Subject: Tilting attributes - roll compensation
Posted by Joerg von Lingen on Mon, 20 Dec 2010 14:17:57 GMT
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Hello,

after version 2.0 I have introduced the element <tilting> with its attributes "actuation", "maxTiltingAngle" and "tiltingSpeed".

With the new SBB twin deck trains for IC use the was a new kind of tilting - the roll compensation (Wankkompensation). Now its the question whether there is the need for any revision of this element in order to name all important data of such a system.

Please provide any ideas.
--
Mit freundlichen Grüßen/Best regards,

Jörg von Lingen

Subject: Re: Tilting attributes - roll compensation
Posted by Carsten Weber on Thu, 06 Jan 2011 19:36:03 GMT
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Dear Joerg,

"Joerg von Lingen" <joerg.von_lingen.dd@t-online.de> schrieb im Newsbeitrag news:ien9lp$67c$1@sifa.ivi.fhg.de...

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> tilting - the
> roll compensation (Wankkompensation). Now its the question whether there
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> need for any revision of this element in order to name all important data
> of
> such a system.

The Wankkompensation can be used as a kind of tilting system. Tilting systems as used in Germany tilt the body of the car to bring the lateral acceleration down. The system used for SBB keeps the body of the waggon in a vertical position which is especially required for double deck coaches. So the tilting angle caused by the suspension is reset to zero with help of the roll compensation.
At the end no other elements or attributes are required to describe roll compensation.

Best regards.

Carsten

Subject: Re: Tilting attributes - roll compensation
Posted by Joerg von Lingen on Thu, 20 Jan 2011 06:21:20 GMT
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The 'rollCompensation' can now be selected as type of tilting actuation,
i.e. none/active/passive/rollCompensation.

Carsten Weber wrote:
> Dear Joerg,
>
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> Best regards.
>
> Carsten
>
>