

Contents

1	Introduction	1
1.1	Vehicle Definition	2
1.2	Vehicle Basic Scheme	3
	References	6
2	Mechanics of the Wheel with Tire	7
2.1	The Tire as a Vehicle Component	8
2.2	Rim Position and Motion	9
2.3	Carcass Features	12
2.4	Contact Patch	13
2.5	Footprint Force	14
2.5.1	Perfectly Flat Road Surface	16
2.6	Tire Global Mechanical Behavior	17
2.6.1	Tire Transient Behavior	17
2.6.2	Tire Steady-State Behavior	18
2.6.3	Rolling Resistance	20
2.6.4	Speed Independence (Almost)	21
2.6.5	Pure Rolling (not Free Rolling)	21
2.7	Tire Slips	26
2.7.1	Rolling Velocity	27
2.7.2	Definition of Tire Slips	27
2.7.3	Slip Angle	30
2.8	Grip Forces and Tire Slips	31
2.9	Tire Testing	33
2.9.1	Pure Longitudinal Slip	34
2.9.2	Pure Lateral Slip	35
2.10	Magic Formula	38
2.11	Mechanics of Wheels with Tire	39
2.12	Summary	43
2.13	List of Some Relevant Concepts	44
	References	44

3	Vehicle Model for Handling and Performance	47
3.1	Mathematical Framework	48
3.2	Vehicle Congruence (Kinematic) Equations	48
3.2.1	Velocities	48
3.2.2	Yaw Angle and Trajectory	49
3.2.3	Velocity Center	51
3.2.4	Fundamental Ratios	52
3.2.5	Accelerations and Radii of Curvature	53
3.2.6	Acceleration Center	54
3.2.7	Tire Kinematics (Tire Slips)	56
3.3	Vehicle Constitutive (Tire) Equations	58
3.4	Vehicle Equilibrium Equations	59
3.5	Forces Acting on the Vehicle	59
3.5.1	Weight	60
3.5.2	Aerodynamic Force	60
3.5.3	Road-Tire Friction Forces	61
3.5.4	Road-Tire Vertical Forces	63
3.6	Vehicle Equilibrium Equations (more Explicit Form)	63
3.7	Load Transfers	65
3.7.1	Longitudinal Load Transfer	65
3.7.2	Lateral Load Transfers	66
3.7.3	Vertical Loads on Each Tire	66
3.8	Suspension First-Order Analysis	67
3.8.1	Suspension Reference Configuration	67
3.8.2	Suspension Internal Coordinates	68
3.8.3	Camber Variation	69
3.8.4	Vehicle Internal Coordinates	70
3.8.5	Roll and Vertical Stiffnesses	71
3.8.6	Suspension Internal Equilibrium	73
3.8.7	Effects of a Lateral Force	74
3.8.8	No-roll Centers and No-roll Axis	75
3.8.9	Forces at the No-roll Centers	77
3.8.10	Suspension Jacking	78
3.8.11	Roll Angle and Lateral Load Transfers	79
3.8.12	Explicit Expressions of Lateral Load Transfers	81
3.8.13	Lateral Load Transfers with Rigid Tires	82
3.9	Dependent Suspensions	82
3.10	Sprung and Unsprung Masses	85
3.11	Vehicle Model for Handling and Performance	86
3.11.1	Equilibrium Equations	86
3.11.2	Constitutive (Tire) Equations	88
3.11.3	Congruence (Kinematic) Equations	88
3.11.4	Principles of Any Differential Mechanism	90
3.12	The Structure of This Vehicle Model	94
3.13	Three-Axle Vehicles	95

3.14	Summary	97
3.15	List of Some Relevant Concepts	97
	References	98
4	Braking Performance	99
4.1	Pure Braking	99
4.2	Vehicle Model for Braking Performance	100
4.3	Equilibrium Equations	101
4.4	Longitudinal Load Transfer	101
4.5	Maximum Deceleration	102
4.6	Brake Balance	103
4.7	All Possible Braking Combinations	103
4.8	Changing the Grip	105
4.9	Changing the Weight Distribution	106
4.10	A Numerical Example	106
4.11	Braking Performance of Formula Cars	107
	4.11.1 Equilibrium Equations	107
	4.11.2 Longitudinal Load Transfer	108
	4.11.3 Maximum Deceleration	108
	4.11.4 Braking Balance	109
	4.11.5 Typical Formula 1 Braking Performance	109
4.12	Summary	109
4.13	List of Some Relevant Concepts	110
	References	111
5	The Kinematics of Cornering	113
5.1	Planar Kinematics of a Rigid Body	113
	5.1.1 Velocity Field and Velocity Center	113
	5.1.2 Acceleration Field, Inflection Circle and Acceleration Center	115
5.2	The Kinematics of a Turning Vehicle	119
	5.2.1 Fixed and Moving Centroides of a Turning Vehicle	119
	5.2.2 Inflection Circle	123
	5.2.3 Variable Curvatures	126
	References	130
6	Handling of Road Cars	131
6.1	Open Differential	131
6.2	Fundamental Equations of Vehicle Handling	132
6.3	Double Track Model	136
6.4	Single Track Model	137
	6.4.1 Governing Equations of the Single Track Model	138
	6.4.2 Axle Characteristics	140
6.5	Alternative State Variables	144
	6.5.1 β and ρ as State Variables	145
	6.5.2 β_1 and β_2 as State Variables	147
	6.5.3 S and R as State Variables	149

6.6	Inverse Congruence Equations	149
6.7	Vehicle in Steady-State Conditions	150
6.7.1	The Role of the Steady-State Lateral Acceleration	151
6.7.2	Steady-State Analysis	153
6.8	Handling Diagram—The Classical Approach	154
6.9	Weak Concepts in Classical Vehicle Dynamics	158
6.9.1	Popular Definitions of Understeer/Oversteer	159
6.10	Map of Achievable Performance (MAP)—A New Global Approach	159
6.10.1	MAP Curvature ρ vs Steer Angle δ	161
6.10.2	MAP: Vehicle Slip Angle β vs Curvature ρ	165
6.11	Vehicle in Transient Conditions (Stability and Control Derivatives)	169
6.11.1	Steady-State Conditions (Equilibrium Points)	170
6.11.2	Linearization of the Equations of Motion	171
6.11.3	Stability	173
6.11.4	Forced Oscillations (Driver Action)	173
6.12	Relationship Between Steady State Data and Transient Behavior	175
6.13	New Understeer Gradient	179
6.14	Stability (Again)	180
6.15	The Single Track Model Revisited	180
6.15.1	Different Vehicles with Almost Identical Handling	184
6.16	Road Vehicles with Locked or Limited Slip Differential	186
6.17	Linear Single Track Model	186
6.17.1	Governing Equations	187
6.17.2	Solution for Constant Forward Speed	188
6.17.3	Critical Speed	190
6.17.4	Transient Vehicle Behavior	191
6.17.5	Steady-State Behavior: Steering Pad	193
6.17.6	Lateral Wind Gust	194
6.17.7	Banked Road	198
6.18	Compliant Steering System	198
6.18.1	Governing Equations	199
6.18.2	Effects of Compliance	200
6.19	Summary	201
6.20	List of Some Relevant Concepts	201
	References	201
7	Handling of Race Cars	203
7.1	Locked and Limited Slip Differentials	203
7.2	Fundamental Equations of Race Car Handling	205
7.3	Double Track Race Car Model	208
7.4	Tools for Handling Analysis	209
7.5	The Handling Diagram Becomes the Handling Surface	210
7.5.1	Handling with Locked Differential (no Wings)	210
7.6	Handling of Formula Cars	221

7.6.1	Handling Surface	223
7.6.2	Map of Achievable Performance (MAP)	225
7.7	Summary	231
7.8	List of Some Relevant Concepts	233
	References	233
8	Ride Comfort and Road Holding	235
8.1	Vehicle Models for Ride and Road Holding	236
8.2	Quarter Car Model	239
8.2.1	The Inerter as a Spring Softener	243
8.2.2	Quarter Car Natural Frequencies and Modes	244
8.3	Shock Absorber Tuning	247
8.3.1	Comfort Optimization	247
8.3.2	Road Holding Optimization	248
8.3.3	The Inerter as a Tool for Road Holding Tuning	251
8.4	Road Profiles	252
8.5	Free Vibrations of Road Cars	254
8.5.1	Governing Equations	254
8.5.2	Proportional Viscous Damping	256
8.5.3	Vehicle with Proportional Viscous Damping	257
8.6	Tuning of Suspension Stiffnesses	262
8.6.1	Optimality of Proportional Damping	263
8.6.2	A Numerical Example	264
8.7	Non-proportional Damping	265
8.8	Interconnected Suspensions	265
8.9	Summary	268
8.10	List of Some Relevant Concepts	269
	References	269
9	Handling with Roll Motion	271
9.1	Vehicle Position and Orientation	271
9.2	Yaw, Pitch and Roll	272
9.3	Angular Velocity	275
9.4	Angular Acceleration	277
9.5	Vehicle Lateral Velocity	277
9.5.1	Track Invariant Points	277
9.5.2	Vehicle Invariant Point (VIP)	279
9.5.3	Lateral Velocity and Acceleration	281
9.6	Three-Dimensional Vehicle Dynamics	282
9.6.1	Velocity and Acceleration of G	282
9.6.2	Rate of Change of the Angular Momentum	284
9.6.3	Completing the Torque Equation	285
9.6.4	Equilibrium Equations	285
9.6.5	Including the Unsprung Mass	286
9.7	Handling with Roll Motion	287
9.7.1	Equilibrium Equations	287

9.7.2	Load Transfers	287
9.7.3	Constitutive (Tire) Equations	288
9.7.4	Congruence (Kinematic) Equations	288
9.8	Steady-State and Transient Analysis	289
9.9	Summary	289
9.10	List of Some Relevant Concepts	289
	References	289
10	Tire Models	291
10.1	Brush Model Definition	291
10.1.1	Roadway and Rim	292
10.1.2	Shape of the Contact Patch	292
10.1.3	Force-Couple Resultant	293
10.1.4	Position of the Contact Patch	294
10.1.5	Pressure Distribution	295
10.1.6	Friction	297
10.1.7	Constitutive Relationship	297
10.1.8	Kinematics	298
10.2	General Governing Equations of the Brush Model	300
10.2.1	Data for Numerical Examples	302
10.3	Brush Model Steady-State Behavior	302
10.3.1	Governing Equations	303
10.3.2	Adhesion and Sliding Zones	303
10.3.3	Force-Couple Resultant	307
10.4	Adhesion Everywhere (Linear Behavior)	308
10.5	Wheel with Pure Translational Slip ($\sigma \neq 0, \varphi = 0$)	312
10.5.1	Rectangular Contact Patch	317
10.5.2	Elliptical Contact Patch	325
10.6	Wheel with Pure Spin Slip ($\sigma = 0, \varphi \neq 0$)	326
10.7	Wheel with Both Translational and Spin Slips	328
10.7.1	Rectangular Contact Patch	328
10.7.2	Elliptical Contact Patch	331
10.8	Brush Model Transient Behavior	334
10.8.1	Transient Model with Carcass Compliance only	336
10.8.2	Transient Model with Carcass and Tread Compliance	338
10.8.3	Numerical Examples	341
10.9	Summary	344
10.10	List of Some Relevant Concepts	344
	References	345
	Index	347