

FACULTY OF MECHANICAL AND CIVIL ENGINEERING IN KRALJEVO UNIVERSITY OF KRAGUJEVAC



XI TRIENNIAL INTERNATIONAL CONFERENCE HEAVY MACHINERY HM 2023 Proceedings

> VRNJAČKA BANJA, SERBIA June 21– June 24, 2023



THE ELEVENTH TRIENNIAL INTERNATIONAL CONFERENCE

HEAVY MACHINERY HM 2023

PROCEEDINGS

ORGANIZATION SUPPORTED BY:

Ministry of Science, Technological Development and Innovation, Republic of Serbia

Vrnjačka Banja, June 21–24, 2023



PUBLISHER:

Faculty of Mechanical and Civil Engineering in Kraljevo

YEAR:

2023

EDITOR:

Prof. dr Mile Savković

PRINTOUT:

SATCIP DOO VRNJAČKA BANJA

TECHNICAL COMMITTEE

Doc. dr Aleksandra Petrović - Chairman Bojan Beloica – Vice-chairman Miloš Adamović Goran Bošković Vladimir Đorđević Marina Ivanović Marijana Janićijević Aleksandar Jovanović Stefan Mihajlović Predrag Mladenović Stefan Pajović Anica Pantić Nevena Petrović Mladen Rasinac Vladimir Sinđelić Marko Todorović Đorđe Novčić Jovana Bojković Tanja Miodragović Jovana Perić Slobodan Bukarica

No. of copies: 60

ISBN-978-86-82434-01-6

REVIEWS:

All papers have been reviewed by members of scientific committee



CONFERENCE CHAIRMAN

Prof. dr Mile Savković, FMCE Kraljevo, Serbia

INTERNATIONAL SCIENTIFIC PROGRAM COMMITTEE

CHAIRMAN

Prof. dr Radovan Bulatović, FMCE Kraljevo, Serbia

VICE-CHAIRMAN

Prof. dr Milan Bižić, FMCE Kraljevo, Serbia

MEMBERS

Prof. dr M. Alamoreanu, TU Bucharest, Romania Prof. dr D. Atmadzhova, VTU "Todor Kableshkov", Sofia, Bulgaria Prof. dr M. Banić, FME Niš, Serbia Prof. dr M. Berg, Royal Institute of Technology-KTH, Sweden Prof. dr G. Bogdanović, Faculty of Engineering Kragujevac, Serbia Prof. dr H. Bogdevicius, Technical University, Vilnus, Lithuania Prof. dr N. Bogojević, FMCE Kraljevo, Serbia Prof. dr I. Božić, FME Belgrade, Serbia Prof. dr S. Bikić, Faculty of Technical Sciences, Novi Sad, Serbia Prof. dr M. Bjelić, FMCE Kraljevo, Serbia Prof. dr M. Blagojević, Faculty of Engineering Kragujevac, Serbia Prof. dr S. Bošnjak, FME Belgrade, Serbia Prof. dr A. Bruja, TU Bucharest, Romania Prof. dr S. Ćirić-Kostić, FMCE Kraljevo, Serbia Prof. dr I. Despotović, FMCE Kraljevo, Serbia Prof. dr M. V. Dragoi, Transilvania University of Brasov, Romania Prof. dr B. Dragović, Faculty of Maritime Studies Kotor, Montenegro Prof. dr Lj. Dubonjić, FMCE Kraljevo, Serbia Prof. dr R. Durković, FME Podgorica, Montenegro Prof. dr Z. Đinović, ACMIT, Wiener Neustadt, Austria Prof. dr R. Đokić, Faculty of Technical Sciences, Novi Sad, Serbia Prof. dr K. Ehmann, Northwestern University, Chicago, USA

Prof. dr I. Emeljanova, HGTUSA Harkov, Ukraine Prof. dr O. Erić Cekić, FMCE Kraljevo, Serbia Prof. dr V. Gašić, FME Belgrade, Serbia Prof. dr D. Golubović, FME East Sarajevo, Bosnia and Herzegovina Prof. dr P. Gvero, FME Banja Luka, Bosnia and Herzegovina Prof. dr B. Jerman, FME Ljubljana, Slovenia Prof. dr R. Karamarković, FMCE Kraljevo, Serbia Prof. dr M. Karasahin, Demirel University, Istanbul, Turkey Prof. dr I. Kiričenko, HNADU Kiev, Ukraine Prof. dr K. Kocman, Technical University of Brno, Czech Republic Prof. dr S. Kolaković, Faculty of Technical Sciences, Novi Sad, Serbia Prof. dr M. Kolarević, FMCE Kraljevo, Serbia Prof. dr M. Kostić, Northern Illinois University, DeKalb, USA Prof. dr M. Krajišnik, FME East Sarajevo, Bosnia and Herzegovina Prof. dr M. Králik, FME Bratislava, Slovakia Prof. dr E. Kudrjavcev, MGSU, Moscow, Russia Prof. dr Đ. Lađinović, Faculty of Technical Sciences, Novi Sad, Serbia Prof. dr D. Marinković, TU Berlin, Germany Prof. dr G. Marković, FMCE Kraljevo, Serbia Prof. dr A. Milašinović, FME Banja Luka, Bosnia and Herzegovina Prof. dr I. Milićević, Technical Faculty Čačak, Serbia Prof. dr V. Milićević, FMCE Kraljevo, Serbia Prof. dr Z. Miljković, FME Belgrade, Serbia



Prof. dr D. Milković, FME Belgrade, Serbia Prof. dr B. Milošević, FMCE Kraljevo, Serbia Prof. dr V. Milovanović, Faculty of Engineering Kragujevac, Serbia Prof. dr G. Minak, University of Bologna, Italy Prof. dr D. Minić, FME Kosovska Mitrovica, Serbia Prof. dr V. Nikolić, FME Niš, Serbia Prof. dr E. Nikolov, Technical University, Sofia, Bulgaria Prof. dr V. Nikolov, VTU "Todor Kableshkov", Sofia, Bulgaria Prof. dr M. Ognjanović, FME Belgrade, Serbia Prof. dr J. Peterka, FMS&T, Trnava, Slovakia Prof. dr D. Petrović, FMCE Kraljevo, Serbia Prof. dr M. Popović, Technical Faculty Čačak, Serbia Prof. dr J. Polajnar, BC University, Prince George, Canada Prof. dr D. Pršić, FMCE Kraljevo, Serbia Prof. dr N. Radić, FME East Sarajevo, Bosnia and Herzegovina

ORGANIZING COMMITTEE

CHAIRMAN:

Prof. dr Goran Marković, FMCE Kraljevo

VICE-CHAIRMAN:

Doc. dr Miljan Marašević, FMCE Kraljevo, Serbia

MEMBERS:

Doc. dr M. Bošković, FMCE Kraljevo, Serbia Doc. dr V. Grković, FMCE Kraljevo, Serbia Doc. dr V. Mandić, FMCE Kraljevo, Serbia Doc. dr A. Nikolić, FMCE Kraljevo, Serbia Doc. dr M. Nikolić, FMCE Kraljevo, Serbia Prof. dr B. Radičević, FMCE Kraljevo, Serbia Prof. dr V. Radonjanin, Faculty of Technical Sciences, Novi Sad, Serbia Prof. dr D. Sever, Maribor, Civil Engineering, Slovenia Prof. dr V. Stojanović, FMCE Kraljevo, Serbia Prof. dr I. S. Surovcev, VGSU, Voronezh, Russia Prof. dr S. Šalinić, FMCE Kraljevo, Serbia Prof. dr J. Tanasković, FME Belgrade, Serbia Prof. dr LJ. Tanović, FME Belgrade, Serbia Prof. dr D. Todorova, VTU "Todor Kableshkov", Sofia, Bulgaria Prof. dr R. Vujadinovic, FME Podgorica, Montenegro Prof. dr K. Weinert, University of Dortmund, Germany Prof. dr N. Zdravković, FMCE Kraljevo, Serbia Prof. dr N. Zrnić, FME Belgrade, Serbia Prof. dr D. Živanić, Faculty of Technical Sciences, Novi Sad, Serbia

Doc. dr A. Petrović, FMCE Kraljevo, Serbia Doc. dr B. Sredojević, FMCE Kraljevo, Serbia Dr N. Pavlović, FMCE Kraljevo, Serbia Doc. dr N. Stojić, FMCE Kraljevo, Serbia



PREFACE

Ladies and gentlemen, dear colleagues,

Welcome to Vrnjačka Banja, to the International Scientific Conference Heavy Machinery. The first conference was held in 1993, so this is the thirtieth anniversary of the Heavy Machinery conference.

This year the Eleventh International Conference Heavy Machinery is held by the Faculty of Mechanical and Civil Engineering in Kraljevo, University of Kragujevac, from 21 to 24 June 2023.

The conference has gained a unique recognizable form of exchange of information, ideas and new scientific research. It is held in the year when the Faculty of Mechanical and Civil Engineering in Kraljevo celebrates 63 years of university teaching.

During several decades of its existence, the Faculty has acquired a specific and recognizable form in domestic and foreign scientific circles thanks to its scientific and research results.

The goal of the Conference is to make the research in the fields covered at the Faculty of Mechanical and Civil Engineering in Kraljevo available and applicable within both domestic and foreign frames. Also, our scientists will have the opportunity to learn about the results of research done by their colleagues from abroad in the fields of transport design in industry, energy control, production technologies, and civil engineering through the following thematic sessions:

- Earth-moving and transportation machinery,
- Railway engineering,
- Production technologies,
- Automatic control and fluid technique,
- Applied mechanics,
- Thermal technique and environment protection,
- Civil engineering.

The high scientific reputation of domestic and foreign participants as well as the number of papers provide guarantees that the Conference will be very successful. The papers reflect the state-of-the-art and deal with a wide spectrum of important topics of current interest in heavy machinery.

I would especially like to thank the Ministry of Science, Technological Development and Innovation of the Republic of Serbia for its support to the organization of the Conference and our efforts to promote science and technology in the areas of mechanical and civil engineering in Serbia. Also, I would like to express our gratitude to other sponsors of the Conference: Serbian Chamber of Engineers, TeamCAD d.o.o. Zemun-Belgrade, Banim reklame d.o.o. Kraljevo, Radijator Inženjering d.o.o. Kraljevo and Messer Tehnogas AD Belgrade.

My sincere thanks also go to all members of the scientific, organizing and technical committees, the reviewers, and all the participants including the invited speakers for their participation in the Conference and presentation of their papers.

Thank you and see you at the next conference in three years.

Kraljevo – Vrnjačka Banja, June 2023

Conference Chairman, **Prof. dr Mile Savković**

PLENARY SESSION

WAREHOUSING 4.0 Boris Jerman, Jurij Hladnik	1
DEVELOPMENT OF A DOMESTIC 4-AXIS SCARA ROBOT Zoran Miljković, Nikola Slavković, Bogdan Momčilović, Đorđe Milićević	9
30 YEARS OF THE INTERNATIONAL SCIENTIFIC CONFERENCE "HEAVY MACHINERY" Mile Savković, Goran Marković, Milan Bižić, Nataša Pavlović	17
SESSION A: EARTH-MOVING AND TRANSPORTATION MACHINERY	
STRENGTH OF FILLET-WELDED JOINT CONNECTIONS: COMMENTS ON CORRELATION BETWEEN CLASSICAL AND PARTICULAR FINITE ELEMENT APPROACH Vlada Gašić, Aleksandra Arsić, Nenad Zrnić	1
CONTINUOUSLY VARIABLE TRANSMISSION FOR CONSTRUCTION MACHINES TO INCREASE EFFICIENCY AND PRODUCTIVITY Jasna Glišović, Vanja Šušteršič, Jovanka Lukić, Saša Vasiljević	9
ARTIFICIAL INTELLIGENCE (AI) AND THE FUTURE OF THE MACHINE ELEMENTS DESIGN Marko Popović, Nedeljko Dučić, Vojislav Vujičić, Milan Marjanović, Goran Marković	17
A STUDY OF EMERGING TECHNOLOGIES SCHEDULING AT CONTAINER TERMINALS USING CONCEPTUAL MAPPING Branislav Dragović, Nenad Zrnić, Andro Dragović	23
FEM RECOMMENDATION FOR SHUTTLE RACKING TOLERANCES AND CLEARANCES Rodoljub Vujanac, Nenad Miloradovic, Snezana Vulovic	29
COMPARATIVE ANALYSIS OF A LARGE SPAN GANTRY CRANE STRUCTURE SUBJECTED TO SKEWING FORCE CALCULATED USING JUS AND EUROCODE 1 STANDARDS Marko Todorović, Goran Marković, Nebojša Zdravković, Mile Savković, Goran Pavlović	37
THE OPTIMIZATION OF THE LOADING RAMP MECHANISM OF A HEAVY-WEIGHT TRAILER Predrag Mladenović, Radovan Bulatović, Nebojša Zdravković, Mile Savković, Goran Marković, Goran Pavlović	45
MULTI-AISLE AUTOMATED RACK WAREHOUSE SIMULATION FOR AVERAGE TRAVEL TIME Goran Bošković, Marko Todorović, Goran Marković, Zoran Čepić, Predrag Mladenović	53
FRAMEWORK AND REASONABLENESS OF APPLICATING THE CONCEPT OF CRANE STRUCTURAL HEALTH MONITORING IN INLAND WATER HARBOURS Atila Zelić, Ninoslav Zuber, Dragan Živanić, Mirko Katona, Nikola Ilanković	59
MEASURING THE KINEMATIC CHARACTERISTICS ON A REDUCED-SIZE ZIPLINE MODEL	67

Tanasije Jojić, Jovan Vladić, Radomir Đokić

TESTING OF CONVEYOR BELTS AND FORMATION OF VERIFICATION MODEL USING FEM Dragan Živanić, Nikola Ilanković, Nebojša Zdravković	73
ANALYSIS HYBRID DRIVES OF MOBILE MACHINES Vesna Jovanović, Dragoslav Janošević, Jovan Pavlović	81
DETERMINATION OF RESISTANCE FORCES IN THE WHEEL LOADER USING DISCRETE ELEMENT METHOD Jovan Pavlović, Dragoslav Janošević, Vesna Jovanović, Nikola Petrović	87
A HYBRID MCDM MODEL FOR WASTE OIL TRANSFER STATION LOCATION SELECTION Jelena Mihajlović, Goran Petrović, Danijel Marković, Dragan Marinković, Žarko Ćojbašić, Dušan Ćirić	93
SESSION B: RAILWAY ENGINEERING	
PROOF TESTS OF GEOMETRIC-KINEMATIC CALCULATIONS OF RAILWAY VEHICLES Dragan Milković, Goran Simić, Vojkan Lučanin, Saša Radulović, Aleksandra Kostić Miličić	1
NETWORK MODEL AND VIBRATION SIMULATION OF A RAILWAY TRACK Mustafa Berkant Selek, Erol Uyar, Mücahid Candan	7
VIBRATION MEASUREMENT WITH WIRELESS HETEROGENEOUS INTEGRATED DISPLACEMENT SENSOR AND DETERMINATION OF DYNAMIC DEFLECTION OF SLEEPERS AND STIFFNESS OF RAILWAY TRACKS Branislav Gavrilović, Vladimir Aleksandrovich Baboshin, Zoran Pavlović	13
STUDY OF THE CONTACT BETWEEN DESIGN PROFILES OF RAILS AND RIMS USED IN THE TRAM TRACK OF THE CITY OF SOFIA Vladimir Zhekov	19
INVESTIGATION OF THE BEHAVIOUR OF A FREIGHT WAGON BRAKING SYSTEM ON A BRAKE SYSTEMS BENCH Vasko Nikolov, Georgi Nikolov	25
TECHNICAL CONDITION OF RAILWAY VEHICLES AS A SAFETY FACTOR IN TRAFFIC Marija Vukšić Popović, Jovan Tanasković, Ivan Krišan	33
REQUIREMENTS OF UIC STANDARDS FOR BRAKE TRIANGLES OF RAILWAY VEHICLES Milan Bižić, Dragan Petrović	39
APPLICATION OF METAL-RUBBER ELEMENTS IN THE SPRING SUSPENSION OF ROLLING STOCK Emil Kostadinov, Nencho Nenov	45
DEVELOPMENT OF LABORATORY FOR TESTING OF RAILWAY VEHICLES AND STRUCTURES Dragan Petrović, Milan Bižić	55
CHALLENGES FOR TECHNICAL SPECIFICATIONS FOR INTEROPERABILITY (TSI) IN THE EUROPEAN UNION (EU) Miltcho Lepoev	61

DETERMINING THE PARAMETERS FOR PERFORMING PUBLIC PASSENGER RAIL TRANSPORT OF THE CARRIERS Mirena Todorova, Kostadin Trifonov	65
POSSIBILITY OF REPLACING LOW-CARBON STRUCTURAL STEEL WITH HIGH-STRENGTH STEELS, FOR PRODUCING WELDED STRUCTURES IN INDUSTRY OF HEAVY MACHINES Đorđe Ivković, Dušan Arsić, Radun Vulović, Vukić Lazić, Aleksandar Sedmak, Srbislav Aleksandrović, Milan Đorđević	71
INVESTIGATION OF THE OCCURRENCE OF FAILURES IN THE AXLE BOX AND PRIMARY SPRING SUSPENSION OF PASSENGER BOGIES Vanio Ralev	79
APPLICATION OF AGILE PROJECT MANAGEMENT METHODOLOGY IN RAILWAY TRANSPORT Irena Petrova, Dimitar Dimitrov	89
COMPARATIVE ANALYSIS OF THE EFFECT OF LATERAL SWINGING OF THE TRAM BODY ON DIFFERENT TYPES OF ELECTRICAL CURRENT COLLECTORS Emil M. Mihaylov, Emil Iontchev, Rosen Miletiev, Metodi Atanasov, Rashko Vladimirov	95
A SENSOR NETWORK-BASED MODEL FOR INCREASING SAFETY ON HIGH-SPEED RAILWAYS Zoran G. Pavlović, Veljko Radičević, Branislav Gavrilović, Marko Bursać, Miloš Milanović	101

METHODOLOGY FOR CALCULATING THE PROCESS OF EMERGENCY COLLISION IN RAILWAY 109 VEHICLES Venelin Pavlov

SESSION C: PRODUCTION TECHNOLOGIES

ADDITIVE MANUFACTURING – A VIEW THROUGH THE PRISM OF STANDARDIZATION Pavle Ljubojević, Tatjana Lazović, Snežana Ćirić-Kostić	1
ANALYSIS OF SPECIFIC CUTTING ENERGY IN LONGITUDINAL TURNING OF UNALLOYED STEELS Milan Trifunović, Miloš Madić	7
STATE OF THE ART IN THE FIELD OF COLD FORGING TOOLS Ilija Varničić, Miloš Pjević, Mihajlo Popović	13
APPLICATION OF THE POKA-YOKE METHOD IN SMALL WOOD PROCESSING COMPANIES Jovana Perić, Milovan Lazarević, Mitar Jocanović, Vladan Grković, Mišo Bjelić	19
DEVELOPMENT A SYSTEM FOR DESIGNING OPTIMAL TECHNOLOGICAL PROCESSING PARAMETERS AT MACHINING CENTERS Zvonko Petrović, Milan Kolarević, Radovan Nikolić, Milica Tufegdžić, Nikola Beloica	27
APPLICATION OF THE ANFIS METHOD TO SUPPORT DECISION-MAKING IN THE PREDICTION OF THE FACTORS THAT MOST INFLUENCE THE PRODUCT PRICE Marija Mojsilović, Radoje Cvejić, Goran Miodragović, Snežana Gavrilović, Selver Pepić	33
SUPPLEMENTARY ELEMENTS OF TRAFFIC NOISE BARRIERS Vladan Grković, Violeta Đorđević, Milan Kolarević, Branko Radičević, Tanja Miodragović	39

IDENTIFICATION OF NOISE SOURCE BASED ON SOUND INTENSITY IN VERTICAL CNC MILLING MACHINE	45
Tanja Miodragović, Branko Radičević, Stefan Pajović, Nenad Kolarević, Vladan Grković	
SURFACE TREATMENTS FOR TRAFFIC NOISE BARRIERS Violeta Đorđević, Jovana Perić, Tanja Miodragović, Stefan Pajović, Mladen Rasinac	51
COMPARISON OF MECHANICAL BEHAVIOUR OF TIG AND MIG WELDED JOINT DISSIMILAR ALUMINUM ALLOYS 2024 T351 AND 6082 T6 Dragan Milčić, Miodrag Milčić, Tomaž Vuherer, Aleksija Đurić, Nataša Zdravković, Andreja Radovanović	57
TAGUCHI-BASED DETERMINATION OF DOUBLE-ELLIPSOIDAL HEAT SOURCE PARAMETERS FOR NUMERICAL SIMULATIONS OF GMAW PROCESS Mišo Bjelić, Mladen Rasinac, Aleksandra Petrović, Marina Ivanović, Jovana Perić	63
OPTIMIZATION OF GMA WELDING PARAMETERS USING THE GRASSHOPPER OPTIMIZATION ALGORITHM Mladen Rasinac, Mišo Bjelić, Aleksandra Petrović, Marina Ivanović, Stefan Pajović	69
SESSION D: AUTOMATIC CONTROL AND FLUID TECHNIQUE	
EVENT-TRIGGERED ADAPTIVE DYNAMIC PROGRAMMING BASED OPTIMAL CONTROL FOR HYDRAULIC SERVO ACTUATOR Vladimir Djordjević, Vladimir Stojanović, Hongfeng Tao, Xiaona Song, Shuping He, Weinan Gao	1
DESIGN AND IMPLEMENTATION OF AN AEROPENDULUM CONTROLLER VIA LOOP SHAPING Luka Filipović, Milan Ristanović, Dušan Božić	7
<i>H</i> ∞ CONTROL OF AEROPENDULUM Dušan Božić, Luka Filipović, Milan Ristanović	15
ANALYSIS OF THE CURRENT SITUATION IN SERBIA RELATED TO THE EDUCATION IN THE FIELD OF APPLIED ARTIFICIAL INTELLIGENCE Anđela Đorđević, Marko Milojković, Miodrag Spasić, Dejan Rančić, Saša S. Nikolić, Miroslav Milovanović	21
CONCEPTUAL MODELING OF HYSTERESIS IN PIEZO CRYSTALS USING NEURAL NETWORKS Lazar Kelić, Dragan Pršić	27
ADVANCED ELECTRO-HYDRAULIC SYSTEMS FOR DRIVING THE MOVEMENT OF RADIAL GATES Dragan Nauparac	31
MODELING AND SIMULATION HYDRAULIC EXCAVATOR'S ARM Almir Osmanović, Elvedin Trakić, Salko Ćosić, Mirza Bećirović	39

SESSION E: APPLIED MECHANICS

INFLUENCE ON THE SUPPORT RESISTANCE OF A MOBILE PLATFORM DUE TO THE EFFECT	1
OF HIGH-INTENSITY IMPULSIVE FORCE	
Aleksandra B. Živković, Slobodan R. Savić, Nebojša P. Hristov, Damir D. Jerković,	

Andjela G. Mitrović, Marija V. Milovanović, Lazar M. Arsić

METHODS FOR MODELING BOLTED CONNECTIONS USING FEM Vladimir Milovanović, Miloš Pešić, Rodoljub Vujanac, Marko Topalović, Milan Stojiljković	7
OPTIMAL DYNAMIC BALANCING OF PLANAR MECHANISMS: AN OVERVIEW Marina Bošković	15
MODIFIED 2D ARC-STAR-SHAPED STRUCTURE WITH NEGATIVE POISSON'S RATIO Vladimir Sinđelić, Aleksandar Nikolić, Nebojša Bogojević, Olivera Erić Cekić, Snežana Ćirić Kostić	21

SESSION F: THERMAL TECHNIQUE AND ENVIRONMENT PROTECTION

CARBON DIOXIDE EMISSIONS CALCULATION OF THE TRANSPORT PROCESS IN ROAD FREIGHT TRANSPORT Nikola Petrović, Vesna Jovanović, Dragan Marinković, Jovan Pavlović	1
POLLUTANTS IN THE AIR Svetlana K. Belošević, Maja B. Djukić	7
DETERMINATIONS OF EQUATION IN 1D CONDUCTION: EXPERIMENTAL INVESTIGATION FOR WALL HEATING Aleksandar Vičovac	13
THE PROPOSAL OF THE RECUPERATOR DESIGN FOR THE ROTARY KILNS WITH A DRIVING MECHANISM IN THE CALCINATION ZONE Nenad Stojić, Nebojša Bogojević, Miljan Marašević, Dragan Cvetković, Aleksandar Nešović	21
THE USAGE OF NATURAL GAS HHV FROM SMALL COGENERATION SYSTEMS IMPLEMENTED IN A 3RD GENERATION DH PLANT Milan Marjanović, Miloš Nikolić, Rade Karamarković, Anđela Lazarević, Đorđe Novčić	27
SESSION G: CIVIL ENGINEERING	
MASONRY DEVELOPMENT OF BUILDING CONSTRUCTION ON THE TERRITORY OF SERBIA B.Milosevic, V. Mandić, D. Turina, A. Kostić, K. Krstić	1
KRIGING INTERPOLATION OF PRECIPITATION FOR LAKE ĆELIJE CATCHMENT V. Mandić, S. Kolaković, M. Stojković, B. Milošević, I. Despotović	9
MANUFACTURING TECHNOLOGIES FOR GFRP'S WITH THERMOSETTING POLYMERIC BINDERS C. Sescu-Gal, C. Frâncu, C. Dobrescu, P. Bălan	17
METHODS FOR DETERMINING THE CHARACTERISTICS OF BIOCOMPOSITES J. Bojković, V. Bulatović, B. Radičević, N. Stojić, M. Mrašević	23
STATIC ANALYSIS OF THE RC MULTI-STOREY BUILDING DEPENDING ON MODEL AND SOIL PARAMETERS S. Mihajlović, M. Šešlija, V. Mandić, I. Despotović, M. Janićijević	29

NONLINEAR STATIC "PUSHOVER" ANALYSIS OF MULTI-STOREY REINFORCED CONCRETE BUILDING

M. Janićijević, B. Milošević, S. Mihajlović, J. Bojković, S. Marinković

Artificial intelligence (AI) and the future of the machine elements design

Marko Popović1*, Nedeljko Dučić1, Vojislav Vujičić1, Milan Marjanović1, Goran Marković2

¹Faculty of Technical Science, University of Kragujevac, Čačak (Serbia)

² Faculty of Mechanical and Civil Engineering in Kraljevo, University of Kragujevac, Kraljevo (Serbia)

The document also contains defined quick-styles that may be used for fast formatting of the submitted papers. Artificial intelligence (AI), is becoming an important tool in the fields of mechanical engineering. AI have potential power, to give fast predict of the dimensions and shapes of the machine elements, trought optimisation process in initial and the final design stage. This paper give the review of the potential use of the AI in the field of the machine element design.

Keywords: Machine Design, Machine Elements, Artificial Intelligence (AI)

1. INTRODUCTION

Artificial intelligence (AI) technology is becoming increasingly important in people's lives as it becomes more widely used in people's daily lives, such as the widespread use of smart dishwashers and smart sweepers, which are the products of the fusion of AI and the mechanical manufacturing industry [1]. Indeed, AI has been widely utilized in the mechanical manufacturing business, which not only ensures production precision, but also enhances job productivity and workplace safety. The rise of AI has caused significant changes in the manufacturing industry as a whole.

With the continuous progress of science and technology, mechanical engineering is also constantly evolving and changing, from the traditional mechanical engineering to the state-of-the art mechanical engineering [2]. And its level of automation and intellectualization has a continuous improvement, it went into a new stage of development, thus, the combination of AI and mechanical engineering has become a hotspot. AI is applied under the premise of the development of computer technology, which improved the computer technology through the analysis of it to achieve the realization of intelligent technology.

The applications of AI in mechanical engineering is not only the use of computer technology, but also combined with information technology, psychology, linguistics and other knowledge. The AI is in fact the simulation of the process of data interaction of human thinking, hoping to understand the essence of human intelligence and then produce a smart machine, this intelligent machine can be the same as human thinking to respond and deal with the problem [2].

2. DESIGN OF MACHINE ELEMENTS

The design process of machine elements can be observed through processes of the analysis and synthesis of different informations and data. Objective of analysis, is to examine machines and/or machine elements for which sizes, shapes, and materials have already been proposed or selected, so that loading severity parameters (e.g., stresses) may be calculated and compared with critical capacities (e.g., strengths corresponding to governing failure modes) at each critical point [3]. Adjunct analyses might also be undertaken to calculate and compare such attributes as cost, life, weight, noise level, safety risks, or other pertinent performance parameters. The objective of the synthesis, is to examine performance requirements associated with a particular design mission, then select the best possible material and determine the best possible shape, size, and arrangement, within specified constraints of life, cost, weight, safety, reliability, or other performance parameters.

Design process is the first step in the process of conceptualising a machine components [4]. The design process involves analyzing a function and performance requirements, determining its materials and manufacturing methods, and then creating detailed drawings and specifications that can be used to manufacture the component [5]. The main phases in process of the design of the machine components, machine elements and machines are:

- *Conceptual Design*. The design process typically starts with conceptual design, where the basic requirements and constraints of the component are defined.
- *Detailed Design.* Conceptual design is followed by detailed design, where the component is designed to meet the requirements and constraints, considering factors such as materials, manufacturing methods, and cost.
- Analysis and Optimization. The design then goes through an analysis and optimization stage. Analysis and optimization rely on computer-aided design (CAD) and 3D mechanical engineering simulation (CAE) tools to ensure they will function as intended and meet performance requirements.
- *Multi-Objective Optimization*. Optimizing of the parts, assembly and machines means considering several objectives (sometimes contrasting) and constraints coming from targets on weight, cost, size etc. This is called multi-objective optimization.

Machine elements design is a very time consuming and responsible task. It is the first phase of the manufacturing process, and its aim is to anticipate the impact of external factors on the designed component [6]. Therefore designers must be able to correctly combine knowledge of many fields.

When the engineers designs the machine elements or the complete machines, they have to consider several important factors:

1. Functionality, high output and efficiency

- 2. Strength, stiffness and rigidity
- 3. The cost
- 4. Operational safety
- 5. Easy of assembly, and disassembly
- 6. Light weight and minimum dimension
- 7. Reliability
- 8. Durability
- 9. Accessibility
- 10. Compliance with state standards
- 11. Ergonomics and industrial design

3. ARTIFICIAL INTELLIGENCE AND EXPERT SYSTEMS

In smart applications, the terms AI, machine learning, and deep learning are frequently used interchangeably [1]. However, there are distinctions between them. A part of machine learning is called deep learning. All machine learning applications are considered to be examples of AI since machine learning is a subset of AI that may operate intelligent applications (Fig.1).



Figure 1: Fundamental differences between AI, machine learning, and deep learning [8], [9]

Generaly an entity that possesses the following properties is considered to be intelligent:

- *Generalized learning*. An adequate reaction of the machine to a new or changing external environment
- *Decision-making*. Decision-making based on given criteria and the current environment
- *Problem Solving*. Finding a solution based on the current environment and given input parameters

AI technologies often refer to methodologies like expert systems, genetic algorithms, fuzzy logic, artificial neural networks etc. [7], [1]. The expert system can be seen as a kind of specialized knowledge of computer intelligent program system, it can use expertise and experience provided by experts in specific areas and the use of reasoning techniques in AI to solve and simulate complex problems that can often be solved by experts [2].

Expert Systems (ES) give the possibility of solving specialized problems which require professional expertise, which means that they can replace an expert in a given field, often without a need of expert's support during program operation. A characteristic feature of this system is a division of knowledge gained from an expert, called knowledge base, and the rest of the system containing, among others, mechanisms of reasoning on the basis of knowledge resources from a given domain. Expert Systems can be generally divided into three categories:

- 1. *advisory* systems presenting the user certain solutions, which are evaluated in order to choose the most adequate one, or to ask for another solution,
- 2. *taking decisions without human control (dictatorial)* systems, which do not consult end results with the user,
- 3. *criticizing* are characterized by taking input values related to the given problem and possible solution.

Expert Systems are able to: gather complete knowledge from a given domain and update it constantly, copy the way of thinking of an expert, which results in offering decisions and providing their variants, explain the way of thinking of the user to the adopted solutions, communicate in a language comfortable for the user.

4. AI AND DESIGN OF MACHINE ELEMENTS

There are various areas where AI finds applications in mechanical engineering. It comprises of data handling and automation, to perform the work with minimum of human intervention [4]. The fourth industrial revolution involves integrating the internet, big data, cloud computing, the internet of things, and AI into the mechanical manufacturing industry as of the beginning of the twentyfirst century [1].

This big data inflow, is base start point for the AI application in mechanical engineering, especially in the fields such as machine design, manufacturing, crash simulation, predictive maintenance, robotics, industry 4.0 applications etc.

In his book [10], T.H.Davenport proposed the following advice on making AI technologies practical:

- Use AI to improve processes or products by automating the repetitive or structured aspects of design
- Look for "low-hanging fruit" opportunities to improve efficiency
- Create smart products that "work alongside smart people"

In according with previous, there are several ways AI may be used in mechanical engineering. The design and optimization of mechanical systems and parts, such as engines, gears, and bearings, may be automated using AI, for instance [12]. The performance of mechanical systems may also be simulated and analyzed using AI in order to forecast behavior, spot future issues, and suggest changes. AI may also be used to track and manage mechanical systems in real-time, improving their dependability and efficiency. Overall, applying AI to mechanical engineering may assist to increase the effectiveness, dependability, and performance of mechanical systems as well as promote the creation of novel and cutting-edge technologies.

Can engineers apply AI in the process of the machine element design? AI can be applied in the process of the machine elements design, because this process is characterized by the properties (*in terms of its structure and*

method of implementation), which are fully compatible with the AI technology:

- This design process have a structure and process algorithm
- It is a repeatable process
- It is an iterative process
- Machine elements are well structured and standardized
- The process requires adaptation to certain criteria (*typification*, *unification*)
- Great importance of the engineer's experience
- Good practice are often used in design process
- Machine elements information can be storage in the database
- Design of the machine elements, contains process of the optimization

In which stage of machine and machine elements design, engineers can use AI? AI can be use from early stage of design - conceptual design, through detail design with analysis and optimisation process, to the final stage, with generating of the detail technical documentation. In the conceptual design, the initial form of machine structure will affect both performance and cost of the machine [11]. In this context, the search for shapes becomes one of the key steps in the conceptual design phase, as its results are inputs for the next steps in the design process, in the subsequent construction phase, and throughout the life cycle of the machines. In the proces of the simulation, AI can improve the design proces, by combining different parallel analyses of physics, solid mechanics, fluid mechanics etc. It is possible to learn AI to distinguish between parts and different assemblies, which can be used in the future for designing a wide range of components and machines. Different optimization methods have matured in recent years due to extensive research conducted by applied mathematicians and engineers. In this context, the utilization and principles of AI, may be prevalent for using in the optimization process.

How engineers may use AI? There are several ways that AI may be used in the machine elements design, starting from conceptual, to the final design. In according, authors give the list of possible use of AI in the machine element design process:

- 1. Design assistent best shape, cost etc. application
- 2. Generation of the state-of the-art collaborative framework
- 3. CAD/CAE integration based on the proven designs and analysis
- 4. AI interactive CAD System
- 5. Big data and proven CAD models for optimization process
- 6. AI automated parts and assembly adoption *date from databases (from local to the world database)*
- 7. Advance virtual prototypes
- 8. Shape and behavior prediction
- 9. AI evaluation of the design
- 10. Topology, shape and dimension optimisation *AI* fine tuning
- 11. Reverse engineering automated generating 3D model from point cloud
- 12. Virtual reality optimisation design

- 13. FEM model development
- 14. Alternative FEM models
- 15. Automated cost analysis *started from the conceptual design*
- 16. Optimization from the aspect of the position and orientation of the parts *the influence of the other parts in assembly to the considered part design*)
- 17. Generative design advance multi object optimisation

Below are given several examples of the application of AI in the machine elements design process, which are currently in the different development stages.

At this moment, the most important field for implementation of AI for machine elements design is a CAD/CAE technology. As already appointment in the paper [1], CAD uses AI that typically operates on knowledgebased systems. In CAD, design artifacts, rules, and issues are archived for subsequent use by CAD designers. AI and CAD are combined using model-based reasoning. Building a predictive model of machine element, machine and equipment, requires all the physics and components found in CAD and CAE models. Running simulations on the engineering model can then generate a dataset that an AI algorithm can use for processing [12].

When speaking about AI interactive CAD System, the main thing to point out is that drawing still takes too much of a designer's thought processing. In complex design tasks liberating the designer from the necessity of manually using slow interfaces will allow engineers to focus on the other important steps, that require much higher knowledge and responsibility. The research which is presented in the [6], involves the development of intelligent interactive automated systems for designing machine elements and assemblies, using descriptions of structural elements' features in a natural language. This new concept proposed a novel approach to these systems, with particular emphasis on their ability to be truly flexible, adaptive, human errortolerant, and supportive both of design engineers and data processing systems. The foundation of interactivity is bidirectional communication between the data processing system and the user. Results of evaluation, performed with AI, of the designed solutions are used at as early as the design stage. This system can analyses of design engineer's messages, analyses of constructions, encoding and assessments of constructions, CAD system controlling and visualizations. It also presents the developed methodology for similarity analysis between structural features of designed machine elements and corresponding antipatterns allowing normalization of parameters of the analysed structural solutions.

An example of the used AI in the proces of the machine elements design - shaft design, is given on the following figure. At this figure are given a two stages of the interation process of the shaft design. Upper picture showen the first iteration proces of generation of the shaft shape, and on the below picture, is given design with AI suggestion for the shaft details. Suggestins are given in according with the shaft production technology and assembly process for gears and bearings.



Figure 2: A machine shaft with highlighted errors: a) an antipattern, b) correct design [6]

When we consider AI automated parts and assembly adoption (date from different databases), in the study [13] examined a comprehensive, annotated benchmark of mechanical components for classification and retrieval operations. This dataset enables the datadriven study of machine component symptoms and enables data-driven feature learning for mechanical components. Examining the form description of machine elements is vital for all automatic processing from computer vision through the different industrial applications. The dataset enables data-driven feature learning for mechanical components.

Obtaining 3D models is difficult because annotating machine elements requires technical expertise. The primary contributions of this study are the establishment of a large reference collection of annotated machine elements, the definition of a hierarchical taxonomy for machine elements, and a comparison of the performances of deep learning classifiers for shape analysis applied to machine elements.



Figure 3: 3D machine elements objects for deep learning classifiers [13]

Generally, in the process of the machine design, cost analysis is one of the most important economic criteria for design adoption. Because of that, it is very important for engineers to track the cost from conceptual, to the final stage of machine design. In the paper [7], are given solution for the use of the AI in the process of the real time cost calculation through the whole design process.

The basic tool here is a dedicated expert system. A very significant stage of database design is determining the way of knowledge representation. On the basis of the conducted analysis, knowledge representation was accepted in form of frames and rules. Paper present methodology that delivers the particulars about real costs of products, realized processes and connected activities which constitute the basis for decision-making in the production process management.

In the presented methodology, production cost of a product covers the ensemble of activity cost, as a consequence of which a finished product of a given value is created from raw material or materials. The complexity of manufacturing is determined by the level of difficulty and constructional and manufacture connections taking place between different levels of a product (sets, subsets, elements).



Figure 4: The main features of a sample designed element, for the cost calculation [7]

Generative design or multi objective optimisation, with rapid prototyping, represent the state of the art in the mechanical engineering, which may have a full potential of the using AI technology. Generative design leverages AI to turn engineering design processes into a sophisticated and natural interaction between computer and engineer [14]. The main part of the topology optimization and simulation is automatically conducted by the computing unit. Nextgeneration algorithms can be trained to not only optimize a design for specific engineering parameters, such as weight or durability, but also for commercial parameters, like production costs or even aesthetic requirements.

Generative design works best in conjunction with other technologies, like rapid prototyping. The 3D printing makes it possible to quickly prototype and test new designs without committing to a costly and time-consuming custom manufacturing run. On the other hand, 3D printing can produce extremely complex structures that traditional methods, such as milling and boring, are unable to manufacture.



Figure 5: Generative design approach in design of the gearbox carrier [15]

5. CONCLUSION

Works aiming to develop basics of automation of processes in designing machine elements and assemblies with the use of AI in uncertainty and unrepeatability of processes have been started [6]. In machine element design process, based on the AI, where we can use a naturallanguage description of structural features and an intelligent interface of natural speech and hand-drawn sketches, application of design antipatterns, state of the art simulation, generative design etc., can have a great influence to the effectiveness and development of whole machine design process.

The design and optimization process of machine elements and parts, such as shafts, gears, bearings etc., may be automated using AI. On the other hand, the performance of machines may also be simulated and analyzed using AI in order to forecast behavior, spot future issues, and suggest changes. The majority of mechanical engineers at this moment can employ AI as a component of a CAD/CAM tool and FEA softwares, or to as assist data analysis and decision-making.

A workflow for combining AI and machine elements design, can be organised by three key following components:

- 1. Wellorganized dataset collected from the differnt sources (literature, existing databases, previous experiments and simulations, etc.)
- 2. AI model development, that is capable to learn and parse the representation for certain tasks
- 3. Well-defined research design problem that has not been addressed by conventional methods, or has been solved but can be outperformed by AI-based approaches.

Implementation of AI in the process of the design of machine elements aims at increasing efficiency and comfort of designers and speeding up creation of designs. The main benefits of AI used in the field of machine elements design will be:

- Reducing the human error rate
- Continuous operation 24/7 working hours
- Automation of repetitive tasks
- Digital use and assistants
- Faster decision-making
- Easy integration with current CAD/CAE tools
- Optimal final design (technical and economic criterias)

The evolution of engineering through history, shows that the "machine's desire" for autonomy, compensated by the machine's symbiosis with the human [16]. Therefore, AI machines will not replace people, and in the future that relationship will go towards a closer connection and the establishment of a new human-AI relationship. Such developments will certainly lead to the full application of AI in the process of machine design, which will achieve a complete symbiosis of human and AI. Advances in AI offer the perfect opportunity to integrate this technology into the an engineering design team, as a full member.

ACKNOWLEDGEMENTS

This study was supported by the Ministry of Education, Science and Technological Development of the Republic of Serbia, Grant No. 451-03-68/2022-14/200132 with University of Kragujevac - Faculty of Technical Sciences Čačak.

REFERENCES

[1] F. Artkin, "Applications of Artificial Intelligence in Mechanical Engineering", European Journal of Science and Technology, Special Issue 45, pp. 159-163, (2022)

[2] Q. Huang, "Application of Artificial Intelligence in Mechanical Engineering", Advances in Computer Science Research, Vol. 74, pp.855-860, (2017)

[3] J. A. Collins, H. R. Busby, G. H. Staab, "Mechanical Design of Machine elements and machines - A Failure Prevention Perspective", John Wiley & Sons, ISBN-13 978-0-470-41303-6, (2010)

[4] H. Mishra, V. Verma, M. A. Murtaza, "Artificial Intelligence and Applications in Mechanical Engineering", International Journal of Innovative Research in Science, Engineering and Technology (IJIRSET), Volume 9, Issue 6, pp.4237-4243, (2020)

[5] https://www.neuralconcept.com/post/how-is-ai-usedin-mechanical-engineering

[6] W. Kacalak, M. Majewski, K. D. Stuart, Z. Budniak, "Interactive systems for designing machine elements and assemblies", Management and Production Engineering Review, Vol. 6, No.3, pp. 21–34, (2015)

[7] D. Więcek, "Implementation of artificial intelligence in estimating prime costs of producing machine elements", Advances in manufacturing science and technology, Vol. 37, No. 1, (2013)

[8] https://www.simplilearn.com/tutorials/artificialintelligence-tutorial/ai-vs-machine-learning-vs-deeplearning

[9] https://www.turing.com/kb/ultimate-battle-betweendeep-learning-and-machine-learning

[10] T. H. Davenport,"The AI advantage - How to Put the Artificial Intelligence Revolution to Work", The MIT Press Cambridge, Massachusetts, (2018)

[11] J. Jenis, J. Ondriga, S. Hrcek, F. Brumercik, M. Cuchor, E. Sadovsky, "Engineering Applications of Artificial Intelligence in Mechanical Design and Optimization", Machines 2023, 11, 577, https://doi.org/10.3390/machines11060577, (2023)

[12] https://www.digitalengineering247.com/article/artifici al-intelligence-beyond-the-hype/generative-design

[13] K. Sangpil, C. Hyung-gun,H. Xiao, H. Qixing, R.Karthik, "Large-scale Annotated Mechanical Components Benchmark for Classi_cation and Retrieval Tasks with Deep Neural Networks", Purdue University, West Lafayette, USA, pp.1-17, (2019)

[14] F.Wunner, T. Krüger, B. Gierse, "How AI-driven generative design disrupts traditional value chains", Industry X magazine (on-line), www.accenture.com, May 28, (2020) [15] https://www.caexperts.com.br/

[16] G. Chapouthier, F. Kaplan, "L'Homme, L'Animal et la Machine", CNRS Editions, ISBN 978-86-1002976-5, Paris, (2011)

[17] K. Guo, Z. Yang, C-H. Yu, M, J. Buehler, "Artificial intelligence and machine learning in design of mechanical materials", The Royal Society of Chemistry, Mater. Horiz., 2021, 8, pp.1153–1172, (2021)

SUPPORTED BY:

The Ministry of Science, Technological Development and Innovation of the Republic of Serbia



The Serbian Chamber of Engineers



TeamCAD d.o.o. Zemun-Belgrade



Banim reklame d.o.o. Kraljevo



BRANDING BUSINESSES

Radijator Inženjering d.o.o. Kraljevo



Messer Tehnogas AD Belgrade



CIP - Каталогизација у публикацији Народна библиотека Србије, Београд

621(082) 621.86/.87(082) 629.3/.4(082) 622.6(082) 681.5(082)

INTERNATIONAL Triennial Conference Heavy Machinery (11 ; 2023 ; Vrnjačka Banja)

Proceedings / The Eleventh International triennial conference Heavy machinery

HM 2023, 21 – 24 June 2023, Vrnjačka Banja, Serbia ; [editor Mile Savković]. - Kraljevo : Faculty of Mechanical and Civil Engineering, 2023 (Vrnjačka Banja : SaTCIP). - 1 knj. (razl. pag.) : ilustr. ; 30 cm

Tiraž 60. - Str. 5: Preface / Mile Savković. - Bibliografija uz svaki rad.

ISBN 978-86-82434-01-6

a) Машиноградња -- Зборници b) Транспортна средства -- Зборници

v) Производно машинство -- Зборници g) Шинска возила -- Зборници
d) Аутоматско управљање -- Зборници

COBISS.SR-ID 120402697

Faculty of Mechanical and Civil Engineering in Kraljevo University of Kragujevac Serbia, 36000 Kraljevo, Dositejeva 19 Phone/fax +381 36 383 269, 383 377

> E-mail: office@mfkv.kg.ac.rs www.mfkv.kg.ac.rs

