

PROGRAM

2nd TORSIONAL VIBRATION SYMPOSIUM
May 17th – 19th, 2017

SALZBURG CONGRESS / AUSTRIA

In cooperation with

GEISLINGER 



HASSE & WREDE

Organized by

VIBRA
ASSOCIATION
Schwingungstechnischer Verein

Wednesday: May 17th, 2017

* Program may be subject to change.

16:00	Salzburg City Tour (not included in the Symposium fee / Price: EUR 18,-)
18:00	WELCOME RECEPTION , Restaurant M32

Thursday: May 18th, 2017

8:00	Registration opens
09:30	Opening
09:45	KEYNOTE: Prof. Stefan Pischinger, FEV President & CEO, FEV Group Holding GmbH Head of VKA – Institute for Combustion Engines, RWTH Aachen, Germany Torsional vibration in powertrains as a challenge for performance and a driver for innovation
10:30	Coffee break

	Session 1A: Marine Propulsion - Responding to the latest Challenges	Session 1B: Simulation based System Design
10:45	Passing time through the barred speed range and fatigue life time of propulsion shafting S. Persson MAN Diesel & Turbo	Firing order selection for commercial engines with FEV Virtual Engine K. Buczek, S. Lauer FEV Polska Sp. z o.o., FEV Europe GmbH
11:10	Aspects of simulation, estimation and evaluation of torsional loads from BSR passages H. Keller Winterthur Gas & Diesel Ltd.	Effect of engine ignition timing on crankshaft torsional vibrations F. Bianciardi, K. Janssens, L. Britte Siemens Industry Software NV
11:35	Comparison of measured torsional stress and excitation for steady state condition and transient condition A. Yamada, Mitsui Engineering & Shipbuilding Co., Ltd.	Real time & system simulation of large engine applications as a valuable contribution to CAE tasks concerning vibrations and durability R. Strasser AVL List GmbH
12:00	Lunch	

	Session 2A: Marine Propulsion - Design and Development	Session 2B: Noise and Vibration
13:00	Application of high strength steel to intermediate shaft and its effect on torsional vibration characteristic of shafting M. Ota, Y. Iguchi, T. Ikegami, T. Arikawa, H. Takaoka, F. Tamura, Y. Hanawa, N. Fujitsuna Kobe Steel, LTD.	Transient closed loop simulations as tool for analyzing noise in drive trains H. Brandstädter, L. Hübner Siemens AG
13:25	Consequence of bearing support stiffness modelling into shaft performance prediction and system understanding in lateral M. Zeid Caterpillar Propulsion	Vibration isolation of large machinery M. Heger, L. Kurtze Renk AG, Geislinger GmbH
13:50	Engine x-mode vibration due to 2nd node torsional vibration on two stroke low speed diesel engines D. Lee, J. S. Kim, J. H. Kim, R. D. Barro Mokpo National Maritime University	Torsional vibrations of inequidistant gears P. Neubauer, J. Bös, T. Melz SAM, Technische Universität Darmstadt

14:15	Coffee break	
	Session 3A: Simulation	Session 3B: Marine Propulsion - Navigating in Ice Conditions
14:40	Simulation and measurement of turbo-generator low pressure stage torsional vibration mode assembled by disc shrink fits L. Gaul Technische Universität Stuttgart	Ice induced propulsion shafting torsional vibration analysis issues and case studies Y. Batrak Intellectual Maritime Technologies
15:05	Equivalent modeling of torsional vibration dampers in frequency and in time domain for a smooth transition between concept and design phases T. Parikyan, T. Resch, O. Knaus, T. Philipp AVL List GmbH and AVL Deutschland GmbH	Proposal for the assessment of ice loads based on IACS/FSI-CR on the highly flexible rubber coupling D. Hilbk, M. Dylla, R. Bauermeister VULKAN Couplings
15:30	Transient and steady state torsional vibration analysis of large bore diesel engines M. Taubert, M. Donderer, P. Böhm, U. Waldenmaier MAN Diesel & Turbo SE, Augsburg	Simulation of ice induced torsional vibrations on azimuth thruster B. Schlecht, M. Kostial, F. Mieth, T. Rosenlöcher Technische Universität Dresden (TUD)
15:55	Efficient workflows for transient and steady-state analyses of powertrains in the time and frequency domain C. Penndorf, S. Grützner, T. Hofmann ESI ITI GmbH	
16:20	Coffee break	

	Session 4A: System Parameter Identification	Session 4B: Noise and Vibration - Active and passive Reduction
16:45	Measurement of hydrodynamic moment of inertia and damping of propellers P. Orthmann MAN Diesel & Turbo	A concept design of a rotational energy harvesting vibration absorber S. Perfetto, F. Infante, S. Herold, D. Mayer Fraunhofer Institute LBF, Darmstadt
17:10	Determination of model parameters for torsional vibration models of drivetrains by system measurements B. Juretzki, F. Andary, M. Wegerhoff, G. Jacobs IME Aachen GmbH, RWTH Aachen University	Torsional vibration isolation for automotive clutch dampers using anti-resonance G. W. Kim, J. H. Yun, H. Lee, S. C. Shin Inha University Incheon, Kyungpook National University, Korean Powertrain Co.
17:35	End of Thursday's sessions	

18:15	Transfer from Salzburg Congress to Gala Dinner
20:00	GALA DINNER , Kavalierhaus Klessheim

Friday: May 19th, 2017

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8:30	Registration opens	
	Session 5A: Powertrain Components - Elastic Couplings	Session 5B: Measurement and Monitoring
9:00	Dynamic torsional stiffness of natural rubber in shear couplings under the influence of preload, amplitude, frequency, and rotational speed M. Hasan, R. Zadoks Centa Antriebe Kirschev GmbH, Caterpillar Inc.	Torsional vibration measurement and model-based monitoring in today's reality of power generation business M. Golebiowski, E. Knopf, T. Krueger GE Power, Steam Power Systems
9:25	Torsional vibration calculations of rubber couplings by a master curve model D. Hochlenert, M. Schuchardt MTU Friedrichshafen GmbH	Torsional vibration excitation using axial shaker to determine dynamic properties of elastomeric flexible couplings A. Albers, J. Matitschka, S. Ott Karlsruhe Institute for Technology
9:50	How to provide customer benefit by selecting the "best fit" product for a specific application G. Gödecke, R. D. Seiler VULKAN Couplings	Torsional vibration measurement of an angle grinder in real life applications S. Matthiesen, T. Gwosch, A. Wettstein Karlsruhe Institute of Technology
10:15	Influence of damping factors on coupling applications C. Mühlberger Geislinger GmbH	Field measurement techniques and instrumentation for torsional vibrations determination C. Grislin, N. Péton, G. Cousin, N. Denisot, F. Palpacuer GE Oil & Gas, OROS
10:40	Coffee break	
	Session 6A: Compressors Applications	Session 6B: Rules and Regulations
11:05	Electro-mechanical modelling of a reciprocating compression train driven by induction motor A. Fusi, F. Grasso, A. Sambataro, A. Baylon, L. Pugi CST - Compression Service Technology, University of Florence	Marine propulsion – Barred speed passing and shaft fatigue life assessments – A classification society's perspective E. Brodin, G. M. Bakken, G. Dahler, S. Avanesov, D. Sideris, O. Deinboll DNV GL
11:30	The crankshaft phasing consideration of the torsional vibration W. Wang, J. Braun IDC Engineering	New German grid code regulations and their relation to torsional vibrations P. Stolze, P. Böhm MAN Diesel & Turbo SE, Augsburg
11:55	Real time torsional vibration measurement on VFD motor driven compressors in the oil and gas sector C. Sleath, M. Cooper, C. Holmes Torquemeters Ltd.	Marine propulsion – future challenges: Solutions with a proven history in classification K. Banisoleiman, D. Hampson, P. Davies Lloyd's Register
12:20	Lunch	

	Session 7A: Engine Development - Managing Vibrations at the Source	Session 7B: System Reliability - Case Studies
13:25	Not only torsional vibrations W. Schiffer Winterthur Gas & Diesel Ltd.	Coupling failures in VFD motor / Fan systems due to high torsional vibration T. Feese Engineering Dynamics Inc.
13:50	Review of the dimensioning calculation process in torsional vibration and evaluation of possible development directions C. Pestelli, P. Sundström, M. Almerigogna, A. Pettiroso Wärtsilä Corporation	Coupling failure in engine driven pipeline compressor system T. Feese Engineering Dynamics Inc.
14:15	Irregularity instead of harmony – Ways to improve torsional performance of a V20 engine B. Mokdad, C. Henninger Liebherr Components Colmar SAS, Liebherr Machines Bulle SA	
14:40	Coffee break	
	Session 8A: Engine Development - Future Concepts	Session 8B: System Evaluation
15:05	A procedure for calculation of the maximum allowed engine power under misfire conditions: Application to 14 and 16 V medium speed four stroke stationary engines. F. Jiménez Espadafor, A. López Lora, D. Palomo Guerrero, F. Fernández Vacas Seville University, Endesa Generación	Propulsion shafting alignment from analysis report to practical field, how to read and apply M. Zeid Caterpillar Propulsion
15:30	Future concepts and development trends relating to medium speed engines M. Bierl MA-C-S Engineering	Performance mapping of tuned type torsional vibration damper for automotive on-highway engine application A. Khule, R. Channapattan, H. J. Raja Hodek Vibration Technologies Pvt Ltd.
	Session 9: Closing Session	
16:00	Effects of engine and vessel operating conditions on torsional vibration dampers K. Prenninger, S. Lange Geislinger GmbH	
16:25	Closing	
16:30	End	

Saturday: May 20th, 2017

8:45	Social Program: Berchtesgadener Land - Tour (not included in the Symposium fee / Price: EUR 50,-)
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GOAL

The Torsional Vibration Symposium Salzburg is a unique event for experts of all branches of Torsional Vibrations from all over the world

ADVISORY BOARD

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PARTICIPATION FEE

We would be delighted to welcome you to the 2nd Torsional Vibration Symposium 2017 in Salzburg

Standard rate*: EUR 990,-

Early bird rate*: EUR 890,- (before January 31st, 2017)

For registration please fill in the registration form at our website: torsional-vibration-symposium.com/registration

** The participation fee includes welcome reception, gala dinner, program booklet, digital proceedings, coffee breaks and lunches*

EXHIBITION & SPONSORING

We can also offer a limited number of exhibition stands and sponsoring opportunities

Exhibition floor space cost: EUR 395,- / m² (minimum 6m²)

CONTACT

The organizer of the event is the Vibration Association (Schwingungstechnischer Verein)

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SYMPOSIUM LOCATION

Salzburg Congress, Auerspergstraße 6, 5020 Salzburg/Austria