
**Mechanical vibration and shock —
Experimental determination of
mechanical mobility —**

**Part 2:
Measurements using single-point
translation excitation with an attached
vibration exciter**

*Vibrations et chocs — Détermination expérimentale de la mobilité
mécanique —*

*Partie 2: Mesurages avec utilisation d'une excitation de translation en
un seul point, au moyen d'un générateur de vibrations solidaire de ce
point*



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Published in Switzerland

Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Overall configuration of the measurement system	2
5 Support of the structure under test	3
5.1 General	3
5.2 Grounded measurements	3
5.3 Ungrounded measurements	3
6 Excitation	4
6.1 General	4
6.2 Excitation waveforms	4
6.2.1 General	4
6.2.2 Discretely dwelled sinusoidal excitation	4
6.2.3 Slowly swept sinusoidal excitation	5
6.2.4 Stationary random excitation	5
6.2.5 Other excitation waveforms	5
6.3 Vibration exciters	5
6.4 Avoidance of spurious forces and moments	8
6.4.1 General	8
6.4.2 Transducer mass loading	8
6.4.3 Transducer rotational inertia loading	8
6.4.4 Exciter attachment restraints	8
7 Measurement of the exciting force and resulting motion response	9
7.1 General	9
7.2 Attachment of transducers	9
7.3 Mass loading and mass cancellation	10
7.4 Signal amplifiers	10
7.5 Calibrations	11
7.5.1 General	11
7.5.2 Operational calibration	11
8 Processing of the transducer signals	14
8.1 Determination of the frequency-response function	14
8.1.1 General	14
8.1.2 Sinusoidal excitation	14
8.1.3 Random excitation	14
8.2 Filtering	14
8.2.1 Sinusoidal excitation	14
8.2.2 Random excitation	14
8.3 Avoidance of saturation	15
8.4 Frequency resolution	15
8.4.1 General	15
8.4.2 Sinusoidal excitation	15
8.4.3 Random excitation	15
8.4.4 Periodic excitation	15
9 Control of the excitation	16
9.1 General	16
9.2 Time required for sinusoidal excitation	16
9.2.1 General	16
9.2.2 Discretely dwelled sinusoidal excitation	16

9.2.3	Slowly swept sinusoidal excitation	17
9.3	Time required for random excitation	17
9.4	Dynamic range	18
9.4.1	General	18
9.4.2	Sinusoidal excitation	18
9.4.3	Random excitation	18
10	Tests for valid data	18
11	Modal parameter identification	19
Annex A (normative)	Tests for validity of measurement results	20
Annex B (normative)	Requirements for excitation frequency increments and duration	23
Annex C (informative)	Modal parameter identification	25
Bibliography		26

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT), see the following URL: [Foreword — Supplementary information](#).

The committee responsible for this document is ISO/TC 108, *Mechanical vibration, shock and condition monitoring*.

This second edition cancels and replaces the first edition (ISO 7626-2:1990), which has been technically revised.

ISO 7626 consists of the following parts, under the general title *Mechanical vibration and shock — Experimental determination of mechanical mobility*:

- *Part 1: Basic terms and definitions, and transducer specifications*
- *Part 2: Measurements using single-point translational excitation with an attached vibration exciter*
- *Part 5: Measurements using impact excitation with an exciter which is not attached to the structure*

Introduction

General introduction to the ISO 7626- series on mobility measurement

Dynamic characteristics of structures can be determined as a function of frequency from mobility measurements or measurements of the related frequency-response functions, known as accelerance and dynamic compliance. Each of these frequency-response functions is the phasor of the motion response at a point on a structure due to a unit force (or moment) excitation. The magnitude and the phase of these functions are frequency-dependent.

Accelerance and dynamic compliance differ from mobility only in that the motion response is expressed in terms of acceleration and displacement, respectively, instead of in terms of velocity. In order to simplify the various parts of ISO 7626, only the term “mobility” is used. It is understood that all test procedures and requirements described are also applicable to the determination of accelerance and dynamic compliance.

Typical applications for mobility measurements are for:

- a) predicting the dynamic response of structures to known or assumed input excitation;
- b) determining the modal properties of a structure (natural frequencies, damping ratios and mode shapes);
- c) predicting the dynamic interaction of interconnected structures;
- d) checking the validity and improving the accuracy of mathematical models of structures;
- e) determining dynamic properties (i.e. the complex modulus of elasticity) of materials in pure or composite forms.

For some applications, a complete description of the dynamic characteristics can be required using measurements of translational forces and motions along three mutually perpendicular axes as well as measurements of moments and rotational motions about these three axes. This set of measurements results in a 6×6 mobility matrix for each location of interest. For N locations on a structure, the system thus has an overall mobility matrix of size $6N \times 6N$.

For most practical applications, it is not necessary to know the entire $6N \times 6N$ matrix. Often it is sufficient to measure the driving-point mobility and a few transfer mobilities by exciting with a force at a single point in a single direction and measuring the translational response motions at key points on the structure. In other applications, only rotational mobilities might be of interest.

Mechanical mobility is defined as the frequency-response function formed by the ratio of the phasor of the translational or rotational response velocity to the phasor of the applied force or moment excitation. If the response is measured with an accelerometer, conversion to velocity is required to obtain the mobility. Alternatively, the ratio of acceleration to force, known as accelerance, can be used to characterize a structure. In other cases, dynamic compliance, the ratio of displacement to force, can be used.

NOTE Historically, frequency-response functions of structures have often been expressed in terms of the reciprocal of one of the above-named dynamic characteristics. The arithmetic reciprocal of mechanical mobility has often been called mechanical impedance. It should be noted, however, that this is misleading because the arithmetic reciprocal of mobility does not, in general, represent any of the elements of the impedance matrix of a structure. Rather, conversion of mobility to impedance requires an inversion of the full mobility matrix. This point is elaborated upon in ISO 7626-1.

Mobility test data cannot be used directly as part of an impedance model of the structure. In order to achieve compatibility of the data and the model, the impedance matrix of the model is converted to mobility or vice versa (see ISO 7626-1 for limitations).

Introduction to this part of ISO 7626

For many applications of mechanical mobility data, it is sufficient to determine the driving-point mobility and a few transfer mobilities by exciting the structure at a single location in a single direction and measuring the translational response motions at key points on the structure. The translational excitation force can be applied either by vibration exciters attached to the structure under test or by devices that are not attached.

Categorization of excitation devices as “attached” or “unattached” has significance in terms of the ease of moving the excitation point to a new position. It is much easier, for example, to change the location of an impulse applied by an instrumented hammer than it is to relocate an attached vibration exciter to a new point on the structure. Both methods of excitation have applications to which they are best suited. This part of ISO 7626 deals with measurements using a single attached exciter; measurements made by impact excitation without the use of attached exciters are covered by ISO 7626-5.

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Mechanical vibration and shock — Experimental determination of mechanical mobility —

Part 2: Measurements using single-point translation excitation with an attached vibration exciter

1 Scope

This part of ISO 7626 specifies procedures for measuring linear mechanical mobility and other frequency-response functions of structures, such as buildings, machines and vehicles, using a single-point translational vibration exciter attached to the structure under test for the duration of the measurement.

It is applicable to measurements of mobility, accelerance, or dynamic compliance, either as a driving-point measurement or as a transfer measurement. It also applies to the determination of the arithmetic reciprocals of those ratios, such as free effective mass. Although excitation is applied at a single point, there is no limit on the number of points at which simultaneous measurements of the motion response may be made. Multiple-response measurements are required, for example, for modal analyses.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 2041, *Mechanical vibration, shock and condition monitoring — Vocabulary*

ISO 7626-1, *Mechanical vibration and shock — Experimental determination of mechanical mobility — Part 1: Basic terms and definitions, and transducer specifications*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 7626-1 and ISO 2041 and the following apply.

Note As this part of ISO 7626 deals with mechanical mobility, the notes to the definitions below provide more detail than is given in ISO 2041.

3.1 frequency-response function

frequency dependent ratio of complex motion response to complex excitation force for a linear system

Note 1 to entry: Excitation may be harmonic, random or transient functions of time. The frequency-response function does not depend on the type of excitation function if the tested structure can be considered a linear system in a certain range of the excitation or response. In such a case, the test results obtained with one type of excitation may be used for estimating the response of the system to any other type of excitation. Phasors and their equivalents for random and transient excitation are discussed in [Annex B](#).

Note 2 to entry: Linearity of the system is a condition which, in practice, is met only approximately, depending on the type of system and on the magnitude of the input. Care has to be taken to avoid nonlinear effects, particularly when applying impulse excitation. Structures which are known to be nonlinear (e.g. structures with fluid elements) should not be tested with impulse excitation and great care is required when using random excitation for testing of such structures.