
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,
>
> "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
>
>
