

Contents

Contents	I
1 Introduction	1
1.1 Terminology	1
1.1.1 Vehicle Dynamics	1
1.1.2 Driver	2
1.1.3 Vehicle	2
1.1.4 Load	3
1.1.5 Environment	3
1.2 Wheel/Axle Suspension Systems	4
1.2.1 General Remarks	4
1.2.2 Multi Purpose Suspension Systems	4
1.2.3 Specific Suspension Systems	5
1.3 Steering Systems	5
1.3.1 Requirements	5
1.3.2 Rack and Pinion Steering	6
1.3.3 Lever Arm Steering System	6
1.3.4 Drag Link Steering System	7
1.3.5 Bus Steer System	7
1.4 Definitions	8
1.4.1 Coordinate Systems	8
1.4.2 Toe and Camber Angle	9
1.4.2.1 Definitions according to DIN 70 000	9
1.4.2.2 Calculation	9
1.4.3 Steering Geometry	10
1.4.3.1 Kingpin	10
1.4.3.2 Caster and Kingpin Angle	11
1.4.3.3 Disturbing Force Lever, Caster and Kingpin Offset	12
2 The Tire	13
2.1 Introduction	13
2.1.1 Tire Development	13
2.1.2 Tire Composites	13
2.1.3 Forces and Torques in the Tire Contact Area	14

2.2	Contact Geometry	15
2.2.1	Contact Point	15
2.2.2	Local Track Plane	17
2.3	Wheel Load	17
2.3.1	Dynamic Rolling Radius	18
2.3.2	Contact Point Velocity	20
2.4	Longitudinal Force and Longitudinal Slip	21
2.5	Lateral Slip, Lateral Force and Self Aligning Torque	24
2.6	Camber Influence	25
2.7	Bore Torque	27
2.8	Typical Tire Characteristics	29
3	Vertical Dynamics	31
3.1	Goals	31
3.2	Basic Tuning	31
3.2.1	Simple Models	31
3.2.2	Track	32
3.2.3	Spring Preload	32
3.2.4	Eigenvalues	33
3.2.5	Free Vibrations	34
3.3	Sky Hook Damper	36
3.3.1	Modelling Aspects	36
3.3.2	System Performance	37
3.4	Nonlinear Force Elements	39
3.4.1	Quarter Car Model	39
3.4.2	Random Road Profile	40
3.4.3	Vehicle Data	41
3.4.4	Merit Function	41
3.4.5	Optimal Parameter	42
3.4.5.1	Linear Characteristics	42
3.4.5.2	Nonlinear Characteristics	42
3.4.5.3	Limited Spring Travel	44
3.5	Dynamic Force Elements	45
3.5.1	System Response in the Frequency Domain	45
3.5.1.1	First Harmonic Oscillation	45
3.5.1.2	Sweep-Sine Excitation	47
3.5.2	Hydro-Mount	48
3.5.2.1	Principle and Model	48
3.5.2.2	Dynamic Force Characteristics	50
4	Longitudinal Dynamics	51
4.1	Dynamic Wheel Loads	51
4.1.1	Simple Vehicle Model	51
4.1.2	Influence of Grade	52

4.1.3	Aerodynamic Forces	53
4.2	Maximum Acceleration	54
4.2.1	Tilting Limits	54
4.2.2	Friction Limits	54
4.3	Driving and Braking	55
4.3.1	Single Axle Drive	55
4.3.2	Braking at Single Axle	56
4.3.3	Optimal Distribution of Drive and Brake Forces	57
4.3.4	Different Distributions of Brake Forces	59
4.3.5	Anti-Lock-Systems	59
4.4	Drive and Brake Pitch	60
4.4.1	Vehicle Model	60
4.4.2	Equations of Motion	62
4.4.3	Equilibrium	63
4.4.4	Driving and Braking	64
4.4.5	Brake Pitch Pole	65
5	Lateral Dynamics	66
5.1	Kinematic Approach	66
5.1.1	Kinematic Tire Model	66
5.1.2	Ackermann Geometry	66
5.1.3	Space Requirement	67
5.1.4	Vehicle Model with Trailer	69
5.1.4.1	Position	69
5.1.4.2	Vehicle	70
5.1.4.3	Entering a Curve	72
5.1.4.4	Trailer	72
5.1.4.5	Course Calculations	73
5.2	Steady State Cornering	74
5.2.1	Cornering Resistance	74
5.2.2	Overturning Limit	76
5.2.3	Roll Support and Camber Compensation	79
5.2.4	Roll Center and Roll Axis	81
5.2.5	Wheel Loads	82
5.3	Simple Handling Model	83
5.3.1	Modelling Concept	83
5.3.2	Kinematics	83
5.3.3	Tire Forces	84
5.3.4	Lateral Slips	85
5.3.5	Equations of Motion	85
5.3.6	Stability	87
5.3.6.1	Eigenvalues	87
5.3.6.2	Low Speed Approximation	87
5.3.6.3	High Speed Approximation	87

5.3.7	Steady State Solution	88
5.3.7.1	Side Slip Angle and Yaw Velocity	88
5.3.7.2	Steering Tendency	90
5.3.7.3	Slip Angles	91
5.3.8	Influence of Wheel Load on Cornering Stiffness	92
6	Driving Behavior of Single Vehicles	94
6.1	Standard Driving Maneuvers	94
6.1.1	Steady State Cornering	94
6.1.2	Step Steer Input	95
6.1.3	Driving Straight Ahead	96
6.1.3.1	Random Road Profile	96
6.1.3.2	Steering Activity	98
6.2	Coach with different Loading Conditions	98
6.2.1	Data	98
6.2.2	Roll Steer Behavior	99
6.2.3	Steady State Cornering	99
6.2.4	Step Steer Input	100
6.3	Different Rear Axle Concepts for a Passenger Car	100
6.4	Different Influences on Comfort and Safety	102
6.4.1	Vehicle Model	102
6.4.2	Simulation Results	103