

---

Subject: Re: Tilting attributes - roll compensation  
Posted by [Carsten Weber](#) on Thu, 06 Jan 2011 19:36:03 GMT  
[View Forum Message](#) <> [Reply to Message](#)

---

Dear Joerg,

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

- > 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.

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

---