Magnetorheological Strut for Vibration Isolation System of Space Launcher

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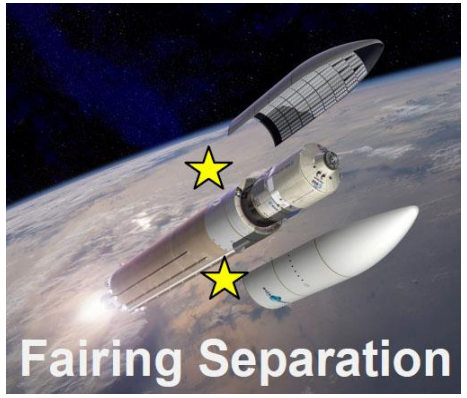
Content and Motivation

Content

- State of art
- Aim of thesis
- Methods
- Results – Experimental MR strut (design, manufacture, tests)
  – MR Strut for VIS of launch vehicle (design)
- Conclusion

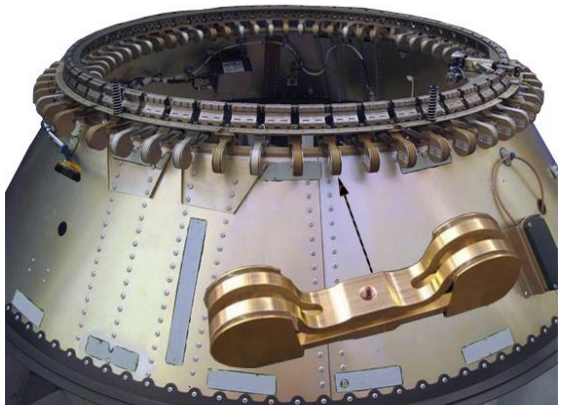


State of art

Structural vibration isolation systems (VIS) – Payload adapters

- **Low efficiency** → **VIS based on struts**

[Perez, 2014]



[White, 2015]

[spacex.com]

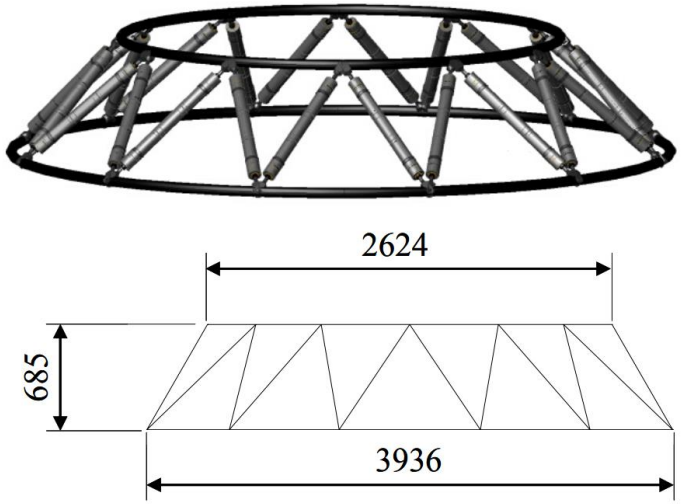
State of art

Vibration isolation systems based on struts – Stewart platform

Passive

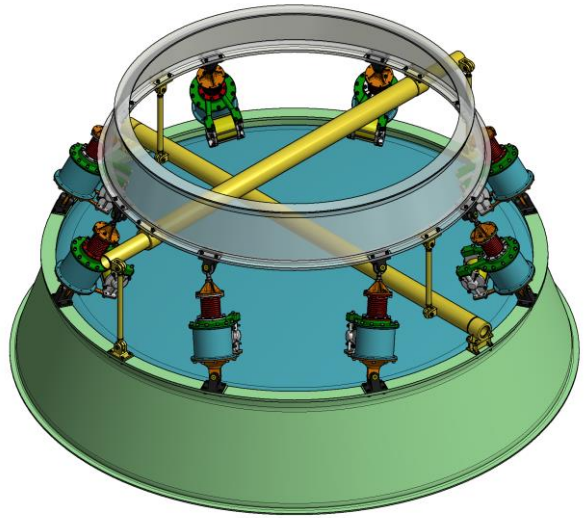
[Rubsamen, 2003]

Active



[Eilers, 2007]

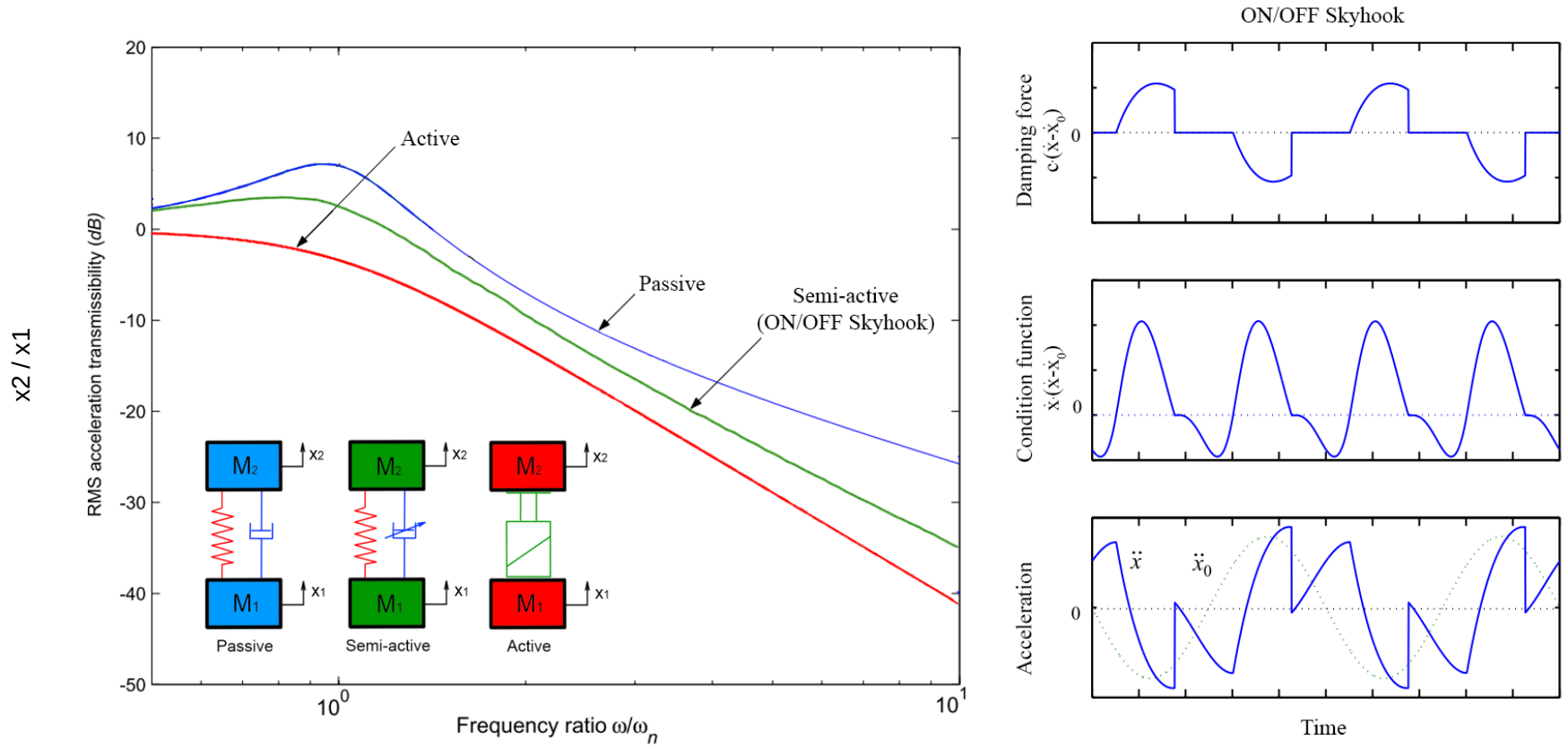
Semi - active



[esa.com]

State of art

Transmissibility comparison of Passive, Active and SA vibration isolators (axial)



[Liu, 2005]

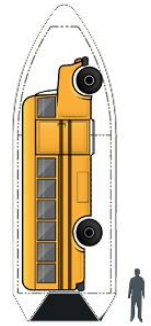
State of art

Hydraulic stabilizer of Evolved Launch Vibration Isolation System (ELVIS)

Usually shaped spacecrafts (payloads) are prone to yawing

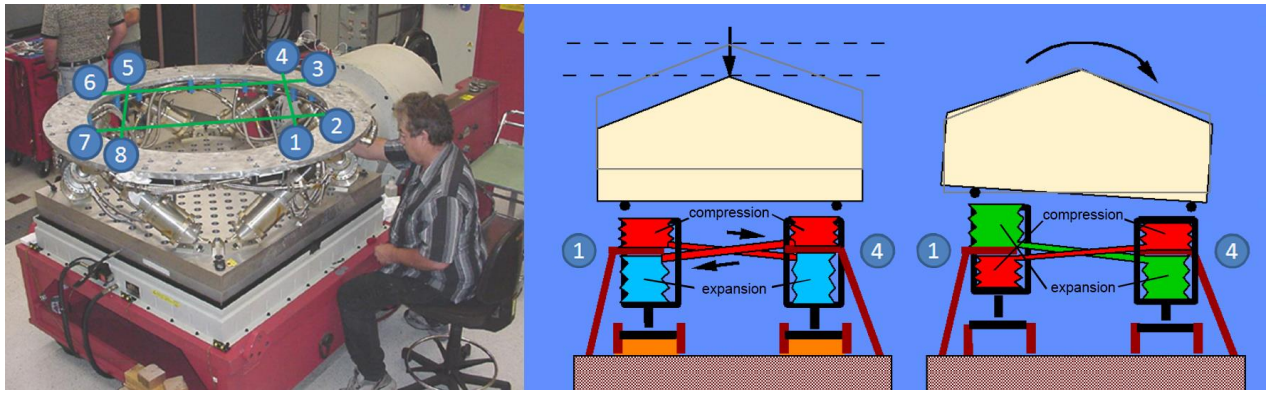
Lateral direction has to be stiffer than axial

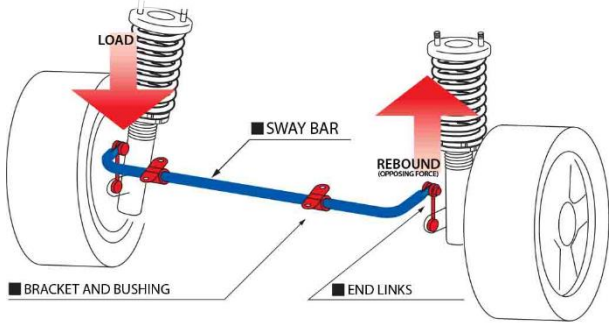
- Strut position
- Stabilizer



http://www.spacex.com

High damping in axial direction





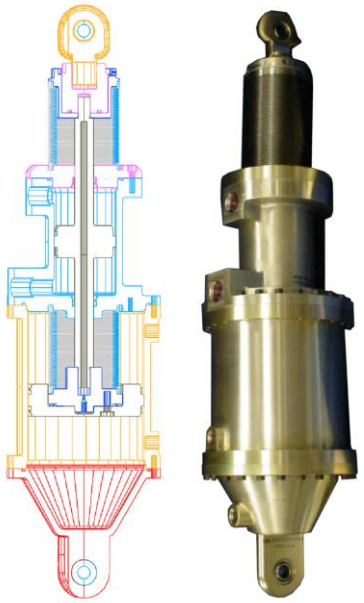
http://www.cuscousainc.com

[Ruebsamen, 2003]

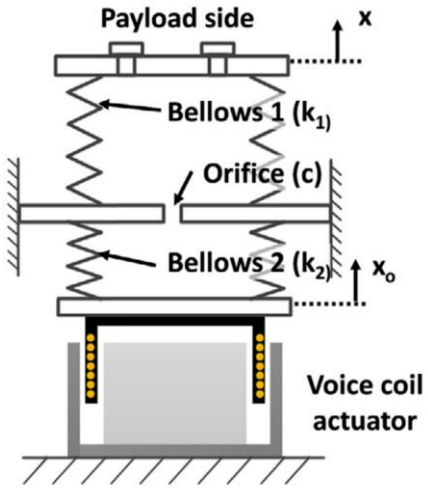
State of art

Struts of VIS for launch vehicle

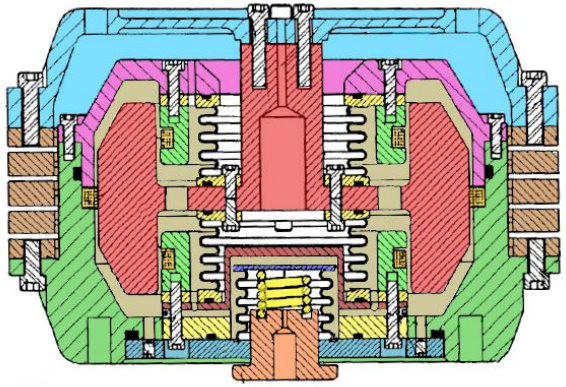
No leakage → **unconventional sealing by elastic metal bellows**



[Rubsamen, 2003]



[Lee, 2015]

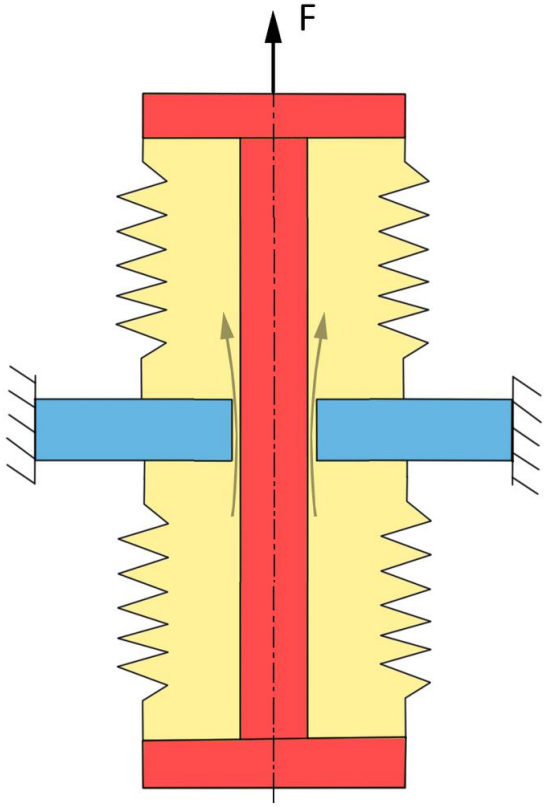


[Kelso, 2004]

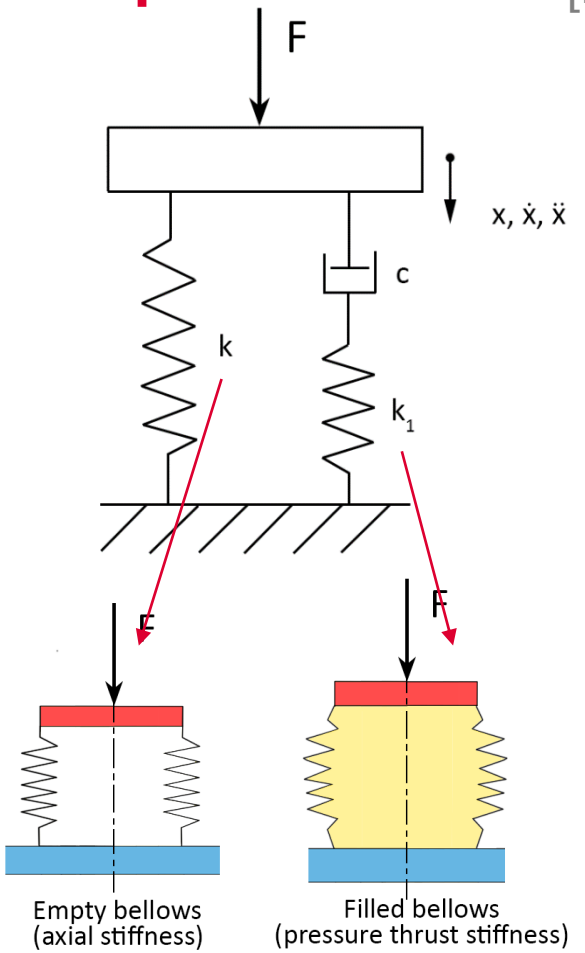
State of art

Elastically connected damper

[Harris, 2002]

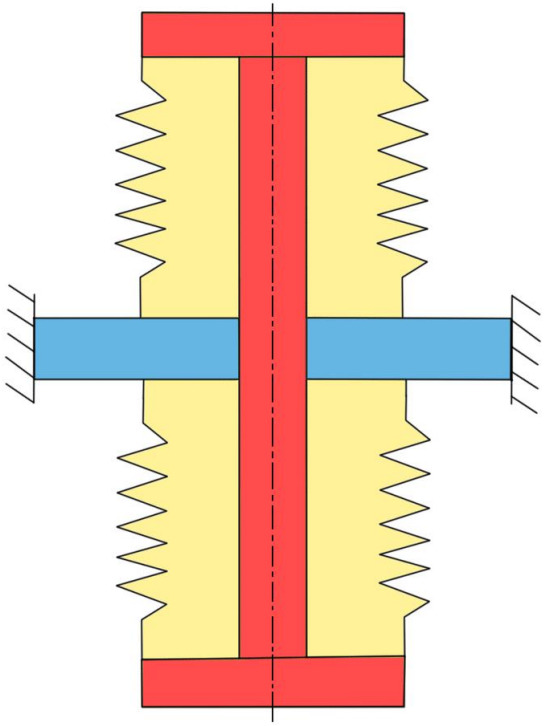


Low damping



Available

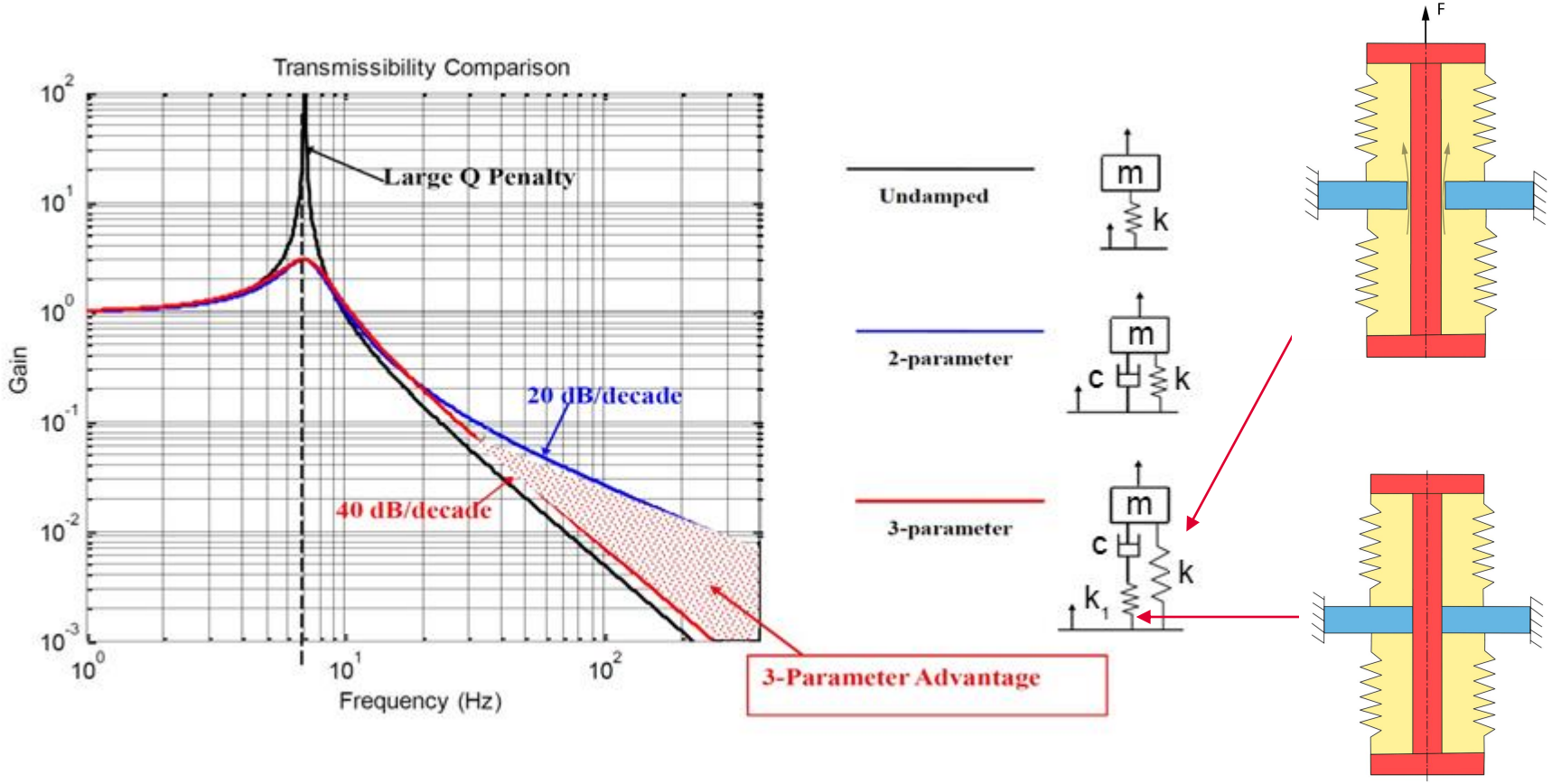
Unavailable



High damping

State of art

Elastically conneceted damper

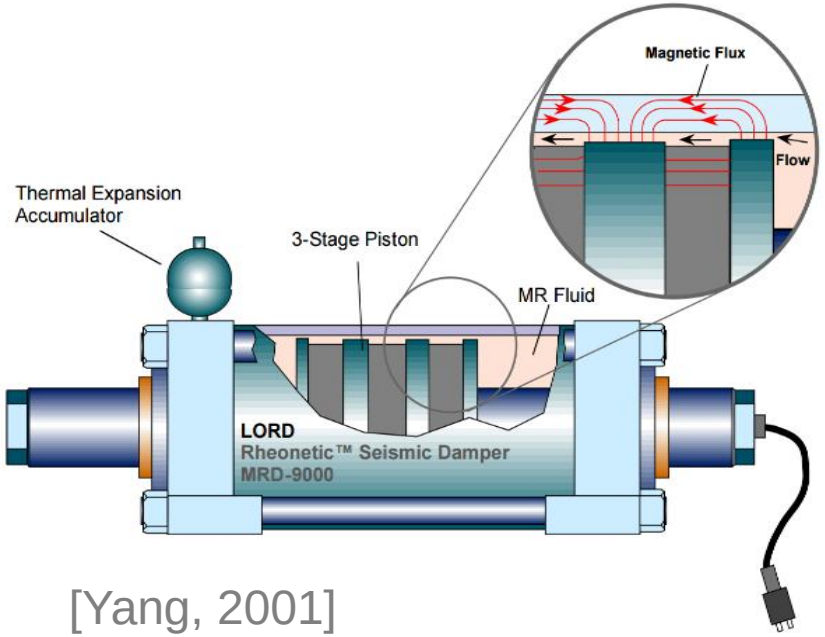


State of art

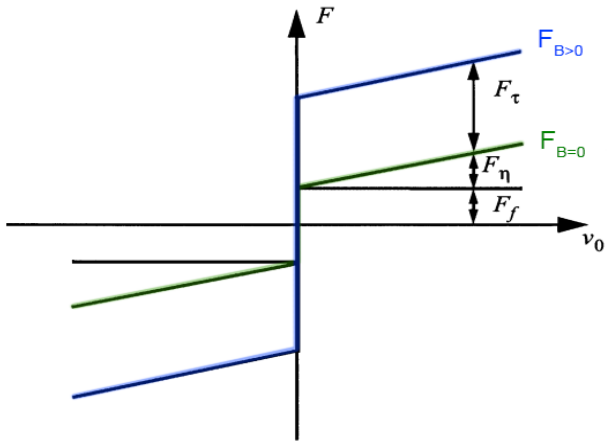
Magnetorheological damper (MR)

Controllable damping force

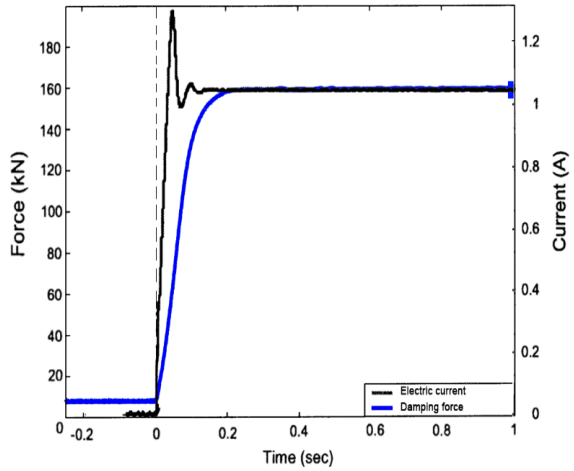
Effective semi-active control → high **Dynamic force range** & low **response time**

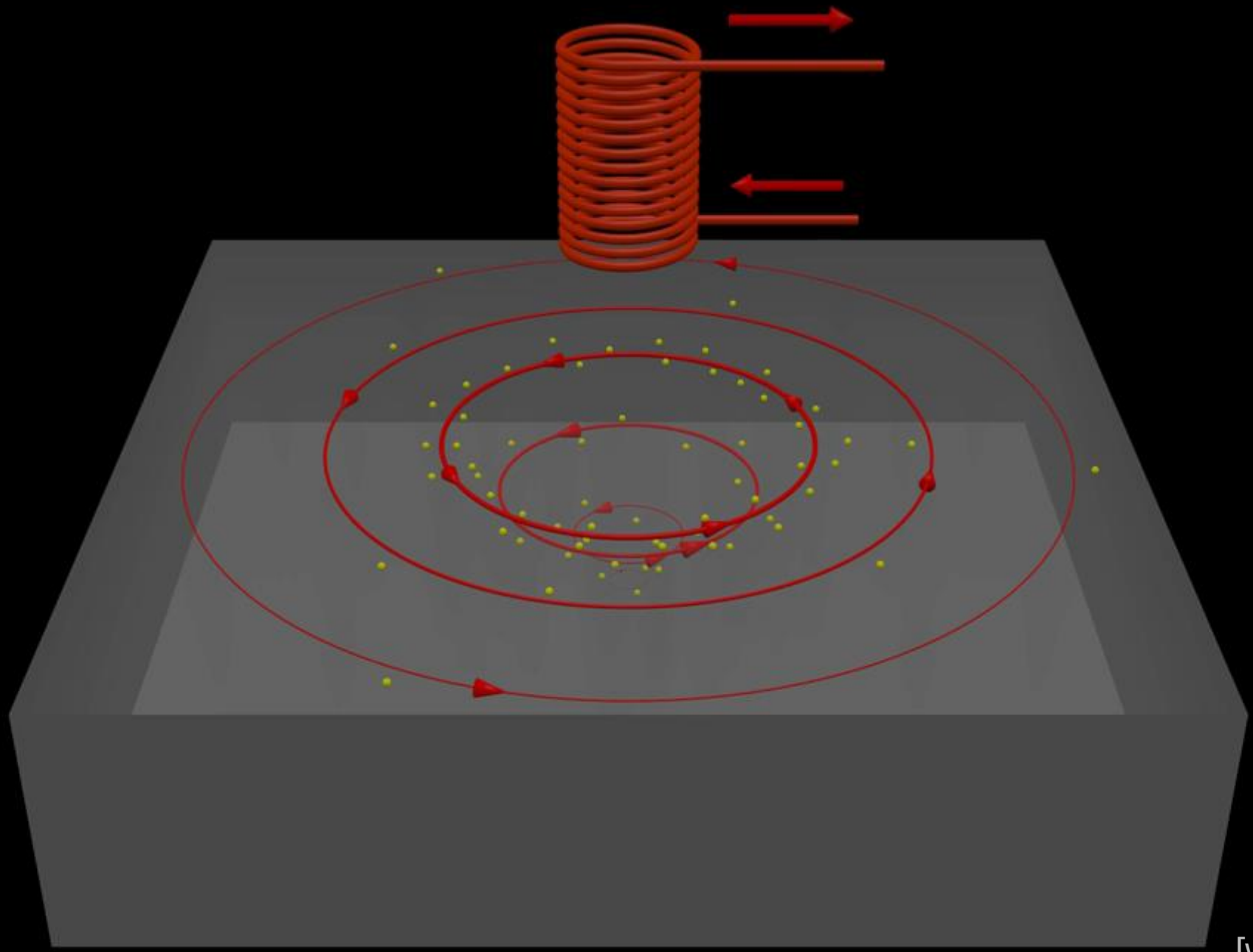


[Yang, 2001]



$$D(v,B) = \frac{F_{B=max}}{F_{B=0}}$$



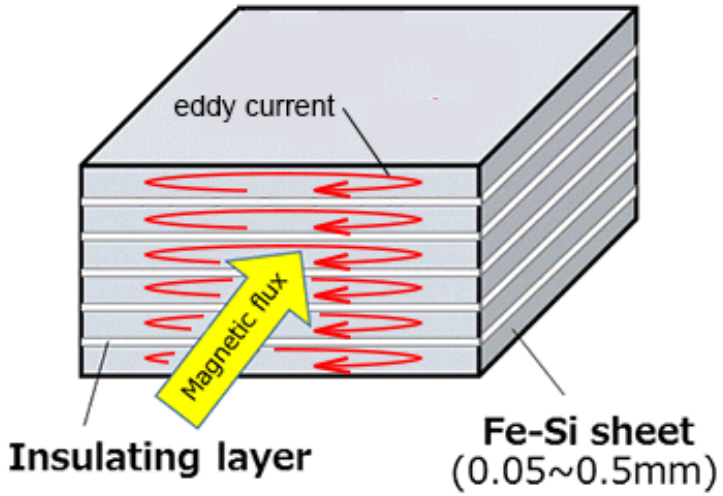


[www.youtube.com]

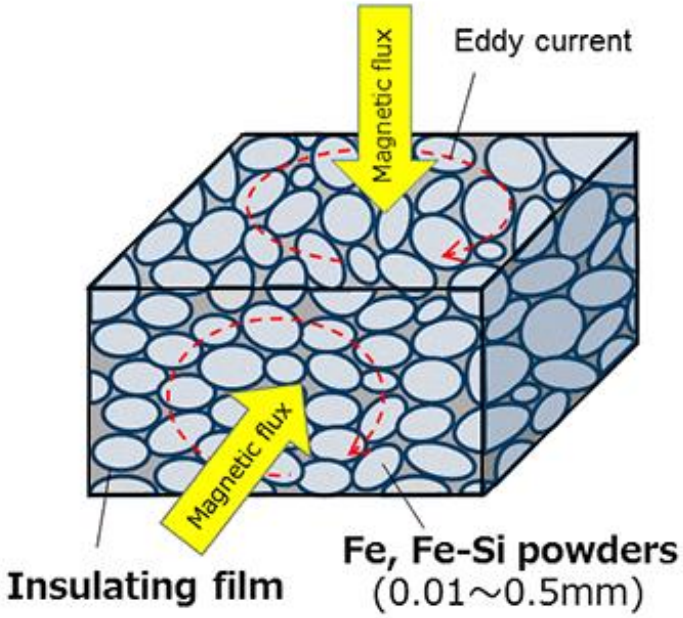
State of art

Eddy current elimination

Shape approach



Material approach



[www.global-sei.com]

Summary of literature review

Type of VIS

- Structural
- Based on struts

Control strategy

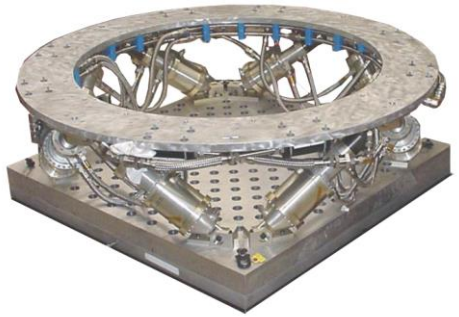
- Passive
- Active
- Semi-active (MR damper)

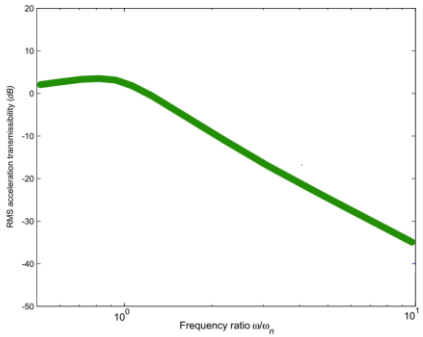
Stabilizer

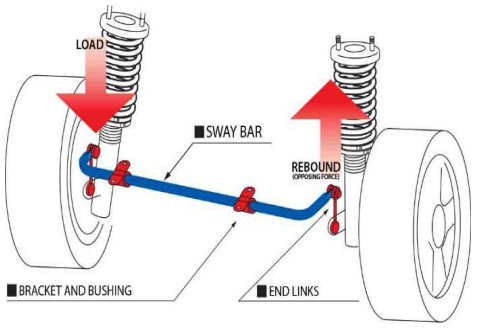
- Hydraulic
- Mechanical

Sealing

- Sealing cuff
- Metal bellows





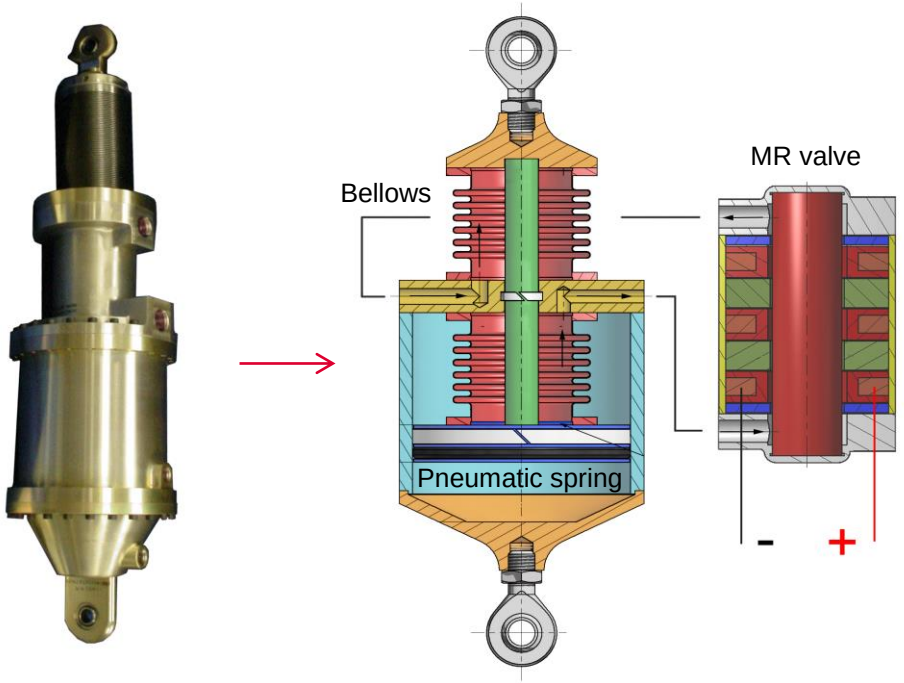


Aim of the thesis

Design of semi-active strut combining spring and damper function for the vibration isolation system of the launch vehicle

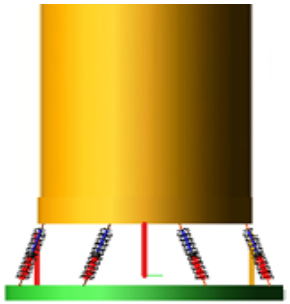
Sub aims:

- VIS concept selection
- Determination of single strut load (multibody model)
- Find an optimal parameters of MR damper
- Design dimmensions of struts (several models)
- Experimental strut design
- Tests (the models verification)



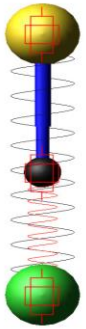
ELVIS strut (passive) → **MR strut (semi-active)**

Methods



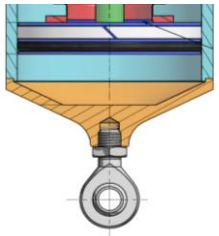
Dimensions, parameters

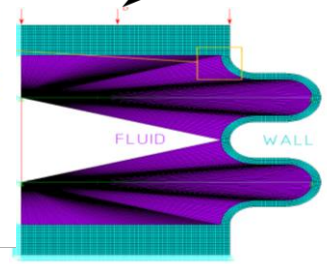
and loading of single strut



Models verification

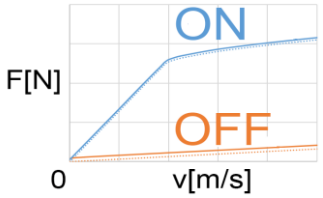
Primary (k) and sedondary (k_1) stiffness of the strut

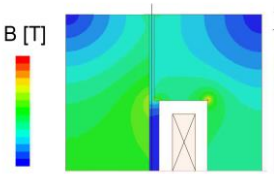




ON / OFF damping

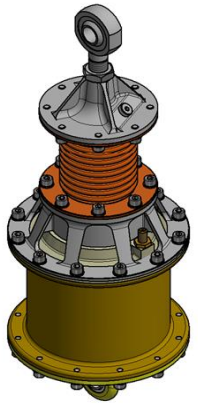
Time response





Modifications

Fabrication



Magnetic circuit dimensions

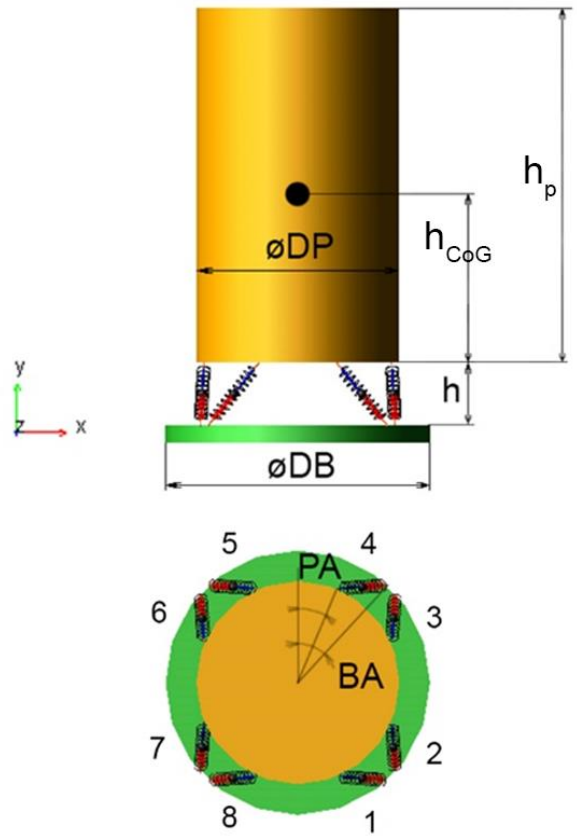
Channels for MR fluid dimmensions

Strut dimensions

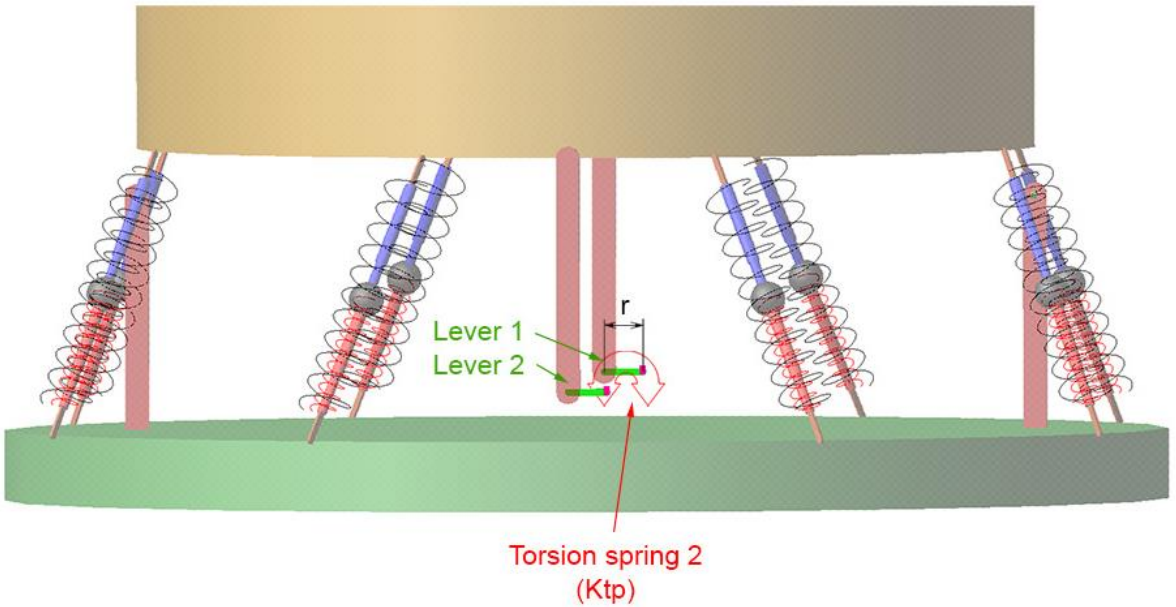
Bellows dimensions

Pneumatic spring dimensions

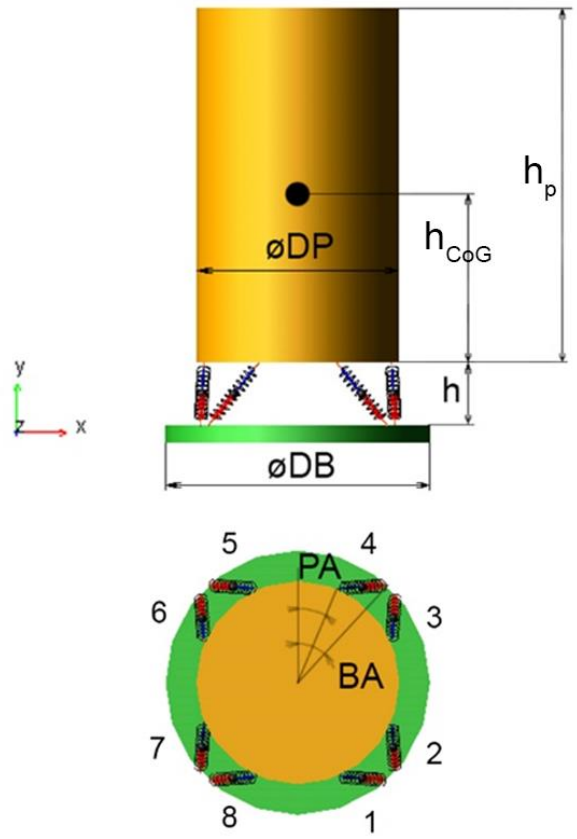
Dynamic model of VIS



VIS requirements			
Parameter	Symbol	Value	Unit
VIS connection diameter	$øD_B$	1920	[mm]
VIS minimum height	h	380	[mm]
Payload connection diameter	øDP	1280	[mm]
Payload mass	m	1500	[kg]
Payload centre of mass height	hCoG	1500	[mm]
Max. acceleration (lateral)	a_x	±0.9	[g]
Max. acceleration (axial)	a_y	±5.5	[g]
Max. displacement of payload (lateral)	d_x	30	[mm]
Max. displacement of payload (axial)	d_y	10	[mm]

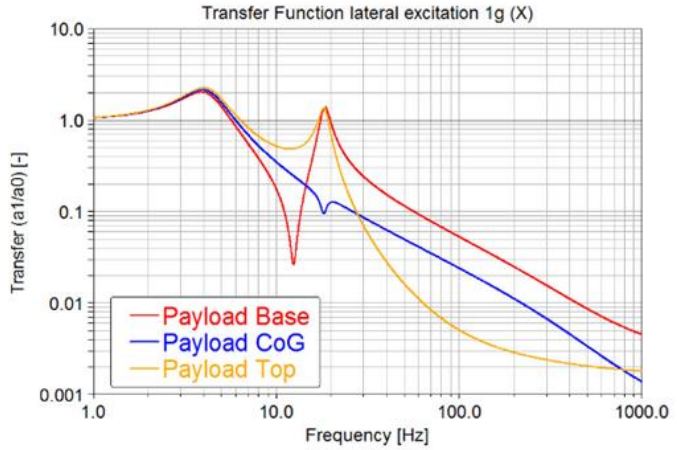


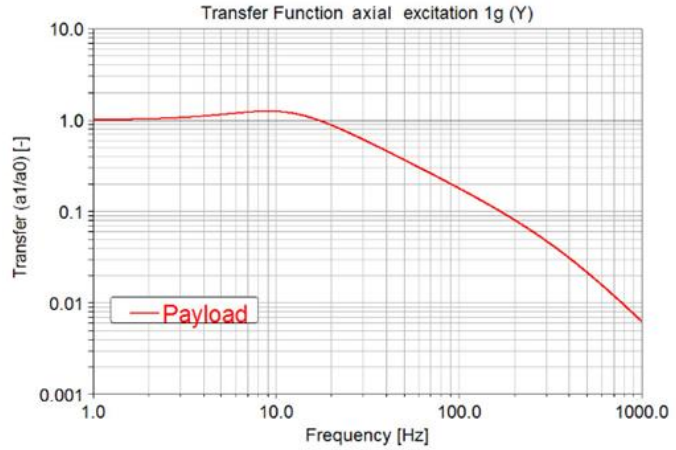
Dynamic model of VIS



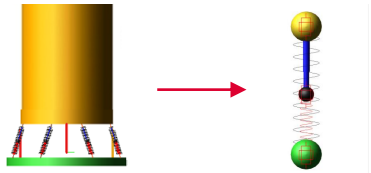
Final configuration

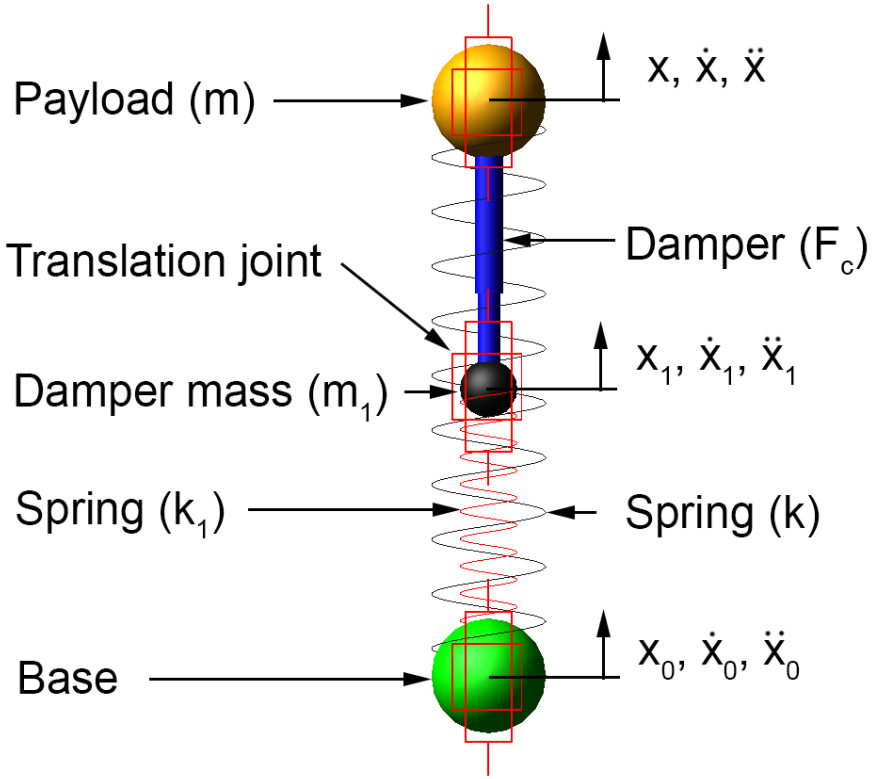
Parameter	Symbol	Value	Unit
Primary stiffness of the strut	k_A	1230	[N/mm]
Damping of the strut	c_A	26	[Ns/mm]
Ratio k_B/k_A	N	50	[-]
Torsion stiffness of stabilizer	k_{MS}	$1.072 \cdot 10^7$	[Nm/rad]
Angle between struts along payload diameter	PA	19	[deg]
Angle between struts along base diameter	BA	26	[deg]
VIS height	h	380	[mm]





Dynamic model of single strut





Parameter	Symbol	Value	Unit
Experimental payload mass	m	100	[kg]
Primary stiffness of experimental strut	k	380	[N/mm]
Damping of the strut (activated state)	C_{ON}	12.5	[Ns/mm]
Time response of the damper	t	?	[ms]
Dynamic force range of the damper ($D= C_{ON}/C_{OFF}$)	D	?	[-]
Secondary stiffness of experimental strut	k_1	?	[N/mm]

Semi-active control
(ON/OFF skyhook)

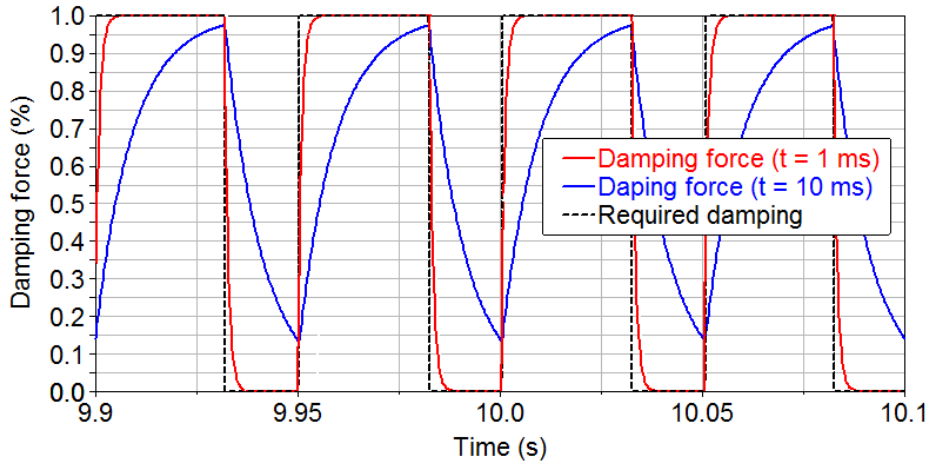
$$\dot{x} \cdot (\dot{x} - \dot{x}_1) \geq 0 \rightarrow Fc = Fc_{max}$$
$$\dot{x} \cdot (\dot{x} - \dot{x}_1) < 0 \rightarrow Fc = Fc_{min}$$

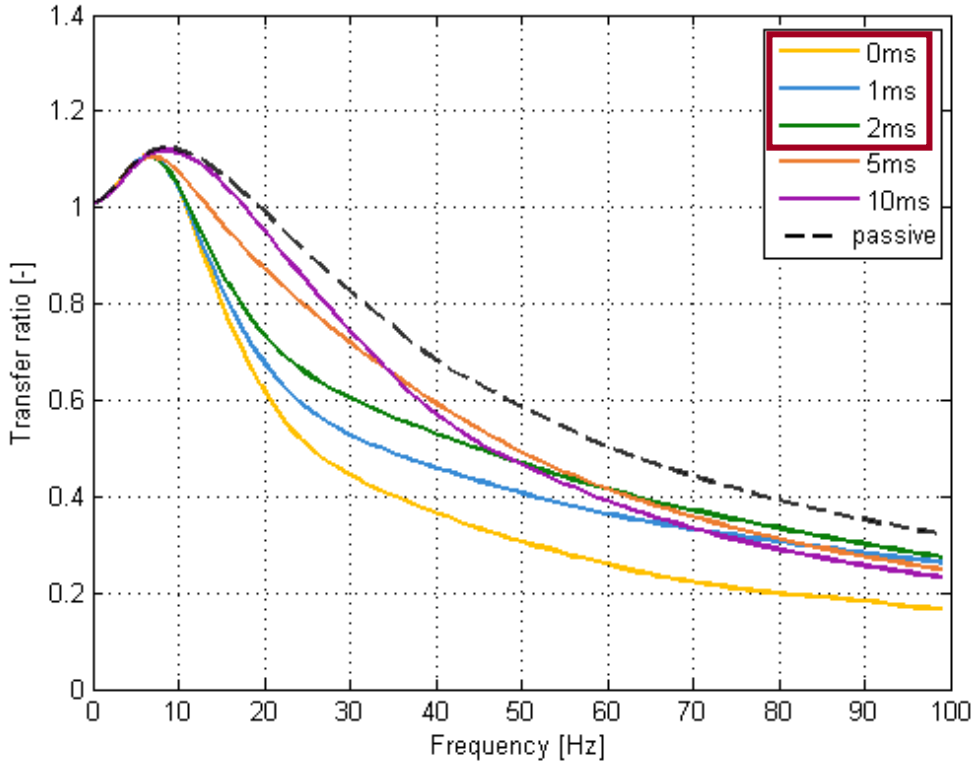
Dynamic model of single strut

Influence of MR damper time response

Semi – active control

Force comparison of fast and slow damper



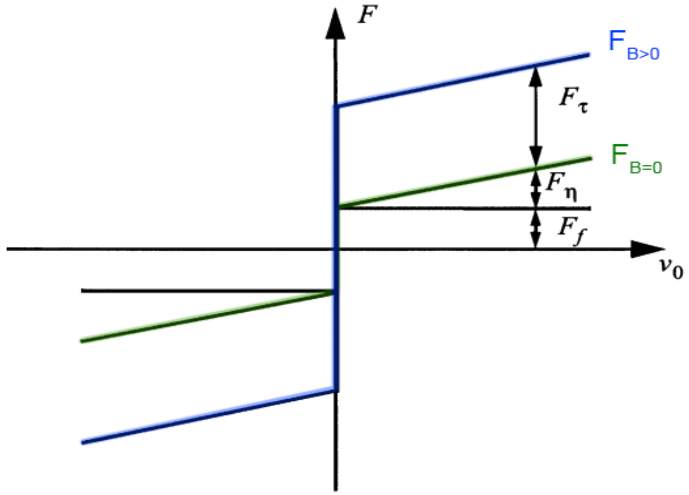


Dynamic model of single strut

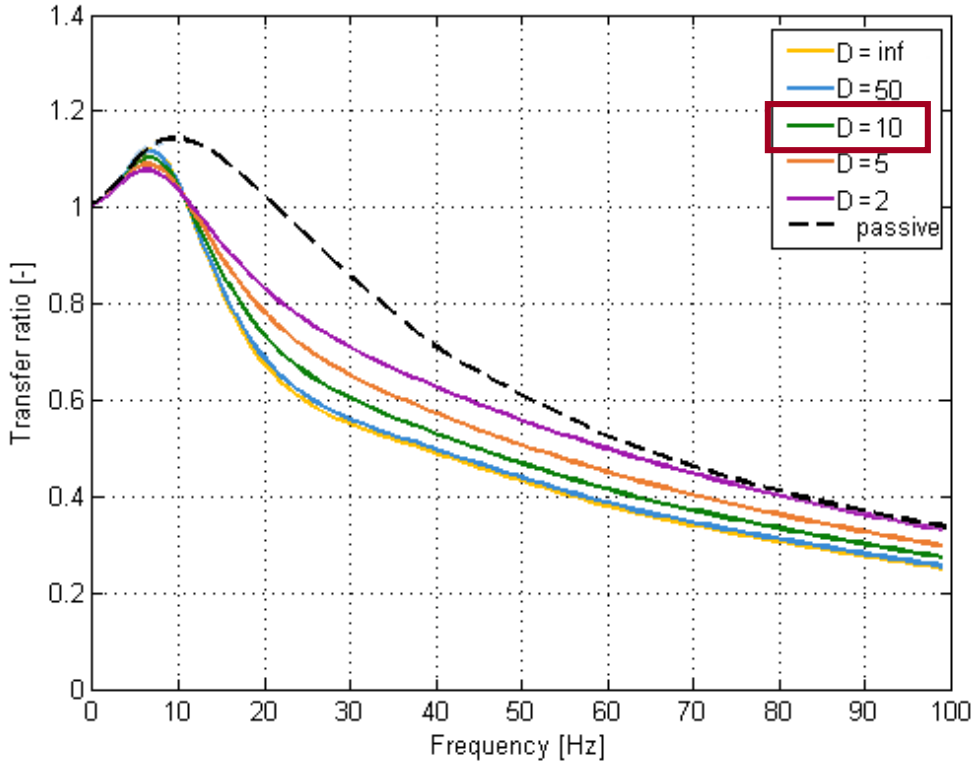
Influence of MR damper dynamic force range

Semi – active control

Typical F-v dependency of MR damper



$$D(v,B) = \frac{F_{B=max}}{F_{B=0}}$$

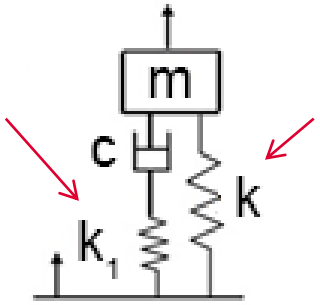


Dynamic model of single strut

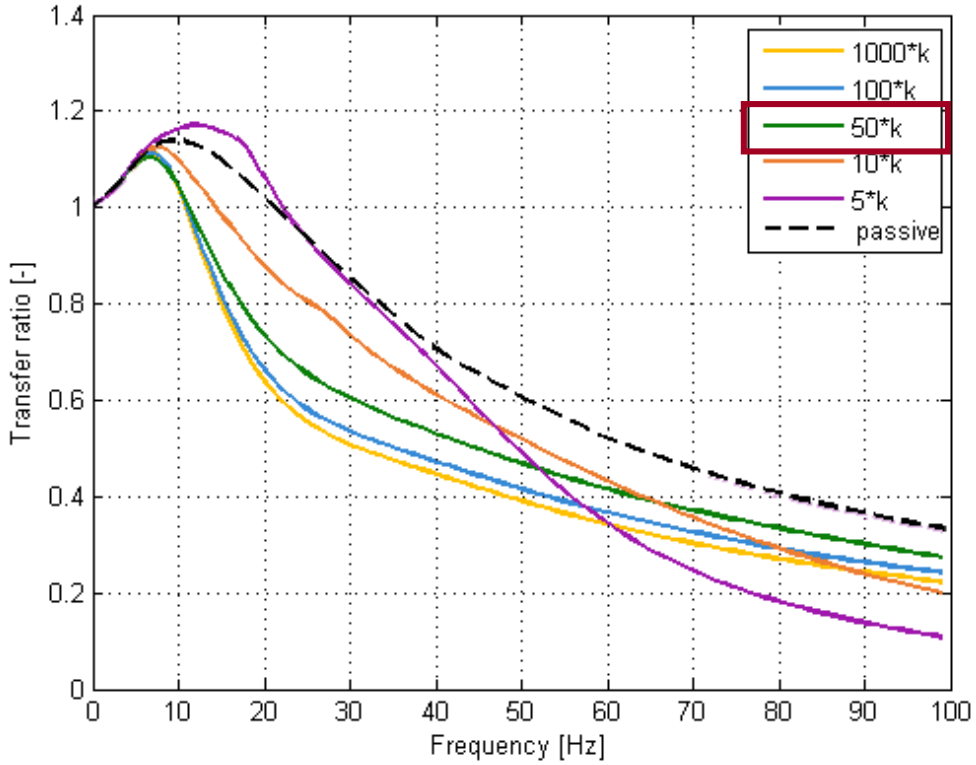
Semi – active control

Influence of MR damper secondary stiffness (k_1)

Secondary stiffness



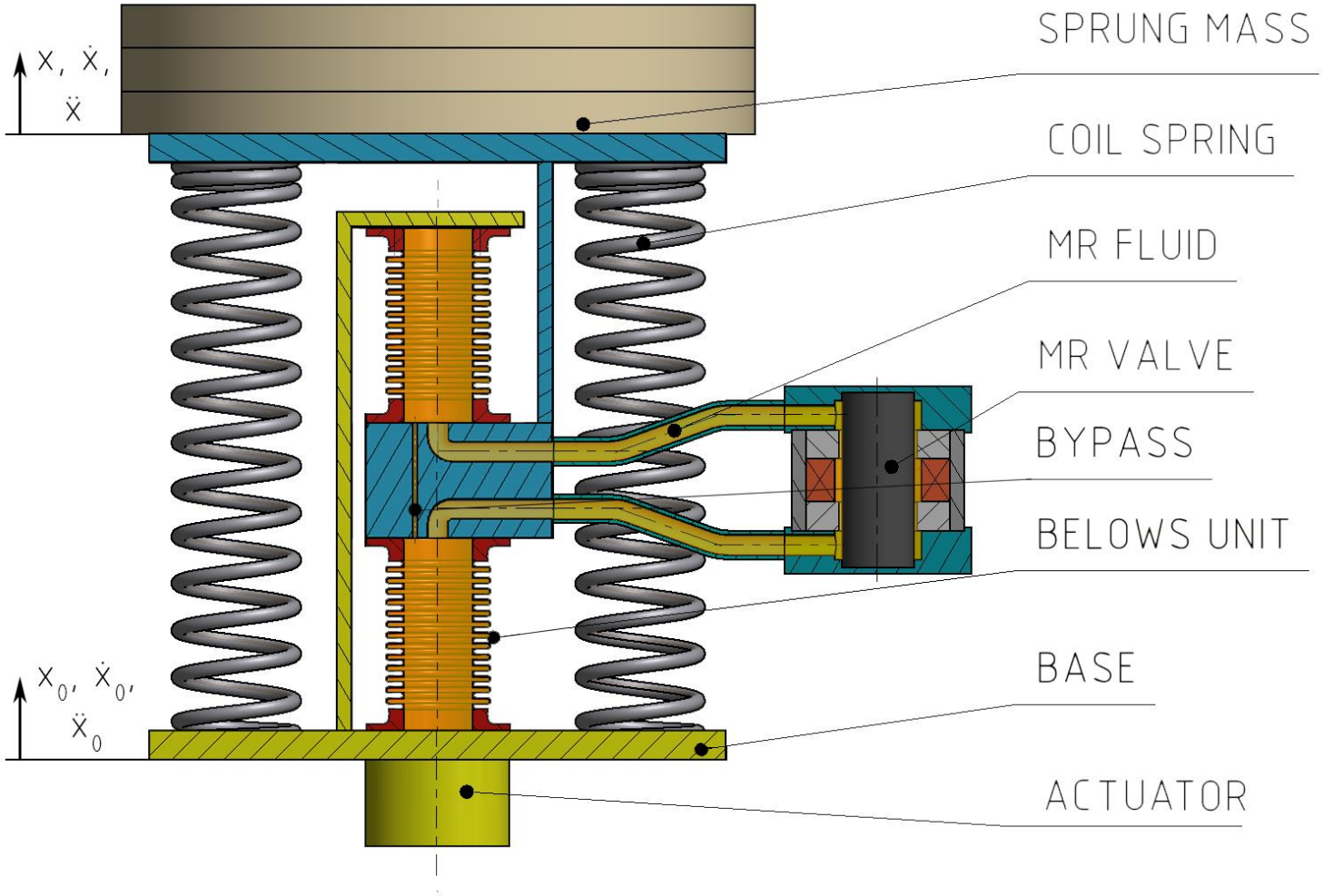
Primary stiffness



Conclusion of simulations:

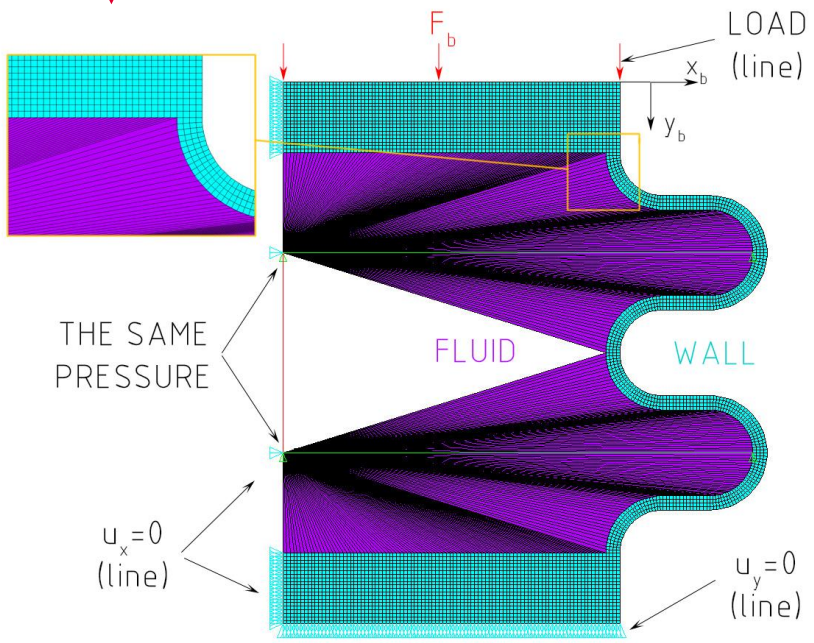
Time response: < 2ms
Dynamic force range: approx. 10
Secondary stiffness: k1 = approx 50*k

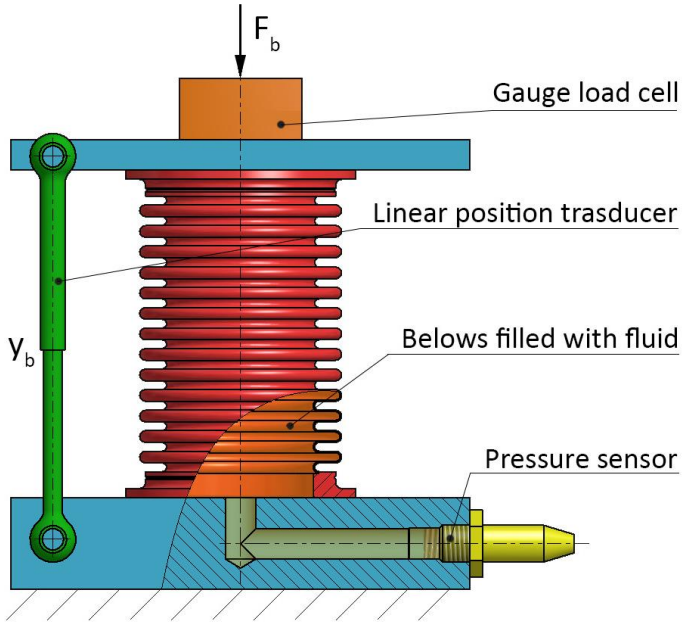
Experimental strut



Metal Bellows

FEA of metal bellows was verified by Measurement

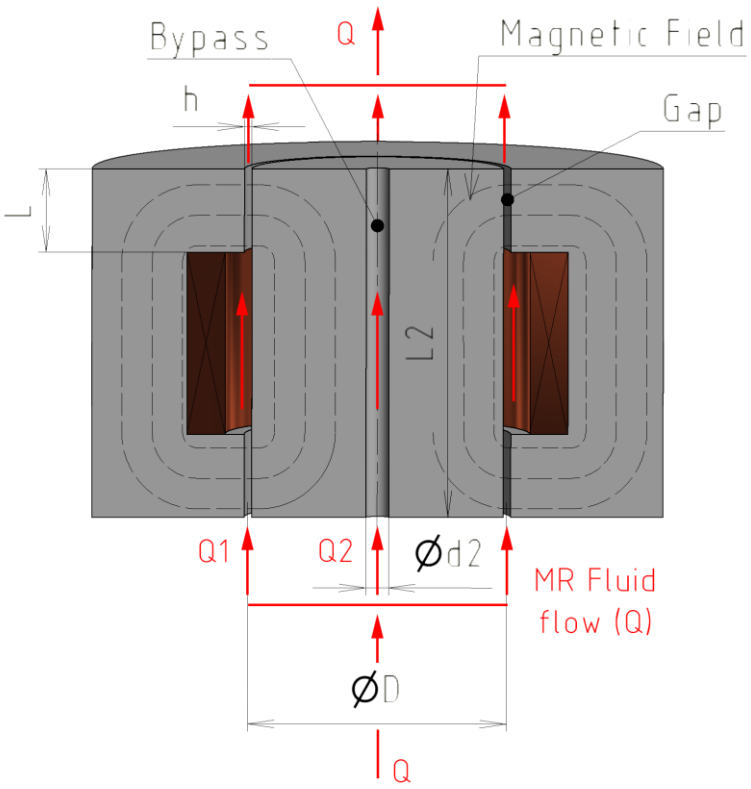




FEA vs simulation: 11 % (axial stiffness); 5.7 % (pressure thrust stiffness)

MR valve design

Hydraulic part

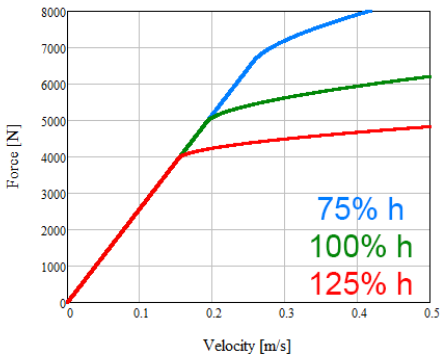


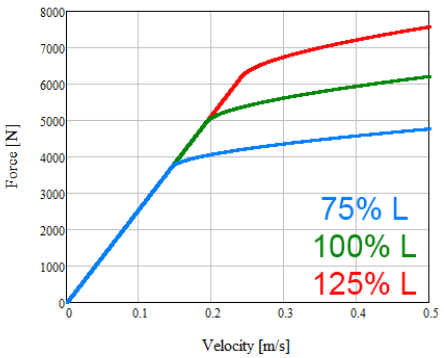
$$F = F_{gap} + F_{bypass}$$

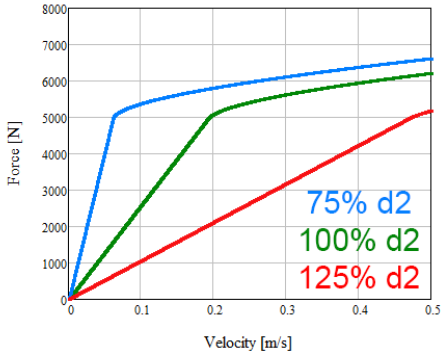
$$F_{gap} = \left(1 + \frac{\pi \cdot D \cdot h \cdot v_0}{2 \cdot Q1}\right) \frac{12 \cdot \eta \cdot Q1 \cdot L \cdot A_p}{\pi \cdot D \cdot h^3} + \mathrm{c} \cdot \frac{\tau_0 \cdot L \cdot A_p}{h} \cdot sgn(v_0)$$

$$F_{bypass} = \left(1 + \frac{\pi \cdot {d_2}^2 \cdot v_0}{8 \cdot Q1}\right) \frac{48 \cdot \eta \cdot Q2 \cdot L2 \cdot A_p}{\pi \cdot {d_2}^4}$$

[Yang, 2001]







Measurement of MR valve

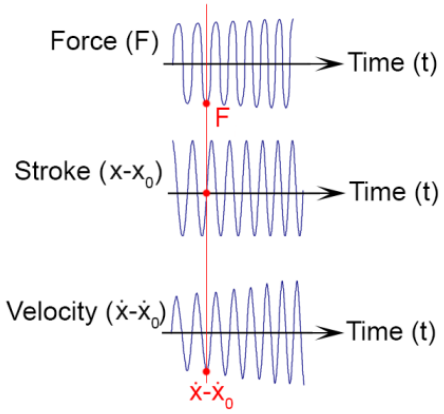
Force – velocity dependency
+
Dynamic range

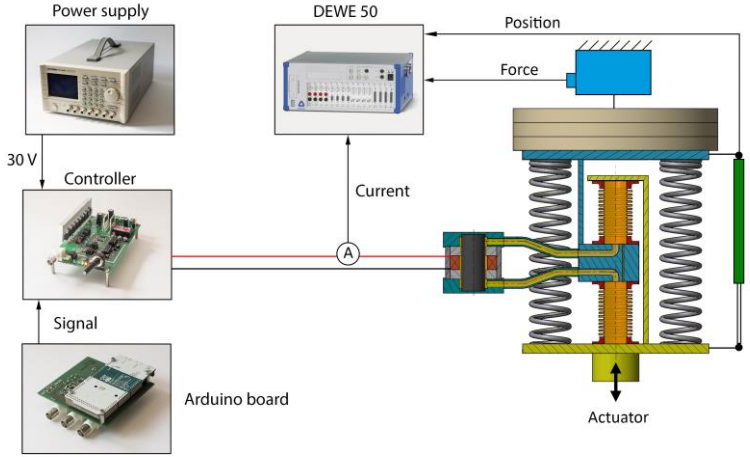
D = 9

Time response

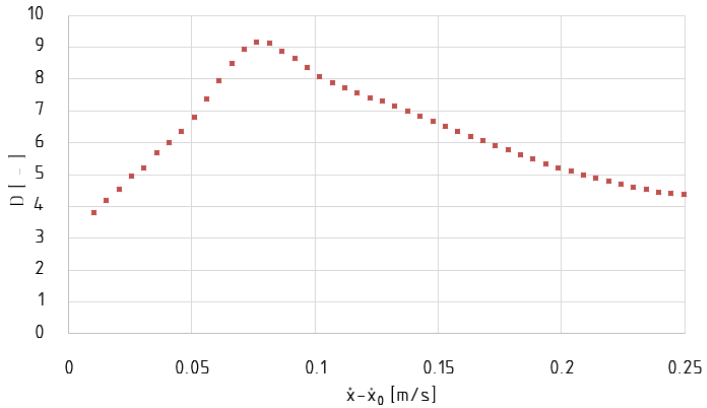
t = 3.9 ms

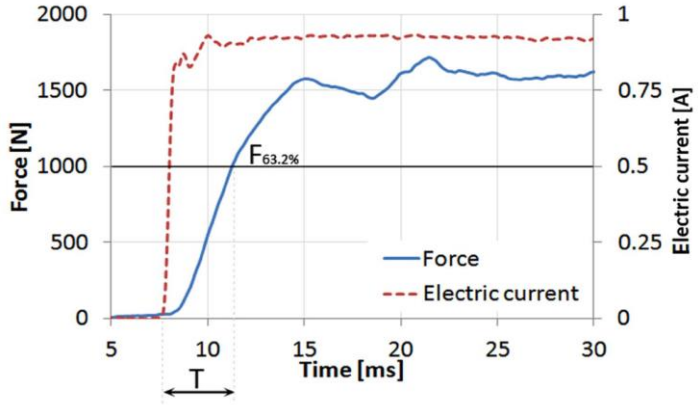
Methods





Results



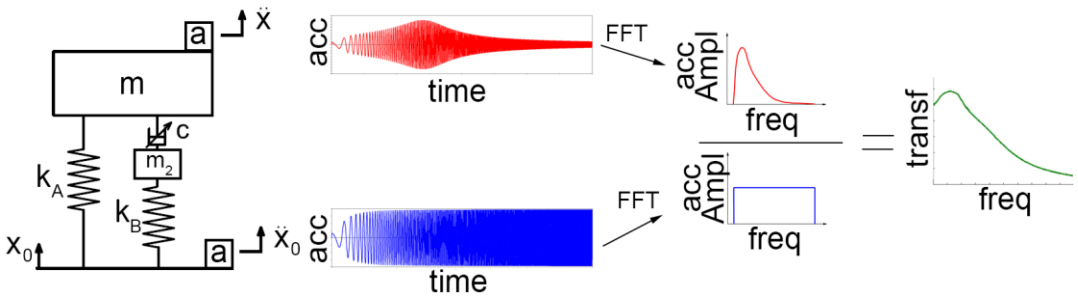


Demonstrator

Payload acceleration (response)

Relative displacement - > velocity (control)

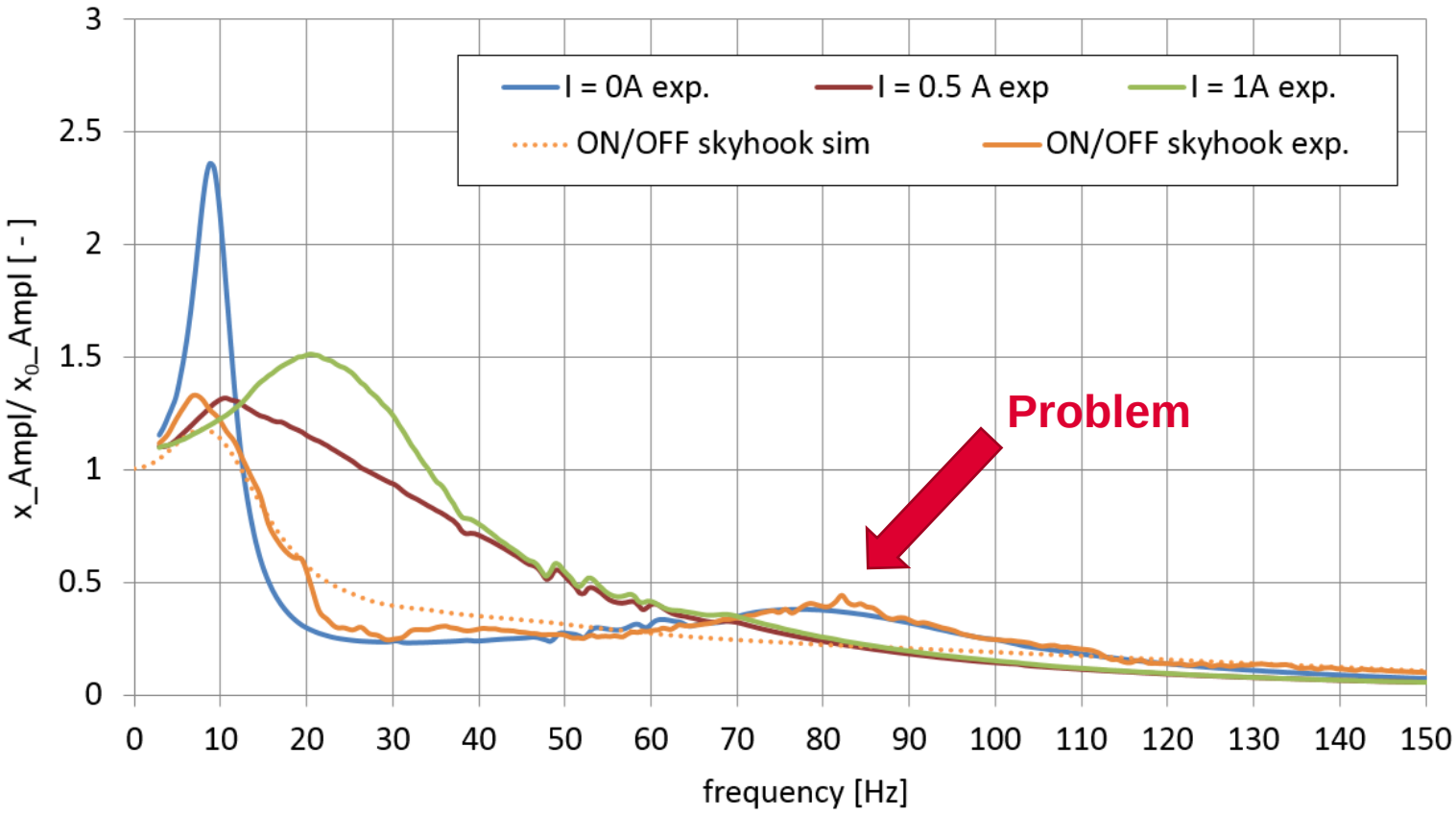
Base acceleration (excitation)



Measurement results

Transmissibility of experimental MR strut

Semi-active
(ON/OFF skyhook)
D = 9, t = 4 ms



Measurement results

Conclusion of measurement of experimental MR strut

Cause of second peak:

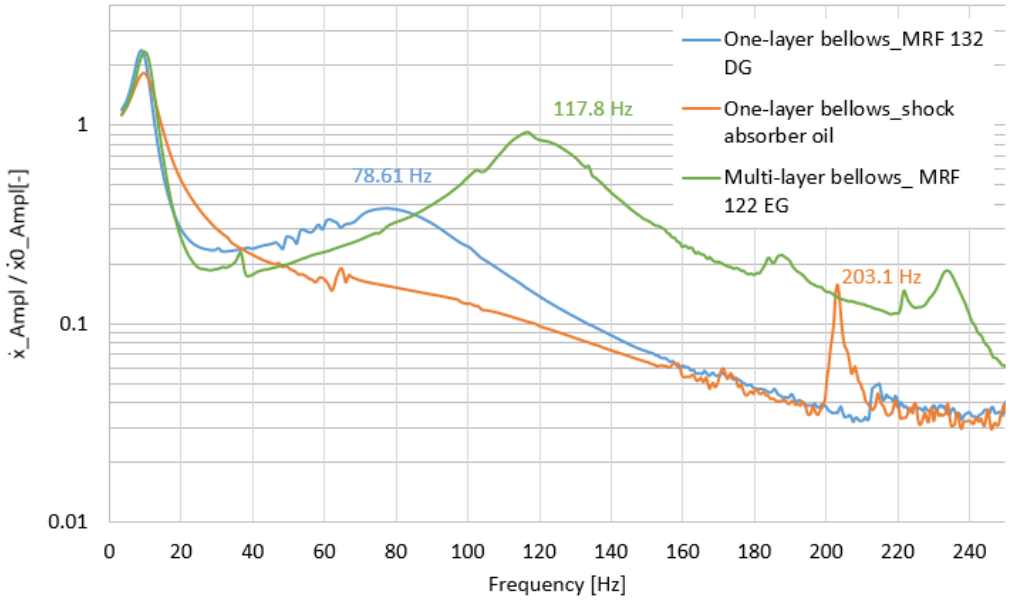
mass effect – fluid mass oscillation in elastic casing

$$f = \frac{\sqrt{\frac{k_t}{m_f}}}{2 \cdot \pi}$$

$$\frac{1}{k_t} = \frac{1}{k} + \frac{1}{k_1}$$

$$m_f = \rho \cdot V$$

Configuration	Counting [Hz]	Measurement [Hz]	Deviation [%]
Multi-layer, MRF 138 EG	146.9	117.8	25
Single-layer, MRF 132 DG	115.2	78.6	47
Single-layer, oil	209.6	203.1	3



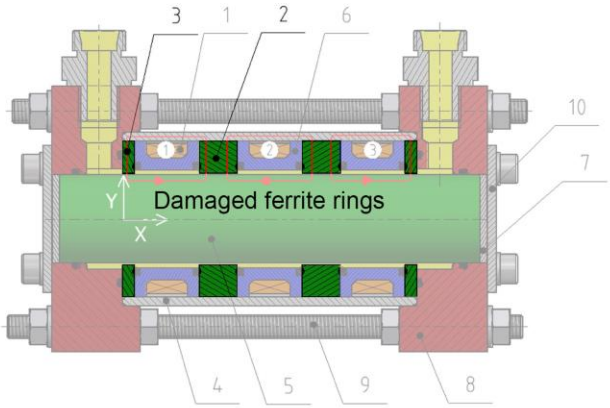
Minimize the fluid mass

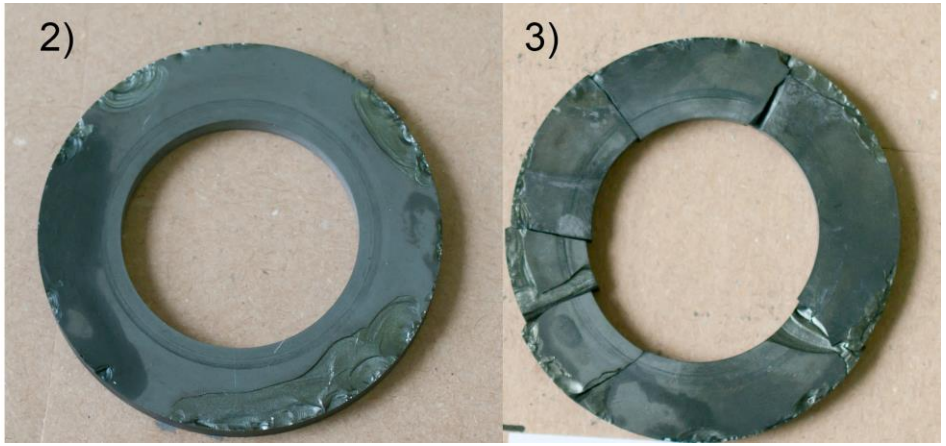
Low volume, low concetration of iron

Measurement results

Conclusion of measurement of experimental MR strut

Ferrite rings cracked:



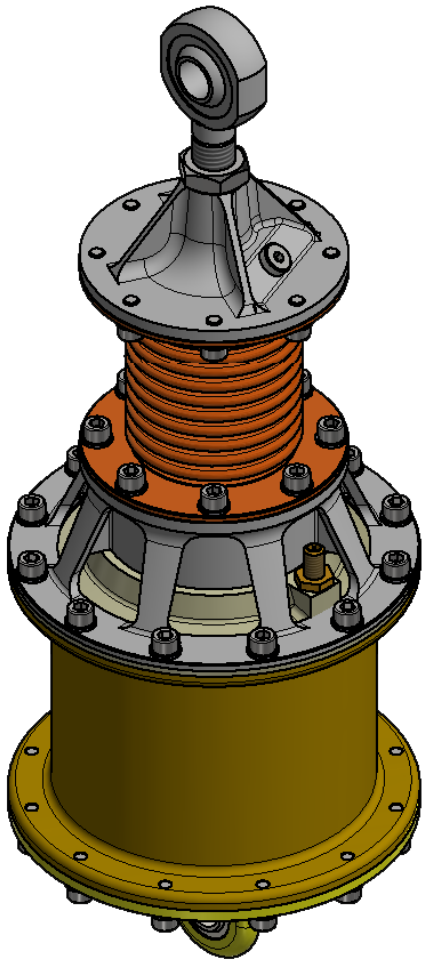


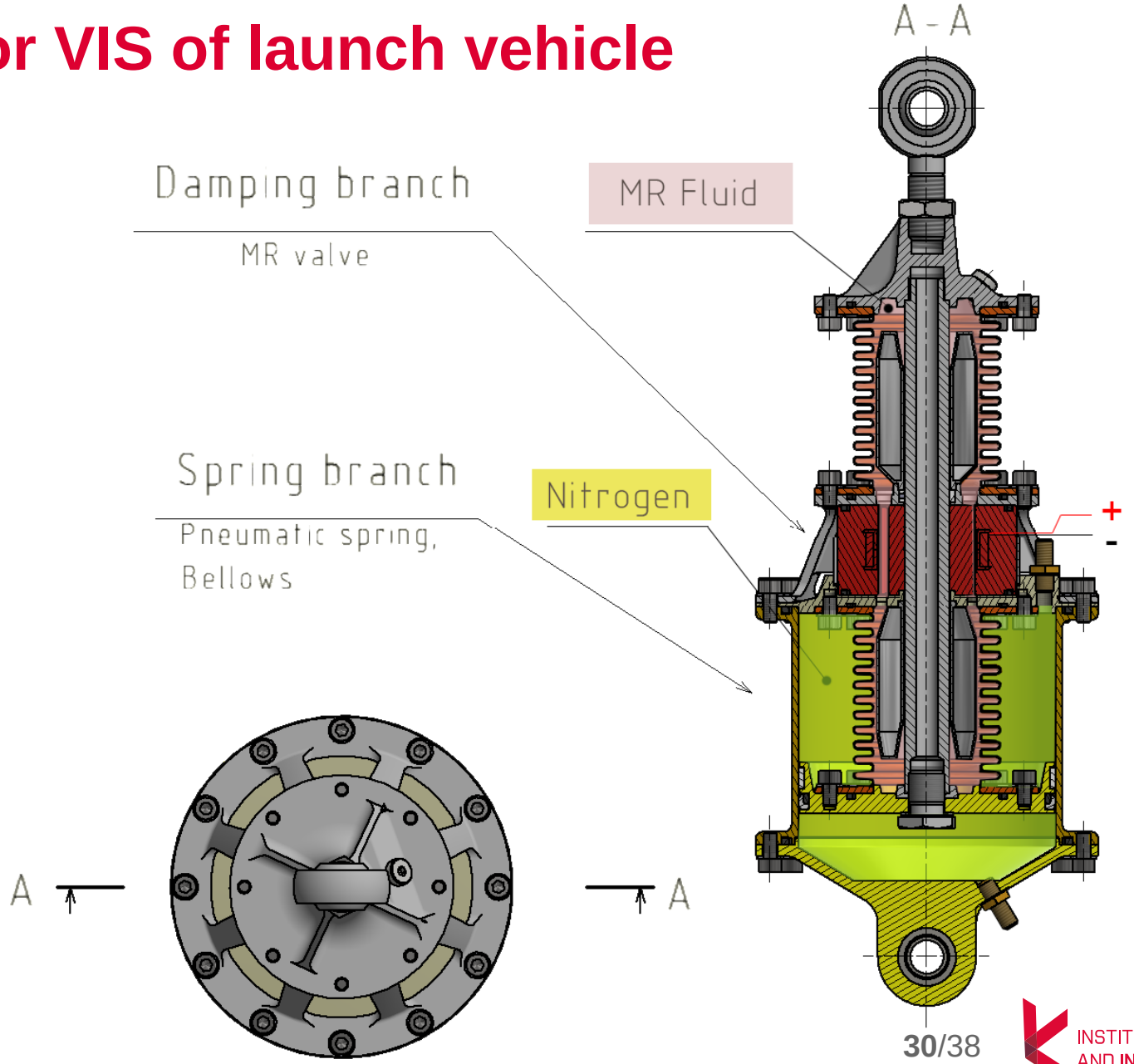
Material approach

↓

Shape approach

Design of MR for VIS of launch vehicle

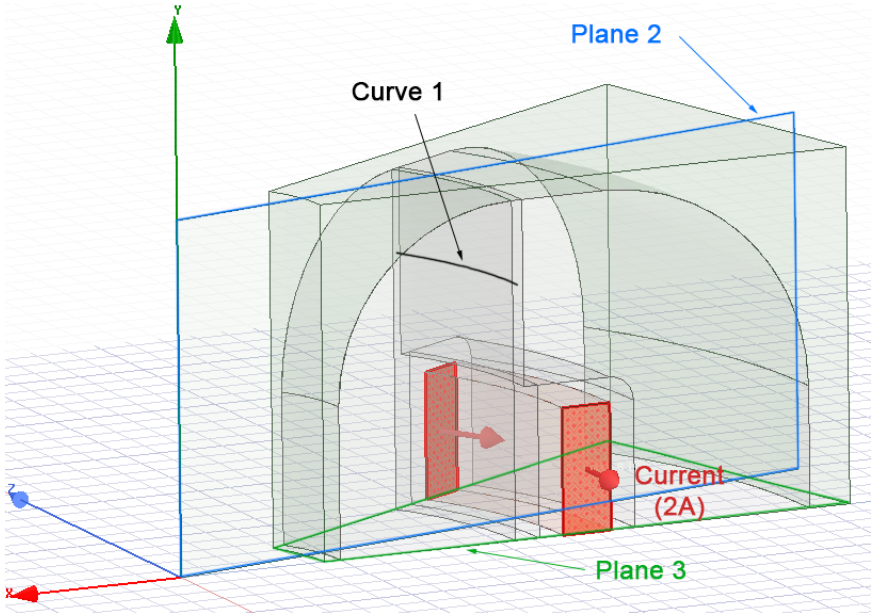


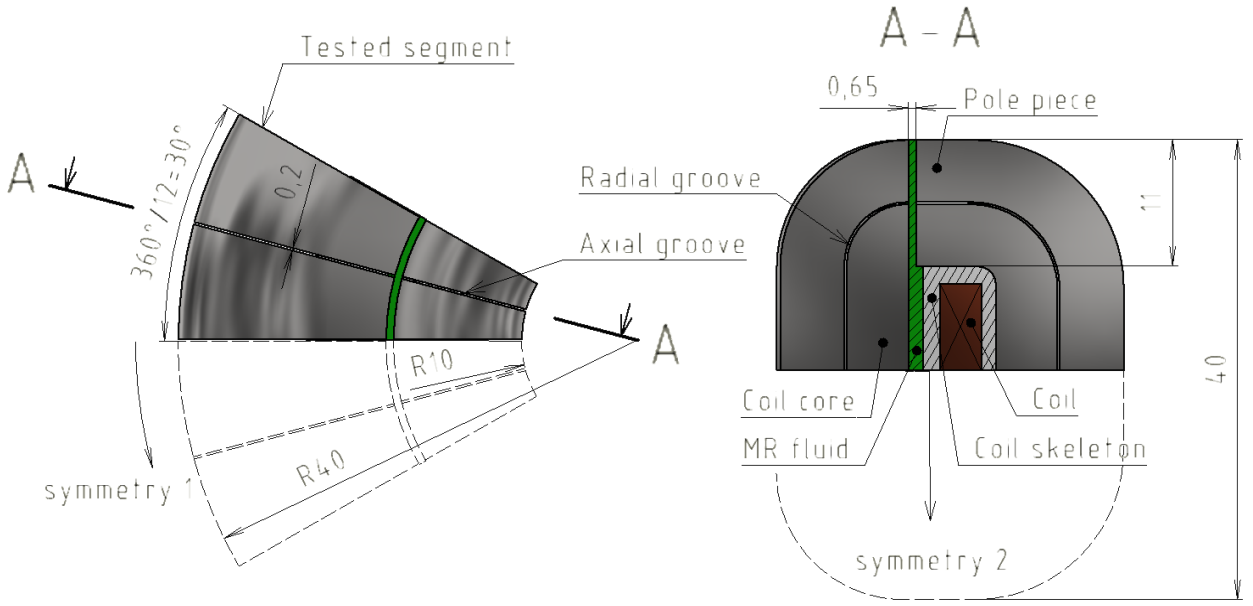


MR valve design

Magnetic part

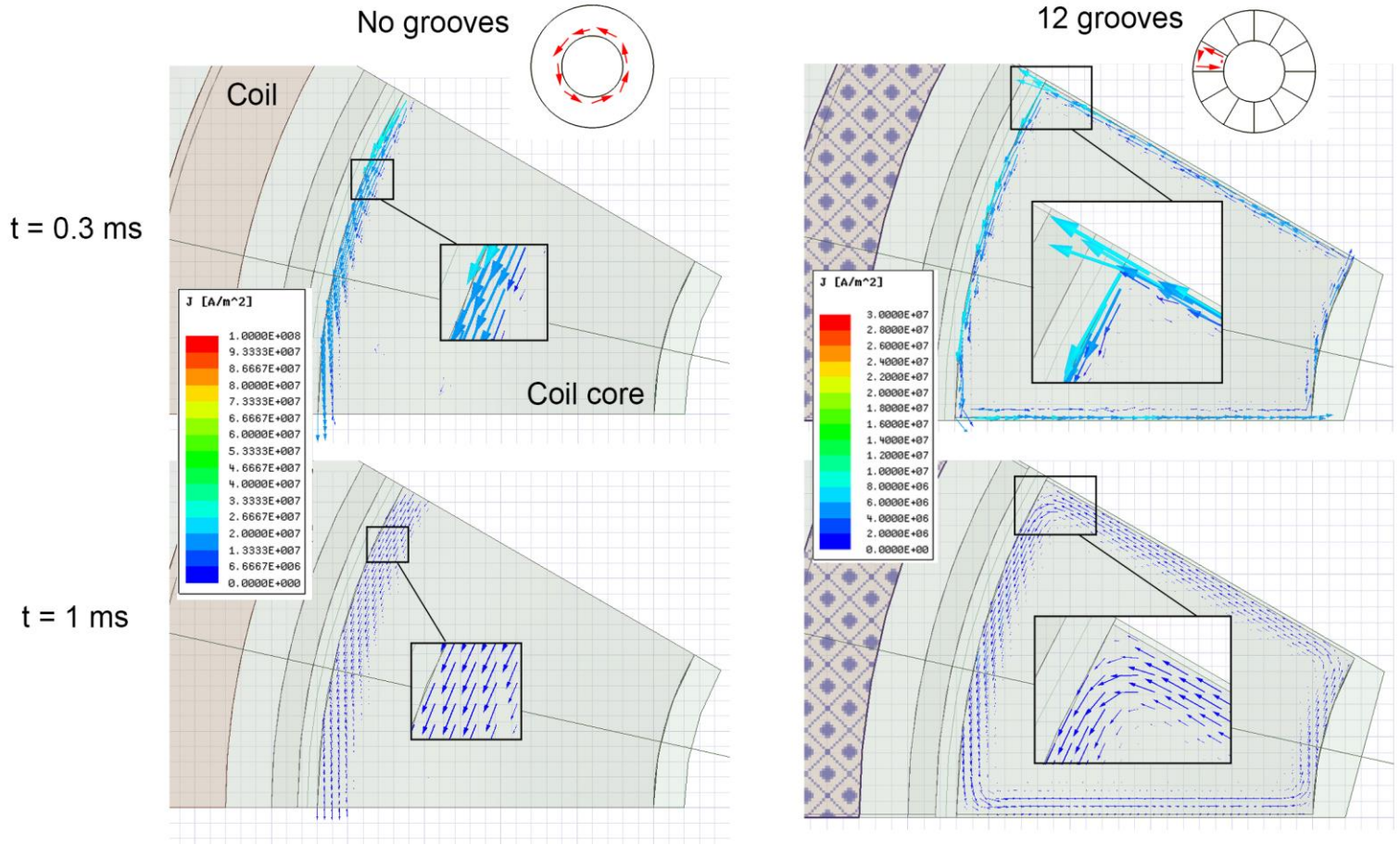
Goal – Minimize eddy current to achieve fast time response of MR valve





MR valve design

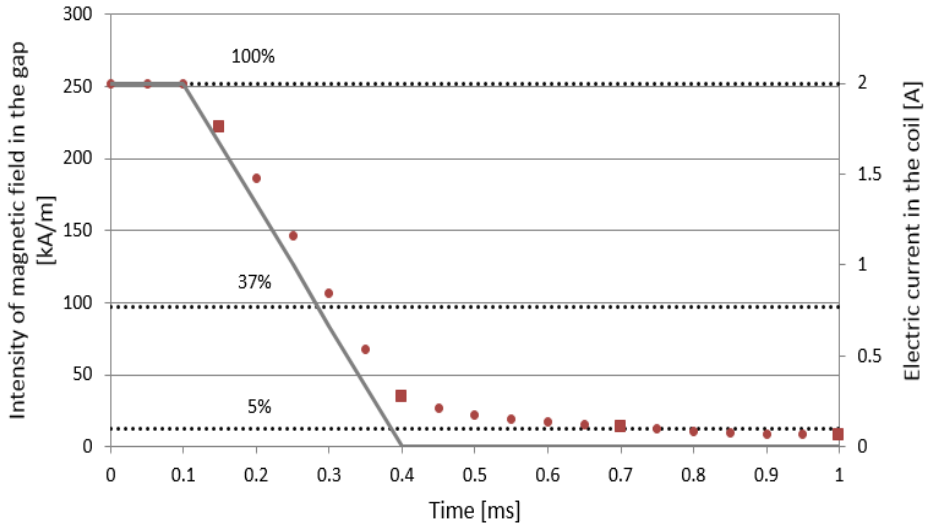
Eddy current in the magnetic circuit

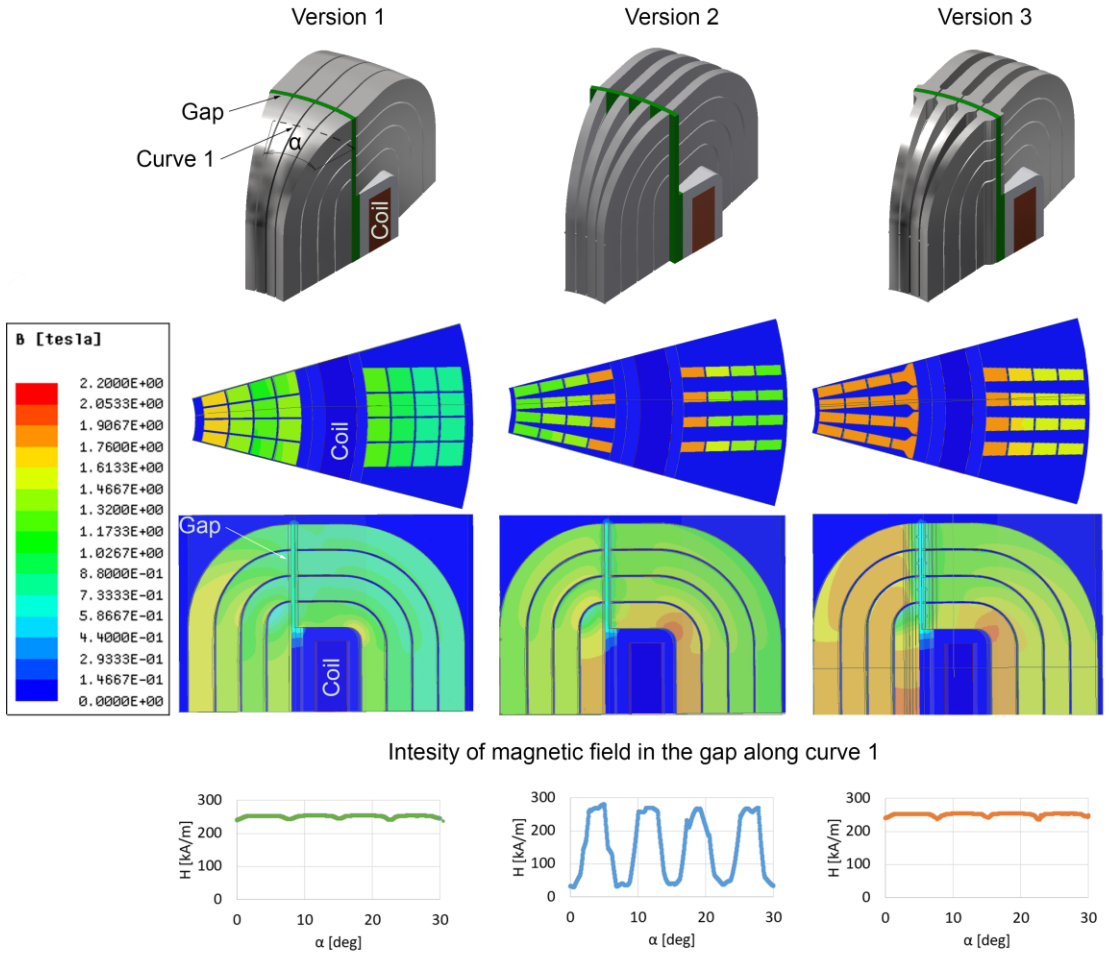


MR valve design

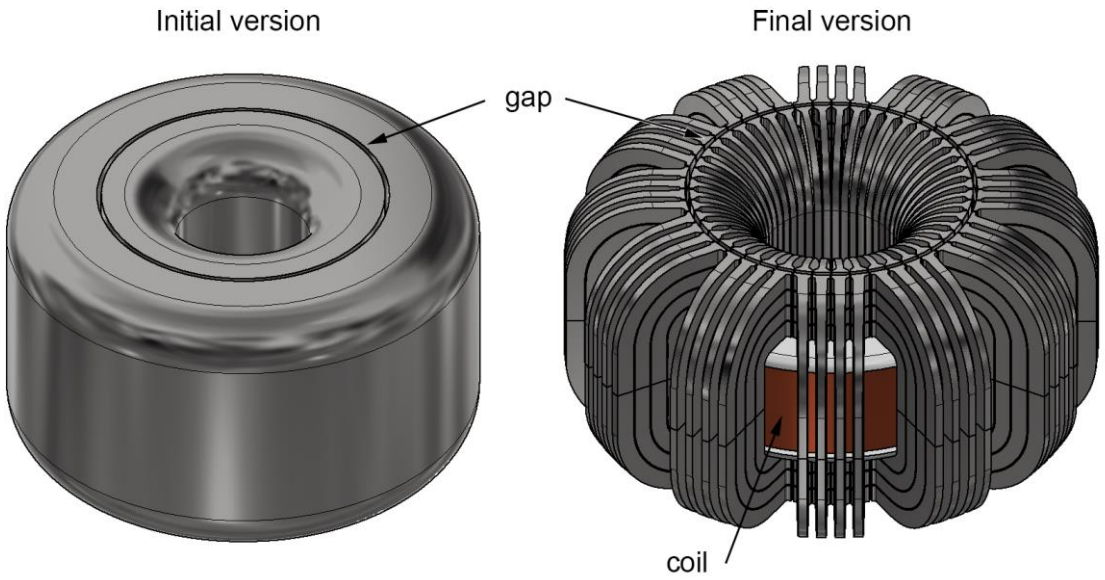
The magnetic circuit evolution

- Number of grooves
- Shape of grooves

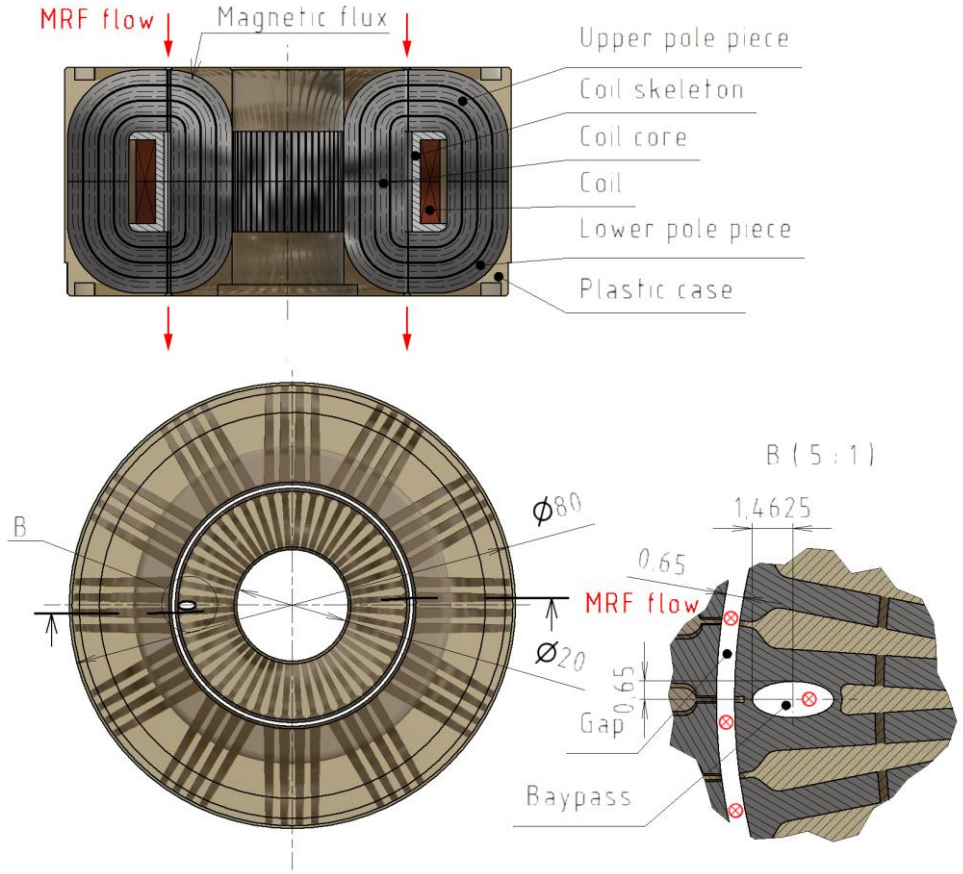




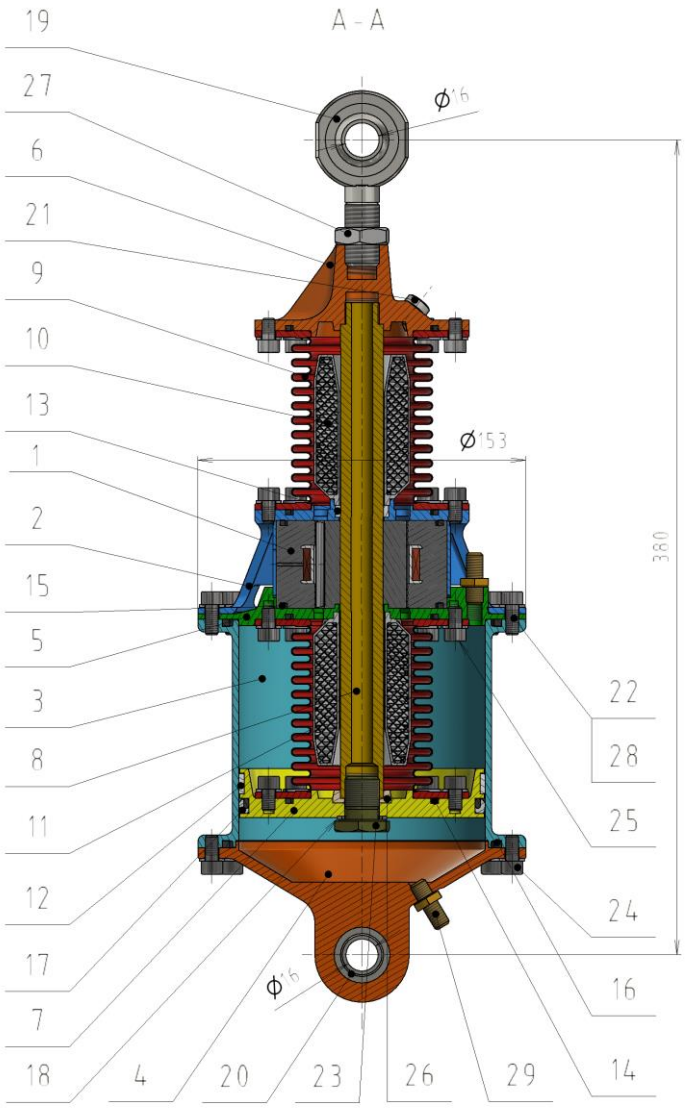
MR valve design



Version	Weight [kg]	Outer diameter [mm]	Primary time response [ms]	Secondary time response [ms]	Intensity of mag. field in the gap [kA/m]
Initial	1.184	69	3.84	15 (approx.)	264
Final	0.632	80	0.38	0.65	251
Difference	-46.6%	+15.9%	-94.3%		-4.6%



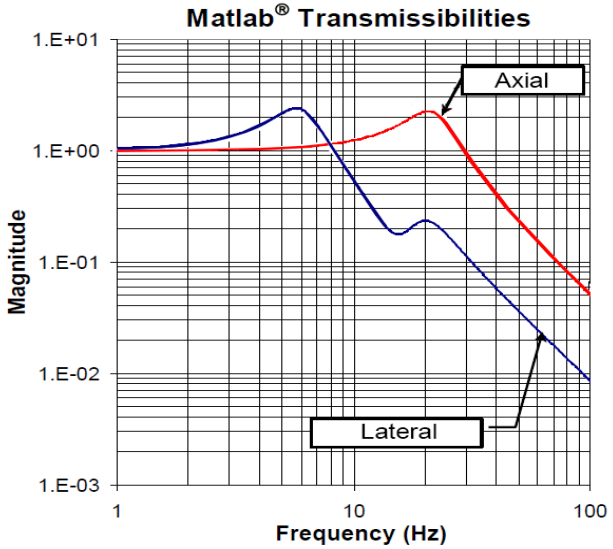
MR strut design

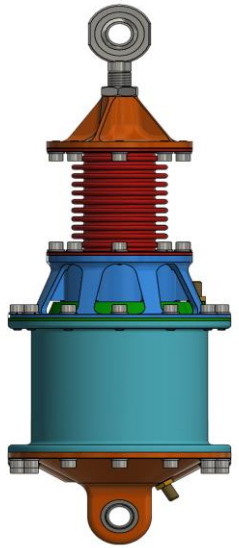


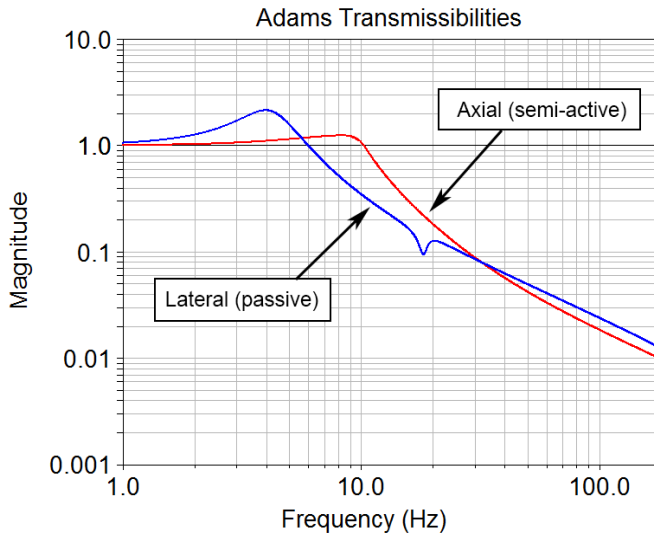
Pos.	Name of part	Material	Weight [g]	Quantity
1	MR valve	Vacoflux / Lukopren / cooper	693	1
2	MR valve body	AZ80A-T5 (magnesium alloy)	169	1
3	Cylinder	AZ80A-T5	337	1
4	Lid	AZ80A-T5	385	1
5	Flange	AZ80A-T5	159	1
6	Adapter	Ti6Al4V (titanium alloy)	279	1
7	Piston	AZ80A-T5	176	1
8	Piston rod	Ti6Al4V	230	1
9	Bellows	1.4571 (stainless steel)	447	2
10	Upper stopper	AZ80A-T5	49	1
11	Lower stopper	AZ80A-T5	48	1
12	Piston guideline	PTFE	2	1
13	Piston rod guideline	PTFE	11	1
14	Seal 66x2.5	NBR	1	4
15	Seal 71x2.5	NBR	2	2
16	Seal 123x3.4	NBR	4	2
17	Piston seal	NBR / PTFE	9	1
18	Bonded seal	NBR / Steel	2	1
19	Rod end M81935/1	Ti6Al4V	127	1
20	Lower mount	Ti6Al4V	16	1
21	Plug	AZ80A-T5 / NBR	2	1
38	Screw M6x16	Ti6Al4V	4	12
23	Piston rod screw	Ti6Al4V	23	1
24	Screw M6x12	Ti6Al4V	3	12
25	Screw M6x10	Ti6Al4V	3	32
26	Washer	Ti6Al4V	8	1
27	Nut	Ti6Al4V	12	1
28	Split washer 6.4	Ti6Al4V	0.4	56
29	Taxer valve	C-360 (brass alloy)	9	2
	MR Fluid	MR 122 EG	443	186 ml

Total strut mass **4.145 kg**

MR sturt vs ELVIS strut





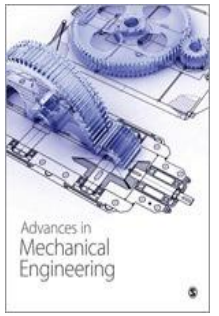


Strut	Payload mass [kg]	Weight of strut [kg]	Tramissibility at natural frequency (axial) [-]	Tramissibility at 5x natural frequency (axial) [-]
ELVIS	1135	7.71	2.2 (20 Hz)	0.05 (100 Hz)
MR	1500	4.15	1.2 (8 Hz)	0.05 (40 Hz)
Difference	+32.1%	-53.8%	-45%	0%

Conclusion

Two versions of MR strut were designed

- Experimental – tests were published



3rd review

- For the launch vehicle – better then ELVIS strut:

load capacity	+ 32 %
weight	- 46 %
transmissibility	- 45 %

Method of the pressure thrust stiffness determination was created

3D print -> magnetic circuit with time response much faster than the MR fluid

Thank you for your attention

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