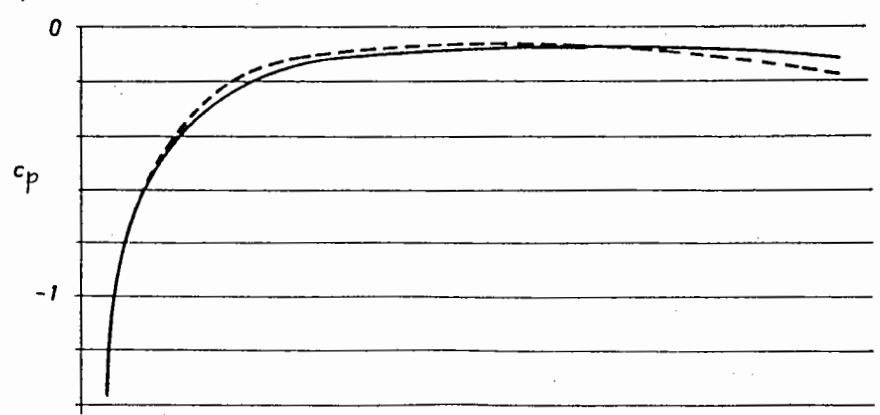
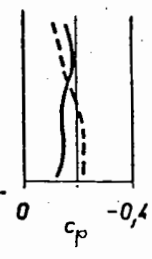
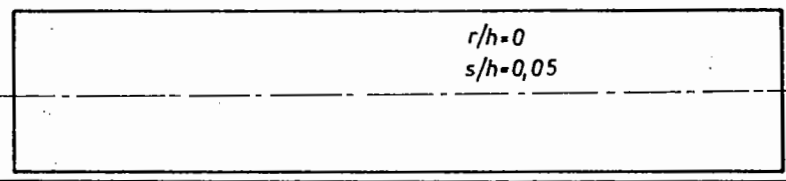
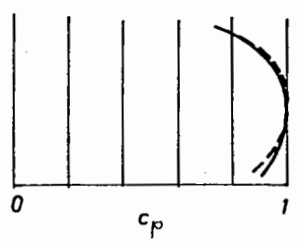
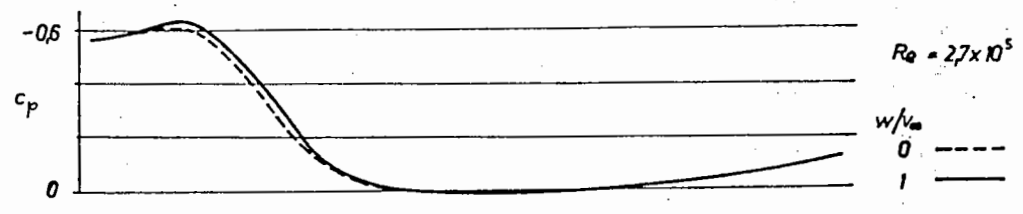




4.1.1 (15)

T.4.1.1

V1/3

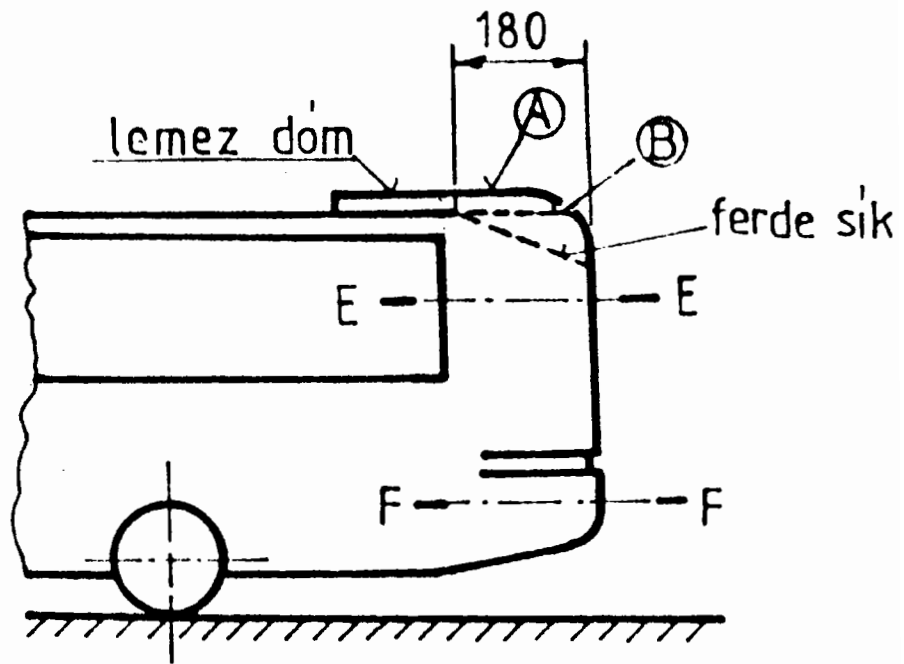
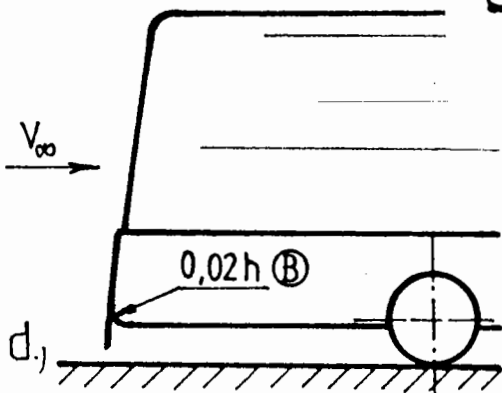
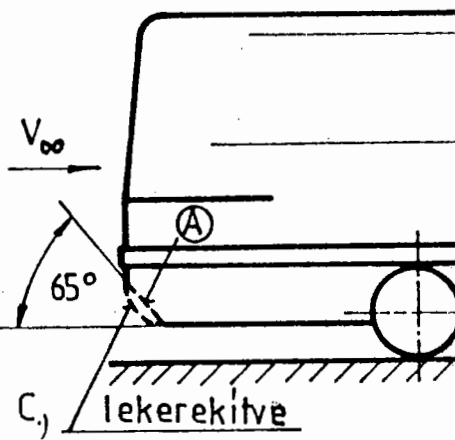
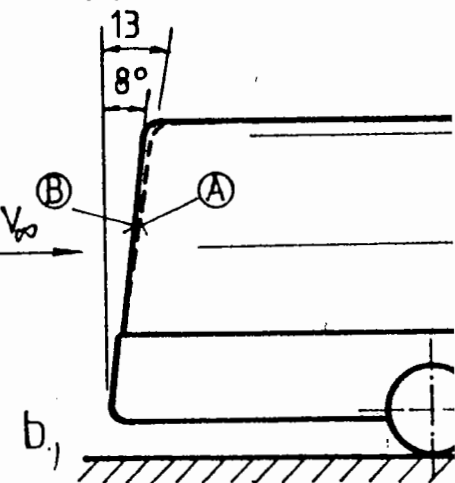
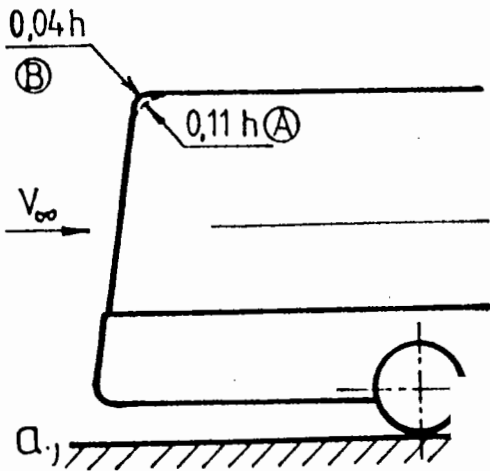


4.2.3

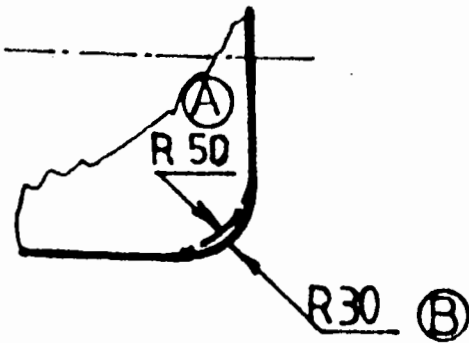
T. 4.1.8.

63

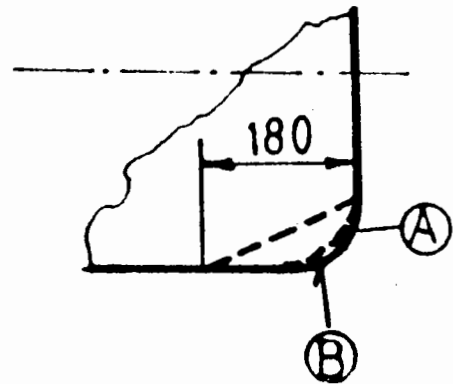
24



F-F

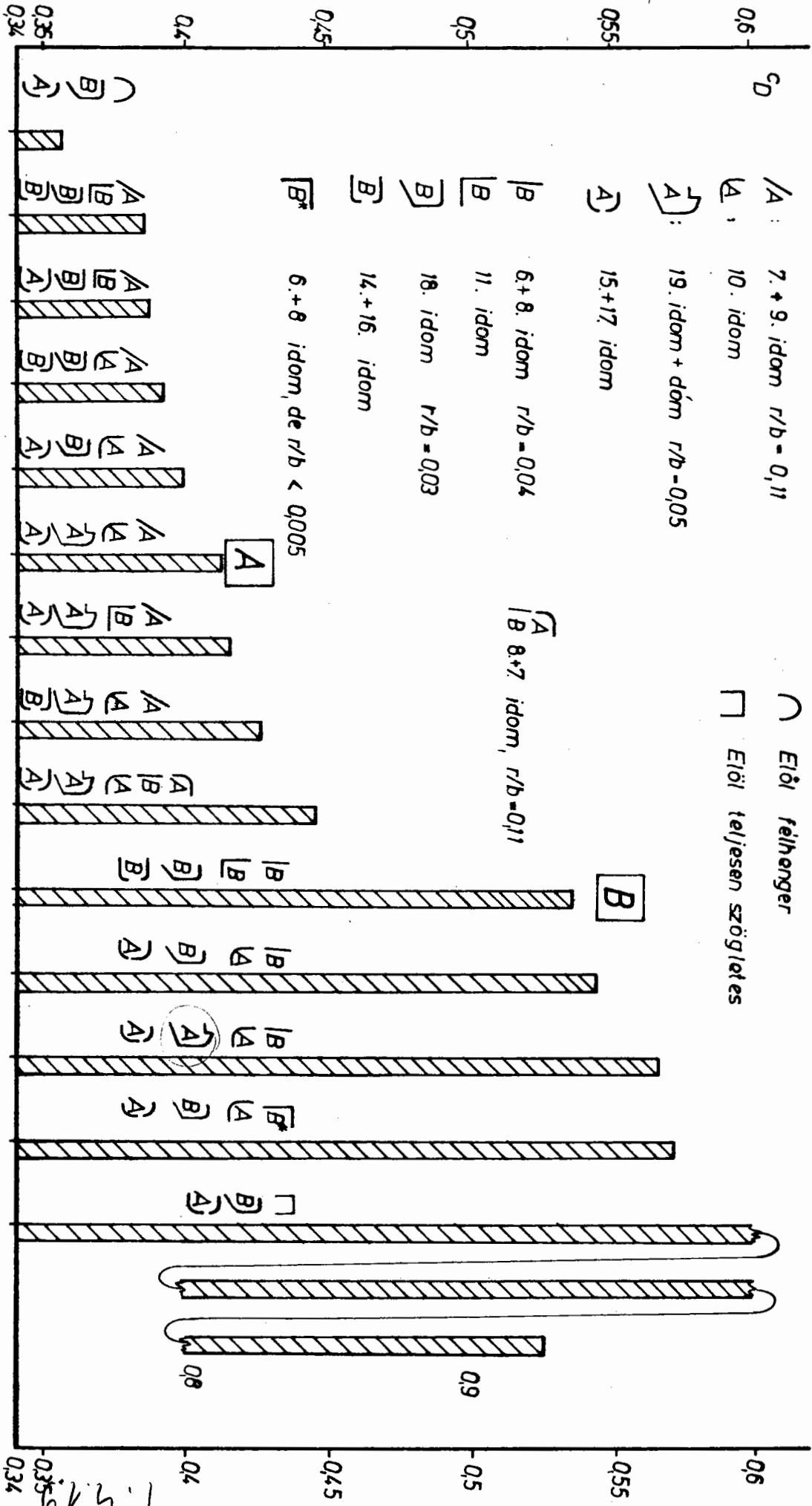


E-E



T 4.1.9⁵²

4.2.4



◡ Eiöl felhenger
 ◻ Eiöl teljesen szögletes

/A: 7.+9. idom $r/b = 0,11$
 \A: 10. idom
 /A: 19. idom + dom $r/b = 0,05$
 \A: 15.+17. idom

/B: 6.+8. idom $r/b = 0,04$
 \B: 11. idom
 /B: 18. idom $r/b = 0,03$
 \B: 14.+16. idom
 /A/B: 8.+7. idom, $r/b = 0,11$

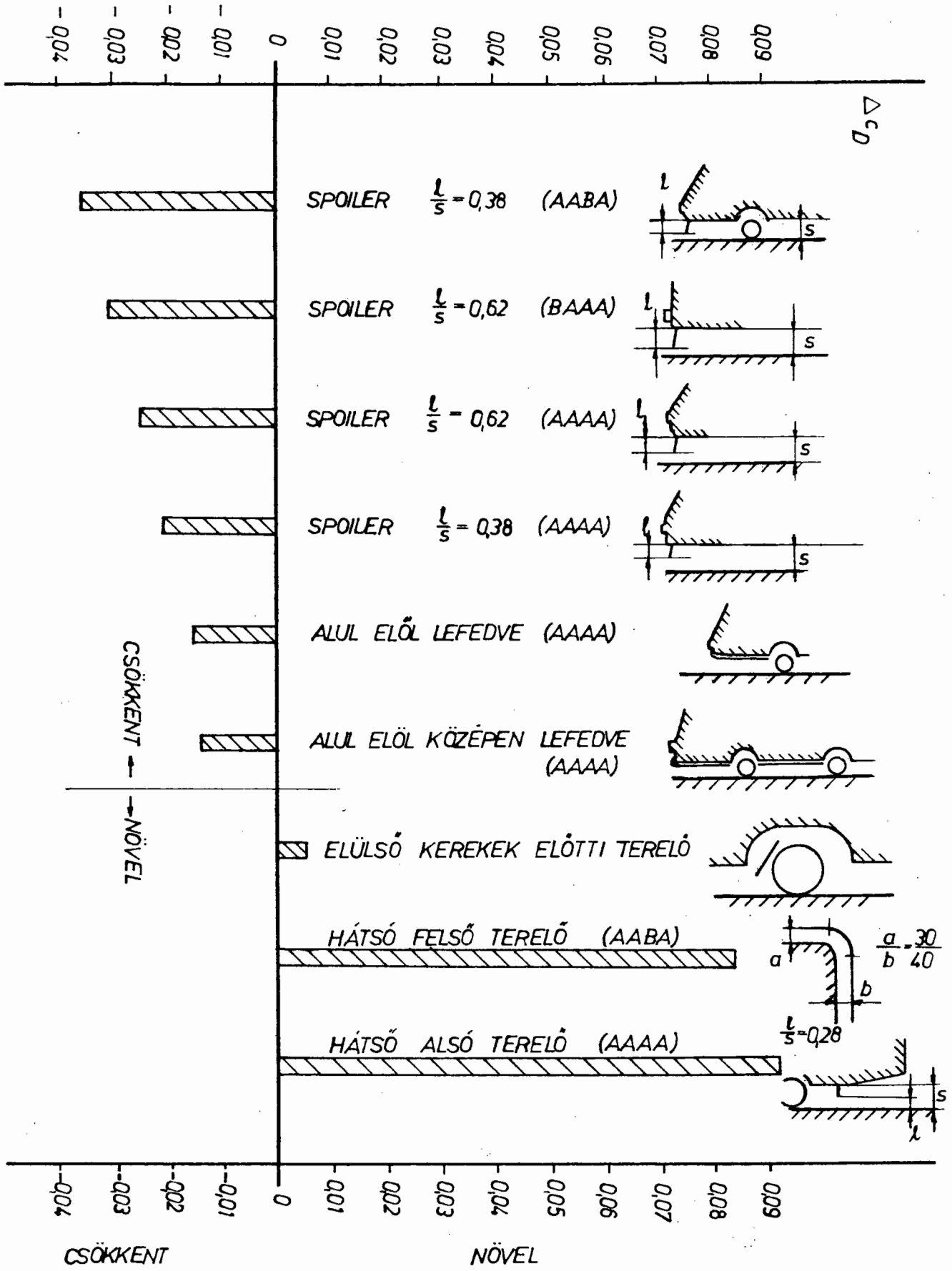
/B: 6.+8. idom, de $r/b < 0,005$

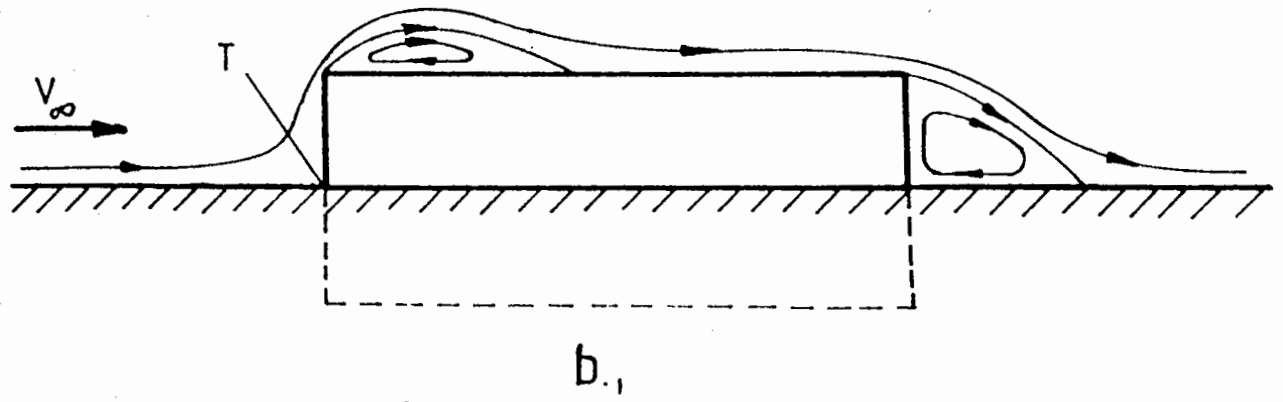
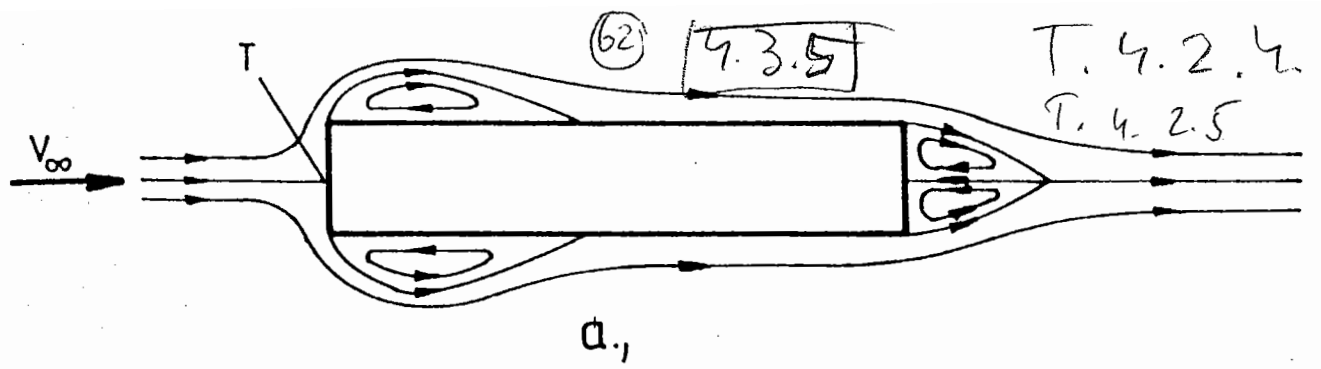
T.4.1.9

65

4.2.5

T. 4.1.10

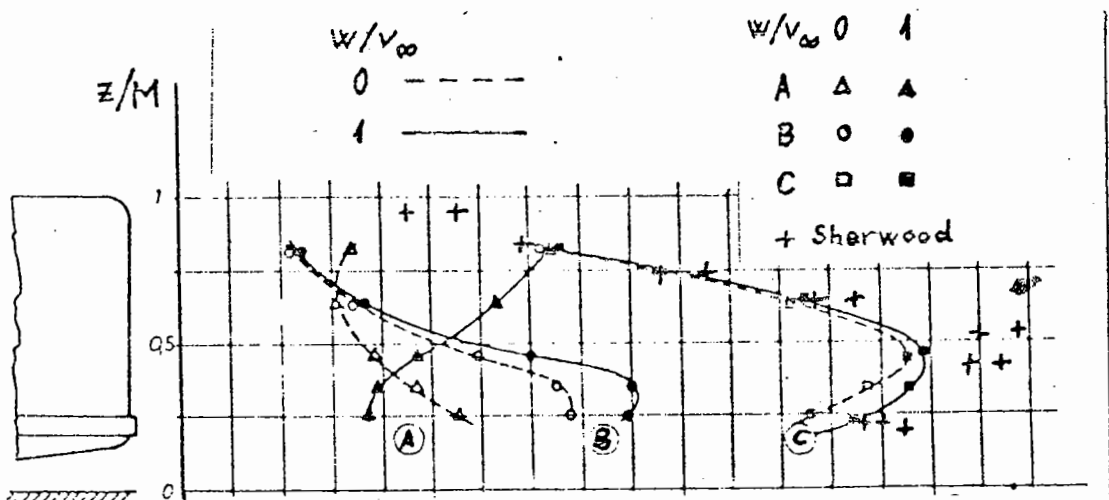
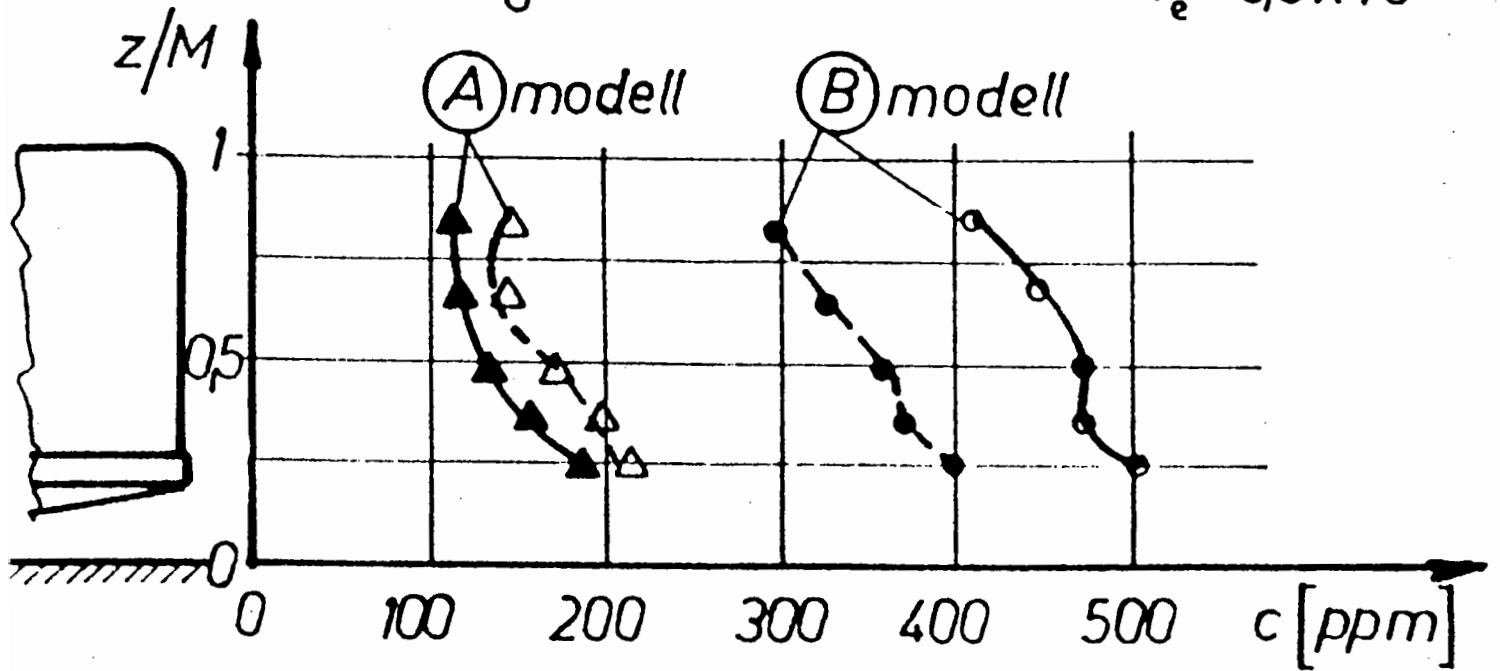




w/v_∞

— 1
- - - 0

$Re = 0,3 \times 10^6$

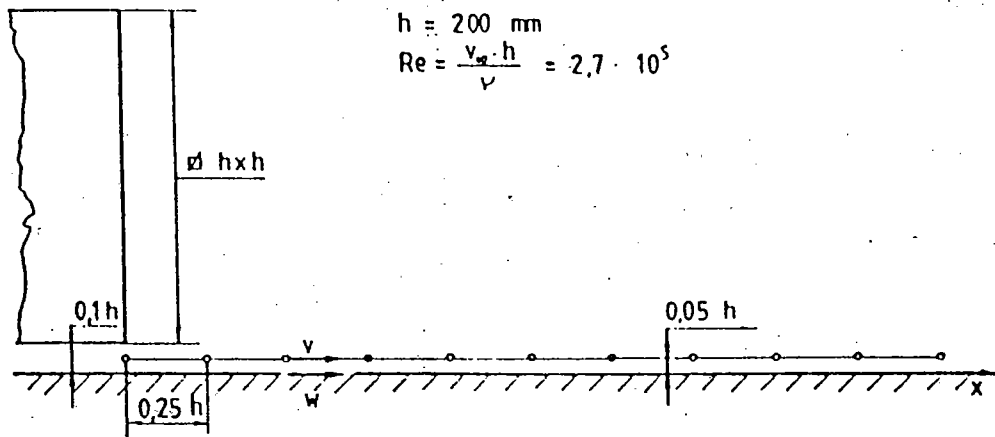
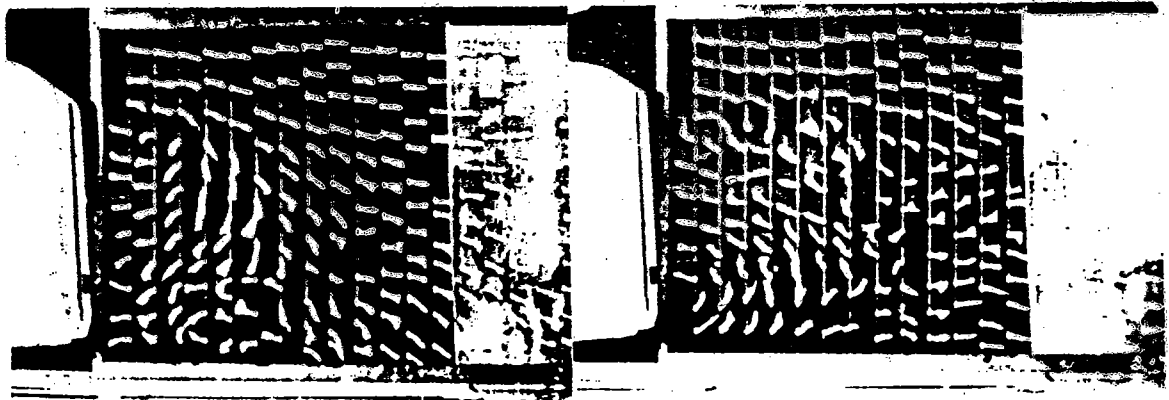
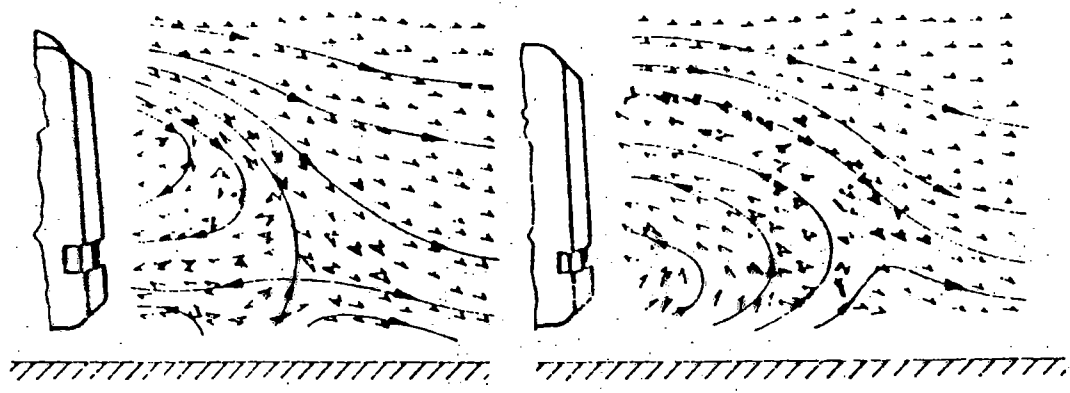


$Re = 0.43 \cdot 10^6$

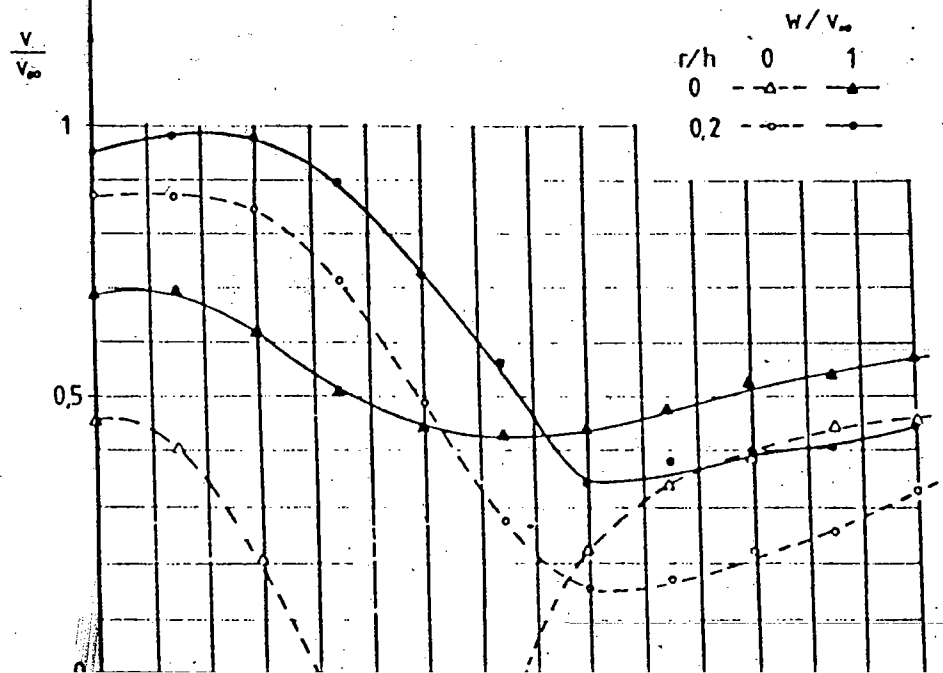
$w/v_\infty = 1$

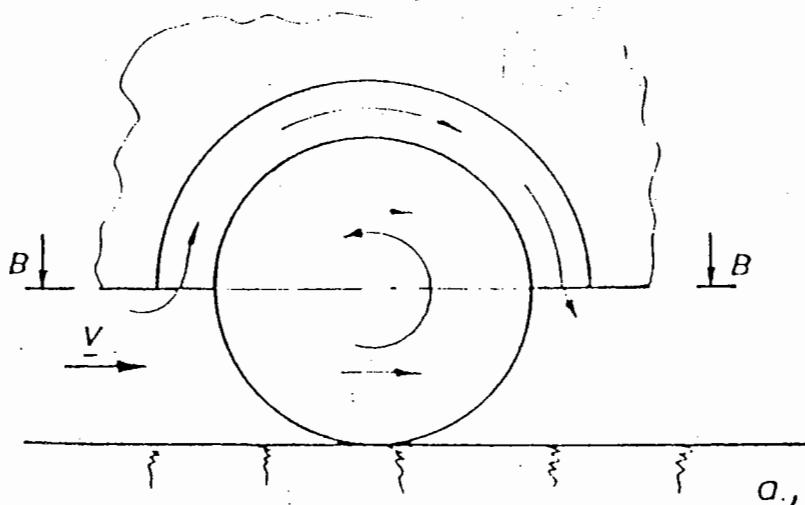
model (A)

model (B)

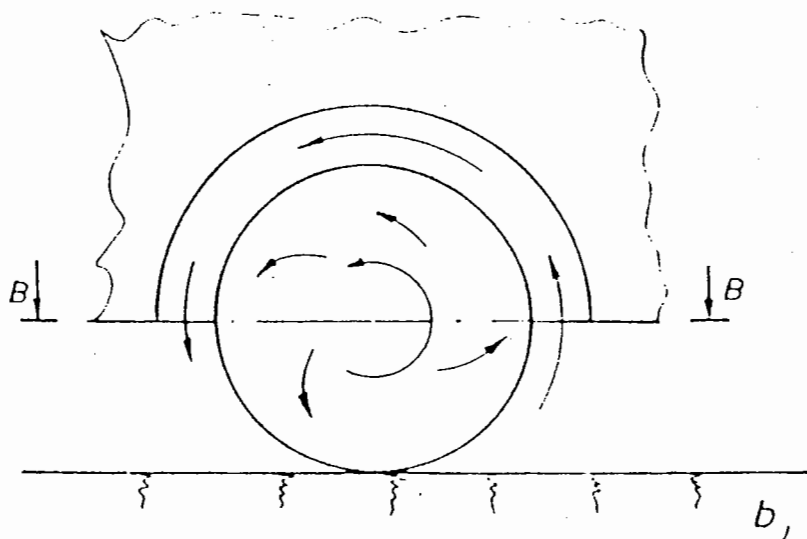
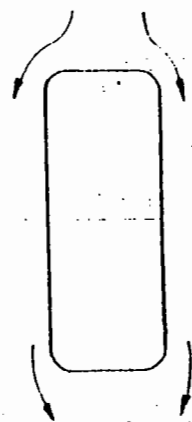


$h = 200 \text{ mm}$
 $Re = \frac{v_w \cdot h}{\nu} = 2.7 \cdot 10^5$

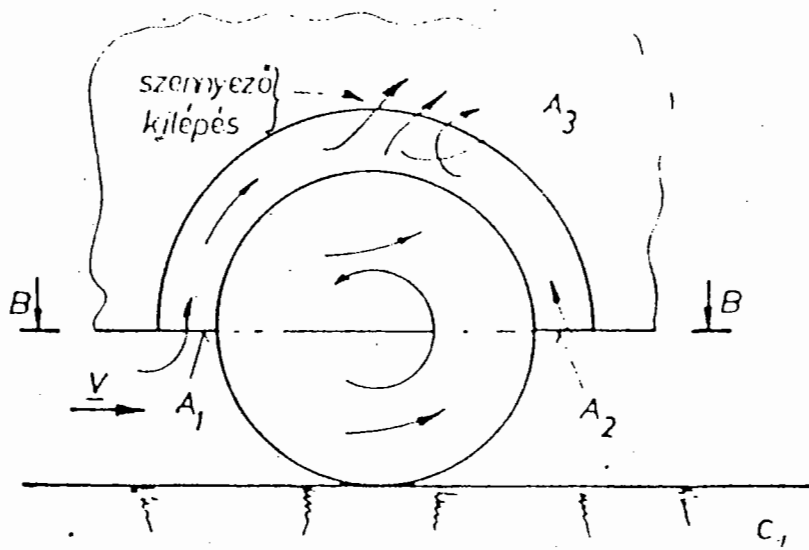
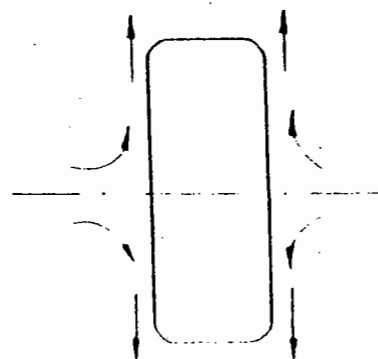




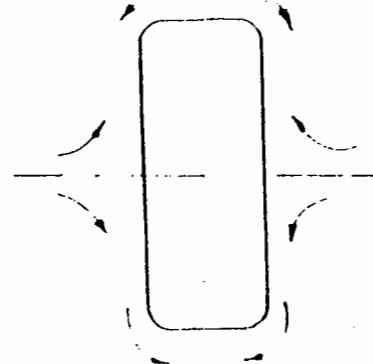
B-B metszet



B-B metszet



B-B metszet

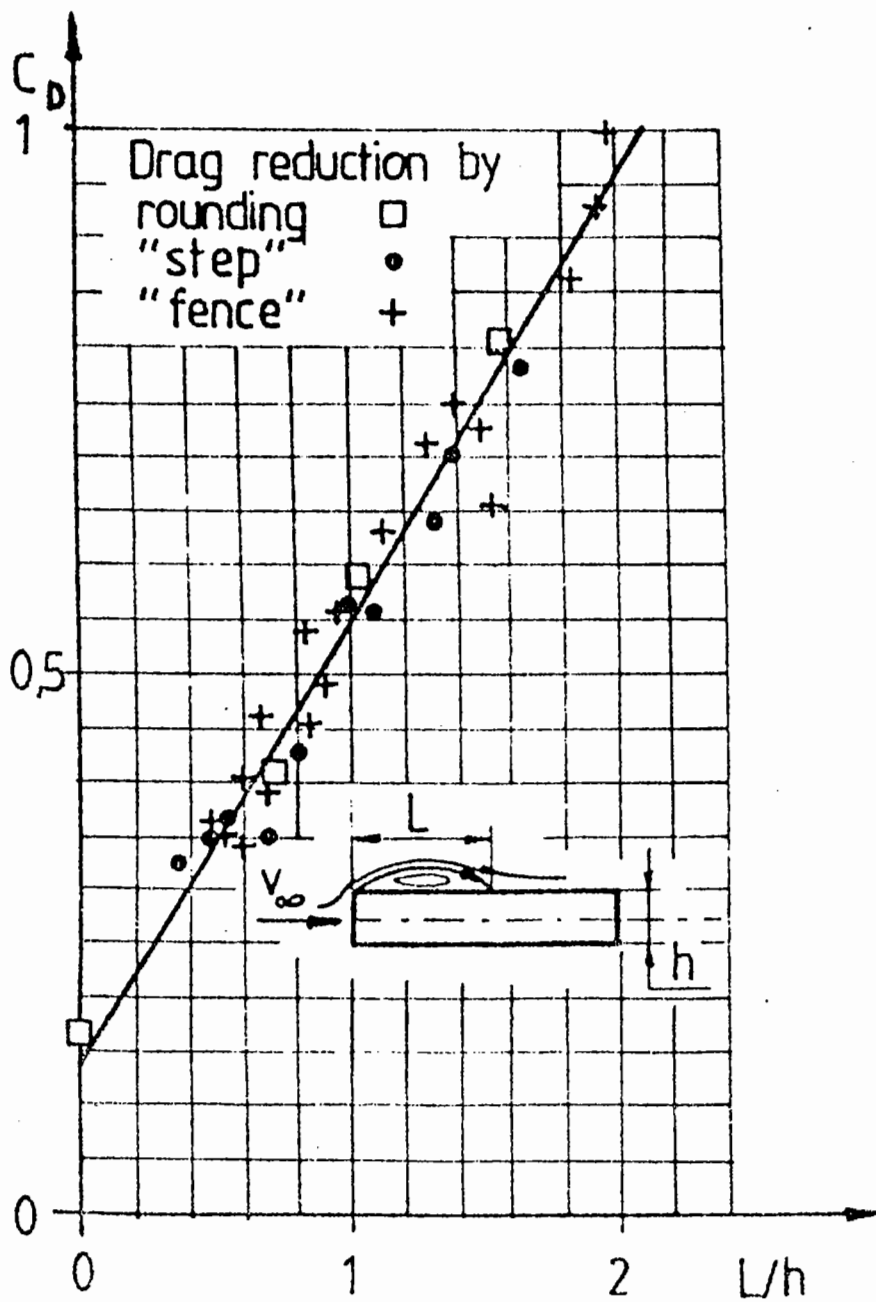
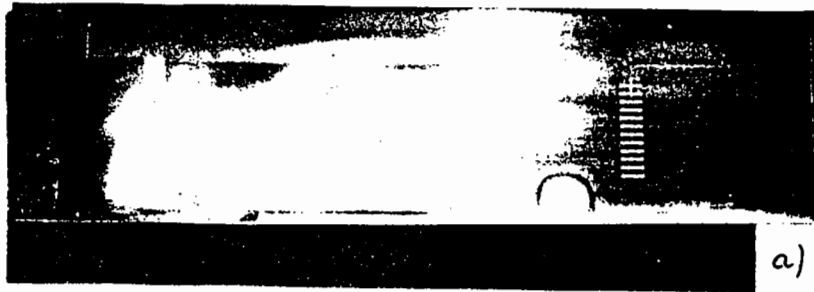


(21)

4.1.3

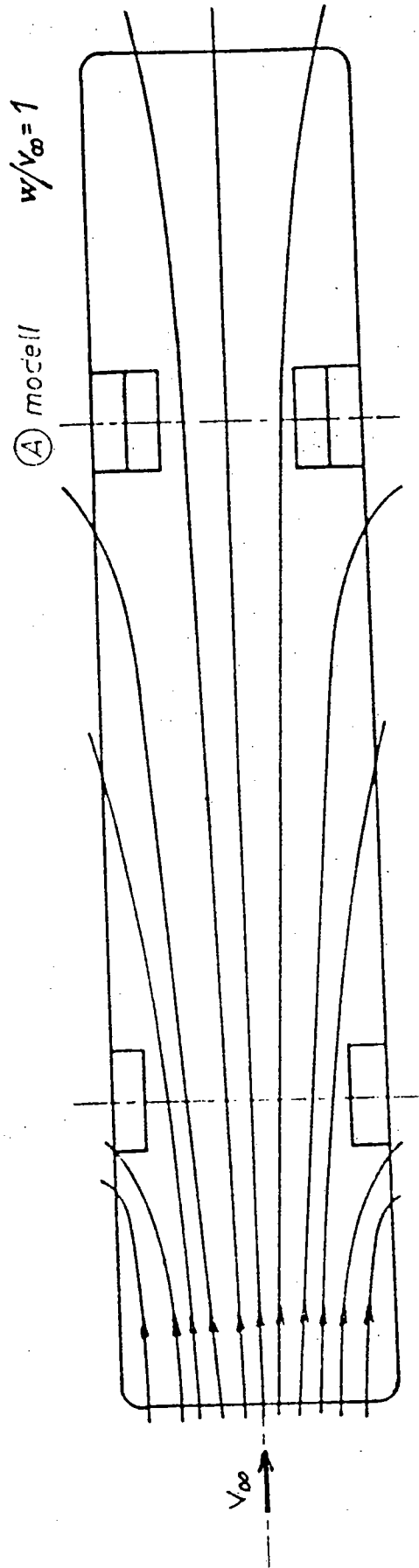
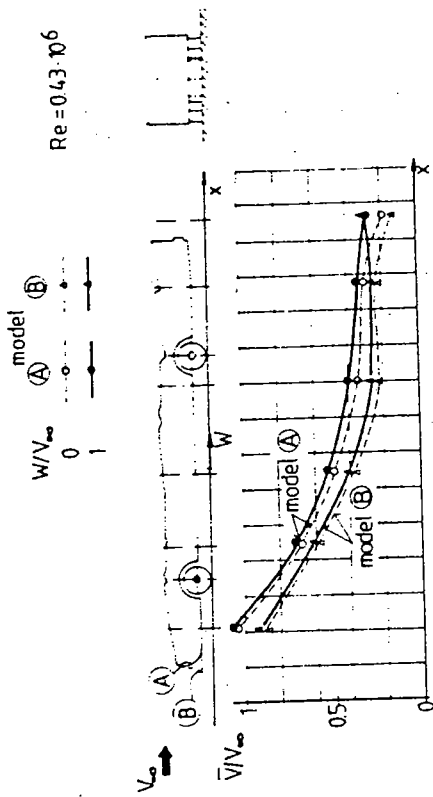
T 4.1.3

IV/6²²

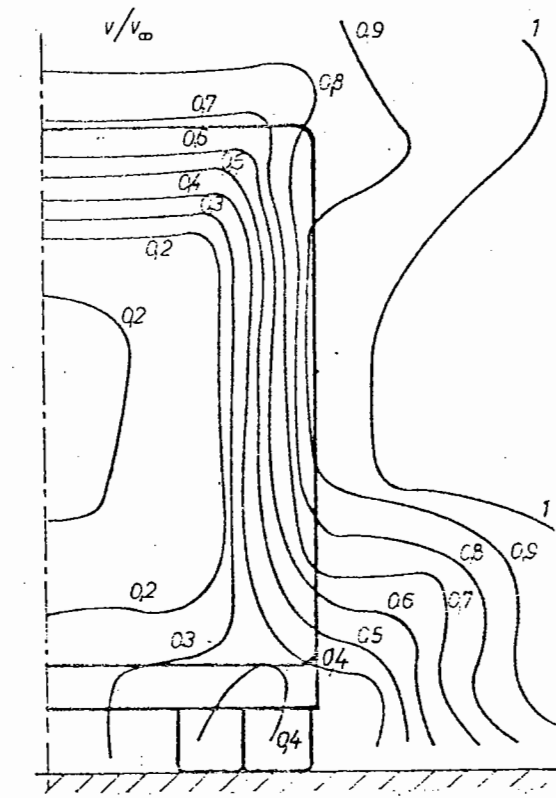
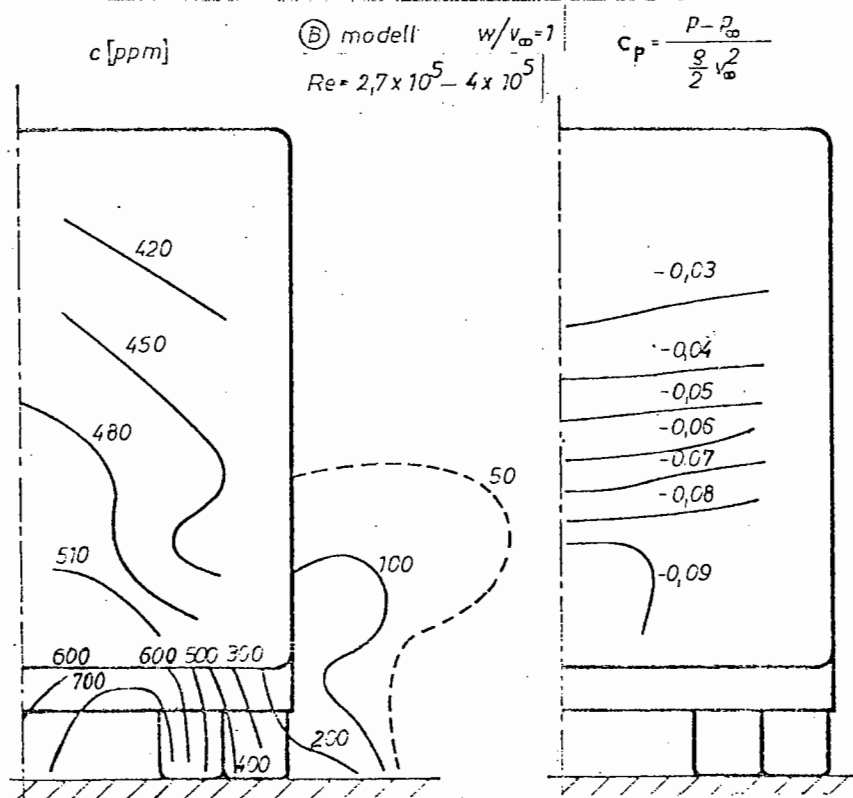
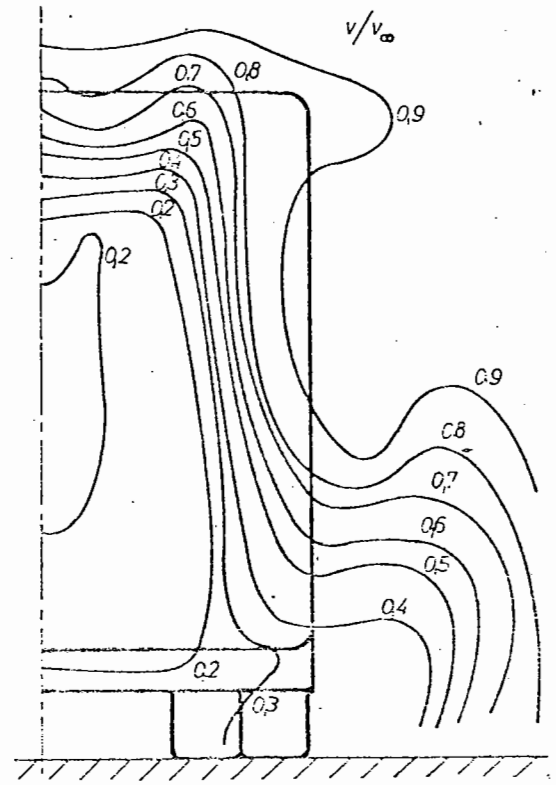
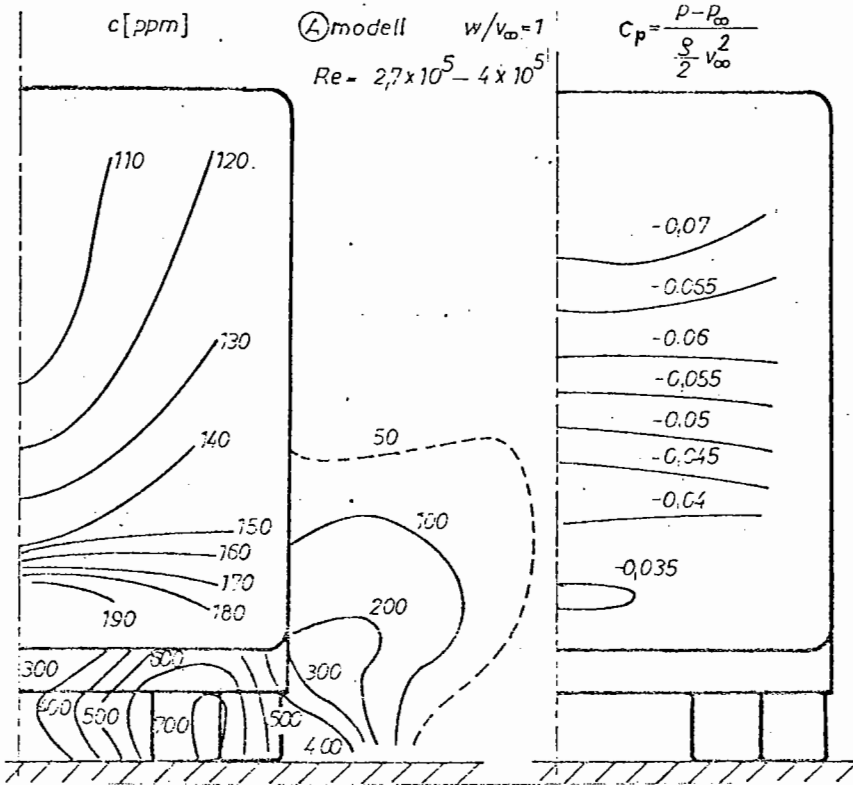


4.4.2

T.4.3.3. VI/7

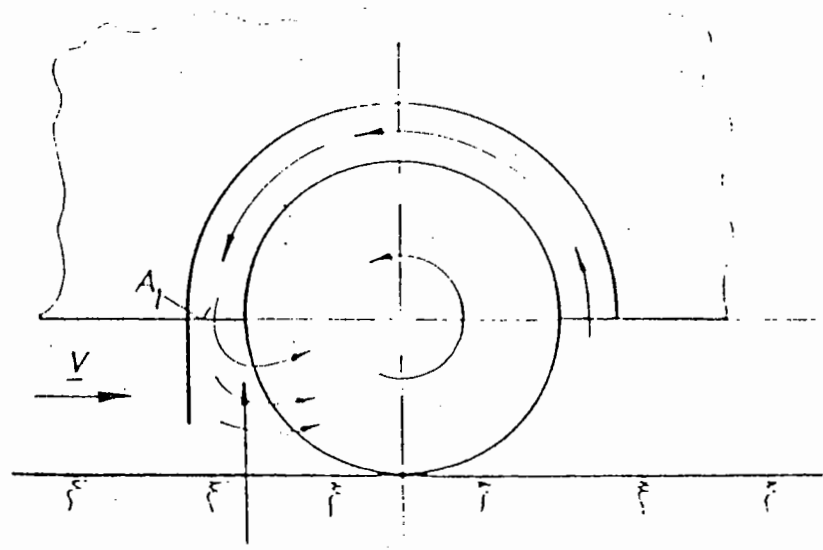


T, 434

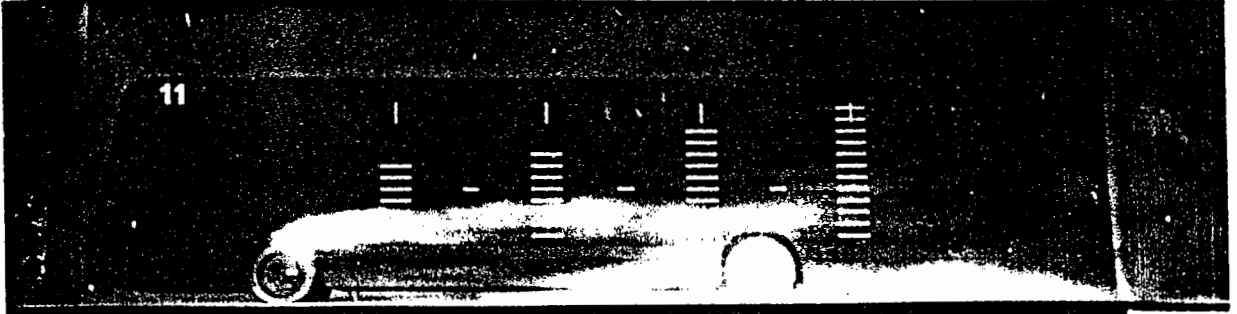


53
4.4.4

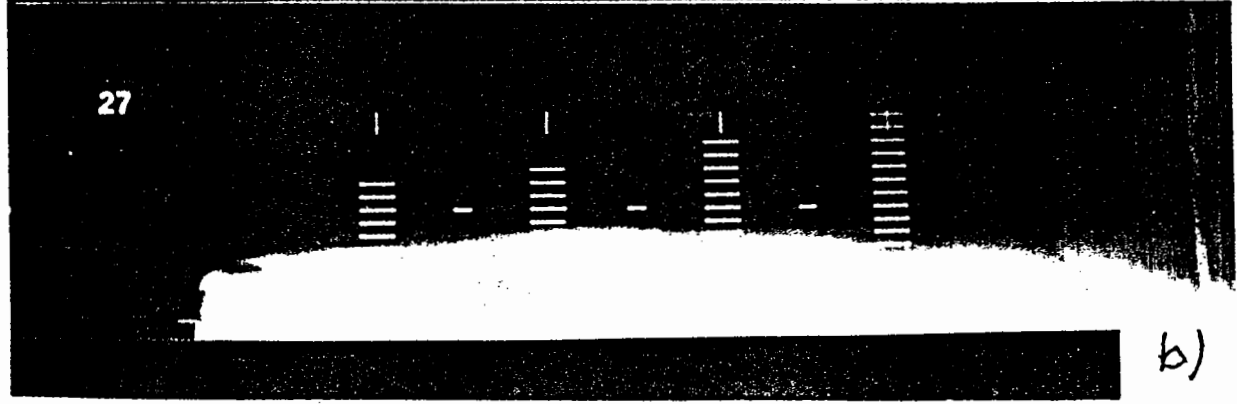
T. 4.35



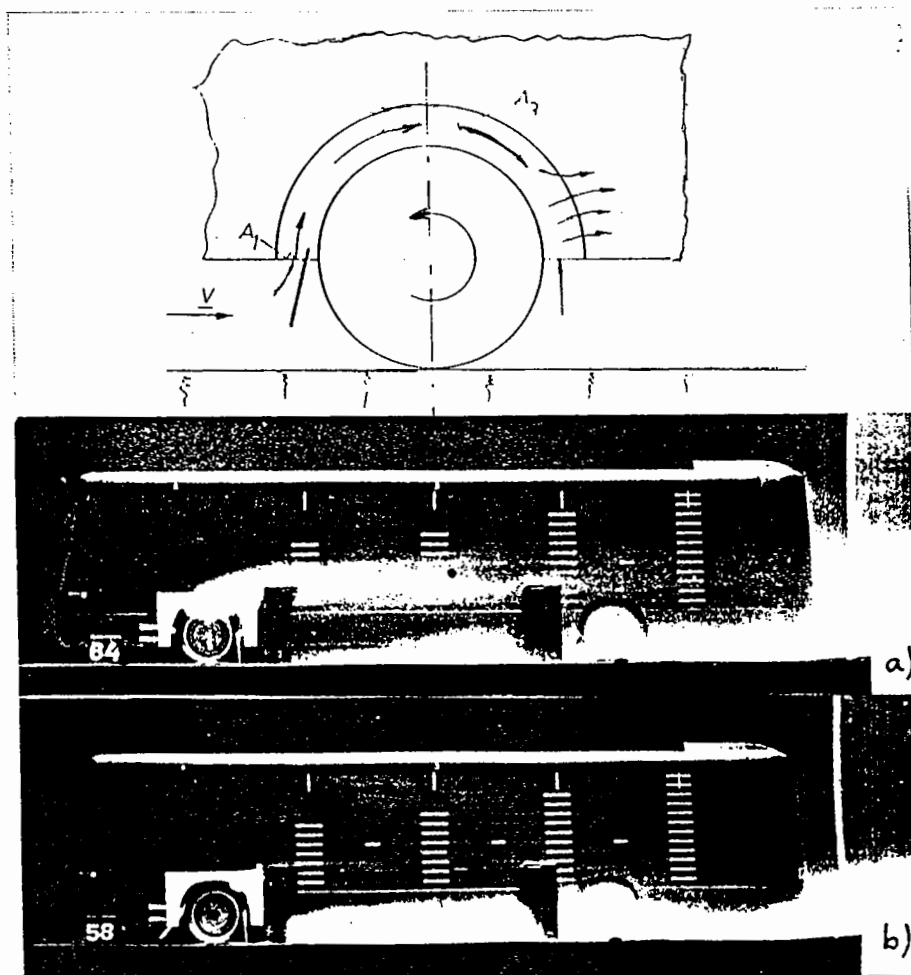
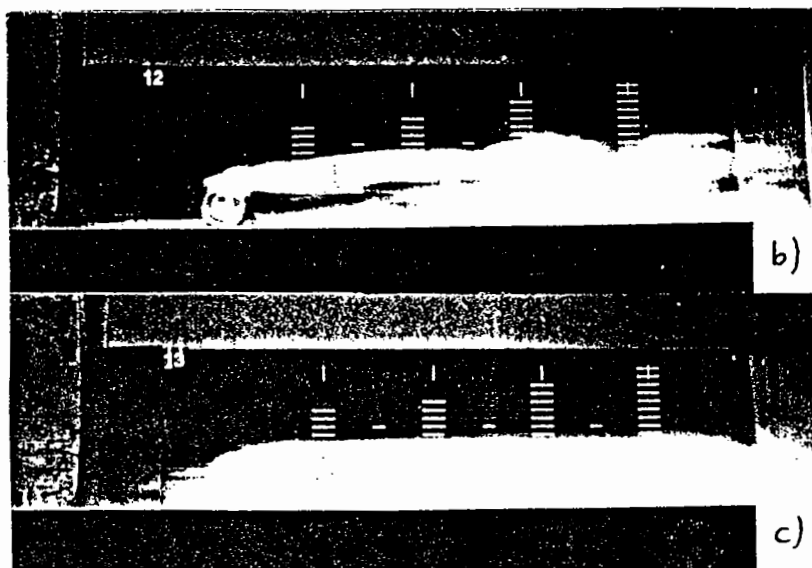
szennyező
kilépés

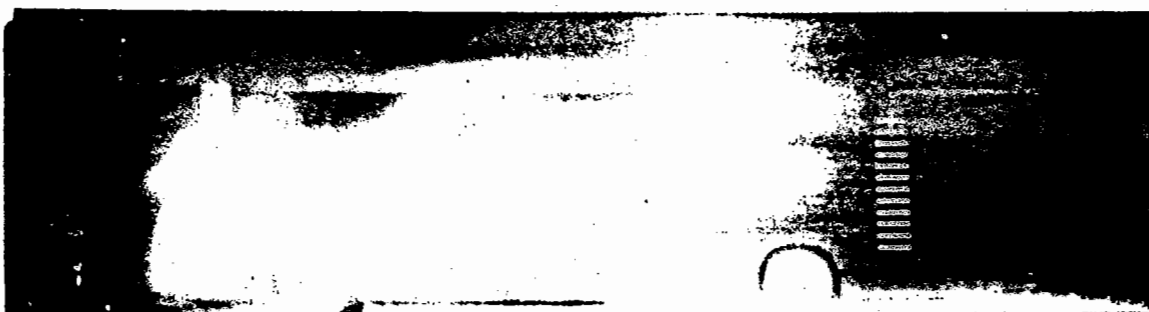


a)

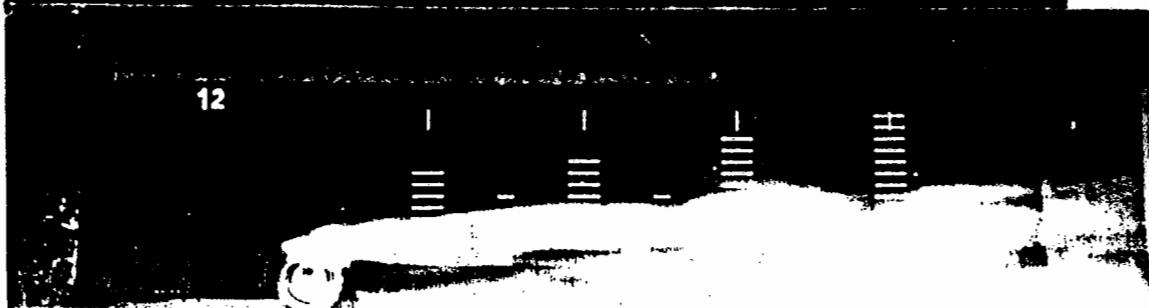


b)

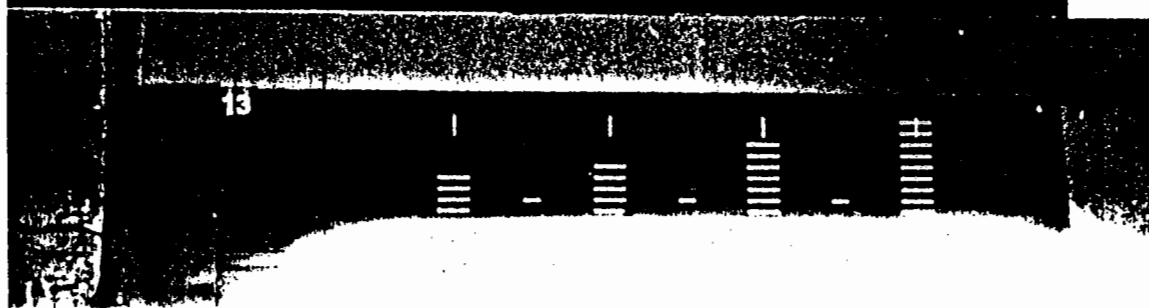




a)



b)

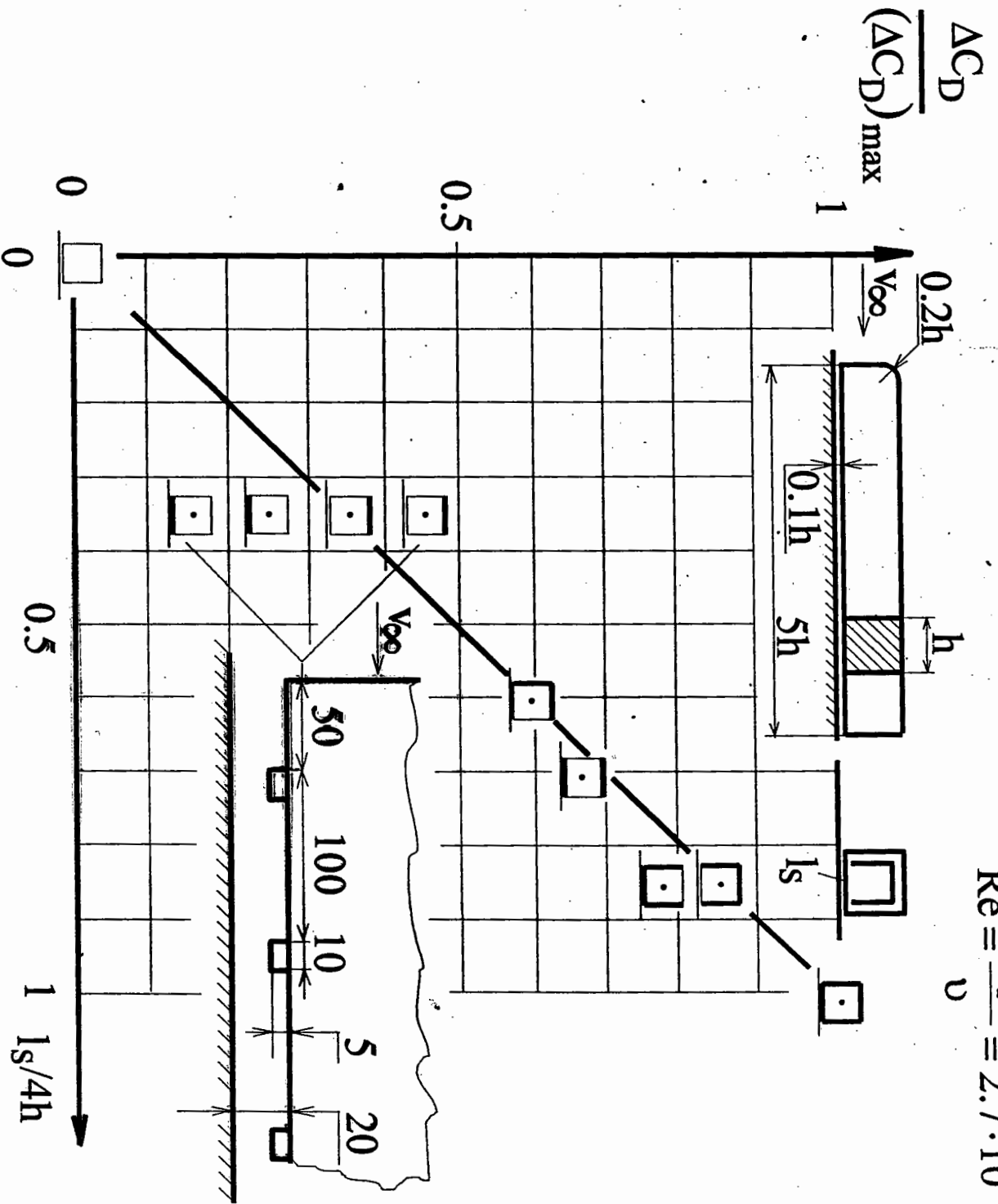


c)

4.1.2

4.1.2

1/9



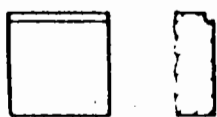
IV. táblázat

Karosszéria jellemző	Hátfal sárosodás			Oldalfal sárosodás			Ellenállás erő		
	Ront	Közöm- bős	Javit	Ront	Közöm- bős	Javit	Ront	Közöm- bős	Javit
homlokfal lökhárító lekerekítés			20-40 %	+1				← + →	
homlokfal felső él lekerekítés			7-11 %		+				27 %
homlokfal oldalel } homlokfal } döntés } lekerekítés		+				+1			8 %
hátsó fal oldalél lekerekítés			36-63 %		+			← + →	
hátsó fal felső él leke- rekítés /dómmal/			7-34 %		+		3-9 %		
hosszanti felső él alakja		+			+			+	
karosszéria alsó rész le- fedése elől			4-33 %			+			3-4 %
karosszéria alsó rész le- fedése közepen		← + →				+	0.5 %		
hátsó alsó tereplőlemez h/H = 0.28			42~62 %		+		22,4 %		
homlokfal alatti spoiler	380 %					+1			5-9 %
terelő a kerékszekrények előtt	0-103 %					+1	1.4 %		
terelőlapát a hátfal fel- ső éle felett			94~98 %		+		23 %		

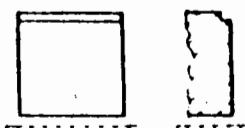
1.4.3.7
4.5.11
6

"LÉPCSŐ"

$s/h = 0.1$



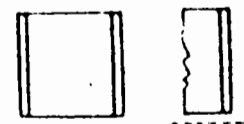
-10%



-12%

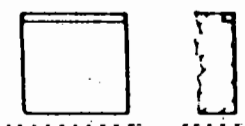


-25%



-28%

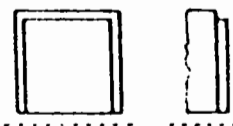
$(\Delta C_e / C_e) \times 100 [\%]$



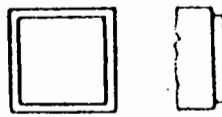
-15%



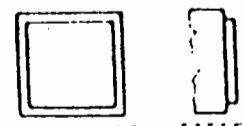
-43%



-48%



-54%



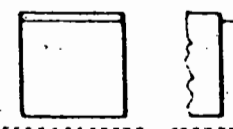
-46%

"KERITÉS"

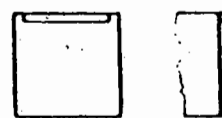
$s/h = 0.1$



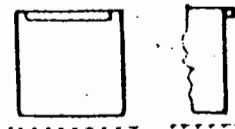
-10%



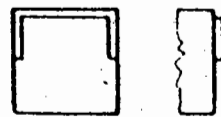
-10%



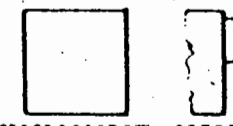
-12%



12%



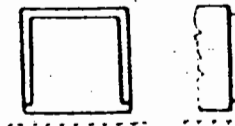
-25%



-23%

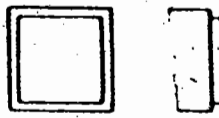


-40%

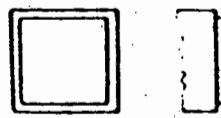


-42%

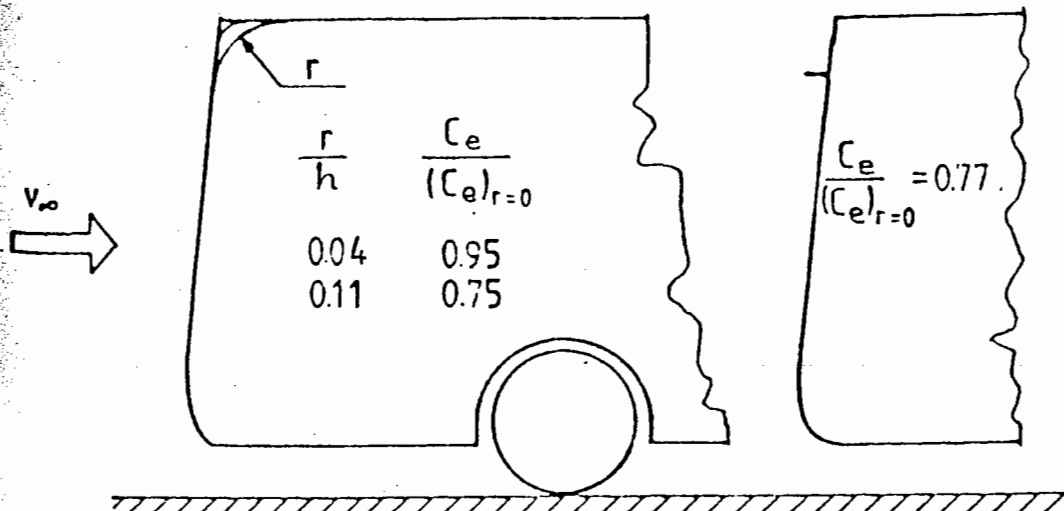
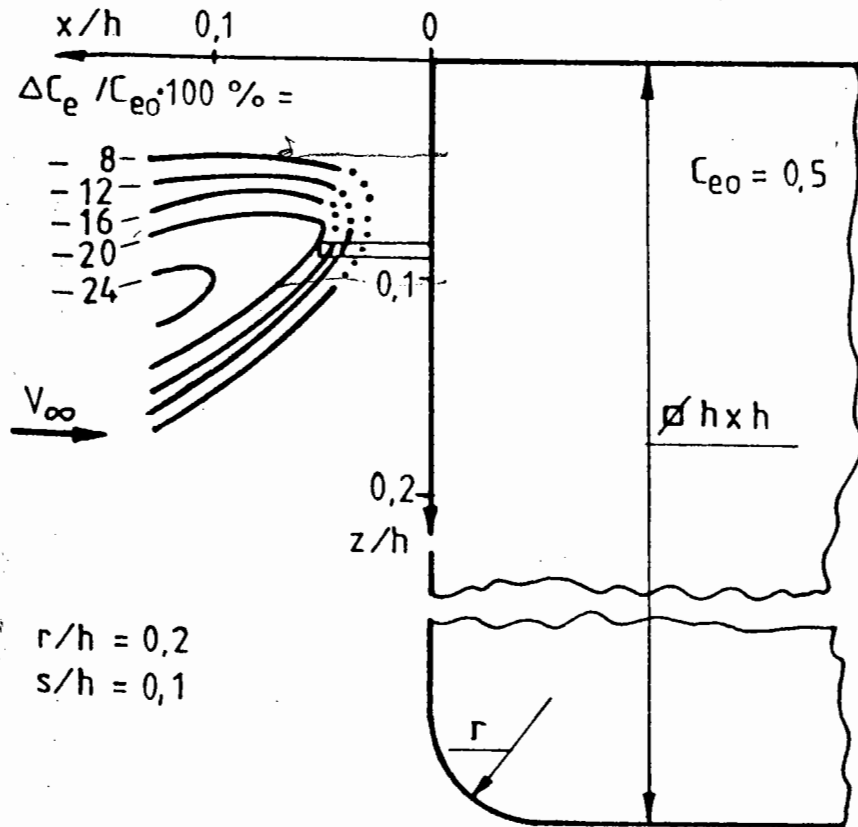
$(\Delta C_e / C_e) \times 100 [\%]$

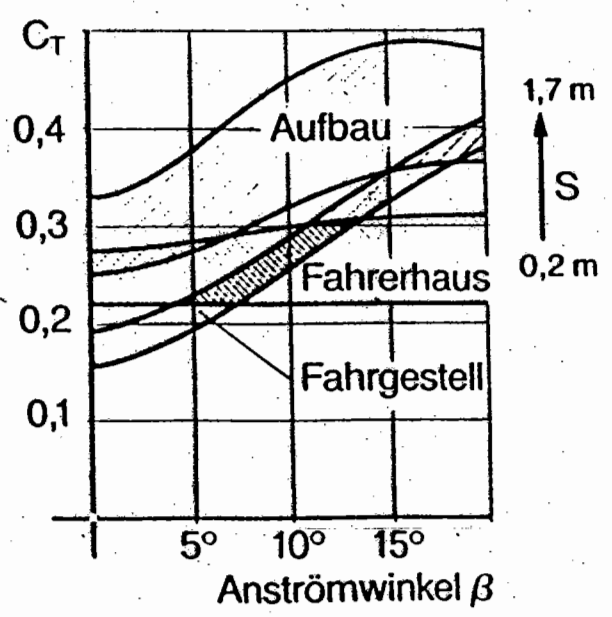
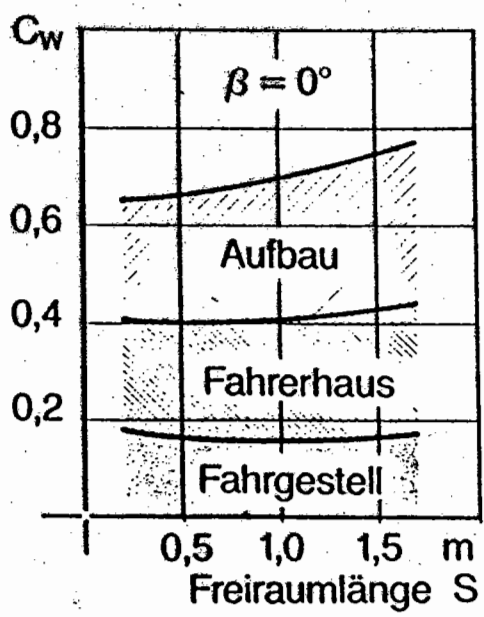
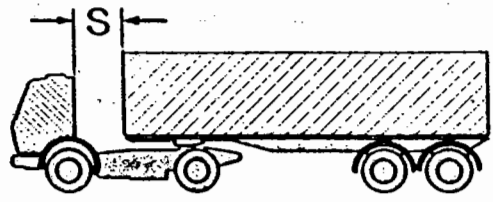
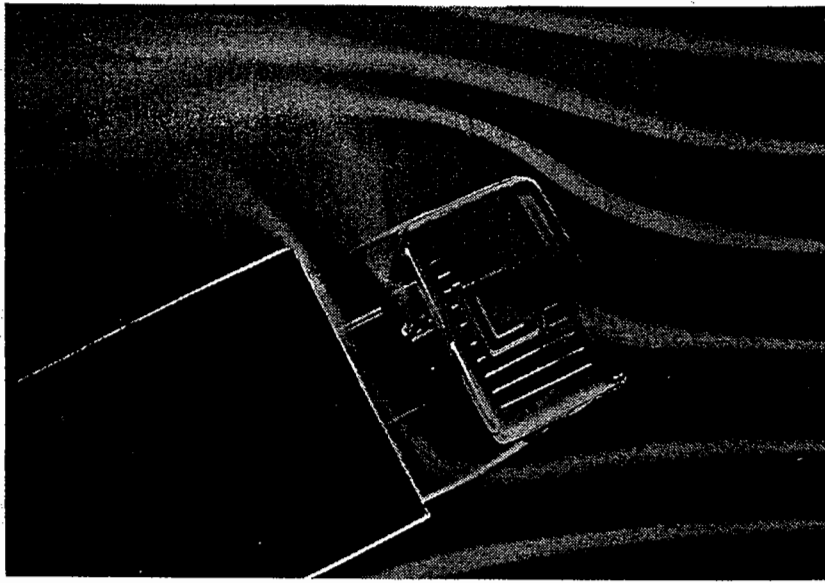
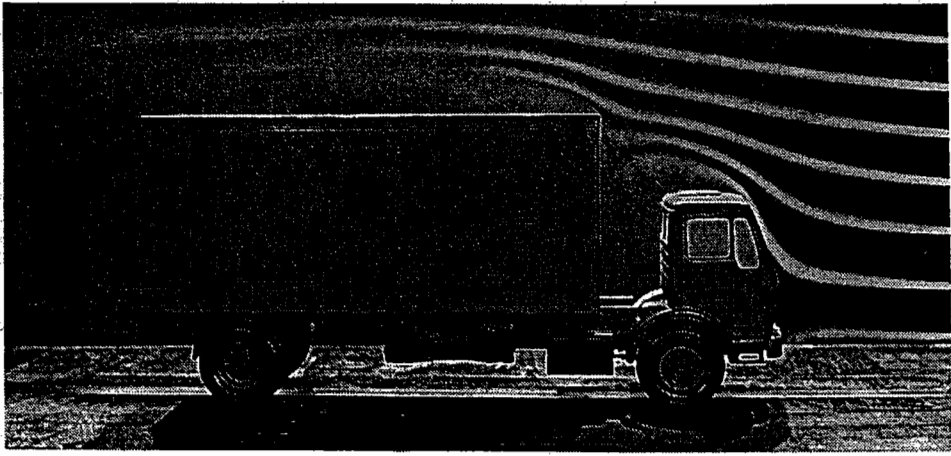


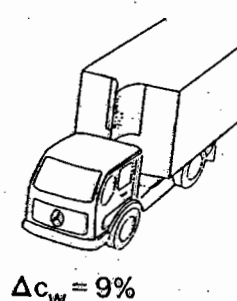
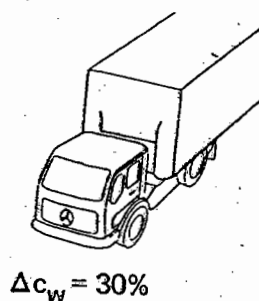
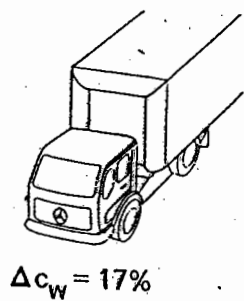
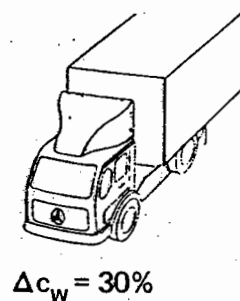
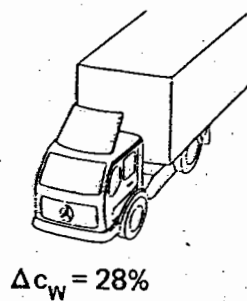
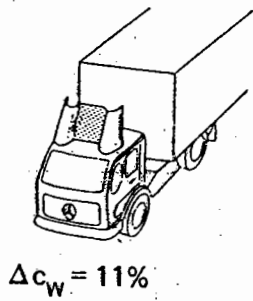
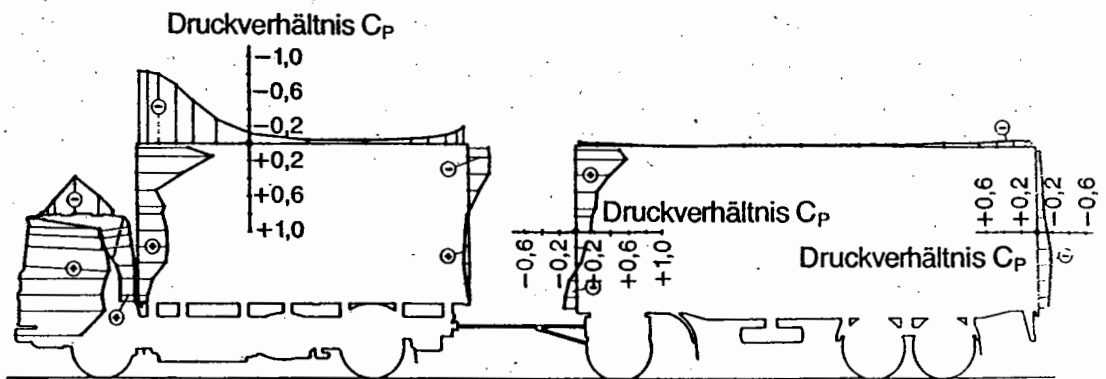
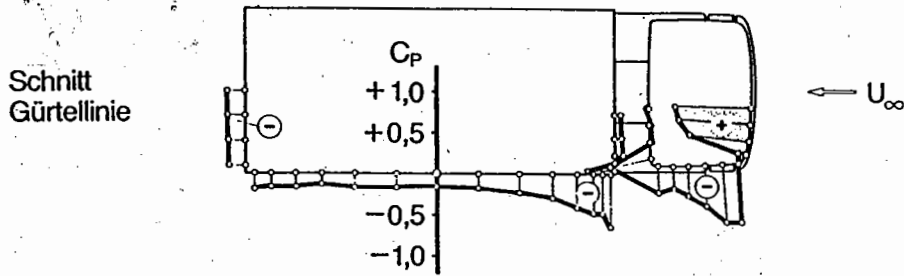
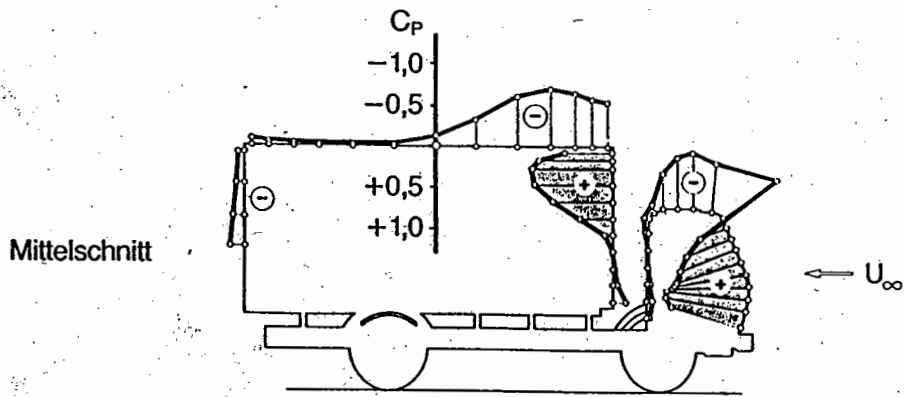
-58%

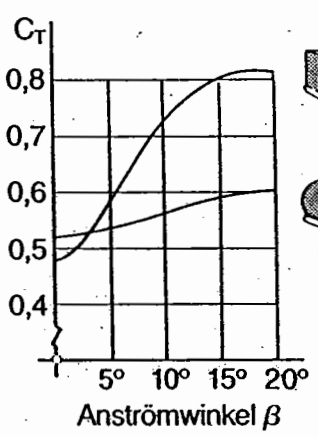
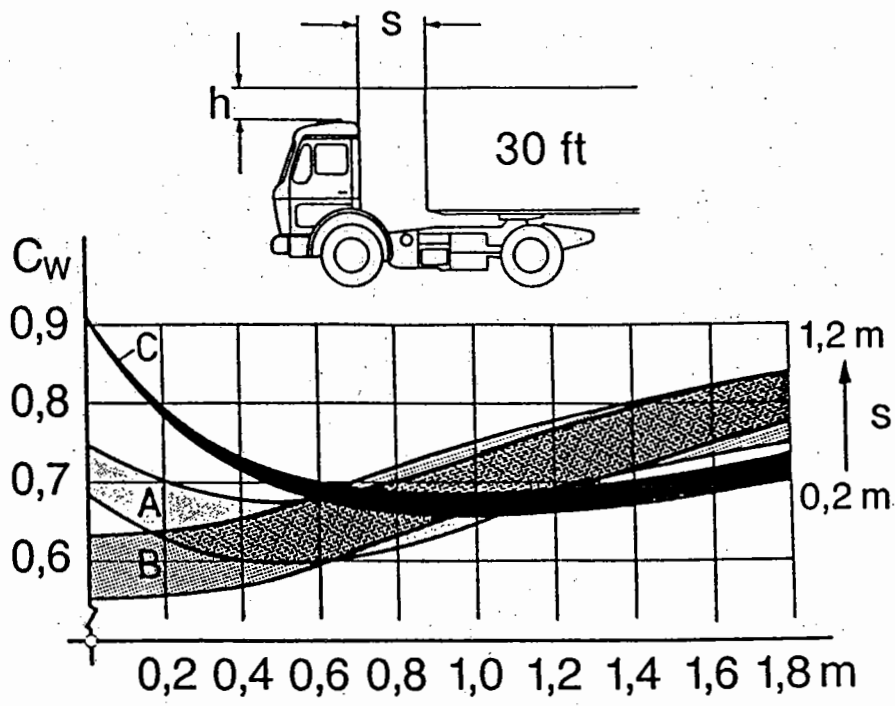


-36%

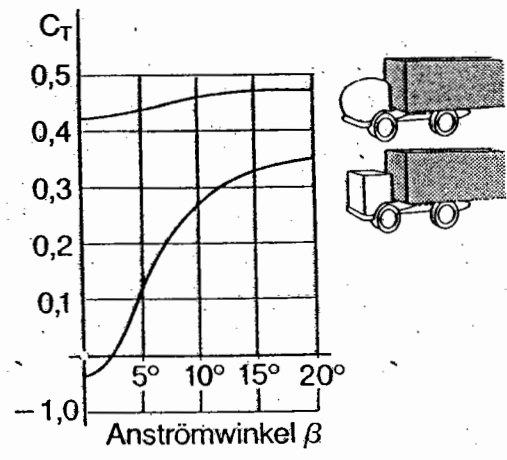
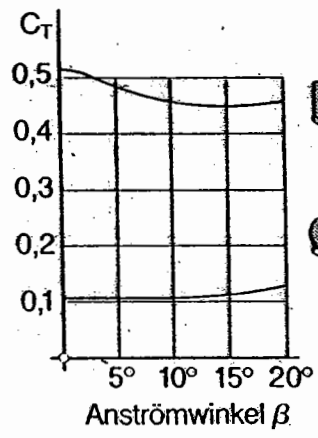
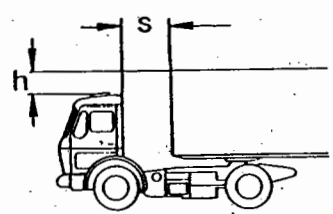


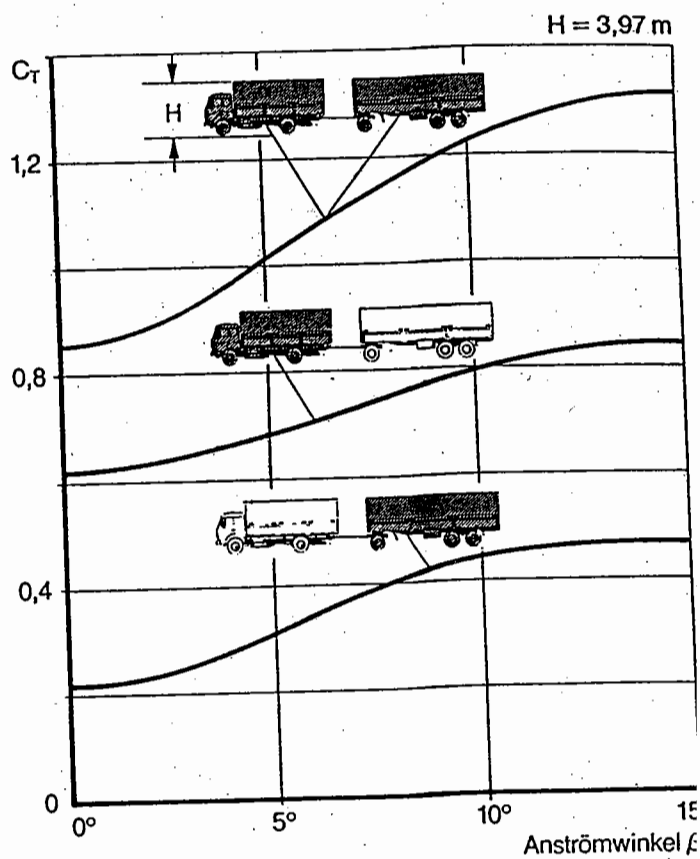
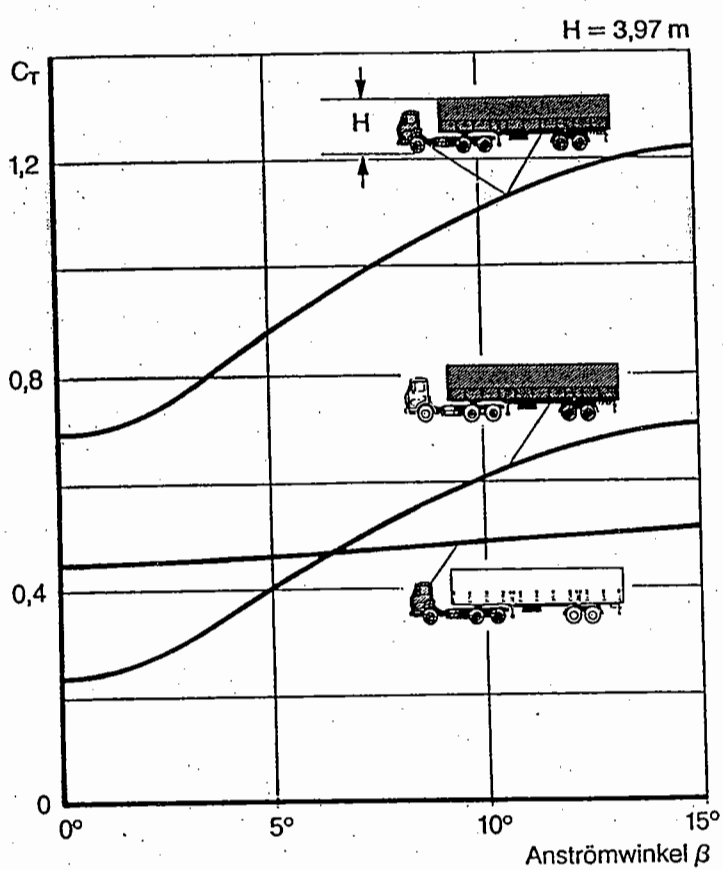



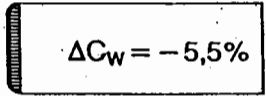

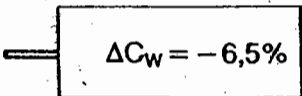
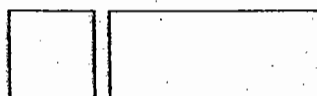
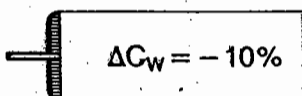
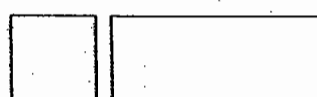
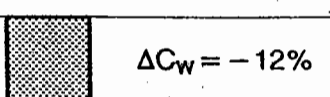




Aufbauhöhe über Fahrerhaus $h = 1,1$ m
 Freiraumlänge $s = 0,7$ m

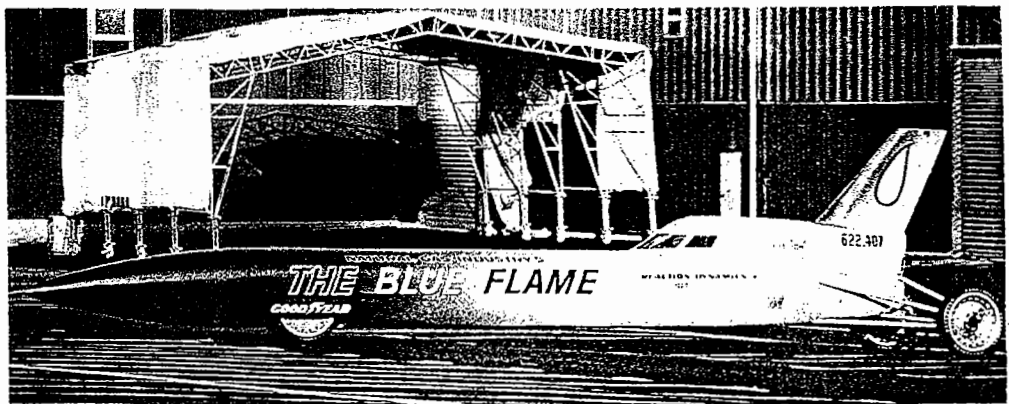
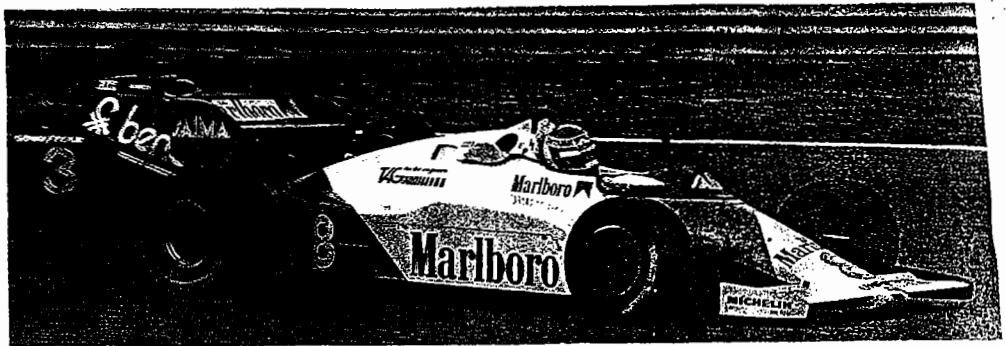
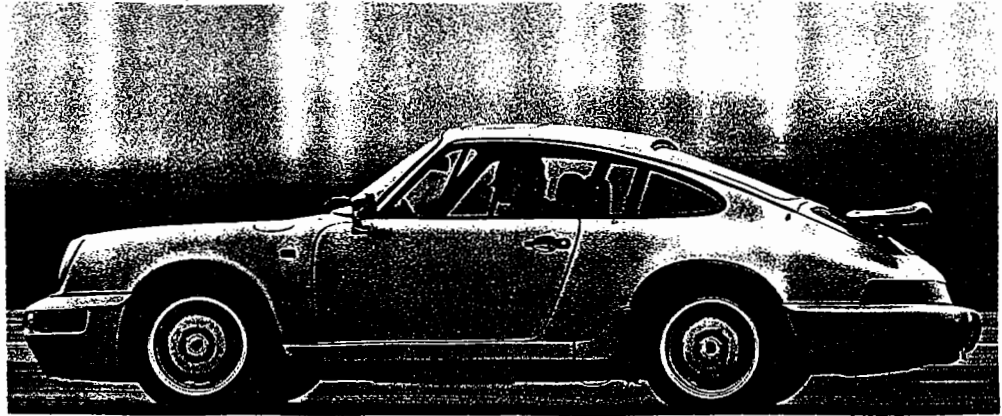




- | | | | |
|---|--|-----------------------|--|
|  |  | $\Delta C_W = -5,5\%$ | Anhängerfront gerundet |
|  |  | $\Delta C_W = -6,5\%$ | Wirbelstabilisator |
|  |  | $\Delta C_W = -10\%$ | Anhängerfront gerundet
+ Wirbelstabilisator |
|  |  | $\Delta C_W = -12\%$ | Freiraum geschlossen |

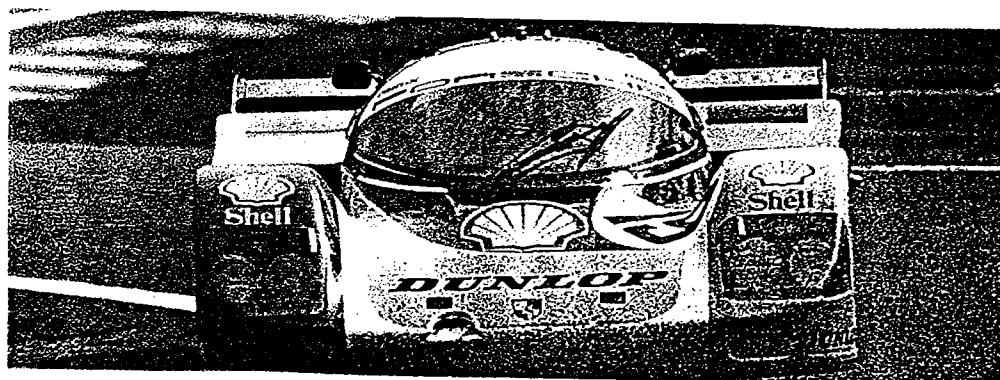
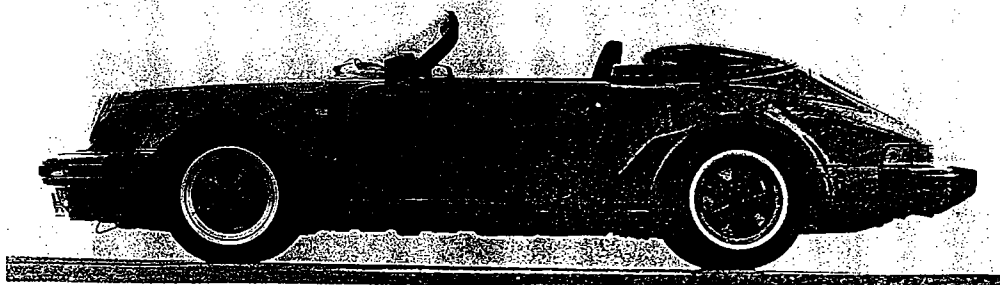
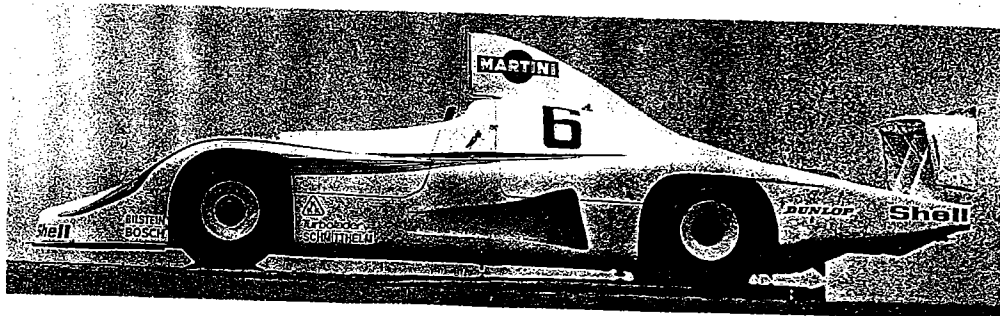
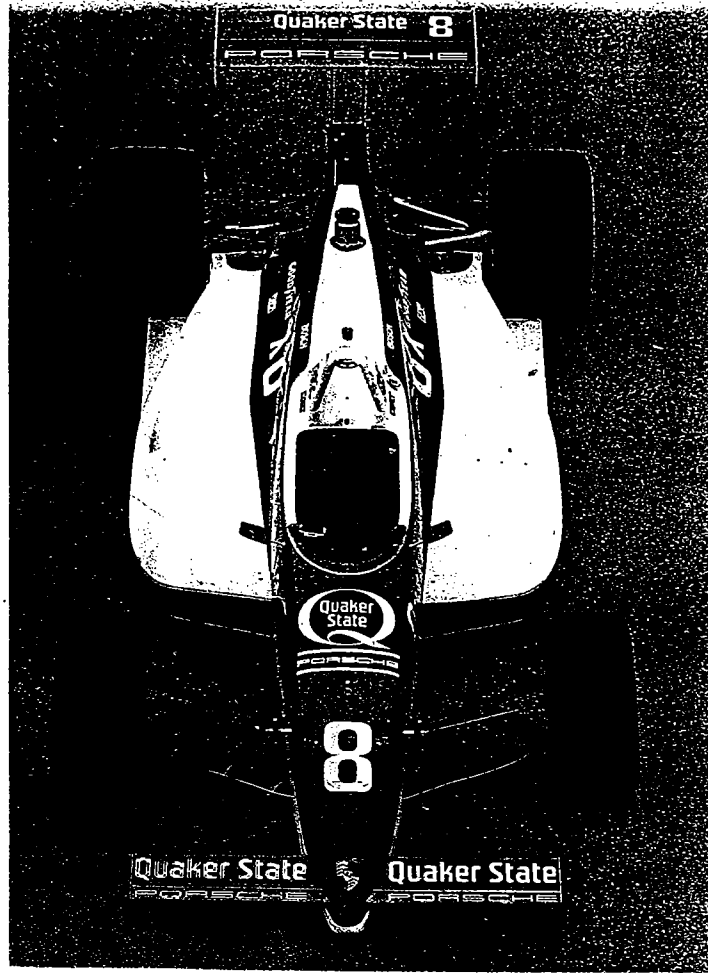
[F.A.]

8/1



01
:tie

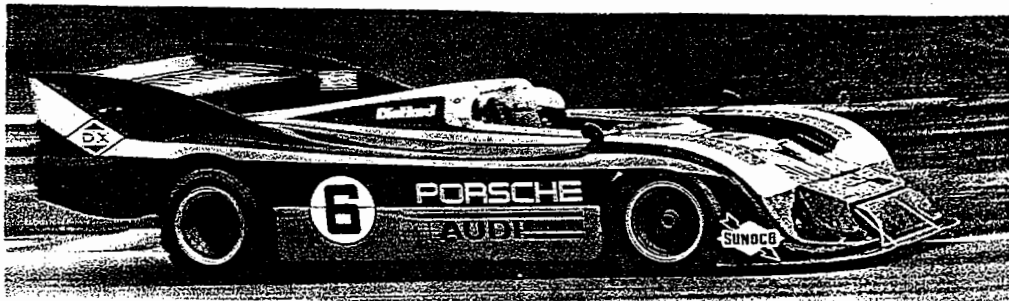
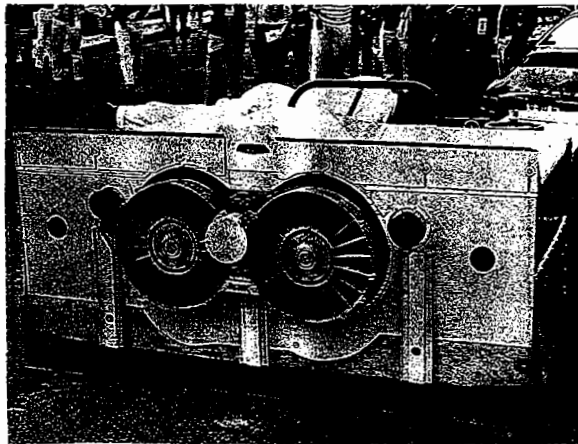
7.2 8/2



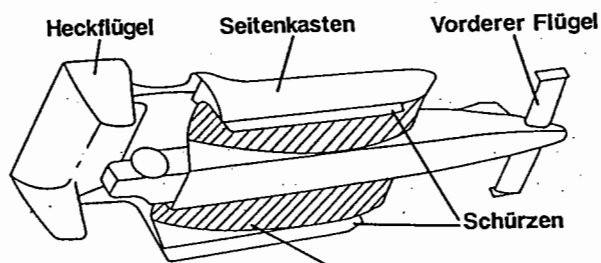
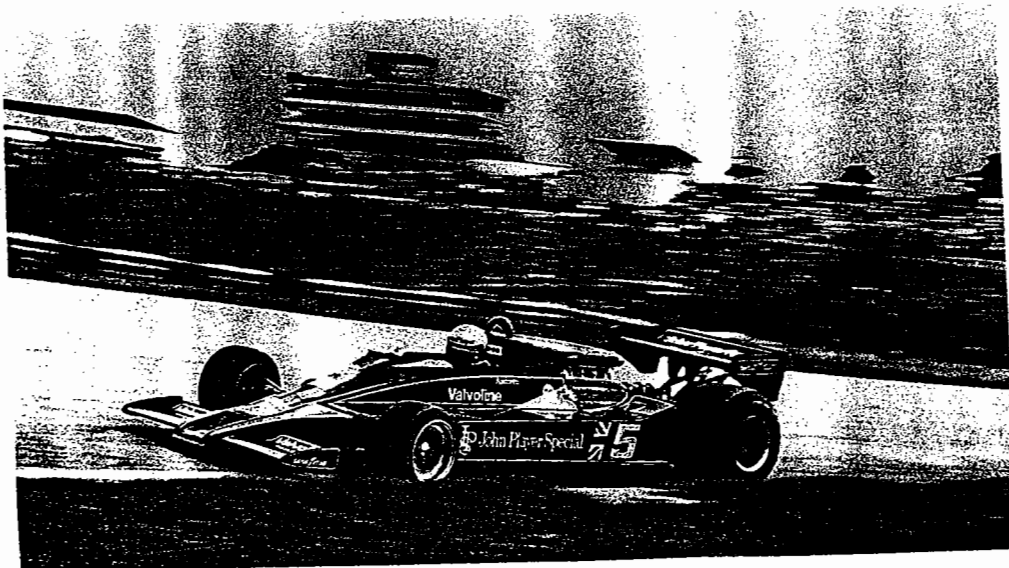
74

73

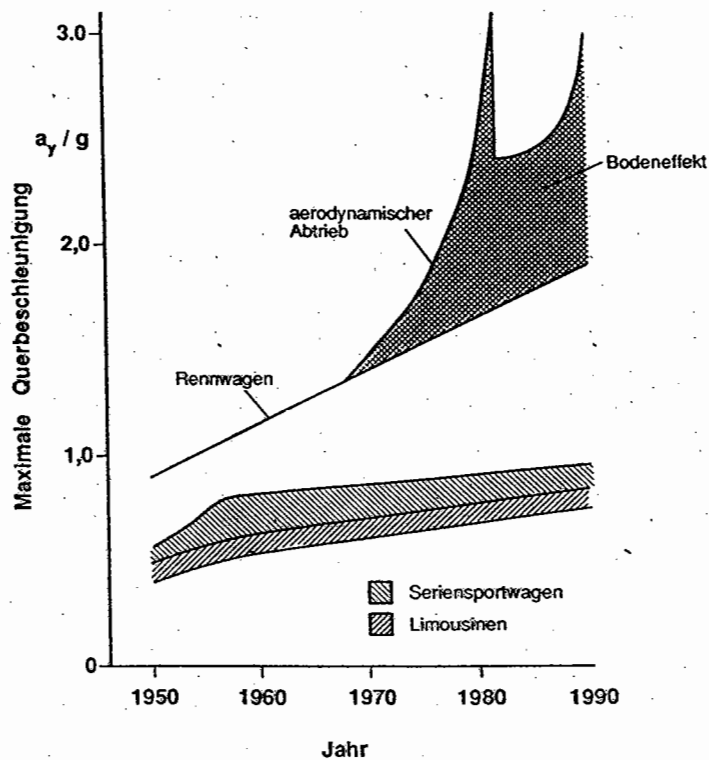
8/3 S:



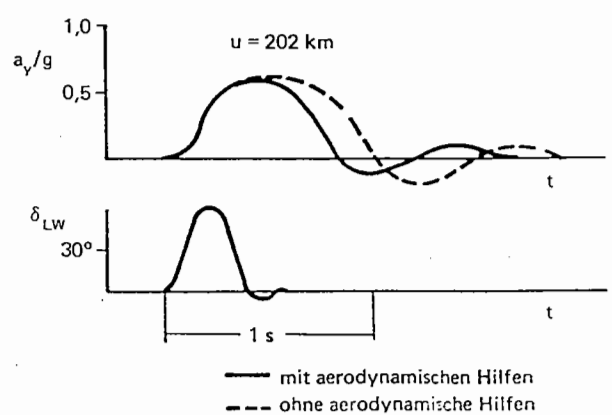
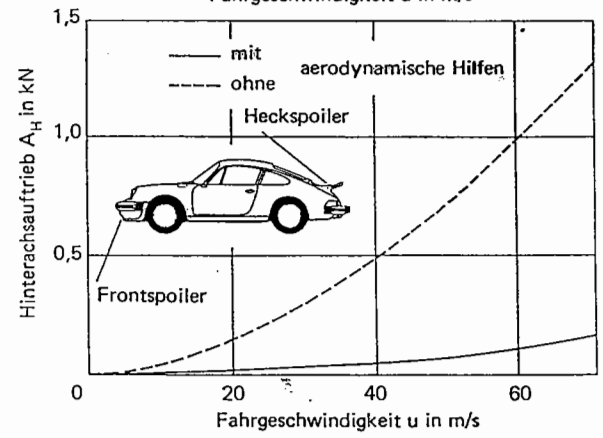
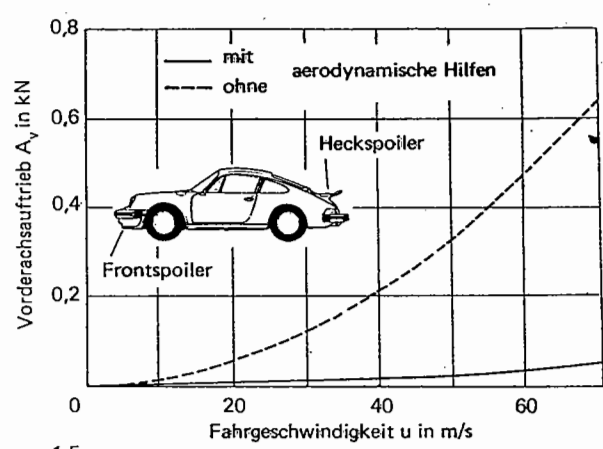
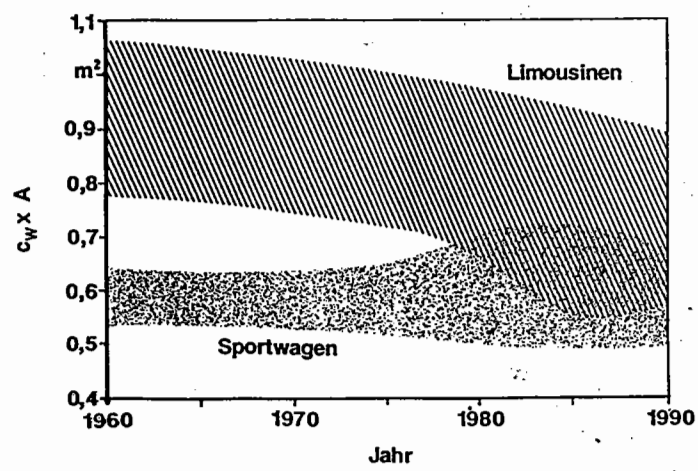
SL
tie

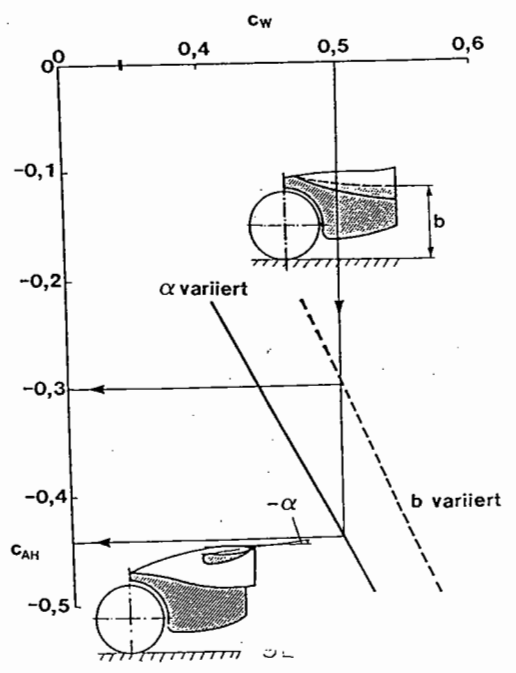
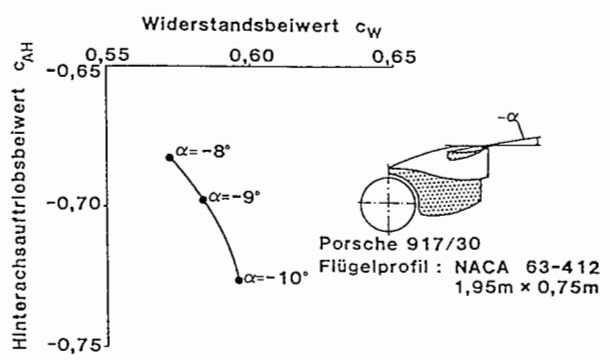
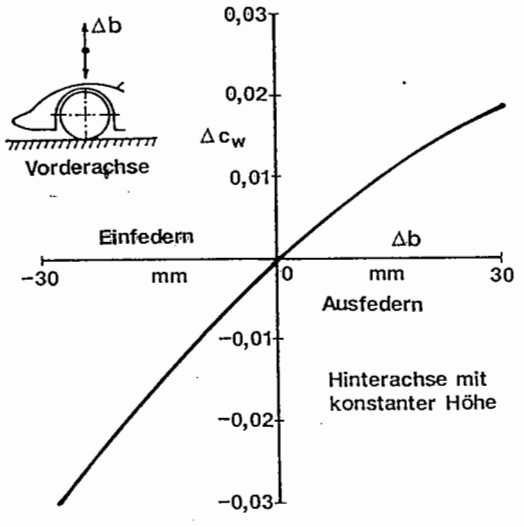
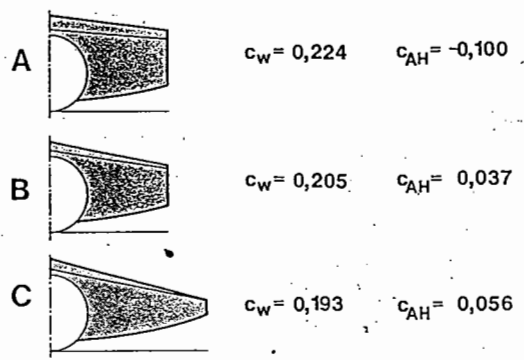
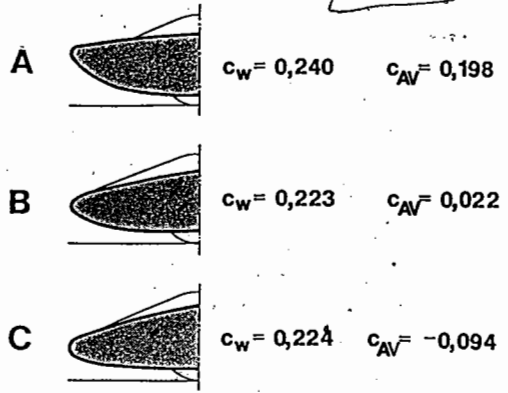
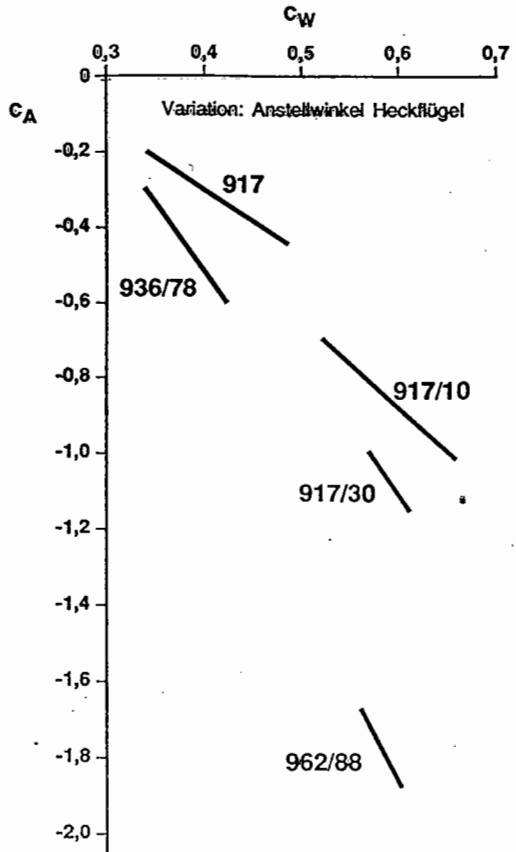


Flügel (Wing) bildet mit der Fahrbahn eine Venturi-Düse



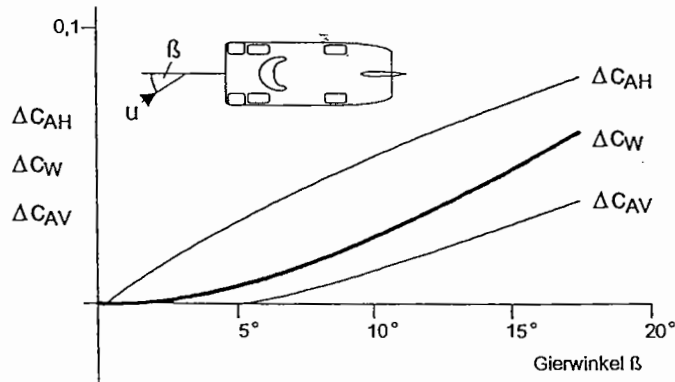
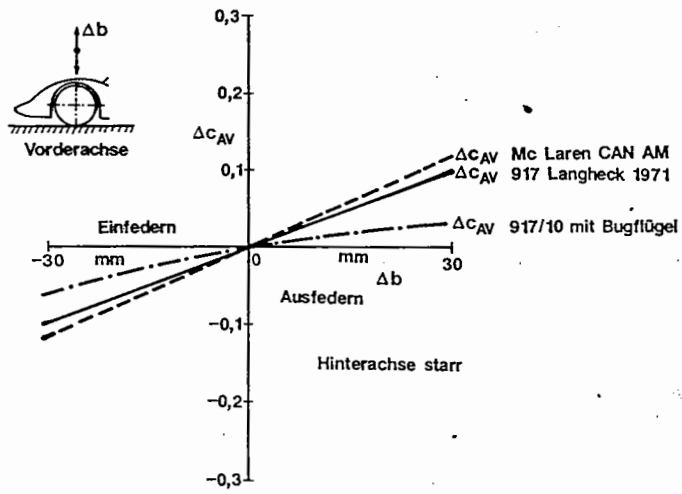
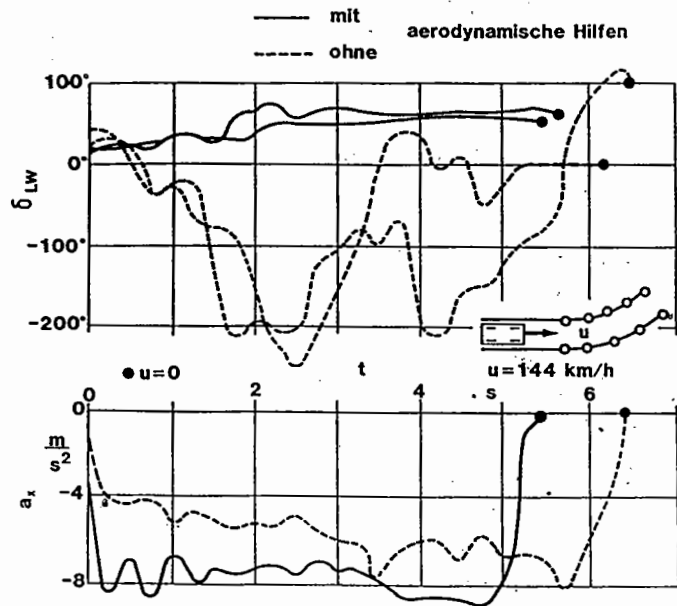
[7.4] 8/5





78

8/8



OL
 tie

