

Report from simulation with Terranimo

Date: 27 October 2016

Terranimo version: Danmark

Selected machinery

170 HP tractor

Table 1. Loading characteristics for all wheels of the machine system.

Axle	Manufacturer	Tyre category	Tyre dimension	Wheel load [kg]	Pressure [bar]	Recommended pressure [bar]
Front axle	Michelin	Traction	480/70R24	1300	0.4	0.4
Rear axle	Michelin	Traction	580/70R38	1950	0.4	0.4

See a sketch of the machinery in Appendix 1.

Soil and soil water

You have simulated for a soil with 12.7 % clay content (topsoil, average 0-20 cm) and 169 hPa matric potential in the topsoil. Detailed data for soil texture and soil matric potential are found as tables in Appendix 2.

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The tyre-soil contact area

Table 2. Key figures for the stress distribution in the tyre-soil contact area.

Axle	Contact area [m ²]	Mean ground pressure [kPa]	Maximum stress [kPa]
Front axle	0.291	44	90
Rear axle	0.458	42	75

A graph showing the contact area stress distribution for all tyres is displayed in Appendix 3.

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Soil profile stress

The vertical stress right below the center of each tyre is tabulated below. For most tyres and inflation pressures, these data will indicate the highest stresses affecting the soil profile,- at least for soil depths deeper than ~0.3 m.

Table 3. Vertical soil stress (kPa) in a line under the center of the tyre for all tyres on the machinery.

Axle	Soil depth [m]														
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5
Front axle	80	64	48	35	26	20	16	13	10	8	7	6	5	5	4
Rear axle	72	64	52	42	33	26	21	17	14	12	10	9	8	7	6

Soil profile strength and stress

Soil compaction will take place if stress exceeds soil strength. A comparison can be made between the two. Severe compaction will occur in case stress exceeds the soil strength significantly.

Table 4. Soil compaction index (SCI) calculated as the log to the ratio of stress and strength (see section 14 in the Terranimo Introduction file).

Axle	Soil depth [m]														
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5
Front axle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rear axle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SCI=0: No compaction risk. $0 < \text{SCI} < 0.2$: Intermediate compaction risk. $\text{SCI} > 0.2$: High compaction risk.

A graph showing the soil profile stress and strength for all tyres is displayed in Appendix 4.

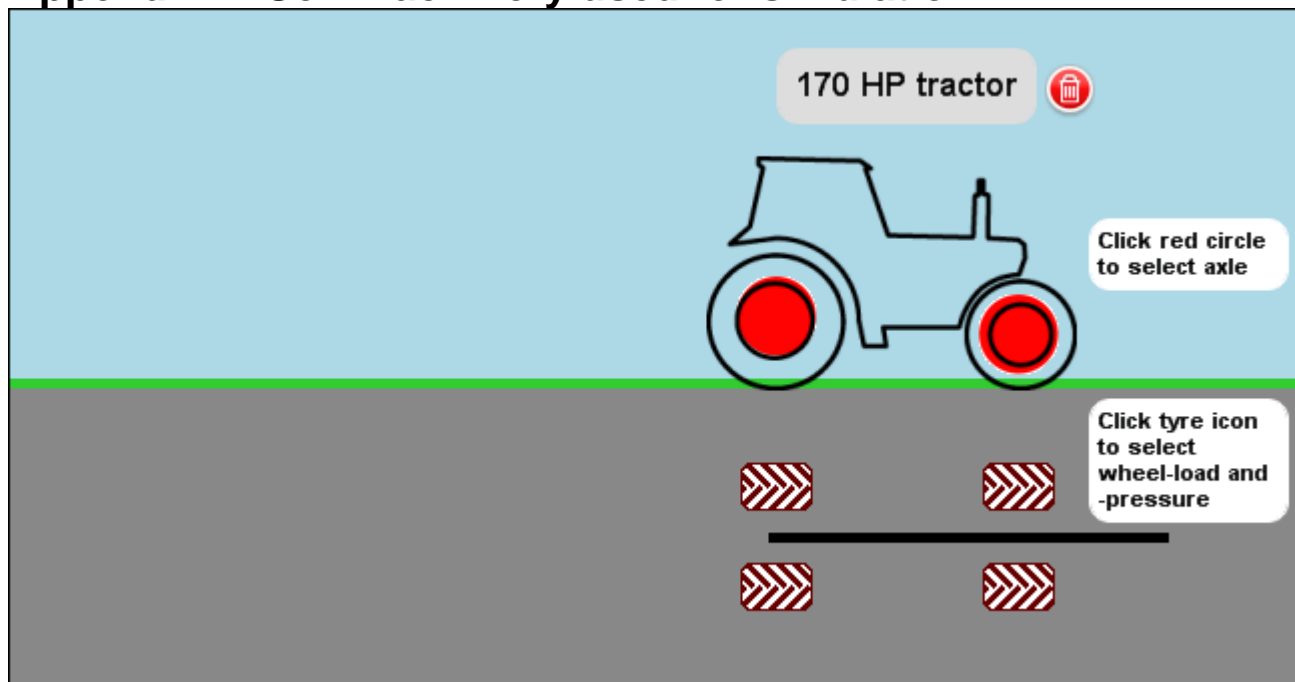
Recommendation

If $\text{SCI} > 0.2$ (especially if this is the case for layers deeper than 0.5 m), the intended traffic should not be undertaken. We suggest one or more of the following actions: Change tyre, reduce inflation pressure (primarily affecting stresses in upper soil layers), reduce wheel load (primarily affecting stresses in the deeper soil layers), wait with the intended traffic to soil water content has reduced (which will increase soil strength).

Comments

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Appendix 1: Soil machinery used for simulation

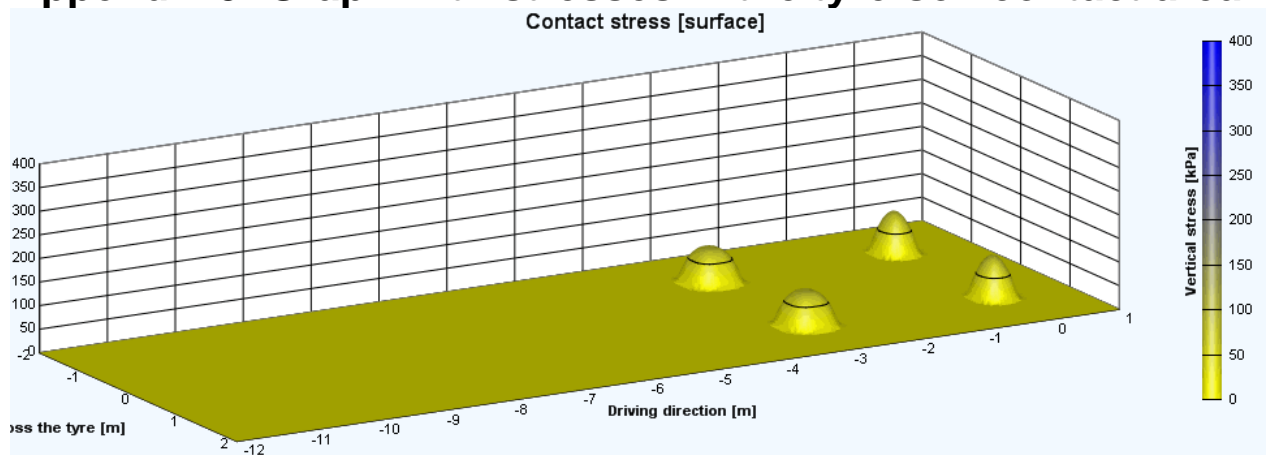


Appendix 2: Detailed data on texture and water

Soil depth [m]	Clay [%]	Silt [%]	Sand [%]	Organic matter [%]	Bulk density [g/cm3]	Matric potential [hPa]	Soil strength [kPa]
0.1	12.7	25.6	61.7	2.6	1.5	169	82
0.2	12.7	25.6	61.7	2.6	1.5	169	82
0.3	12.7	21.9	65.5	0.5	1.6	169	93
0.4	12.7	21.9	65.5	0.5	1.6	169	93
0.5	12.7	21.9	65.5	0.5	1.6	169	93
0.6	12.7	21.9	65.5	0.5	1.6	169	93
0.7	12.7	21.9	65.5	0.5	1.6	169	93
0.8	12.7	21.9	65.5	0.5	1.6	169	93
0.9	13.3	23.9	62.8	0.2	1.7	169	102
1.0	13.3	23.9	62.8	0.2	1.7	169	102
1.1	13.3	23.9	62.8	0.2	1.7	169	102
1.2	13.3	23.9	62.8	0.2	1.7	169	102
1.3	13.3	23.9	62.8	0.2	1.7	169	102
1.4	13.3	23.9	62.8	0.2	1.7	169	102
1.5	13.3	23.9	62.8	0.2	1.7	169	102

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Appendix 3: Graph with stresses in the tyre-soil contact area



Appendix 4: Graph comparing stresses from the wheels with soil strength for all the soil profile

