

SUMMARY OF BACKGROUND AND EXPERIENCE

BOGDAN THADDEUS FIJALKOWSKI

**Full Professor of Cracow University of Technology in Krakow
and State Higher Vocational School in Nova Sandec, Poland**

Academic Training

- Master of Science - Electrics, Szczecin University of Technology (Politechnika Szczecinska) – at present: West-Pomeranian Technological University (Zachodnio-Pomorski Uniwersytet Technologiczny), Szczecin, Poland, 1959
- Doctor of Philosophy - Electronics, Mining and Metallurgical Academy (Akademia Gorniczo-Hutnicza), Cracow, Poland, 1965
- Doctor of Science - Dynamics, Poznan University of Technology (Politechnika Poznanska), Poznan, Poland, 1988
- Titular Professor - Engineering Sciences, Cracow University of Technology (Politechnika Krakowska), Cracow, Poland, 1997
- Full Professor - Engineering Sciences, Cracow University of Technology (Politechnika Krakowska), Cracow, Poland, 2000

Professional Experience

- 1958-61 *Teaching Assistant*, Chair of Theoretical Electrotechnics, Szczecin University of Technology (Politechnika Szczecinska), Szczecin, PL
- 1961-65 *Teaching Senior Assistant*, Chair of Mining Electrotechnics, Mining and Metallurgical Academy (Akademia Gorniczo-Hutnicza), Cracow, PL
- 1965-68 *Assistant Professor*, Chair of Mining Electrotechnics, Mining and Metallurgical Academy (Akademia Gorniczo-Hutnicza), Cracow, PL
- 1968-69 *Consultant*. Automation and Mechanisation Works of the Non-ferrous Metal Industry - "ZAM", Kety, PL
- 1968-72 *Assistant Professor and Chairman*, Mining Automation and Cybernetics Laboratory, Mining Electrotechnics Institution, Institute for Automation of Electric Drives and Industrial Equipment, Mining and Metallurgical Academy (Akademia Gorniczo-Hutnicza), Cracow, PL
- 1971-72 *Assistant Professor*, Department of Electrical Engineering, Saint-Cross University of Technology, (Politechnika Swietokrzyska), Kielce, PL
- 1972-87 *Assistant Professor and Chairman*, Automotive Electrotechnics and Electronics Laboratory, Institute for Automotive Vehicles and Combustion Engines, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 1987-89 *Assistant Professor and Chairman*, Automotive Electrotechnics and Electronics Institution, Institute for Automotive Vehicles and Combustion Engines, Cracow University of Technology (Politechnika Krakowska), Cracow, PL

- 1989-91 *Associate Professor and Chairman*, Automotive Electrotechnics and Electronics Institution, Institute for Automotive Vehicles and Combustion Engines, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 1991-93 *University Professor and Chairman*, Automotive Electrotechnics and Electronics Institution, Institute for Automotive Vehicles and Combustion Engines, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 1993-97 *University Professor and Chairman*, Automotive Mechatronics Institution, of Mechanics, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 1999-02 *Titular Professor and Chairman*, Automotive Mechatronics Institution, Institute of Electrotechnics and Industrial Electronics, Faculty of Electrical and Computer Engineering, Cracow University of Technology (Politechnika Krakowska), Cracow, Poland
- 1999-00 *Titular Professor and Director*, Institute of Electrotechnics and Industrial Electronics, Faculty of Electrical and Computer Engineering, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 1999-02 *Full Professor and Director*, Institute of Electrotechnics and Industrial Electronics, Faculty of Electrical and Computer Engineering, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 2002- *Emeritus Professor*, The Convent of Seniors, Cracow University of Technology (Politechnika Krakowska), Cracow, PL
- 2012-15 *Full Professor*, Mechatronics Institution, Institute of Technology, State Higher Vocational School in Nova Sandec (Panstwowa Wyzsza Szkola Zawodowa w Nowym Saczu), Nowy Sacz, PL
- 2015- *Full Professor*, Informatics Institution, Institute of Technology, State Higher Vocational School in Nova Sandec (Panstwowa Wyzsza Szkola Zawodowa w Nowym Saczu), Nowy Sacz, PL

Vocational Experience

“Mercury-arc and Thyristor Converters Training”, Swedish Government’s Scientific Scholarship at Allmänna Svenska Elektriska Aktiebolaget (ASEA) Works in Ludvika and Kungliga Tekniska Högskolan (KTH) in Stockholm, Sweden, 1960

“Education Conference on Self-Learning Automates” (“Konferencja szkoleniowa n.t. Automaty uczące się”), organised by Polish Academy of Sciences (Polska Akademia Nauk), Jablonna, Poland, 17-22.10.1966

“International Training on Thyristor Converters”, organised by ASEA, at present ABB, Västerås, Sweden, January/February, 1972

“International Course on Contemporary Problems in Mechanics of Great Systems” (“Międzynarodowy kurs n.t. Współczesne problemy mechaniki wielkich systemów”), organised by Polish Academy of Sciences (Polska Akademia Nauk), Jablonna, Poland, 1974

“Infrared Instrumentation Training”. organised by AGA Infrared Systems AB, Lidingö, Sweden, 29.05-02.06.1992

“Workshop on Emerging and Future Trends Microelectronics”, organized by NATO ARW, Bendor (Ille de Bendor), France, July 17-21 July 1995

“Workshop on Power Electronics in Transportation (WPET ‘96)”, organized by IEEE, Dearborn, Michigan, USA, October 24-25, 1996

Committees, Honors and Awards

University Vice Ombudsman, The Rector’s Commission on Mutual Understanding, Cracow University of Technology, Cracow, Poland (1991-98)

Member, Mechanics Faculty Council, Cracow University of Technology, Cracow, Poland 1988-99)

Member, Electrical and Computer Engineering Faculty Council, Cracow University of Technology, Cracow, Poland (1993-2002)

Member, Programme Council of the Information System Centre, Cracow University of Technology, Poland (2000-2005)

Member, The Convent of Seniors, Cracow University of Technology (Konwent Seniorów Politechniki Krakowskiej), 2002 (Recent)

Signatory of the Memorandum of Understanding (MoU) for the establishment of World Electric Vehicle Association - WEVA, Toronto, Canada (1989)

Promoter of PhD theses:

Tutaj J.: *Estymacja jakości energii samochodowych komutatorowych prądnic mechatronicznych z komutatorami elektronicznymi*. Akademia Gorniczo-Hutnicza, Krakow, 1966 (In Polish)

Nabaglo T.: *Synteza układu sterowania semiaktywnego zawieszenia samochodu z elementami magnetoreologicznymi (Synthesis of semi-active suspension control system with magneto-rheological elements)*. Politechnika Krakowska, 2006 (In Polish)

Reviewer and Referee of PhD theses:

Paszowski J.: *Wyznaczanie niewspolosiowości części mechanicznych samochodowych rozdzielaczy zapłonu metoda pomiarów równomierności iskry katod złącza styków przerywacza*. Politechnika Warszawska, 1991 (In Polish)

Hong H.: *Optimum performance of Solenoid Injectors for Direct Injection of Gaseous Fuels in IC engines*. School of Degrees, Concordia University, Montreal, Quebec, Canada, 1995

Juszczak W.: *Zastosowanie ailnika zasilanego z przemiennika częstotliwości do napędu cementowego pieca obrotowego*. Instytut Elektrotechniki, Warszawa-Miedzylesie, 1996 (In Polish)

Litawa G.: *MODELE I ZASOBY ZWIĘKSZAJĄCE PRZEŻYwalność SYSTEMÓW KONTROLI INFORMACJI OPARTYCH NA KRZYWYCH ELIPTYCZNYCH*. Dysertacja została opracowana na Ternopilskim Narodowym Uniwersytecie Technicznym im. Iwana Poluja Ministerstwa Edukacji i Nauki Ukrainy i obroniona przed Komisją o specjalności 05.13.06 – Technologie Informacyjne. Obrona odbyła się 31 marca 2015 r. na posiedzeniu Specjalizowanej Rady Naukowej K 68.052.06 na Ternopilskim Narodowym Uniwersytecie Technicznym im. Iwana Poluja (In Polish and Ukrainian).

Wyższa Szkoła Zawodowa w Nowym Sączu.

Nowy Sącz, 12 marca 2015 r.

Reviewer and Referee of DSc dissertations:

- Józef Tutaj: - *Ujęcie systemowe dynamiki wielofunkcyjnego prądnic-rozrusznika silnika spalinowego pojazdu samochodowego (Dynamical Systems Approach of a Multifunctional Generator/Starter for the Combustion Engine of an Automotive Vehicle)*. Seria Mechanika, Monografia, 409, Wydawnictwo Naukowe Politechniki Krakow-skiej im. Tadeusza Kosciuszki, Krakow 2012 (In Polish).
- Stanisław Rajba - *TEORIA I MODELE MATEMATYCZNE BEZPRZEWODOWYCH SIECI SENSOROWYCH Z DOSTĘPEM LOSOWYM*, Dysertacja została opracowana na Narodowym Uniwersytecie Lotniczym Ministerstwa Edukacji i Nauki Ukrainy i obroniona przed Komisją o awspecjalności 05.12.02 – Systemy i Sieci Telekomunikacyjne. Obrona odbyła się 28 sierpnia 2014 r,
- Aleksander Marek Bogusław - *METODY I MODELE ZAPEWNIENIA BEZPIECZEŃSTWA BEZPRZEWODOWYCH SIECI SENSOROWYCH*. Dysertacja została opracowana na Narodowym Uniwersytecie Lotniczym Ministerstwa Edukacji i Nauki Ukrainy i przewidziana do obrony przed Komisją o specjalności 05.13.21 – Systemy Bezpieczeństwa Informacji. Obrona odbędzie się 30 sierpnia 2016 r. na posiedzeniu Specjalizowanej Rady Naukowej D 26.062.17 na Narodowym Uniwersytecie Lotniczym, pod adresem 03680, Kijów, prospekt Kosmonauty Komarowa, 1, budynek 11, sala 111.

Guest Editor:

“Journal of Circuits, Systems and Computers” -- Special Issue on Automotive Electronics (1993-95)

Reviewer and Referee:

- “IEEE Transactions on Circuits and Systems - Part I”, USA (1999)
- “IEEE Transactions on Fuzzy Systems”, USA (1999)
- “International Journal of Vehicle Design” published by Inderscience Publishers (2011)
- “International Journal of Advanced Robotic Systems” published by InTech - open science | open minds (2013)
- “International Journal of Technology Management (IJTM)” published by Inderscience Publishers, Dr. M.A. Dorgham, Editor. (2014) <http://www.inderscience.com/ijtm>
- “International Journal of Modelling, Identification and Control (IJMIC)” published by Inderscience Publishers (2016) [http://www.inderscience.com/doc.php?word= 136986_197899](http://www.inderscience.com/doc.php?word=136986_197899)

Reviewer of books:

- Pomierny J.: *Laboratorium elektrotechniki samochodowej (Automotive Electrics Laboratory Manual)*. Skrypt Uczelniany Nr 72, Wyższa Szkoła Inżynierska, Opole 1981 (In Polish)
- Horecki S.: *Elektrotechnika samochodowa (Automotive Electrics)*. Skrypt Uczelniany Nr 67 & 137, Wyższa Szkoła Inżynierska, Opole 1982 & 1990 (In Polish)
- Szklarski L. et al.: *Electric Drive Systems Dynamics – Selected Problems*. PWN Warszawa and Elsevier Amsterdam 1990

- Ocioszynski J.: *Elektrotechnika i elektronika w motoryzacji (Electrotechnics and Electronics in Motorization)*. Oficyna Wydawnicza Politechniki Warszawskiej, Warszawa 1995 (In Polish)
- Szklarski L., et al.: *Automatyka Napędu Elektrycznego (Electric Drive Automation)*, Wydawnictwa Akademii Górniczo-Hutniczej, Kraków 1995 (In Polish)
- Kurytnik I.P. and M. Karpinski: *Bezprzewodowa transmisja informacji (Wireless Information Transmission)* Wydawnictwo PAK, Gliwice 2008 (In Polish)
- Karpiński M.: *Bezpieczeństwo informacji (Information Security)* Wydawnictwo PAK, Gliwice 2012 (In Polish)
- Tutaj J.: *Ujście systemowe dynamiki wielofunkcyjnego prądnic-rozrusznika silnika spalinowego pojazdu samochodowego (Dynamical Systems Approach of a Multifunctional Generator/Starter for the Combustion Engine of an Automotive Vehicle)*. Redaktor naukowy: Bogdan Fijalkowski, Monografia, Seria Mechanika, Wydawnictwo Naukowe Politechniki Krakowskiej im. Tadeusza Kosciuszki, Krakow 2012 (In Polish).

Reviewer of conference technical papers:

Over 250 papers, for EVS, ISATA, SAE and so on.

- Member*, Tutorial Commission, Polish Committee of Automatic Information Processing (Polski Komitet Automatycznego Przetwarzania Informacji - PKAPI) at Supreme Technical Organisation (Naczelna Organizacja Techniczna -- NOT), Cracow, Poland (1968-72)
- Member*, Power Electronics and Electrical Drives Section, Committee of Electrotechnics, Polish Academy of Sciences (Polska Akademia Nauk -- PAN), Warsaw, Poland
- Member*, Automotive Science and Problems Commission, Cracow Division of Academy of Sciences (Oddział Krakowski Polskiej Akademii Nauk -- PAN), Cracow, Poland
- Member*, Section of Mechatronics, Committee of Mechanics, Polish Academy of Sciences (Polska Akademia Nauk - PAN), Warsaw, Poland
- Member*, Section of Mechatronics, Committee of Machine Construction, Polish Academy of Sciences (Polska Akademia Nauk – PAN), Warsaw, Poland
- Member*, Scientific Committee, Ogólnopolska Konferencja Naukowa -- "KONMOT '76": 'Postęp w badaniach pojazdów samochodowych' (All-Poland Scientific Conference -- "KONMOT '76": 'Progress in research of automotive vehicles'), Krakow-Kroscienko-Szczawnica, Poland (20-23 October 1976)
- Member*, Scientific Committee, The 10th International Electric Vehicle Symposium – EVS-10, Hong Kong (3-5 December 1990)
- Member*, Programme Committee, 24th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Mechatronics, Florence Italy (20-24 May 1991)
- Member*, Programme Committee, 24th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Electric/Hybrid Vehicles: An Emerging Global Industry, Florence -- Italy (20 -24 May 1991)
- Member*, Programme Committee, 25th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Mechatronics, Florence - Italy (1-5 June 1992)

- Member, Programme Committee, 25th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Zero Emission Vehicles - The Electric/Hybrid and Alternative Fuel Challenge, Florence - Italy (1-5 June 1992)*
- Member, Scientific Committee and Paper Selection Panel, the 11th International Electric Vehicle Symposium, Florence - Italy (27-30 September 1992)*
- Member, ROVA'93 Committees, 1st International Conference on Road Vehicle Automation -- ROVA'93 International, Bolton - UK (24-26 May 1993)*
- Member, Programme Committee, 26th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Infrastructure, Aachen - Germany (13-17 September 1993)*
- Member, Scientific Committee, Krajowa Konferencja Niekonwencjonalne Napedy Pojazdow i Maszyn Roboczych (Native Conference on Unconventional Drives of Vehicles and Construction Machines), Warsaw -- Poland (18 March 1994)*
- Member, Scientific Committee, Ogólnopolska Konferencja Naukowa - „KONMOT '94": 'Ekonomiczne i ekologiczne aspekty rozwoju pojazdów samochodowych i silników spalinowych' (All-Poland Scientific Conference - "KONMOT '94": 'Economical and ecological development aspects of automotive vehicles and combustion engines'), Cracow - Poland (6, 7 October 1994)*
- Member, Programme Committee, 27th International Symposium on Automotive (31 October -- 4 November 1994)*
- Member, Programme Committee, 27th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Supercars (Advanced Ultralight Hybrids), Aachen - Germany*
- Member, Scientific Committee, Krajowa Konferencja Niekonwencjonalne Napedy Pojazdow i Maszyn Roboczych, Warszawa (18 marca 1994)*
- Member, Scientific Committee, Ogólnopolska Konferencja Naukowa -- "KONMOT '94": 'Ekonomiczne i ekologiczne aspekty rozwoju pojazdow samochodowych i silników spalinowych', Kraków (6, 7 października 1994)*
- Member, Programme Committee, International Conference on "ZERO EMISSION VEHICLES BRNO 96", Brno -- Czech Republic (11 - 12 June 1996)*
- Member, Scientific Committee, Ogólnopolska Konferencja Naukowa -- "KONMOT'96": 'Perspektywy rozwojowe konstrukcji, technologii i eksploatacji pojazdów samochodowych i silników spalinowych', Kraków (październik 1996)*
- Member, Programme Committee, 30th International Symposium on Automotive Technology and Automation -- ISATA, International Conference on Mecha - tronics, Florence - Italy (16th - 19th June 1997)*
- Member, Programme Committee, 30th International Symposium on Automotive Technology and Automation -- ISATA, International Conference on Electric, Hybrid and Alternative Fuel Vehicles, Florence - Italy (16th - 19th June 1997)*
- Member, Programme Committee, 31st International Symposium on Automotive Technology and Automation - ISATA, Programme Track on Automotive Mechatronics Design & Engineering, Düsseldorf - Germany (2nd - 5th June 1998)*
- Member, Programme Committee, 31st International Symposium on Automotive Technology and Automation -- ISATA, Programme Track on Advanced Manufacturing in the Automotive Industry, Düsseldorf -- Germany (2nd - 5th June 1998)*
- Member, International Steering and Programme Committee, International Conference on "ZERO EMISSION VEHICLES KARLOVE VARY 98", Karlove Vary – Czech Republic, June 18 - 20, 1998*

- Member*, International Program Committee, International Conference on Advances in Vehicle Control and Safety -- AVCS'98, Amiens -- France (July 1-3, 1998)
- Member*, Scientific Committee, Ogólnopolska Konferencja Naukowa - "INTER-KONMOT '98": 'Konstrukcja, Technologia i Eksploatacja Pojazdów Samochodowych i Silników Spalinowych u Progu XXI Wieku', Zakopane -- Poland (14-17 października 1998)
- Member*, Programme Committee, 32nd International Symposium on Automotive Technology and Automation -- ISATA, Programme Track on Automotive Mechatronics Design & Engineering, Vienna -- Austria (14-18 June 1999)
- Member*, Programme Committee, 32nd International Symposium on Automotive Technology and Automation -- ISATA, Programme Track on Clean Power Sources and Environmental Implications in the Automotive Industry, Vienna -- Austria (14-18 June 1999)
- Member*, Programme Committee, 32nd International Symposium on Automotive Technology and Automation -- ISATA, Programme Track on Automotive Electronics and New Products, Vienna -- Austria (14-18 June 1999)
- Member*, International Steering and Programme Committee, 4th International Conference on Unconventional Electromechanical and Electrical Systems – UE-ES, St. Petersburg -- Russia (21-24 June 1999)
- Member*, Programme Committee, SAE International Automotive and Transportation Congress and Exhibition, ATTC 2001, Barcelona, Spain, 2001 (October 1-3, 001)
- Member*, Programme Council (Rada Programowa), Centre of the Education and Research in a Discipline of the Informatics Application, Cracow University of Technology (Centrum Kształcenia i Badan w Zakresie Zastosowan Informatyki,
- Member*, Program Committee, Intelligent Building Congress, Cracow, Poland, 2002 *Member*, Honorary Committee (Komitet Honorowy), International Motorisation Conference (Międzynarodowa Konferencja Motoryzacyjna) AUTOPROGRES-KONMOT 2002, Construction Development, Technology and Exploitation of Vehicles (Doskonalenie Konstrukcji, Technologii i Eksploatacji Pojazdów), Pasym k/Olsztyna, 21-24 maja 2002
- Member*, Honorary Committee (Komitet Honorowy), International Motorisation Conference (Międzynarodowa Konferencja Motoryzacyjna) AUTOPROGRES-KONMOT 2004, Safety and Ecology of Vehicles (Bezpieczeństwo i Ekologia Pojazdow), Zakopane, 23-26 września 2004
- Member*, AVCS International Program Committee, International Conference on Advances in Vehicle Control and Safety, I3M: International Mediterranean Modeling Multi-conference, Genova, Italy, October 28-30, 2004
- Member*, Honorary Committee (Komitet Honorowy), International Motorisation Conference (Międzynarodowa Konferencja Motoryzacyjna) AUTOPROGRES-KONMOT 2006, Safety and Ecology of Vehicles (Bezpieczenstwo i Ekologia Pojazdow), Rynia k/Warszawy, 26-28 maja 2006
- Member*, Honorary Committee (Komitet Honorowy), International Motorisation Conference (Międzynarodowa Konferencja Motoryzacyjna) KONMOT-AUTO-PROGRES 2008, Motoryzacja w dobie zrownowazonego rozwoju swiata), Szczawnica, Poland, 9 – 11 października 2008
- Member*, Honorary Committee, International Automotive Conference KONMOT 2012, Design and Exploitation of Automobiles – Safety and Environment Protection. 27-28 September 2012, racow (Krakow), Poland.
- Member*, Main Tracks' Committee, IEEE SMC 2013, International Conference on Sys-tems, Man, and Cybernetics, October 13-16, 2013, Manchester, UK

- Member, Honorary Committee, International Automotive Conference KONMOT 2013, Design and Exploitation of Automobiles – Safety and Environment Protection. 29-30 September 2013, Cracow (Krakow), Poland.
- Member*, Scientific Committee (Komitet Naukowy), Motorisation Conference (Konferencja Motoryzacyjna) KONMOT 2014, Rozwój pojazdów samochodowych – Budowa, Eksploatacja, Ekologia i Bezpieczeństwo), Kraków, Poland, 25 – 26 września 2014 r.
- Member*, Program Committee, IEEE SMC 2014, International Conference on Systems, Man, and Cybernetics, October 5-8, 2014, San Diego, California, USA.
- Member*, Scientific Committee, TMM 2016, 25th International Conference on Theory on Machines and Mechatronic Systems, September 18-31, 2016, Nowy Sacz/Perla Poludnia - Rytro, Poland
- Member*, Scientific Committee (Komitet Naukowy), Motorisation Conference (Konferencja Motoryzacyjna) KONMOT 2016, Jubileusz 40-lecia Konferencji, Kraków, Poland, 22 – 23 września 2016 r.
- Member*, Program Committee, IEEE SMC 2016, International Conference on Systems, Man, and Cybernetics, October 9-12, 2016, Budapest, Hungary.
- Member*, Program Committee, IEEE SMC 2017, International Conference on Systems, Man, and Cybernetics, October 5-8, 2017, Banff, Canada.
- Chairman*, Session on Transmission, Suspension and Steering Controls, 24th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Mechatronics, Florence - Italy (20-24 May 1991)
- Chairman*, Session on Hybrid Electric Vehicles, 24th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Electric/Hybrid Vehicles: An Emerging Global Industry, Florence - Italy (20-24 May 1991)
- Chairman*, Session on Propulsion, Braking, Suspension and Guidance Controls, 25th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Mechatronics, Florence - Italy (1-5 June 1992)
- Chairman*, Session on Hybrids, the 11th International Electric Vehicle Symposium, Florence - Italy (27-30 September 1992)
- Chairman*, Session on Power Electronics Control Systems, V Symposium nt. 'Podstawowe Problemy Energoelektroniki' - PPE'93 (Vth Symposium on Power Electronics Problems - PPE'93), Ustron - Poland (15-18 March 1993)
- Chairman*, Session Four on Driver Assistance and Cooperative System 1, International Conference on Road Vehicle Automation -- ROVA'93 International, Bolton -- UK (24-26 May 1993)
- Chairman*, Sessions on Propulsion, Braking, Suspension and Guidance Controls – I and II, 26th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Aachen -- Germany (13-17 September 1993)
- Chairman*, Session on Hybrid Vehicles - I, 26th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Electric, Hybrid and Alternative Fuel Vehicles: Progress in Technology and Infrastructure, Aachen - Germany (13-17 September 1993)
- Chairman*, Sessions on Electric Drives and Hybrid Vehicles, Konferencja: Niekonwencjonalne napędy pojazdów i maszyn roboczych, Warszawa -- Poland, (18 III 1994)

- Chairman*, Sessions on Integrated Chassis Control, 27th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Aachen -- Germany (31 October -- 4 November 1994)
- Chairman*, Sessions on Hybrid Powertrains, 27th International Symposium on Automotive Technology and Automation - ISATA, International Dedicated Conference on Electric, Hybrid and Alternative Fuel Vehicles, Aachen -- Germany (31 October -- 4 November 1994)
- Chairman*, Session on Computer Vision and Image Understanding II, 2nd International Conference on Road Vehicle Automation -- ROVA'95 International, Bolton -- UK (11-13 September 1995)
- Chairman*, Session on Automotive Sensors and Mechatronics, 2nd International Conference on Road Vehicle Automation - ROVA'95 International, Bolton -- UK (11-13 September 1995)
- Chairman*, Sessions on Integrated Chassis Control I & II, 28th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Stuttgart -- Germany (18th - 22nd September 1995)
- Chairman*, Sessions on Electronic Systems I & II, 28th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Stuttgart -- Germany (18th - 22nd September 1995)
- Chairman*, Session on Noise, Vibration and Crush Analyses, 29th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Florence - Italy (3rd - 6th June 1996)
- Chairman*, Session on Manufacturing & Machining Aspects, 29th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Florence -- Italy (3rd - 6th June 1996)
- Chairman*, Sessions on Flexible Manufacturing, 29th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Mechatronics, Florence -- Italy (3rd - 6th June 1996)
- Chairman*, Sessions on Zero Emission Vehicles, International Conference on "ZERO EMISSION VEHICLES BRNO 96", Brno -- Czech Republic (11-12 June 1996)
- Chairman*, Sessions on Hybrid Vehicle, 30th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Hybrid, Electric and Alternative Fuel Vehicles, Florence -- Italy (16th - 19th June 1997)
- Chairman*, Sessions on Ultrainductors, Ultracapacitors and Ultraflywheels, 30th International Symposium on Automotive Technology and Automation -- ISATA, International Dedicated Conference on Hybrid, Electric and Alternative Fuel Vehicles, Florence - Italy (16th - 19th June 1997, **Panel Discussion on EMERGING & FUTURE TRENDS IN AUTOMOTIVE ELECTRONICS**, 31st International Symposium on Automotive Technology and Automation - ISATA, Programme Track on Automotive Electronics & New Products, Düsseldorf - Germany (2nd -- 5th June 1998)
- Chairman*, Session on Supporting Systems -- II, 32nd International Symposium on Automotive Technology and Automation -- ISATA, Vienna -- Austria (14th -- 18th June 1999)
- Chairman*, Session on Power Electronics and Control of Electrical Systems, 4th International Conference on UNCONVENTIONAL ELECTROMECHANICAL AND ELECTRICAL SYSTEMS, St. Petersburg - Russia (21-24 June 1999)
- Chairman*. Session on Powertrain and Heat Transfer/Exchange, SAE International Automotive and Transportation Congress and Exhibition, ATTC 2001, Barcelona, Spain, 2001 (October 1-3, 2001)
- Chairman*. Session on Electronics, SAE International Automotive and Transportation Congress and Exhibition, ATTC 2001, Barcelona, Spain, 2001 (October 1-3, 2001)

Chairman. Session on Chassis and Total Vehicle, SAE International Automotive and Transportation Congress and Exhibition, ATTC 2001, Barcelona, Spain, 2001 (October 1-3, 2001)

Chairman, (Co-chairman – Prof. Dariusz Żardecki), Sesja I – Konstrukcja (Session I Construction), X MIEDZYNARODOWE SYMPOZJUM Instytutu Pojazdów Mechanicznych i Transportu WAT -- POJAZDY 2009 -- “Doskonalenie konstrukcji oraz metod eksploatacji pojazdów mechanicznych” (X International Symposium VEHICLES 2009), przy współpracy z Wologradzkim Państwowym Uniwersytetem Technicznym, Rynia -- Poland (15 – 17 czerwca 2009 r.)

Co-chairman (Chairman Professor L.A. Sinicki), Session on Mathematical Modelling and Computer Simulation, 3rd International Scientific & Technical Conference on "Mathematical Modelling in Electrotechnics, Electronics and Electroenergetics", Lvov -- Ukraine (25 - 30 October 1999)

Recipient, 1956 - Silver Mark of Distinction, Academic Sport Association Akademickie Zrzeszenie Sportowe - AZS) Award

Recipient, 1958 - 50th Anniversary Jubilee Honorary Mark of Distinction, Academic Sport Union (Akademicki Związek Sportowy - AZS) Award (1908-1956)

Recipient, 1967 - The Minister of Higher Education and Technology's Award
Recipient, 1969 - The Rector of Mining and Metallurgical Academy's Award;

Recipient, 1972 - The Rector of Mining and Metallurgical Academy's Award.

Recipient, 1979 - Gold Cross of Merit, The President Republic of Poland

Recipient, 1980 - The Rector of Cracow University of Technology's Award

Recipient, 1983 - 20th Anniversary of Employment in National Education Jubilee Award (1958-1978)

Recipient, 1984 - 25th Anniversary of Employment in National Education Jubilee Award (1958-1983)

Recipient, 1986 - The Rector of Cracow University of Technology's Award

Recipient, 1988 - 30th Anniversary of Employment in National Education Jubilee Award (1958-1993)

Recipient, 1988 - 50th Anniversary Jubilee Medal, Aircraft Factory - "PZL-MIELEC" (1938-1988)

Recipient, 1989 - The Minister of National Education Award

Recipient, 1991 - Honorary Mark of Distinction, Cracow University of Technology's Award

Recipient, 1992 - The Rector of Cracow University of Technology's Award

Recipient, 1993 - 35th Anniversary of Employment in National Education Jubilee Award (1958-1993)

Recipient, 1995 Anniversary Jubilee Medal, Szczecin University of Technology's Award (1945-1995)

Recipient, 2002 - Medal for Distinction in National Education, The President Republic of Poland

Recipient, 2003 - 45th Anniversary of Employment in National Education Jubilee Award (1958-2003)

Recipient, 2014 - 90th Anniversary Jubilee Honorary Diploma, Polish Yachting Association in Recognition of Merit for Sailing Society (1924-2014)

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30. Opracowanie podtematu „Napedy i sterowanie optymalne maszyn wyciągowych” do tematu „Kryteria doboru napędów elektrycznych w górnictwie z uwagi na wskaźniki techniczne i ekonomiczne” (An elaboration of the subtheme „Drives, and optimal control of the mine winders” for the theme „Selection criteria of electrical drives in mining from the viewpoint of technical and economical indices”). Praca wykonana na polecenie Prezydium Komitetu Górnictwa PAN w 1971 roku (In Polish).
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35. Zautomatyzowane stanowisko do badań rozruszników samochodu osobowego *Polski FIAT 126p* (An automated stand for the the starters testing of the *Polski PIAT 126p* passenger car). Praca wykonana na zlecenie OBR Samochodów Małolitrażowych w Bielsku-Białej prowadzona w 1973 roku (In Polish).
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730. InfoEach.com: Electrically-Energized and Mechanically-Controlled Axleless AWD and AWS Full-Time Chassis Motion Spheres for Smart Tri-Mode Super cars. 作者:科技文献资料网 时间: 2014-06-07 21:43:29 浏览: 9156 来源: 科技文献资料网 下载地址: [点击此处下载](#) [唯一标识符]: CDSTIC. ISTP. 1674583 [文献来源]: 科学技术会议录索引 (ISTP) [文献类型]: 科技会议 [标题]: Electrically-Energized and Mechanically-Controlled Axleless AWD and AWS Full-Time Chassis Motion Spheres for Smart Tri-Mode Supercars [作者]: BT Fijalkowski; JW Krosnicki [出版单位]: John Wiley & Sons Ltd Chichester [ISSN_ISBN]: 0-471-96726-2 [会议名称]: 2nd International Conference on Road Vehicle Automation (ROVA 95), Bolton, England, September 11-13, 1995 来源]:ROAD VEHICLE AUTOMATION II - TOWARDS SYSTEMS INTEGRATION, pp 40-49 [编辑者]: ECO Nwagboso [主办单位]: Inst Phys; Int Series Road Vehicle Automat; ITS FOCUS Ltd UK; Soc Automotive Engineers, UK Sect [地址]: [BT Fijalkowski] Cracow_Univ_Technol, Fac Mech Engn, Krakow, Poland
http://rep362.infoeach.com/view-MzYyfDMwOD_g3Mjk=.html
731. SAE International: Advances and Challenges in BBW AWB Dispulsion for Future Automotive Vehicles. Paper #: 2001-01-3321. Published: 2001-10-01. DOI: 10.4271/2001-01-3321. Citation: [Fijalkowski, B.], "Advances and Challenges in BBW AWB Dispulsion for Future Automotive Vehicles," SAE Technical Paper 2001-01-3321, 2001, doi:10.4271/2001-01-3321. Author(s): Bogdan Fijalkowski Affiliated: Krakow University of Technology Abstract: Current implementation of novel advanced electromechanically (E-M) activated brake-by-wire (BBW) all-wheel-driveable (AWB) dispulsion mechatronic control hyposystems may be comparatively costly. Though, as the cost of macroelectronic commutator (macro-commutator) and microelectronic processor (microprocessor) based controllers becomes increasingly cheap, fixed with bettered short-stroke linear brake-force-actuator motors, novel advanced E-M-activated BBW AWB dispulsion mechatronic control hyposystems become a potential practical choice in the not-too-distant future. The size and mass of these short-stroke tubular linear DC-AC macrocommutator brake-force-actuator E-M motors may be comparatively small and light, respectively, in the nearest future with bettered interior permanent magnet (IPM) materials. Specific advantages of the novel advanced E-M-activated BBW AWB dispulsion mechatronic control hyposystem are cleanliness, lack of fluid and flexibility. This paper presents a very advanced anti-lock and/or anti-spin BBW AWB dispulsion mechatronic control hypo-system with E-M-activated friction disc, ring and/or drum brakes for controlling not only the braking forces during normal riding and cornering but also the braking forces between the inner and outer motorized and/or generatorized wheels (M&GW) in a hard turn independently. Event: Automotive and Transportation Technology Congress and Exposition Sector: Automotive Topic: Braking systems, Electronic control systems. (08.06. 2014)
<http://papers.sae.org/2001-01-3321/>
732. SAE International: Very Advanced Automotive Powertrains with the Crankless Prime Movers. Paper #: 2001-01-3421 Published: 2001-10-01. DOI: 10.4271/2001-01-3421. Citation: [Fijalkowski, B.], "Very Advanced Automotive Powertrains with the Crankless Prime Movers," SAE Technical Paper 2001-01-3421, 2001, doi: 10.4271/2001-01-3421. Author(s): Bogdan Fijalkowski. Affiliated: Krakow University of Technology. Abstract: Comprehensive back-ground and feasibility studies have been

performed that show a novel very advanced automotive crankless prime mover, that is, a 2-, 4- or even 5-stroke thermodynamic cycle, twin-opposed-piston, crankless internal combustion engine (ICE), called the Fijalkowski engine-generator/motor (FE-G/M), has a great deal of potential in meeting and exceeding requirements for ride-by-wire (RBW) or x-by-wire (XBW) automotive mechatronic control system, comprising drive-by-wire (DBW) all-wheel-drive-able (AWD) propulsion as well as brake-by-wire (BBW) all-wheel-brakeable (AWB) propulsion mechatronic control systems for smart automotive vehicles (AV), most of all, for hybrid electric vehicles (HEV). The paper is focusing on main innovations and trends for a ride-by-wire (RBW) or x-by-wire (XBW) automotive mechatronic control system, comprising drive-by-wire (DBW) all-wheel-driveable (AWD) propulsion as well as brake-by-wire (BBW) all-wheel-brakeable (AWB) propulsion mechatronic control systems, and magneto-rheological fluid (MRF) mechatronic translational-motion-to-rotary-motion (TM-RM) & rotary-motion-to-rotary-motion (RM-RM) commutator prime mover, that is, the FE-G/M. Event: Automotive and Transportation Technology Congress and Exposition Sector: Automotive Topic: Electronic control systems. Drivetrains, Continuously variable transmissions. (08.06.2014) <http://papers.sae.org/2001-01-3421/>

733. SAE International: Tri-Mode Hybrid SBW AWS Diversion Mechatronic Control for Future Automotive Vehicles. Paper #: 2002-01-2213. Published: 2002-07-09. DOI: 10.4271/2002-01-2213. Citation: **[Fijalkowski, B.]**, "Tri-Mode Hybrid SBW AWS Diversion Mechatronic Control for Future Automotive Vehicles," SAE Technical Paper 2002-01-2213, 2002, doi: 10.4271/2002-01-2213. Author(s): Bogdan Fijalkowski. Affiliated: Krakow University of Technology. Abstract: An automotive vehicle steering is achieved not only by means of hand steering wheel (SW) but also by varying actual value of the angular velocity and sense of rotation of all the electromechanical/mechanoelectrical (E-M/M-E) steered, motorized and/or generatorized wheels (SM&GW) for all-wheel driven (AWD) × all-wheel steered (AWS) automotive vehicles. The betterment tri-mode hybrid steer-by-wire (SBW) AWS diversion automotive high-tech has made significant progress during the 1990s. An evolutionary factor behind this has been the increasing requirements for an active safety as well as ride comfort and handling (RC&H) of automotive vehicles. A major contribution to this progress is the introduction and fast growing application rate of electrically powered and mechatronically controlled rack-and-pinion (R&P) steering gears. Event: International Body Engineering Conference & Exhibition and Automotive & Transportation Technology Congress. Sector: Automotive. Topic: Braking systems, Steering systems, Four wheel steering, Noise, Drivetrains, Vehicle dynamics. (08.06.2014) <http://papers.sae.org/2002-01-2213/>
734. SAE International: Magneto-Optic Tachometers for Automotive Vehicles' Chassis. Paper #: 2002-01-2227. Published: 2002-07-09. DOI: 10.4271/2002-01-2227. Citation: **[Weglarski, W. Fijalkowski, B.]**, "Magneto-Optic Tachometers for Automotive Vehicles' Chassis," SAE Technical Paper 2002-01-2227, 2002, doi: 10.4271/2002-01-2227. Author(s): Wojciech Weglarski. Affiliated: Krakow University of Technology. Abstract: Anti-lock braking systems (ABS) are an accident evasion system (AES) that by incorporating relevant sensory systems (SS), for instance, such as magneto-optic (M-O) tachometers, accelerometers etc., can avoid wheel locking during hard braking in an emergency, especially when the road surface is slippery. Automotive vehicles (AV) lose steering when the front wheels (FW) lock. An ABS uses sensors at each wheel to monitor deceleration when the fluidomechanic (F-M) or electromechanic (E-M) drum, ring or disc brakes are applied. If any of the wheels begin to lock, the ABS will modulate the brake pressure or voltage, thus 'pumping' the fluidomechanic (F-M) or

- electromechanic (E-M) drum, ring or disc brakes, respectively, at the rate faster than the average human driver (HD) could. This will allow the wheel to continue rotating so avoid-ing locking, and the wheel will remain to react to the steering wheel (SW). Event: International Body Engineering Conference & Exhibition and Automotive & Transportation Technology Congress. Sector: Automotive. Topic: Braking systems, Steering systems, Sensors and Actuators, Noise, Drivetrains, Vehicle dynamics. (08/06.2014) <http://papers.sae.org/2002-01-2227/>
735. The European Library: Automotive mechatronics: OPERATIONAL AND PRACTICAL ISSUES. Harvard-Style Citation [**Fijałkowski, B., 2011**]. Automotive mechatronics: operational and practical issues. Heidelberg: Springer. Services Follow At Contributor Follow See other versions (8). CORE Similar in CORE Mendeley Add to Mendeley Zotero Add to ZOTERO. Description Includes bibliographical references and indexes. Creator Bogdan. Fijałkowski. ISBN 9789400704084 9789400711822. NBN - National bibliography number GBB105469. Location 4549.257730 4549.257730 vol. 1 (B) 629.89 v.47 (B) 629.89 4549.25773047 (2011). (08.06.2014) http://www.theeuropeanlibrary.org/tel4/record/2000001104648?Classificationcerif=T004&contentlanguage=eng&providerid=P01264&linklevel=CATALOGUE_RECORD
736. TRID: Title: INTELLIGENT AUTOMOTIVE SYSTEMS: DEVELOPMENT IN FULL-TIME CHASSIS MOTION SPHERES FOR INTELLIGENT VEHICLES. Accession Number: 00787603. Record Type: Component. Abstract: This discussion talks about intelligent automotive systems, chassis motion, and artificial intelligence. The author examines concepts dealing with four-wheel-steering, four-wheel-drive, four-wheel-brake suspension spheres, conversion spheres, and propulsion spheres. Supplemental Notes: Publication Date: 1997 Published By: Wiley, New York. Authors: [**Fijałkowski, Bogdan**]. Pagination: p. 125-142. Publication Date: 1997. Serial: [Advanced vehicles and infrastructure systems](#) . TRT Terms: [Artificial intelligence](#); [Vehicle dynamics](#) . Subject Areas: Data and Information Technology. Source Agency: UC Berkeley Transportation Library. Source Data: PATH Record Number 11851. Files: PATH. Last Modified: Mar 3, 2000 12:00AM. (08.06.2014) <http://trid.trb.org/view.aspx?id=649477>
737. marspapers.org: A CONCEPT OF THE ALL-ELECTRIC PRESSURIZED ARTICULATED TRIAD MARTIAN ROVING VEHICLE. [**Bogdan Thaddeus Fijałkowski**], Automotive Mechatronics Institution, Institute of Electrotechnics & Industrial Electronics, Faculty of Electrical & Computer Engineering, Thaddeus Kosciuszko Memorial Krakow University of Technology, Poland. Abstract: The extremely high-mobility extraterrestrial all-electric pressurized articulated triad Martian roving vehicle (MRV) "Bekker" type will be designed for the usage of maneuverability in overriding mounds of narrow ridges and anti-overturn stability on steep slopes. This MRV will be the train of two or three vehicle-units (VU) propelled electromechanically and coupled articulately with the aid of the mechatronically neural network (NN) fuzzy-logic (FL), that is, neuro-fuzzy (NF) mechatronically controlled articulation inter-unit (IU) electromechanical couplers (coupling joints) and/or steering mechanisms. The drive-by-wire (DBW) four-wheel drive (4WD) middle-unit (MU) will operate as single one, that is, like a lunar roving vehicle (LRV) "Bekker" type, as far as its mobility permits. The added DBW two-wheel drive (2WD) front- and/or rear-unit (RU) should not impair normal operation. The two or three VUs will be coupled when the human- and/or telerobotic-driver (H&TD) anticipates that the single 4WD MU cannot handle a certain terrain or obstacle, or failing that judgment, after a 4WD MU

- becomes immobilized. (08.06. 2014) http://www.marspapers.org/abstr/Fijalkowski_2001abstr.htm
738. marspapers.org: A CONCEPT OF THE ALL-ELECTRIC PRESSURIZED ARTICULATED TRIAD MARTIAN ROVING VEHICLE. [**Bogdan Thaddeus Fijalkowski**]. Automotive Mechatronics Institution, Institute of Electrotechnics & Industrial Electronics, Faculty of Electrical & Computer Engineering, Thaddeus Kosciuszko Memorial Krakow University of Technology, Poland (08.06.2014) http://www.marspapers.org/papers/Fijalkowski_2001.pdf
739. emp.etf.rs: ELEKTRIČNO TRODELNO VOZILO ZA ISPITIVANJE MARSA. [**B.T. Fijalkovski, J.W. Krosnicki**]. Politehnika Krakowska, Poljska. M.G. Bekkero dedicatum. Rezime Vanzemaljsko potpuno električno trodelno vozilo za ispitivanje Marsa (MRV) “Beker”-ovog tipa biće napravljeno za prelaske svih uzvišnja unutar uskih grebena i sa stabilnošću u pogledu prevrtanja na strmim nagibima. Ovo MRV ce biti početak razvoja za dva do tri vozila na elektro-mehanički pogon i spojnicama sa mekatroničkim prekidačkim logičkim upra-vljanjem na pojedinačnim elektromehaničkim spojnicama i/ili upravljačkim mehanizmima. Autori razvijaju treću generaciju samohodnih VAP (Very Advanced Propulsion) sfera kao jedan od glavnih delova programa njihove samohodne tehnologije i automatizacije (ATA). Glavni naponi ispitivanja i razvoja (R&D) samih autora dostigli su najviši nivo dizajna i konstrukcije na novim eksperimentalnim planetarnim elektromehaničkim motori-zovanim vozilima bez prenosa sa gumama od isprepletane žice sa DC elektro-mehaničkim makrokomutatorima za felna motore koji su primenjeni u samo-hodnom pogonu. Osnova elastičnosti točka od isprepletane žice se sastoji u jednoj ili vise kržnih traka od isprepletane žice napravljenih od vrlo jakih kompozitnih vlakana sa malim transvezalnim vijugama u obliku bureta, koji pokazuje svoje prednosti – gladak rad, mala masa unutar koncepta velike mobilnosti sa integrisanim oprugama u vešanju, veliki otisak i odlično savladavanje prepreka. Ovaj rad takodje opisuje dizajn i konstrukciju novog koncepta planetarnih elektromehaničkih vozila bez prenosa sa gumama od isprepletane žice kao kompaktnim, sa velikim torzionim momentom, VAP sferama za vanzemaljska električna upravljana trozglobna vozila MRV “Beker”-ovog tipa. (08.06.2014) [http://emp.etf.rs/radovi/Semestarski/vlada_martac/5Vozilo_za Mars.pdf](http://emp.etf.rs/radovi/Semestarski/vlada_martac/5Vozilo_za_Mars.pdf)
740. TRID: Title: DBW 4WD PROPULSION & BBW 4WB DISPULSION CONTROL SYSTEMS FOR INTELLIGENT VEHICLES. Accession Number: 00801626. Record Type: Component. Abstract: An intelligent vehicle (IV) has become increasingly sophisticated, incorporating a novel mobility enhancing concept, such as mechatronic predictive and adaptive drive-by-wire (DBW) four-wheel-driveable (4WD) propulsion and/or brake-by-wire (BBW) four-wheel-brakeable (4WB) dispulsion control systems using four individual estimated values of the steered, motorised and/or generatorised wheel (SM&GW) power, the use of which permits the human driver (HD) and/or tele-robotic driver (TD) to 'tune' the IV to improve and optimize its performance for active safety measures in a particular type of terrain or mission scenario because smooth IV acceleration and/or deceleration as wellas specific fuel consumption (SFC) is kept by managing the four individual estimated values of the SM&GW power. To meet these requirements, the novel mechatronic predictive and adaptive DBW 4WD propulsion and/or BBW 4WB dispulsion control systems using four individual estimated values of the SM&GW power was found to be effective. The paper describes the mechatronic predictive and adaptive DBW 4WD propulsion and/or BBW 4WB dispulsion control systems using four individual estimated values of the SM&GW power which provides efficient control for the novel automotive magneto-rheological fluid (MRF) translational

motion (TM) to rotational motion (RM) or vice versa (TM-RM/RM-TM) commutator prime mover, that is, the crankless, 'boxer' piston-type internal combustion engine (ICE) named the Fijalkowski engine so that a desired value of the ICE power is determined from four individual desired values of the SM&GW power. It is also easy to add the throttle-by-wire (TBW) traction and/or cruise (T&C) control mode to the above mentioned mechatronic prediction and adaptive control systems. The author selected neuro-fuzzy (NF) reasoning based motion control that is mechatronic predictive and adaptive DBW 4WD propulsion and/or BBW 4WB dispulsion control algorithms to the mechatronically controlled IV. Fuzzy logic (FL) was chosen because of the following characteristics. It is easier to implement driver skills using NF reasoning based motion control than using conventional motion control algorithms. (A) For the covering abstract see ITRD E106484. Corporate Authors: EMPHATIC VENTURES 43 SHERIFOOT LANESUTTON COLDFIELD, BIR-MINGHAM B75 5DU United Kingdom. Authors: **[FIJALKOWSKI, B T]** Pagination: p. 8/8-8/15. Publication Date: 2000 Conference: [TELEMATICS AUTOMOTIVE 2000, HELD 11-13 APRIL 2000, BIRMINGHAM, UK. VOLUME 2: SESSIONS 5-8: TRAFFIC MANAGEMENT, EMERGING TECHNOLOGIES, NAVIGATION AND COMPUTING, TELEMETRY AND CONTROL SYSTEMS](#) . References (3). TRT Terms: [Control](#); [Development](#); [Driver support systems](#); [Driving](#); [Mathematical models](#); [Motor vehicle navigational aids](#) . ITRD Terms: [Control](#); [Development](#); [Driver assistance system](#); [Driving \(veh\)](#); [Mathematical model](#) . Subject Areas: Planning and Forecasting. Source Agency: Transport Research Laboratory Crowthorne House, Nine Mile Ride Wokingham, Berkshire RG40 3GA United Kingdom. Source Data: IRRD E106507. Files: ITRD Last Modified: Nov 8 2000 12:00AM. (09.06.2014) <http://trid.trb.org/view/2000/C/669878>

741. TRID: Title: ELECTRICALLY-ENERGISED AND MECHANICALLY-CONTROLLED AXLELESS AWL & AWS FULL-TIME CHASSIS MOTION SPHERES FOR SMART TRI-MODE SUPERCARS, Accession Number: 00777451. Record Type: Component. Abstract: This paper looks at the possibility of creating , through artificial intelligence, a vehicle that has: four-wheel drive, four-wheel brakes four-wheel steering, and four-wheel absorbable suspension. Supplemental Notes: Publication Date: 1997 Published By: J. Wiley, New York. Authors: **[FIJALKOWSKI, B T & Krosnicki, J W]**. Pagination: p. 40-49. Publication Date: 1997. Conference: [International Conference on Road Vehicle Automation \(2nd : 1995 : Bolton Institute\) Road vehicle automation II : towards systems integration](#) . TRT Terms: [Antilock brake systems](#); [Artificial intelligence](#); [Vehicle dynamics](#) . Subject Areas: Data and Information Technology. Source Agency: UC Berkeley Transportation Library. Source Data: PATH Record Number 16121. Files: PATH. Last Modified: Nov 17 1999 12:00AM. (09.06.2014) <http://trid.trb.org/view/1997/C/511136>

742. TRID: Title: ALL-WEATHER AND ALL-TERRAIN INTELLIGENT VEHICLE FOR LAW ENFORCEMENT APPLICATIONS. Accession Number: 00786306. Record Type: Component. Abstract: This paper describes Omnimobil, an all-weather and all-terrain intelligent vehicle, designed for law enforcement applications. The unit will have two types of moving modes: IR vision-based camera mode and US sonar mode. Fuzzy logic is used as the basis for the linguistic motion control's propulsion, dispulsion, suspension and conversion spheres. Supplemental Notes: Publication Date: 1994 Published by: IEEE Service Center, Piscataway NJ. Corporate Authors: Daimler-Benz A.G., Mercedesstrade 136 Stuttgart-Unterturk Germany; Siemens Automotive Corporation; Subaru Kogyo Kabushiki Kaisha; Komatsu Seisakujo; European Strategic Programme of Research and Development in Information Technology; Massachusetts Institute of Technology; Department of Civil Engineering, 77 Massachusetts Avenue

Cambridge, MA 02139 USA; Prometheus (Program); Ishikawajima Harima Jukogyo Kabushiki Kaisha; Applied AI Systems, Inc.; Universitat der Bundeswehr Munchen; Daihatsu Jidosha Kabushiki Kaisha; Fraunhofer-Institut fur Informations-und Datenverarbeitung; University of Michigan, Ann Arbor; Artificial Intelligence Laboratory Ann Arbor, MI 48109 USA; University of Illinois, Chicago; Intelligent Vehicle Highway Systems Laboratory Chicago, IL 60607 USA; Mazda Motor Corporation; Hiroshima Japan; Tohoku Daigaku; Matsushita Tsushin Kogyo Kabushiki Kaisha; Etak, Inc; Texas A&M University, College Station; Department of Electrical Engineering College Station, TX 77843 USA; University of California, Berkeley, Department of Electrical Engineering and Computer Sciences Berkeley, CA 94720 USA; Ecole nationale superieure des mines de Paris; Universitat der Bundeswehr Munchen. Institut fur Systemdynamic und Flugmechanik; Universite Paris-Sud; Universitat Koblenz-Landau; Michigan State University, East Lansing, MI 48824 USA; Michigan Department of Transportation; State Transportation Building, 425 West Ottawa Street, P.O. Box 30050 Lansing, MI 48909 USA; University of Maryland, College Park; Center for Automation Research College Park, MD 20742 USA; United States. Defense Advanced Research Projects Agency; United States. Army Engineer Topographic Laboratories; Centre de morphologie mathematique; Kuo li ching hua ta hsueh (Hsin-chu shih, Taiwan); Universitat de Girona; Technische Universitat Munchen, 21 Arcesstrasse 8000 Munich Germany; Universite de technologie de Compiegne; Institut national de recherche en informatique et en automatique (France); Centre d'automatique de Lille; Universitat der Bundeswehr Munchen. Fakultat fur Luft- und Raumfahrt-technik; Nanyang Technological University, School of Computer Engineering, Nanyang Avenue Singapore 639798 Singapore; St. Patrick's College (Maynooth, Ireland); Politechnika Krakowska, ul. Warszawska 24, Krakow Poland; University of Nottingham, Department of Psychology Nottingham NG7 2RD United Kingdom; Universidade do Porto; University College London, London United Kingdom; University of South-ampton; Transportation Research Group, Highfield Campus University Road Southampton SO17 1BJ United Kingdom; Tele Atlas B.V.; Keio Gijuku Daigaku; Castle Rock Consultants 18 Liberty Street SW Leesburg, VA 22075 USA; DRIVE (Program: European Communities). Authors: [Fijalkowski, Bogdan]. Pagination: p. 509-514. Publication Date: 1994. Conference: [Intelligent Vehicles '94 Symposium](#). [Proceedings of the Intelligent Vehicles '94 Symposium](#) . Location: Paris , France. Date: 1994. TRT Terms: [Autonomous land vehicles](#); [Fuzzy logic](#); [Fuzzy systems](#); [Law enforcement](#); [Suspension systems](#) . Subject Areas: Security and Emergencies; Vehicles and Equipment. Source Agency: UC Berkeley Transportation

Library. Source Data: PATH Record Number 7965. Files: PATH, STATEDOT. Last Modified: Mar 3, 2000 12:00AM. (09.06.20`14) [http:// trid.trb.org/view/1994/C/641459](http://trid.trb.org/view/1994/C/641459)

743. TRID: Title: SMART ELECTROMECHANICAL CONVERSION ACTUATORS FOR INTELLIGENT ROAD VEHICLES: APPLICATION TO FRONT- AND/OR REAR WHEEL RACK-AND- PINION STEERING GEARS. Accession Number: 00640911. Record Type: Component. Availability: Find a library where document is available Order URL: Abstract: The improvement Four-Wheel-Steered (4WS) conversion automotive high- technology (high-tech) has made significant progress during the 1990s. An evolutionary factor behind this has been the increasing requirements for an active safety and a ride comfort of Intelligent Road Vehicles (IRV). A major contribution to this progress is the introduction and fast growing application rate of mechanically controlled and electrically powered Rack-and-Pinion (R&P) steering

gears. As the standard uncontrolled and fluidically powered R&P steering gear can only provide a constant assistance characteristic, whereas the IRV ideally requires a variable support, the introduction of mechanically controlled and electrically powered R&P steering gear is initiated, mainly to adapt the level of power assistance to the vehicle speed. To achieve these objectives a further increase in the flexibility and controllability of the R&P steering gear is required. Only the expanded use of Electronic Control Unit (ECU) combined with more complex smart electro-mechanical conversion actuators can make these objectives achievable. For the covering abstract see IRRD 859610. Corporate Authors: Pentech Press Limited Graham Lodge, Graham Road London NW4 3DG United Kingdom. Authors: **[FIJALKOWSKI, B T Krosnicki, J W]** Pagination: p. 16-25. Publication Date: 1993. Conference: [ROAD VEHICLE AUTOMATION. PROCEEDINGS OF THE 1ST INTERNATIONAL CONFERENCE ON 24-26 MAY 1993, VEHICLE SYSTEMS RESEARCH CENTRE, SCHOOL OF ENGINEERING, BOLTON INSTITUTE, BOLTON, UK](#) . ISBN: 0-7273-1806-3. TRT Terms: [Automatic control](#); [Automation](#); [Automobiles](#); [Conferences](#); [Control](#); [Design](#); [Four wheel drive](#); [Steering](#) . Subject Areas: Design. Source Agency: Transport Research Laboratory, Crowthorne House, Nine Mile Ride Wokingham, Berkshire RG40 3GA United Kingdom. Source Data: 9311TR023E. Files: ITRD. Last Modified: Jan 24 1994 12:00AM. (10-06.2014) <http://trid.trb.org/view/1994/C/641459>

744. TRID: Title: ACTIVE SAFETY & RIDE COMFORT BETTERING OF INTELLIGENT ROAD VEHICLES BY CONVERSION & SUSPENSION AND PROPULSION & DISPULSION CONTROLS. Accession Number: 00640914. Record Type: Component. Availability: Find a library where document is available. Order URL: <http://worldcat.org/isbn/0727318063> . Abstract: In the 1990s, the Very Advanced Conversion (VAC) and the Very Advanced Suspension (VAS) as well as the Very Advanced Propulsion (VAP) and the Very Advanced Dispulsion (VAD) automotive high- technologies (high-tech) of mechatronics that combines mechanics and electronics have become remarkably advanced and can now be applied to Intelligent Road Vehicles (IRV). This improves active safety and ride comfort, steerability and stability. It also improves driveability and comfortability for passengers, and reduces Specific Fuel Consumption (SFC). The following are described: a) the Four-Wheel-Steered (4WS) conversion; b) the Four-Wheel-Activated (4WA) suspension; c) the Four-Wheel-Driven (4WD) propulsion) the Four-Wheel-Braked (4WB) dispulsion. (A) For the covering abstract see IRRD 859610. Corporate Authors: Pentech Press Limited, Graham Lodge, Graham Road London NW4 3DG United Kingdom. Authors: **[FIJALKOWSKI, B T]** Pagination: p. 57-70. Publication Date: 1993. Conference: [ROAD VEHICLE AUTOMATION. PROCEEDINGS OF THE 1ST INTERNATIONAL CONFERENCE ON 24-26 MAY 1993, VEHICLE SYSTEMS RESEARCH CENTRE, SCHOOL OF ENGINEERING, BOLTON INSTITUTE, BOLTON, UK](#) . ISBN: 0-7273-1806-3. References (29). TRT Terms: [Automatic control](#); [Automation](#); [Braking](#); [Conferences](#); [Control](#); [Four wheel drive](#); [Motors](#); [Suspension systems](#) . Subject Areas: Data and Information Technology; Vehicles and Equipment. Source Agency: Transport Research Laboratory, Crowthorne House, Nine Mile Ride Wokingham, Berkshire RG40 3GA United Kingdom. Source Data: 9311TR027E. Files: ITRD. Last Modified: Jan 24 1994 12:00AM. (10.06.2014) <http://trid.trb.org/view/1993/C/384099>
745. TRID: Title: UNCONVENTIONAL INTERNAL COMBUSTION ENGINES FOR AUTOMOTIVE VEHICLES. Translated Title: NEKONVENCIONALNI MOTORI SUS ZA MOTORNA VOZILA. Accession Number: 00498179. Record Type: Component. Availability: Find a library where document is available. Order URL:

<http://worldcat.org/issn/03501027> , Abstract: The article describes the use of two novel unconventional internal combustion engines for motor vehicles which provide a significant decrease in fuel consumption. It outlines the technical characteristics of an automotive gas turbine which is based on the **Fijalkowski** turbine boosting system and on the **Fijalkowski** engine, i.e. a crankshaftless rectilinear reciprocating internal combustion engine which converts mechanical energy supplied to the pistons into electrical energy. The use of both systems has been adjusted and tested on four-wheel-drive hybrid motor vehicles with 4 x 2 + 2 and 4 x 4 wheel arrangements called tetrota and designed by the author. Report Numbers: 81/82. Language: Serbian. Corporate Authors: Masinski Fakultet, Kragujevac, Serbia Yugoslavia. Authors: **[Fijalkowski, B]**. Pagination: p. 265-274. Publication Date: 1988. Serial: [Motorna Vozila Motori](#) . Volume: 1 Issue Number: 83 Publisher: Masinski Fakultet. ISSN: 0350-1027. TRT Terms: [Combustion](#); [Energy](#); [Fuel consumption](#); [Gases](#); [Motors](#); [Tests](#); [Turbines](#) . Subject Areas: Energy. Source Agency: Transport and Road Research Laboratory, Old Wokingham Road Crowthorne RG11 6AU, Berkshire England. Files: ITRD, TRIS. Last Modified: Sep 30 1990 12:00AM, (10.06.2014) <http://trid.trb.org/view/1988/C/313447>

746. TRID: Title: FUTURE HYBRID ELECTROMECHANICAL VERY ADVANCED PROPULSION SYSTEMS FOR CIVILIAN WHEELED AND TRACKED ALL-TERRAIN VEHICLES WITH EXTREMELY HIGH MOBILITY. Accession Number: 00465443. Record Type: Component. Availability: National Technical Information Service, 5301 Shawnee Road Alexandria, VA 22312 USA. Order Number: DE87010697. Abstract: The design and construction on experimental proof-of-concept hybrid electromechanical VAP (Very Advanced Propulsion) systems for civilian wheeled and tracked ATVs (All-Terrain Vehicles) with extremely high mobility are discussed. These systems were to be developed using VAP technology improvements to reach a level of performance considerably better than state-of-the-art hybrid electromechanical or fluidomechanical AP (Advanced Propulsion) systems. The use of these hybrid electromechanical VAP systems for civilian wheeled electrochemical VAP systems for civilian wheeled tracked ATVs with extremely high mobility opens up wide possibilities for improving fuel economy. Supplemental Notes: Conference held in Washington, D.C., 20 October 1986. Report Numbers: CONF-8610122. Corporate Authors: Department of Energy, 1000 Independence Avenue, SW Washington, DC 20585 USA. Authors: **[FIJALKOWSKI, B T]**. Pagination: p. 428-442. Publication Date: 1986. Conference: [International Electric Vehicle Symposium \(8th\)](#) TRT Terms: [All terrain vehicles](#); [Conferences](#); [Experimental vehicles](#); [Hybrid vehicles](#); [Mobility](#); [Tracked vehicles](#) . Subject Areas: Energy; Highways; Planning and Forecasting; Vehicles and Equipment; I72: Traffic and Transport Planning. Source Agency: Energy Research Abstracts. Files: TRIS. Last Modified: Feb 29 1988 12:00AM. (10.06. 2014) <http://trid.trb.org/view/1986/C/ 278292>

747. TRID: Title: POWER ELECTRONICS PROPULSION SYSTEMS FOR ENERGY-SAVING AUTOMOTIVE VEHICLES. Accession Number: 00399893. Record Type: Component. Availability: Automotive Automotion Limited, 42 Lloyd Park Avenue Croydon CRO 5SB, Surrey England. Abstract: Today greater and greater demands are being placed on the automotive industry not only for safety, comfort, reliability, flexibility, durability and mobility, but also for energy saving, particularly liquid fuel economy of all automotive vehicles. From around 1980 pure electric and hybrid electric (HE) automotive vehicles for normal road and off-road traffic have been the most important products in the very advanced propulsion (VAP) field. As far as propulsion dynamotors and dynamotorized wheels are concerned, the greatest interest has been shown in very advanced power electronics propulsion systems

(PEPSs) for energy-saving automotive vehicles (ESAVs) and this paper concentrates on such propulsion systems. Supplemental Notes: ISATA 84, "In Pursuit of Technical Excellence". Proceedings Volume 1. International Symposium on Automotive Technology and Automation with particular reference to Vehicle Management Systems and Flexible Manufacturing Systems, Milan, Italy 24-28 September 1984. Report Numbers: ISATA 84016 HS-038 434. Corporate Authors: Automotive Automotion Limited, 42 Lloyd Park Avenue Croydon CRO 5SB, Surrey England; Alfa Romeo Auto SpA, Milan Italy. Authors: **[Fijalkowski, B]**. Pagination: p. 271-289. Publication Date: 1984. Conference: [ISATA 84, "In Pursuit of Technical Excellence". Proceedings Volume 1. International Symposium on Automotive Technology and Automation with particular reference to Vehicle Management Systems and Flexible Manufacturing Systems, Milan, Italy 24-28 September.](#) References (12). TRT Terms: [Automobile industry](#); [Electric vehicles](#); [Electronic control](#); [Fuel conservation](#); [Hybrid vehicles](#); [Propulsion](#); [Vehicle power plants](#) . Uncontrolled Terms: [Propulsion systems](#) . Subject Areas: Energy; Safety and Human Factors; Vehicles and Equipment. Source Agency: National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE Washington, DC 20590 USA. Files: HSL, USDOT. Last Modified: Oct 31 1985 12:00AM. (10.06. 2014) <http://trid.trb.org/view/1984/C/218459>

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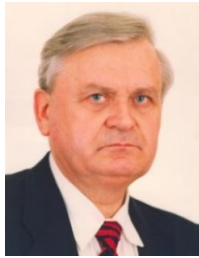
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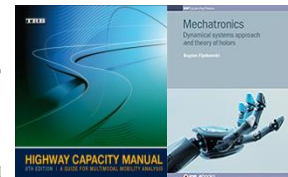
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