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(56) Related Art
US 5519299
US 5907976
JP 5726544

Abstract of the Disclosure:

In addition to the two rotation angle sensors which output a signal corresponding to each notch of "power", "neutral", 5 "brake" by interlocking to a handle of the master controller, a position sensor for detecting "neutral" is provided separately, and when the handle is set to "neutral" position it checks whether the rotation angle sensor detects the "neutral" position or not, and an output of the rotation angle 10 sensor which does not detect the "neutral" is released. A master controller having a redundancy performance can be provided in which to which one of two rotation angle sensors as the master controller an abnormality generates and a non-conformance generates to output values of the two rotation 15 angle sensors an operation of a locomotive vehicle can be continued.

[Selection Figure] Fig. 3

**AUSTRALIA
PATENTS ACT 1990
COMPLETE SPECIFICATION**

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INVENTION TITLE:

Master controller

The following statement is a full description of this invention, including the best method of performing it known to me/us:-

Background of the Invention:

5 [Technical Field]

The present invention relates to a master controller and a railway vehicle use master controller for and in particularly to a technique in which plural rotation angle sensors for as a construction for obtaining a notch signal are provided in a 10 master controller.

[Prior Art]

Recently, a construction as a master controller, in which a notch signal being interlocked to a handle is outputted, is changed to an electric system using an encoder or an 15 electrostatic capacity sensor from a mechanical system using a cum switch. For one example, there is one technique shown in (1) Japanese application patent laid-open publication No. Hei 7-107625 and another technique shown in (2) Japanese application patent laid-open publication No. Hei 10-80010.

20 In the above stated conventional master controller techniques, the rotation angle sensor is formed with a double system and then a reliability performance of a train operation can be heightened, however as to relating to a redundancy performance in a train operation it is not taken into 25 consideration.

Namely, in a case of the above stated conventional technique shown in (1) Japanese application patent laid-open

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publication No. Hei 7-107625, it can correspond only to a case where one of the two rotary encoders is out of order and a signal transmission comes to end, however it does not refer to a case in which values of both signals are slipped 5 off, etc.

Further, in a case of the above stated conventional technique shown in (2) Japanese application patent laid-open publication No. Hei 10-80010, when a detection notch of some rotation angle sensor is not coincided with, it can be 10 treated as an abnormality, then there is not an afraid about an error notch command.

However, when an abnormality generates on one of two rotation angles, immediately after since a controlling apparatus or a motor of a locomotive vehicle is formed to 15 stop, regardless of the leaving of one of the normal rotation angle, there is a problem in which a whole of a railway train is performed to stop.

Summary of the Invention:

20 According to the present invention, there is provided a master controller in which a signal corresponding to each of notches of "power", "neutral", and "brake" is outputted from two rotation angle sensors by interlocking a handle, wherein 25 a position sensor for detecting said "neutral" is provided separately,

in use, when said handle is positioned at a "neutral" position, whether said rotation angle sensor checks said "neutral" position or not, and output of said rotation angle sensor which does not detect said "neutral" position is released.

30 Embodiments of the present invention provide a master controller having a redundancy performance in a train



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operation in which as the master controller having two rotation angle sensors in one of the rotation angle sensors an abnormality generates, even when there is non-conformance in both the output values of the rotation angle sensors, an 5 operation of a railway vehicle can be continued.

Brief Description of Drawings:

Fig. 1 is a structure view of showing a master controller viewed from an operator side of one embodiment 10 according to the present invention;

Fig. 2 is a cross-sectional view on line A-A of Fig. 1;

Fig. 3 is a control block diagram showing a master controller of one embodiment according to the present invention;

15 Fig. 4 is an explanatory view showing a motion condition of notch discrimination parts 8a and 8b and position sensors



7a and 7b of Fig. 3;

Fig. 5 is a logic view showing a logic of a notch output part 9 of Fig. 3; and

Fig. 6 is an explanatory view of a motion condition in 5 which an abnormality generates in the present invention.

Description of the Invention:

Hereinafter, a master controller of one embodiment according to the present invention will be explained.

10 Fig. 1 is an orthogonal cross-sectional view from a master controller taken from an operator side. To a frame 1 a shaft 3 is installed rotatively freely through bearing members 21 and 22 and the shaft 3 is carried out a rotation motion according to a handle 4 which is operated by an operator. The positions 15 enable to be taken by the handle 4, in this embodiment according to the present invention, are nine (9) portions which are "brake 4 notch" (hereinafter it is abbreviated as "B4"), "brake 3 notch" (hereinafter it is abbreviated as "B3"), "brake 2 notch" (hereinafter it is abbreviated as "B2"), "brake 1 notch" 20 (hereinafter it is abbreviated as "B1"), "neutral notch" (hereinafter it is abbreviated as "N"), "power 1 notch" (hereinafter it is abbreviated as "P1"), "power 2 notch" (hereinafter it is abbreviated as "P2"), "power 3 notch" (hereinafter it is abbreviated as "P3"), and "power 4 notch" 25 (hereinafter it is abbreviated as "P4").

Further, a number of the notches is not always necessary to have the same one in this embodiment according to the present

invention, for example, it can be thirteen (13) portions, such as "B7", "B6", "B5", "B4", "B3", "B2", "B1", "N", "P1", "P2", "P3", "P4", "P5".

To the shaft 3, two rotation angle sensors 5a and 5b are 5 installed, and in response to the detection angle thereof, each of the notches of the above stated "B4", "B3", "B2", "B1", "N", "P1", "P2", "P3", "P4" are assigned. As to the two rotation angle sensors 5a and 5b, the two rotation angle sensors 5a and 5b are employed well known resolvers, for example.

10 This principle in the resolver is the same of the principle of the synchronization and it uses an induction combination of the primary windings P1 and P2 and the secondary windings S1 and S2 as shown in Fig. 1. In Fig. 1, each of T1, T2, T3, T4, T5, T6, T7 and T8 indicates a power supply connection 15 use terminal. As a structure there are a rotor and a stator and has two-phase windings which are orthogonal each other.

When to a primary side the alternating current is added, to a secondary side, when a rotation angle of the rotor is θ , the voltage which is proportional to sine (sin) and cosine (cos) 20 can be obtained. By utilizing the voltage having sine (sin) and cosine (cos), it is possible to detect the rotation angle. Further, in this embodiment according to the present invention, as to the rotation angle sensors 5a and 5b, the resolvers are used, however in addition to these resolvers it is possible to 25 apply a rotary encoder and the like.

On the other hand, to the shaft 3 in which the handle 4 is positioned at "N", pins 6a and 6b are wedged in, and by

detecting respectively the detection of positions of the pins 6a and 6b according to position sensors 7a and 7b, "N" position is detected.

Fig. 2 is a cross-sectional view along to A-A line of
5 Fig. 1. The handle 4 can be operated, as shown in this figure, in ranges of "B4", "B3", "B2", "B1", "N", "P1", "P2", "P3", "P4". In accompany with this, the shaft 3, the rotation angle sensors 5a and 5b, and the pins 6a and 6b are rotated. The position of the handle 4 is set "N" as standard namely it is made θ_1
10 = $\theta_2 = 0$ degree, and an interval of each notches is 10 degree.

Fig. 3 is a control block diagram showing the master controller. As shown in this figure, the notch detection is constituted to be carried out according to two systems. In a first system, the angle output signal θ_1 from the rotation angle sensor 5a is inputted into a notch discrimination part 8a and the notch in response to θ_1 is detected and the detected notch signal is outputted. In a second system, the angle output signal θ_2 from the rotation angle sensor 5b is inputted into a notch discrimination part 8b and the notch in response to
15 θ_2 is detected and the detected notch signal is outputted.
20

Further, a detail of the notch discrimination part 8a will be explained in a latter portion using Fig. 4. As to an output of the position sensor 7a, the position of the pin 6a is detected and against "N" position, only within a range of
25 ± 3 degree, an "ON" single is outputted.

The detection notch signal of the first system and the second system is inputted into a notch output part 9 and

according to a logic shown in Fig. 5 an output notch is determined. Namely, when the detection notch of the first system and the detection notch of the second system are equal, such a notch is outputted but when the detection notch of the first system 5 and the detection notch of the second system are different, a notch of a more brake direction is outputted.

For example, when the first system detects "B1" and the second system detects "P1", then "B1" is outputted. According to the output of the more brake direction, it is possible to 10 select a safety side. In accordance with the notch output, the controllers and the motors in the locomotive vehicle during the train are operated.

An abnormality judgment part 10a is a part in which an abnormality of the rotation angle sensor 5a is judged. Herein, 15 without of regard by fitting the handle 4 to "N" position the output of the position sensor 7a is presented to "ON" state, when the output of the rotation angle sensor 5a is not outputted the detection notch signal which corresponds to "N", "the first system release" signal is outputted to the notch output part 20 9. In this time, from the notch output part 9 an output notch signal according to only the detection notch signal from the second system is outputted.

Further, in this embodiment according to the present invention, to the first system and to the second system the 25 position sensors 7a and 7b are provided respectively. However, for example, the position sensor can be provided only the first system, namely only the position sensor 7a is provided, and this

output can be to input to the abnormality judgment parts 10a and 10b of the first system and the second system at the same time.

Fig. 4 shows a notch discrimination according to the angle output signal θ_1 from the rotation angle sensor 5a in the notch discrimination part 8a shown in Fig. 3. To carry out the notch discrimination for coming under the detection notch signal, it discriminates with a hysteresis of 2 degree.

Namely, when it proceeds from "N" to "P1", at a time where from a true notch position "N" to "P1" direction it is rotated with 6 degree, the output of the notch discrimination part 8a namely the detection notch is changed from "N" to "P1".

Similarly to, when from the "P1" it is returned to "N", at a time where from the true notch position "N" it is returned to 4 degree, the output of the notch discrimination part 8a namely the detection notch is changed from "P1" to "N". The reasons why the hysteresis is provided, a chattering occurrence in a vicinity of a boundary of the notch can be prevented.

Further, in this figure, the output signal from the position sensor 7a is shown, as stated in above it states at the same time "ON" signal is outputted only a range of ± 3 degree against "N" position of the handle 4.

Next, referring to Fig. 6, a motion during the abnormality will be explained. Supposing that at a time t_1 in the second system namely the abnormality generated in the rotation angle sensor 5b and against the true notch "P4" the second system detection notch becomes "P2". In this condition, according to

the master controller it is impossible to discriminate that either the abnormality generates in the first system and in the second system, however in accordance with the logic of Fig. 5 the output notch becomes "P2".

5 A process in which the handle 4 is returned to "N" is at a time t_2 , a time t_3 , and a time t_4 by the operator, similarly to the condition on a time t_1 , it is impossible to discriminate the which system is presented the abnormality, however comparing with both systems, the notch in more brake side is
10 outputted.

· A condition in which the handle 4 is returned to the true notch "N" is at a time t_6 and the position sensors 5a and 5b are presented to an "ON" state. However, as to the second system, since the detection notch becomes to present "B2", the
15 abnormality judgment part 10b output "the second system release" signal to the notch output part 9. The notch output part 9 receives this signal and releases the second system, and only first system detection notch is presented to as the output notch. Accordingly, on and after this, even when the operator
20 moves the handle 4 to "P1", "P2", "P3", "P4", only the first system detection notch is continued to output. These manners at a time t_7 , a time t_8 , a time t_9 , and a time t_{10} are shown in Fig. 6. In this Fig. 6, for example, (B2) indicates an error position error signal.

25 Next, it will be explained why at "N" position the abnormality detection is carried out (why at "P4", "B4", etc. the "abnormality" detection is not carried out). When the train

which is stopped some station is intended to run to a next stopping station, the operation of the master controller by the operator and the conditions of the train become as a following case No. 1. Further, "B" means one of "B1", "B2", "B3", "B4" and "P" means one of "P1", "P2", "P3", "P4".

Case No. 1:

some station stopping time:

"B" (stopping)

some station starting time:

10 "B" \Rightarrow "N" \Rightarrow "P" (starting, acceleration)

between both stations:

"P" \Rightarrow "N" (coasting)

between both stations:

"N" \Rightarrow "P" \Rightarrow "N" (re-power)

15 between both stations:

"N" \Rightarrow "B" \Rightarrow "N" (speed limitation)

next station approaching time:

"N" \Rightarrow "B" (deceleration, stopping)

next station stopping time:

20 "B" (stopping)

As understood from above, when the train which is stopped at some station is intended to run to the next stopping station, the handle 4 is operated as a center of "N". As a result, every each time, it is possible to carry out the self diagnosis whether 25 the abnormality is generated in the master controller or not.

However, supposing that to "P4" the above stated "abnormality" detection function is given, when there is a down

gradient from some station to the next stopping station, it is not always to detect the "abnormality". Namely, there is a possibility in which the running is carried out not performing the power notch as shown in a following case 2. Further, 5 supposing that it will be similar that the power notch is carried out but it operates only to "P3".

Case No. 2:

some station stopping time:

"B" (stopping)

10 some station starting time:

"B" \Rightarrow "N" (starting under low gradient,
acceleration)

between both stations:

"N" (acceleration under down
gradient)

15 between both stations:

"N" \Rightarrow "B" \Rightarrow "N" (speed limitation condition)

next station approaching time:

"N" \Rightarrow "B" (deceleration, stopping
condition)

20 next station stopping time:

"B" (stopping condition)

In this time, when to "B4" the "abnormality" detection function is given, when only the train is stopped according to 25 the brake operation of "B1", "B2", "B3", it is impossible to carry out the "abnormality" detection.

With the above stated reasons, it is best to the train

to carry out the "abnormality" detection using "N", even when to some system the abnormality generates, without the stopping of the train operation since the train can be operated until a place for enable to mend, the redundancy performance in the 5 train operation can be improved.

According to the present invention, when the abnormality generates to one side of the two rotation angle sensors of the master controller, such an abnormality is detected according to "N" position sensor, and this rotation angle sensor is 10 released and using the remaining rotation angle sensor it is possible to continue the function as the master controller. As a result, the effect in which the redundancy performance in the train operation can be improved can be obtained.

Throughout this specification and the claims which follow, unless the context requires otherwise, the word "comprise", and variations such as "comprises" and "comprising", will be understood to imply the inclusion of a stated integer or step or group of integers or steps but not the exclusion of any other integer or step or group of integers or steps.

The reference to any prior art in this specification is not, and should not be taken as, an acknowledgment or any form of suggestion that that prior art forms part of the common general knowledge in Australia.

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THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:-

1. A master controller in which a signal corresponding to each of notches of "power", "neutral", and "brake" is 5 outputted from two rotation angle sensors by interlocking a handle, wherein

a position sensor for detecting said "neutral" is provided separately,

in use, when said handle is positioned at a "neutral" 10 position, whether said rotation angle sensor checks said "neutral" position or not, and output of said rotation angle sensor which does not detect said "neutral" position is released.

15 2. A master controller substantially as hereinbefore described, with reference to the accompanying drawings and/or Examples.

DATED this 3 July 2002

20 HITACHI, LTD.

By its patent attorneys

Davies Collison Cave



10 00 00 51929

FIG. 1

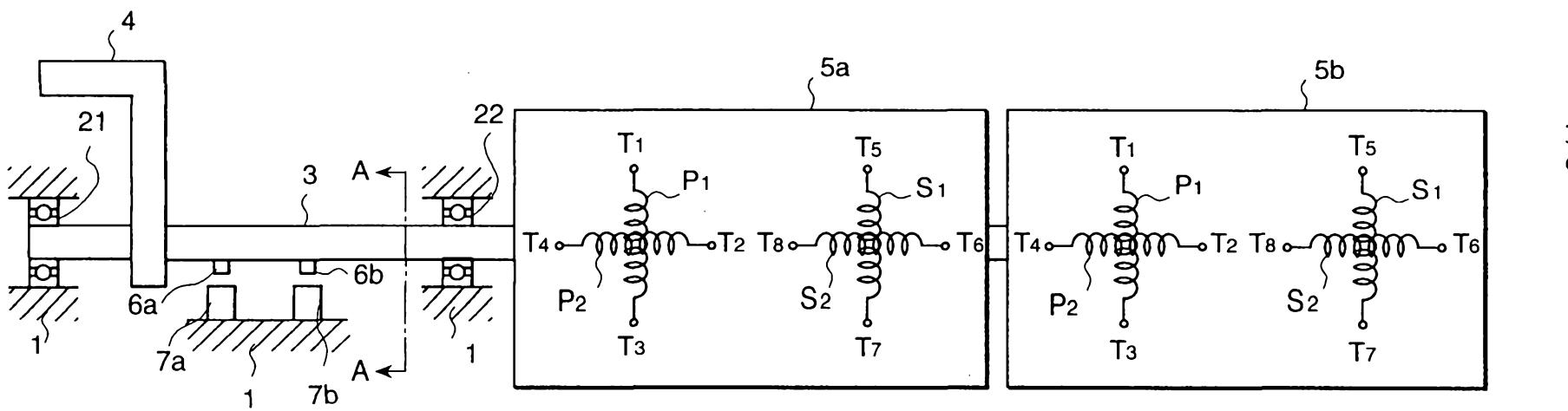


FIG. 2

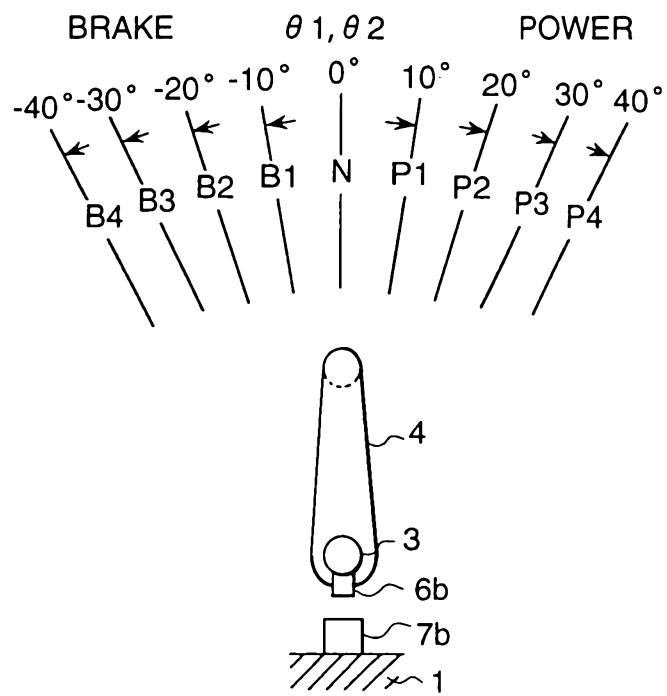


FIG. 5

← BRAKE DIRECTION POWER DIRECTION →

FIRST SYSTEM		DETECTION NOTCH									
		B4	B3	B2	B1	N	P1	P2	P3	P4	
DETECTION NOTCH	B4	B4	B4	B4	B4	B4	B4	B4	B4	B4	
	B3	B4	B3								
	B2	B4	B3	B2							
	B1	B4	B3	B2	B1	B1	B1	B1	B1	B1	
	N	B4	B3	B2	B1	N	N	N	N	N	
	P1	B4	B3	B2	B1	N	P1	P1	P1	P1	
	P2	B4	B3	B2	B1	N	P1	P2	P2	P2	
	P3	B4	B3	B2	B1	N	P1	P2	P3	P3	
	P4	B4	B3	B2	B1	N	P1	P2	P3	P4	

↑ → BRAKE DIRECTION POWER DIRECTION ↓

FIG. 3

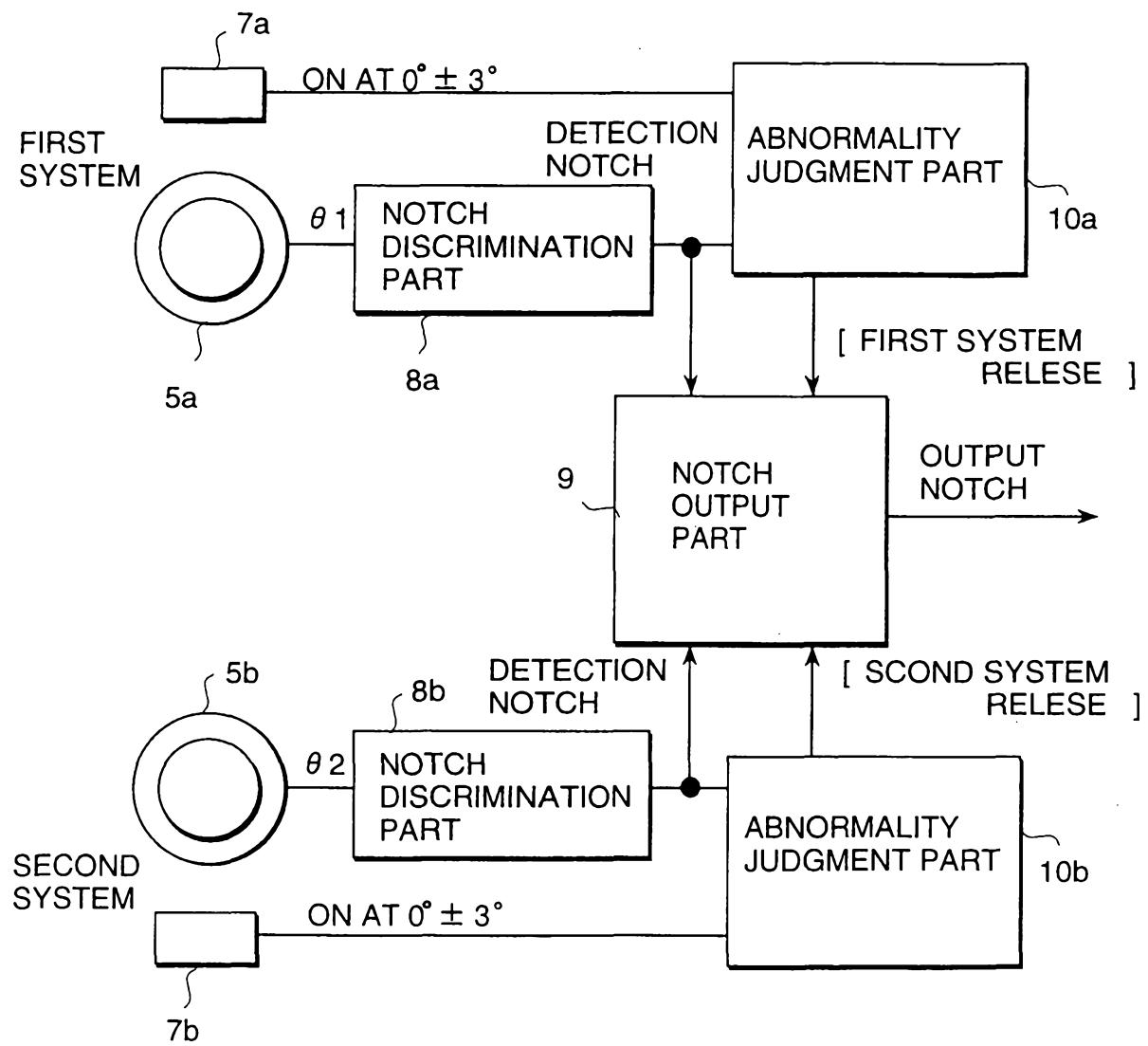


FIG. 4A

NOTCH DISCRIMINATION
PART OUTPUT
(DETECTION NOTCH)

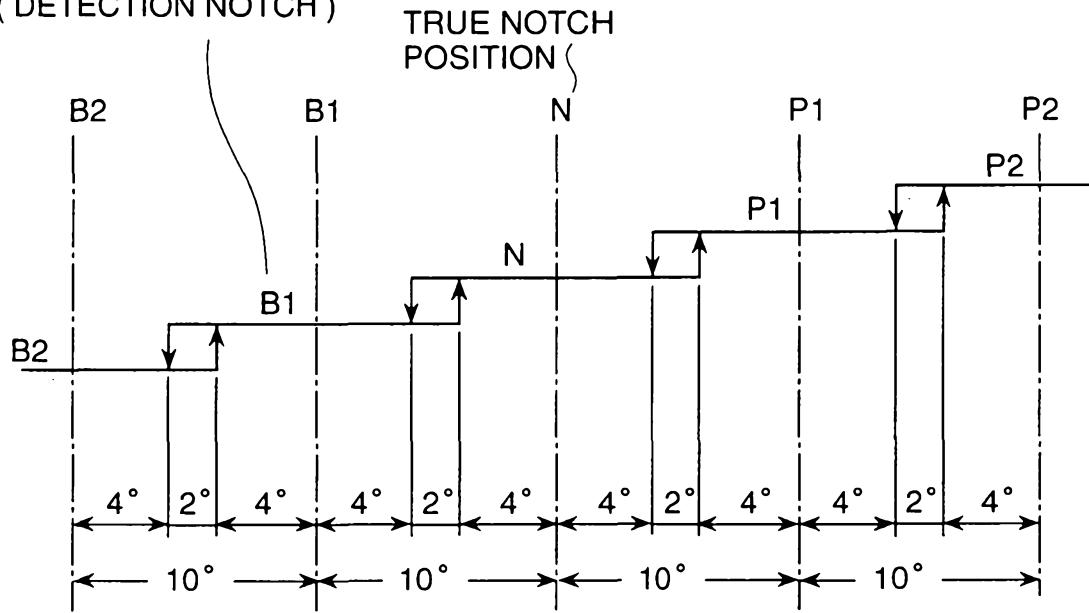


FIG. 4B

POSITION SENSOR
DETECTION CONDITION

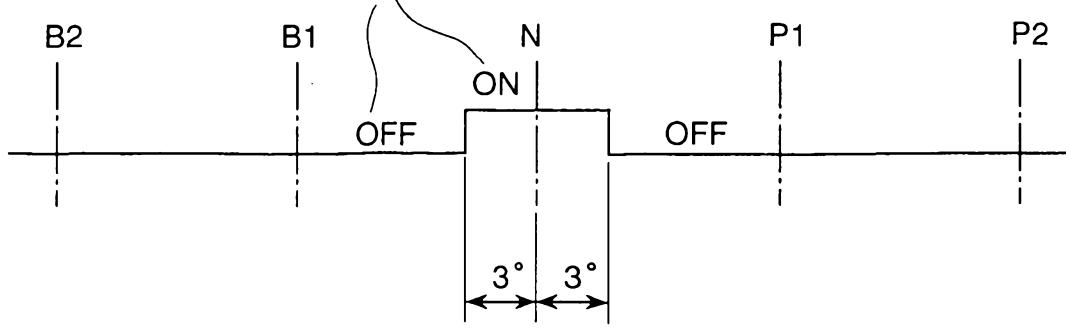


FIG. 6

TIME	TRUE NOTCH	DETECTION NOTCH		OUTPUT NOTCH
		FIRST SYSTEM (NORMAL)	SECOND SYSTEM (ABNORMAL)	
t1	P4	P4	P2	P2
t2	P3	P3	P1	P1
t3	P2	P2	N	N
t4	P1	P1	B1	B1
t5	<u>N</u>	N	<u>B2</u>	B2
t6			<p>SECOND SYSTEM ABNORMALITY DIRECTION</p> <p>SECOND SYSTEM RELEASE</p>	
		N	N (B2)	N
t7	P1	P1	(B1)	P1
t8	P2	P2	(N)	P2
t9	P3	P3	(P1)	P3
t10	P4	P4	(P2)	P4