1. Record Nr. UNISA996390796203316

Autore	Galliardi Achilles <1537-1607.>
Titolo	An abridgement of Christian perfection [[electronic resource]] : Conteining many excellent precepts, & aduertisments, touching the holy, and sacred mysticall diuinity. Written in Italian, by Fa. Achilles Galliardi of the Society of Iesus, &translated into English, A.H. of the same society
Pubbl/distr/stampa	[Saint-Omer, : English College Press], Anno M. DC. XXV. [1625]
Edizione	[The second edition.]
Descrizione fisica	216 p
Altri autori (Persone)	PercyMary, Lady, <1570-1642.>
Soggetti	Perfection - Religious aspects - Catholic Church Asceticism - Catholic Church
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	A translation of: Breve compendio intorno alla perfezione cristiana. Actually written by Christina Bellinzaga with the collaboration of Gagliardi, who was her spiritual adviser--STC. A.H. = Anthony Hoskins. In the 1626 issue, the translator is given on title page as "the La. M.P."; the translation was probably a collaboration between Lady Mary Percy and Anthony Hoskins. Place of publication and printer from STC. Reproduction of the original in the Society of Jesus Library, Mount Street.
Sommario/riassunto	eebo-0148

2. Record Nr. UNINA9911020201303321

Autore	Xu Hao
Titolo	Advanced Vehicle Scanning Method : Bridge Modal Parameter Identification
Pubbl/distr/stampa	Newark : , : John Wiley & Sons, Incorporated, , 2025 ©2025
ISBN	1-394-28605-8 1-394-28606-6
Edizione	[1st ed.]
Descrizione fisica	1 online resource (507 pages)
Altri autori (Persone)	YangDer-Shen YangYeong-Bin
Disciplina	624.25
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Nota di contenuto	Cover -- Title Page -- Copyright -- Contents -- Preface -- Acknowledgments -- List of Symbols -- List of Abbreviations -- Chapter 1 Introduction -- 1.1 Background -- 1.2 Basic Concept of the VSM for Bridges -- 1.2.1 Bridge Frequency Identification -- 1.2.2 Bridge Mode Shape Identification -- 1.2.3 Bridge Damping Ratio Identification -- 1.3 Brief on the Works Conducted by Yang and Coworkers -- 1.3.1 Vehicle and Bridge Models Used and Their Vibration Mechanisms -- 1.3.1.1 Vehicle Models -- 1.3.1.2 Bridge's Models and Properties -- 1.3.2 Enhanced Methods for Bridge Frequency Identification -- 1.3.2.1 SoftwareBased Approaches -- 1.3.2.2 HardwareBased Approaches -- 1.3.3 Bridge Mode Shape Identification -- 1.3.4 Bridge Damping Ratio Identification -- 1.3.5 Bridge Damage Identification -- 1.3.6 Extension of VSM to Railway Tracks -- 1.4 Bridge Modal Parameter Identification by Researchers Worldwide -- 1.4.1 Bridge Frequency Identification -- 1.4.1.1 Vehicle and Bridge Models Used and Their Mechanism of Vibration -- 1.4.1.2 TimeVarying Characteristics of the Vehicle-Bridge System -- 1.4.1.3 Enhanced Methods for Bridge Frequency Identification -- 1.4.2 Bridge Mode Shape Identification -- 1.4.2.1 HTBased Techniques -- 1.4.2.2 Time-Frequency Techniques -- 1.4.2.3 Other Mode Shape Identification Methods -- 1.4.3 Bridge Damping Ratio Identification -- 1.5 Bridge

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1.7.2 Identification of Dynamic Parameters of Railway Tracks and Bridges -- 1.7.3 Track Defect Detection -- 1.8 Application of SmartphoneBased IoT System in VSM -- 1.9 Conclusions and Recommendations for Future Work -- 1.9.1 Conclusions -- 1.9.2 Challenges and Recommendations -- Part I Vehicle Scanning Method for Bridge Frequencies -- Chapter 2 Damped Scanning Vehicle for Bridge Frequencies: Theory and Experiment -- 2.1 Introduction -- 2.2 Formulation of the Analytical Theory -- 2.2.1 Dynamic Responses of the Bridge and Contact Point -- 2.2.2 Dynamic Response of the Test Vehicle -- 2.3 Calculation of Contact Response of the Damped Test Vehicle -- 2.3.1 Backward Calculation Procedure for the Contact Response -- 2.3.2 Transmissibility Between Contact Point and Vehicle Responses -- 2.4 Numerical Formulation of the Problem -- 2.4.1 Description of VBI Element for SingleDOF Vehicle -- 2.4.2 Verification of Analytical Solution -- 2.5 Parametric Study -- 2.5.1 Effect of Vehicle Damping -- 2.5.2 Effect of Test Vehicle Speed -- 2.5.3 Effect of Environmental Noise -- 2.5.4 Effect of Surface Roughness -- 2.5.4.1 Scenario 1: Bridge Without Ongoing Traffic -- 2.5.4.2 Scenario 2: Bridge with Ongoing Traffic -- 2.6 Experimental Study -- 2.6.1 Brief on the Test Bridge -- 2.6.2 Measurement by Sensors Deployed on the Bridge Surface -- 2.6.3 Design of the Test Vehicle -- 2.6.4 Measurement by the Test Vehicle in the Nonmoving State -- 2.6.5 Flat Road Test for Vehicle Frequency in the Moving State -- 2.6.6 Measurement by the Test Vehicle in the Moving State -- 2.6.6.1 Scenario 1: Vehicle Moving Along the Bridge Centerline -- 2.6.6.2 Scenario 2: Vehicle Moving Along the Centerline with a Temporary Parking for 30 s -- 2.7 Concluding Remarks -- Chapter 3 Refined Detection for Bridge Frequencies: Theory and Experiment -- 3.1 Introduction.
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Sommario/riassunto

Framework for scanning modal parameters of bridges from vehicle responses utilizing the Vehicle Scanning Method (VSM) Advanced Vehicle Scanning Method: Bridge Modal Parameter Identification delivers a complete theoretical framework for scanning of the modal parameters (frequencies, damping ratios, and mode shapes) of bridges from vehicle responses. This book provides comprehensive coverage of the application of the Vehicle Scanning Method (VSM) for different types of bridges, which has the advantage of mobility, economy, and efficiency over the conventional, direct method. Most of the materials presented in each chapter have been published as technical papers in high-ranking international journals, which were subjected to critical reviews. The contents of the book have been arranged such that they are reflective of the progressive advancement of the VSM technique. Edited by a highly qualified team of authors including one of the original developers of the VSM technique, Advanced Vehicle Scanning Method includes information on: The theoretical basis for bridge frequency identification and scanning methods enhanced by software and hardware tools The damping formula for determining the bridge damping ratio from the spatial correlation of the front and rear wheels of a two-axle test vehicle The methods for removing the damping distortion effect on bridge mode shape recovery with no prior knowledge of bridge damping ratios The theoretical basis of scanning frequencies, damping ratios, and mode shapes using VSM for various types of bridges, such as curved bridges and thin-walled girders Advanced Vehicle Scanning Method is an essential reference on the subject for researchers working on bridge dynamics, graduate students in programs of study related to vehicle-bridge interaction, and practicing bridge engineers.