Table of contents

Copyright statement ..... **I**
Acknowledgments ..... **III**
致谢（Acknowledgments in Chinese） ..... **IV**
Published papers ..... **V**
Abbreviation ..... **VII**
Abstract ..... **IX**
Zusammenfassung ..... **XI**
摘要（Introduction in Chinese） ..... **XIII**
Table of contents ..... **XV**
List of figures ..... **XIX**
List of tables ..... **XXIII**
Chapter 1 Introduction **1**
1.1 Introduction to regular wheel wear 1
1.2 Introduction to irregular wheel wear 2
1.3 Motivation and objectives 2
1.3.1 Motivation 2
1.3.2 Objectives 3
Chapter 2 A non-Hertzian wheel-rail normal contact model considering wheelset yaw **5**
2.1 Wheel-rail normal contact model 5
2.1.1 Hertzian theory 6
2.1.2 Non-Hertzian wheel-rail normal contact model 8
2.2 ANALYN-YAW: A non-Hertzian contact model considering wheelset yaw 18
2.2.1 Contact locus solved by the projection method 18
2.2.2 Sun’s approximate expression 20
2.2.3 ANALYN-YAW 21
2.3 Validation by CONTACT and MSHM 23
Chapter 3 A wheel wear prediction model of non-Hertzian wheel-rail contact considering wheelset yaw **25**
3.1 Wheel-rail tangential contact model FaStrip 26
3.2 Wear model 29
3.2.1 BRR model 29
3.2.2 Archard model and KTH model 30
3.2.3 USFD model 30

3.2.4 SWJTU model 31
3.2.5 Zobory model 31
3.2.6 Problem statement 32
3.3 An electric locomotive and the Blankenburg-Rübeland railway line 33
3.3.1 Electric locomotive 33
3.3.2 Blankenburg-Rübeland railway line 35
3.4 Wheel wear prediction method based on ANALYN-YAW-FaStrip-USFD 37
3.4.1 FaStrip-USFD 37
3.4.2 Architecture of ANALYN-YAW-FaStrip-USFD 37
3.5 Adjustment of the USFD model based on KSM-PSO 39
3.5.1 Field test 39
3.5.2 Wear rate adjustment of the USFD model based on KSM-PSO 40
3.6 Wheel wear prediction based on the ANALYN-YAW-FaStrip-adjusted USFD model 46
3.6.1 Comparison between simulations and a field measurement 46
3.6.2 Discussion 47
3.7 Conclusions and outlook 48
Chapter 4 What role does the wheel profile play in the development of railway wheel OOR? 51
4.1 State of the art 51
4.1.1 Wheel circular OOR defect and its induction mechanisms 51
4.1.2 Existing countermeasures against wheel OOR and motivation 52
4.2 An ANALYN-FaStrip-USFD-based wheel OOR prediction method 53
4.3 CASE I: Y25-bogie tank wagon 55
4.3.1 Vehicle-track model 55
4.3.2 Simulation results 56
4.4 CASE II: Manchester Benchmark passenger vehicle 58
4.4.1 Vehicle-track model 58
4.4.2 Simulation results 58
4.5 Wheel OOR evolution mechanism analysis 60
4.5.1 Wheel OOR evolution is related to the vehicle characteristics 60
4.5.2 Wheel OOR evolution is related to the wheel-rail contact creepage and wheel profile 62
4.6 Conclusions and outlook 62
Chapter 5 Railway wheel profile fine-tuning system (WPFTS) for profile recommendation 65
5.1 Literature review 65
5.1.1 Single-objective optimization methods 65
5.1.2 Multi-objective optimization methods 69
5.1.3 Outlook 71
5.2 Architecture of WPFTS 72

5.3 Processing methodology of WPFTS 74
5.3.1 Wheel profile generation module 74
5.3.2 Multi-objective generation module 78
5.3.3 Weight assignment module 86
5.3.4 Optimization module 87
5.4 Application of WPFTS to wheel profile recommendation 88
5.4.1 CASE I: application of WPFTS to produce a wheel profile with high shape stability 89
5.4.2 CASE II: application of WPFTS to produce a wheel profile for mitigating the development of wheel OOR 92
5.4.3 CASE III: application of WPFTS to produce a wheel profile considering hunting stability and derailment safety 94
5.5 Conclusions and outlook 96
Chapter 6 Conclusions and outlook 99
References 101
Appendix I 109
Appendix II 110