Title (en)

METHOD OF INFLUENCING THE INFLECTION ANGLE OF RAILWAY VEHICLE WAGONS, AND RAILWAY VEHICLE FOR CARRYING OUT THIS METHOD

Title (de)

VERFAHREN ZUR BEEINFLUSSUNG DES KNICKWINKELS VON SCHIENENFAHRZEUG-WAGENKÄSTEN UND SCHIENENFAHRZEUG ZUR DURCHFÜHRUNG DES VERFAHRENS

Title (fr)

PROCEDE PERMETTANT D'INFLUER SUR L'ANGLE D'INFLEXION DES WAGONS D'UN VEHICULE SUR RAIL, VEHICULE SUR RAIL AVEC LEQUEL CE PROCEDE EST MIS EN OEUVRE

Publication

EP 0877694 B1 20020327 (DE)

Application

EP 97951163 A 19971111

Priority

- DE 19654862 A 19961204
- EP 9706249 W 19971111

Abstract (en)

[origin: US6161064A] PCT No. PCT/EP97/06249 Sec. 371 Date Dec. 1, 1998 Sec. 102(e) Date Dec. 1, 1998 PCT Filed Nov. 11, 1997 PCT Pub. No. WO98/24676 PCT Pub. Date Jun. 11, 1998A multiple-unit railway vehicle having three car bodies where the respective neighboring car bodies are each connected in a pivoting manner to one another by means of a single coupling, and each car body sits only on one two-axle truck. In the vicinity of the respective center pivot and possibly also on the trucks, there are actuator elements that are used to influence the articulation angle between the longitudinal axes of the car bodies. To control the articulation angle so that when the train is traveling over a curved segment of track, the car bodies assume a position in relation to one another that corresponds at least to a significant extent to the static rest position of the railway vehicle on the corresponding section of track, the profile and curvature of the track are determined during travel for the segment of the track that currently lies between the first and last trucks, and from that measurement, the set point position is determined, and by means of the actuator system measurements are taken to counteract at least an overshooting or undershooting of the set point value.

IPC 1-7

B61F 5/38; B61F 5/44; B61D 3/10

IPC 8 full level

B61D 3/10 (2006.01); **B61F 5/38** (2006.01); **B61F 5/44** (2006.01); **B61F 5/42** (2006.01)

CPC (source: EP US)

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Cited by

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US 11763898 A 19981201; AT 97951163 T 19971111; CA 2245723 A 19971111; CZ 228098 A 19971111; DE 19654862 A 19961204; DE 59706762 T 19971111; EP 9706249 W 19971111; EP 97951163 A 19971111; HU P9903056 A 19971111; JP 52493998 A 19971111; PL 32754497 A 19971111