

Selbstverstärkende Elektro-Hydraulische Bremse (SEHB) für Schienenfahrzeuge



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Reviews

This publication may be really worth a go through, and a lot better than other. It really is full of knowledge and wisdom Its been printed in an exceptionally easy way in fact it is simply after i finished reading this publication by which basically modified me, affect the way i really believe.

(Troy Dietrich DDS)

SELBSTVERSTÄRKENDE ELEKTRO-HYDRAULISCHE BREMSE (SEHB) FÜR SCHIENENFAHRZEUGE



Shaker Verlag Aug 2011, 2011. Buch. Condition: Neu. Neuware - Kurzfassung Bremssysteme für Schienenfahrzeuge der Zukunft zeichnen sich durch ein hohes Sicherheitsniveau und einen geringen Energiebedarf. Ein geringer Leistungsbedarf kann durch die Nutzung eines verstärkenden Effektes erreicht werden, wie bereits viele Bremsenkonzepte in der Vergangenheit belegt haben. Den wesentlichen Meilenstein hin zu neuartigen Bremssystemen stellt eine rein elektrische Schnittstelle dar. Sie erlaubt eine einfache Einbindung der Bremse in das Fahrzeug und eine Konzentrierung des Bremssystems in den Bremsaktor. Mit einem geschlossenen und hochgradig kompakten Hydrauliksystem, wie dem der SEHB, wird hierdurch eine vollständige Modularisierung möglich, die wesentliche Vorteile hinsichtlich Prüfung, Inbetriebnahme, Wartung und Verfügbarkeit bietet. Im Rahmen dieser Arbeit werden mögliche konstruktive Ausführungen der SEHB systematisch zusammengestellt und die Integration in Drehgestelle am Beispiel von drei Szenarien gezeigt. Hierbei wird belegt, dass sich die SEHB in vielfältige Drehgestellkonstruktionen integrieren lässt. Versuche an einem Prüfaufbau mit einer Schienenfahrzeugbremsscheibe zeigen ein gutes dynamisches Verhalten der Bremse bei Einsatz unterschiedlicher Ventilkonzepte. Darüber hinaus werden die Vorteile der Verzögerungskraftregelung an einem Beispiel verdeutlicht. Abstract Future braking systems for railway vehicles offer a high level of security and low power requirements. Low power requirements can be achieved by using an enhancing effect as many braking concepts have shown in the past. The key milestone to new braking systems is an electric interface. It allows an easy integration to the vehicle due to a concentration of the braking system into the brake actuator. With a closed and compact hydraulic system like the SEHB a modular design facilitates advantages regarding testing, commissioning, maintenance and availability. In the scope of this work possible mechanical design systematically derived and three design studies are presented. Thereby it is proven, that the SEHB can be integrated into various existing bogie designs. A test bench with a railway brake disc shows auspicious...



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