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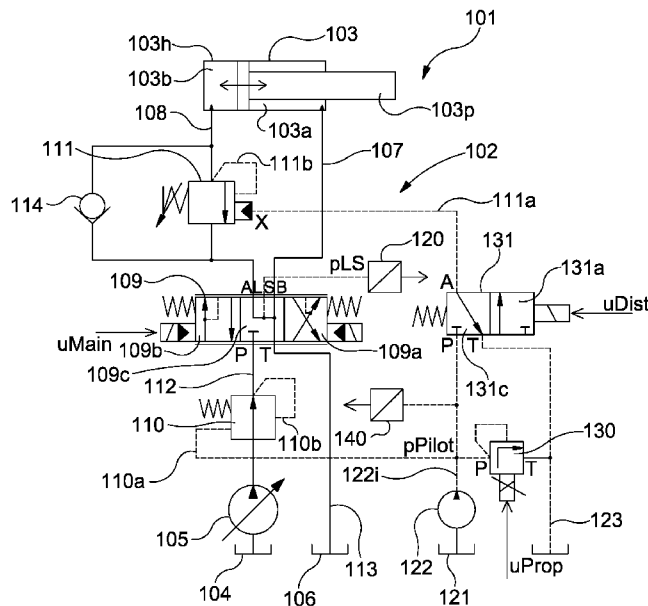
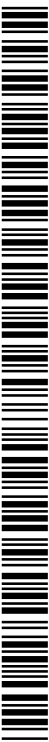


FIG. 3

(57) Abstract: Methods of controlling an actuator 103 during operation using a hydraulic circuit, and related apparatus, are described. The circuit can comprise a first path section along which fluid is supplied to a first chamber 103a of the actuator using a first valve 110 and a second path section along which fluid is extracted from a second chamber 103b of the actuator using a second valve 111. In various embodiments, pressure data associated with a pressure of the fluid supplied to the first side of the actuator are obtained, a pilot pressure *pPilot* is produced based on the data and the first and second valves are configured based on the pilot pressure *pPilot*.



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IMPROVEMENTS IN THE CONTROL OF HYDRAULIC ACTUATORS

Technical field

The present invention relates in particular to the operation and control of hydraulic actuators.

Background

Hydraulic actuators are used in a wide range of industrial applications for handling loads. Examples include uses for example in large-scale industrial apparatus for lifting and manipulating heavy equipment, such as cranes, elevators, manipulator arms or the like. Such apparatus are typically supplied with power fluid for driving the actuators through a hydraulic circuit. The circuit may include components such as valves or the like which are configured in response to a sensed load on the actuator to operate and control the actuator appropriately. Components in such circuits may operate under data control for example electrically by supplying electrical control signals to the components and/or under fluid control by supplying a control fluid to the components, but at the same time it is typically of interest that such control arrangements avoid unnecessary complexity. In large-scale equipment, power requirements for the actuators may be substantial and as such prevailing thinking has been to keep both the power supply and control circuitry straightforward and reliable, for reducing potential failures in the hydraulic circuitry or actuator where such an eventuality could be safety concern and be costly to rectify. In harsh environments, such as on marine platforms or vessels, for example in the oil and gas exploration and production industry, provision of simple, reliable and safe systems for delivering hydraulic operability of this kind has been paramount. Downtime due to failures in equipment in this industry can also be very costly.

In Figure 1, there is shown a prior art hydraulic circuit 2 used for providing an actuator 3 with hydraulic power for operating the actuator 3. The actuator 3 has a piston 3p which is movable within a piston housing 3h back or forth as indicated by the arrow 3c by the application of pressure by hydraulic power fluid against the piston 3p on a first

side 3a (moving the piston toward the second side 3b) or against the piston on a second side 3b (moving the piston toward the first side 3a).

The hydraulic power fluid is supplied from a tank 4 with the assistance of a pump 5, and is guided through the circuit 2 to the first or second sides 3a, 3b of the actuator 3 as appropriate. Power fluid is supplied into a chamber in the piston housing 3h on one of the sides 3a, 3b, causing movement of the piston 3p toward the other side, whilst power fluid is expelled from the chamber in the piston housing 3h on the other of the sides 3a, 3b and is guided back through the circuit to a drain 6 along a drain line 13.

The power fluid is guided into the actuator via line 8 or line 7. To facilitate this, the circuit 1 has load-sensing directional control valve 9. The configuration of the directional control valve 9 determines the route for the hydraulic power fluid from the pump 5 to the actuator 3. In Figure 1, the load-sensing directional control valve 9 is shown in a neutral position, in which no movement of the piston 3p is taking place. However, it will be appreciated that upon activating the directional control valve 9 (toward the left hand side as viewed in the figure such that the block 9a is active), power fluid is directed from the pump 5 into the line 7 and into the first side 3a of the actuator 3, urging the piston toward the second side 3b. Returning power fluid is then extracted from the second side 3b of the actuator via the line 8 to the drain line 13.

The load exerted on the actuator 3 may vary, and in view of this, the circuit 2 includes certain control measures. Firstly, the circuit 2 is provided with a pressure compensating valve 10. The pressure compensating valve 10 is configured to adjust the flow of power fluid from the pump 5 so that a suitable pressure is applied so that the piston 3b is moved at a particular speed. Secondly, the circuit 2 is provided with a counterbalance valve 11. The counterbalance valve 11 is configured to adjust the flow of returning power fluid from the actuator 3 to control the pressure on the second side 3b of the actuator 3 against which the piston 3p needs to act. This is intended to help to control the speed and stop the piston 3p running away in the event of load components which may be exerted in the same direction as the piston movement. In this way, the circuit 2 using the counterbalance valve 11 and the pressure compensating valve 10 provides a way for the speed of the actuator 3 to be independent of the load and for overrunning loads to be handled.

Nevertheless, the circuit 2 can experience practical difficulties in that instabilities can appear over time leading to a loss of control of movement of the piston 3p, e.g. in the

event of overrunning loads, which in turn may cause cavitation damage in the metering-in line 7 (or line 8 which is the metering-in line when moving in the other direction) and/or damage to the piston 3p and/or the piston housing 3h. It is also typically desirable to ensure that the movement of the actuator 3, e.g. speed of piston 3b, is unchanged over a range of different loads, in order to handle loads safely and predictably. This issue can be further understood by further considering the operation of the counterbalance valve 11 and the pressure compensation valve 10 in Figure 1.

The counterbalance valve 11 is controlled using control lines 11a, 11b which supply control fluid to the valve 11 for configuring the valve, e.g. positioning a valve spool so as to restrict or permit fluid flow through the valve by an amount determined by the control fluid in the control lines 11a, 11b. The control line 11a is connected to the line 7 supplying fluid to the first side 3a of the actuator 3, and the control line 11b is connected to the line 8 from the second side 3b of the actuator. In this way, the valve 11 can sense the pressure in the power fluid being supplied to the first side 3a in line 7 and the pressure in the returning power fluid from the second side 3b of the actuator in line 8, and is configured according to the difference in pressure between the first and second sides 3a, 3b of the actuator 3. In the event that the actuator 3 experiences an overrunning load, for example, an effect is produced on the pressures in the power fluid on the first and second sides 3a, 3b of the actuator, and the valve responds accordingly through the control lines 11a, 11b to configure the valve to limit the flow out of the second side 3b actuator to resist the load, to restore the pressure differential.

The pressure compensating valve 10 is controlled using control lines 10a, 10b which supply control fluid to the valve 10 for configuring the valve, e.g. by positioning a valve spool so as to restrict or permit fluid flow from the pump 5 through the valve by an amount determined by the control pressure in the control lines 10a, 10b. As can be seen, the control line 10a is connected to an outlet side of the load-sensing directional control valve 9, which when block 9a is active (for moving the actuator piston 3p toward the second side 3b), senses the pressure in the power fluid being supplied into the first side of the piston via line 7. The control line 10b is connected to the inlet side of the load-sensing directional control valve 9 which senses the pressure of the power fluid being supplied into the directional control valve 9 through supply line 12. The valve therefore adjusts to compensate for any pressure drop in the power fluid across the load-sensing directional control valve 9. The pressure compensating valve 10 is further configured to allow an increased or decreased flow into the first side of

the actuator 3a to facilitate the same speed of movement of the piston 3p for different loads. In the event of a change in load, e.g. an overrunning load, pressure effects in the first side 3a of the actuator 3c can lead to the valve 10 increasing or decreasing the pressure in line 12 to maintain the same pressure drop in the fluid flowing through the directional control valve 9 from line 12 to line 7 via block 9a, thereby counteracting the influence of the pressure effect on the speed of the actuator 3.

The actuator 3, in particular the speed and movement of the piston 3p when handling loads, is therefore controlled by way of counterbalance valve 11 and the pressure compensating valve 10 acting and cooperating together. However, valve responses to the load conditions can be imperfect in terms of timings, such that short duration, high frequency pressure perturbations may occur in the power fluid in the metering-in line 7 to the first side 3a of the actuator 3a. Such instabilities may amplify over time, and jeopardise the performance of the actuator 3 in handling loads and adversely affect safety. In particular, the actuator 3 may become susceptible to sudden movements and damage as described above in the event of overrunning loads.

Various solutions have been proposed to deal with this instability issue where additional valves or modifications to the counterbalance valve 11 and/or pressure compensation valve 10 are made but where to their detriment they give up much of the functionality to ensure that the speed of movement of the piston 3p is independent of the load, whilst the effects of overrunning loads are counteracted.

It will be noted that Figure 1 shows the features of the hydraulic circuit 2 to be used for movement of the piston 3p toward the second side 3b of the actuator 3. However, the actuator 3 in the example is two-way movable, and as such, the arrangement of the counter balance valve 11 acting on the returning power fluid would in practice also be mirrored on the other side of the actuator 3 for when the piston 3p moves in the opposite direction toward the first side 3a (and the directional control valve is switched with a second block 3b active), although this is not shown in Figure 1 for purposes of clarity. In Figure 2, the apparatus of Figure 1 is shown including this mirrored arrangement including a second counterbalance valve 11', operating under control from control lines 11a' and 11b', and a second check valve 14'. The valves 11' and 14' are active to control the overrunning load when the piston 3p is moving toward the first side 3a.

In addition, it can be noted that Figure 1 shows the neutral configuration of the circuit 2 in which the piston 3p is in a stationary position, where a third block 3c of the load sensing directional control valve 9 is being applied. In this configuration, flow from the pump 5 into the actuator 3 is disconnected and the first side 3a of the actuator 3 is depressurized. The pressure in the second side 3b of the actuator 3 adjusts to maintain the equilibrium with external load on the piston 3p. The check valve 14 and the counter balance valve 11 remain closed.

Summary of the invention

10 In light of the above, according to a first aspect of the invention, there is provided a method of controlling an actuator during operation of a hydraulic circuit, the circuit comprising a first path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a second path section along which fluid is extracted from a second chamber of the actuator using a second valve, the method comprising
15 the steps of:

- (a) obtaining pressure data associated with a pressure of the fluid supplied to the first side of the actuator;
- (b) producing a pilot pressure p_{Pilot} based on the data; and
- (c) configuring either or both of the first and second valves using the pilot
20 pressure p_{Pilot} .

The pressure data may typically comprise a signal of the pressure in the fluid supplied to the first chamber.

25 The actuator typically comprises a moving component, movable in dependence upon the pressure of the fluid in said first and/or second chambers, e.g. according to a pressure differential therebetween. The moving component may be for example a piston arm, shaft or rod or the like.

30 The obtained pressure data may be first pressure data, and the method may further comprise processing the first pressure data to produce second pressure data, wherein the pilot pressure is produced based upon the second pressure data. At least one component from the first pressure data may be preserved in the produced second pressure data.

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The obtained pressure data may be first pressure data, and the method may further comprise processing the first pressure data to determine at least one set pressure p_{Set} for determining the pilot pressure.

5 The step of processing the first pressure data to obtain the second pressure data may comprise filtering the first pressure data. Thus, the first pressure data may be processed to remove at least one frequency component. Accordingly, the step of processing the first pressure data to obtain the second pressure data may be performed to remove high frequency components. The second pressure data, e.g. time-series
10 data, may thus be based on the first data, without the removed high-frequency component or components. The second pressure data obtained may therefore typically not contain the removed component or components.

The step of filtering may be performed to remove one or more high-frequency components may be removed. The step of filtering may comprise applying a low-pass filter
15 to the first pressure data.

The pilot pressure p_{Pilot} may typically be produced using a third valve operable to configure a valve control path. In this way, the third valve may be operable for adjusting a pressure in a control fluid in the valve control path, e.g. within a control fluid
20 circuit.

The method may further comprise generating a control signal u_{Prop} based on the second pressure data. The method may include passing the control signal u_{Prop} to a
25 third valve to produce the pilot pressure p_{Pilot} for configuring either or both of the first and second valves. The third valve may be a pressure relief valve operable to configure a valve control path for adjusting a pressure in a control fluid in the path. The third valve may be a pressure reducing valve operable for configuring a valve control path for adjusting a pressure in a control fluid in the valve control path.

30 The method may further comprise measuring the produced pilot pressure p_{Pilot} , comparing the measured pilot pressure p_{Pilot} with the second pressure data, and updating the control signal u_{Prop} in dependence upon the comparison.

35 The first valve may preferably comprise a pressure compensating valve. The pressure compensating may typically be operable for adjusting a pressure of the fluid in the first path section, and/or the first chamber. In doing so, the pressure compensating

valve may be operable to configure an inlet pathway for supplying fluid into an inlet of a load-sensing directional control valve.

The second valve may preferably be a counterbalance valve. The counterbalance valve may typically be operable for resisting undesired movement of the actuator. The counterbalance valve may be operable to configure the second path section.

The first and second valves may preferably be configured to be operable to maintain an actuator speed that is independent of external disturbances on the actuator. The first and second valves may cooperate to protect the actuator from being affected by external force components or changes in such force components during movement. Such force components may result from a load such as an overrunning load, or changes in such a load, on the actuator or the moving component thereof.

The first path section may comprise a metering-in line.

The pressure data associated with the pressure in the fluid supplied to the first side of the actuator may comprise at least one pressure p_{LS} of the fluid at an outlet of a load sensing directional control valve.

The method may further comprise measuring at least one pressure p_{LS} to obtain the data. The data may typically be obtained using a pressure transducer.

According to a second aspect of the invention, there is provided apparatus for operating and controlling a hydraulic actuator, the apparatus comprising:

first and second valves;

a first path section along which fluid is supplied to a first chamber of the actuator using the first valve;

a second path section along which fluid is extracted from a second chamber of the actuator using the second valve; and

at least one device for producing a pilot pressure p_{Pilot} based upon obtained data associated with a pressure of the fluid supplied to the first chamber of the actuator, wherein either or both of the first and second valves are configured using the pilot pressure p_{Pilot} .

The apparatus may further comprise the actuator. The device may typically comprise a third valve.

The device may comprise any one or more of: a determiner; a controller; and control structure.

The apparatus may further comprise a control fluid circuit, or a component thereof, for controlling the first and second valves.

According to a third aspect of the invention, there is provided a computer device for use in operating and controlling an actuator operable using a hydraulic circuit comprising a path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a path section along which fluid is extracted from a second chamber of the actuator using a second valve, the computer device being configured to receive data associated with a pressure of the fluid supplied to the first chamber of the actuator, for determining a pilot pressure p_{Pilot} to be generated based upon the obtained data for configuring either or both of the first and second valves.

According to a fourth aspect of the invention, there is provided a computer program for the computer device of the third aspect.

According to a fifth aspect of the invention, there is provided a method of controlling an actuator during operation of a hydraulic circuit comprising a first path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a second path section along which fluid is extracted from a second chamber of the actuator using a second valve, the method comprising the steps of:

- (a) computing a set pressure p_{Set} in dependence upon a pressure of the fluid supplied to the first chamber of the actuator; and
- (b) configuring either or both of the first and second valves based on the computed set pressure.

The method may further comprise producing a pilot pressure p_{Pilot} based on the set pressure p_{Set} ; and configuring the first and second valves using the pilot pressure p_{Pilot} .

According to a sixth aspect of the invention, there is provided apparatus for use in controlling an actuator during operation of a hydraulic circuit comprising, the apparatus comprising:

- first and second valves;

a first path section along which fluid is supplied to a first chamber of the actuator using the first valve;

a second path section along which fluid is extracted from a second chamber of the actuator using the second valve; and

3. at least one device for computing a set pressure p_{Set} in dependence upon a pressure of the fluid supplied to the first chamber of the actuator for configuring either or both of the first and second valves based on the computed set pressure.

10 According a seventh aspect of the invention, there is provided a computer device for use in controlling an actuator operable using a hydraulic circuit comprising a path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a path section along which fluid is extracted from a second chamber of the actuator using a second valve, the computer device being configured to compute a set pressure p_{Set} in dependence upon a pressure of the fluid supplied to the first chamber of
15 the actuator, the computed set pressure to be used for configuring either or both of the first and second valves.

According to an eighth aspect of the invention, there is provided a computer program for the computer device of the seventh aspect.

20 Any of the aspects of the invention may include further features as described in relation to any other aspect, wherever described herein. Features described in one embodiment may be combined in other embodiments. For example, a selected feature from a first embodiment that is compatible with the arrangement in a second embodiment may be employed, e.g. as an additional, alternative or optional feature, e.g.
25 inserted or exchanged for a similar or like feature, in the second embodiment to perform (in the second embodiment) in the same or corresponding manner as it does in the first embodiment. Embodiments of the invention are advantageous in various ways as will be apparent from the specification throughout.

30 Description and drawings

There will now be described, by way of example only, embodiments of the invention with reference to the accompanying drawings, in which:

Figure 1 is a diagram of prior art apparatus for controlling an actuator;
35 Figure 2 is a diagram of the prior art apparatus for controlling the actuator of Figure 1 showing additional structure;

- Figure 3 is a diagram of apparatus for controlling an actuator according to an embodiment of the invention;
- Figure 4 is a representation of a control structure in the apparatus of Figure 3;
- 5 Figure 5 is a representation of a computer device for implementing the control structure of Figure 4;
- Figure 6 is a graph of pressure curve results from the apparatus of Figure 3 in use;
- Figure 7 is a diagram of apparatus for controlling an actuator according to another embodiment of the invention;
- 10 Figure 8 is a diagram of apparatus for controlling an actuator according to a further embodiment;
- Figure 9 is a diagram of apparatus for controlling an actuator according to yet a further embodiment;
- 15 Figure 10 is a diagram of apparatus for controlling an actuator according to yet a further embodiment;
- Figure 11 is a diagram of apparatus for controlling an actuator in the form of a motor according to an embodiment of the invention; and
- Figure 12 is block diagram of a method according to an embodiment of the invention.
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Reference is made firstly to Figures 3 and 4. In Figure 3, there is shown apparatus 101 having a hydraulic circuit 102 which is used for providing an actuator 103 with hydraulic power for operating and controlling the actuator 103.

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The circuit 102 has a pressure compensating valve 110 and a counterbalance valve 111 which are configured using a pilot pressure p_{Pilot} which is generated based upon a determined pressure p_{Set} . The pressure p_{Set} is determined using a control structure 150. A pressure p_{LS} is measured using a transducer 120 and is passed to a determiner 151 in the control structure 150 as an input, and the pressure p_{LS} is processed in order to determine the pressure p_{Set} for generating the pilot pressure p_{Pilot} . The pressure p_{LS} is processed in the determiner 151 by applying a low-pass filter to the pressure p_{LS} , in order to obtain the set pressure p_{Set} . In this way, the set pressure p_{Set} is obtained in dependence upon the pressure as measured in the line 107 with a high frequency component filtered out. This technique can therefore provide an improved basis for configuring the counterbalance valve 111 and the pressure compensating valve 110. The functionality of the counterbalance valve 111 and

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pressure compensating valve 110 to control the actuator 103 under external loads may thus be improved as the valves 110, 111 can respond on the basis of the pressure in the metering-in line 107 (since the set pressure p_{Set} is based upon the pressure p_{LS}), whilst the processing performed in the control structure 150 can help to
5 suppress instabilities as may be suffered by the prior art.

Figure 5 shows a computer device 200 including an In/Out unit 201 through which the inputs and outputs of the control structure 150 are conveyed. The computer device 200 further comprises memory 203 for storing any of: data; computer programs
10 and/or machine readable instructions. For example, a computer program for processing a signal of the pressure p_{LS} may be stored using the memory 203. The computer device 200 also includes a microprocessor 202 that can be used for any of processing data, executing programs and/or performing instructions, for implementing the control structure 150. Preferably, the computer device 200 is in the form of a
15 programmable logic controller. It will be appreciated that the control structure 150 and/or the determiner 151 in order to provide its function in determining the pressure p_{Set} could be provided by other forms of apparatus.

Whilst this example illustrates that the pressure p_{LS} may be subjected to filtering, it
20 will be understood that other operations may be applied in order to determine a suitable pressure p_{Set} for generating the pilot pressure p_{Pilot} . Such operations may for example include removing a noise component, performing signal smoothing or averaging, analysing or performing an estimation using the pressure p_{LS} . In doing so, empirical or numerical methods could be used.

The pilot pressure p_{Pilot} is communicated through control lines 110a, 111a to the 'X' ports of the valves 110, 111 to configure them accordingly. In order to generate the pilot pressure p_{Pilot} , the determiner 150 is used to control a proportional pressure relief valve 130, which is used to adjust the pressure of control fluid in the lines 110a,
30 111a to correspond with the pressure p_{Set} . A u_{Prop} signal is generated based on p_{Set} and is passed to the proportional pressure relief valve 130 to operate it appropriately. The u_{Prop} signal is output from the In/Out unit 201 of the computer device 200.

Referring again to Figure 3, the apparatus 101 includes a control fluid tank 121 and
35 control fluid pump 122 for providing a supply of control fluid through a supply line 122i. A control fluid drain line 123 is provided for draining away control fluid. The proportional pressure relief valve 130 is arranged between the pump 122 and the

drain line 123, and is adjustable, e.g. by a movable valve spool to bleed off control fluid to a drain, to control communication of control fluid between the supply line 122i and the drain line 123. Thus, the pressure of control fluid in the supply line 122i (and hence the lines 110a, 111b which the supply line supplies) can be determined by the proportional pressure relief valve 130, so as to achieve the appropriate pilot pressure p_{Pilot} .

It can be noted further in Figure 3 that the apparatus 101 includes a pressure distribution valve 131. When a piston 103p of the actuator 103 is being moved toward the second side 103b (upon application of power fluid into a chamber on a first side 103a of the actuator 103), block 131a of the pressure distribution valve 131 is active and control fluid at the pilot pressure p_{Pilot} is communicated through the valve 131 into the line 111a and into the port X of the counterbalance valve 111. In Figure 3, both a load-sensing directional control valve 109 and the pressure distribution valve 131 are in the neutral configuration (blocks 109c and 131c active), with the actuator 103 stationary. In this neutral configuration, the pressure port 'X' in the counterbalance valve 111 is in communication with the drain line 123, and both the supply of the control fluid via pump 122 and supply of power fluid via pump 105 are disconnected.

When the apparatus 101 is used to move the piston 103p, an input signal u_{Main} is passed to the directional control valve 109 to activate the relevant block 109a and an input signal u_{Dist} , based upon the input signal u_{Main} , is sent from the determiner 150 to the pressure distribution valve 131 in order to activate the block 109a so as to communicate the pilot pressure p_{Pilot} for configuring the pressure compensating valve 110 and counterbalance valve 111 as described above.

In general, operation is such that a pilot pressure is generated using the determiner 150 on an ongoing basis. The pressure p_{LS} is received and the pressure p_{Set} produced by the determiner as time-series data, and the determiner 150 sends a time-series command signal u_{Prop} to the pressure relief valve 130 accordingly. The pilot pressure p_{Pilot} generated in the control fluid is thus updated over time, e.g. continuously and/or automatically.

In order to facilitate proper generation of the pilot pressure, the generated pressure p_{Pilot} is measured using a pressure transducer 140 and is fed back to the determiner 150 as an input. The measured pilot pressure p_{Pilot} and the set pressure p_{Set} are compared for checking agreement between the pressure p_{Pilot} actually generated and

the determined set pressure p_{Set} . A proportional integral (PI)-control function is used to determine any difference p_{Delta} between the measured pressure p_{Pilot} generated in the fluid and the pressure p_{Set} , and applies a gain to the pressure p_{Set} signal if appropriate. The signal u_{Prop} is then communicated accordingly, taking into account the gain, to control the pilot pressure p_{Pilot} being generated in the fluid via the proportional pressure relief valve 130.

Figure 6 shows time-series plots of data showing the signal of the measured pressure p_{LS} and that of the resulting set pressure p_{Set} after low pass filtering of the signal of the measured pressure p_{LS} . As can be seen, the set pressure p_{Set} after filtering does not contain the high-frequency fluctuations of the pressure p_{LS} observed by measurement of the fluid. Nevertheless, the computed set pressure p_{Set} includes the longer period variations observed in the pressure p_{LS} , so that appropriate configuration of valves 110, 111 can be made to control the actuator 103.

With reference again to Figure 3, in further detail, it can be noted that the piston 103p of the actuator 103 is movable within a piston housing 103h under control of the pressure compensating valve 110 and the counterbalance valve 111. The piston 103 is bi-directionally movable by hydraulic power fluid acting in a chamber on the first side 103a of the actuator 103 for moving the piston 103p toward a second side 103b or by hydraulic power fluid acting in a chamber on the second side 103b of the actuator 103 for moving the piston 103p toward the first side 103a. The power fluid is supplied through the circuit 102 to the appropriate chamber. The pump 105 is used for supplying the hydraulic power fluid from a tank 104. The chambers on the first and second sides 103a, 103b operate such that movement of the piston 103p, e.g. toward the second side 103b by the fluid supplied into the chamber at the first side 103a, is resisted by power fluid in the other chamber. Accordingly, with a first body of hydraulic power fluid being supplied into one of the sides 103a, 103b, a second body of hydraulic power fluid is expelled from the chamber on the other of those sides 103a, 103b. The power fluid is led into the relevant chamber of the actuator 103 via line 108 or line 107 as appropriate, facilitated by the load-sensing directional control valve 109. It will be appreciated that the configuration of the directional control valve 109 determines the route for the hydraulic power fluid from the pump 105 to the actuator 103. The load-sensing directional control valve 109 is shown in Figure 3 in a neutral position, in which no movement of the piston 103p is taking place. However, upon activating the directional control valve 109 toward the left hand side as viewed in the figure such that the block 109a is active whereby ports A and T are connected and ports

B and P are connected, power fluid can be directed from the pump 105 into the line 107 and into the first side 103a of the actuator 103, for urging the piston 103p toward the second side 103b. Returning power fluid can then be extracted from the second side 103b of the actuator via the line 108 to the drain line 113 to a drain 106.

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The pressure compensating valve 110 is configured to adjust the flow of power fluid from the pump 105 so that a suitable pressure is applied for moving the piston 103p at a certain speed. The counterbalance valve 111 can adjust the flow of returning power fluid from the actuator 103 to control the pressure in the chamber on the second side 103b against which the piston 103p needs to act to maintain the speed (when moving for example toward the second side 103b). In the event of variations in the load, the counterbalance valve 111 can adjust the path for fluid out of the second side 103b in order to maintain the speed of the piston 103p independently of the load, e.g. to maintain a pressure differential between the chambers on the first and second sides 103a, 103b of the actuator. Control of the valves 110, 111 using the pilot pressure generated as described above facilitates correct performance of the counterbalance valve 111 and the pressure compensating valve 110 such that potential instabilities as may arise by operation of the valves in the presence of overrunning or other externally imparted loads can be suppressed or prevented.

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It can further be noted that the pressure compensating valve 110 is controlled according to the pressures in control lines 110a, 110b e.g. by positioning a valve spool as determined by the pressure in the control lines 110a, 110b. In this way, the pilot pressure in the control line 110a can control the valve 110 so as to configure the path for power fluid through the valve 110. The control line 110b is connected to the inlet side of the load-sensing directional control valve 109 and senses the pressure of the power fluid being supplied into the directional control valve 109 through supply line 112.

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The counterbalance valve 111 is controlled according to the pressures in control lines 111a, 111b, e.g. by positioning a valve spool so as to restrict or permit fluid flow through the valve 111 by an amount determined by the pressure in the control lines 111a, 111b. In this way, the pilot pressure in the control line 111a can control the valve 111 so as to configure the path for power fluid through the valve 111. The control line 111b is connected to the line 108 from the second side 103b of the actuator 103 so as to sense the pressure in the returning power fluid from the second side 103b of the actuator in line 108.

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Figure 3 illustrates a simplified version of the apparatus 101 highlighting key components involved for operating and controlling the actuator moving in the direction toward the second side 103b, e.g. when subjected to an overrunning load. In practice, it is also desired to operate and control the actuator in the direction toward the first side 3a of the actuator 103, e.g. when subjected to an overrunning load. The same functionality is thus implemented by mirroring the configuration of the counterbalance valve 111 and check valve 114 on the other side of the actuator 103, and the full configuration for controlling the actuator movements and overrunning loads in both directions is shown in Figure 7.

In Figure 7, the apparatus 101' includes a second counter balance valve 111' operative under control from lines 111b' and 111a', and a second check valve 114'. These operate in alternation with the counterbalance valve 111 and check valve 114, and resist the movement of the piston 103p toward the first side 103a. The second counterbalance valve 111' and check valve 114' operate to resist the movement when the directional control valve 109 has the block 109b active, whereby the ports A and P are connected and ports B and T are connected. When the block 109a is active however, and ports A and T are connected and ports B and P are connected, the counterbalance valve 111 and check valve 114 operate to resist the movement toward the second side 103b.

The counterbalance valves 111, 111' uses separate control lines 111a, 111a' to the respective X ports of the valves 111, 111'. In order to supply control fluid on these lines 111a, 111a', the apparatus 101' has a pressure distribution valve in the form of a directional control valve 531, operating under control of the *uDist* signal (which in turn is linked to the *uMain* load sensing signal). When the piston 103p of the actuator 103 is being moved toward the second side 103b (upon application of power fluid into the chamber on the first side 103a), block 531b of the valve 531 is active and control fluid at the pilot pressure *pPilot* is communicated through the valve 531 into the line 111a and into the port X of the counterbalance valve 111. Conversely, when the piston 103p of the actuator 103 is being moved toward the first side 103a (upon application of power fluid into the chamber on the second side 103b), block 531a of the valve 531 is active and control fluid at the pilot pressure *pPilot* is communicated through the valve 531 into the line 111a' and into the port X of the second counterbalance valve 111'. The neutral configuration with block 531c active is shown in Figure 7.

In other variants, other arrangements may be used to generate the pressure p_{Pilot} in the control fluid, not necessarily using the proportional pressure relief valve 130 as illustrated in Figures 3 and 4.

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Turning to Figure 8, one such variant is depicted, in which the apparatus 601 has a valve arrangement 630 for generating the pilot pressure according using the u_{Prop} signal, instead of the pressure relief valve 130. The valve arrangement 630 in this example includes a proportional pressure reducing valve 651 which is used to gener-
10 ate the pilot pressure p_{Pilot} . A second valve 652 is provided between the pump 621 and the drain line 623 for bleeding off pressure to the drain line 623 to control the pressure of control fluid at the P port of the pressure reducing valve 651.

In the above-described embodiments, the pilot pressure p_{Pilot} which is generated
15 from p_{Set} as determined by the determiner 150 is communicated to both the counterbalance valve 111 and the proportional pressure relief valve 130. It will however be appreciated that the pressure p_{Pilot} from the determiner 150 can in other examples be applied to one or the other of the counterbalance valve 111 and the pressure compensating valve 110 (or the counterbalance valve 111' and the pressure compensating
20 valve 110 as the case may be). Such examples are illustrated in Figures 9 and 10.

In Figure 9, the apparatus 701 is configured in the same way as the apparatus 101 of Figure 3 except in this example the pressure p_{Pilot} from the determiner 105 is communicated through the line 710a to the X port of the pressure compensating valve 710
25 and not to the counterbalance valve 711. The pressure p_{LS} is sensed by transducer 720 and fed to the determiner 150. The control line 711a is connected to the line 707 so that the X port of the counterbalance valve 711 senses the pressure in the fluid being supplied to the first side 703a of the actuator 703.

In Figure 10, the apparatus 801 is configured in the same way as the apparatus 101 of Figure 3 except in this example the pressure p_{Pilot} from the determiner 105 is communicated through the line 811a to the X port of the counterbalance valve 811 and
30 not to the pressure compensating valve 810. The pressure p_{LS} is sensed by transducer 820 and fed to the determiner 150. The control line 810a is connected to an outlet side of the load-sensing directional control valve 809, which senses the pressure in the
35 power fluid being supplied into the first side of the piston via line 807.

The configurations in Figures 9 and 10 represent simpler variants that may be effective while still offering improvements in the controllability of movement instabilities by overrunning loads, due to the pilot pressure p_{Pilot} being generated based on a computed set pressure p_{Set} from the determiner 105. The system in Figure 9 can be particularly advantageous because no artificially generated hydraulic pressure is sent to the counterbalance valve which is considered an important safety component. Therefore, the simpler system with the direct connection (provided by line 711a) may benefit from an easier certification requirement.

It can be noted that the presently described techniques can be applied with actuators of different types. The actuators may be multi-directional in their movement, and may be controlled in respective directions using apparatus as described. For example, as illustrated in Figure 11, rather than a bi-directional linear translation piston such as the pistons 103, 603, 703, 803, the actuator is in the form of a hydraulic motor 903 whereby a moving component in the form of a shaft 903s is rotated by hydraulic control. Shaft movement under load is controlled by an opposing pressure chamber. Thus, movement of the shaft 903s pressure in the line 907 into a first pressure chamber 903a, is resisted by fluid in a second pressure chamber 903b using the counterbalance valve 911.

In Figure 12, a method 300 of controlling a hydraulic actuator has the steps S1 to S4, as shown. In steps S1 and S2, pressure data providing a signal of the pressure in the power fluid into the actuator is obtained from transducer measurements, and a set pressure is computed based upon the pressure data, e.g. by filtering the signal. In S3, a pilot pressure is generated, e.g. using a pressure relief valve in a control fluid circuit, using the computed set pressure. In S4, the pilot pressure is produced in the control fluid and is communicated via the fluid to the ports in a counter balance valve and a pressure compensation valve, causing the valves to be set according to the pilot pressure. In this way, the paths for power fluid into and out of the actuator are determined by the valves in dependence on the pilot pressure to control the actuator.

Various modifications and improvements may be made without departing from the scope of the invention herein described.

Claims

1. A method of controlling an actuator during operation using a hydraulic circuit, the circuit comprising a first path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a second path section along which fluid is extracted from a second chamber of the actuator using a second valve, the method comprising the steps of:
- (a) obtaining pressure data associated with a pressure of the fluid supplied to the first side of the actuator;
 - (b) producing a pilot pressure p_{Pilot} based on the data; and
 - (c) configuring either or both of the first and second valves using the pilot pressure p_{Pilot} .
2. A method as claimed in claim 1, wherein the pressure data comprises a signal of the pressure in the fluid supplied to the first chamber.
3. A method as claimed in claim 1 or 2, wherein the obtained pressure data are first pressure data, and the method further comprises processing the first pressure data to produce second pressure data, wherein the pilot pressure p_{Pilot} is produced based upon the second pressure data.
4. A method as claimed in claim 3, wherein at least one component from the first pressure data is preserved in the produced second pressure data.
5. A method as claimed in any preceding claim, wherein the obtained pressure data are first pressure data, and the method further comprises processing the first pressure data to determine at least one set pressure p_{Set} for determining the pilot pressure p_{Pilot} .
6. A method as claimed in any of claims 3 to 5, wherein the step of processing the first pressure data to obtain the second pressure data comprises filtering the first pressure data.
7. A method as claimed in claim 6, wherein the step of filtering comprises applying a low-pass filter to the first pressure data.

8. A method as claimed in any of claims 3 to 7, which further comprises generating a control signal $uProp$ based on the second pressure data, and passing the control signal $uProp$ to a third valve to produce the pilot pressure $pPilot$ for configuring either or both of the first and second valves.

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9. A method as claimed in claim 8, wherein the third valve is operable to configure a valve control path for adjusting a pressure in a control fluid in the path.

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10. A method as claimed in claim 8 or 9, which further comprises measuring the produced pilot pressure $pPilot$, comparing the measured pilot pressure with the second pressure data, and updating the control signal $uProp$ in dependence upon the comparison.

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11. A method as claimed in any preceding claim, wherein the first valve comprises a pressure compensating valve operable for adjusting a pressure of the fluid in the first path section.

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12. A method as claimed in any preceding claim, wherein the second valve comprises a counterbalance valve operable for resisting undesired movement of the actuator.

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13. A method as claimed in any preceding claim, wherein the first and second valves are configured to be operable to maintain an actuator speed that is independent of external disturbances on the actuator.

14. A method as claimed in any preceding claim, wherein the first path section comprises a metering-in line.

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15. A method as claimed in any preceding claim, wherein pressure data associated with the pressure in the fluid supplied to the first side of the actuator comprises at least one pressure pLS of the fluid at an outlet of a load sensing directional control valve.

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16. Apparatus for operating and controlling a hydraulic actuator, the apparatus comprising:
first and second valves;

a first path section along which fluid is supplied to a first chamber of the actuator using the first valve;

a second path section along which fluid is extracted from a second chamber of the actuator using the second valve; and

at least one device for producing a pilot pressure p_{Pilot} based upon obtained data associated with a pressure of the fluid supplied to the first chamber of the actuator, wherein either or both of the first and second valves are configured using the pilot pressure p_{Pilot} .

17. Apparatus as claimed in claim 16, further comprising the actuator.

18. Apparatus as claimed in claim 16 or 17, wherein said device comprises any one or more of: a determiner; a controller; and a control structure.

19. Apparatus as claimed in any of claims 16 to 18, further comprising a control fluid circuit, or components thereof, for controlling either or both of the first and second valves.

20. A computer device for use in operating and controlling an actuator operable using a hydraulic circuit comprising a path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a path section along which fluid is extracted from a second chamber of the actuator using a second valve, the computer device being configured to receive data associated with a pressure of the fluid supplied to the first chamber of the actuator, for determining a pilot pressure p_{Pilot} to be generated based upon the obtained data for configuring either or both of the first and second valves.

21. A computer program for the computer device of claim 20.

22. A method of controlling an actuator during operation using a hydraulic circuit comprising a first path section along which fluid is supplied to a first chamber of the actuator using a first valve, and a second path section along which fluid is extracted from a second chamber of the actuator using a second valve, the method comprising the steps of:

(a) computing a set pressure p_{Set} in dependence upon a pressure of the fluid supplied to the first chamber of the actuator; and

(b) configuring either or both of the first and second valves based on the computed set pressure.

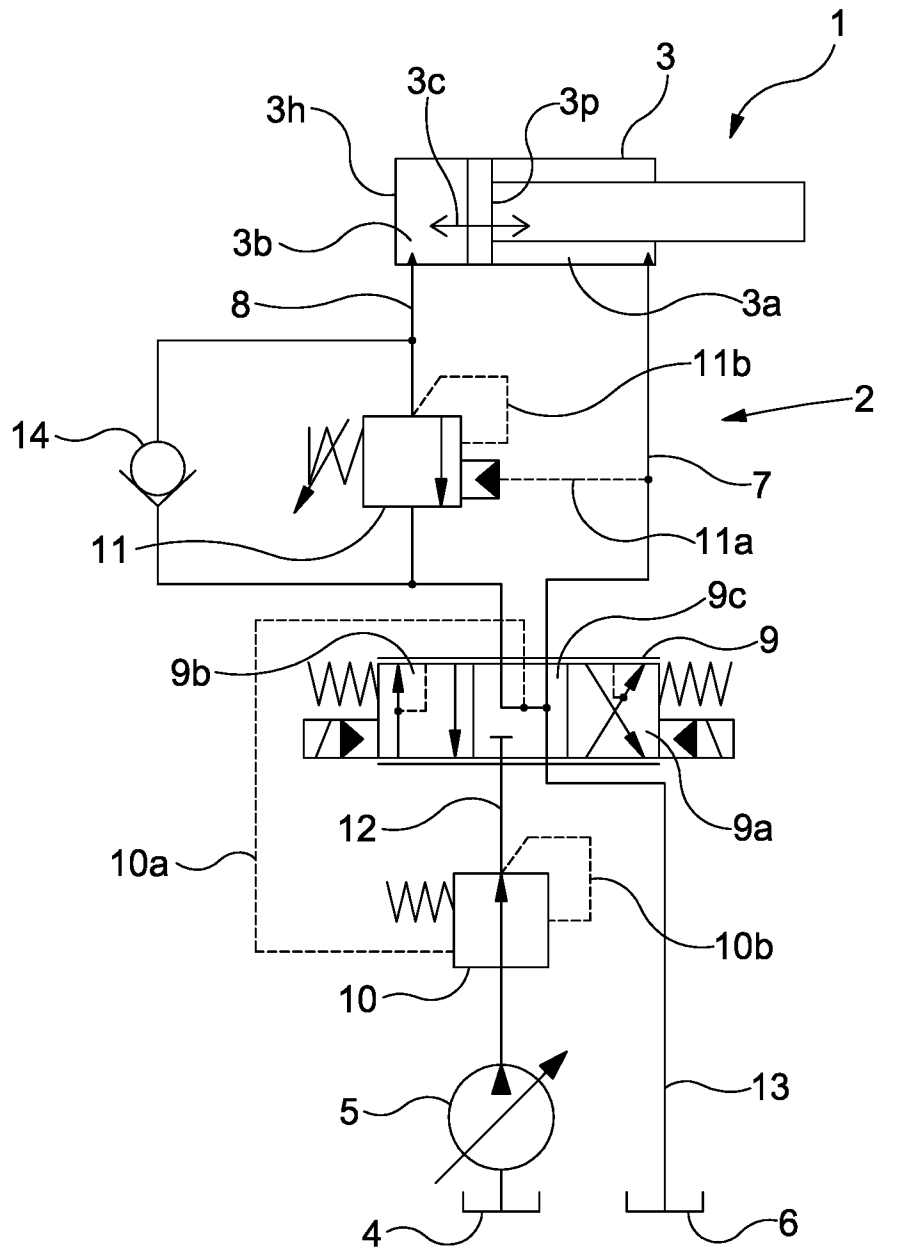


FIG. 1

-PRIOR ART-

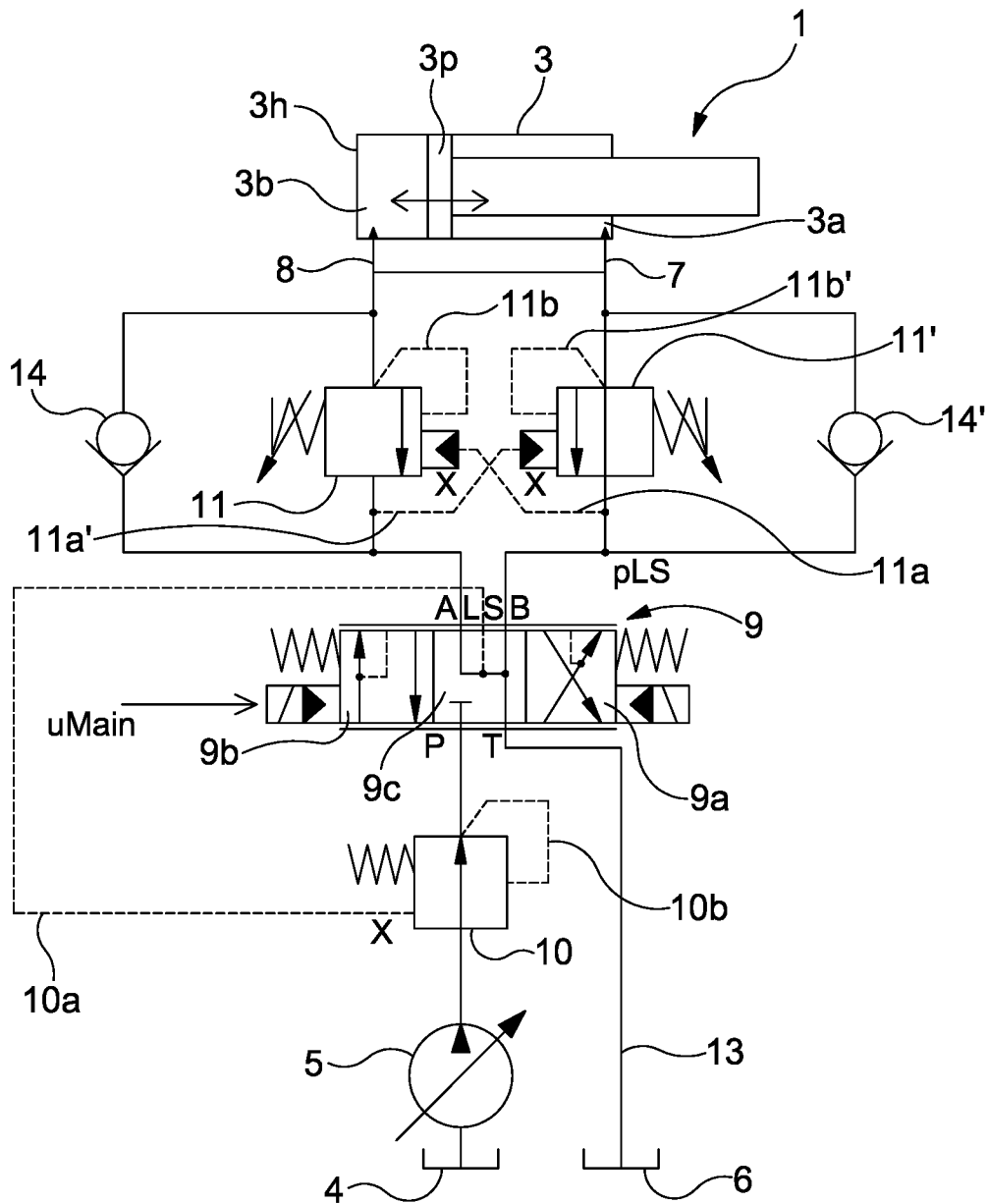


FIG. 2

-PRIOR ART-

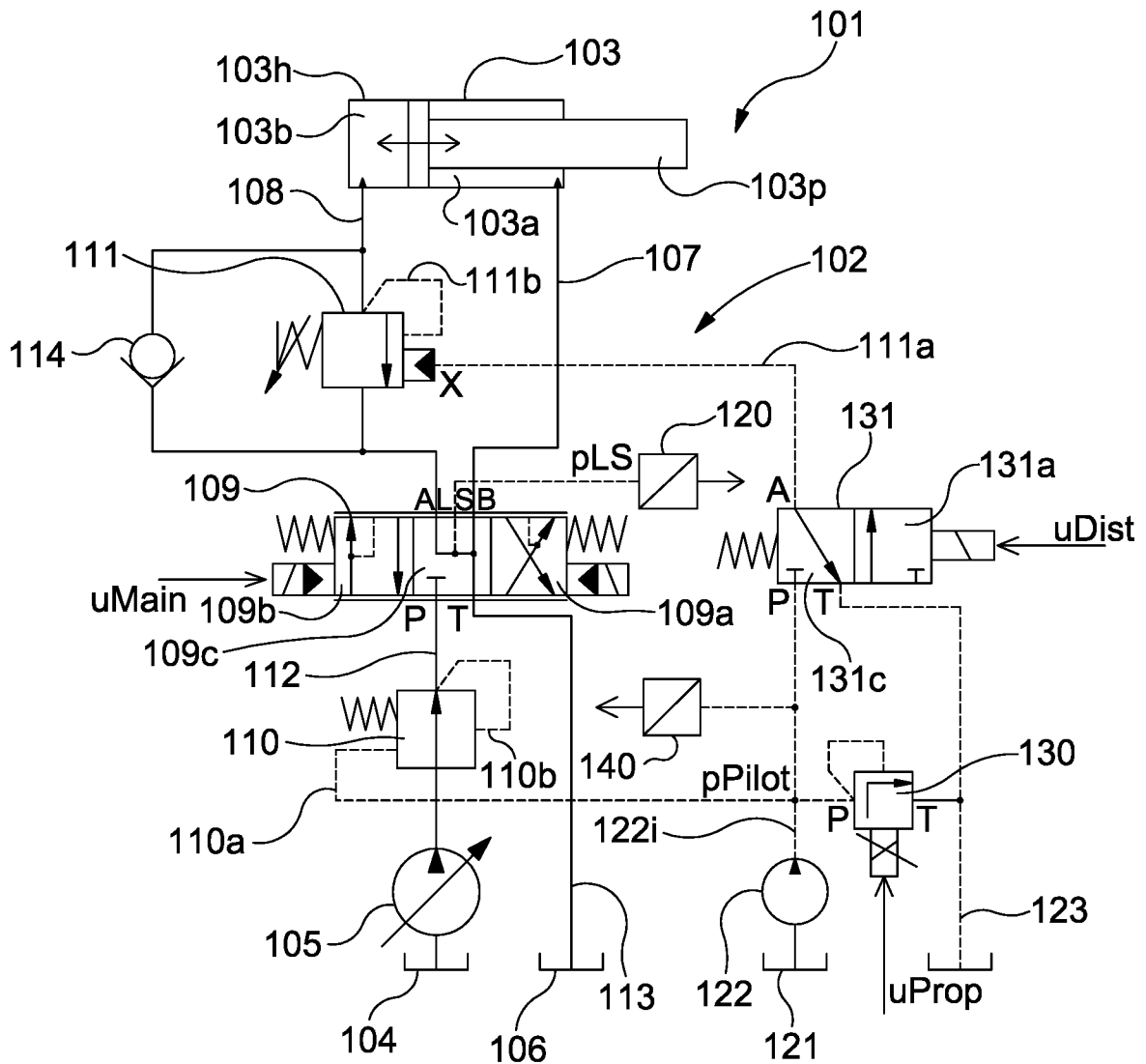


FIG. 3

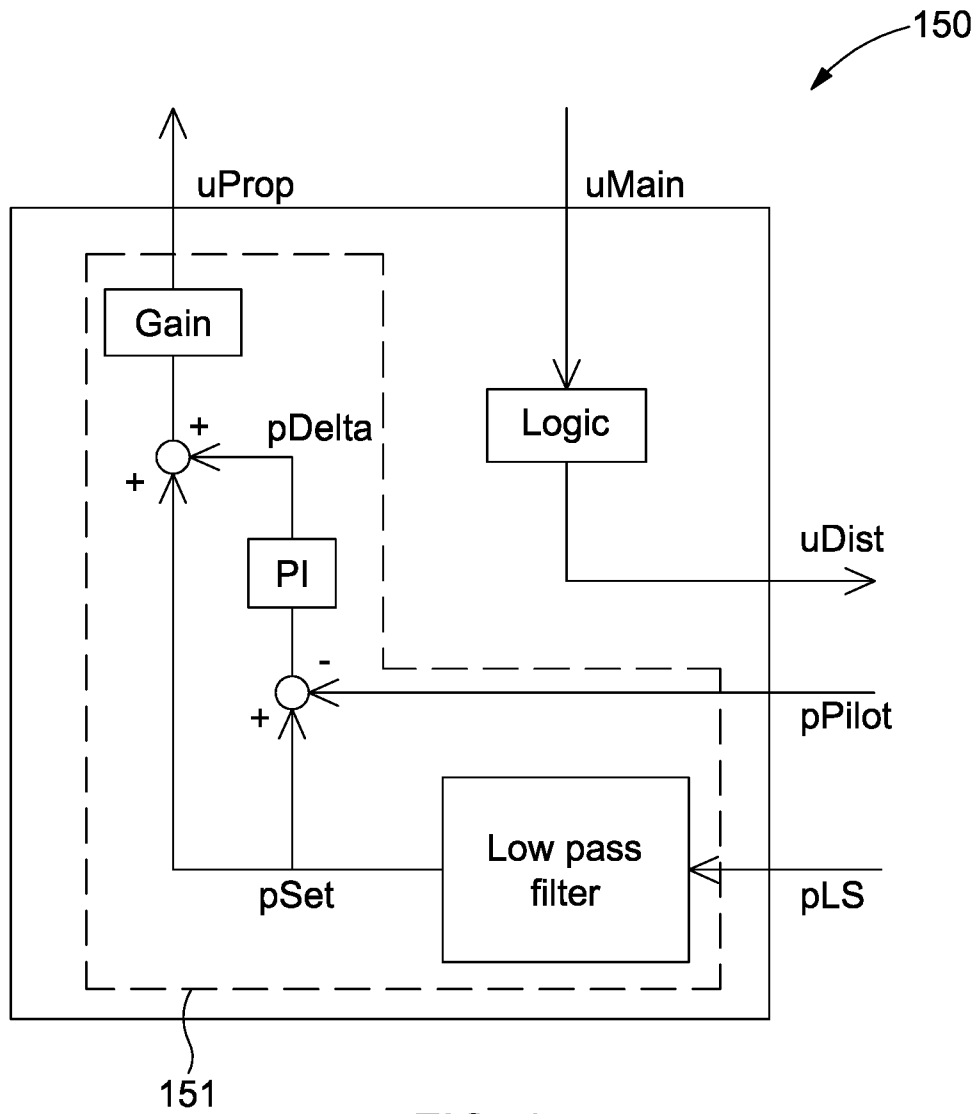


FIG. 4

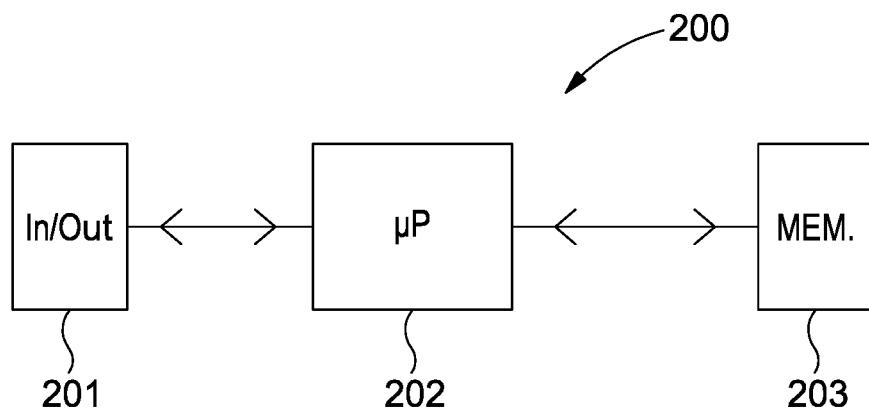


FIG. 5

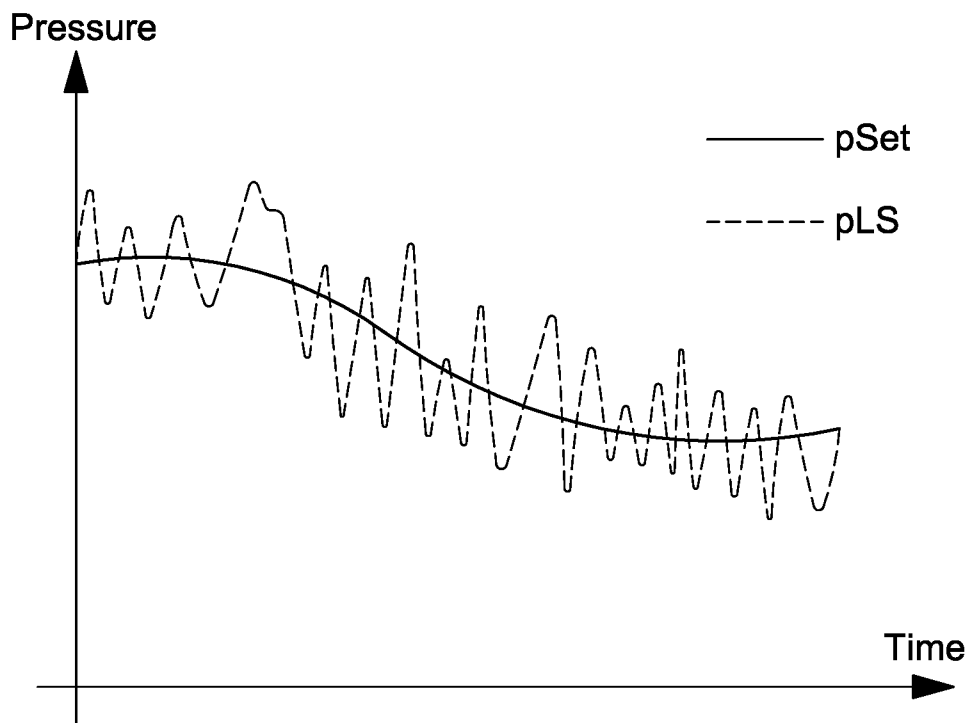


FIG. 6

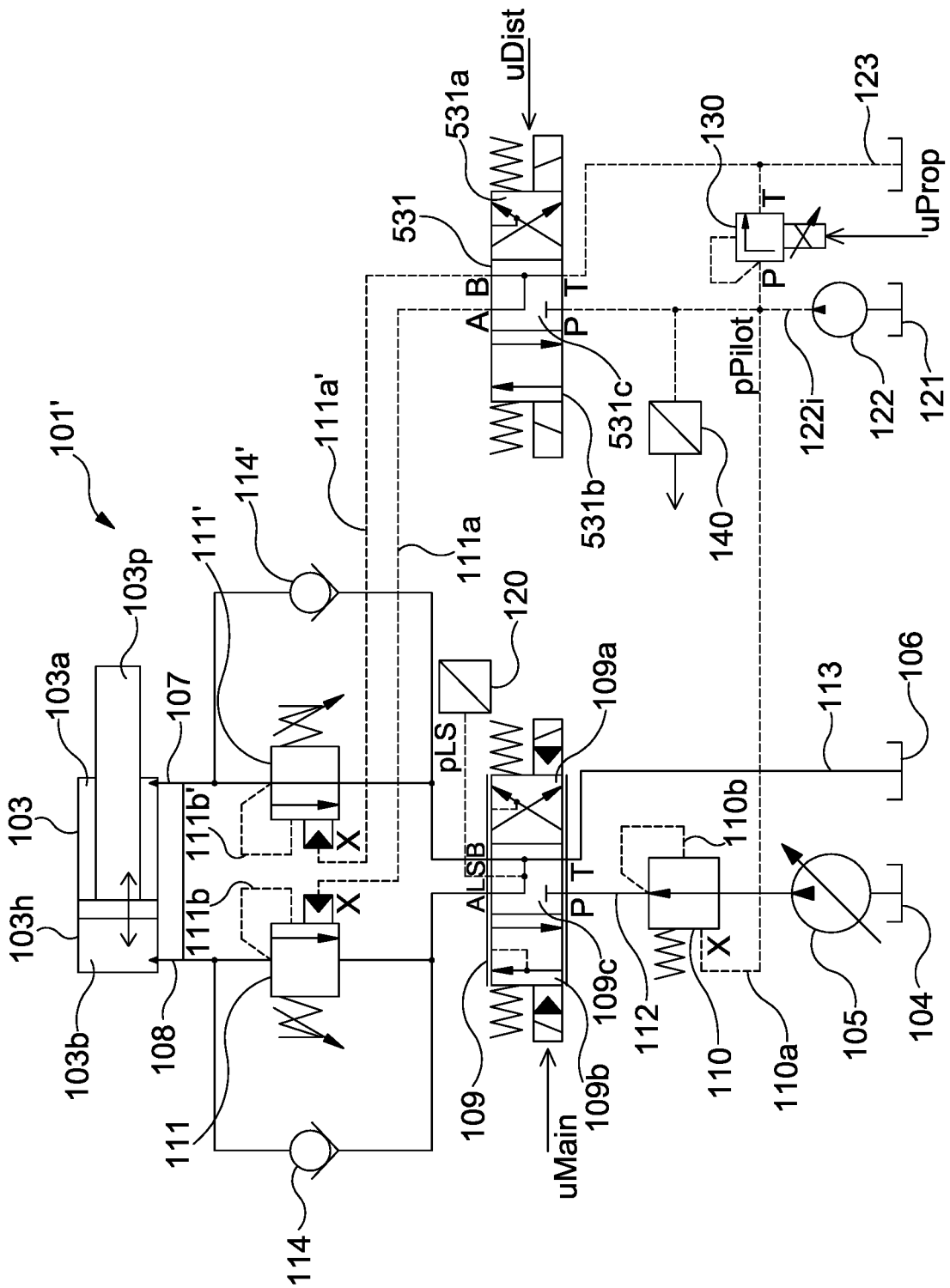


FIG. 7

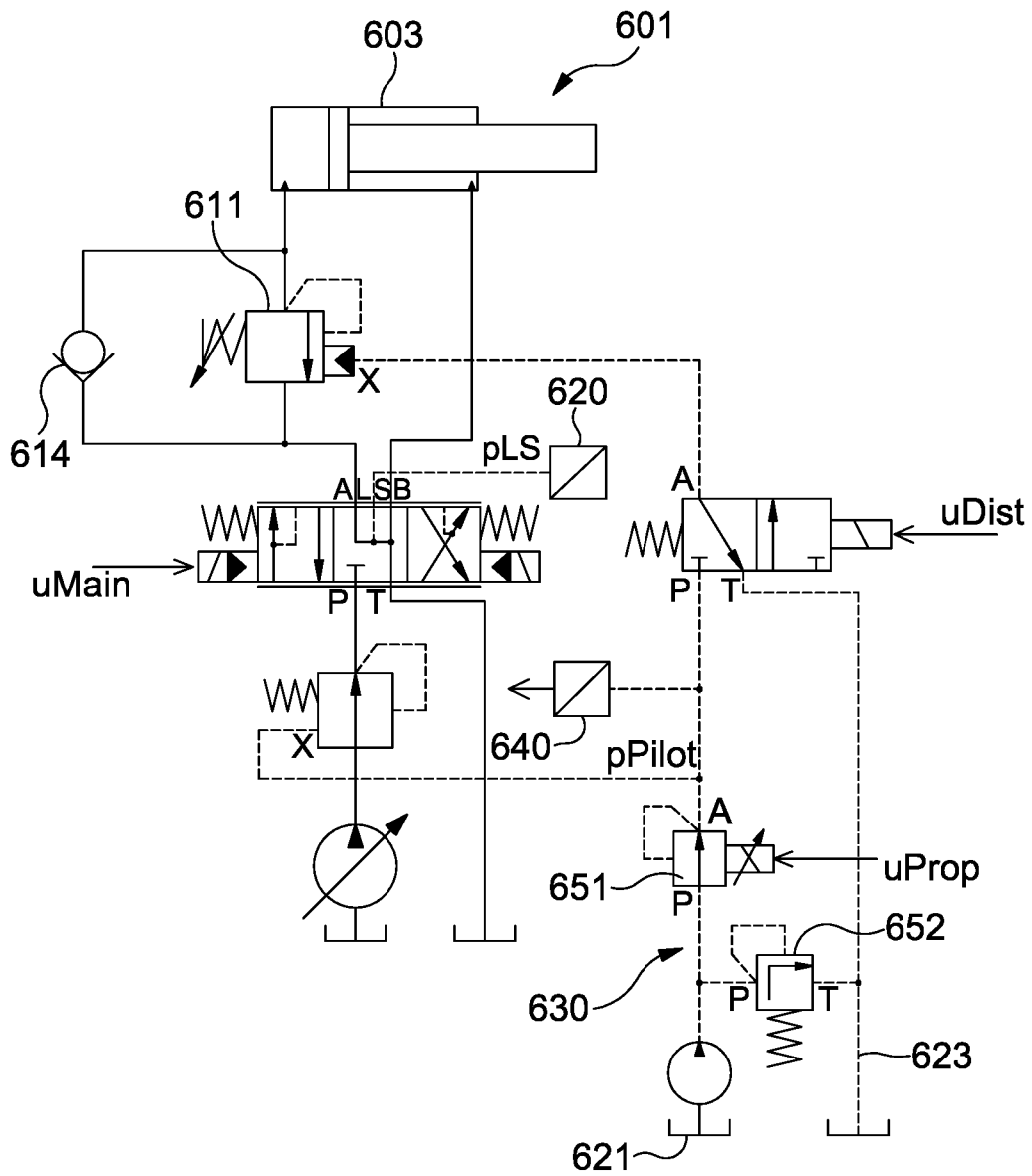


FIG. 8

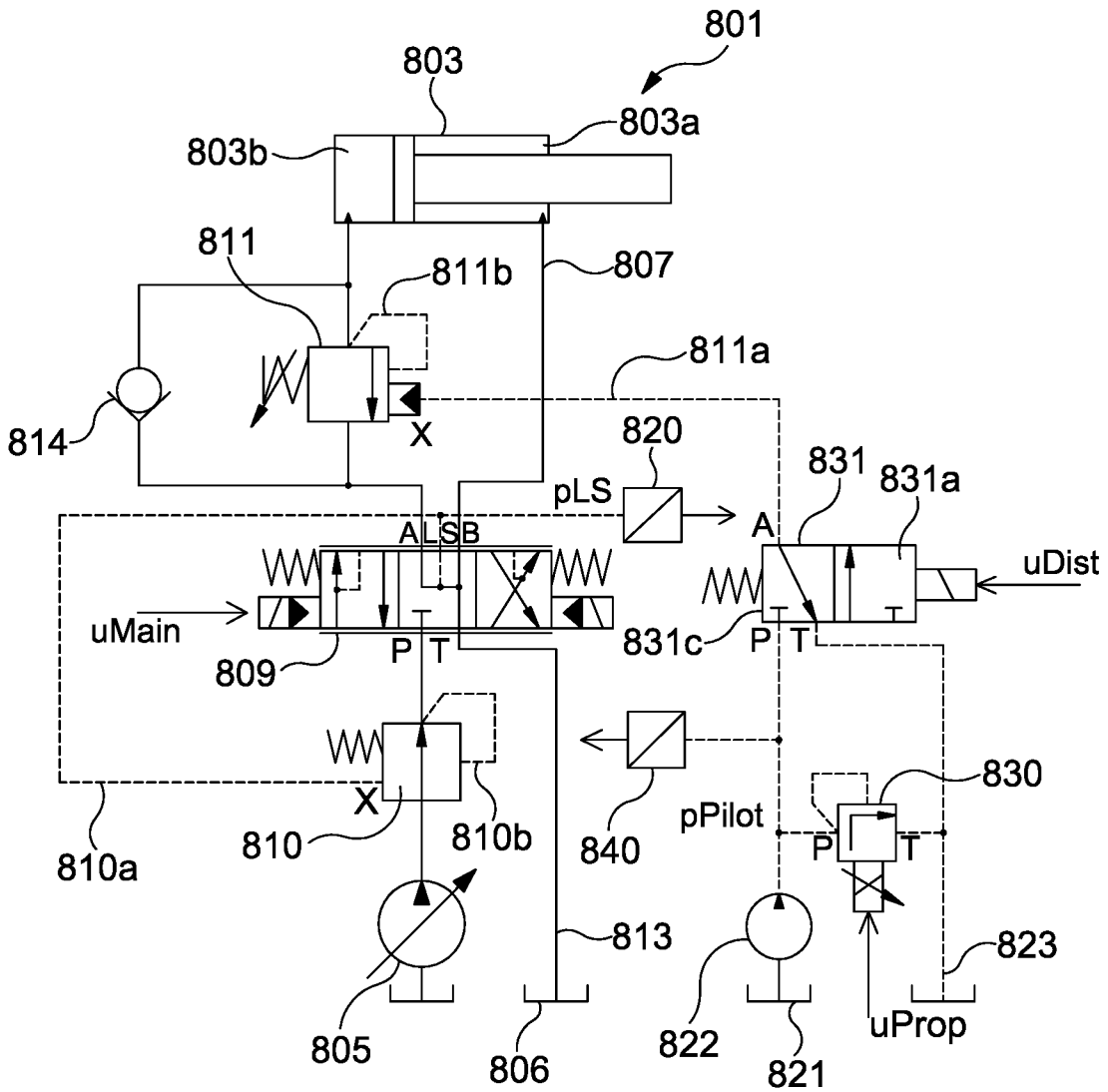
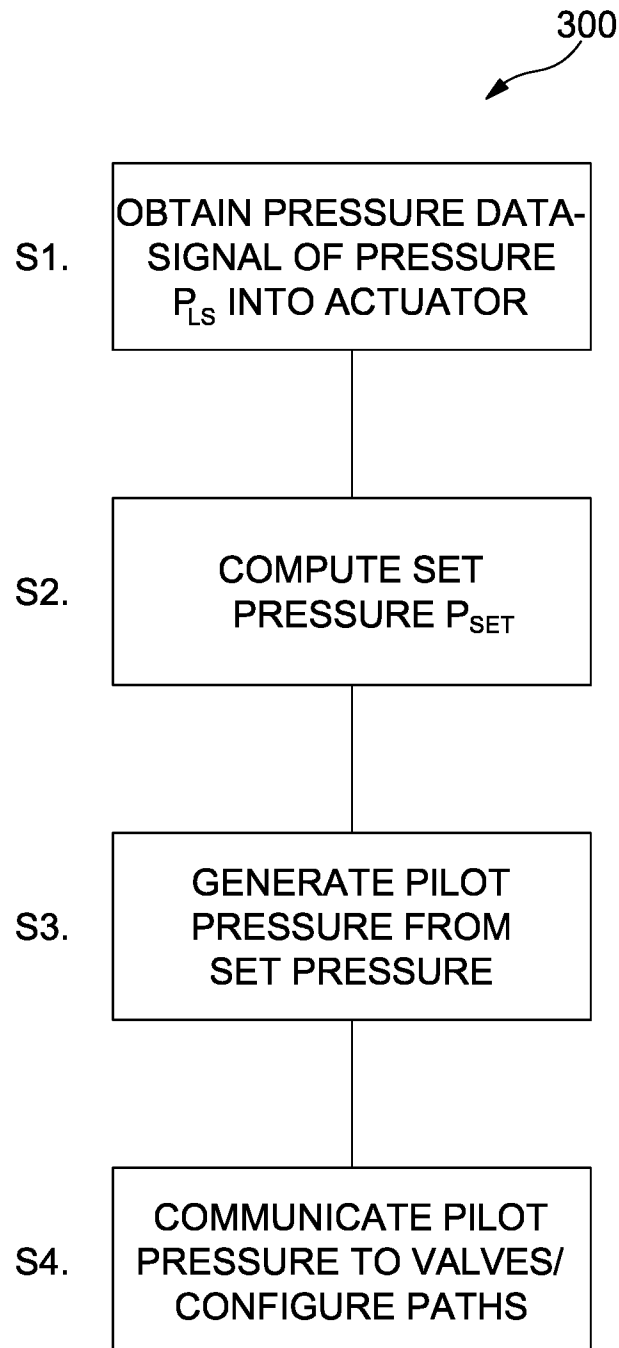


FIG. 10

FIG. 12

INTERNATIONAL SEARCH REPORT

International application No PCT/N02016/050119

A. CLASSIFICATION OF SUBJECT MATTER INV. F15B21/00 ADD.				
According to International Patent Classification (IPC) or to both national classification and IPC				
B. FIELDS SEARCHED				
Minimum documentation searched (classification system followed by classification symbols) F15B				
Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched				
Electronic data base consulted during the international search (name of data base and, where practicable, search terms used) EPO-Internal, WPI Data				
C. DOCUMENTS CONSIDERED TO BE RELEVANT				
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.		
X	EP 2 667 038 A2 (WESSEL HYDRAULIK [DE]) 27 November 2013 (2013-11-27) paragraph [0022] - paragraph [0028]; figures 1-3 -----	1-22		
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<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input checked="" type="checkbox"/> Further documents are listed in the continuation of Box C.</td> <td style="width: 50%; border: none;"><input checked="" type="checkbox"/> See patent family annex.</td> </tr> </table>			<input checked="" type="checkbox"/> Further documents are listed in the continuation of Box C.	<input checked="" type="checkbox"/> See patent family annex.
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"A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier application or patent but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family			
Date of the actual completion of the international search	Date of mailing of the international search report			
16 August 2016	31/08/2016			
Name and mailing address of the ISA/ European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Fax: (+31-70) 340-3016	Authorized officer Bindreiff, Romain			

INTERNATIONAL SEARCH REPORT

International application No PCT/N02016/050119

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

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