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İÇİNDEKİLER/CONTENTS

<b>S. Çınar, R. Halipoğlu, İ. İnal</b> <b>Bazı Yabancı Ot Mücadele Yöntemlerinin Çukurova Bölgesindeki Taban Meralarında Ot Verimi Ve Botanik Kompozisyona Etkisi</b> Effects Of Some Weed Control Methods on Yield, Botanical Composition and Forage Quality in Subirrigated Grasslands of Cukurova.....	1-8
<b>A. Sirat</b> <b>Orta Karadeniz Bölgesi Koşullarına Uygun Maltlık ve Yemlik Arpa (<i>Hordeum vulgare</i> L.) Çeşitlerinin Belirlenmesi</b> Determination of Malting and Forage Barley ( <i>Hordeum vulgare</i> L.) Cultivars Suitable for Middle Black Sea Region Conditions .....	9-17
<b>M. F. Baran, M. R. Durgut, İ. E. Kayhan, İ. Kurşun, B. Aydın, B. Kayışoğlu</b> <b>II. Ürün Silajlık Mısır Üretiminde Uygulanabilecek Farklı Toprak İşleme Yöntemlerinin Teknik ve Ekonomik Olarak Belirlenmesi</b> Determination of Different Tillage and Sowing Methods In Terms of Technically And Economically in Second Crop Maize For Silage .....	18-26
<b>D. Ceylan, A. Korkut, T. Kiper</b> <b>Tarihi Çevre Yenileme Çalışmalarında Kentsel Peyzaj Planlama Anlayışı: Edirne Örneği</b> Urban Landscape Planning Concept of Historic Environment Regeneration Studies: Sample of Edirne .....	27-36
<b>U. Karadavut, A. Taşkın</b> <b>Kırşehir İlinde Kanatlı Eti Tüketimini Etkileyen Faktörlerin Belirlenmesi</b> Determination of Factors Affecting Poultry Meat Consumption in Kırşehir Province .....	37-43
<b>G. Ş. Aydın, B. Büyükkışık, A. Kocataş</b> <b>Fosfat ve Silikatin Zararlı Denizel Diyatom Büyümesi Üzerine Etkisi: <i>Thalassiosira Allenii</i> Takano (<i>Bacillariophyceae</i>)</b> Effect of Phosphate and Silicate on The Growth of Harmful Marine Diatom: <i>Thalassiosira Allenii</i> Takano ( <i>Bacillariophyceae</i> ).....	44-52
<b>S. Akdemir, E. Bal</b> <b>Elma Depolamada Kasa İçi Ortam Koşullarının Hesaplamalı Akışkanlar Dinamiği ile Modellenmesi</b> Computational Fluid Dynamics Modelling of Ambient Factors in Boxes For Apple Cold Storage .....	53-62
<b>L. Máthé, G. Pillinger</b> <b>Examination of an Overturned Towed Vehicle.....</b>	63-66
<b>N. Çömlekçioğlu, L. Efe, Ş. Karaman</b> <b>Kahramanmaraş Koşullarında Farklı Ekim Zamanlarının <i>Isatis tinctoria</i> ve <i>Isatis buschiana</i> Türlerinin Verim ve Bazı Agronomik Özellikleri Üzerine Etkileri</b> Effects of Different Sowing Times on The Yield and Agronomic Characters of <i>Isatis tinctoria</i> and <i>Isatis buschiana</i> in Kahramanmaraş Conditions .....	67-78
<b>H. Akbaşak, P. S. Koral</b> <b>Çeltik Kavuzunun Hıyar Fidesi Yetiştirme Ortamı Olarak Kullanım Olanaklarının Araştırılması</b> The Investigation of The Possibilities of Using Rice Hulls as a Growing Media for Cucumber Seedlings .....	79-89
<b>L. Gurmai, P. Kiss</b> <b>Analysis of Relations of Towed Vehicles and Road Profile.....</b>	90-97
<b>G. D. Semiz</b> <b>Sulama Suyu Açısından Bor İçeriğinin Değerlendirilmesi: Uluabat Gölünü Besleyen Orhaneli, Emet Ve Mustafakemalpaşa Çayları</b> Content As Irrigation Water Quality: Orhaneli, Emet And Mustafakemalpaşa Streams Feeding the Lake Uluabat .....	98-105
<b>S. Kıracı, E. Gönülal, H. Padem</b> <b>Farklı Mikoriza Türlerinin Organik Havuç Yetiştiriciliğinde Kalite Özellikleri Üzerine Etkileri</b> The Effects of Different Mycorrhizae Species on Quality Properties in Organic Carrot Growing .....	106-113
<b>A. Sahin, A. Yıldırım, Z. Ulutas</b> <b>Anadolu Mandalarında Bazı Çiğ Süt Parametreleri ile Somatik Hücre Sayısı Arasındaki İlişkiler</b> Relationships Between Somatic Cell Count and Some Raw Milk Paramaters of Anatolian Buffaloes .....	114-121
<b>H. İlbağı, S. Geyik</b> <b>Türkiye'de Bursa İli Mısır (<i>Zea mays</i> L.) Tarlalarında Görülen Virüs Hastalıklarının Saptanması</b> Detection Of Virus Diseases in Corn ( <i>Zea mays</i> L.) Fields in Bursa Province Of Turkey.....	122-125

## Examination of an Overturned Towed Vehicle

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If a vehicle leaves the on-road, and enters the terrain, its movement is determined by the physical and mechanical laws of terrain-vehicle interaction. The problem with the run-off-road accidents is that the effect of the soil physical properties are not known clearly, so that in many cases only approximate results can be provided by the accident analysts. The objects of the project were to create a soil-database, and determine the friction coefficient between the vehicle body and the terrain surface.

**Keywords:** terramechanics, accident, friction coefficient

### Introduction

The travel resistance of a vehicle running on to terrain after collision is determined by the rolling resistance, bulldozing resistance, slope resistance, air resistance, slowing effect of engine brake or vehicle brake, if the vehicle spins around its vertical axis then resistance due to vehicle spin and if the vehicle turned over then frictional resistance of vehicle body (Kiss, 2009). The problem with the road-leaving accidents is that the effect of the soil physical properties are not known sufficiently, so that in many cases only approximate results can be provided by the accident analysts (Pillinger and Kiss, 2011).

Complex field measurement series were performed by the colleagues of Department of Automotive Technology of Szent István University. The purpose of the project was to determine the friction coefficient between the soil and the vehicle body in case of overturn.

### Material and Methods

To determine the coefficients of friction, pulling

tests were performed, and soil parameters were also measured by in situ and laboratory devices. Friction between the soil and vehicle body, traction force, speed, and different soil conditions (cone index, moisture content, physical properties) were examined during the experiment. The test vehicle was a UAZ-469B type off-road vehicle, and a John Deere 6600 was used as puller (Fig. 1-2-3.). A special converted forklift was used to turn over the test vehicle to its body side. A purpose-designed drawbar mechanism was used for the pulling tests (Fig. 4.). The measurements were carried out on different soil conditions: concrete, grassy field, stubble-field, disc-tilled field and cultivator-tilled field at a speed of 5-10-15 km/h.

### Measurement Devices

The following equipments were used at the measurements: purpose-designed drawbar mechanism and converted forklift (Fig. 4.), 50 kN load cell (Fig. 5.), measurement battery, Spider-8



Fig. 1. UAZ set up for measurement.

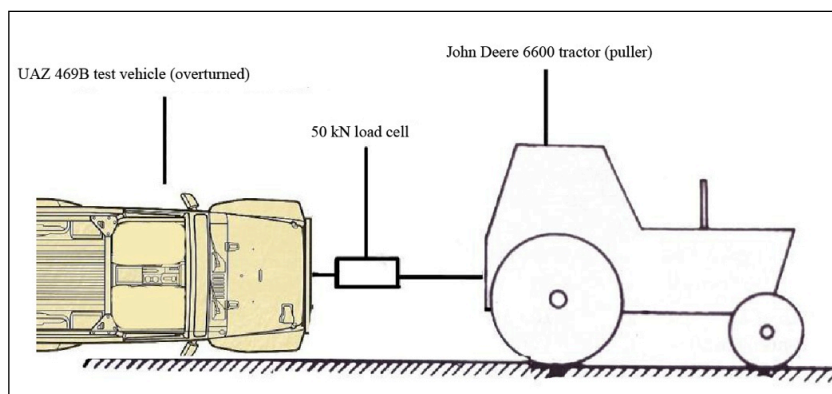


Fig. 2. Set up of the field measurement.



Fig. 3. Field measurement.

data collection and measurement computer (GDS Instruments, Hampshire, United Kingdom), Eijkelkamp Penetrologger (Fig. 5.) (Eijkelkamp, Giesbeek, The Netherlands), PCE-SMM-1 field soil moisture meter (PCE Instruments, Southampton, United Kingdom), soil sampling cylinders (Fig. 5.), wheel load weighers to measure vehicle weight.

## Results

Table 1. shows the physical characteristics of the test field. The measurements were performed with the help of staff of the Institute of Soil Science of Szent István University.

To determine the coefficient of friction, the following (1-2) equations were used during the experiments:

$$F_t = \mu \cdot m \cdot g \cdot \cos\alpha \pm m \cdot g \cdot \sin\alpha [\text{kN}] \quad (1)$$

$$\mu = \frac{F_t \cdot \cos\alpha}{m \cdot g} \mp \text{tg}\alpha [-] \quad (2)$$

Where:  $F_t$  – traction force;  $m$  – mass of test vehicle;  $g$  – gravitational acceleration;  $\mu$  - friction coefficient;  $\alpha$  – slope angle.

The pulled vehicle's weight was measured by wheel load weighers. The measured mass was 1310 kg. The pulling force was measured in the tests. The speeds were 5, 10 and 15 km/h, and each test was performed on a previously undisturbed surface of grassy field, stubble, discolled and cultivated land. Measurements were carried out on concrete surface as well.



Fig. 4. Purpose-designed drawbar mechanism with a converted forklift.

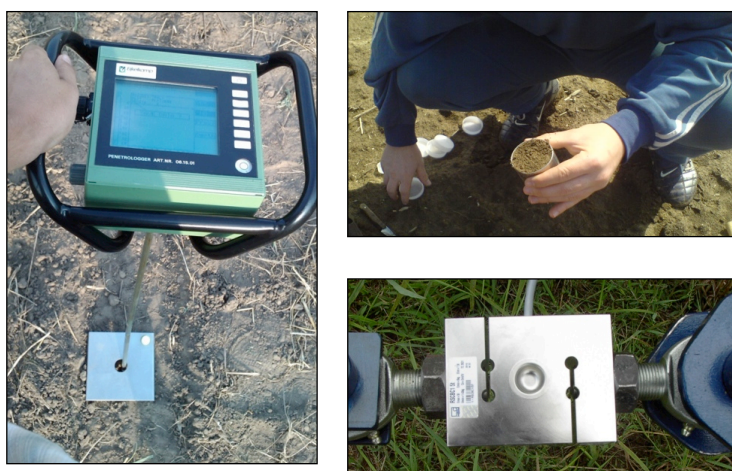


Fig. 5. Eijkelkamp Penetrologger, soil sampling cylinders, load cell.

Table 1. Physical properties of the test field.

Field condition:		Stubble-field	Disc-tilled	Cultivator-tilled
Soil type:		Loamy sand		
Moisture content (% dry basis)	[%]	15.8	11.5	10.8
Pore volume	[%]	36	38	42
Dry bulk density	[g/cm <sup>3</sup> ]	1.61	1.65	1.52
Vegetation:	-	Stubble+weeds	A few weeds	No plants

The friction coefficients were determined at each surface type. Table 2. gives the values of the coefficients. The field coverage is an important factor during the investigation. The concrete was dry and without dirt. The grassy field was covered by 5-10 cm high vegetation, mainly grass. The stubble field was covered by 15-25 cm high weeds and harvested corn stalks. On disc-tilled field only rare weeds were recognized and the cultivator-tilled field was without vegetation. Table 2 gives the cone index (CI) values at a depth of 5 and 10 cm as well, characterizing the soil's load-bearing

capacity. The measurements were performed for all soil conditions, taking the soil moisture content into account. The average slope angle, that was taken into consideration during the evaluation, on the test field was  $\alpha = 1.1^\circ$ . The slope angle on concrete was  $\alpha = 0^\circ$ .

### Conclusions

In case of two rigid bodies, the magnitude of friction force is commensurable to the normal force; its direction is parallel to the contact

surface. In this situation the friction coefficient depends on the quality of the contact surface. If a rigid body gets in contact with a deformable surface, further factors affect the value of friction coefficient. Table 1. shows that on terrain the value of friction coefficients increased as traction speed increased as well, and the looser the soil structure became, the greater the value of friction coefficients. It can be seen on concrete that the value of friction coefficients decreased as speed

increased. It is due to the multiple repeated pulling tests where the vehicle body side and the protruding parts were deformed and dulled, thus the value of friction coefficients decreased. It can be concluded from the researches that on terrain the coefficient of friction depends on more parameters. Their effects are different, field measurements are required to determine the significance of each factors, which are the following in order of importance:

Table 2. Results of examination of friction coefficients.

Field condition	Traction speed (v) [km/h]	Traction Force (F <sub>t</sub> ) [kN]	Friction Coefficient (μ) [-]	Cone Index (CI <sub>5</sub> ) [MPa]	Cone Index (CI <sub>10</sub> ) [MPa]	Comment
Concrete	5	6.6	0.518	80	80	Dry, without dirt
	10	5.4	0.424			
	15	5.2	0.405			
Grassy field	5	7.8	0.591	2.146	2.345	5-10 cm high vegetation
	10	8.1	0.607			
	15	8.2	0.621			
Stubble-field	5	12.2	0.932	0.809	1.185	15-25 cm high vegetation
	10	-	-			
	15	-	-			
Disc-tilled field	5	12.4	0.946	0.427	1.498	Rare vegetation
	10	13.1	0.993			
	15	-	-			
Cultivator-tilled field	5	14.1	1.081	0.034	0.048	No vegetation
	10	16.1	1.227			
	15	-	-			

**Normal force:** The greater the normal force (vehicle mass), the greater the soil deformation and the probability of bulldozing-effect.

**Surface quality:** The smoother the vehicle's and soil's surface, the smaller the friction coefficient. The vegetation can redound the bulldozing-effect.

**Material of deformable surface:** It is expressed by the cone index (CI) that describes the load bearing capacity of the soil. This is a measurable soil parameter. It depends on the moister content and the physical-mechanical properties of the soil

**Area of contact surface:** The contact area between the vehicle body and soil affects the soil

deformation and increases the possibility of bulldozing formation.

**Geometry of surface:** The protruding parts of vehicle body increase the value of friction coefficient and these can cause bulldozing.

**Speed:** The higher the vehicle's speed on terrain, the greater the extent of bulldozing.

During the analysis of an off-road accident, the auxiliary tables and values, which can be found in technical literature, are not enough to determine the most important parameters. In situ field measurements are required after an accident in order to recognize the real factors that affected the accident.

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