

INTRODUCTORY SPEECH¹

István ZOBORY

President of the Organizing Committee
Dean of the Faculty of Transportation Engineering

Ladies and Gentlemen, Dear Guests!

It is a great pleasure for me to greet all the participants of our conference. First of all, I would like to introduce the members of the presidium:

- Professor Keviczky, Academician, who is one of the patrons of our conference,
- Professor Pacejka, from the Delft University of Technology,
- Professor Öry, from the Technical University of Aachen,
- Professor True, from the Technical University of Denmark,
- finally, I am Prof. Zobory from the TU of Budapest.

It is to be regretted that Professor Michelberger — our rector magnificus and patron of our conference — cannot attend the meeting because he is under medical treatment in hospital.

Ladies and Gentlemen

This is the third occasion that the Institute of Vehicle Engineering at the Technical University of Budapest organizes the international scientific event under the title 'Mini Conference on Vehicle System Dynamics. Identification and Anomalies'.

In this context, I can speak of our attempts to create the 'Budapest tradition' of the special field, even though the tradition in question is not a very long one yet.

As a matter of fact, it is true, that smaller conferences like ours can have a significant role in the international exchange of information on the latest scientific results and technologies.

¹3rd Mini Conference on Vehicle System Dynamics, Identification and Anomalies Opening Ceremony, 9th November 1992.

It is very interesting to experience that the methods of vehicle system dynamics, which were originally applied essentially to vehicle development activities, are by now regularly applied in the special fields of operation and maintenance of vehicles, for example in the solution to the problems of technical diagnostics.

Another very characteristic tendency which appeared with an increasing emphasis in the field of vehicle system dynamics is the analysis and synthesis of the semi-active and active elements, as well as the complex control systems embedded into the strictly considered classical vehicle dynamical systems.

As for the identification procedures necessary in vehicle dynamics, it is — and I think it to be a general experience of all of us — that all the researchers or even designers encounter this sphere of problems at a given instant of their own activities. One can have very well structured system models, but the shortage of the actual numerical parameters can prevent the successful system description, process prediction and optimization.

The stochastic time-dependency of system parameters leads us to the set of problems of system anomalies. It is a fact that the majority of the engineering problems are in connection with the phenomenon of anomalies. The analysis of the parameter sensitivities and the parametrically excited system responses can provide the initial steps towards treating the system anomalies, and help to work out the procedures for their diagnostics.

The program of the 3rd mini-conference covers the sphere of problems associated with vehicle system dynamics, vehicle system identification and vehicle system anomalies, as it was outlined above.

There are 54 lectures received by the Organization Committee for our mini-conference.

As it can be foreseen from the titles and short summaries, the possibility of a very fruitful exchange of views and experiences between the experts attending our conference can be expected.

On behalf of our University, I would like to express my great pleasure and thanks for the great international interest in our conference: researchers and experts from 10 countries submitted their lectures to this conference, and this fact, too, draws the attention to the idea that besides the symposia of the great international Associations, there is a demand also for smaller professional conferences at which a more informal exchange of experiences can take place about the latest results of investigations, and the results achieved at the Institutes pursuing their activities within the same field can be imparted with each other, not to speak about the personal connections that may be established between the partakers of the conference and the possibility of launching joint investigations in the future.

Finally, I wish that all of you would enjoy staying here in our Capital and within the walls of the 210-year-old Technical University of Budapest.

Let this conference be the scene of a successful and useful exchange of views and ideas for all of us!

The third Mini Conference is Open!

Thank you.

LIST OF PARTICIPANTS

3rd Mini Conference on Vehicle System
Dynamics, Identification and Anomalies.
TU Budapest, 9-11 November, 1992

- Austria:** P. Lugner, P. Mittermayer,
Denmark: H. True,
Germany: H. Öry, H. G. Engel, R. Tiemann,
Hungary: I. Zobory, E. Békefi, T. Gausz, J. Gedeon,
P. Michelberger, L. Palkovics, P. Gáspár, J. Bokor,
J. Illés, L. Ilosvai, T. Péter, E. Zibolen, J. Rohács,
K. Dezső, I. Millner, G. Holler, I. Sánta,
T. Gajdár, Á. Semsey, Gy. Zsíros, Z. Zábori,
F. Fazekas, P. Várlaki, L. Keviczky, V. Zoller,
A. Szabó, Gy. Sostarics, L. Nardai, E. Kovács,
Z. Bíró, Gy. Richlik, F. Takács, Gy. Tóth
G. Stépán, T. Benedek,
Lybia: A. A. Kyari,
Netherlands: H.B. Pacejka, D. Ryba, P. Venhovens,
Poland: R. Bogacz, A. Kumaniecka, Kowalski, P. Świder,
J. Wierciński, W. Grzegożek, J. Drozdziel,
B. Sowiński, S. Dźuła, P. Kisielewski,
A. Kobielski, A. Grzyb, P. Piec, J. Skowron,
Russia: W.P. Feoktistow, E. R. Rybnikov,
Czechoslovakia: D. Kalinčák,
Vietnam: L. Q. Bao.