

Dynamic analysis of transversal response due to moving mass in a simply supported beam

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Abstract: This study presents a computational analysis of the dynamic behavior of a simply supported beam subjected to a moving mass and corresponding load that travels along its entire length. It aims to understand the behavior of the structure and to determine transversal response of the structure. Consideration of the dynamic behavior of a structure allows to evaluate the results with greater reliability, since it brings the model closer to reality, as the actual masses and corresponding loads vary with time and, therefore, produce dynamic effects. Here, a discretized simply supported beam model was developed, based on the Finite Element Method, using numerical integration by Newmark's Method for the solution of ordinary differential equations and obtaining the displacements of the structure in the time domain, to evaluate its behavior due to moving masses and loads. The analysis is made in different velocities, applying optimization technique to obtain the maximum transversal displacements of the structure. The main objective is to apply the results obtained with the method to obtain displacements due to moving loads in structures such as bridges and viaducts, among other applications, and to obtain the critical velocities, where the greatest deflections of the structure are promoted.

Keywords: *Moving loads. Structural Dynamics. Newmark's method. Structural Optimization*

INTRODUCTION

Structures are constantly submitted to loads that vary in function of time, like the movement of people and vehicles, wind loads, impact, earthquakes, and even projectile or rockets. The development of trustful models that evaluate the responses of structures is essential to warrant the security of them.

The displacement of loads in the structures causes dynamic responses that can cause excessive displacements, which can cause the collapse of the structures.

Fryba (1999) and Rao (2007) present the analytical solutions to the problem of moving loads presenting the general conditions for the solution of moving load problems applied in beam models with different boundary conditions aiming to find the responses of these structures.

This paper presents a case study, in which a simply supported beam is subjected to a moving mass in longitudinal motion, and aims to find the transverse responses of the structure for different velocities using optimization methods to find the velocity that causes the maximum displacement of the structure.

MODELLING

The studied system is shown in Figure 1. It consists of a simply supported beam, with length L , modulus of elasticity E , cross section area A , moment of inertia about the y -axis I and density ρ . Along the beam, the moving mass M travels with constant velocity $v(t)$.

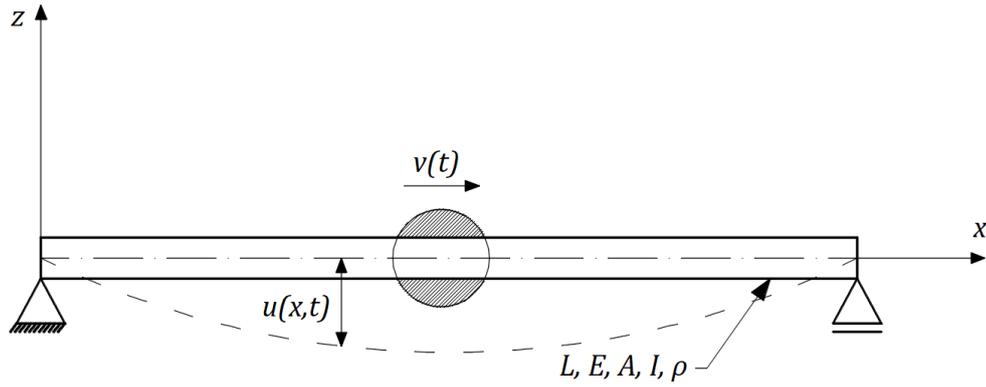


Figure 1 – Simply-supported beam subjected to a moving mass system.

The model is then discretized and analyzed using the finite element method where the real structure is represented as a model consisted of several elements, as shown in Figure 2, with several degrees of freedom. Each element have mass, stiffness and corresponding damping, leading to the generation of matrices of mass, stiffness and damping of each element.

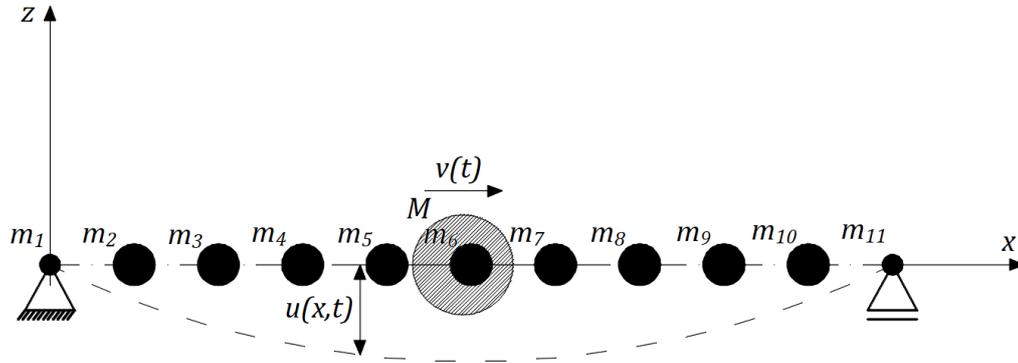


Figure 2 – Discretized model

The local matrices are then converted to global matrices, and the equation of the system's motion is considered in the matricial form as

$$[M]\{\ddot{\mathbf{u}}\} + [C]\{\dot{\mathbf{u}}\} + [K]\{\mathbf{u}\} = \mathbf{p}(t) \quad (1)$$

where $[M]$ is the mass matrix, $[C]$ the damping matrix and $[K]$ the stiffness matrix of the system. Mazzilli et al. [7] report that it is a sufficient condition for the damping to be of the proportional type such that the damping matrix $[C]$ is a linear combination of the mass and stiffness matrices, expressed by

$$[C] = \sum_b a_b [M] ([M]^{-1} [K])^b \quad (2)$$

where the particular case of the Rayleigh damping can be considered

$$[C] = a_0 [M] + a_1 [K] \quad (3)$$

where the factors a_0 e a_1 are obtained imposing damping rates ξ arbitrarily adopted for two chosen modes, finding the solution for the system

$$\begin{bmatrix} \xi_1 \\ \xi_2 \end{bmatrix} = \frac{1}{2} \begin{bmatrix} \frac{1}{\omega_i} & \omega_i \\ \frac{1}{\omega_j} & \omega_j \end{bmatrix} \begin{bmatrix} a_0 \\ a_1 \end{bmatrix} \quad (4)$$

To solve the problem of moving loads, the moving mass M is considered changing position between the nodes, changing the mass matrix $[M]$ at each time step, depending on the constant speed $v(t)$, solving the nonlinear problem in a linearized form.

In order to obtain system responses, it is necessary to integrate the equations of motion, so the Newmark method is used for direct integration, Toledo (1982) reports that displacements and velocities are developed in Taylor series, with the rest being calculated approximately according to free parameters that are fixed later. Brasil and Silva (2015) report that, given the vectors of displacements, velocities and accelerations, their values are determined in an instant $t + \Delta t$.

$$u_{t+\Delta t} = u_t + \Delta u \quad (5)$$

$$\dot{u}_{t+\Delta t} = b_0 \Delta u - b_2 \dot{u}_t - b_3 \ddot{u}_t \quad (6)$$

$$\ddot{u}_{t+\Delta t} = b_1 \Delta u - b_4 \dot{u}_t - b_5 \ddot{u}_t \quad (7)$$

The coefficients $b_0, b_1, b_2, b_3, b_4, b_5$ are chosen in order to approximate the variation of the vectors, obtaining a system of algebraic equations that allows to find the increments of displacements in the step,

$$\widehat{K} \Delta u = \widehat{p}_{t+\Delta t} \quad (8)$$

with equivalent stiffness

$$\widehat{K} = b_1 M + b_0 C + K \quad (9)$$

and equivalent step load

$$\widehat{p}_{t+\Delta t} = p_{t+\Delta t} + M(b_2 \dot{u}_t + b_3 \ddot{u}_t) + C(b_4 \dot{u}_t + b_5 \ddot{u}_t) - K u_t \quad (10)$$

from which the displacement velocities and accelerations of the next step are determined.

The concept of optimization is then applied to find the maximum displacements in the midspan considering different constant speeds of displacement of the mass over the bar element to obtain the solution of the problem. Brasil and Silva (2019) present the concept of the golden ratio optimization, from which, in an iterative way, the solution of the problem can be found, this method uses the golden ratio, defined by Euclid as

$$\varphi = \frac{1+\sqrt{5}}{2} \quad (11)$$

to find the minimum of a function, an interval is defined so that the minimum value is sought, where two points chosen considering the golden ratio are compared. The functions are applied to these points, and the minimum between them is verified, after that, one of the points becomes the new limit of the interval, excluding the left or right domain, and the analysis is repeated, the interval is then reduced by 61.8% at each iteration and is repeated until the minimum of the function is found.

DISCUSSION AND RESULTS

For the study, a model was analyzed using Mathworks Matlab® to find the solutions, consisting of a simply supported concrete beam, with length $L = 100.00m$, modulus of elasticity $E = 3.0 \times 10^{10}$, cross section area $A = 45.00m^2$, moment of inertia about y-axis $I = 45.00 m^4$ and density $\rho = 2500 kg/m^3$. The moving mass $M = 22000 kg$ moves at a constant speed. We analyzed the structure's response to different speeds between $v(t) = 1,00 m/s$ and $v(t) = 100,00 m/s$.

The model is then discretized to perform computational analysis using the finite element method in a model with 100 elements and 101 nodes, each node with two degrees of freedom, relative to vertical displacement and rotation, and axial efforts can be disregarded.

Stiffness matrices and mass matrices are then generated for each moving mass position.

Using the Newmark Method, the responses of the motion equation for each position of the mobile load are then calculated, as a function of the displacement speed, for different constant speeds between $1,00 m/s$ and $100,00 m/s$, applying the golden ratio method of optimization to find the velocity that causes the maximum deflections for different ratios of damping between 0.005 and 0.1, and its respective maximum transversal deflection, the results are shown in Table 1.

Table 1 – Critical speeds and maximum transversal deflections

ξ	Critical speed (m/s)	Maximum transversal deflections (mm)
0.005	45.6288	5.5399
0.01	44.6379	5.2482
0.02	42.5543	4.7629
0.05	34.7484	3.8258
0.10	1.0001	3.3943

The dynamic amplification coefficients obtained comparing the static deflection and the dynamic deflection are shown in Figure 3.

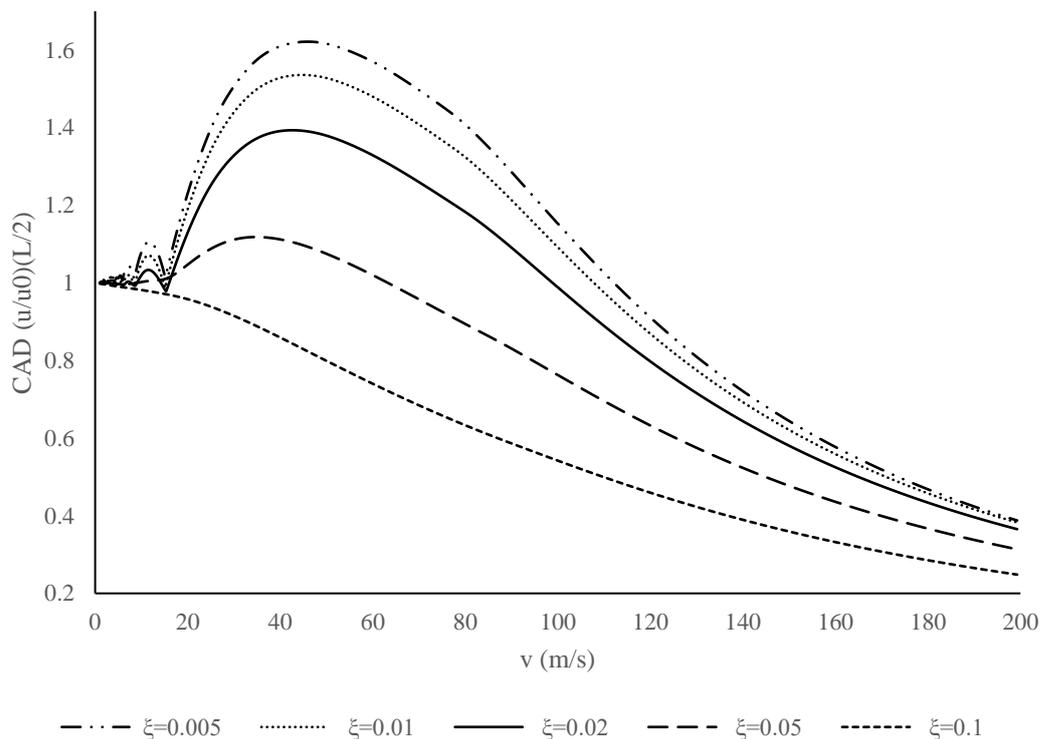


Figure 3 – Relation between the displacement speed of the mobile mass and the dynamic amplification coefficient for simply supported structure for different damping rates

CONCLUSIONS

It is possible to observe that due to the movement of the mass, the structure responds with different amplification, depending on the velocity applied and the damping rate.

Considering the subcritical damping, for small speeds the deflection is practically equal to the static deflection, as the speed grows, the midspan deflection approaches its higher value, and then, applying higher speeds the deflection tends to lower values, approximating the values to zero.

ACKNOWLEDGMENTS

The authors acknowledge support by CNPq and FAPESP, both Brazilian research funding agencies.

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