

Contents

Abstract	iii
Resum	iv
Resumen	vii
Contents	xiii
List of acronyms	xvii
List of symbols	xix
1 Introduction	1
1.1 Motivation and background	1
1.2 Objectives.	2
1.3 Organization and development of the Thesis.	3

2	Acoustic characterization of wheel and track rolling noise	5
2.1	Introduction	5
2.2	State of the art	6
2.2.1	Rolling noise	6
2.2.1.1	Studying wheel behaviour in rolling noise	8
2.2.1.2	Studying track behaviour in rolling noise	11
2.2.1.3	Wheel/track interaction and contact	15
2.2.1.4	Rolling noise comprehensive modelling: TWINS	18
2.2.1.5	Rolling noise distribution among sources	20
2.2.2	Tackling rolling noise: mitigation measures	21
2.2.3	Tackling rolling noise: optimization techniques in the search for quieter trains	28
2.2.4	Beyond rolling noise: additional noise sources	30
2.2.4.1	Squeal noise	30
2.2.4.2	Aerodynamic noise	31
2.2.4.3	Bridge noise	31
2.3	Wheel dynamic model	32
2.3.1	Railway wheel characterization	32
2.3.2	Wheel receptance function	33
2.3.3	Wheel response in the frequency domain	34
2.3.4	Wheel response in the time domain: simplified formulation	37
2.4	Track dynamic model	38
2.4.1	Timoshenko beam	39
2.4.2	Rail receptance function	42
2.4.3	Deformable track cross-section model	44
2.4.4	Rail response	51
2.5	Wheel/track interaction model	52
2.5.1	The contact patch	52
2.5.2	Contact receptance function	55
2.5.3	Roughness filter	57
2.6	Sound power radiation	57
2.6.1	Wheel sound power	58
2.6.1.1	Wheel radiation efficiencies	60
2.6.1.2	Wheel noise in the three-dimensional case	62

2.6.2	Track sound power	63
2.6.2.1	Contribution of the rail	63
2.6.2.2	Contribution of the sleeper.	66
2.6.2.3	Equivalent Sources Model	66
3	Wheel shape optimization procedures for rolling noise minimization	71
3.1	Introduction	71
3.2	Genetic Algorithms	72
3.2.1	Theoretical foundations	73
3.2.2	GA operators.	75
3.2.3	Constraint-handling in GAs	76
3.3	Optimization algorithms: from the general methodology to the specificities of each procedure	78
3.3.1	Perforation scheme optimization algorithm.	80
3.3.2	Wheel shape optimization algorithm.	81
3.3.3	Preliminary approach to the track shape influence on rolling noise.	82
3.4	High-cycle fatigue analysis.	83
3.5	Geometry parametrization of wheel shapes.	86
3.5.1	Finite Element model for the perforation scheme	87
3.5.2	Finite Element model for the railway wheel cross-section	88
3.5.2.1	Geometry parametrization	89
3.5.2.2	Axisymmetric elements	90
3.6	Modal identification and modeshape characterization	92
3.6.1	Nodal diameters and modal amplitudes.	93
3.6.2	Displacement of the contact point	96
3.6.3	Nodal circumferences	97
3.6.4	Modal damping	98
3.7	Objective functions	98
3.7.1	$L_{A,W}$ -min.	99
3.7.2	NF-max	100
4	Results	103
4.1	Introduction	103

4.2 Methodology validation	104
4.3 Optimization of wheel perforated schemes	113
4.3.1 Straight web	113
4.3.2 Curved web	117
4.3.3 Response Surfaces	122
4.3.4 Accuracy assessment of the acoustic model.	124
4.4 Cross-sectional wheel shape optimization	128
4.4.1 Optimization with fixed radius	128
4.4.2 Optimization with all the geometric parameters.	135
4.4.3 Response Surfaces	138
4.4.4 Studies on the correlation between natural frequencies and radiated noise.	142
4.5 Preliminary studies of the track shape influence on rolling noise.	143
5 Conclusions and future work	149
5.1 Conclusions.	149
5.2 Future work	152
Bibliography	155
List of Publications	185
International journals (JCR)	185
International congresses	185
National congresses	186