Advisory committee: C. Ayrault LAUM G. Dutilleux LRS L. Simon LAUM Thèse de doctorat, université du Maine Spécialité acoustique

Characterization of the acoustic emission of vehicles by equivalent point sources

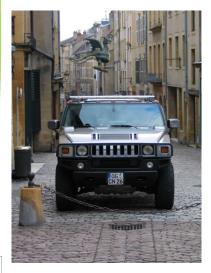
F. Golay

Présent pour l'avenir





Centre d'Études techniques de l'Équipement de l'Est



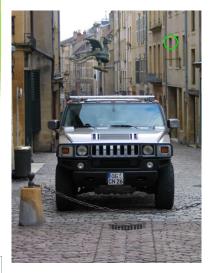




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Emission



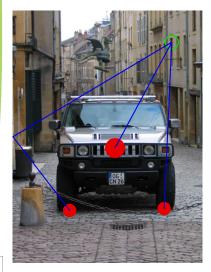


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# Introduction: research on emission

 modeling in France: [Guide du Bruit, 1972], [NMPB, 2008] [Dutilleux, AAuA, 2010]



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Thesis Characterization of the acoustic emission of vehicles by equivalent point sources < ⊡ >

# Introduction: research on emission

- modeling in France: [Guide du Bruit, 1972], [NMPB, 2008] [Dutilleux, AAuA, 2010]
- numerous emission models with significant differences







Thesis Characterization of the acoustic emission of vehicles by equivalent point sources < ⊡ >

# Introduction: research on emission

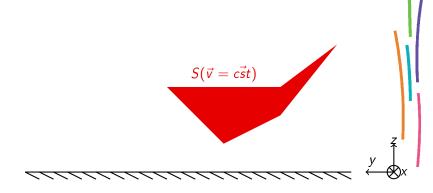
- modeling in France: [Guide du Bruit, 1972], [NMPB, 2008] [Dutilleux, AAuA, 2010]
- numerous emission models with significant differences
- ► need of additional indicators to L<sub>Aeq</sub> in urban context (near field ≠ far field)







Thesis Characterization of the acoustic emission of vehicles by equivalent point sources







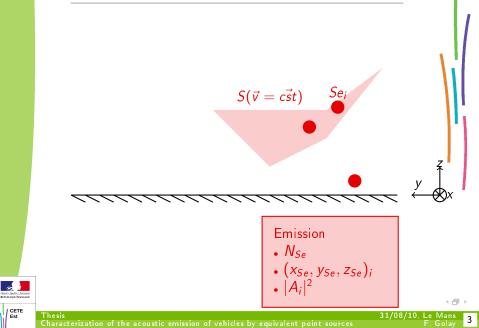
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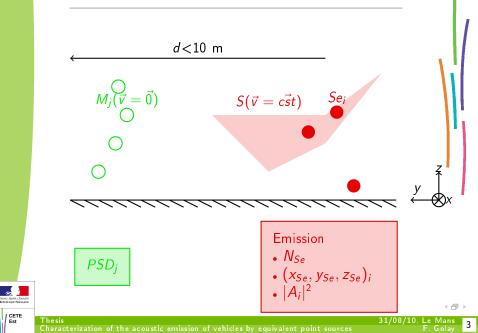
Characterization of the acoustic emission of vehicles by equivalent point sources

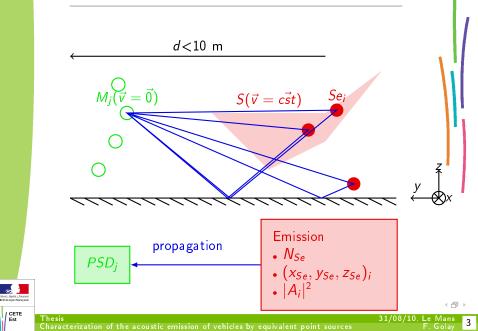
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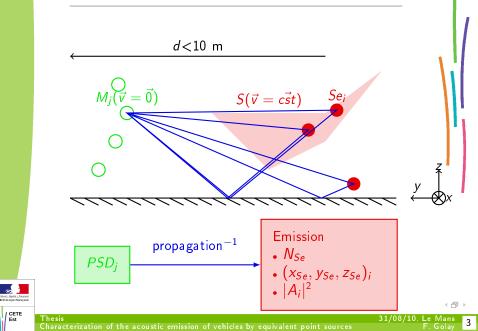
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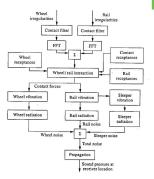
State of the art ●○○○○○ Model improvements

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# **Emission models**

- ► 2 sorts of models
  - reference (physical): more complex, a lot of input data







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#### State of the art ●○○○○○

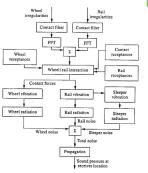
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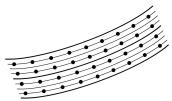
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# **Emission models**

- ► 2 sorts of models
  - reference (physical): more complex, a lot of input data
  - engineering (heuristic approach): less complex, a few input data





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#### State of the art ●○○○○○

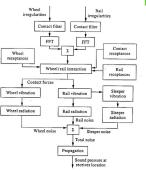
Model improvements

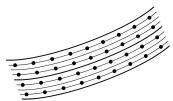
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Model improvements

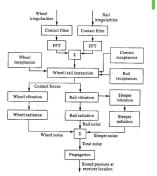
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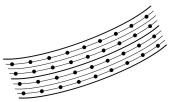
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# **Emission models**

► 2 sorts of models

- reference (physical): more complex, a lot of input data
- engineering (heuristic approach): less complex, a few input data
  - vehicles are modeled by point sources
  - number of sources
  - source height
  - emission spectra (function of vehicle, v,...)









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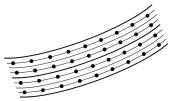
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# **Emission models**

- ► 2 sorts of models
  - reference (physical): more complex, a lot of input data
  - engineering (heuristic approach): less complex, a few input data
    - vehicles are modeled by point sources
    - number of sources
    - source height
    - emission spectra (function of vehicle, v,...)
- numerous engineering models with different characteristics









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# Propagation models: fixed sources

► harmonic point sources





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# Propagation models: fixed sources

- ► harmonic point sources
- ► flat ground





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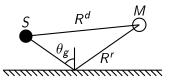
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# Propagation models: fixed sources

- ► harmonic point sources
- ► flat ground
  - homogeneous: Rudnick's model

$$h_{ij}(f) = \frac{-\jmath\omega}{4\pi} \left( \frac{1}{R^d} e^{\jmath\kappa R^d} + \frac{Q}{R^r} e^{\jmath\kappa R^r} \right)$$





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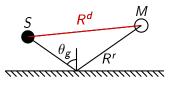
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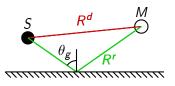
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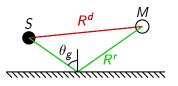
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► discontinuity of impedance: Rasmussen's model







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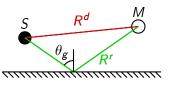
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- ► discontinuity of impedance: Rasmussen's model
- ground impedance: Delany-Bazley-Miki's model
- meteorological effects neglected







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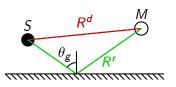
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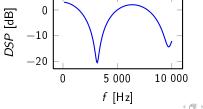
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# Propagation models: moving sources

 no need to take into account movement to compute L<sub>eq</sub> [van der Heijden and van Son, 1982]





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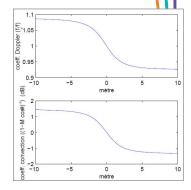
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# Propagation models: moving sources

- no need to take into account movement to compute L<sub>eq</sub> [van der Heijden and van Son, 1982]
- heuristic approach based on Rudnick's model, adding Doppler and convection effects [Li et al., 1998]



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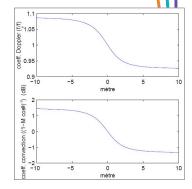
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# Propagation models: moving sources

- no need to take into account movement to compute L<sub>eq</sub> [van der Heijden and van Son, 1982]
- heuristic approach based on Rudnick's model, adding Doppler and convection effects [Li et al., 1998]
- Doppler Weyl Van der Pol equation [Buret et al., 2006]





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#### Measurements methods: reference





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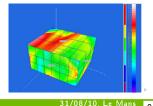
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### Measurements methods: reference

- ► acoustic arrays
- ► sound intensity measurement
- ► Equivalent Source Method





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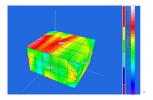
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### Measurements methods: reference

- ► acoustic arrays
- sound intensity measurement
- ► Equivalent Source Method
- $\Rightarrow$  Not suitable for everyday out measurements:
  - ► a lot of microphones
    - data acquisition
    - post-processing
  - ► phase calibration
  - is phase relevant outdoors near a real source?





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## Measurement methods: engineering

- ► Standard Pass-By method
- CPX method
- source height measurement, two-microphone method
- transfer function matrix



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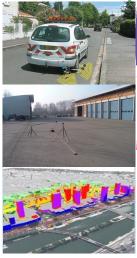
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# Measurement methods: engineering

- Standard Pass-By method
- CPX method
- source height measurement, two-microphone method
- transfer function matrix

 $\Rightarrow$  none is adapted for a dynamic indicator







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State of the art ○○○○○● Model improvements

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# State of the art: conclusion

- emission models: numerous with different parameters
- ► propagation models:
  - assume harmonic point source
  - no simple expression of the pressure produced by a moving source
- existing measurement methods:
  - not applicable to dynamic indicators
  - ► often deal only with one equivalent source





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State of the art ○○○○○● Model improvements

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# State of the art: conclusion

- emission models: numerous with different parameters
- propagation models:
  - assume harmonic point source
  - no simple expression of the pressure produced by a moving source
- existing measurement methods:
  - not applicable to dynamic indicators
  - often deal only with one equivalent source
- need for a new method
  - easy measurement
  - easy post-processing
  - adapted to dynamic indicators



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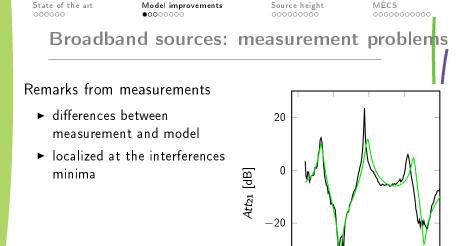
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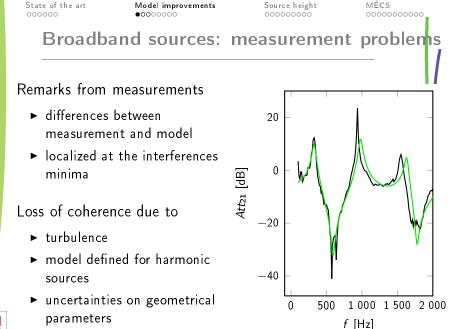
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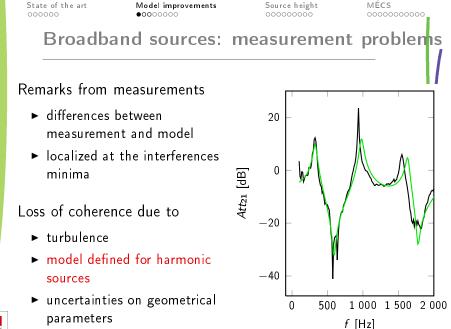




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#### Broadband noise: theory

$$PSD(f) = \frac{1}{2} \left( \left| P^{d}(f) \right|^{2} + \left| P^{r}(f) \right|^{2} + 2 \tau_{coh} \operatorname{Re}(P^{d} \overline{P^{r}}) \right)$$
with





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with

0 if 
$$(R^r - R^d)/c > T_I$$

$$\tau_{\it coh} =$$



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$$\tau_{coh} = \begin{cases} 0 \text{ if } (R^r - R^d)/c > T_I \\ 1 \text{ if } R^r \approx R^d \end{cases}$$



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Characterization of the acoustic emission of vehicles by equivalent point sources

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Model improvements 0000000

Source height

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 $T_I' = T_I - \frac{R^r - R^d}{}$ 

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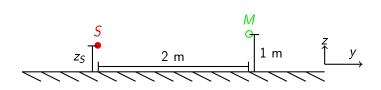
F. Golav

Model improvements

Source height

MÉCS 00000000000

#### Broadband noise: simulations





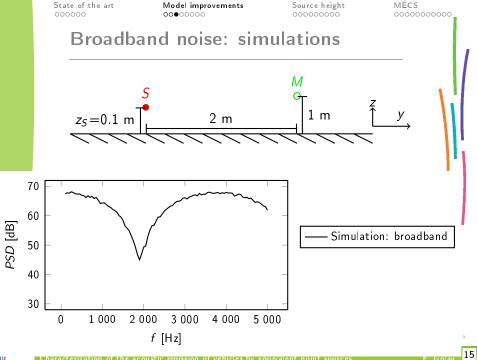


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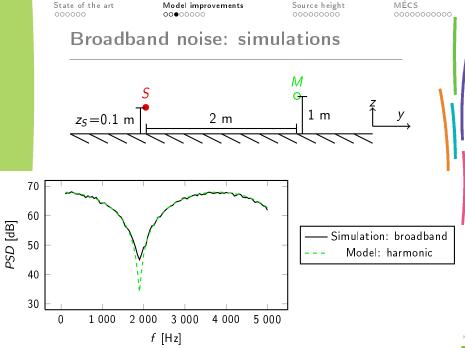
F. Golav

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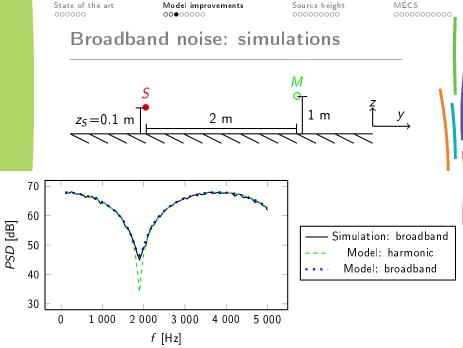
31/08/10, Le Mans



F. Golay



F. Golay



F. Golay

Model improvements

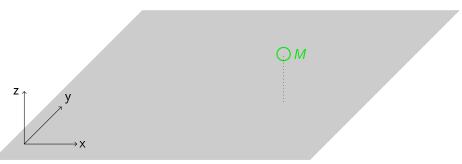
Source height

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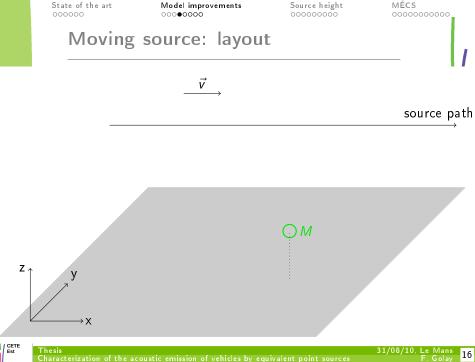
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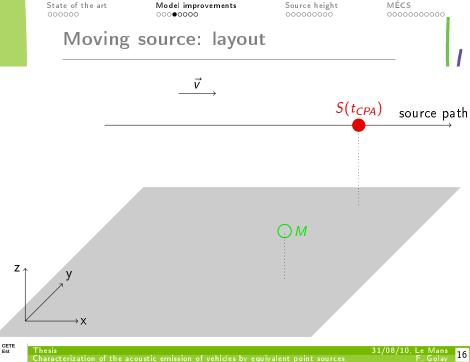
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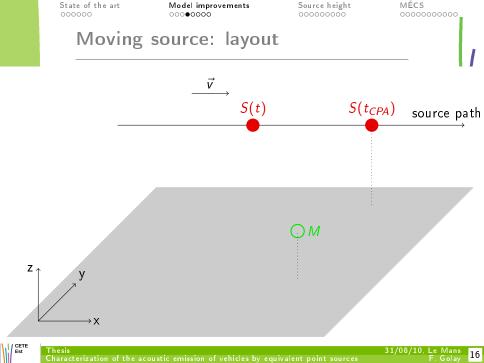


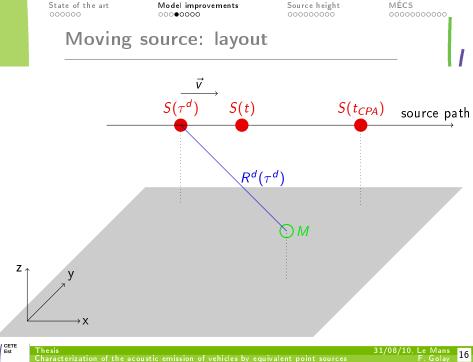


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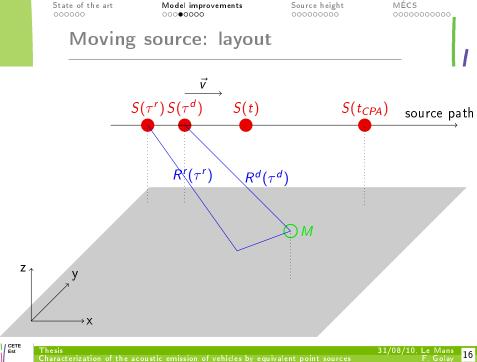








Characterization of the acoustic emission of vehicles by equivalent point sources



Characterization of the acoustic emission of vehicles by equivalent point sources

Model improvements

Source height

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## Moving source: existing model

 Temporal Model for one Moving Source (MTSM), Doppler Weyl van der Pol equation

$$p(t) = \frac{-\jmath\omega A}{4\pi} \times \left( C^{d} \frac{e^{\jmath\kappa R^{d}}}{R^{d}} + C^{r} Q(w^{r}) \frac{e^{\jmath\kappa R^{r}}}{R^{r}} \right)$$





Thesis Characterization of the acoustic emission of vehicles by equivalent point sources < 🗗 >

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Model improvements

Source height

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## Moving source: existing model

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Model improvements

Source height

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Model improvements

Source height

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- movement effects:
  - convection effect





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Characterization of the acoustic emission of vehicles by equivalent point sources

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Model improvements

Source height

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## Moving source: existing model

 Temporal Model for one Moving Source (MTSM), Doppler Weyl van der Pol equation

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- movement effects:
  - convection effect
  - Doppler effect





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Model improvements

Source height

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# Moving source: simplified model

$$p = \frac{-\jmath\omega A}{4\pi} \times \left( C^{d} \frac{e^{\jmath\kappa R^{d}}}{R^{d}} + C^{r} Q(w^{r}) \frac{e^{\jmath\kappa R^{r}}}{R^{r}} \right)$$





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F. Golav

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31/08/10, Le Mans

Model improvements

Source height 0000000000 MÉCS 000000000000

Moving source: simplified model

$$p = \frac{-j\omega A}{4\pi} \times \left( C^{d} \frac{e^{j\kappa R^{d}}}{R^{d}} + C^{r} Q(w^{r}) \frac{e^{j\kappa R^{r}}}{R^{r}} \right)$$

► a lot of variables are function of time





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Model improvements

Source height 0000000000 MÉCS 000000000000

## Moving source: simplified model

$$p_{l} = \frac{-\jmath\omega A}{4\pi} \times \left( C^{d} \frac{e^{\jmath\kappa R^{d}}}{R^{d}} + C^{r} Q(w^{r}) \frac{e^{\jmath\kappa R^{r}}}{R^{r}} \right)$$

- ► a lot of variables are function of time
- simplification on time intervals  $I_I$  with





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Model improvements

Source height 0000000000 MÉCS 000000000000

# Moving source: simplified model

$$\boldsymbol{p}_{l} = \frac{-\jmath\omega A}{4\pi} \times \left( C_{l}^{d} \frac{\boldsymbol{e}^{\jmath\kappa R^{d}}}{R_{l}^{d}} + C_{l}^{r} Q(w_{l}^{r}) \frac{\boldsymbol{e}^{\jmath\kappa R^{r}}}{R_{l}^{r}} \right)$$

- ► a lot of variables are function of time
- simplification on time intervals  $I_I$  with
  - ► either constant





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Model improvements

Source height 0000000000 MÉCS 000000000000

# Moving source: simplified model

$$\boldsymbol{p}_{l} = \frac{-\jmath\omega A}{4\pi} \times \left( C_{l}^{d} \frac{\boldsymbol{e}^{\jmath\kappa R_{l}^{d}}}{R_{l}^{d}} + C_{l}^{r} Q(w_{l}^{r}) \frac{\boldsymbol{e}^{\jmath\kappa R_{l}^{r}}}{R_{l}^{r}} \right)$$

- ► a lot of variables are function of time
- simplification on time intervals  $I_I$  with
  - either constant
  - or linear approximation





Thesis Characterization of the acoustic emission of vehicles by equivalent point sources < 🗗 →

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Model improvements

Source height

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# Moving source: simplified model

$$\boldsymbol{p}_{l} = \frac{-\jmath\omega A}{4\pi} \times \left( C_{l}^{d} \frac{\boldsymbol{e}^{\jmath\kappa R_{l}^{d}}}{R_{l}^{d}} + C_{l}^{r} Q(w_{l}^{r}) \frac{\boldsymbol{e}^{\jmath\kappa R_{l}^{r}}}{R_{l}^{r}} \right)$$

- ► a lot of variables are function of time
- simplification on time intervals  $I_I$  with
  - either constant
  - or linear approximation

$$p_l(t) pprox rac{-\jmath \ \omega \ A}{4\pi} imes \left\{ ilde{C}_l^d rac{e^{\jmath(\mu_l^d t + \nu_l^d)}}{R_l^d} + ilde{C}_l^r \ Q_l \ rac{e^{\jmath(\mu_l^r t + \nu_l^r)}}{R_l^r} 
ight\}$$



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### Moving source: simplified model

$$\boldsymbol{p}_{l} = \frac{-\jmath\omega A}{4\pi} \times \left( C_{l}^{d} \frac{\boldsymbol{e}^{\jmath\kappa R_{l}^{d}}}{R_{l}^{d}} + C_{l}^{r} Q(w_{l}^{r}) \frac{\boldsymbol{e}^{\jmath\kappa R_{l}^{r}}}{R_{l}^{r}} \right)$$

- ► a lot of variables are function of time
- $\blacktriangleright$  simplification on time intervals  $I_1$  with
  - either constant
  - or linear approximation

$$p_l(t) pprox rac{-\jmath \ \omega \ A}{4\pi} imes \left\{ ilde{C}_l^d rac{e^{\jmath(oldsymbol{\mu}_l^d t + 
u_l^d)}}{R_l^d} + ilde{C}_l^r \ Q_l \ rac{e^{\jmath(oldsymbol{\mu}_l^r t + 
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Characterization of the acoustic emission of vehicles by equivalent point sources

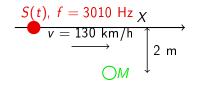
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Model improvements

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### Moving source: numerical results of a worst case



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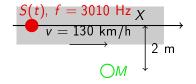
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### Moving source: numerical results of a worst case



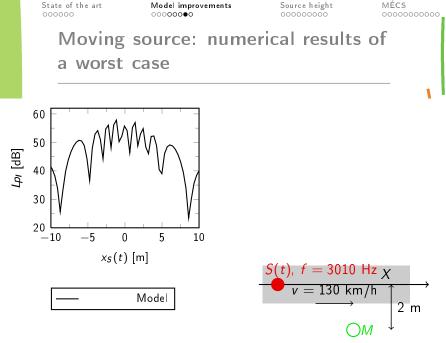




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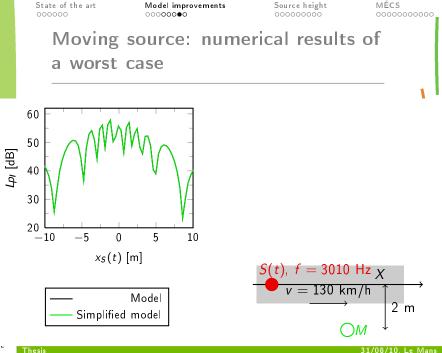


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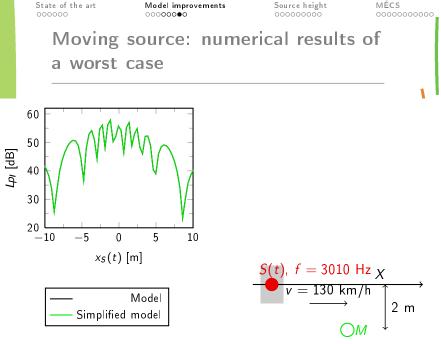


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Characterization of the acoustic emission of vehicles by equivalent point sources

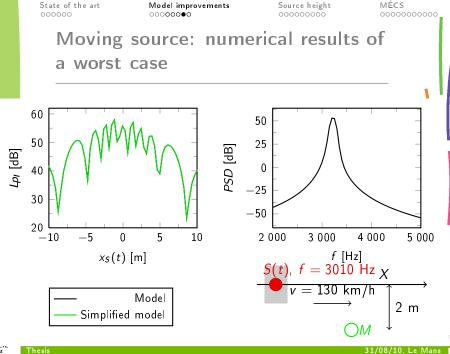
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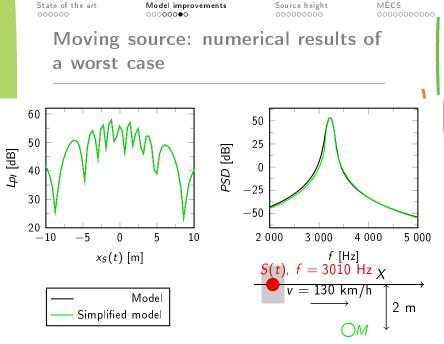


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Model improvements ○○○○○○● Source height

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#### Model improvements

- Broadband source
  - heuristic approach
  - numerical validation





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E. Golav

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Model improvements ○○○○○○● Source height

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### Model improvements

- Broadband source
  - heuristic approach
  - numerical validation
- Moving harmonic source
  - simplified temporal model
  - numerical validation





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Model improvements ○○○○○○● Source height

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### Model improvements

- Broadband source
  - heuristic approach
  - numerical validation
- Moving harmonic source
  - simplified temporal model
  - numerical validation





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Model improvements

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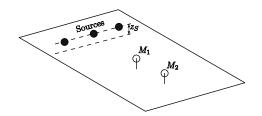
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Model improvements

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### Fixed source height: statement of the problem







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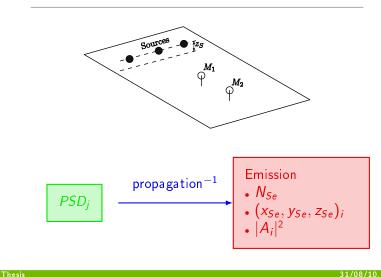
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Model improvements

Source height ●000000000 MÉCS 000000000000

### Fixed source height: statement of the problem





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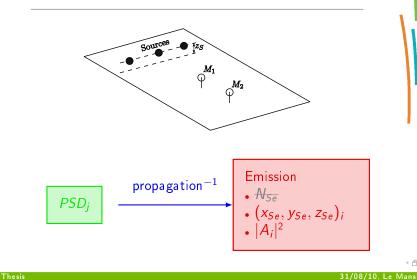
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Model improvements

Source height •00000000

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### Fixed source height: statement of the problem





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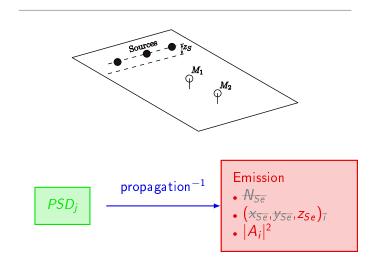
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Model improvements

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### Fixed source height: statement of the problem





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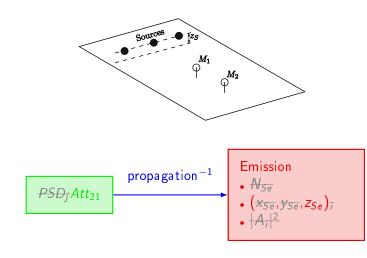
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Model improvements

Source height ●000000000 MÉCS 000000000000

### Fixed source height: statement of the problem





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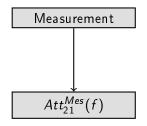
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Source height

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#### Fixed source height: synoptic







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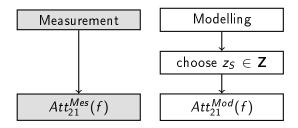
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Model improvements

Source height

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### Fixed source height: synoptic







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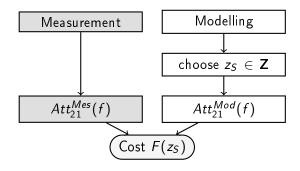
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Source height

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### Fixed source height: synoptic





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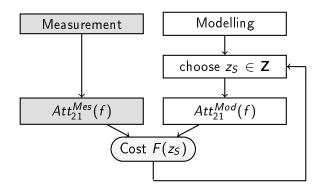
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Source height

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### Fixed source height: synoptic





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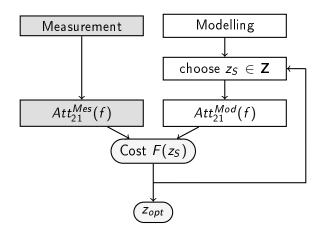
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Model improvements

Source height

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### Fixed source height: synoptic







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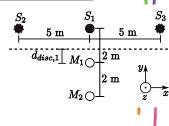
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Model improvements

Source height 00●000000 MÉCS 00000000000

## Fixed source height: measurement results (1/2)







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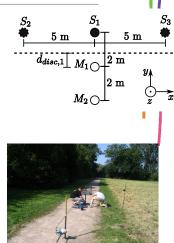
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Model improvements

Source height 00●000000 MÉCS 00000000000

# Fixed source height: measurement results (1/2)



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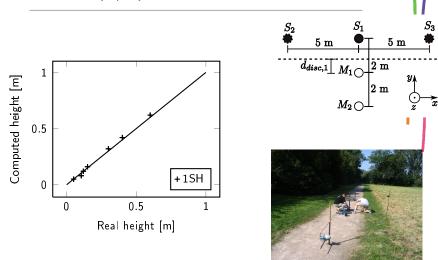
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Model improvements

Source height 00000000 MÉCS 000000000000

## Fixed source height: measurement results (1/2)





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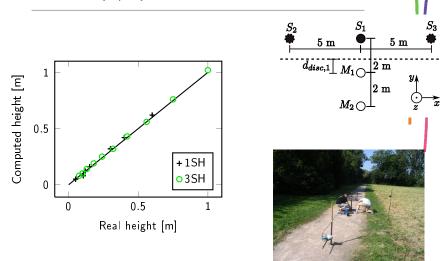
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## Fixed source height: measurement results (1/2)





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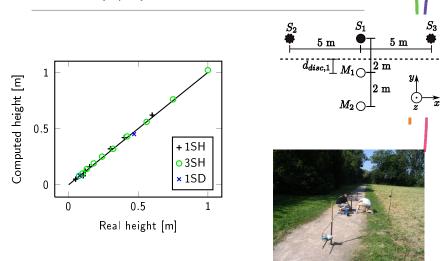


Model improvements

Source height 00000000

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### Fixed source height: measurement results (1/2)





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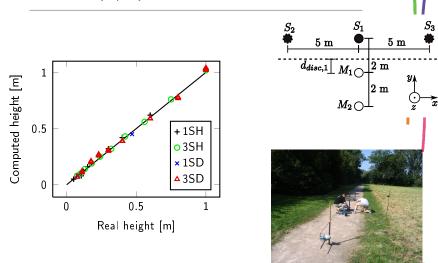
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## Fixed source height: measurement results (1/2)





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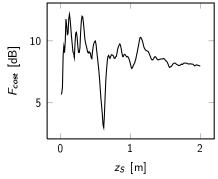
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Fixed source height: measurement results for one point source (2/2)







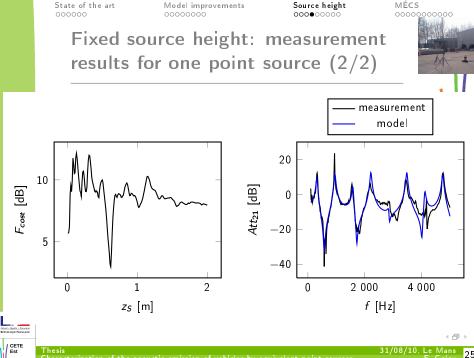
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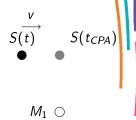
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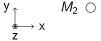


Model improvements

Source height ○○○○●○○○○ MÉCS 00000000000

#### Moving source height: theory







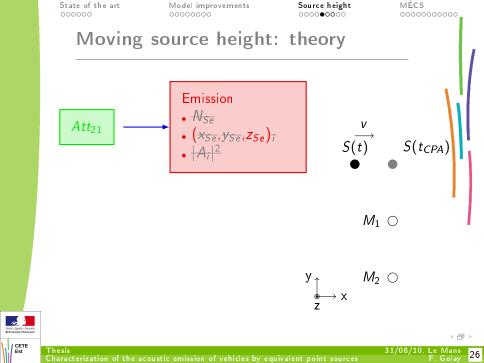


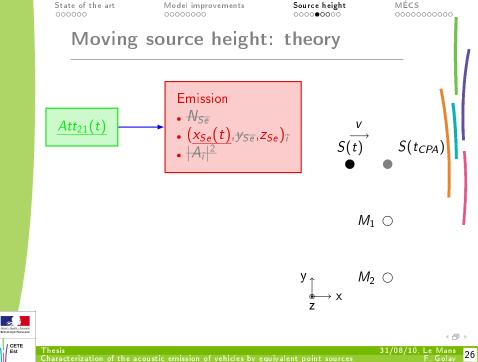
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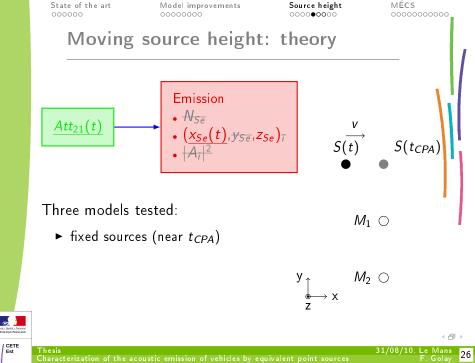
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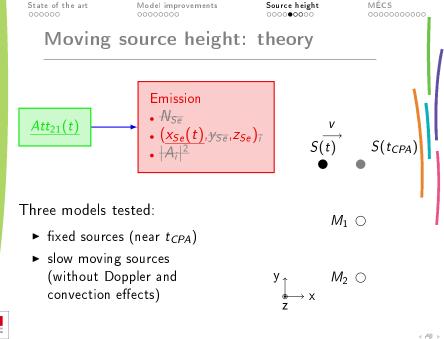
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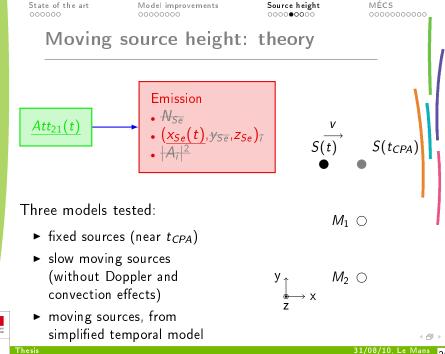




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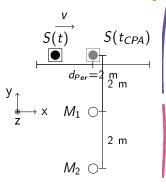
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#### Moving source height: results







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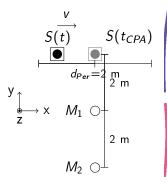
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#### Moving source height: measurement results



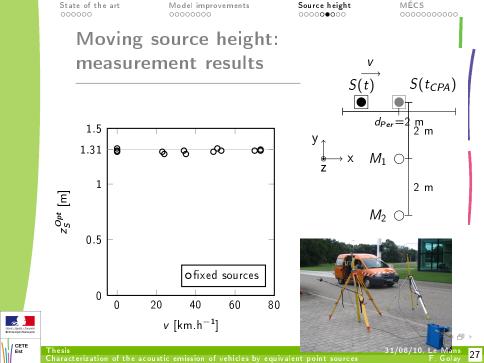


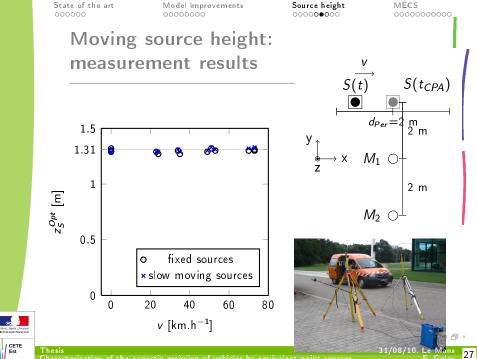
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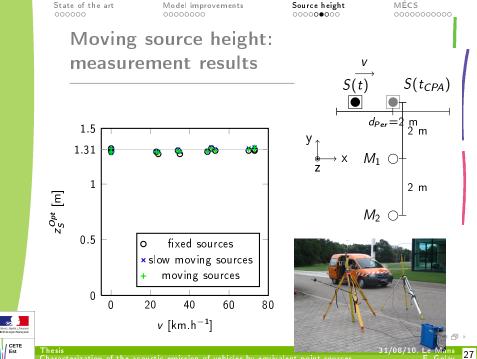




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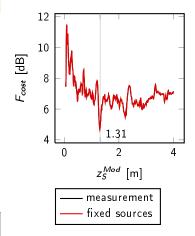


Model improvements

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#### Moving source height: measurements results, v = 73 km.h<sup>-1</sup>





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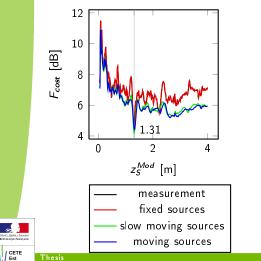
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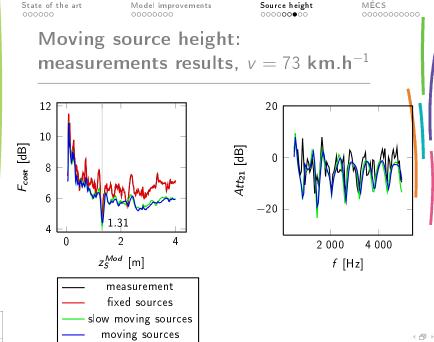
#### Moving source height: measurements results, v = 73 km.h<sup>-1</sup>



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### Fixed vehicle source height: measurement results





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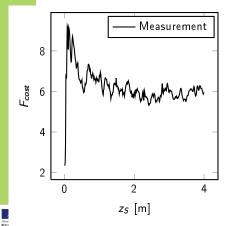
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### Fixed vehicle source height: measurement results



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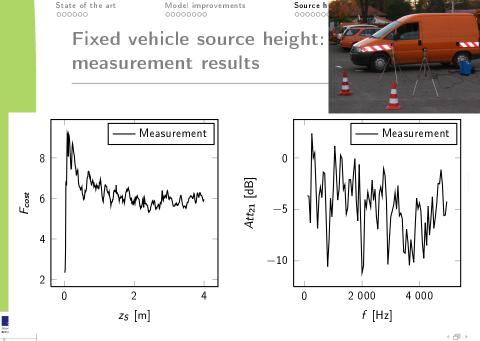
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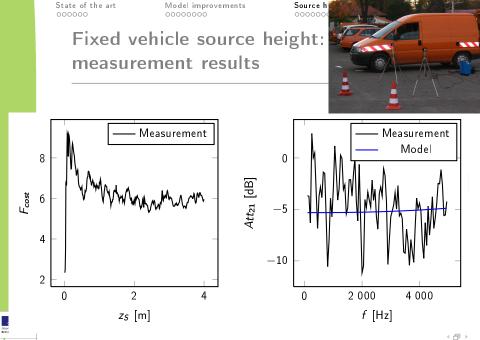
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Characterization of the acoustic emission of vehicles by equivalent point sources

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Model improvements

Source height

MÉCS 000000000000

#### Source height: conclusion

- ► fixed sources:
  - ► theory
  - numerical validation
  - experimental validation: mainly three sources with discontinuity
- moving sources:
  - ► theory
  - numerical simulations
  - experimental validation
- measurement on fixed vehicles





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Model improvements

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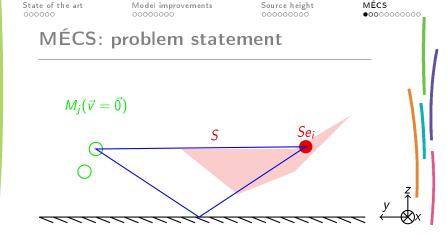


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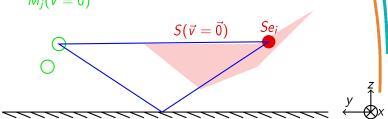
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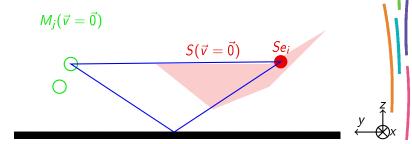


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#### MÉCS: problem statement



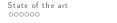




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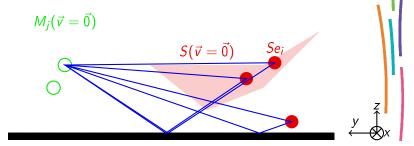


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#### MÉCS: problem statement



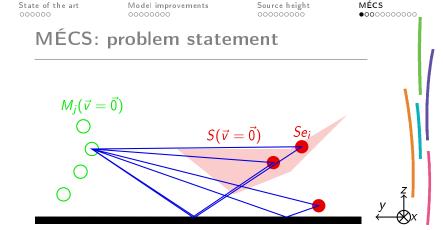




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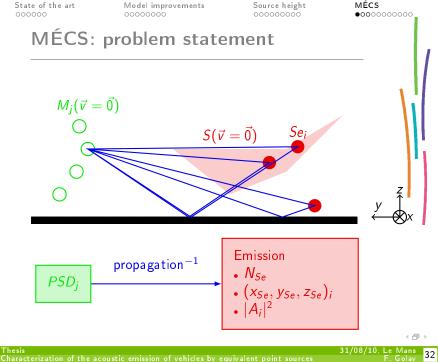
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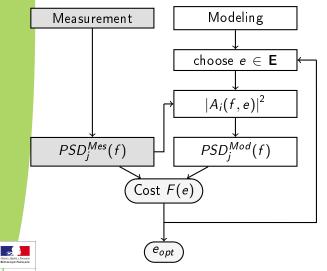


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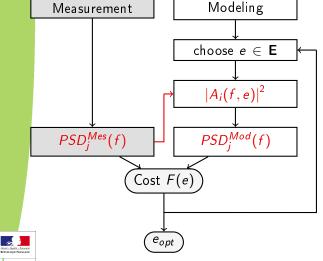
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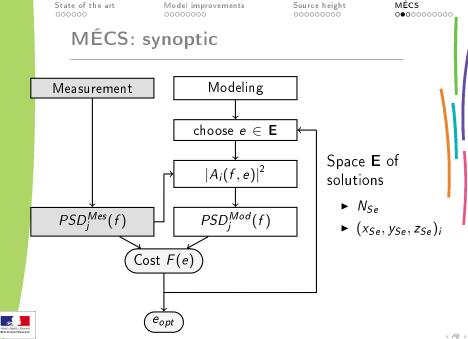
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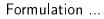


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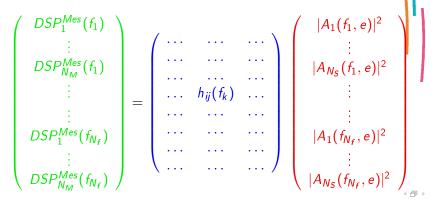
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### MÉCS: computation of $|A_i(f, e)|^2$



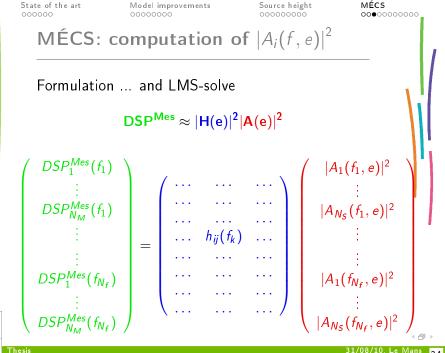








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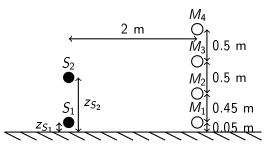
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## MÉCS: configurations used for numerical simulation





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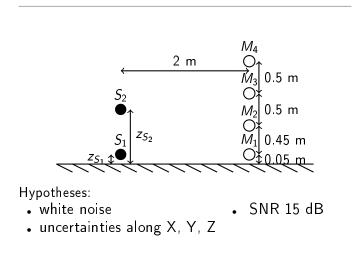
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# MÉCS: configurations used for numerical simulation







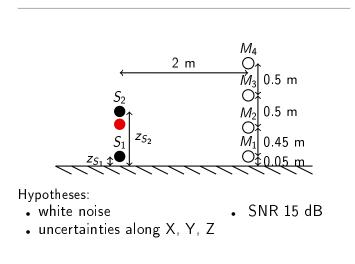
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# MÉCS: configurations used for numerical simulation



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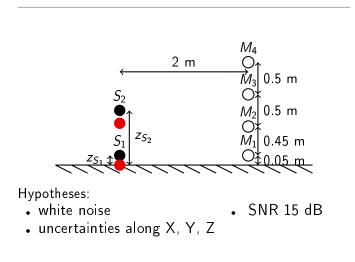
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# MÉCS: configurations used for numerical simulation





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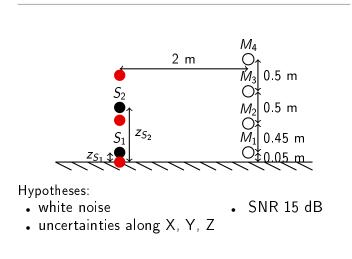
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# MÉCS: configurations used for numerical simulation

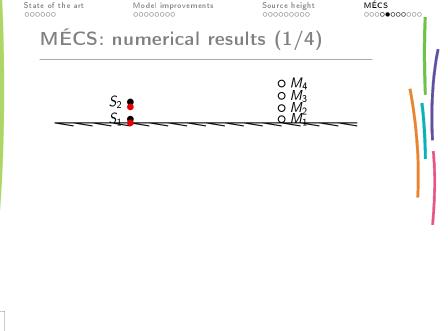






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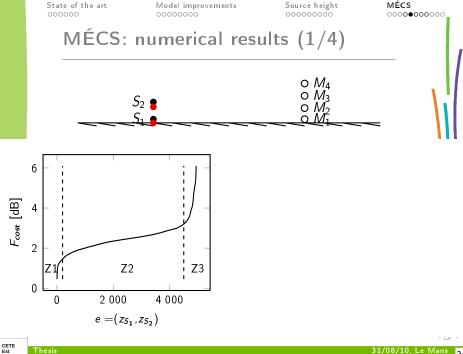




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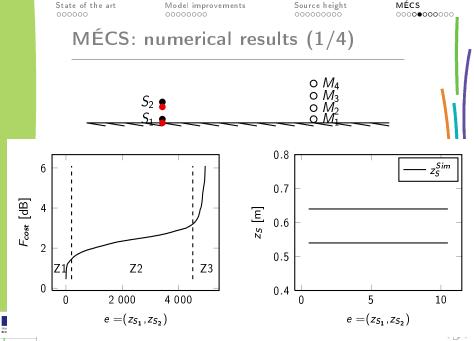


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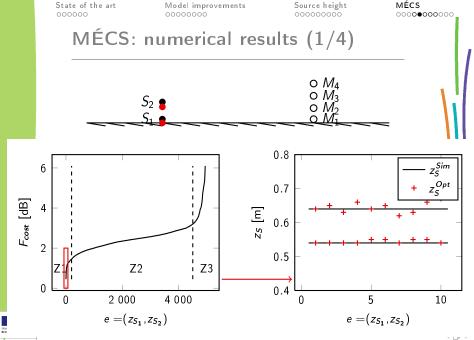
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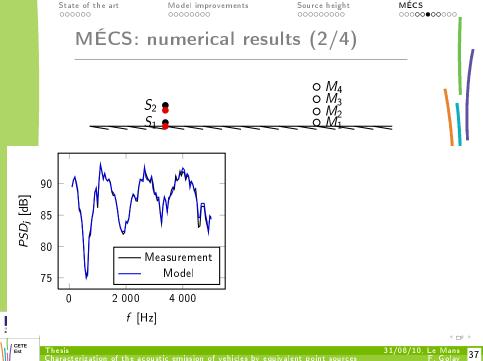


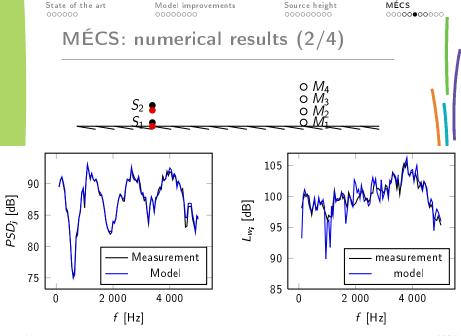
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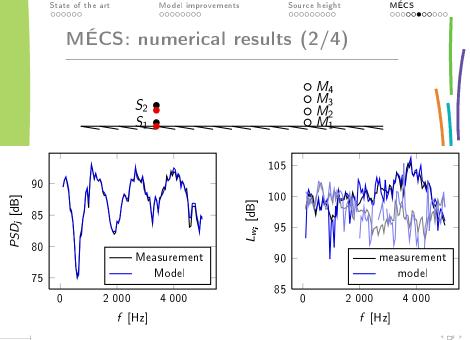


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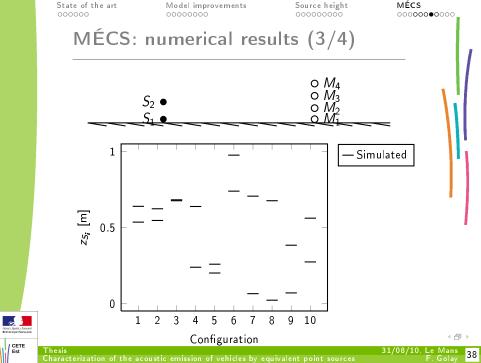
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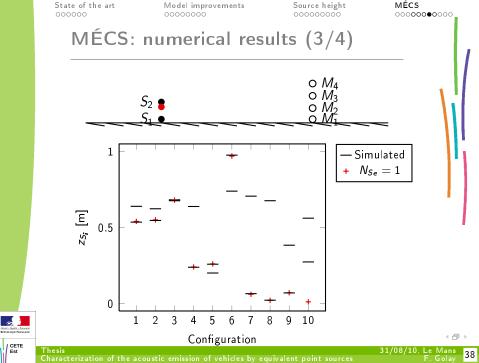


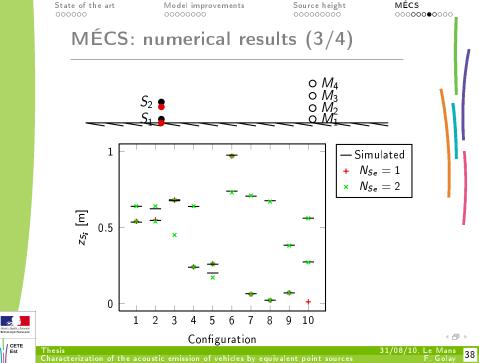
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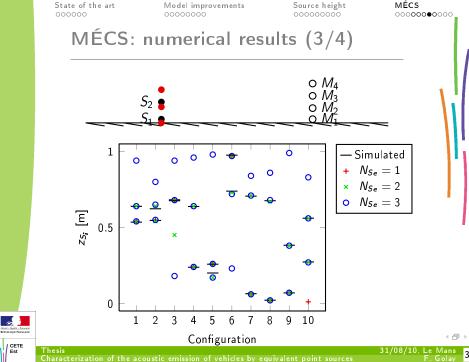
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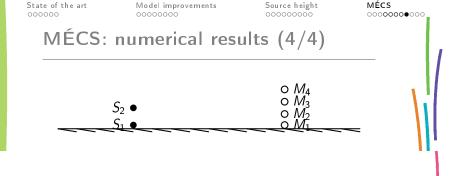








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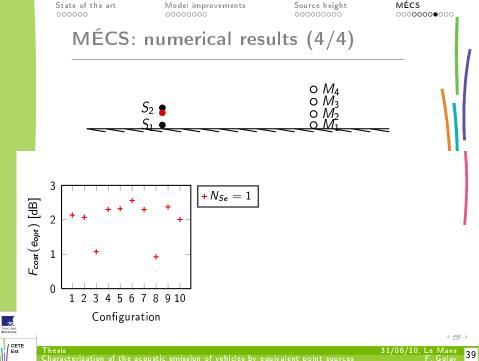
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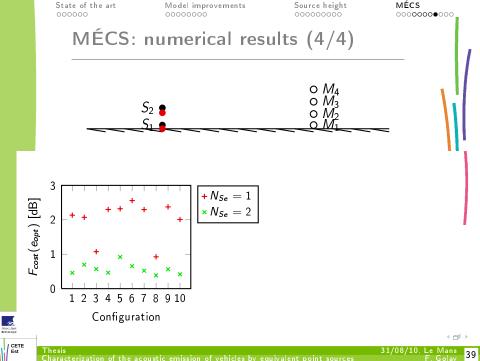
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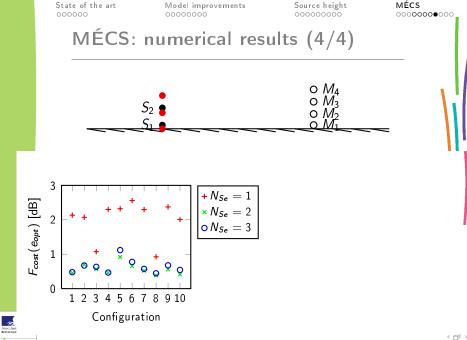
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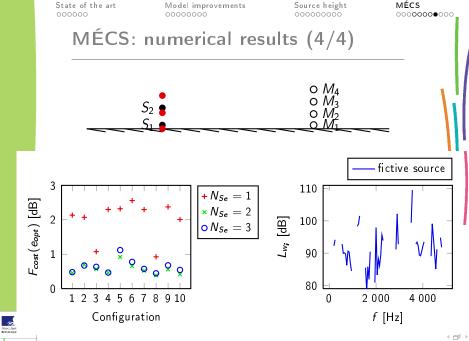
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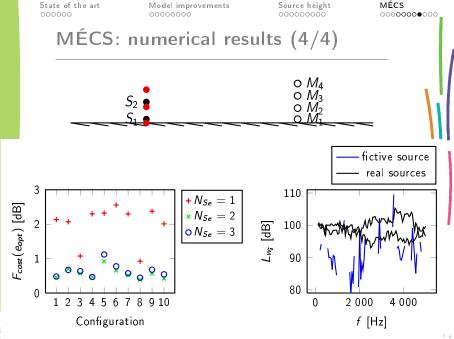
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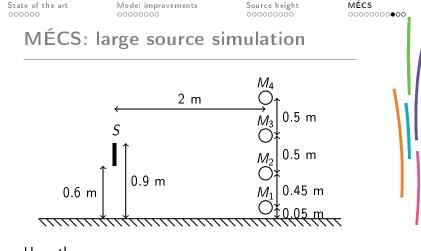
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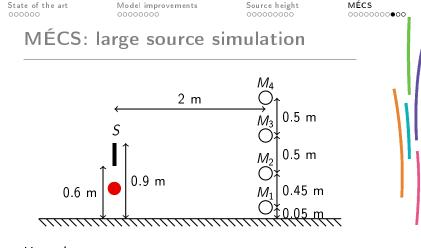
#### Hypotheses

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- ► 50 sources modeling one large real source
- ► different spectra
- uncertainties on localization

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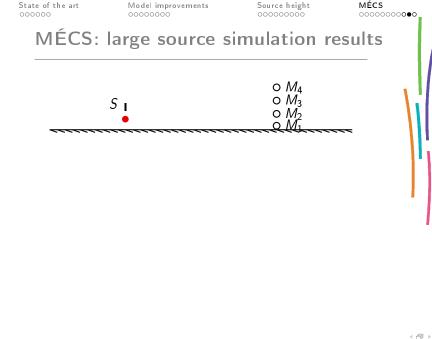
#### Hypotheses

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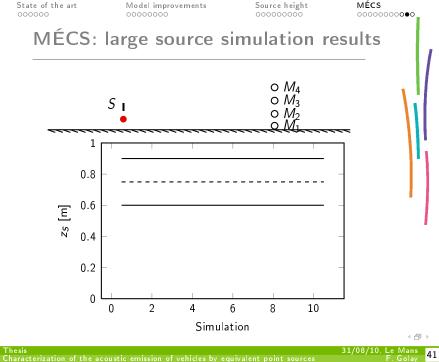


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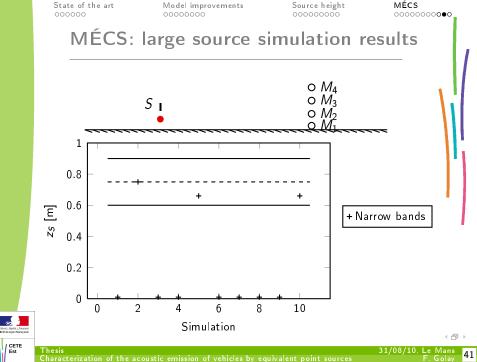
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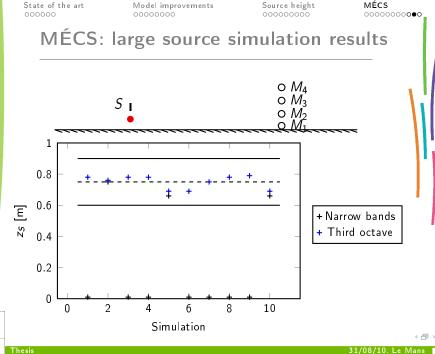
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State of the art

Model improvements

Source height



# MÉCS: conclusion

► theory:

- ► inverse approach
- LMS to compute  $|A_i(f)|^2$





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State of the art 000000 Model improvements

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#### MÉCS 00000000000

# MÉCS: conclusion

#### ► theory:

- inverse approach
- LMS to compute  $|A_i(f)|^2$

numerous simulations with two point sources

- good agreement between measurement and model
- stability of the best solution





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State of the art 000000 Model improvements

Source height

#### MÉCS ○○○○○○○○○

# MÉCS: conclusion

#### ► theory:

- inverse approach
- ▶ LMS to compute  $|A_i(f)|^2$

numerous simulations with two point sources

- good agreement between measurement and model
- stability of the best solution
- ► simulation of a large source
  - *F<sub>cost</sub>* based on narrow bands gives often sources near the ground
  - *F<sub>cost</sub>* based on third octaves approaches physical height



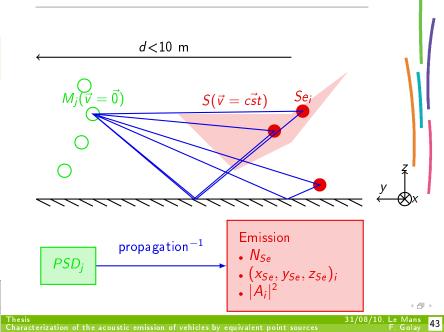


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# Conclusion (1/3)

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# Conclusion (2/3)

► improvements of models

- for broadband noise
- ► for moving sources









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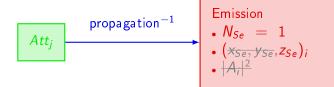
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# Conclusion (2/3)

- improvements of models
  - for broadband noise
  - for moving sources
- two-microphone method for height of source
  - numerical simulations
  - moving sources
  - vehicles









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# Conclusion (2/3)

- improvements of models
  - for broadband noise
  - for moving sources
- two-microphone method for height of source
  - numerical simulations
  - moving sources
  - vehicles
- ► MÉCS

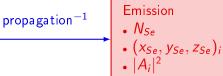
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- ► theory
- numerical validation





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aracterization of the acoustic emission of vehicles by equivalent point sources

Optimization and validation of MÉCS

- microphone localization
- ► space solution reduction
- other sources configurations
- ► LMS with positivity constraint





Thesis Characterization of the acoustic emission of vehicles by equivalent point sources

Optimization and validation of MÉ

- microphone localization
- ► space solution reduction
- other sources configurations
- ► LMS with positivity constraint
- Measurements









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Optimization and validation of MÉ

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- space solution reduction
- other sources configurations
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- Measurements

Theoritical improvements

- movement
- broadband noise
- measurement in real conditions
- directivity





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Optimization and validation of MÉ

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Characterization of the acoustic emission of vehicles by equivalent point sources



Optimization and validation of MÉ

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Theoritical improvements

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- broadband noise
- measurement in real conditions
- ► directivity







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## Acknowledgments

#### Close supervision

- ► Christophe AYRAULT, LAUM
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Monitoring committee

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- ► Franck POISSON, SNCF

## Other

► Charlotte, Thérèse, Auguste, Gustave...





Thesis Chritophe H., Thierry F., Jean-Louis A., Loic J Characterization of the acoustic emission of vehicles by equivalent point sources

# Thank you for your attention



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