

中国工程机械学会

CHINESE CONSTRUCTION MACHINERY SOCIETY

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ICACMVE'11

Editor-in-chief Shi Laide

Proceedings of the 2011 International Conference on Advances in Construction Machinery and Vehicle Engineering

中国工程机械学会 编

Chinese Construction Machinery Society

上海科学技术出版社

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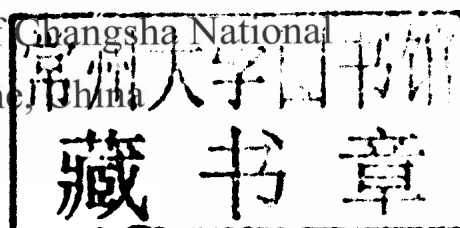
ICACMVE' 2011

Sponsored by Chinese Construction Machinery Society (CCMS)

Organized by Tongji University, China Shanghai Maritime University

Jointly Sponsored by National Natural Science Foundation of

China, China Administration Committee of Chongqing National
Economic and Technical Development Zone, China



上海科学技术出版社

Shanghai Scientific & Technical Publishers

图书在版编目(CIP)数据

2011 工程机械与车辆工程新进展国际学术会议论文集=Proceedings of the 2011 International Conference on Advances in Construction Machinery and Vehicle Engineering:
英文/中国工程机械学会编. 上海: 上海科学技术出版社, 2011.3

ISBN 978-7-5478-1195-5

I. ①②... II. ①中... III. ①工程机械—国际学术会议—文集—英文 ②车辆工程—国际学术会议—文集—英文
IV. ①TU6-53②U27-53

中国版本图书馆 CIP 数据核字 (2012) 第 017696 号

Brief Introduction

The 2011 International Conference on Advances in Construction Machinery and Vehicle Engineering (ICACMVE'2011) is one of the academic conferences originated by Chinese Construction Machinery Society(CCMS), and it was organized by Tongji University and Shanghai Maritime University, and jointly sponsored by National Natural Science Foundation of China and Administration Committee of Changsha National Economic and Technical Development Zone of China. After peer-reviewed, 140 papers presented by participants from China, United States of American, Germany, Japan, Russia, Canada, Australia, the Netherlands and Singapore were accepted for publication. The proceedings offered an opportunity of bring together worldwide academic researchers and industrial practitioners for the interchange of information on the latest development and applications in Construction Machinery and Vehicle Engineering technology. It is our sincere hope that researchers and developers will benefit from these papers.

上海世纪出版股份有限公司
上海科学技术出版社 出版、发行
(上海钦州南路 71 号 邮政编码 200235)

新华书店上海发行所经销
苏州望电印刷有限公司印刷
开本 889×1194 1/16 印张: 39.75
字数: 760 千字
2012 年 3 月第 1 版 2012 年 3 月第 1 次印刷
ISBN 978-7-5478-1195-5/TU · 149
定价: 180 元

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10 Years New Progress of Construction Machinery in China

(Used as a preface)

The past ten years have witnessed enormous progress in the construction machinery industry in China.

1. Both the production and sales volumes increase fast. With ten years' efforts, the sales volume has grown over ten times, rising from 38.4 billion RMB in 1999 to 430 billion RMB in 2010.

2. Thanks to the substantial growth in production volume, the self-sufficient rate of construction machinery for domestic infrastructure construction has increased remarkably, reaching 85% in 2010.

3. In terms of import and export trading, it has shifted from deficit to surplus. In 2001, the imports and exports of construction machinery in China were \$1.55 billion and \$680 million respectively, with a deficit of \$870 million, while in 2010, the corresponding data became \$8.4 billion for imports and \$10.34 billion for exports. The trade surplus reached \$1.94 billion.

4. Enterprises in the industry have also greatly enhanced their independent innovation capability, qualified and able to research in high-end and large machinery, which is reflected in the results of science and technology progress awards at different levels. In 2010, the award-winning projects amounted to 24. In recent years, an increasing number of projects have won national prizes. Projects such as selection of concrete pump technology, G50 loader, hydraulic pressure static force pile driver, tunnel shotcreting robot, hydraulic synchronous jack-up system and 2000-ton portal crane were awarded National Science and Technology Progress Awards—Second Prize. In addition, 19 large construction machinery projects have been included in national great technical equipment manufacturing and development program.

5. A group of key enterprises have fully prospered. According to statistics, over 10 enterprises boast an annual sales volume of over 10 billion RMB; the total annual sales volume of those enterprises exceeding 1 billion RMB accounted for 85% of that of the entire industry. 8 enterprises have become world top 50 construction machinery enterprises; another 7, top 500 in China. Over 30 companies are listed either in A or H share market. Meanwhile, industrial clusters have come into existence at a fast speed. Industrial cluster bases in Shangdong, Xuzhou, Changsha and Yangtze River Delta have been fully developed. Others as that of Chengdu, Xinjin and Luzhou in Sichuan Province, Liuzhou and Yulin in Guangxi Zhuang Autonomous Region, Xiamen, Jinjiang and Quanzhou in Fujian Province and Shenyang and Fushun in Liaoning Province are all growing.

6. Private enterprises and small-and-medium-scale enterprises have experienced substantial development as well, becoming a fast growing potential of the industry. Some private enterprises, such as SANY Group, Lonking Forklift Co., Ltd., Sunward Intelligent Equipment Co., Ltd. and NFLG, have become the backbones of the industry.

7. More enterprises have valued the information technology more. The operation of the products has gradually turned automatic and intelligent, while the management of the enterprises network-based.

Although the achievements are remarkable, there are still some problems:

1. The development of construction machinery has relied too much on the production growth rather than technical enhancement. The contribution of technical content to the increase of the products' economic value, in particular, remains rather low.

2. Technologies supporting high-end product development rely too much on foreign sources. In other words, the independent innovation capability for the industry's technology upgrading is still not strong enough.

3. The supply of key parts, high quality steel and nonferrous metals depend more or less on foreign companies, which becomes a bottleneck, constraining the development of the whole industry.

4. The integration of information technology is not high while the network technology needs further application in all sections of enterprises.

The above mentioned situation reminds us that China's construction machinery industry should keep learning advanced technology from abroad, strengthening academic and technical exchanges among domestic enterprises and among and between enterprises, universities and research institutions so as to promote technological progress through common enhancement. This, in fact, is also the aim of this present conference.

To participate in the meeting of the representatives will have more than 230 people, including 23 foreign representatives from eight countries such as the United States of American, Germany, Japan, Russia, Canada, Australia, the Netherlands and Singapore, and 16 representatives will be wonderful lecture and China's Taiwan also have four representatives to participate. Academician of China academy of sciences Wen Bangchun professor, academician of Chinese academy of engineering Guo Chongqing professor, and academician of Russian academy of sciences Vladilen I. Balovnev professor will be keynote presentations. All related to speak and communicate paper will be included, while official publish it.

Prof. Shi Laide
2011.11, Shanghai

Contents

1.Introduction to Keynote Speeches on ICACMVE'2011·····	1
2.Numerical Simulation Research on Hydraulic Stewart Force Feedback Manipulator·····	3
3.Motion Simulation Based on Virtual Reality·····	6
4.Research on the Closed Hydraulic Regeneration System of the Boom Potential Energy in Hybrid Excavators·····	10
5.Design a New Type of Double-Parallel Platform Road Simulation System·····	14
6.Design of a Novel Vehicle Active Suspension and Its Simulation Research·····	18
7.Special Vehicle Driving Simulator with Motion Presence·····	22
8.Research on Servo Controller of Hydraulic Excavator Dynamic Simulation Test System Based on System on Chip·····	26
9.Research on Control Strategy for Active Suspension Based on Inertial Control Theory·····	31
10.A Fast Forward Kinematics Algorithm for 3-RPS Parallel Mechanism·····	35
11.The Integration Re-Design of Construction Machinery Hydraulic Components·····	40
12.Research on Working Characteristics for the Steel Ropes of Large Ship-Unloader's Hoisting Mechanism·····	44
13.Dynamical Analysis and Structural Optimization of Pulling Arm of the Hook-Lift Compressed Rubbish Truck·····	48
14.Dynamic Load Analysis of Excavator Main Pumps Based on Stochastic Theory·····	54
15.Multidisciplinary Optimization of Mixing Blades Based on Parameter Sensitivity Analysis·····	58
16.An Engineering Method for Asphalt Foaming Modelling Integrating Gas-Liquid Phase Change Process·····	61
17.An Engineering Method for Parameter Sensitivity Analysis of Asphalt Foaming·····	65
18.The Foaming Chamber Design and Evaluation Based on the Analysis of Bitumen Foaming Essential Characteristics·····	69
19.Master-Slave Control for Construction Robot Teleoperation - An Improved Variable-Gain Velocity Control with Force Feedback·····	74
20.The Selection of the Dozer - Determination of Optimal Parameters of the Bulldozer for Specified Work Conditions·····	80
21.Machinery in Information Oriented Construction in Japan·····	84
22.Modeling and Analysis of Hydraulic Pile Hammer System·····	90
23.Fluid-Solid-Heat Coupling Analysis of the Problem of Hydraulic Slide Catching·····	95
24.Loading Capacity Analysis of a 3-SPS-S Mechanism for Segment Assembly Robots in Shield Tunnelling Machines·····	99
25.Research on Power Control System in Various Operating Conditions for Loader·····	102
26.A Study of Point Disposal for a Sort of Heterogeneous Cylinder Series Levelling Mechanism and Optimum Design·····	106
27.The Theory Analysis of Double Spiral Rotary Hydraulic Motor Basing on Virtual Work Principle·····	109
28.Dynamic Characteristic Analysis of Walking Mechanism of Roadheader·····	112
29.A Dynamic Pressure Simulation of Electro-Hydraulic Proportional Variable Pump Based on AMESim·····	115
30.Dynamic Optimization Design Research of Truck Mounted Pump Boom Based on Concrete Flowing Impact·····	119
31.Heat Balance Mechanism Analysis in the Hydraulic System of Concrete Pump·····	124
32.Application of Topology Optimization in Lightweight Design of Concrete Pump-Truck Booms·····	127
33.Optimization Design of Backhoe Hydraulic Excavator Working Device Based on Feasible Digging Area·····	130
34.Research on the Influence of the Ratio of Normal and Tangential Digging Resistance on the Stability against Leaning Forward of Backhoe Hydraulic Excavator·····	133
35.Strength Analysis of Working Device of Hydraulic Excavator Based on VB and ANSYS·····	138
36.CMAC and PID Compound Control of Twin-Spool System·····	142
37.The Theory of Determining Damage Location of Steel Towers·····	145
38.Force Analysis of Connecting Rod between Separate Transportation Vehicles·····	150
39.Fault Diagnosis of TTW30 Excavator/Loader Hydraulic Driving System·····	154
40.Dynamics Analysis of Compactor Based on Rigid-Flexible Coupling Model·····	159
41.Grader Service Life Estimation Based on Load Spectrum·····	164
42.Modeling and Strength Analysis of Blade Circle Frame Used in Grader Working Device ·····	167
43.Estimation Method of New Bulldozer Load Spectrum Based on Similar Structure·····	171
44.Tower Crane Good Condition Diagnosis System Development·····	175
45.Analysis of Hydraulic System of 250 Tons Tripod Jack Test Stand·····	179
46.Dynamic Response Analysis of Vehicles and Low Frame Bridge System Based on Multi-Body Dynamics·····	185
47.The Research and Development of an Intelligent and Rapid Design System for Ship Loader·····	189

48.Following Control Research on Booms of Concrete Pump Vehicles.....	194
49.Discussion on the Opportunity for Skid Steer Loader's Development under the Background of Aging Society in China.....	198
50.Discussion Debugging Analysis about Directional-Control-Valve on YC50-8 Excavator.....	202
51.Design Expert System of Hydraulic Excavator Using Relevant Matrix for Knowledge Representation.....	206
52.The Technical Scheme and Advantage of Full-Electro-Hydraulic Proportional Control Excavator.....	210
53.Several Key Issues on Design and Development of Tyre Roller.....	214
54.Ultracapacitor-Based Auxiliary Energy System for Construction Machinery.....	217
55.Analysis and Improvement of Heavy-Duty Test Equipment Based on ANSYS.....	222
56.The Research and Application of Load Sensing Hydraulic System on Construction Machinery.....	225
57.Study on Electronic Braking Force Distribution Control Strategy of the Tractor-Semitrailer Vehicle.....	230
58.Application of Time-Domain System Identification Techniques for Crane Structure Based on Output-Only Measurement.....	236
59.An Indirect Free-Interface Component Mode Synthesis Technique.....	241
60.Vibratory Mixing and the Improvement of Concrete Performance.....	247
61.Study on the Load Sensing and Control Strategy of Hybrid Wheel Loader.....	253
62.Bulldozer Ripper Co-Simulation Based on ADAMS and SimHydraulics.....	258
63.Dynamics Research on Driving Shaft of Heavy Load Multi-Body System.....	262
64.Matching Calculations and Co-Simulation Based on Elevated Sprocket Bulldozer Powertrain.....	266
65.Comparison on the White Light and the Laser Inline Measurement Technique in the Dimension Control of Car Body.....	271
66.Transient Performance Analysis of a Thermo-Electric Generator Installed in EGR Path of a Diesel Engine.....	275
67.Spark Ignition Strategies for Extending Combustion Limits of Diluted Charge for Modern Engines.....	282
68.Investigation of the Spray Morphology and Breakup of Diesel/Biodiesel Blends Using Ultrafast X-Ray Imaging.....	289
69.Digital Integration Processing of Diesel Cylinder Head Vibration Acceleration Signal with Multiple Moving Average Method to Eliminating Trend.....	295
70.The Analysis of Noise and Vibration in Drum Brake Systems of Vehicles Based on Numerical Analysis.....	299
71.Simulation Analysis on Flexible Multibody Dynamics of Drum Brake System of a Vehicle.....	303
72.Adaptive Electronic Differential Control Technology of Wheel Electric Driving System.....	307
73.Study on Temperature-Field Test of Combination Piston for a Certain Type of Diesel Engine.....	311
74.Static Stress Analysis of a Diesel's Connecting Rod by Experiment and Simulation.....	316
75.Probe into a New Type of Wind Resistance Brake Mechanism.....	320
76.Numerical Simulation on the Working Process of High Power Diesel Engine in Plateau Area.....	323
77.The Choice of Working Medium in Low-and-Medium Temperature Cogeneration Technology and the Effect to System.....	327
78.Influence of Geometry Parameters on the Section Distortion of Thin-Walled Rectangular Tube during Rotary Bending.....	331
79.Development and Analysis of Automotive Electronic Standards.....	335
80.Design and Analysis of the Performance Testing Equipment for Automobile Steering Meshing Pair.....	340
81.Design of LIN Bus Data Logger Based on 8-Bit MCU.....	345
82.Psychoacoustic Analysis of the Noise of Air Supply System on Fuel Cell Vehicles.....	349
83.New Method in Analysis Manufacture Symmetry on Inner Structure of Multi-Hole Nozzle.....	354
84.Analysis of Air Fuel Ratio and Combustion Characteristics of GDI Engines at Cold Start Condition.....	358
85.In-Cycle Misfire Control on a GDI-HCCI Engine Employing Ion Sensing Technology.....	366
86.Research Progress of Thermal Management of Li-Ion Batteries in Electric Vehicles Using Phase Change Materials.....	372
87.Research of Wind Cooling Technology for Electric Vehicle Li-Ion Battery Pack.....	376
88.Design Optimization of Electro-Hydraulic Actuation System of Variable Nozzle Turbocharger (VNT).....	381
89.Engine Exhaust Manifolds Durability Analysis.....	384
90.Real-World Gaseous and Ultrafine Particle Emission Characteristics of an Euro IV Diesel Bus.....	387
91.A Test Method for Automotive Door Glass Motion Deviation.....	393
92.Review of Battery's Charging and Discharging Efficiency.....	397
93.Thermal Simulation and Test of Lithium-Ion Battery for Electric Vehicle.....	402
94.Fluid Power Transmission Characteristics of Aviation Kerosene.....	406
95.Analysis of Attitude Control Method of Flight Machine Based on Gas-Jet Side Force.....	413
96.New HST Makes Easy Utilization of Ocean Wave Energy.....	419
97.Research on Spiral Strip Suppression Effects on Vortex-Induced Vibration of Water Riser Pipe Based on Numerical Wave Tank.....	426

98.Application of I ² C Bus in Embedded Simulation System of Electric Propulsion System.....	431
99.A High-Precision Positioning Approach for GPS in Bulk Ports by Using Kalman Filter with Pre-Calculated Factors.....	435
100.Data Mining Technology and its Application in Air Cargo Business.....	438
101.License Plate Character Neural Network Recognition Based on Wavelet and GA Optimization.....	443
102.Studies on the Inertial Effect in Fluid Transport Using a Simplified Porous Media Model.....	447
103.Experimental and Numerical Studies on the Suppression of Vortex Induced Vibrations Using Helical Strakes.....	453
104.A Novel Yard Allocation Approach for Export Containers in Container Terminal.....	459
105.Working Process Visualization of Bucket Wheel Stacker.....	466
106.Construction of Container Terminal Distributed Cooperation Virtual Environment.....	469
107.The Tendency Research of Modern Engineering Logistics and Equipment Technology.....	472
108.Research on CAN-Based Control System for Dynamic Compaction Machine.....	478
109.Calculation and Simulation Study on Temperature Field of Dry Dual-Clutch's Friction Plate.....	482
11.Study on Vibration Reduction and Design of Dual Mass Flywheel.....	486
111.Application of Risk-Based Maintenance Approach in Automated Storage and Retrieval System.....	490
112.The Holistic Capability Evaluation of Military Construction Machinery on the Base of AHP.....	497
113.Research on Collaborative Design Workflow System of Complex Products in Construction Machinery.....	502
114.Application of Top-Down Method in 55ZJC Type Shield Hauler.....	507
115.Research of Intelligent Fault Diagnosis for Hydraulic System of Cranes Outriggers.....	512
116.Study of the Crane Comprehensive Evaluation Index System.....	518
117.Tamping Machine Fault Diagnosis Based on Fuzzy Inference.....	525
118.Application and Scheme Comparison of CCHP System in Huanghua Airport.....	528
119.Fault Diagnosis of Bearing Based on Integration of Nonlinear Geometry Invariants.....	534
120.Research and Application of Engineering View Generation Based on Secondary Development of SolidWorks.....	538
121.7.5 Meters Aerial Work Platform Mechanics Performance Analysis under Typical Working Cases.....	543
122.Wheel-Rail Contact Analysis of Vehicles in a Low-Frame-Bridge System in Quay.....	547
123.Study on Time-Variation Dynamics Model for Gearbox with Gear Crack Fault.....	551
124.Steady-State Thermal Equilibrium Analysis to the Transfer Case of Heavy Vehicle Based on ANSYS.....	554
125.Robotic GMAW Surfacing Remanufacturing Forming for Construction Machinery Parts.....	558
126.Hydraulic Motor Fault Tracing Based on Casting Quality.....	562
127.Working Fluid Selection for the Organic Rankine Cycle in Slag Quenching Water of Blast Furnace Power Generation System.....	566
128.The Function Analysis and Design of Alien Shape Stone Multi-Function NC Machining Center.....	572
129.An Optimization Method for Fault Recognition of Rolling Bearing Based on Wavelet Neural Networks.....	576
130.Dynamic Modelling and Its Analysis of the Rigid-Flexible Coupled Linkage System with Second-Order Effects.....	579
131.Dynamic Simulation and Fatigue Vibration Analysis of the High Speed Bearing for Wind Turbine Gearbox.....	585
132.Feasibility Study and Simulation of B Pillar Made of Q&P Steel.....	589
133.Study on Electrostatic-Structural Coupling Characteristic of Microcantilever.....	593
134.Study on the Impact Resistance of Micromachined Gyroscope Spring Beams.....	597
135.The Design of Multi-Function Detection System of Aerial Working Platform Safety Lock.....	601
136.A Comparative Simulation Study of Evolutional Wavelet Based Denoising Algorithms.....	605
137.Research on Time-Different Ultrasonic Flowmeter Based on Cross Correlation Theory.....	610
138.The Application of Adaptive Algorithm on Automobile Sunroof Control System.....	614
139.Parameters Research and Improvement of Ant Colony Algorithm.....	619
140.Welding Mechanism of Aluminum Alloy under the Emergent Condition of Unprotected Gas.....	622
141.Research on Remanufacture Technology by Iron Alloy Plating Method.....	626

Introduction to Keynote Speeches on ICACMVE'2011

1 New Design & Development of Product Design Methodology

By Prof. Dr. Bangchun WEN, Northeastern University, China

Abstract This keynote speech firstly introduced the classification of 70 design methods. And we can understand the general and special design cases much easier after the classification. Then four novel design methods were studied in details, including investigation, planning, synthetic design and quality assessment, which made great improvements in the innovation design. Finally, the product harmonious design and deep-layer design were discussed in the speech. And there should be a harmonious balance among products and nature environment, society environment technology market and fund environment, and policy environment.

2 Sensor System and Cable Robotics for Vehicles

By Prof. Saman HALGAMUGE, Department of Mechanical Engineering, Melbourne School of Engineering, Australia

Abstract In the beginning of the keynote speech, the speaker started with a quick glance at the mechatronics, which was a mixture of technologies and techniques that together help in design better products. Then the speech gave a detailed introduction of the driver support system about how to help the car save more fuel. In order to monitor the large spaces, a strategy to maximize the performance of the network by managing the orphaned nodes was also proposed. The keynote speech was ended with the introduction of cable robots and an optimization case of cable driven system.

3 Transform and Cooperate

By Prof. Dr. Chongqing GUO, Tongji University, China

Abstract In this keynote speech, the speaker firstly revealed the future development way in the nowadays society. The development of the cloud strategy and sea strategy would become the pattern of innovation for all industries. Then the speaker introduced the conception of Services Sciences, Management, and Engineering (SSME) and the necessity of the service innovation, especially the present situation of China's industrialization. Finally, the speaker emphasized the changes induced by the times development. Due to the imagination and creativity of the new generation students, the future education function should consider the liberation of the human language, communication, observation, reasoning, imagination and creative potential.

4 Dynamic Maintenance towards a New Maintenance Approach

By Prof. Dr. Ir. J.Ph.C. Wubben Msc, Zeeland University, Netherlands

Abstract In order to minimize costs, as well as sustain the desired availability and safety, the speaker firstly indicated that the new maintenance development is necessary. The speaker not only stated the impact and the importance of the

maintenance method for the mechanical industry, but also analyzed the problems to be solved in this field. Then the speaker presented the dynamic maintenance's advantages by taking a concrete example. Finally, the differences between the static and the dynamic maintenance, as well as the maintenance strategy and method, all are completely introduced in the keynote speech.

5 The Path of Electric Vehicles Development of China

By Prof. Dr. Zhuoping YU, Dean of School of Automotive Studies, Tongji University

and Prof. Dr. Zechang SUN, School of Automotive Studies, Tongji University

Abstract Chinese automobile industry has experienced a rapid development in the past decades, which makes China the largest producer of automobiles of the world. This keynote speech begins with the challenges caused by the rapid development of electric vehicles, such as energy saving and emission problems. After that, the development plan of China for electric automobiles was introduced in details. Finally, the electric vehicle development and achievement of China were summarized and discussed in different aspects, including Hybrid Electric Vehicles (HEV), Battery Electric Vehicles (BEV), key components and parts (e.g. Power Cell, E-motor, Fuel Cell), integration and control techniques of power system, hydrogen energy for automobiles. The role and relevant achievement of the Tongji University in the development of electric vehicles were also presented.

6 Sustainable Product Conceptualization for Green Automobiles

By Prof. Dr. Chun-Hsien CHEN, Associate Editor, Advanced Engineering Informatics, Director of Design Stream; School of Mechanical Aerospace Engineering, Nanyang Technological University, Singapore

Abstract In the beginning of the keynote speech, the background, objective and architecture of Sustainable Product Conceptualization (SPC) were introduced. The key technologies of SPC were discussed subsequently, including laddering, Design Knowledge Hierarchy (DKH) and Hopfield Network. The design of a cellular phone was presented as a case study for SPC to illustrate the application of the key technologies. The speech was ended with the discussions on the development of green cars, e.g. electric and fuel cell powered, partly fuel and partly electric or fuel cell powered, alternative fuels powered, compressed air powered and solar energy powered cars, and the achievement of Nanyang Technological University in this area, such as solar energy powered cars and diesel fuel powered cars.

7 New HST Makes Easy Utilization of Ocean Wave Energy

By Prof. Dr. Tomiji WATABE, T-Wave Consultant, JAPAN

Abstract Ocean wave has a rich energy density and therefore its utilization is inherently reasonable, if the conversion of wave energy could be improved to the same degree as what has been done for wind energy conversion. In this keynote speech, the nature of the ocean wave energy firstly was introduced. And then Ocean Wave Energy Systems (OWES), which belong to the Moving Body Type (MBT) and apply the HST in its conversion principle, were proposed and recommended as an efficient energy conversion device and are expected to supply the practical electricity instead of the burning type power plants in the near future. HST is the key technology of OWES and has to be improved to cover such the high power level for the future needs. The system principle, the typical structure and the HST for the future MBT were investigated and discussed subsequently to show the new technologies on the OWE utilization.

8 Advancing the Industry through Clean and High Efficiency Technologies – What Can We Learn from US Super Truck Program

By Dr. Ning LEI, Technical Fellow, Powertrain Engineering of Navistar Inc.

Abstract In this keynote speech, the speaker began with a quick glance at the main business segments and a brief summary of the history of Navistar. Navistar today was then presented in two aspects, i.e. its market strategy (North America focus, global growth) and its new product series (wide range engine products, IC bus global product portfolio, in-house specialty vehicles and specialty vehicles with its alliances/technical partners). After that, the background and highlights of US DoE Super Truck Program, as well as Navistar's measurements and achievement in this program were discussed. Finally, the knowledge from US Super truck program and Navistar's relevant experiences were shared, i.e. invest in future key clean efficiency technology, increase the government/industry/university collaboration, fuel quality is key and need to be improved, leverage the knowledge from US and others.

9 High Efficiency Clean Combustion Engines Trends in Control and Hardware Improvements

By Prof. Dr. Ming ZHENG, University of Windsor, Canada

Abstract Nowadays, energy crisis and air pollution are very urgent all around the world. Due to its low emission and high efficiency, low temperature combustion mode has drawn more and more attention and could be run with different kinds of fuel. To meet the more stringent emission limitation or even zero emission, in-cylinder low temperature combustion with smart control, HP&LP EGR, VVT, boost, multi injection and active exhaust gas after-treatment should be utilized. And fuel efficiency designs must comply with the ultimate emission goals and be capable of using bio-fuels. The fuel preference for Low Temperature Combustion and the control strategy were summarized and propose in details at the end of the keynote speech.

10 Mixture Formation Process of a Flexible Valve Train DI Gasoline Engine with Side-Mounted Multi-Hole Injectors

By Prof. Ming-Chia LAI, Wayne State University, USA

Abstract Advanced valvetrain coupled with Direct Injection (DI) provides an opportunity to simultaneous reduction of fuel consumption and emissions. Because of their robustness and cost performance, multi-hole injectors are being adopted as gasoline DI fuel injectors. Ethanol and ethanol-gasoline blends synergistically improve the performance of a turbo-charged DI gasoline engine, especially in down-sized, down-spiced and variable-valvetrain engine architecture. The keynote speech presents Mie-scattering spray imaging results taken with an Optical Accessible Engine (OAE). OAE offers dynamic and realistic in-cylinder charge motion with direct imaging capability, and the interaction with the ethanol spray with the intake air is studied. Two types of cams which are designed for Early Intake Valve Close (EIVC) and Later Intake Valve Close (LIVC) are tested, and the effect of variable valve profile and deactivation of one of the intake valves are discussed. Multi-dimensional Computation Fluid Dynamics (CFD) results for predicting DI multi-hole ethanol spray behaviors are presented as well. The effects of injection timing on the bulk flow motion and fuel-air mixing, in terms of tumble and swirl ratios, turbulence, and fuel wall film behaviors are discussed. Combined with metal engine test results which run with gasoline, the important mechanisms for reducing fuel consumption and emissions in a SIDI, variable-valve actuated engine are demonstrated.

11 X-ray Microimaging of Engine Sprays of Conventional and Alternative Fuels

By Dr. Jin WANG, Argonne National Laboratory, Argonne, IL 60439, USA

Abstract Sprays of conventional and alternative fuels are part of energy sources for propulsion and transportation systems including internal combustion engines, where fuel breakup and atomization is the first and crucial step for combustion. During a high-pressure liquid injection process, the highly transient nozzle geometry ultimately determines the boundary conditions for the in-nozzle flow, and hence, the jets or sprays exiting the orifice. In this keynote speech, ultrafast x-ray propagation-based microimaging technique was used to obtain high-spatial-resolution and single-shot images of the dense diesel and biodiesel fuel jets in the near-nozzle region issuing into a quiescent nitrogen gas ambient. The results show that the jet morphology is highly sensitive to jet velocity, nozzle geometry and the physical properties of fuels. The first in situ ultrafast synchrotron X-ray microimaging is used to visualize the transient internal dynamics in injection nozzles during a millisecond injection process, where the valve dynamics have the most direct effects on the spray formation immediately outside of the nozzle. The transient measurement enabled a transient numerical simulation of the liquid flow inside the nozzle.

Numerical Simulation Research on Hydraulic Stewart Force Feedback Manipulator

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Abstract A novel force feedback joystick which has a hydraulic actuated Stewart manipulator is developed. To provide an experiment platform for the control strategy design, a simulation program based on the simulator's control framework is developed with MATLAB/SimMechanic. In the program, the expected trajectory is generated by inverse kinematic, and servo valve and cylinder modules are actuated by a position control algorithm with P/D controller. The trajectory is generated according to the force on the platform. The force on the upper platform is calculated by the leg force, which can be used to realize force feedback function. It is proved by experiment that the program can realize the experiment function for control strategy design; its validity is verified by comparison between the result calculated manually and the result from the program during the static state.

Keywords Numerical simulation; Hydraulic servo-system; Stewart platform; Comparison experiment.

1 Introduction

If the kinematic chain of a mechanism can form at least one closed loop, it is called parallel mechanism, otherwise known as the serial mechanism^[1]. Typically, to increase the robot's degrees of freedom, a serial mechanism will have to add the new joints, which results in accumulation of errors. The parallel mechanism not only produces cumulative errors, but also provides multiple degrees of freedom in a smaller space. This feature makes it the hot spot in the current multi-DOF joystick and robot joint design.

Jun Murayama^[2] etc. presented a 6 DOF virtual haptic device constructed by a pair of string-based parallel manipulator named as SPIDAR G&G. Zhang^[3] presented a Exoskeleton Based Man Marching Intelligent System by a 3 DOF parallel mechanism.

In 2000, Kudomi, Muto et al^[4] established a hydraulic driven Stewart-type master-slave force feedback system. Both the master hand and the slave hand of the system are Stewart mechanisms. In the system, the operator operates a grinding robot by master-slave control to avoid the operator to work in the full location harmful dust. Professor Zhao Dingxuan^[5] in Jilin University has improved it from the design, then a new control framework driven from the slave side is put forward, thereby enhancing its dynamics. Here in this paper we developed a MATLAB/Simmechanics program to simulate the master hand of the master-slave, which can be used in simulation experiment.

In this paper, we introduced the structure of the master -slave system in Section 2, and then the simulation program was introduced in Section 3; we did an experiment to test its function and validity in Section 4.

2 The component of the motion simulator

The master hand of the master-slave system is shown in Fig.1. Its upper platform and the lower platform are connected by six cylinders; the cylinders can stretch out and draw back independently. They are linked by universal joints partly, the upper platform can move simultaneously in all six degrees. The displacements of the hydraulic cylinders can be detected by position sensors equipped on the tube. The force at the master hand is acquired by 6-DOF sensor.

The system works as following: the master driving force of the hand sensor is derived by dynamics calculation to present the leg forces. The force is then multiplied by a coefficient and subtracted by the slave force; the error can be used as the control signal to control the master hand to move. The master movement passed to the slave hand and it will follow the master movement.

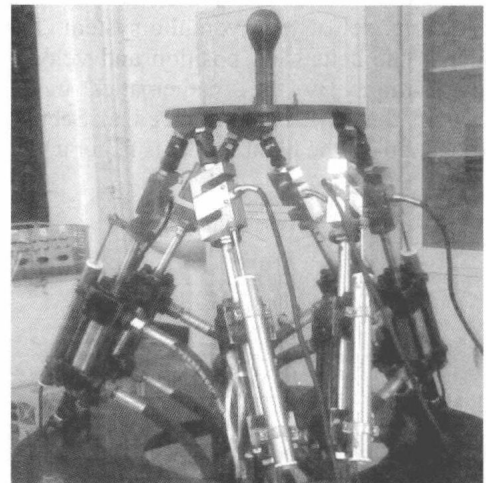


Fig.1 The hydraulic Stewart manipulator

3 The simulation program

3.1 The component of the simulation program

Based on the system described in Section 2, we developed a simulation program by MATLAB/SimMechanics, as shown in

Fig.2. The system consists of four parts - trajectory generator; controller; motion platform and force calculator.

The mechanical components of the Stewart Platform consist of a top plate, a bottom plate, and six legs connecting the top plate to the bottom plate. The overall system has six degrees of freedom. Each leg subsystem contains two bodies connected together with a cylindrical joint. The upper body connects to the top mobile plate using a universal joint, and the lower body connects to the base plate using a second universal joint.

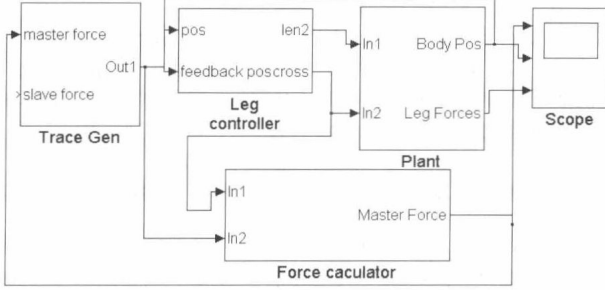


Fig. 2 The simulation program

The basic goal of the trajectory generator is to specify the desired trajectory of the upper plate in both position and orientation according to the force error and dynamic parameters. We then map this desired trajectory to the corresponding trajectory in the legs using inverse kinematics. Finally, we use a lower level controller for each leg to command the leg to follow the desired trajectory. The leg trajectory generates the desired leg lengths for each time step. It starts with a desired rotation and position of the top plate and calculates the desired leg lengths to achieve this.

The controller is designed based on the classic PID design and the mathematics model of the hydraulic system. The input to this controller is the actual leg position and velocity and the desired leg position. By the mathematics model of the hydraulic system that will be introduced in Section 3.2, the force that to be input to the plant model is generated^[6, 7].

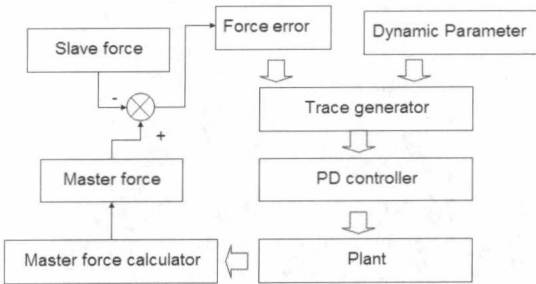


Fig. 3 The work process of the program

3.2 Mathematics model of the hydraulic system

The equation of motion of the servo valve is given by Eq. (1).

$$\frac{d^2x}{dt^2} + 2\zeta\omega_n \frac{dx}{dt} + \omega_n^2 x = k_v \omega_n^2 i \quad (1)$$

The equation of motion of the piston is given by Eq. (2).

$$\left. \begin{aligned} m\ddot{y}_s + b\dot{y}_s &= a_p p_L \\ p_L &= p_a - p_b \end{aligned} \right\} \quad (2)$$

The relations for flow rate q_L are given by Eqs. (3) and (4).

$$q_i = k_v x - k_{v_i} p_i \quad (3)$$

$$q_i = a_{v_i} \dot{y}_v \quad (4)$$

The parameters are as the following:

a_p : Cross-sectional area of piston	[m ²]
a_{pa}, a_{pb} : Area of piston	[m ²]
b : Viscous damping coefficient of piston	[Ns/m]
k_a : Gain of servo amplifier	[mA/V]
k_x, k_p : Flow rate gain, pressure gain	[m ³ /s], [m ⁴ /kg]
k_v : Gain of servo valve	[m/mA]
m_u : Mass of upper platform	[kg]
m_p : Mass of piston	[kg]
m_c : Mass of cylinder	[kg]
p_a, p_b : Pressures in piston chambers	[Pa]
q_L, p_L : Flow rate, load pressure	[m ³ /s], [Pa]
T : Gain	[-]
u : Control input	[V]
x : Displacement of spool	[m]
ζ : Damping ratio	[-]
ω_n : Natural angular frequency	[rad/s]

Consequently the mathematical model of the slave system is represented by Eq. (1) to Eq. (4). With a Laplace transform, the equations can be expressed as Transfer Fun components in the Simulink library. The hydraulic subsystem is shown in Fig.4.

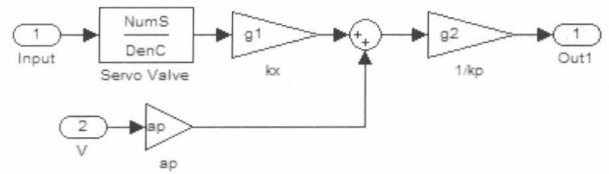


Fig. 4 The hydraulic subsystem

3.3 The force reflecting matrix

$$G = \begin{bmatrix} g_{21} & g_{22} & g_{23} & g_{24} & g_{25} & g_{26} \\ g_{31} & g_{32} & g_{33} & g_{34} & g_{35} & g_{36} \\ g_{41} & g_{42} & g_{43} & g_{44} & g_{45} & g_{46} \\ g_{51} & g_{52} & g_{53} & g_{54} & g_{55} & g_{56} \\ g_{61} & g_{62} & g_{63} & g_{64} & g_{65} & g_{66} \end{bmatrix} \cdot (1/L) \quad (5)$$

The function of the force reflecting matrix is to transform the leg force to the force act on the upper platform. In this paper, we use the Stewart static forward matrix as the force reflecting matrix. In Eq. (5), G is a 6×6 matrix; its parameters are described in Ref. [8].

4 Simulation experiment

To test the accuracy of the program, we did an experiment to compare between the force results of every cylinder by calculating manually and those from the program when the

upper plate is at three different positions and orientations. The parameters used in the program are shown in Table 1. To tell the result, we chose three points. The experiment's result is shown in Table 2.

Table 1 The parameters in the simulation program

$k_a=1.0\text{mA/V}$	$k_v=0.144\times 10^{-3}\text{mA/V}$
$\omega_n=354\text{rad/s}$	$\zeta=0.1$
$w=4.8\times 10^{-3}\text{m}$	$m_c=0.801\text{kg}$
$\delta=1.5\times 10^{-5}\text{m}$	$m_u=1.732\text{kg}$
$k_p=5.09\times 10^{-3}\text{m}^4/\text{s/kg}$	$m_p=1.243\text{kg}$
$k_x=3.03\times 10^{-6}\text{m}^2/\text{s}$	$a_{pa}=1.26\times 10^{-5}\text{m}^2$
$b=44.3\text{Ns/m}$	$a_{pb}=0.76\times 10^{-5}\text{m}^2$

Table 2 The force validate experiment result

The upper plate position and orientation [$x_p y_p z_p x_a y_a z_a$]	Force on every cylinder from simulation program [$f_1 f_2 f_3 f_4 f_5 f_6$]	Force on every cylinder by calculating [$f_1 f_2 f_3 f_4 f_5 f_6$]
[0 0 1 0 0 0]	[1.0294 1.0294 1.0294 1.0294 1.0294 1.0294] $\times 10$	[1.0294 1.0294 1.0294 1.0294 1.0294 1.0294] $\times 10$
[0.5 0.5 1 0 0 0]	[0.8212 1.7098 2.7613 -1.0239 -1.5381 1.5397] $\times 10$	[0.8212 1.7098 2.7613 -1.0239 -1.5381 1.5397] $\times 10$
[0.5 0.5 1 0.25 0.25 0.15]	[-0.0618 -4.4281 -4.9890 0.8158 1.7417 -0.6977] $\times 10$	[-0.0618 -4.4281 -4.9890 0.8158 1.7417 -0.7010] $\times 10$

From the result, we can know that the result from simulation program is very near to the one by calculating, so we can know that the program is right.

Another experiment to test the calculation of the force act on the upper platform was also done. In the experiment, we set the slave force as zero, and we force the upper platform to move on a circle in the XY plane and the mass of the legs are set to zero. Then ignore the effect of the friction, the force of the upper platform can be looked on as the resultant force of the centrifugal force. The following is the results of calculating manually and those from the program by the force of inverse dynamic. In the table 3, Angle is the angle in the absolute coordinate of the line between the position of the center point of the upper platform and the origin point. F_x , F_y are the force on the upper platform in the program, F_{xc} , F_{yc} are the force on the upper platform by manual calculation.

Table 3 The force calculation experiment result

Angle	F_x	F_{xc}	F_y	F_{yc}
0	6.928	6.901	0	0
$\pi/3$	-3.46	-3.460	5.982	5.988
$2\pi/3$	-3.46	-3.461	-5.982	-5.982

From the result, we can see that there is a small error between the calculating result and the program result because of the numerical calculation. But we can know that the result from simulation program is very near to the one by calculating, so we can know that the program is built right. We can also show the

results during the simulating process by the scope control component. The result of the force calculation is shown in Fig.5.

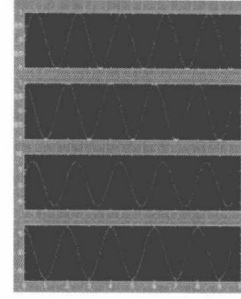


Fig. 5 Force calculation experiment result in scope

5 Conclusions

A simulation program for hydraulic Stewart platform is developed for control strategy design. In this paper, we did experiments to test the validity of the simulation results and the performance on calculating the work state of the motion simulator during work process. The result is good and program can be used widely for the research work on hydraulic Stewart platform.

Acknowledgments

Thanks to the Science and Technology Development Program Emphasis Project of Jilin Province (No. 20080506, No. 20090335).

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Motion Simulation Based on Virtual Reality

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Abstract Motion simulators are booming in recent years for vehicle system development, human factor study, and training of driving skills. In this paper, a new type of motion simulator is introduced with a hexapod steward motion platform as the base and a cab above with four Liquid Crystal Displays (LCDs) placed at the corresponding position. With the technique of synchronous record and synchronous representation, a six degree of freedom (6-DOF) motion will be rendered by the platform. In such a system, the one sitting in the cab can face the computer generated graphic images on the LCDs just as if looking through the real window in a vehicle. Besides, to enhance the visual effect of the simulation, stereo equipments are located in the corner of the cab. In the system, the immersion sense of the Virtual Reality can be achieved by the methods of movement, 3D images and sound effects.

Keywords Virtual Reality; Motion simulator; 6-DOF simulators; Kinematics; Synchronous record.

1 Introduction

Virtual reality (VR) is a cross-discipline, which consists of computer graphics (CG), image processing and recognition, computer simulation technology, man-machine interface technology, etc.

As the advantage of high efficiency, safety and low cost, the application of virtual reality attracts increasing attention. In this paper, virtual reality is used in the development of a motion simulation system, which is well accepted in driving training and other fields. Motion simulators are indispensable to the test for such critical situations as in a collision, a crash and a sliding^[1-5].

However, despite the development of motion simulator, the DOF of the movement and the immersion sense of VR are limited. Although a great deal of research effort has been devoted to reducing the limitation, the existing research mainly pays attention to the kinematic mechanism and neglects the overall realism of motion simulation.

2 Structure of the motion simulation system

Similar to most of the advanced motion simulators around the world, our system has the same following common ground: first of all, a platform is used to provide the motion; secondly, more than three image generators are used for high-resolution graphic projection; and finally, high performance parallel-processed computers or a group of server computers are involved in the system for real-time graphics, 3D sounds and dynamics.

2.1 Physical configuration

The physical configuration of our motion simulation system consists of a hexapod steward motion platform and a cab mounted on, shown as the Fig. 1. The windows of the cab are replaced by four LCDs, as the approximately same size at the corresponding positions. Visual image generated by the graphic computer is divided into four channels and displays respectively on the front left, front right, side left, side right LCD windows of the cab. The multiple surrounding displays could provide a 180 degree forward field-of-view with incredible high immersion.

Besides, since sound rendering takes an important role in the immersion feeling of a motion simulation system, directional audio cueing is provided by multiple speakers in the corner of the cab. Spatial sound generation associating with wind, passing objects, and other environmental sources transmitted to the cab can significantly enhance the overall realism of a motion simulator.

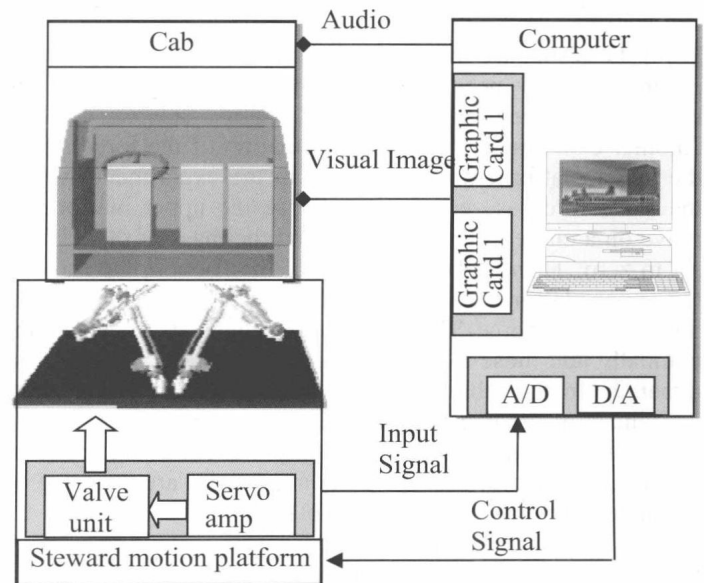


Fig. 1 System physical configuration

Thus, in our system, anyone sitting in the cab will be surrounded by stereoscopic 3D images rendered by four individual displays around. The input signals are sensed and transmitted to the computer by the method of synchronous record. Then, with the technique of synchronous representation, the simulation can be performed in real-time to present the motion and realistic graphic images as well as

the sound of the environment corresponding to conditions are recorded.

2.2 Software Architecture

Originally, we planned to select a commercial Virtual Reality engine named OpenGVS. However, OpenGVS has a node lock license and a high-cost, which limit the popularization of our motion simulator. Thus, the software of our simulation program is totally based on an open source game engine Delta3D. The overall architecture of the motion simulation software is described in Fig. 2

The Core of Delta3D is the Game Manager (GM), and it owns all the Actors, Components and Messages. All the active objects such as autonomous vehicles, moving person, dynamic terrain and the inactive objects including static terrain, light, sounds, etc., are included into the simulation software as Actors.

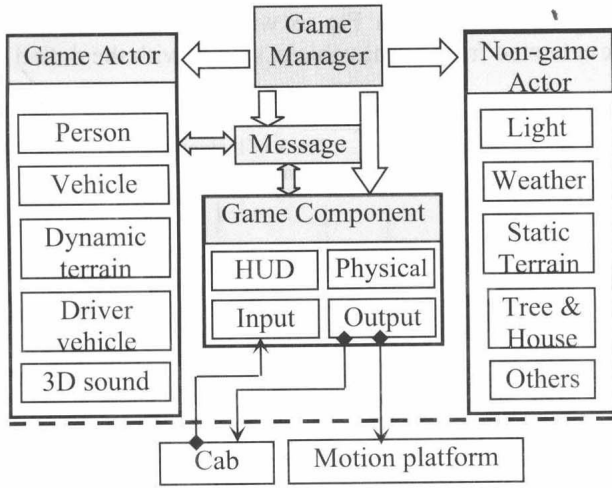


Fig. 2 System software architecture

Components are responsible for processing the Messages from the GM and deciding how to deal with the Messages. Here, Messages are user defined data used for the communication between Actors and Components. The HUD Component provides the graphic user interface (GUI), and the Physical Component is responsible for collision detection among all the Actors in the virtual world. The Input Component just gets the manipulation signals through computer's serial port and sends these signals to the Dynamic Module (DM) of motion simulator Actor. It is the DM that performs the dynamic calculation and determines the final position as well as velocity of our special type simulator in the virtual scene. Output Component mainly performs publishing the position and rotation of simulator in 3D world.

3 Kinematics analysis of 6-DOF motion platform

Our 6-DOF motion platform is a hydraulic-driving hexapod steward motion platform. With a fixed platform on the ground, a moving platform above and six hydraulic cylinders as the hinge of them, the motion simulator can render the spatial 6-

DOF motion. As the same as the hinges fixed between the fulcrums of the top platform and hydraulic piston-rods, spherical hinges are fixed between the fulcrums of the base platform and hydraulic cylinders.

The structure of the platform at the initial position is shown as the Fig. 3. C_p and C_f is respectively the center of the top platform and the base platform. Oppositely, F_i and G_i ($i=1, 2, \dots, 6$) is respectively the corresponding fulcrum of the top platform and the base platform.

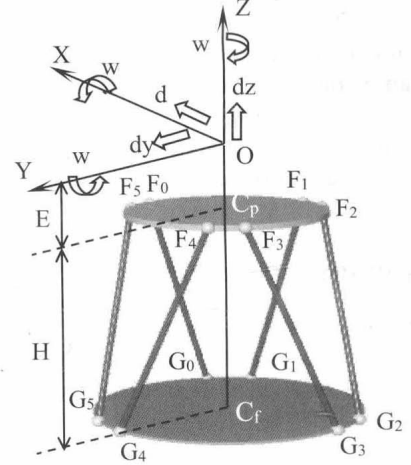


Fig. 3 The structure of the platform I

Suppose that the coordinate of F_i and G_i is $F_i(f_{ix}, f_{iy}, f_{iz})$ and $G_i(g_{ix}, g_{iy}, g_{iz})$ respectively. As the running posture shown in the Fig. 4, suppose the distance of the top platform translated along X -axis, Y -axis and Z -axis is respectively d_x, d_y, d_z , the angle swept around the axes is respectively w_x, w_y, w_z and the new coordinate of the fulcrum F_i is $F'_i(f'_{ix}, f'_{iy}, f'_{iz})$. Then get the following equation.

$$\begin{bmatrix} f'_{ix} \\ f'_{iy} \\ f'_{iz} \end{bmatrix} = \begin{bmatrix} a_{11} & a_{12} & a_{13} \\ a_{21} & a_{22} & a_{23} \\ a_{31} & a_{32} & a_{33} \end{bmatrix} \cdot \begin{bmatrix} f_{ix} \\ f_{iy} \\ f_{iz} \end{bmatrix} + \begin{bmatrix} d_x \\ d_y \\ d_z \end{bmatrix} \quad (1)$$

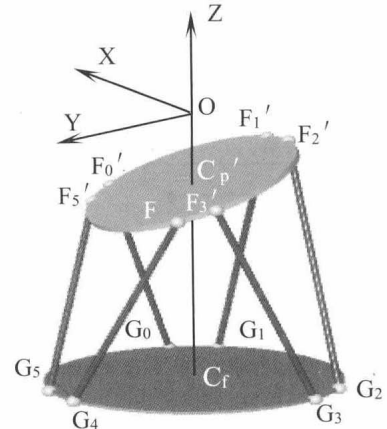


Fig. 4 The structure of the platform II

In the equation (1), $a_{11}=\cos(w_z)\cdot\cos(w_x)$, $a_{21}=-\sin(w_z)\cdot\cos(w_y)$, $a_{13}=\cos(w_z)\cdot\sin(w_y)\cdot\cos(w_x)+\sin(w_z)\cdot\sin(w_x)$, $a_{22}=\sin(w_z)\cdot\sin(w_y)\cdot\sin(w_x)+\cos(w_z)\cdot\cos(w_x)$,

$$a_{23} = -\sin(w_z) \cdot \sin(w_y) \cdot \cos(w_x) + \cos(w_z) \cdot \sin(w_x),$$

$$a_{31} = -\sin(w_y), a_{32} = -\cos(w_y) \cdot \sin(w_x), a_{33} = \cos(w_y) \cdot \cos(w_x).$$

Also suppose the length of the cylinder (from the hinge at the base platform to the hinge at the top platform) at the initial position is L_i and the one while running is L'_i . Then we can get the equation as follows.

$$L_i = \sqrt{(g_{ix} - f_{ix})^2 + (g_{iy} - f_{iy})^2 + (g_{iz} - f_{iz})^2} \quad (2)$$

$$L'_i = \sqrt{(g_{ix} - f'_{ix})^2 + (g_{iy} - f'_{iy})^2 + (g_{iz} - f'_{iz})^2}$$

So, the result of the inverse displacement analysis of 6-DOF platform can be described as follows.

$$d_i = L'_i - L_i \quad (i=1, 2, \dots, 6) \quad (3)$$

Finally, we get the control signal of the every cylinder of the 6-DOF platform as follows.

$$ST_i = L'_i - L_i \quad (4)$$

4 Synchronous record of the motion simulator

The implement of synchronous record of the motion simulator comprises with acceleration sensors measuring acceleration motion signal of 6-DOF, A/D translator card and the original interface circuit.

4.1 Principle of recording the 6-DOF motion

Fig. 5 shows the installation of the acceleration sensors and the coordinate system. Three of sensors, A, B, C, are fixed at the vertexes of a regular triangle. AC linked line is parallel to the X-axis and the center of the triangle coincides with the coordinate origin where sensor E is fixed. Sensor F and D is placed respectively on the positive and negative half of X-axis. The distance of line segment DE and EF are equality.

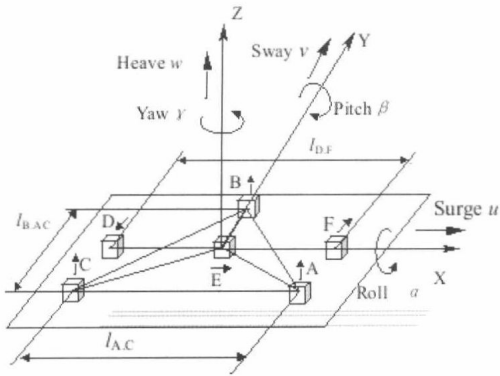


Fig. 5 Method of measuring 6-DOF motion

The measuring direction of each sensor is shown as the arrow pointed in the figure: the directions of sensor A, B are along with the positive half of Z-axis. The directions of sensor F, D are along with the positive and negative half of Y-axis and the direction of sensor E is along with the positive half of X-axis. We set that the acceleration measured by Sensor A is a_A and the same to the other sensors. Then, the accelerations of the triangle center of the translation between front and back, left and right, and up and down can be obtain respectively as follows.

$$a_{Surge} = a_F, \quad a_{Sway} = \frac{a_F - a_D}{2}, \quad a_{Heave} = \frac{a_A + a_B + a_C}{3} \quad (5)$$

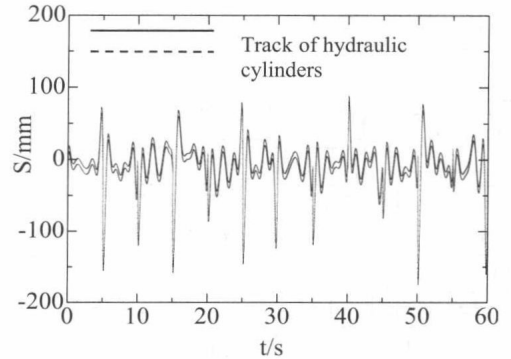
The acceleration of flip, pitch and rotation respectively is:

$$\varepsilon_{Roll} = \frac{a_B - (a_A + a_C)/2}{l_{B.AC}}, \quad \varepsilon_{Pitch} = \frac{a_C - a_A}{l_{A.C}}, \quad \varepsilon_{Yaw} = \frac{a_F + a_D}{l_{D.F}} \quad (6)$$

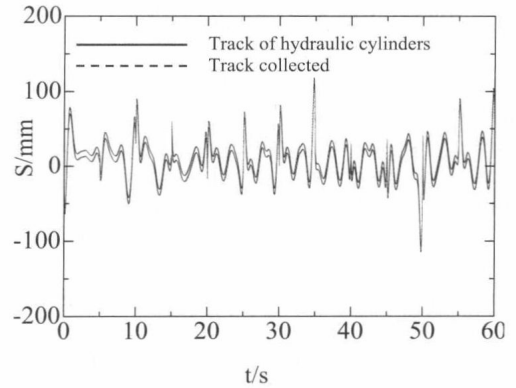
According to the above formulas, the accelerations of the triangle center can be calculated, including three translation accelerations and three angular accelerations. With low-pass filter and twice digital integration, we can obtain linear displacement u, v, w and angular displacement α, β, γ . With the Inverse displacement analysis of 6-DOF platform, we can calculate the extension of six hydraulic cylinders. By the method of PID control, a spatial 6-DOF motion can be performed by the simulation system.

4.2 Analysis of the motion track

With the method of synchronous record, the running track of hydraulic cylinders can be obtained. Then, we compare the running track, shown in Fig. 6 with the full line, with the track collected from a real vehicle, shown with the dotted line.



(a) Track recorded in 10 min



(b) Track recorded in 20min

Fig. 6 Real vehicle tracks collected and hydraulic cylinder tracks recorded

As the figure showing, there is almost no different between them. During the experiments, the data of motion recorded respectively in 10min, 20min and 30min. All of the experiments achieved satisfactory results. According to the results, our motion simulation system runs smoothly and the software is reliably. So, the design requirements can be met.

5 Conclusions

With a 6-DOF motion, a 180 degree forward field-of-view and spatial sound, our motion simulation system can provide a high immersion feeling of Virtual Reality. Comparing the hydraulic cylinder tracks recorded by the method of synchronous record with the real vehicle tracks collected from a real vehicle, the system has been proved to be smoothly and reliably, which could be really meaningful for farther research in the vehicle system, human factor study and training of driving skills.

Acknowledgments

The work is supported by the Industrialization and Generalization of Motion Simulation On-line and Synchronous-Recording Technique (No. 20085006) and the Fund from the Jilin University Basic Scientific Research Bursary (No. 200903167).

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Research on the Closed Hydraulic Regeneration System of the Boom Potential Energy in Hybrid Excavators

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Abstract Aimed at the hybrid excavators, an energy recovery scheme with hydraulic accumulator for boom cylinder is put forward. The simulation model of hybrid hydraulic excavator with the regeneration system is built, and the energy recovery effects of the closed system for boom are calculated. The test-bed of hybrid excavator for energy regeneration with hydraulic accumulator is constructed, in virtue of the test-bed, investigated about the energy recovery effects of the regeneration system. The results of simulation and experiment show that the closed hydraulic regeneration system of the boom potential energy in hybrid excavators is feasible, which has a high recovery efficiency.

Keywords Hydraulic excavators; Hybrid; Closed regeneration system; Hydraulic accumulator; Simulation in Simulink.

1 Introduction

Hydraulic excavator is the one of the most widely used engineering machinery, because of its efficiency, durable and strong adaptability, and plays a pivotal role in economic construction. But at the same time, hydraulic excavator is also a kind of high fuel consumption, poor emission and serious environmental pollution engineering machinery. As the number of hydraulic excavator is more and more, its energy conservation and environmental protection issues are becoming increasingly urgent and serious. As hybrid energy saving and energy recycling technology have been successfully applied in automobile industry, people show a keen interest in its application in engineering machinery.

In excavators work process, the boom is up and down frequently. With the boom is falling down, the hydraulic fluid in the boom cylinder of traditional excavators flow to tank directly without energy regeneration. Because of the large inertia of the boom, when the boom is falling down, a large amount of energy will be released, which is not only wasteful but also leading to heating the system. In order to reduce the energy consumption and the heat, energy recovery is a more effective measure. And the hybrid hydraulic excavator with energy recovery system can store up the gravitational potential energy of the boom. However, traditional energy recovery system is not suitable for energy recovery hydraulic excavator.

The following are two typical types of energy recovery system for excavators.

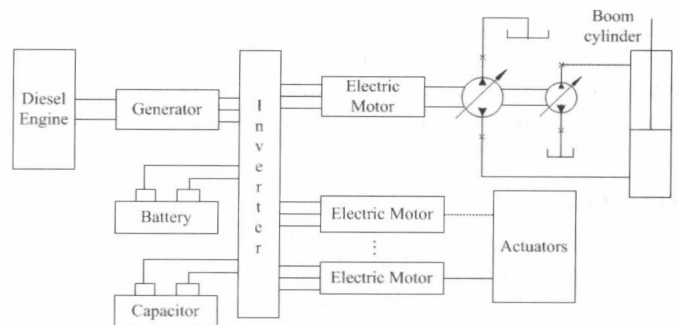


Fig. 1 Recovery system of hybrid excavator

The scheme proposed in Ref. [1] is shown in Fig. 1. The regeneration system and the control strategy of the scheme are simple, however, it will lead to additional energy consumption and reduce electric motor life, due to frequent reversing of motor, and the recovery effects is not obvious.

The scheme proposed in Ref. [2] is shown in Fig. 2. The system used a hydraulic motor in turn oil loop to avoid the lack of the system shown in Fig. 1, showed some effects of regeneration^[2]. However, the above systems are required to convert the mechanical energy into hydraulic energy, and then convert into electrical energy to be stored, and when it is needed, the energy is converted back oppositely. Too many energy conversion links and the low conversion efficiency of each link lead to a poor effect of recovery.

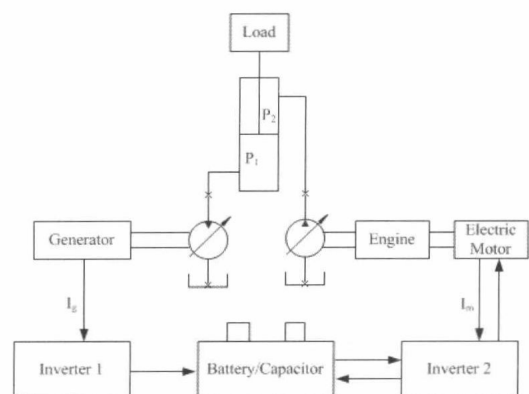


Fig. 2 Recovery system with hydraulic motor

In addition, by storing up the regenerated energy in the hydraulic accumulator, the regeneration system avoided too