

European University





BUDAPEST UNIVERSITY
OF TECHNOLOGY AND ECONOMICS

Faculty of Civil Engineering - Since 1782

REAL-TIME DIGITAL TWIN DEVELOPMENT OF STRUCTURAL ASSESSMENT OF BRIDGES

Attila Joó, PhD joo.attila@emk.bme.hu

Budapest University of Technology and Economics

Department of Structural Engineering - Associate Professor

Innovation Management and Cooperation Center - Director

Dénes Kollár

István Völgyi

Ágnes Kenéz

Department of Structural Engineering

Bence Szinyéri

Bence Kővári

Department of Automation and Applied Informatics
András Fehér – Mensor 3D

BIM OR DIGITAL TWIN ???

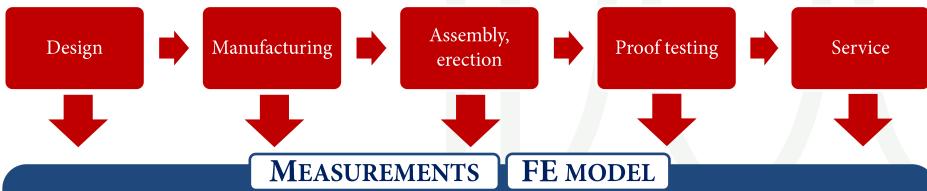
$$BIM = 3D GEOMETRY + DATA$$

Digital Twin =
$$\int_0^{100+} 3D \ GEOMETRY + DATA \ dt$$

3D constructional model Final geometry

Monitoring => Load
Laser scanning => Geometry
FEM => Explicit dynamic
Engineering decisions

TIME: 0 TO 100+ YEARS



BUILDING THE BIM MODEL BASED ON 2D WORKSHOP DRAWINGS
MEASUREMENTS: U (LASER SCANNING), ε (DIC, STRAIN GAUGES), Τ, LOAD AND DEFLECTION
SIMULATIONS: COLD-FORMING, THERMAL CUTTING, WELDING, CONSTRUCTION STAGES,
LOADING (SLS/ULS/FAT)











3D TEKLA BIM MODEL

RESIDUAL STRESSES & DEFORMATIONS, 'REAL-TIME' DEFORMATION/STRAIN/STRESS FIELDS, TEMPERATURES, DISP. OF BEARINGS, RESISTANCE, DAMAGE, FATIGUE LIFE

BENCHMARK: CABLE-STAYED BRIDGE IN KOMÁROM



Length: 600 m

Width: 20.40 m

Spans: 66.0 + 252.0 + 120.1 + 96.0 + 66.0 Aunich

Structural depth: 2.85 m

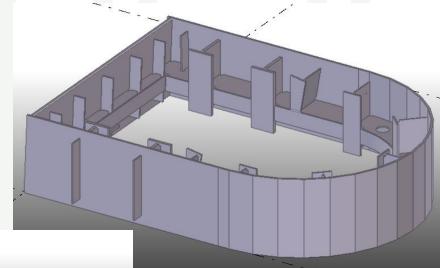
Pylon height: 80.00 m above orthotropic deck

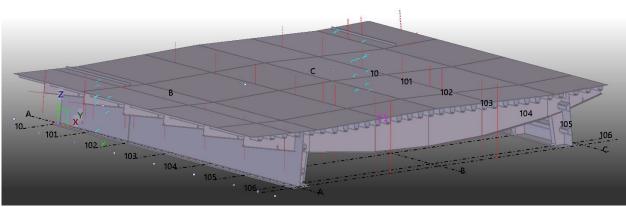


BIM MODEL OF THE BRIDGE

3D TEKLA BIM MODEL

Design



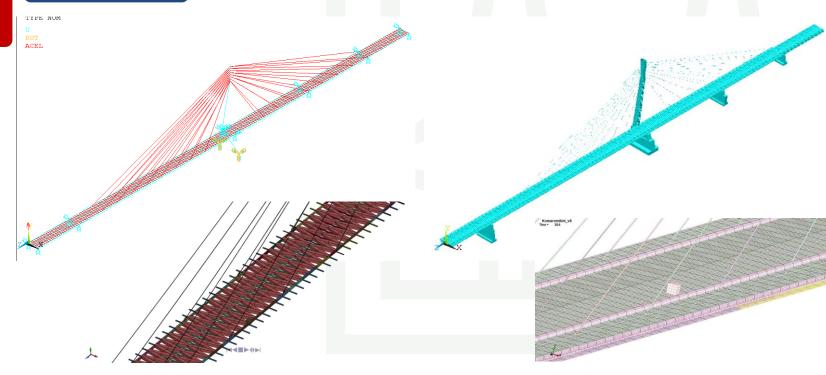


GLOBAL SHELL+BEAM MODEL FOR DESIGN

Design

FE MODEL Beam modell

Shell modell



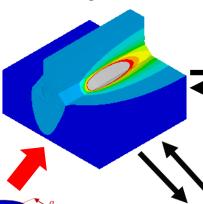
BACKGROUND OF WELDING SIMULATION

FE MODEL

Design

Temperature fields

- Thermal gradients
- Fusion zone
- Heat-affected zone
- Heat source model



Thermal problem

Microstructure



- HV hardness
- chemical compositon

 $q_{f,r}(x,y,z) = q_{max} \cdot e^{-3\frac{x^2}{c_{f,r}^2} - 3\frac{y^2}{a^2} - 3\frac{z^2}{b^2}}$ Double ellipsoidal heat source model (Goldak, 1984)

Deformations

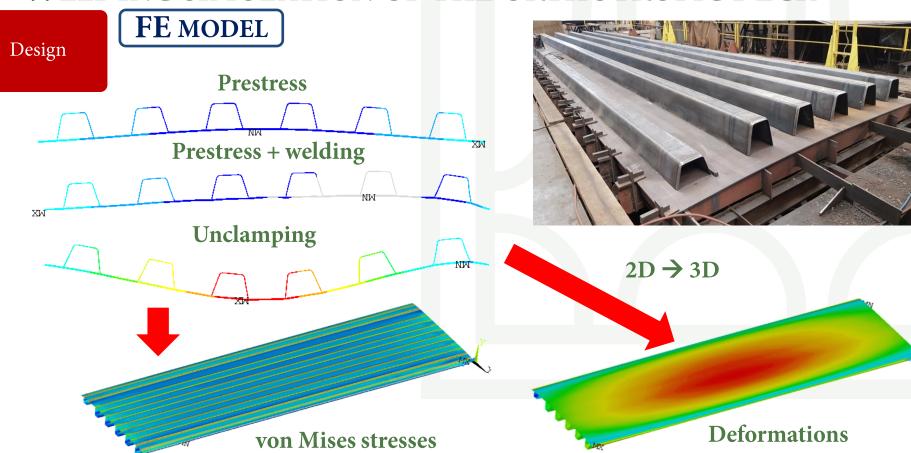
- Strains
- Stresses

Application: complex structures, detailed analysis

Uncoupled or coupled transient analysis (local heat source, 3D)

Mechanical problem

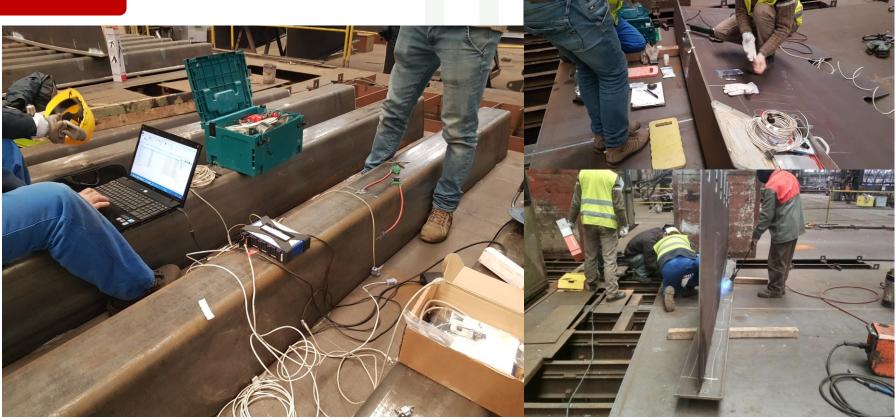
WELDING SIMULATION OF THE ORTHOTROPIC DECK



Manufacturing

MEASUREMENTS

STRAIN GAUGES + THERMOCOUPLES



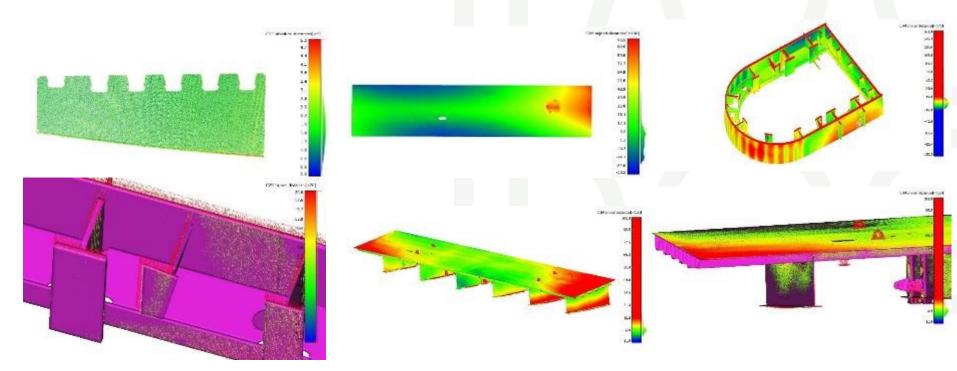
Manufacturing

3D TEKLA BIM MODEL

MEASUREMENTS

EVALUATION OF LASER SCANNING

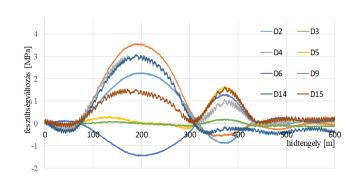
DEVIATION MAP



Assembly, erection

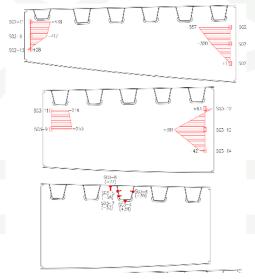
MEASUREMENTS

STRAIN GAUGES WELDING PROCESS

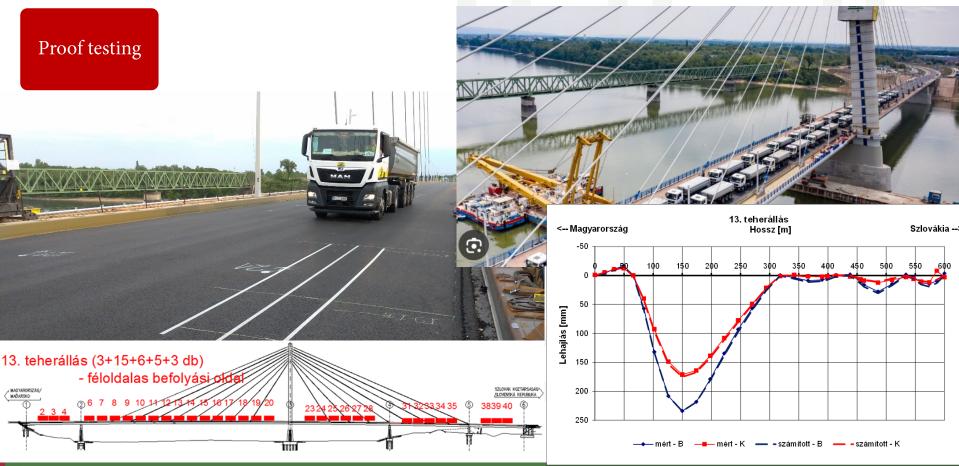








MEASURED AND FEM RESULTS



Faculty of Civil Engineering - Since 1782

SHM or Real-time Digital Twin?

Service

STRUCTURAL HEALTH MONITORING:

- MONITORING SYSTEM
- STRUCTURAL DATA IN SPECIFIC POINTS

REAL-TIME DIGITAL TWIN:

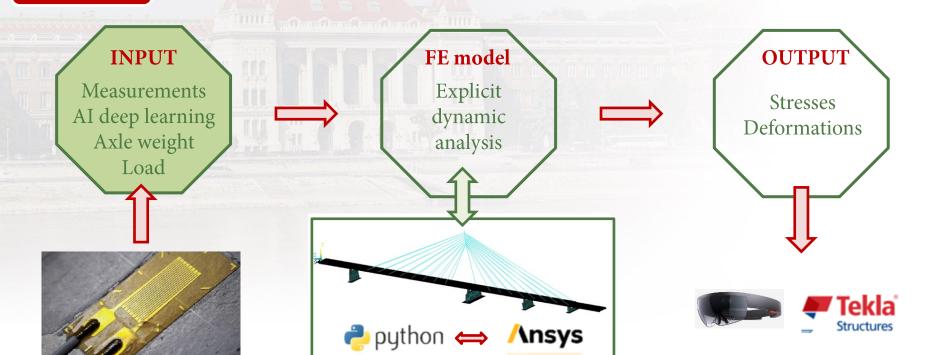
- MONITORING SYSTEM
- VEHICLE WEIGHT-IN-MOTION (AI)
- LOAD
- EXPLICIT DYNAMIC ANALYSIS
- STRUCTURAL DATA IN ALL POINTS

AXLE LOAD DETERMINATION

Service

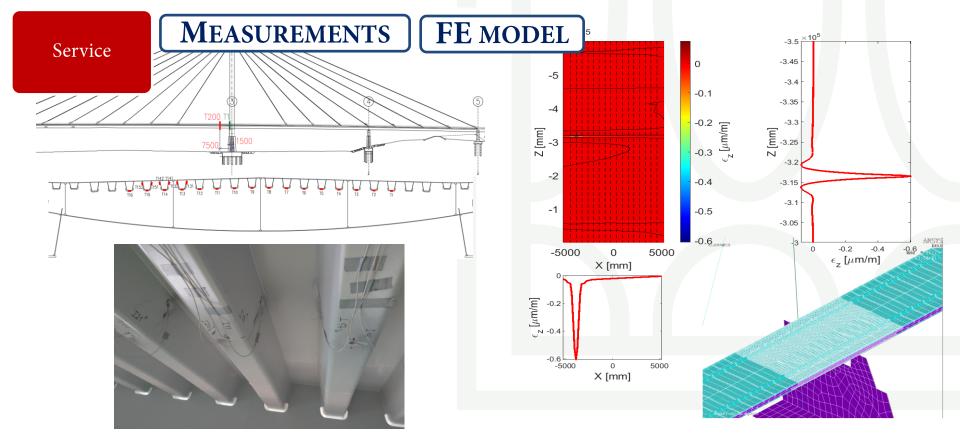
MEASUREMENTS

FE MODEL



LS-DYNA

STRAIN GAUGES IN TWO CROSS-SECTIONS

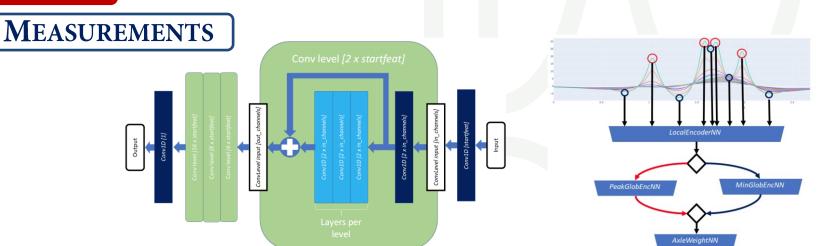


Strain gauges in two cross-sections

Impact surface data from FEM

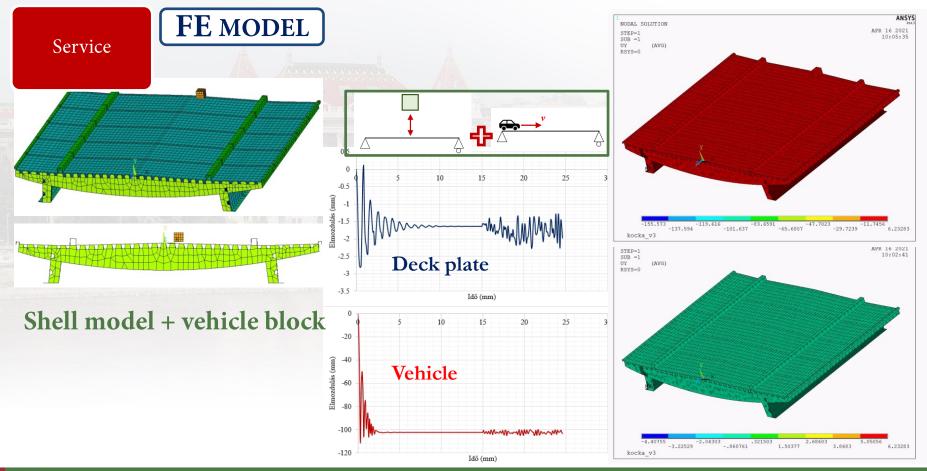
AI DEEP LEARNING ALGORITHM FOR WEIGHT IN MOTION





Metrika	Single-Only	Single-Convoy	$Complex ext{-}Only$	Complex-Convoy
Axle Weight Loss	2.43	2.35	3.20	3.27
$\sigma(\%)$	3.61	3.56	4.60	4.66
$\delta(\%)$	7.83	6.73	9.98	8.80
COST 323 (A-E)	B+	A	B+	B+

EXPLICIT DYNAMIC ANALYSIS - SEGMENT TEST

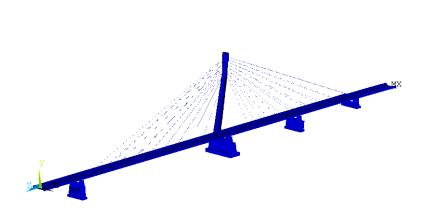


EXPLICIT DYNAMIC ANALYSIS

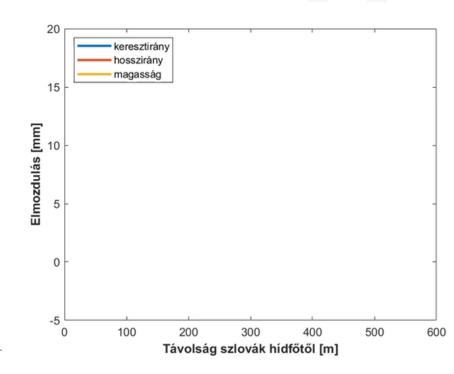
Service

FE MODEL

SHELL MODELL



PYLON TOP DISPLACEMENT



BIM APPLICATION – MEASURED AND FEM DATA

Service

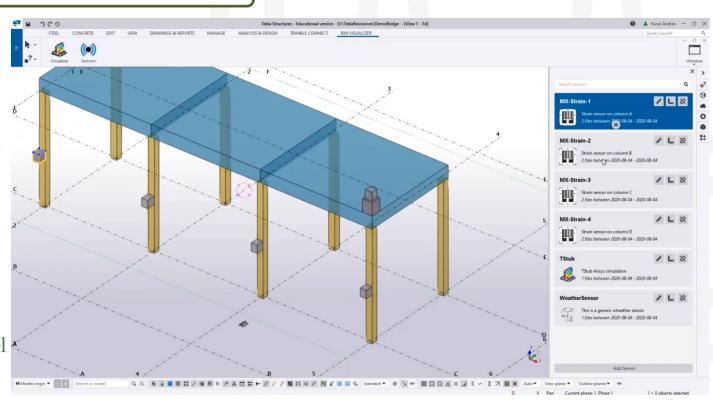
3D TEKLA BIM MODEL

Tekla Structures app

- Sensor elements/data
- Upload measured data
- Cloud storage
- Python interface

3D data visualization:

- Measured data in time
- Data limits
- Easy to use control panel
- HoloLens

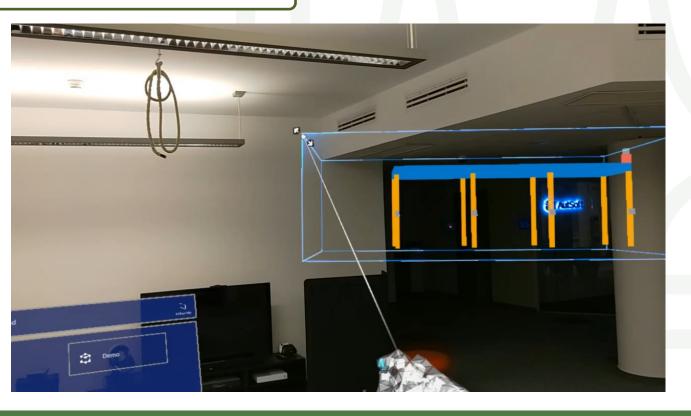


BIM APPLICATION - HOLOLENS

Service

3D TEKLA BIM MODEL









Thank you for your attention!

OF TECHNOLOGY AND ECONOMICS

BUDAPEST UNIVERSITY