MTS Rolling Contact Fatigue (RCF) Testing Machine

Rolling Contact Fatigue (RCF) is the study of surface damage, subsurface damage, and degradation between rolling bodies caused by fatigue.

The MTS RCF Test System simulates interaction between the rolling wheelset and rail by:
- Programmable operating conditions offering a wide variety of study options
- Repeatable cyclic loading ensuring engineering-level information
  - Differences in specimen response can be accurately quantified
  - Tests can be repeated on future specimens
- Local instrumentation accurately measures response
- Allows study of discrete events:
  - Straight rolling
  - Flanging
  - Curving
  - Mapping of lateral force vs Angle of Attack

CONCEPT ADVANTAGES
- Fixed (rigidly mounted) specimen wheelset:
  - All loads are read directly where they are reacted, no swivels or other sources of hysteresis
  - No kinematic compensation required, specimen and load cells are always in the same DOF coordinate system
  - No inertial compensation is required, load cells do not move
  - Instrumented wheelset (customer supplied) does not move in space therefore accuracy is increased
  - Actuators do not move relative to specimen, gain is constant for all DOF
- Rail carriage supported on hydrostatic bearings:
  - Proven design with hundreds of units in operation (patented by MTS in 1976)
  - Low friction teflon seals with light preload
  - Low noise and vibration, smooth operation on pressurized pad of oil
  - No bearing wear, long life, limited maintenance
  - Extremely rigid, highly repeatable response

Graphic courtesy TTCI and FRA
SYSTEM SPECIFICATION

- **Vertical:** 667 kN; 63 mm
- **Lateral:** 374 kN; 63 mm
- **Longitudinal:** 67 kN; 1.2 m; 1.6 m/s (6 kmph)
- **AOA:** 40 mrad; Resolution: 0.004 mrad
- **Wheel torque:** 4,000 n-m
- **Wheel encoder accuracy:** 0.0027° (0.024 mm on a 1m diameter wheel)
- **Minimum turn radius:** 300 m
- **Unidirectional or bi-Directional**

**Uni-Directional Profile Example**
- 0.54 Hz
- 1.65 m/s velocity¹
- 0.381 m constant velocity zone²
- 6.51 m/s²/2 accel (0.66 g)
- Zero Lateral
- 8 mrad Uni-directional angle yaw (Programmable)
- 0.505 m amplitude (1010 mm Total Stroke Distance)

**Bi-Directional Profile Example**
- 0.5 Hz
- 1.65 m/s velocity¹
- 0.381 m constant velocity zone²
- 6.6 m/s²/2 accel (0.67 g)
- Zero Lateral
- 8 mrad bi-angle yaw (programmable)
- 0.618 m amplitude (1236 mm Total Stroke Distance)

*Note:*
- ¹Optional higher velocity up to 2.5 m/s.
- ²Optional constant velocity zone up to 3.5 m

**IMPORTANCE OF FIXED WHEELSET & POSITION CONTROLLED RAIL**

- Accurate reproduction and control of wheel-to-rail lateral position and angle of attack (AOA) is required for generation of correct contact forces
- Wheelset forces change with rolling distance

[Diagram: Angle of Attack, Lateral creep force, Longitudinal creep force, Net Lateral Force on Wheelset (kN), Net Lateral Force at Contact Patch (kN), Lateral Displacement of Wheelset from Track Center (mm), Longitudinal creep force, proportional to y, Lateral creep force, Lateral deflection of wheelset from track center, y Running Direction, Net Lateral Force, 2x 3 DOF Load Cell, 2x 3 DOF Load Cell, 4x Push Down Slip Acts, Moving Rail Carriage, Fixed Axle Drive by Hydraulic Motor, Angle of Attack (mRad), Left Wheel Longitudinal Force (kN), Right Wheel Longitudinal Force (kN), 4x Lateral Slip Acts, Longitudinal Drive Actuator, 4x Push Up Slip Acts]

Graphic courtesy TTCI and FRA