Daniel Cantero

List of Publications by Year in Descending Order

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The third column is the impact factor (IF) of the journal, and the fourth column is the number of citations of the article.

38 papers	674 citations	17 h-index	25 g-index
41 ext. papers	883 ext. citations	3.1 avg, IF	4.66 L-index

#	Paper	IF	Citations
38	Railway Bridge Condition Monitoring Using Numerically Calculated Responses from Batches of Trains. *Applied Sciences (Switzerland)*, **2022**, 12, 4972	2.6	2
37	VEqMon2D: Equations of motion generation tool of 2D vehicles with Matlab. *SoftwareX*, **2022**, 19, 101103	2.7	0
36	Moving point load approximation from bridge response signals and its application to bridge Weigh-in-Motion. *Engineering Structures*, **2021**, 233, 111931	4.7	5
35	Railway Track Loss-of-Stiffness Detection Using Bogie Filtered Displacement Data Measured on a Passing Train. *Infrastructures*, **2021**, 6, 93	2.6	2
34	Deep autoencoder architecture for bridge damage assessment using responses from several vehicles. *Engineering Structures*, **2021**, 246, 113064	4.7	9
33	Drive-by scour monitoring of railway bridges using a wavelet-based approach. *Engineering Structures*, **2019**, 191, 1-11	4.7	32
32	Experimental monitoring of bridge frequency evolution during the passage of vehicles with different suspension properties. *Engineering Structures*, **2019**, 187, 209-219	4.7	33
31	Estimation of Railway Track Longitudinal Profile Using Vehicle-Based Inertial Measurements. *Conference Proceedings of the Society for Experimental Mechanics*, **2019**, 145-148	0.3	
30	Estimation of Railway Track Longitudinal Profile Using Vehicle-Based Inertial Measurements. *Sustainable Civil Infrastructures*, **2019**, 1-6	0.2	1
29	DYNAMIC IMPACT OF HEAVY LONG VEHICLES WITH EQUALLY SPACED AXLES ON SHORT-SPAN HIGHWAY BRIDGES. *Baltic Journal of Road and Bridge Engineering*, **2018**, 13, 1-13	0.9	5
28	Time-Frequency Analysis of Suspension Bridge Response for Identification of Vortex Induced Vibrations. *Lecture Notes in Civil Engineering*, **2018**, 667-675	0.3	
27	Determination of railway track longitudinal profile using measured inertial response of an in-service railway vehicle. *Structural Health Monitoring*, **2018**, 17, 1425-1440	4.4	31
26	Indirect monitoring of vortex-induced vibration of suspension bridge hangers. *Structural Health Monitoring*, **2018**, 17, 837-849	4.4	6
25	Drive-by detection of railway track stiffness variation using in-service vehicles. *Proceedings of the Institution of Mechanical Engineers, Part F: Journal of Rail and Rapid Transit*, **2017**, 231, 498-514	1.4	21
24	Tension during parametric excitation in submerged vertical taut tethers. *Applied Ocean Research*, **2017**, 65, 279-289	3.4	9
23	Influence line extraction by deconvolution in the frequency domain. *Computers and Structures*, **2017**, 189, 21-30	4.5	23
22	Evolution of bridge frequencies and modes of vibration during truck passage. *Engineering Structures*, **2017**, 152, 452-464	4.7	44

21	Railway bridge damage detection using vehicle-based inertial measurements and apparent profile. *Engineering Structures*, **2017**, 153, 421-442	4.7	23
20	Numerical Evaluation of Modal Properties Change of Railway Bridges during Train Passage. *Procedia Engineering*, **2017**, 199, 2931-2936		3
19	Determination of longitudinal profile of railway track using vehicle-based inertial readings. *Proceedings of the Institution of Mechanical Engineers, Part F: Journal of Rail and Rapid Transit*, **2017**, 231, 518-534	1.4	12
18	Train–track–bridge modelling and review of parameters. *Structure and Infrastructure Engineering*, **2016**, 12, 1051-1064	2.9	46
17	Identification of sudden stiffness changes in the acceleration response of a bridge to moving loads using ensemble empirical mode decomposition. *Mechanical Systems and Signal Processing*, **2016**, 66-67, 314-338	7.8	37
16	The reinforcement and healing of asphalt mastic mixtures by rejuvenator encapsulation in alginate compartmented fibres. *Smart Materials and Structures*, **2016**, 25, 084003	3.4	38
15	Time–frequency analysis of railway bridge response in forced vibration. *Mechanical Systems and Signal Processing*, **2016**, 76-77, 518-530	7.8	37
14	Numerical evaluation of the mid-span assumption in the calculation of total load effects in railway bridges. *Engineering Structures*, **2016**, 107, 1-8	4.7	12
13	Recent Studies of Parametrically Excited Mooring Cables for Submerged Floating Tunnels. *Procedia Engineering*, **2016**, 166, 99-106		8
12	Railway infrastructure damage detection using wavelet transformed acceleration response of traversing vehicle. *Structural Control and Health Monitoring*, **2015**, 22, 62-70	4.5	42
11	Bridge Damage Detection Using Weigh-in-Motion Technology. *Journal of Bridge Engineering*, **2015**, 20, 04014078	2.7	35
10	The Virtual Axle concept for detection of localised damage using Bridge Weigh-in-Motion data. *Engineering Structures*, **2015**, 89, 26-36	4.7	14
9	DRIVE-BY STRUCTURAL HEALTH MONITORING OF RAILWAY BRIDGES USING TRAIN-MOUNTED ACCELEROMETERS **2015**,		5
8	Monitoring of Changes in Bridge Response Using Weigh-In-Motion Systems. *Key Engineering Materials*, **2013**, 569-570, 183-190	0.4	0
7	Dynamic increment for shear force due to heavy vehicles crossing a highway bridge. *Computers and Structures*, **2011**, 89, 2261-2272	4.5	29
6	Comparison of Bridge Dynamic Amplifications due to Articulated 5-Axle Trucks and Large Cranes. *Baltic Journal of Road and Bridge Engineering*, **2011**, 6, 39-47	0.9	18
5	Modelling the vehicle in vehicle–infrastructure dynamic interaction studies. *Proceedings of the Institution of Mechanical Engineers, Part K: Journal of Multi-body Dynamics*, **2010**, 224, 243-248	0.9	13
4	Characteristic Dynamic Increment for extreme traffic loading events on short and medium span highway bridges. *Engineering Structures*, **2010**, 32, 3827-3835	4.7	44

3	Critical speed for the dynamics of truck events on bridges with a smooth road surface. *Journal of Sound and Vibration*, **2010**, 329, 2127-2146	3.9	23
2	Maximum dynamic stress on bridges traversed by moving loads. *Proceedings of the Institution of Civil Engineers: Bridge Engineering*, **2009**, 162, 75-85	0.5	9
1	The calibration challenge when inferring longitudinal track profile from the inertial response of an in-service train. *Canadian Journal of Civil Engineering*,	1.3	1