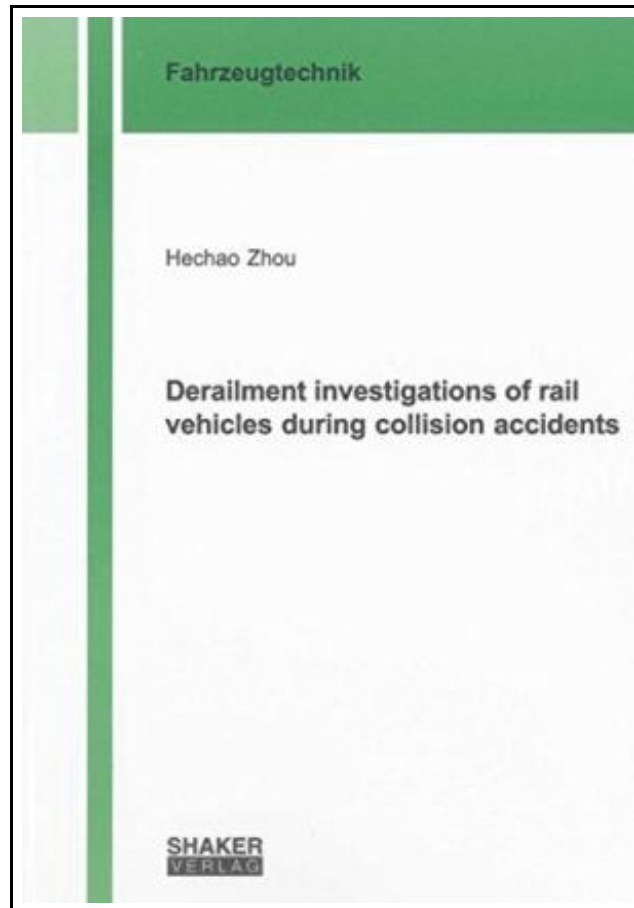


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Shaker Verlag Mrz 2014, 2014. Taschenbuch. Condition: Neu. Neuware - In this thesis the responses of railway vehicles during a collision accident have been systematically analysed. The main objective is to mitigate the injury severity by means of reasonable measures to prevent the collided vehicles from derailment. This research work has been carried out by using MBS software SIMPACK. Two collision scenarios from the standard EN 15227 have been adopted in this thesis as designed collision scenarios. Besides that, according to the analysis of collision accidents it points out the collisions between two freight trains, especially on curves, deserve to be taken into account. Therefore, this collision scenario has been designed and involved in this thesis. Collision simulations between two railway multiple units have been carried out in Chapter 5 to explore the causes of overriding phenomenon. Computer simulations demonstrate there are many contributory factors to the overriding collision. In addition to the initial vertical offset described in the standard EN 15227, vehicle pitching motion has great influence to the overriding collision. This pitching motion is also affected by some important factors, such as collision mass, pitching frequency and height of the centre of gravity above the rail level. Compared to the factor of collision mass, overriding phenomenon is more sensitive to the variations in pitching frequency and height of the centre of gravity. What's more, in order to prevent the crashed train units from overriding, anti-climber devices have been recommended. The maximal vertical constraint force is critical to determine the behaviour of anti-climber devices. According to the simulation results, 200 kN is required for the combined anti-climber devices (100 kN for each side anti-climber) to constrain the vertical relative motion between the crashed train units. The derailment of collided city tram has been analysed in Chapter 6. The corner...



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