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## DYNAMIC FORCES IN RUNNING WHEELS TAKING INTO ACCOUNT A FLEXIBLE SUSPENSION OF THE LOAD

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A large number of works by well-known scientists is devoted to the study of dynamic load modes of cranes and the development of methods for their dynamic calculation, as evidenced by the importance of this issue [1-3].

Particular attention is paid to the dynamics of cranes moving on rail tracks in steady state [4-6].

A great contribution to the theory of dynamics of bridge cranes was made by S.A. Cossack. He considered the case of the movement of the mechanism of movement with a flexible suspension of the load without taking into account the collisions in the toothed joints. The S.A. Cossack rightly proposes to use a three-mass calculation scheme with two elastic connections (Fig. 1) [7].

For small load oscillations, the stiffness coefficient of the second elastic bond is determined by the formula [7]:

$$C_2 = Q/l, \quad (1)$$

where  $Q$  – the weight of the cargo;  
 $l$  – suspension length.

The horizontal component of the rope tension at small oscillations is determined by this expression:

$$H = Q\varphi, \quad (2)$$

where  $\varphi$  – the angle of deviation of the center of gravity of the load from the vertical.

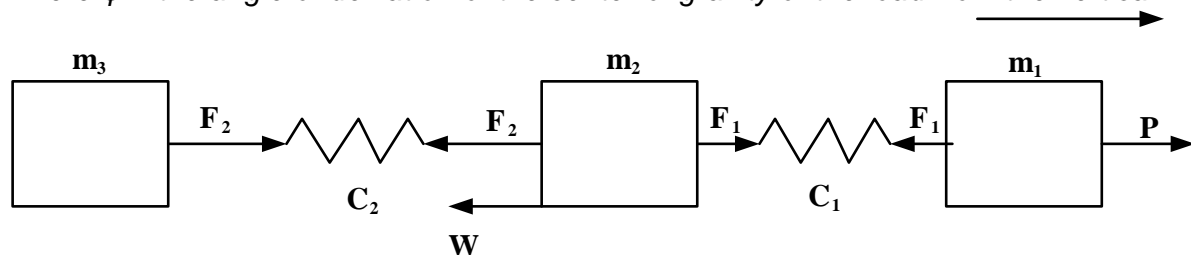


Fig. 1. Three-mass scheme of flexible load suspension:

$m_1$  – mass of rotating parts (mass of the engine motor and other parts, mainly the motor)

*clutch and brake pulley*)  $m_2$  – reduced mass of parts that move forward;  
 $m_3$  – cargo weight;  $C_1$  – coefficient of stiffness of the low-speed transmission shaft;  
 $C_2$  – stiffness of another elastic connection

Move horizontally  $x_3 = l\varphi$ , because  $x_3 = H/C_2$ .

The equations of motion of each mass will have the form [1]:

$$\begin{aligned} m_1 \ddot{x}_1 &= P - F_1, \\ m_2 \ddot{x}_2 &= F_1 - F_2 - W, \\ m_3 \ddot{x}_3 &= F_2. \end{aligned} \quad (3)$$

Efficacy in elastic bonds:

$$\begin{aligned} F_1 &= W + C_1(x_1 - x_2), \\ F_2 &= C_2(x_2 - x_3). \end{aligned} \quad (4)$$

Solving the system (3) the S.A. Cossack received an equation for loads:

$$\begin{aligned} F_1 &= A_1 \cos \omega_1 t + A_2 \cos \omega_2 t + D_1, \\ F_2 &= A_3 \cos \omega_1 t + A_4 \cos \omega_2 t + D_2, \end{aligned} \quad (5)$$

where frequencies are determined by the formula:

$$\begin{aligned} \omega_{1,2}^2 &= \frac{1}{2} \left( \frac{C_1}{J_1} + \frac{C_1 + C_2}{J_2} + \frac{C_3}{J_3} \right) \mp \\ &\mp \frac{1}{2} \sqrt{\left( \frac{C_1}{J_1} + \frac{C_1 + C_2}{J_2} + \frac{C_3}{J_3} \right)^2 - \frac{4C_1 C_2}{J_1 J_2} \frac{J}{J_3}}, \end{aligned} \quad (6)$$

where

$$J = J_1 + J_2 + J_3. \quad (7)$$

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