

Mechatronic Systems and Materials VI

Part 1

Edited by
Algirdas V. Valiulis, Olegas Černašėjus
and Vadim Mokšin



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Mechatronic Systems and Materials VI

PART 1

Selected, peer reviewed papers from the
9th International Conference on
Mechatronic Systems and Materials
(MSM 2013),
July 1-3, 2013, Vilnius, Lithuania

Edited by

**Algirdas V. Valiulis, Olegas Černašėjus
and Vadim Mokšin**



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Preface

Selected papers of the 9th International Conference “Mechatronic Systems and Materials – MSM 2013”, which was held in Vilnius, Lithuania, from 1 to 3 July 2013 are presented in two volumes. Conference was organized by Vilnius Gediminas Technical University in collaboration with Kaunas University of Technology (Lithuania), Opole University of Technology (Poland), Bialystok Technical University (Poland), Lithuanian Academy of Sciences, IFToMM National Committee of Lithuania.

The aim of the conference was to provide an opportunity for the scientists to share information and facilitate co-operation in mechatronics, new materials and engineering technologies and dissemination of current research results in this multi-disciplinary field. The task of the Conference was not only to acquaint participants with the works of scientists from different countries, but to expand their collaboration in the future.

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Table of Contents

Preface	v
Committees	vi

PART 1

I: Mechatronic Systems: Industrial Robotics, Microrobotics, Mobile Robots, Analysis of Vibration

Analysis of the Dynamic Properties of the Mechatronic Integrator of Control Procedures of the Vehicle Driven by Persons with Disabilities W. Banaś, A. Gwiazda, K. Herbuś, G. Kost, P. Ociepka and D. Reclik	3
Application of Electric Subsystem as Implementation of Reduction of Mechanical Vibrations K. Białas, A. Buchacz and D. Galeziowski	9
Passive and Active Vibration Isolation Methods in Discrete Mechatronic Systems K. Białas, A. Buchacz and D. Galeziowski	15
Classic and Nonclassic Methods in Synthesis of the Transverse Vibrating Mechatronic Systems A. Buchacz	21
Accomplishing Tasks in Reaching the Goal of Robot Formation A. Burghardt	27
Supporting Rehabilitation Process in Children by Means of Mechatronic System for Kinesitherapy Using EEG Sensor I. Chuchnowska and A. Sękala	33
CFD Analysis of Hydrodynamic Pressure Distribution in Non-Newtonian Oil in Journal Bearing Lubrication Gap A. Czaban	37
Passive Reduction in Vibration Considering the Desired Amplitude in the Case of Damping Proportional to the Mass A. Dymarek and T. Dzitkowski	43
The Application of Neural Position/Force Control in a Robotised Machining Process P. Gierlak	49
Investigation into the Properties of New Materials Having a Possible Effect on the Evaluation Parameters of Sound Insulation and Absorption D. Gužas, S. Anashko and L. Gogolashvili	55
Approximate Dynamic Programming in the Sensor-Based Navigation of the Wheeled Mobile Robot Z. Hendzel and M. Szuster	60
Electric Multi-Module Catapult Dynamics S. Lisauskas, A.J. Poška and D. Uznys	67

An Estimation Method for the Torsional Vibration of the Marine Propulsion System L. Murawski and A. Charchalis	71
Vibration Damping Using Laminated Elastomeric Structures S. Polukoshko, V. Gonca and J. Svabs	81
Identification of the Prints Elastic Parameters Using Vibrational Methods P. Ragauskas, S. Grigaliūnienė, J. Sidaravicius, V. Turla and A. Kilikevičius	91
The Influence of a Torus Shaped Auto-Equalizer on the Vibrations of Rotary Systems G. Strautmanis, V. Jurjev and I. Grinevich	97
Simulation of Riding a Real Mobile Robot Following the Defined Path P. Wilk, T. Zając, A. Pańnikowska and D. Cekus	104
Modular Multi-Rotor Helicopter Platforms K. Tiimus and M. Tamre	110
Miniature Tripod with Parallel Kinematics for Use in Clean Room Medical Laboratory Applications A. Zbrowski	116
Modelling Multi-Way Planetary Gears by Means of Contour Graphs J. Drewniak, S. Zawisłak and A. Wiecezorek	126
Dynamic Testing of Railway Truss-Bridge D. Bačinskas, A. Kilikevičius and P. Ragauskas	132
Implementation of a Controllable Damper for Suppressing Vibration in the Technological Process V. Bučinskas, A. Klevinskas, P. Mitrouchev and R. Urbanavičius	136
Effect of External Excitation on Dynamic Characteristics of Vibro-Isolating Table M. Jurevičius, A. Kilikevičius and P. Ragauskas	144
Real-Time Online Feet Trajectory Generation Method for Hexapod Robot T. Luneckas, M. Luneckas and D. Udris	148
Vibrodiagnostics and Monitoring of the Mechanical-Dynamic Elements of Mechatronic Systems A. Čereška	153
Design of a Synchro-Drive Omnidirectional Mini-Robot M.O. Tătar, F. Haiduc and D. Măndru	161
The System for Wireless Communication in the Group of Cooperating Mobile Robots P. Garbacz and J. Mężyk	168

II: Mechatronic Systems: Optimization, Optimal Design, Integrated Diagnostics, Failure Analysis, Tribology in Mechatronics Systems, Analysis of Signals

The Elastic Deformation of Machine Elements in Mechatronics Systems A. Avišane	177
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Passive Reduction in the Identified Vibrations of the Machine Drive System in the Form of Multistage Gear Units	
T. Dzitkowski and A. Dymarek	182
Multi-Criteria Decision Making Methods for Designing Optomechatronic Systems	
T. Giesko	188
F-16 Virtual Cockpit – Project of Computer-Aided Learning and Integrated Diagnostics Application: Part I	
N. Grzesik and T. Zahorski	194
F-16 Virtual Cockpit: A Project on Computer-Aided Learning and the Application of Integrated Diagnostics: Part II	
N. Grzesik	200
Modeling and Evaluation of Loads in Vehicles Subjected to Mine Blast	
A. Iluk	207
Parametric Identification of the Degenerate Model with a Dissipative-Elastic Element Dispersing Impact Energy	
K. Jamroziak	213
Study on the Thermal Stability of Selected Ionic Liquids	
T.J. Kaldonski and S. Cudzilo	218
Developing a Control System for Emergency Situations in the Automated Manufacturing Line of Wood Briquettes	
N. Kunicina, A. Zabasta and J. Soboleva	224
Modifying Operating Conditions of the Friction Pair with an Additive Added to the Lubricant while Operating	
S. Laber and A. Laber	230
Distribution of Hydrodynamic Pressure in Slide Bearings Applying Lubricants of Different Viscosity	
A. Laber and K. Adameczuk	239
Speed Control of a DC Motor Using PD and PWM Controllers	
L. Miková, I. Virgala and M. Kelemen	244
Numerical Modeling of the Phenomena of Frictional Coupling between Wheel and Rail to Describe and Verify the Operation of Surface Condition Detector	
A. Niedworok and A. Baier	251
The Effect of the Disturbing Potential for the Gravity Field	
P. Petroškevičius, R. Birvydiene and D. Popovas	257
Numerical and Experimental Study on the Application of Mode Shape Curvature for Damage Detection in Plate-Like Structures	
S. Rucevskis, P. Akishin and A. Chate	264
Viscosity in Exploitation Time Analysis of the Lubricating Oil Used in the Combustion Engine of the Personal Car	
G. Sikora and A. Mischczak	271
Kinematic Analysis of a Four-Degree-of-Freedom Manipulator	
A. Skalik, D. Skrobek, P. Waryś and D. Cekus	277
The Use of the Vibroacoustic Method for Monitoring the Technical Condition of Aero Engines with Extended Time between Overhauls	
J. Spychała, P. Majewski and M. Żokowski	283

Stamping Die Modelling with Consideration to Drawpiece Springback Phenomenon	
J. Stadnicki and I. Wróbel	289
Convergences of Cumulative Wear after Time of Bearing Operation	
K. Wierzcholski and A. Miszczak	295
Recurrence Contribution to Determining the Wear of Slide Bearings	
K. Wierzcholski and A. Miszczak	301
Mechatronic Applicator for Dispersion Adhesives	
A. Zbrowski, T. Samborski and S. Zacharski	307
The Influence of the Angular Position of the Laser Triangular Head on the Readings of the Measurement System	
A. Zbrowski and K. Matecki	313
Analysis of Tribological Processes in Components of Massive Roller Bearings	
W. Napadłek	319
Effect of the Concentration of the Magnetic Particles in the Ferrooil on its Dynamic's Viscosity Changes in an External Magnetic Field	
M. Frycz and W. Horak	324
Health Monitoring of the Aircraft Structure during a Full Scale Fatigue Test with Use of an Active Piezoelectric Sensor Network	
M. Dziendzikowski, K. Dragan, A. Kurnyta, S. Klysz and A. Leski	328
Kinetics of Fatigue Crack Propagation at the Tooth Root of a Cylindrical Gear Wheel	
J. Drewniak and J. Rysiński	333
Concept of the System for Control over Keeping up the Movement of a Crane	
S. Duda, K. Kawlewski and G. Gembalczyk	339
Design of an Artificial Microelectromechanical Cochlea	
D. Dusek, Z. Hadas, J. Pekarek, V. Svatos, J. Zak, J. Prasek and J. Hubalek	345
Health Monitoring of the Aircraft Structure during a Full Scale Fatigue Test with Use of Resistive Ladder Sensors	
A. Kurnyta, A. Leski, K. Dragan and M. Dziendzikowski	349
Application of Magnetovision Scanning System for Detection of Dangerous Objects	
M. Nowicki and R. Szewczyk	355
Wear Problems of Slide-Friction Pair	
G. Springis, J. Rudzitis, A. Avišāne, M. Kumermanis, J. Semjonovs and A. Leitans	361

III: Mechatronic Systems: Applications of Artificial Intelligence, Sensors and Actuators in Mechatronics, Control of Mechatronics Systems

The Dynamic Errors of Mechatronically Controlled Lifting Equipment	
V.K. Augustaitis, V. Gičan, A. Jakštas, B. Spruogis and V. Turla	369
Modelling a Precision Positioning System	
G. Augustinavičius and A. Čereška	374
Cure Monitoring of Thermosets Using Disc Bimorph Transducers	
E. Dragašius and I. Skiedraitė	380

The Mathematical Algorithm for Analysis of Piezoelectric Stacks with Structural Damping	
A. Buchacz, M. Placzek and A. Wróbel	385
Assumptions of Centering – Leveling Device Application in Mechatronic Angle Measuring System	
L. Šiaudinytė, D. Sabaitis, M. Rybokas and D. Bručas	391
Development of Calibration Equipment for Geodetic Angle Measurement Instruments	
L. Šiaudinytė, D. Sabaitis, D. Bručas and G. Dmitrijev	396
Model-Based Development of Algorithms for a Battery-Management System	
W. Diehl, F. Quantmeyer and X.B. Liu-Henke	401
Fuzzy Neural-Network-Based Controller	
İ. Gücüyener.....	407
Experimental Measurement of Maximum Bending Stress on Rectangular Aluminum Beam	
R. Gürbüz.....	413
Designing Mechatronics Equipment Based on the Example of the Stewart Platform	
A. Gwiazda, K. Herbuś, G. Kost and P. Ociepa	419
The Prediction Oriented Analysis of Mechatronic Machine Structures in Terms of the Signal Stream Flow	
M.P. Hetmańczyk.....	423
The Prediction Oriented Analysis of Mechatronic Machine Structures Recorded by Directed Graphs	
M.P. Hetmańczyk.....	429
Generating Navigational Audio Instructions Using Fuzzy Logic	
J. Hrbacek and V. Singule.....	435
Study on Sensors Used in Security and Alarm Systems for Buildings	
B. Karaliūnas, D. Lukosiene and V. Kozlovski	439
Mechatronic Concept for Airflow Tests Laboratory Equipment	
M. Kabaciński and R. Pawliczek	445
Investigation of the Traveling-Wave Oscillations of Piezoelectric Cylinder	
R. Lučinskas, D. Mažeika and R. Bansevičius	451
Modeling and Control of Proportional Valve with Synchronous Motor	
A. Milecki and D. Rybarczyk	457
Design of 32-Bit Washing Machine Controller	
A. Milecki and G. Pittner.....	463
SISO Model Identification of a Micro Air Vehicle for Robust Control Design	
A. Mystkowski	470
Motion Analysis of Mechatronic Equipment Considering the Example of the Stewart Platform	
A. Gwiazda, K. Herbuś, G. Kost and P. Ociepa	479
Intelligent Machine Tool: New Manual Programming Techniques	
M. Pajor and K. Stateczny	485
Intelligent Machine Tool – A Thermal Diagnostic System for a CNC Pretensioned Ball Screw	
M. Pajor and J. Zapłata	491

Intelligent Machine Tool – Vision Based 3D Scanning System for Positioning of the Workpiece	
M. Pajor and M. Grudziński.....	497
A Reconfigurable Control System for a PA-PVD Technology Test Stand	
J. Przybylski, A. Majcher and M. Neska	504
Model of Six-Phase Induction Motor	
R. Rinkevičienė, B. Kundrotas and S. Tolvaišienė.....	510
Tensile Stress Sensor with Amorphous Ring Shape Core	
J. Salach, R. Szewczyk, A. Bieńkowski and M. Nowicki	515
Design and Investigations into the Piezobender Controlled Servovalve	
D. Sędziak and R. Regulski	520
Control System for a Technological Line for the Production of Electronically Secured Cards with RFID Labels	
A. Zbrowski, T. Samborski and J. Przybylski	526
Structure of a Control System in a Set of Devices for Document Durability Tests	
A. Zbrowski, A. Majcher and M. Neska.....	532
Measurement and Analysis of Human Lower Limbs Movement Parameters during Walking	
S. Zhigailov, A. Kuznetsov, V. Musalimov and G. Aryassov.....	538
Magneto-Mechanical Effects in NDE & SHM Applications	
M. Witoś and M. Żokowski	544
Research of Dynamics of the Precision Mechatronic Line Scale Gage Calibration System	
A. Kilikevičius	550
Dynamic Research on Precision Angle Measurement Comparator	
A. Kasparaitis, A. Kilikevičius, J. Vėžys, V. Prokopovič and V. Makarskas	554

**I: Mechatronic Systems: Industrial Robotics,
Microrobotics, Mobile Robots, Analysis of
Vibration**

Analysis of the Dynamic Properties of the Mechatronic Integrator of Control Procedures of the Vehicle Driven by Persons with Disabilities

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Keywords: Control system, mechatronic system.

Abstract. The simulator of behavior of a disabled person driving the car is especially useful equipment. Mainly, the hands and the face of a driver are observed in order to determine facial expressions, slow-motion of the head and eyes, which according to the description of the simulation indicate disturbances of concentration and, in extreme cases may lead to nausea, or even loss of consciousness [1]. So, in the realization phase of the configuration the control system, the need to maintain high standards of safety was taken into consideration. The main problem described in the paper was measuring the acceleration and frequency of vibration during the operation of the simulator [2, 3, 4]. This analysis will help to determine whether any particular circumstances during crash simulations do not exceed the acceleration limit while the driver still feels its effects. It is also important to examine the frequency of vibrations, which during long driving simulator can cause nausea, dizziness or loss of consciousness. This analysis is a part of widely applied CAx analysis performed using special computer platforms that should be properly organized [5] and helps to expand the range of investigations [6].

In addition, the dynamic testing of the simulator has been carried out to determine the similarity between the motion parameters estimated in the virtual test and the parameters of the real simulator. Measuring the physical parameters and acquisition of information transmitted to the control system are carried out using the RT-NI CompactRIO real-time computer manufactured by National Instruments. This computer has an open architecture, what greatly facilitates the synchronization of measuring the real accelerations with the reference values of the virtual reality. The use of two separate devices would require the use of special hardware equipment. The modular design also enables an appropriate selection of computer hardware. In this case, the NI9234test module and built-in Ethernet network are used. The NI9234 module is the 4-channel AC transducer intended to measure the acceleration and sound. It has the built-in 24b element running at 24K samples. This module is used to measure the acceleration of different accelerometers. Ethernet module allows viewing the network traffic and selecting only the data about specific traffic parameters. The results of the measurements are saved in a file. Their analysis will be discussed in detail in this paper. One can also analyze data in real-time; however, it requires a reduction of the sampling frequency.

The simulator was elaborated in the framework of the N R03-0005-10 project supported by the National Centre for Research and Development (NCBiR) in the years 2010–2013.

Preparation for Measuring Dynamic Quantities of the Simulator

The final stage of the elaboration of a mechatronic device is verification of the correctness of both the designed control system and the execution system. For this purpose, it is necessary to compare the values of the accelerations transmitted from the virtual model to the control system and the values measured using sensors in the case of a real object. Measurements of physical quantities and read control data has been carried out, inter alia, by using real-time computer RT-NI CompactRIO. The computer has an open architecture. In its slots, it could be located up to eight modules such as:

- ## Data Transmission

The diagram illustrates the system architecture, showing the flow of data and control between various components. The components are organized into three main functional blocks:

- Control and Reporting Block:** Contains *Controlling (NetControl.exe)* and *Reporting (NetReport.exe)*. They are connected by a bidirectional data flow (indicated by a circle with an 'X').
- Simulation and Launcher Block:** Contains *Launcher (RemoteExec.exe)* and *Simulator (ViewerDX.exe)*. They are connected by a bidirectional data flow (indicated by a circle with an 'X').
- Platform and Monitoring Block:** Contains *Monitor / calibration (NetInput.exe)* and *Platform control (KinCon.exe)*. They are connected by a bidirectional data flow (indicated by a circle with an 'X').

Data Flows and Variables:

- 5011.adr:** List of charts, vehicles, recorded positions. *RemoteExec_Out*. This data flows from the Launcher to the Controlling module.
- 5030.local:** Launching, stopping, closing. *RExec_IOData.vardef*. This data flows from the Launcher to the Simulator.
- 5007.adr:** Preset parameters of an exercise. *Control_Out.vardef*. This data flows from the Controlling module to the Launcher.
- 5010.all:** Current data generated in simulation. *IOData_OUT.vardef*. This data flows from the Simulator to the Reporting module.
- 5003.all:** Data from acquisition after calibration. *IOData_Rf.vardef*. This data flows from the Platform control to the Simulator.
- 5015.local:** Data from acquisition for processing. *Pt_to_Sim_item.vardef*. This data flows from the Monitor to the Platform control.
- 5016.local:** Data for the platform servos. *Sim_to_Pt_item.vardef*, *Plat_to_Pt.vardef*. This data flows from the Platform control to the Monitor.
- 5018.local:** Data for the vehicle dashboard. *Sim_to_Pt_item.vardef*, *Plat_to_Pt.vardef*. This data flows from the Platform control to the Reporting module.

The Figure 1 presents the schematic diagram of the information flow between computers and the ports using which the information is sent to. The elements of the system are grouped into three main subsystems: the system control, the program control and the platform control. The first one is responsible for controlling both the simulator and its control system. The program control supervises the process of simulator operating. The last is related with the Stewart platform and is used to control its activators. These subsystems contain all the information needed for the operation of the mechanical simulator including: the motion parameters, the information about the state of the counters and the status of controls. The Figure 2 shows the translation of an exemplar data packet sent to the host computer.

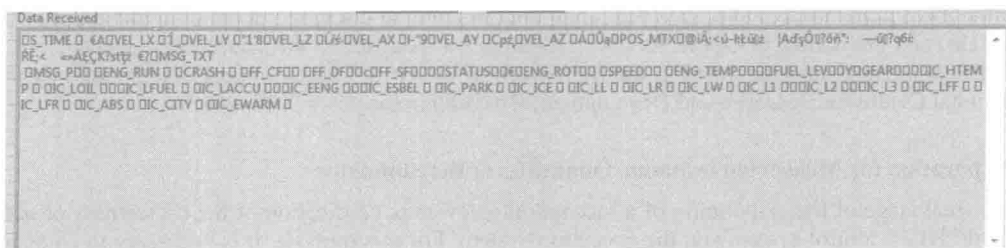


Fig. 2. Sample frame captured during the operation of the simulator

Table 1 shows the names and types of variables required for reading the motion parameters. Only the presented variables are needed to determine the motion of the Stewart platform during the simulation process. Other variables are not analyzed.

Table 1. The list of selected information sent by the UDP protocol

No.	Description	Symbol	Type	IDX 8x	Idx	Size
1	Inter-frame time of simulation	S_TIME	REAL32	0	0	4
2	Linear velocity along the axis X	VEL_LX	REAL32	0	4	4
3	Linear velocity along the axis Y	VEL_LY	REAL32	1	0	4
4	Linear velocity along the axis Z	VEL_LZ	REAL32	1	4	4
5	Angular velocity along the axis X	VEL_AX	REAL32	2	0	4
6	Angular velocity along the axis Y	VEL_AY	REAL32	2	4	4
7	Angular velocity along the axis Z	VEL_AZ	REAL32	3	0	4
8	Vehicle location	POS_MTX	ABYTE	3	4	64

Program for Measurement Path of Acceleration

The important element of the presented control system of the car simulator is the program for controlling the acceleration of particular actuators. This program is based on the information from sensors mounted on the vehicle. The measuring circuit includes:

- RT NI CompactRIO computer,
- NI 9234 module,
- PCB accelerometer.

The Figure 3 shows the view of the project of the measurement program. The main element is the file *target-rate multi-variable-fileIO.vi* directly in the RT computer memory. Current values of the accelerations are measured in the NI 9234 module. They are downloaded from the UDP protocol, then are queued and sent according to the FIFO rule. The RT computer loads collected data from the queue and enables them for further processing such as: recording and analysis.



Fig. 3. View of the project window

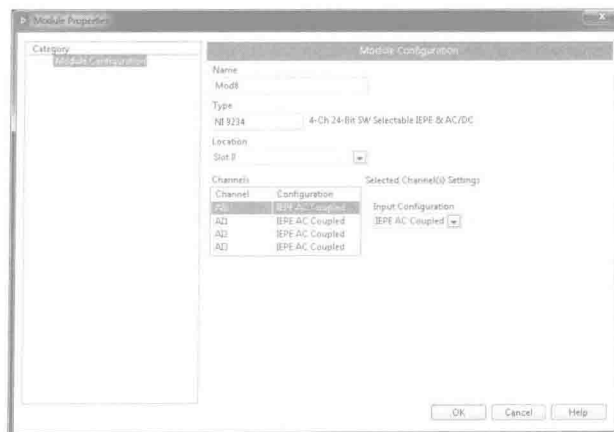


Fig. 4. Window of sensors settings

The Figure 4 presents the configuration of the accelerometer that allows reading the acceleration of the accelerometer. This process is very important because it directly affects the safety of persons involved in using the simulator.