Built Prediction of Technical Condition Change of Mobile Equipment

Vladimir Vladimirovich Lyandenburskiy
Street Titov, 28, 440028 Penza, Russia

Aleksandr Semenovich Ivanov
Street Botanicheskaya, 30, 440014 Penza, Russia

Lyudmila Alekseevna Ribakova
Street Titov, 28, 440028 Penza, Russia

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Abstract

Changing the technical condition of components and assemblies of mobile equipments in the technical operation occurs on an entire rational function of n-th order, power and linear functions. For embedded diagnosis possible a more accurate determination of the residual resource on trends in technical condition.

Keywords: technical condition, the allowable mileage, mobile equipments, the residual resource forecasting

Introduction

Changes in the technical state of mobile vehicles can be represented as a function of time-dependent or run. For such dependencies there is a certain relationship between the dependent variable and the independent variable, when a certain value of the argument corresponds to a definite value of the function. The most widely depending on mileage or time rate of change of the operating parameters of the technical state of the node, the machine, system or mobile vehicle as a whole [1, 2].
To make full use of the resource of mobile technology and objective
determination of life to achieve the allowable parameter values necessary to
develop simple method prediction based on the results of measurements rational
number of parameters embedded diagnostics containing the necessary information
the technical condition of basic and fundamental parts. It is most convenient to
use the data for this built-in diagnostics, for setting trends, since it is possible to
use the values of the last more than two dimensions, which allows more accurate
prediction of the parameter depending on the function to achieve the allowable
value, the change in the trend may fix according to the latest measurements. In
this case, the accuracy of the prediction of technical condition does not depend on
the theoretical calculated dependences, but primarily observed dependence on the
actual conditions and mode work site, detail, and accuracy of the measurement of
the corresponding parameters [3].

**Experimental study**

Limiting the change of diagnostic parameters valid value, we can predict a
change to the technical state of gradual failures and prevent them, adjusting the
frequency of maintenance and spare parts consumption rates, operational
materials, and thus the cost of maintenance and repair.

To determine the residual resource based on the built-in diagnostics is not
necessary to know the initial value of the measured parameter, running from the
beginning operation, it is necessary to determine the value of the parameter being
measured at a given time and the establishment of functional dependence. Why
identify at least five parameter values measured prior to and considered
acceptable for this parameter.

In order to determine the nature of the curve parameter changes, it is
necessary to measure the brightness changes parameter state test pieces interfaces
and nodes several times. When forecasting residual resource of a particular
element, is assuming that the exponent for the type of elements is not known in
advance and is set based on curve fitting obtained integrated diagnosis.

Accounting for the actual patterns of wear and measure specific diagnostic
parameters of the vehicle in the past period. In the operation of changing
operating conditions of mobile vehicles, which results in an adjustment to the
operation of the projected period allowable value.

To develop recommendations for sound technical operation, the timely
implementation of maintenance vehicles require information about the technical
state of change. Such information may be obtained based on the determination of
parameters for the built-in diagnosis (Figure 1). Among the most important are:
changing the technical condition of the vehicle unit, details on operating time or
mileage of the car; allowable setting technical condition, the limit value
parameters to technical condition. From these parameters is determined by the
residual resource, which will determine the duration of the repair and maintenance
work; the formation of the total flow preventive effect vehicle or group of
vehicles.
Results and discussion

The most widely used in the technical operation of the vehicle is a power, linear and rational functions. To determine the moment of reaching the allowable value of the parameter of a technical condition of the car determines the point of intersection of the line $y = y_d$ equal and therefore power, linear and rational functions.

For an entire rational function of $n$-th order

$$l_{dr} = \begin{cases} 
    y = a_0 + a_1 l + a_2 l^2 + \ldots + a_n l^n, \\
    y = y_d,
\end{cases}$$

where $a_0$ - initial value technical condition; $l$ - operating time; $a_1, a_2\ldots a_n$ - factors that determine the nature and degree of dependence in $l$.

Due to the random nature of the process of wear components and interfaces of the engine and transmission units change diagnostic parameters are always approximate a function. On this basis, it is known several forecasting methods of technical condition and residual resource units of mobile technology. The most widely used methods for predicting machine resource, which is used as a power function approximating.

Figure 1: Graphical representation of linear, rational and power forecasting technical condition of cars with built-in diagnosis.

1 - linear; 2 - degree; 3 - rational; $y_n$ - nominal value; $y_d$ - the allowable value; $l_i$ - running the latest firmware diagnostics; $l_d$ - allowable mileage.
Power function has sufficient versatility factor, have a clear physical meaning and little. This explains wide use the power function in the theory of prediction.

For degree

$$l_{dd} = \begin{cases} y = a_0 + a_1 l^b, \\ y = y_d \end{cases},$$

where $a_i$ and $b$ - coefficients that determine the intensity and nature of the technical condition of the parameter.

For linear

$$l_{ll} = \begin{cases} y = a_0 + a_1 l, \\ y = y_d \end{cases},$$

where $a_i$ - intensity parameter change technical condition, depending on the design, manufacturing and operating conditions.

To find the corresponding curve point on the graph with a valid connection and set the allowable mileage on the x-axis $l_d$, while the remaining service life is determined by the formula:

$$t_{ocm} = l_d - l_i$$

**Conclusion**

Functions defined on the basis of the built-in diagnostics have sufficient flexibility coefficients have a clear physical meaning. This explains the widespread use of power, linear and rational functions in the technical operation, which predict the technical condition of mobile equipment.

**References**


Received: March 2, 2015; Published: March 23, 2015