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Effects on Cables and Tendons; 2.4.8 Parametric Excitation; 2.5 Monitoring of the Condition of Structures
2.5.1 Assessment of Individual Objects 2.5.2 Periodic Monitoring; 2.5.3 BRIMOS® Recorder; 2.5.4 Permanent Monitoring; 2.5.5 Subsequent Measures; 2.6 Application of Ambient Vibration Testing to Structures for Railways; 2.6.1 Sleepers; 2.6.2 Noise and Vibration Problems; 2.7 Limitations; 2.7.1 Limits of Measuring Technology; 2.7.2 Limits of Application; 2.7.3 Limits of Analysis; 2.7.4 Perspectives; References; 3 FEEDBACK FROM MONITORING TO BRIDGE DESIGN; 3.1 Economic Background; 3.2 Lessons Learned; 3.2.1 Conservative Design; 3.2.2 External versus Internal Pre-stressing
3.2.3 Influence of Temperature 3.2.4 Displacement; 3.2.5 Large Bridges versus Small Bridges; 3.2.6 Vibration Intensities; 3.2.7 Damping Values of New Composite Bridges; 3.2.8 Value of Patterns; 3.2.9 Understanding of Behaviour; 3.2.10 Dynamic Factors; References; 4 PRACTICAL MEASURING METHODS; 4.1 Execution of Measuring; 4.1.1 Test Planning; 4.1.2 Levelling of the Sensors; 4.1.3 Measuring the Structure; 4.2 Dynamic Analysis; 4.2.1 Calculation Models; 4.2.2 State of the Art; 4.3 Measuring System; 4.3.1 BRIMOS®; 4.3.2 Sensors; 4.3.3 Data-Logger; 4.3.4 Additional Measuring Devices and Methods
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5.2.5 Mode Shapes

Sommario/riassunto

In-operation vibration monitoring for complex mechanical structures and rotating machines is of key importance in many industrial areas such as aeronautics (wings and other structures subject to strength), automobile (gearbox mounting with a sports car body), rail transportation, power engineering (rotating machines, core and pipes of nuclear power plants), and civil engineering (large buildings subject to hurricanes or earthquakes, bridges, dams, offshore structures). Tools for the detection and the diagnosis of small changes in vibratory characteristics are particularly useful to set up a pr
