Department of Automotive Technologies –

Vehicle Mechanics Fundamentals

Gábor Sipos

DEPARTMENT OF AUTOMOTIVE TECHNOLOGIES

Lecture 1

Basic information

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Introduction

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Subject

Goal

Participation: Lectures and labs

Tests

Tests for semester signature ~6&13th weeks+Semester championship documentation

Based on the result of tests, final mark can be obtained, and no need for exam

Exam

Note

To prepare for exam/tests presentations will be uploaded to Moodle, but the some of the slides aren't – therefore to have the full picture lectures shall be attanded.

Literature

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- Milliken and Milliken, 1996 W.F. Milliken, D.L. Milliken Race Car Vehicle Dynamics, Society of Automotive Engineers Inc., Great Britain (1996)
- H. B. Pacejka 2006 Tyre and Vehicle Dynamics Butterworth-Heinemann
- Racecar: Searching for the Limit in Formula SAE Matt Brown Seven Car Publishing 2011

Basic informations

Week nr.	Date		Lecture (Monday)		Lab (date+1;Tuesday)	
1	12th Feb	1	General information, Tyre, Driving force		1	Lab
2	19th Feb	2	Longitudinal and lateral behaviour			
3	26th Feb	3	Concepts and over/understeer		2	Lab
4	4th Mar	4	Weight transfer			
5	11th Mar	5	Bicycle model		3	Lab
6	18th Mar	6	Midterm exam I. ONLINE			
7	25th Mar	T1	Systems of the vehicle ONLINE		4	Lab ONLINE
8	1st Apr	-	Break			
9	8th Apr	7	Systems of the vehicle		T1 R	Exam 1 - subsequent
10	15th Apr	8	Quarter vehicle model ONLINE			
11	22th Apr		Break			Break
12	29th Apr	T2	Midterm exam II. ONLINE			
13	6th May	9	Tyre management		T2 R	Exam 2 - subsequent
14	13th May	10	Racecar engineering			

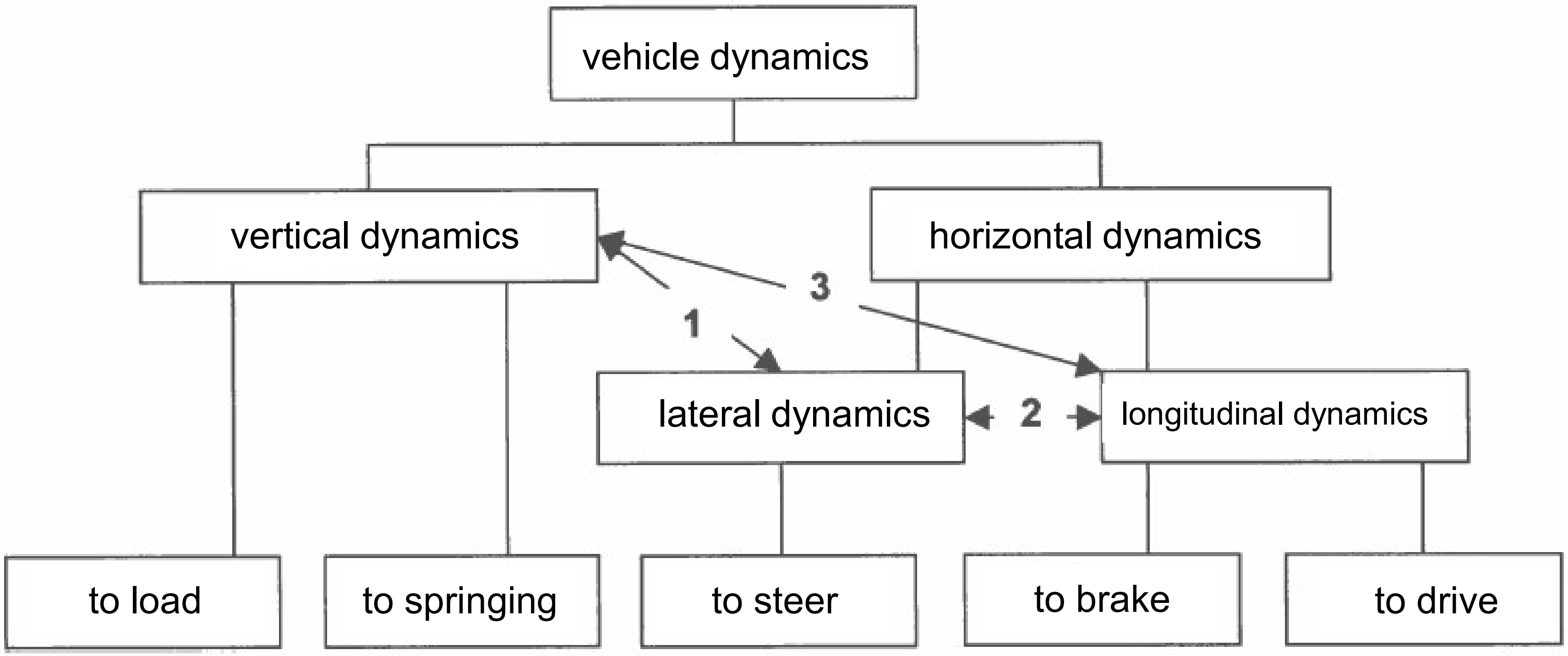
Some mechanical aspects

	Reason of the motion	Inertia	Equation of motion	Dynamics principle
Rectilinear motion	F [N] force	m [kg] mass	$F = m \cdot a$	$\dot{I} = \sum F$ i : Impulse derivative
Circular motion	M [Nm] torque	θ [kg m^2] Moment of inertia	$M = \theta \cdot \varepsilon$	$D_c = \sum M$ D_c: kinetic torque

	Quantities		W Work done by	Work-energy principle
Rectilinear Motion	$I = m \cdot v$ impulse	$E = \frac{1}{2} \cdot m \cdot v^2$ Kinetic energy	$W = F \cdot \Delta s$	$W = \Delta E_{kinetic}$
Rotational motion	$N = \theta \cdot \omega$ Angular moment	$E = \frac{1}{2} \cdot \theta \cdot \omega^2$ Rotational energy	$W = M \cdot \Delta\varphi$	$W = \Delta E_{rotational}$

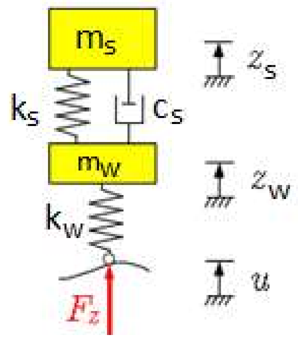
Some mechanical aspects

Vehicle dynamics blocks



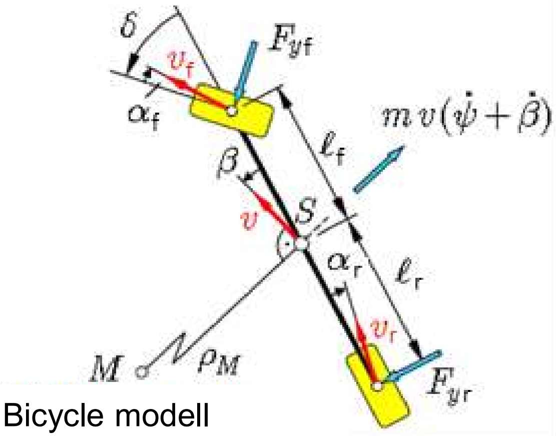
Simple model of VD

vertical dynamics



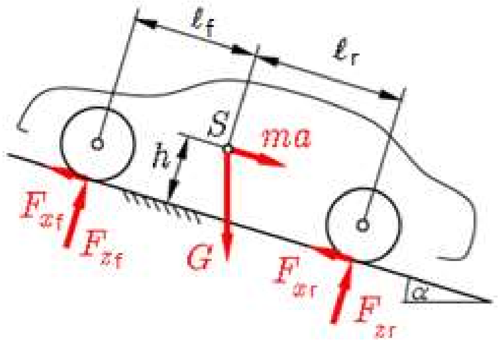
Quarter vehicle modell

lateral dynamics



Bicycle modell

longitudinal dynamics



longitudinal modell

	vertical dynamics	lateral dynamics	longitudinal dynamics
Features	• Vertical vibration • Wheel loads • comfort	• steering • Lateral acceleration • Self aligning torque • Critical speed	• Acceleration and braking • resistances: tyre,air, uphill – power requirement; • Engine characteristics and gears • Braking and driving forces
Parameters	m_s – structural weight m_w – wheel weight k_t – tyre stiffness k_s – spring stiffness c_s – damping u - movement	l – wheelbase l_f – CoG distance m – weight v – vehicle speed α – slip angle δ – steering angle	h – CoG height G – gravity force F_{xf} – front axle driving force F_{zf} – tyre forces at front

Why racecars?

Abstract thinking

What’s the main function of a racecar?

Why racecars?

Interview question of McLaren F1

Why porpoising affects more the top teams?

Why racecars?

Interview question of McLaren F1

Why porpoising affects more the top teams?
If you are power limited rather than grip-limited, you do not really lose any performance. It mostly happens in high speed corners and straights.

Grip or power limited?

Newton's second law

Keep low as possible

Power limited

$F_x = m \cdot a$

Goal: have best acceleration

Grip limited

$F_x = m \cdot a$

$$a = \frac{F_x}{m} = \frac{F_z \cdot \mu_x}{m} = \frac{m \cdot g \cdot \mu_x}{m}$$

$$= g \cdot \mu_x$$

Why racecars?

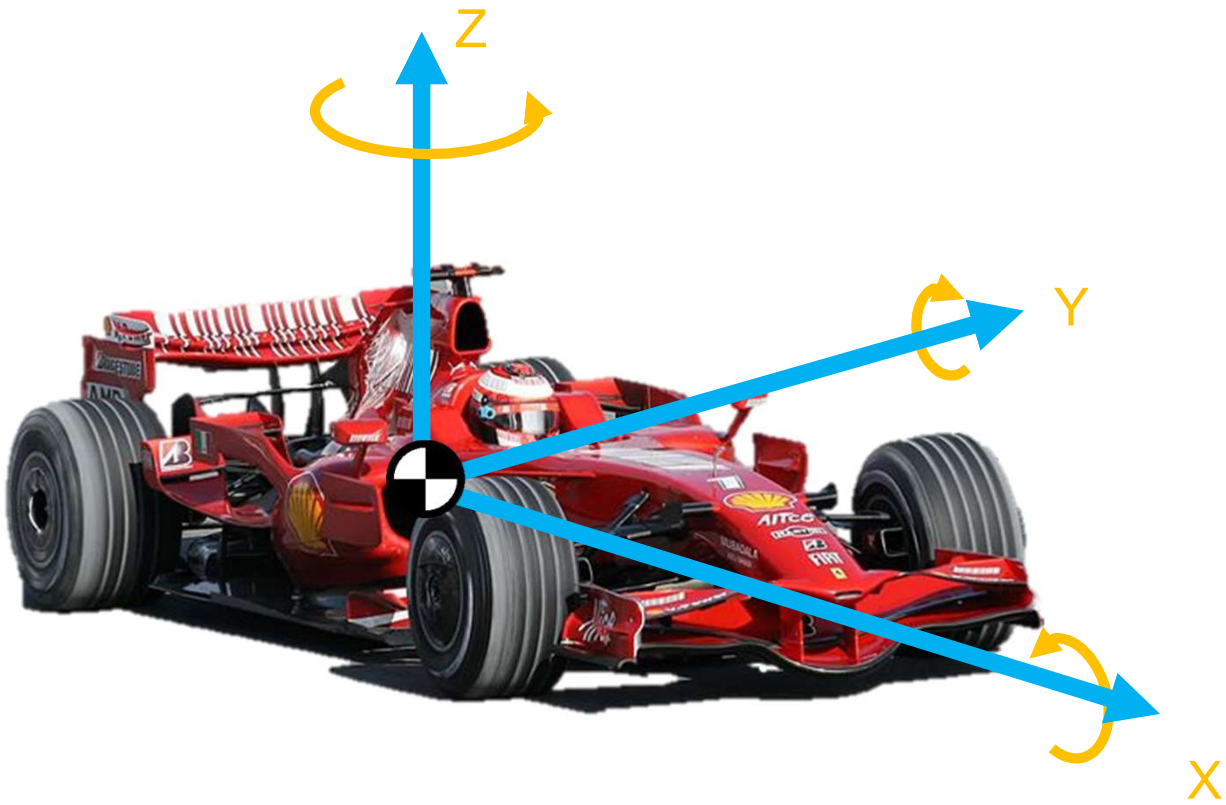
BMW advertisement

Good handling is possible only with perfect weight distribution?
No, WD is one element, it must match with cornering stiffness balance to reach good handling.

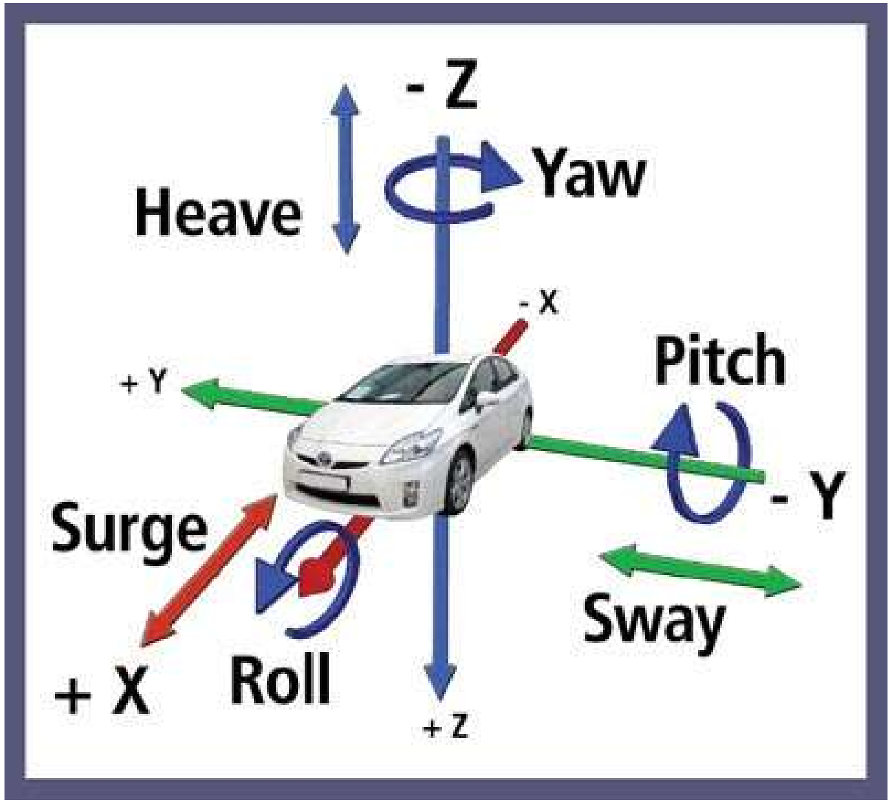
Front wing change F1

Coordinates in vehicle dynamics

DoF



Coordinates in vehicle dynamics



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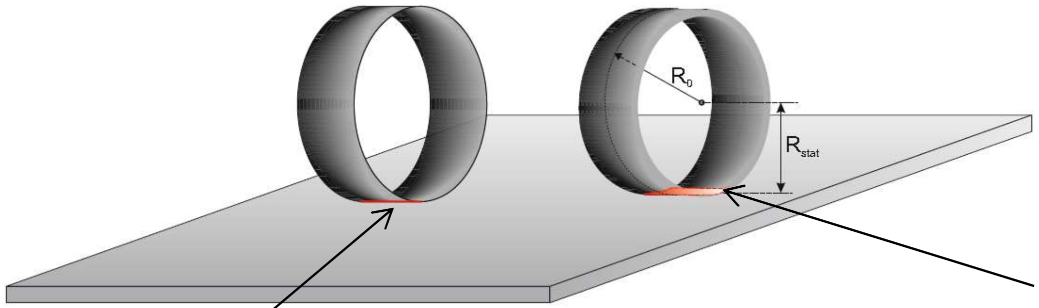
Contact with the ground

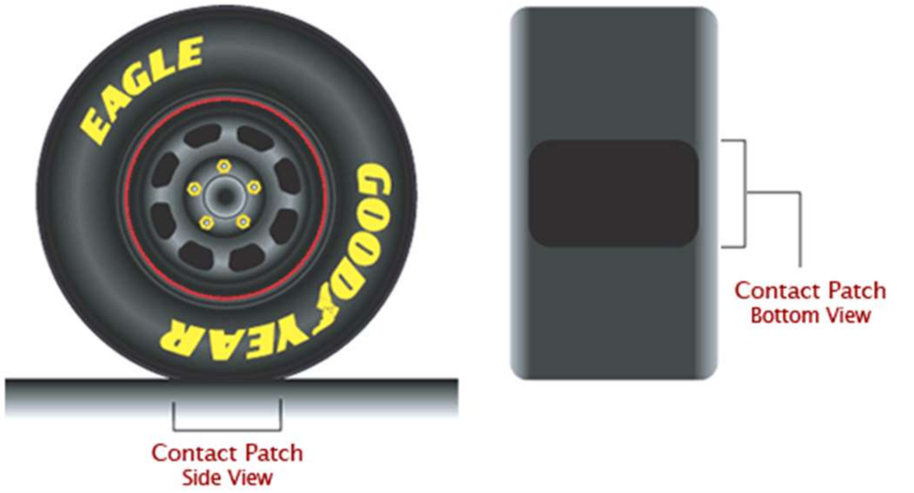
- Tyre
  - the only contact with the ground - ideally
  - The most important part of the car.
- Racing tyre
  - The most important part of the car.
  - The suspension, the areodynamics, the powertrain are areas that try to optimize the tyre performance
  - The main feedback to the driver comes from the tyre
  - Why racecars?

Contact with the ground



elastic tyre,
contact patch (postcard-sized)

rigid cylinder, linear contacting



Contact with the ground

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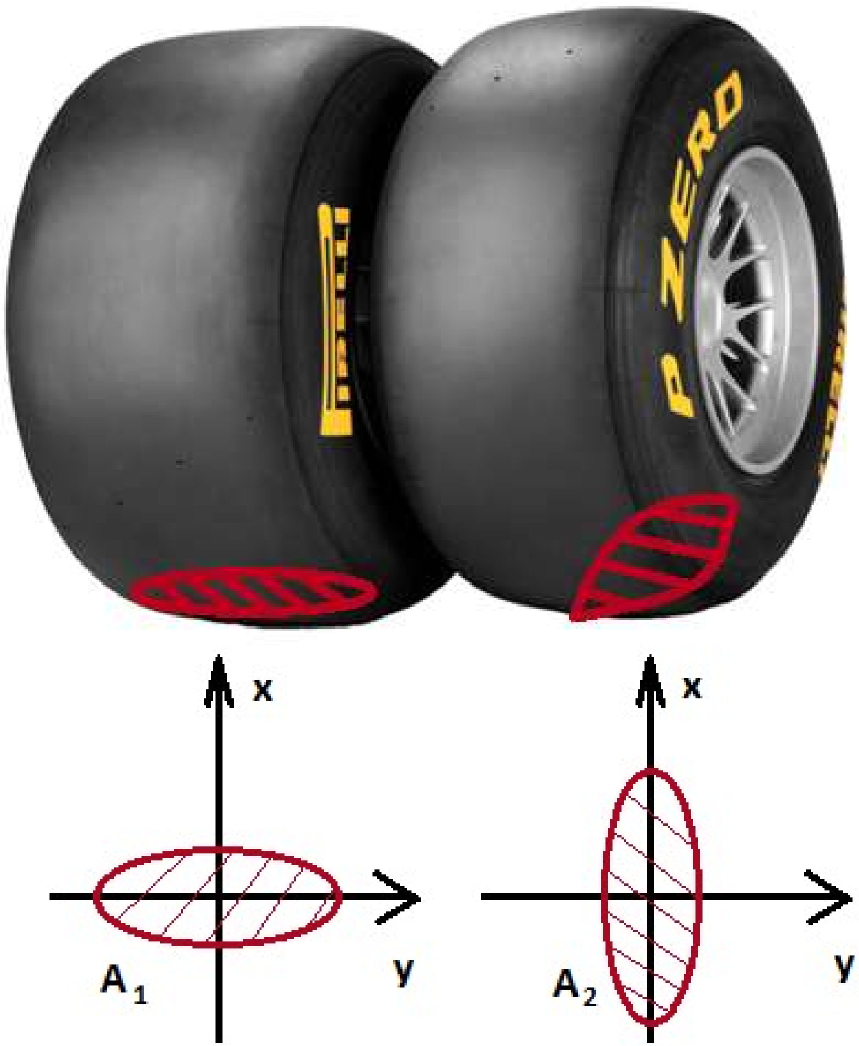
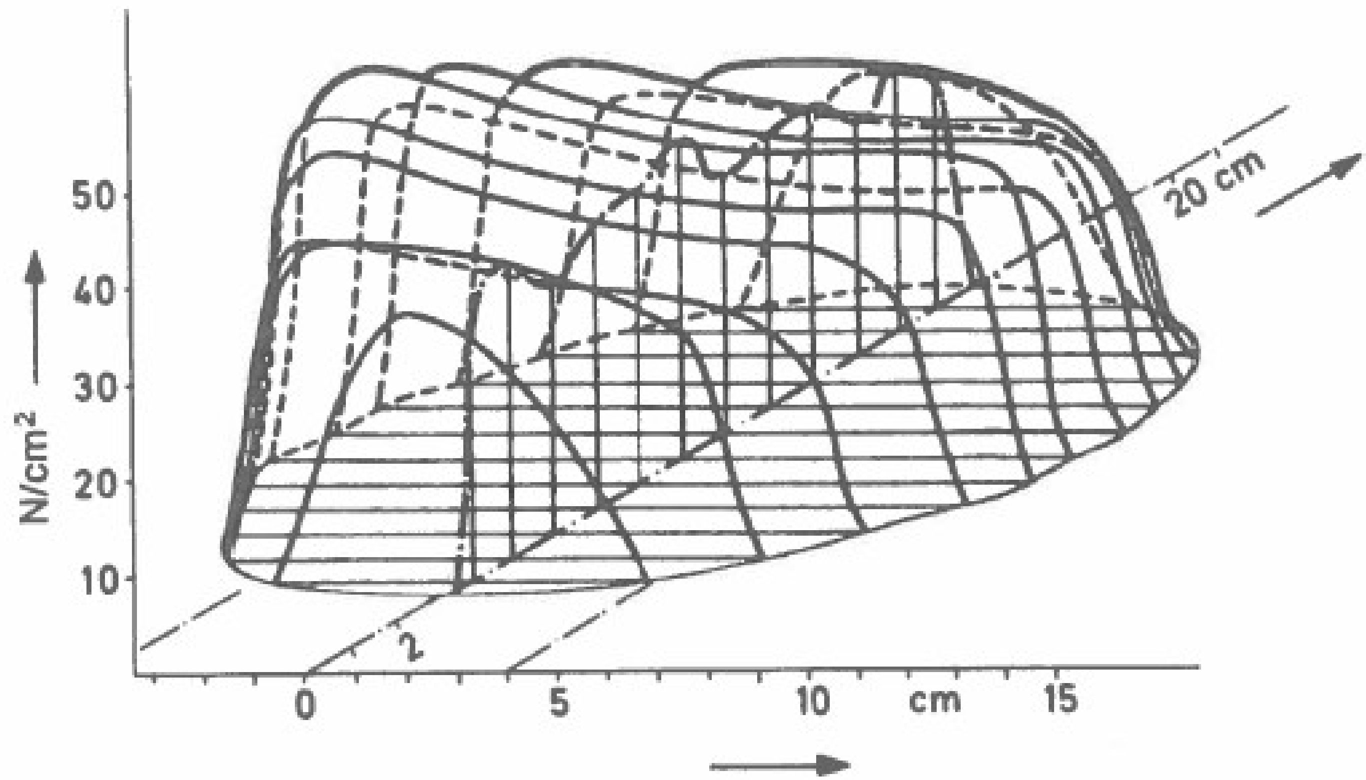


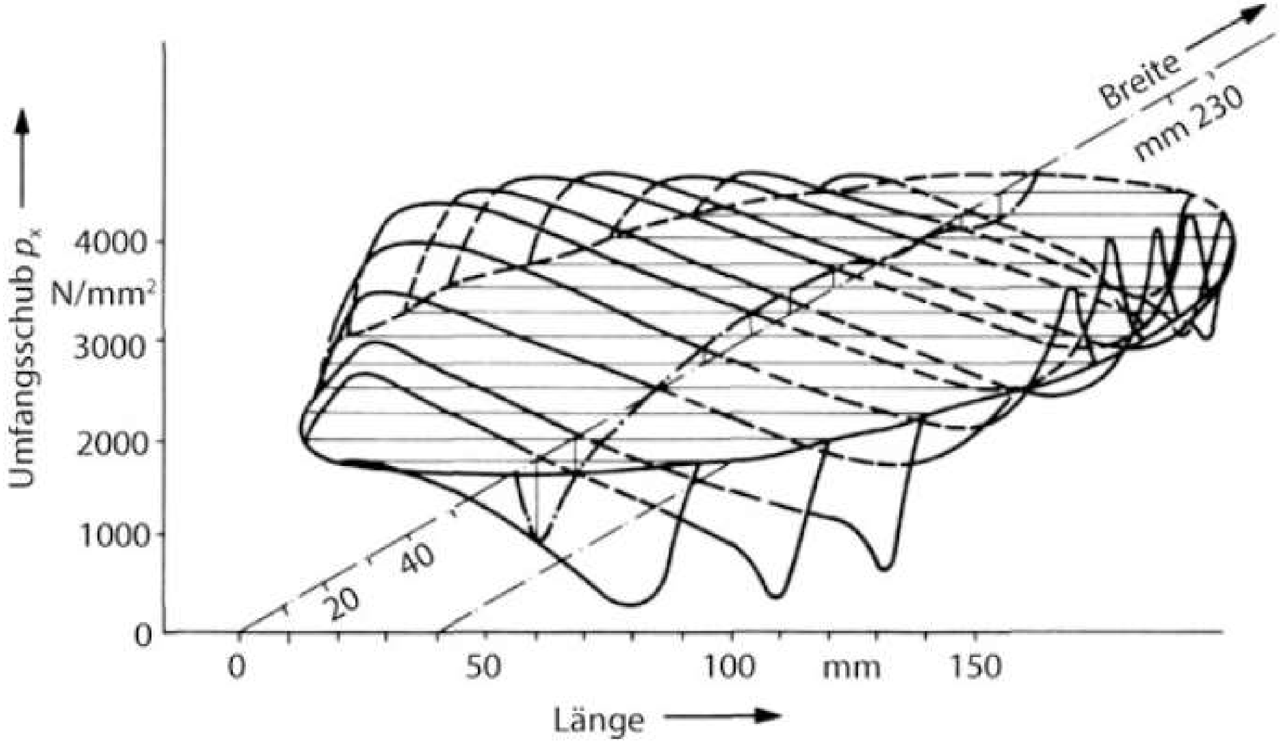
Contact with the ground



Load distribution along the contact patch – not driven wheel

Contact with the ground

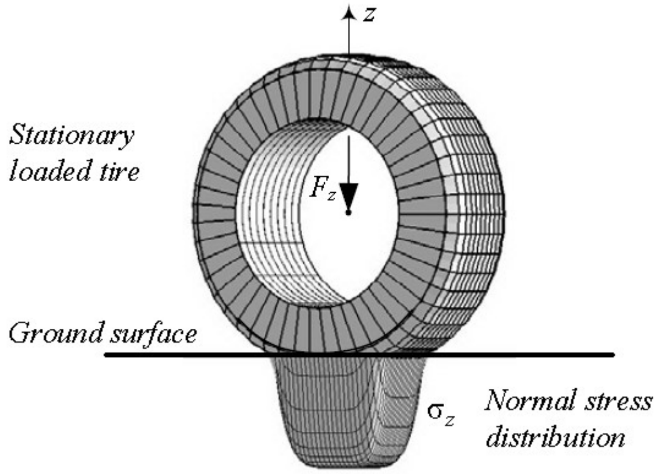
Tangential stress

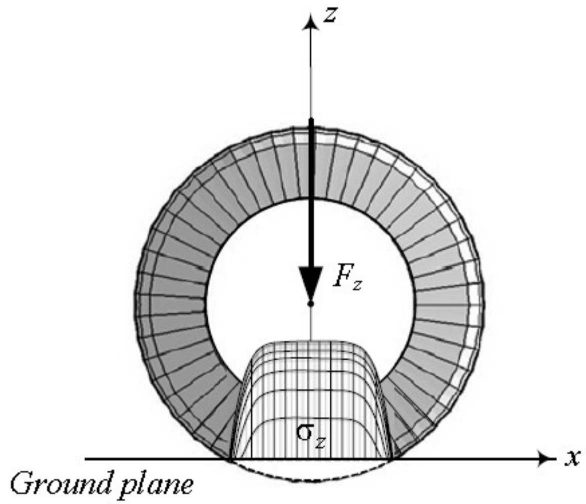


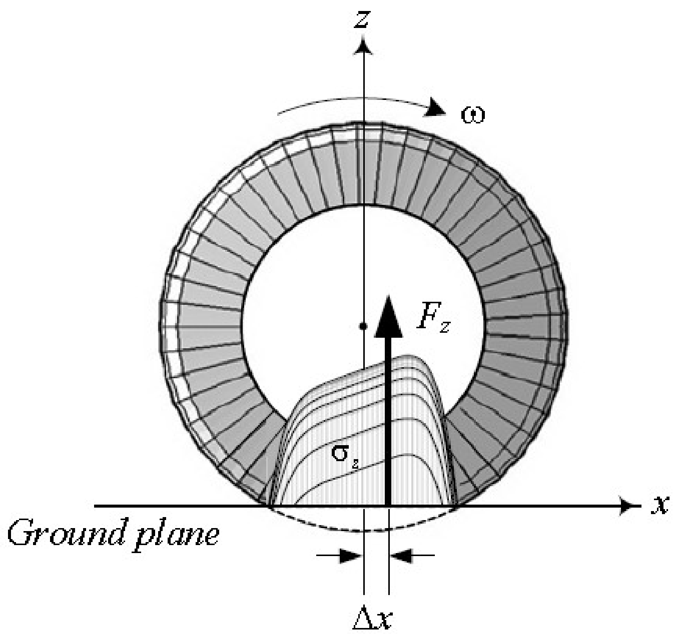
Load distribution along the contact patch – not driven wheel

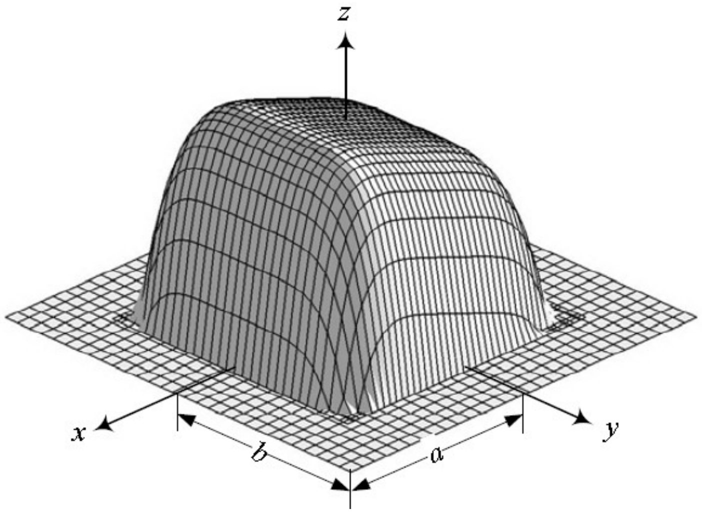
Source: Reimpell, J., Sponagel, P.: Fahrwerktechnik: Reifen und Räder. Vogel-Verlag, Würzburg (1995)

Contact with the ground





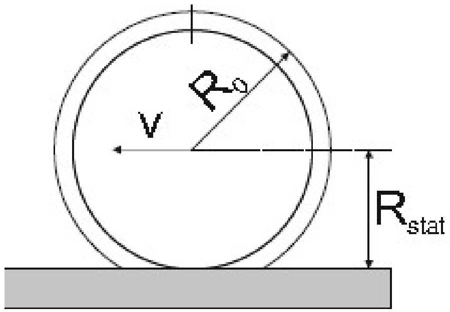




Static radius, R0

R_{stat} – Static radius is the distance measuring from center of the wheel to the supporting surface.

R_0 – Radius of a tyre unloaded, new condition.



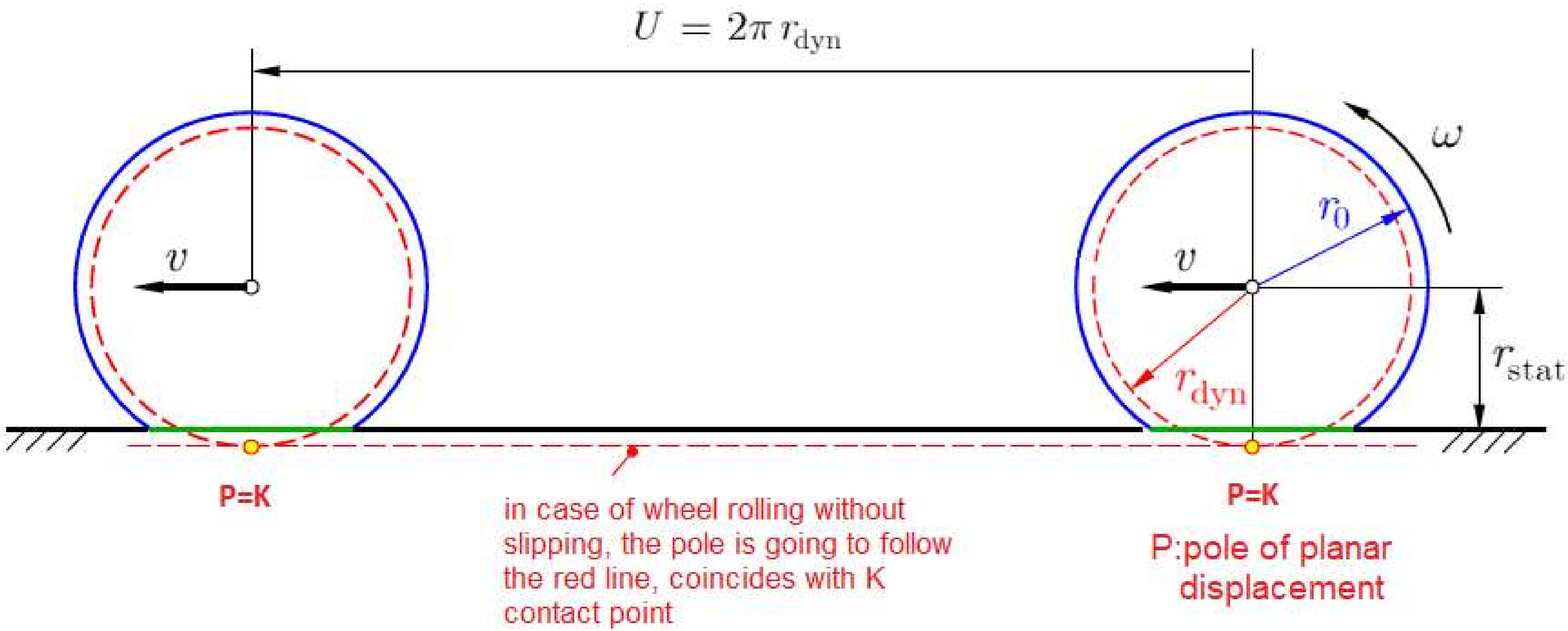
Example: FS racecar with different R_0 radiuses caused top speed difference. What are the other effect(s)?

$$\vec{M} = \vec{r} \times \vec{F}$$

Contact with the ground

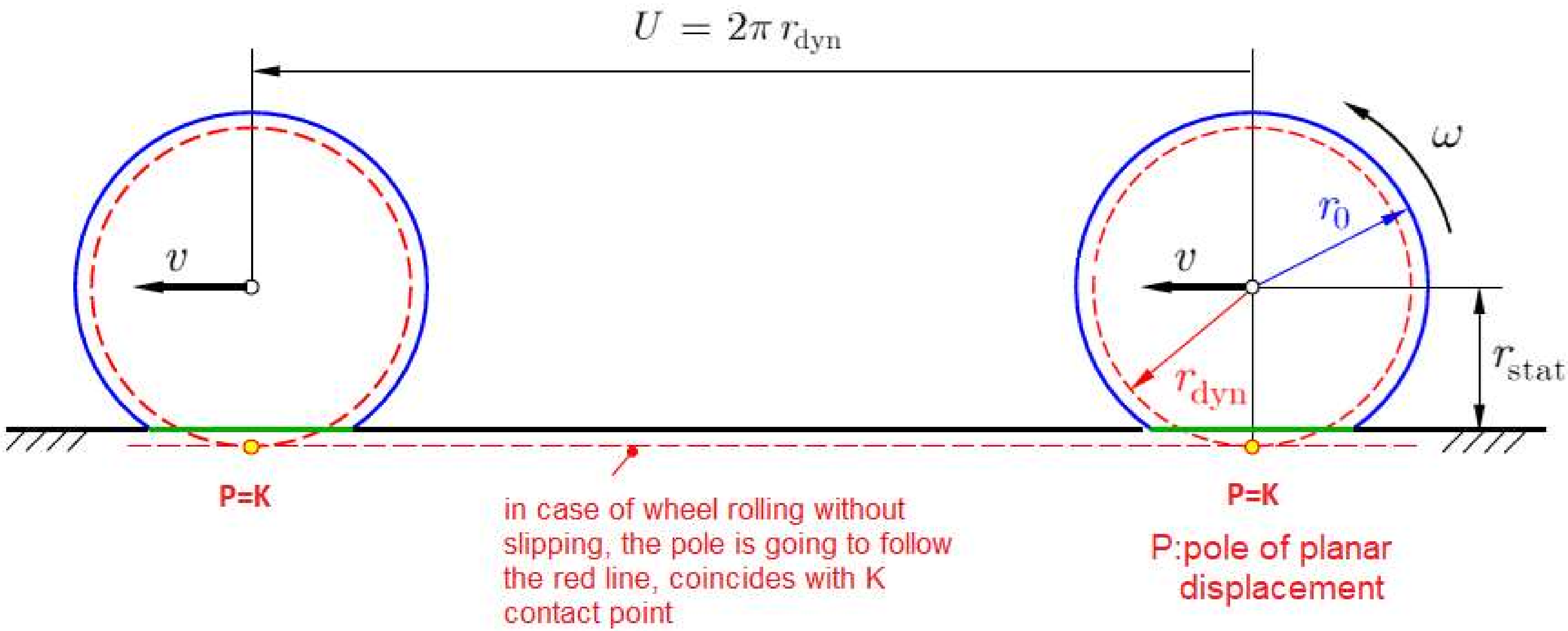
$$\vec{M} = \vec{r} \times \vec{F}$$

Dynamic radius



(source: C. Woernle)

Dynamic radius



- R_{dyn} – dynamic radius is characteristic that can be calculated from the distanced travelled in case of rolling wheel without slipping

Dynamic radius

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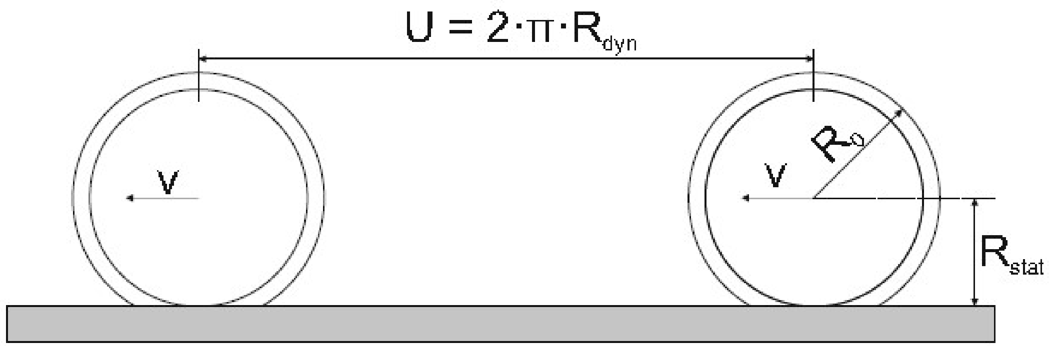


Beispiel:

Reifen	r_0 [mm]	r_{stat} [mm]	U [mm]	r_{dyn}
185/65 R 15	311	284	1895	302
195/65 R 15	318	290	1935	308
205/65 R 15	324	294	1975	314

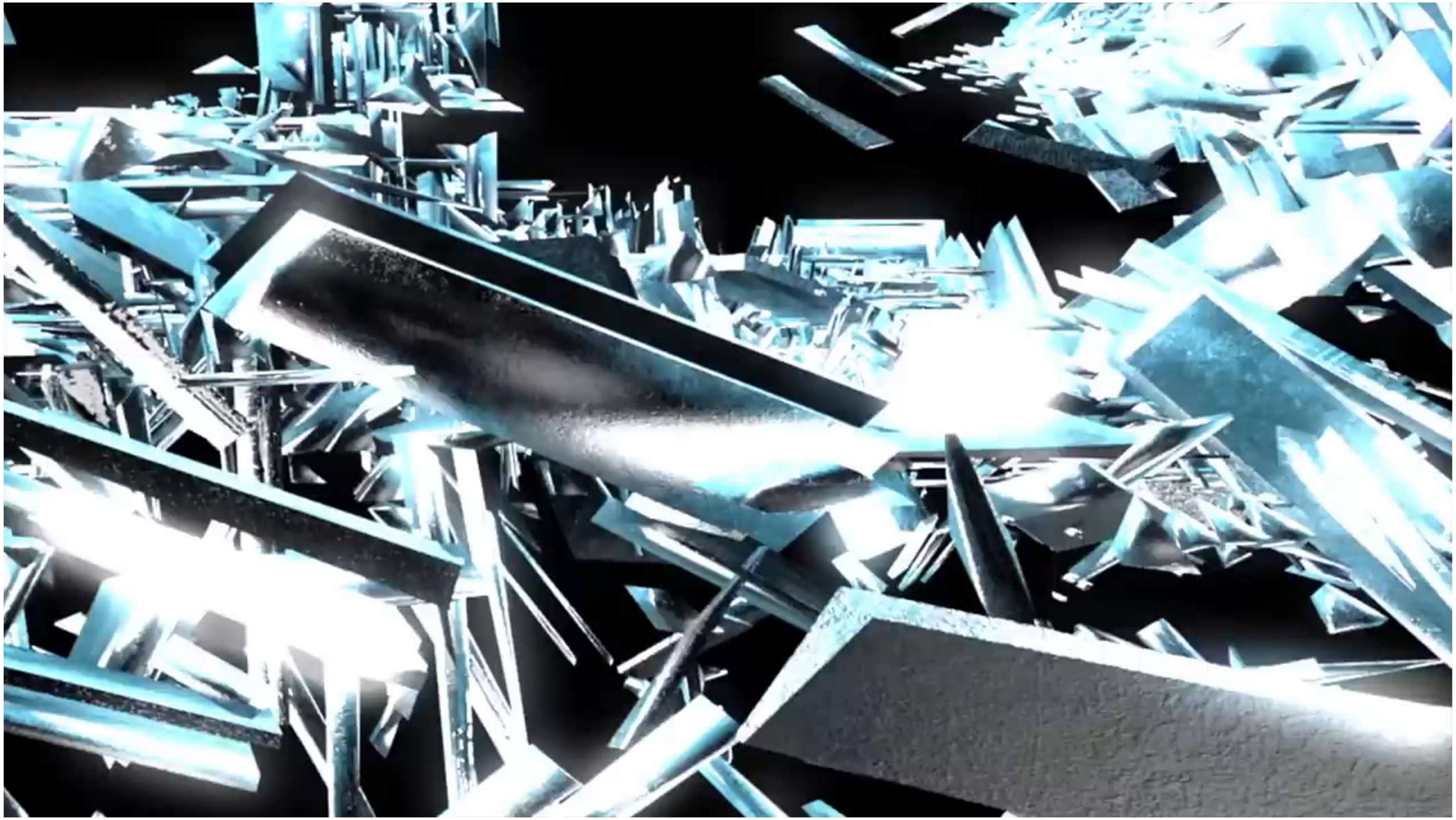
Quelle: Reimpell 1995

- The typical value of R_{dyn} is between R_0 and R stat.
- If we mark as ‚f' bumping the difference between R_0 and R_{stat}, then we can say $R_{dyn} = R_{stat}+2/3f$

Dynamic radius

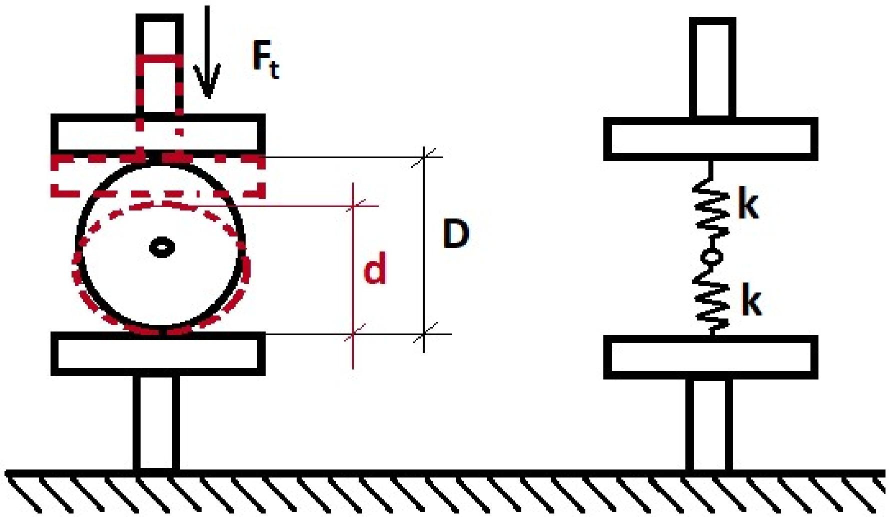
$$M_h = R \cdot F_x \qquad v = R \cdot \omega = R \cdot 2\pi \cdot n_h$$

Different radiuses



Tyre vertical stiffness

Tyre vertical stiffness



$$k = \frac{F_t}{\left(\frac{D-d}{2}\right)} \left[\frac{N}{m}\right]$$

$$F_z = \frac{m \cdot g \cdot \%_F}{2} [\mathrm{N}]$$

$$R_{stat} = R_0 - \frac{F_Z}{k} [\mathrm{mm}]$$

- k: spring stiffness; F_z: normal force ; $\%_F$: first axle load; m: vehicle weight

Tyre vertical stiffness

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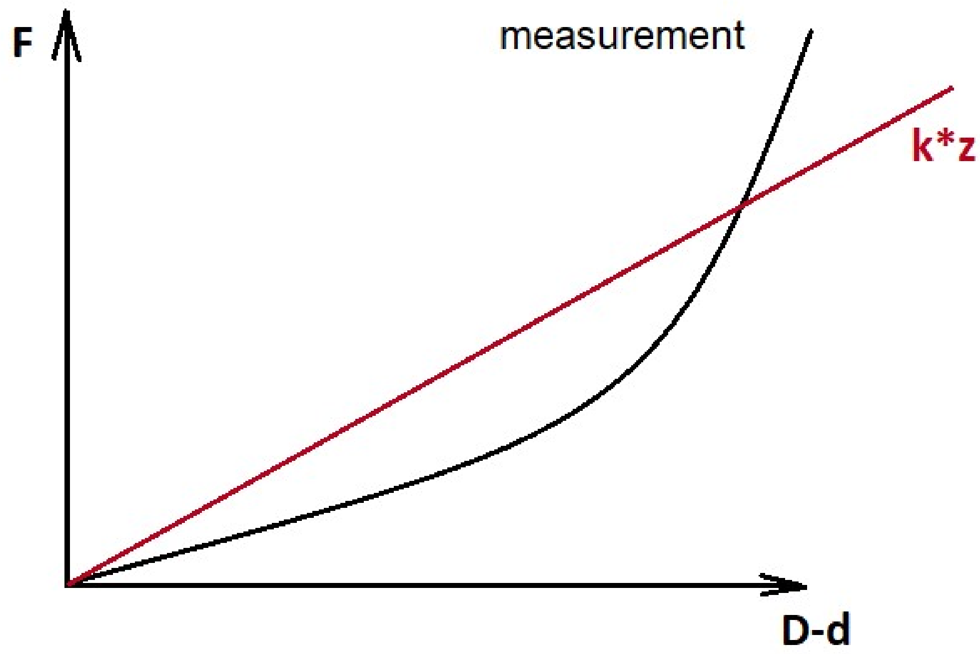
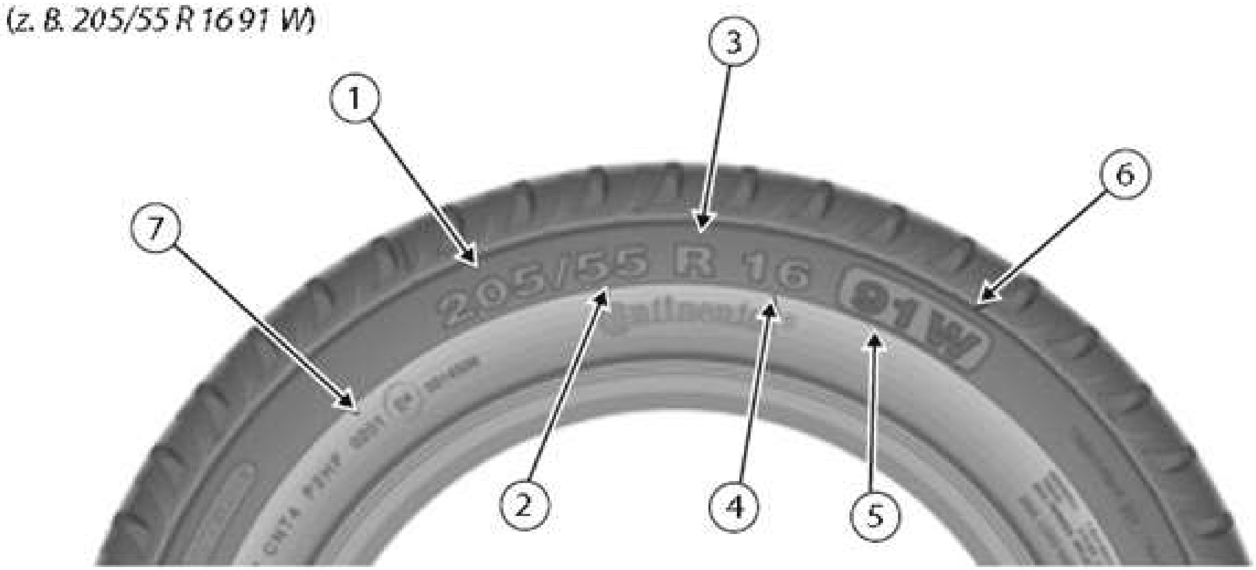


- Progressivity
  - effect of air
  - tyre effect
    - sidewall structure
    - sidewall size
- Curve fitting
  - approximation of stiffness
    - k*z

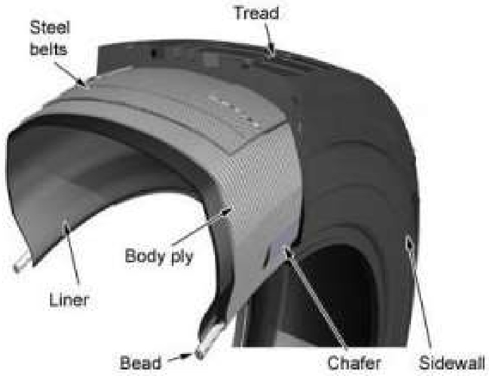
Tyre nomenclature



- 205 –tyre width [mm]
- 55 – ratio between tyre height and width [%]
- R – structure (R/D)
- 16 – rim diameter – inches
- 91 – load capacity index
- W – speed limit (W=270 km/h)

Tyre structures

Radial



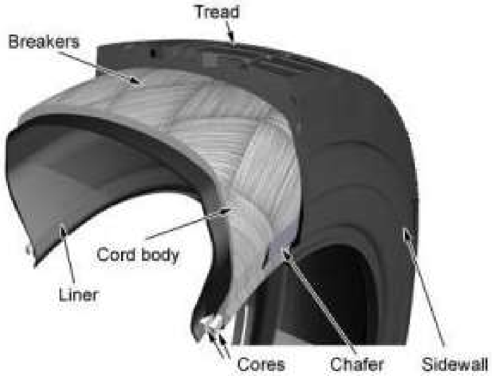
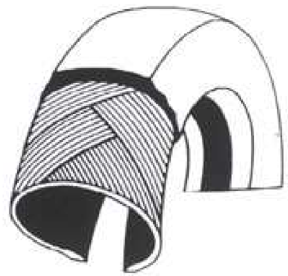


Image source: recstuff.com/radialvsbiasplytrailertires.aspx

Diagonal



- **Radial strings +belts**
- **Advantage**
  - better roadability
  - less sensitivity to pot-holes
- **Disadvantage**
  - bigger driving noise
  - higher costs

- **Crossplies**
- **Advantages**
  - less vulnerable
  - easier to manufacture
- **Disadvantages**
  - lower spring-comfort
  - poor manoeuvrability
  - worse grip-warming-tyre wearing

Driving force

Longitudinal slip – slip ratio

$$SR = \kappa = \frac{R_{dyn} \cdot \omega - v}{v} \ [-]$$

$$\kappa \epsilon [-1; \infty]$$

braking: ⊖

rolling: 0

drive: ⊕

v – vehicle speed [m/s]; ω – angular velocity [1/s]

Driving force

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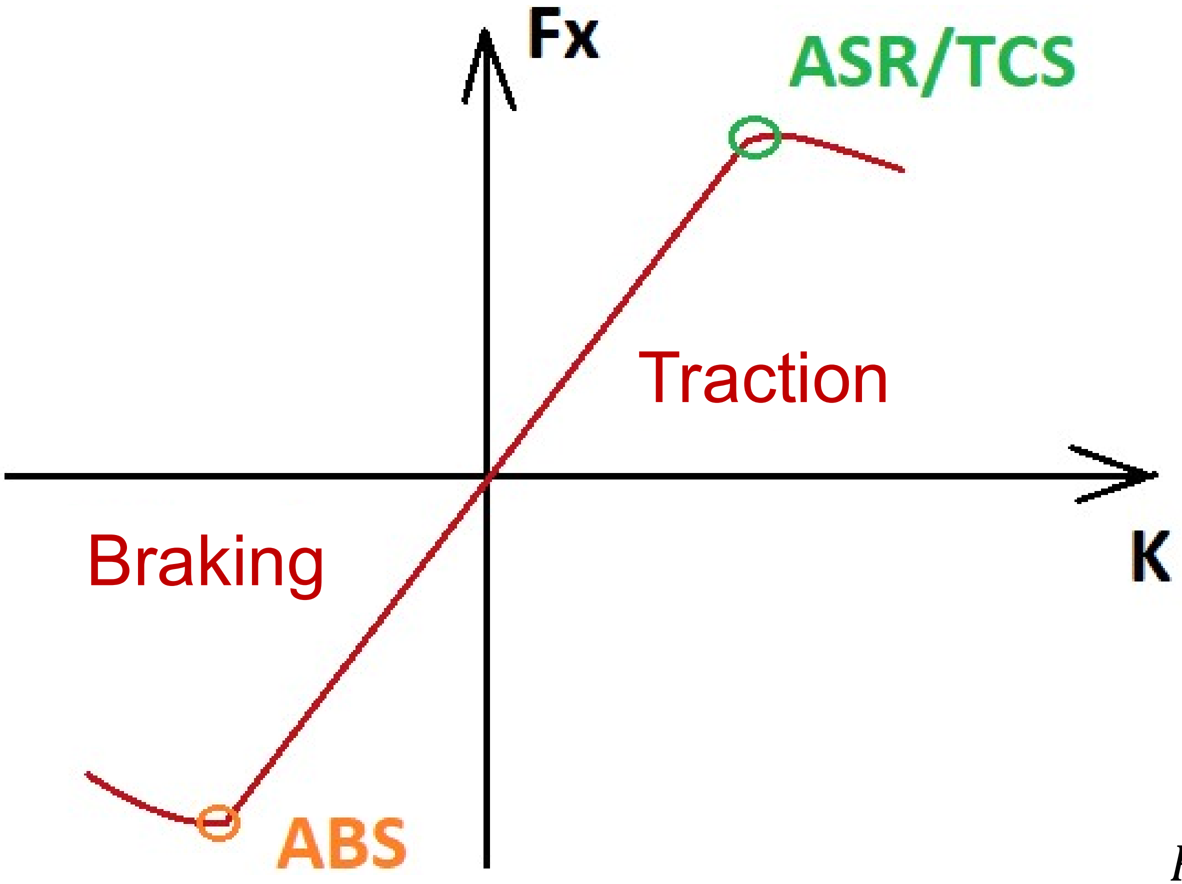
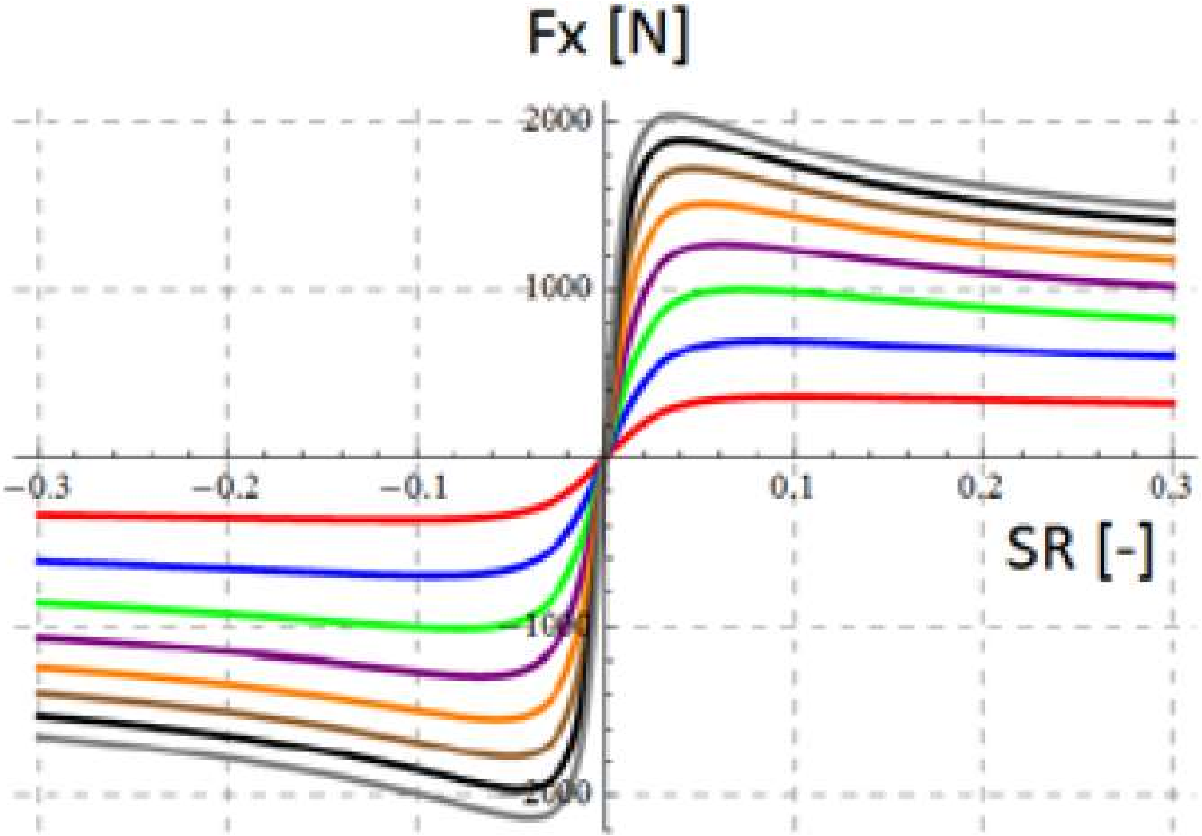
Characteristics depends on tyre!



$$SR = \kappa = \frac{R_{dyn} \cdot \omega - v}{v} \; [-]$$

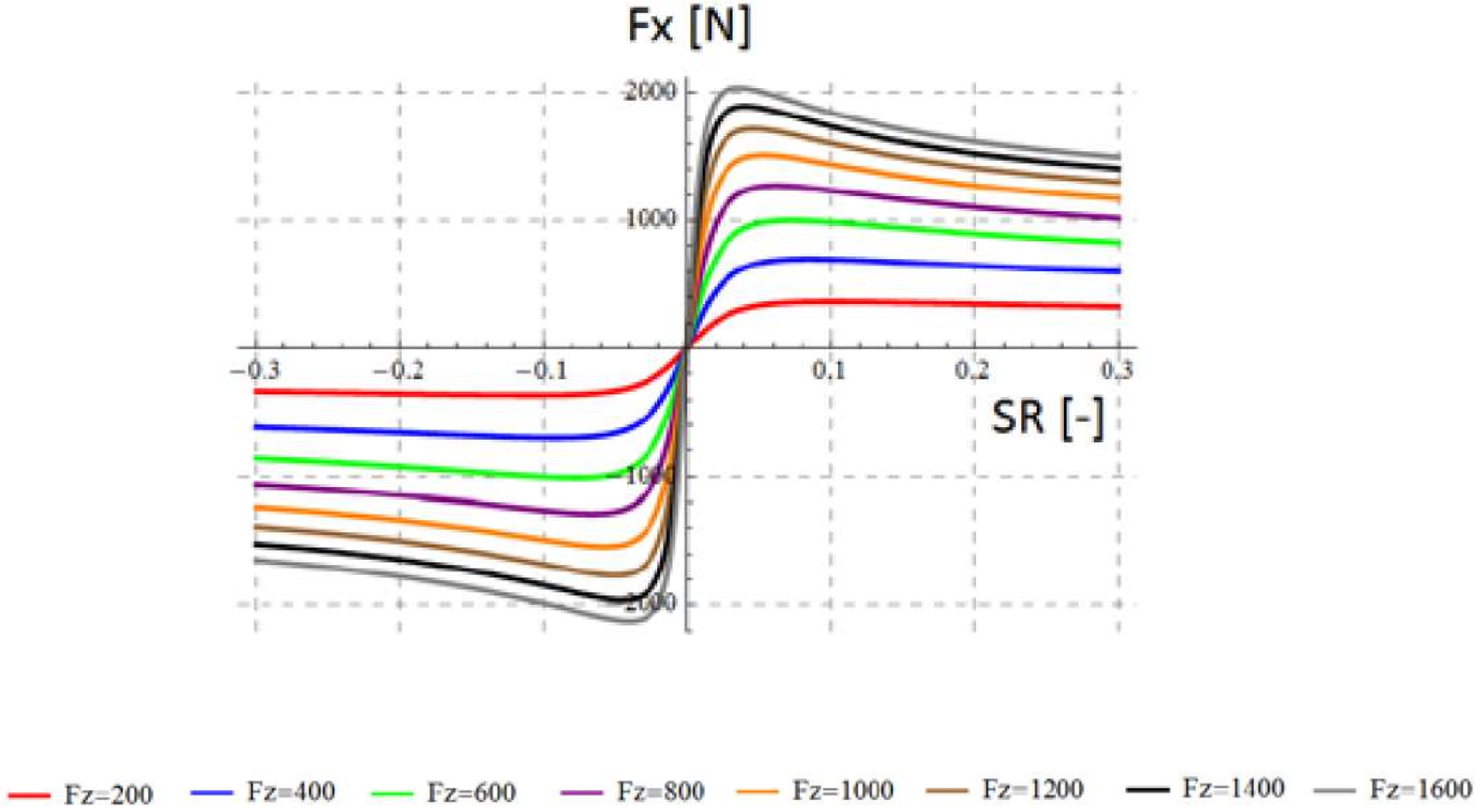
Driving force

What could the colours mean?



Driving force

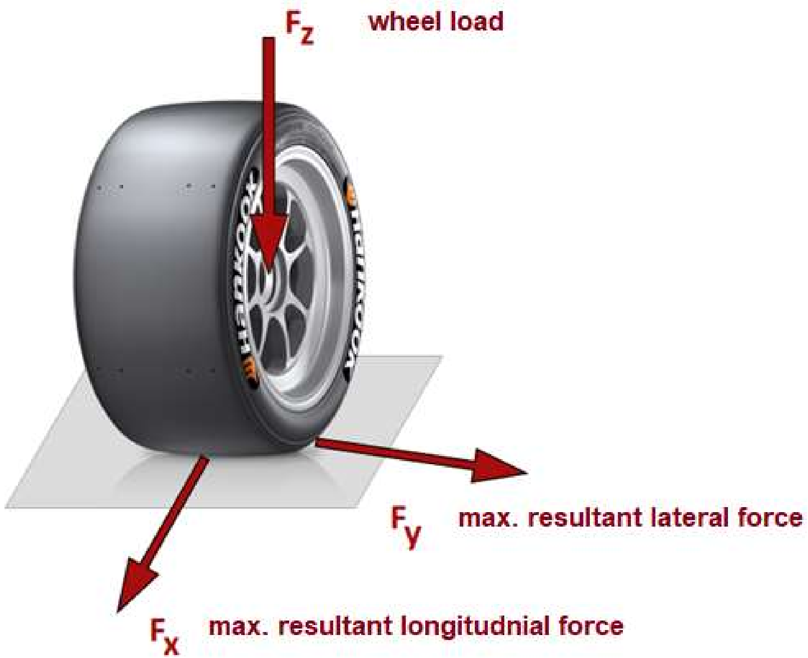
What could the colours mean?



Driving force

Longitudnial friction coefficient

$$\mu_x = \frac{F_x}{F_z}$$

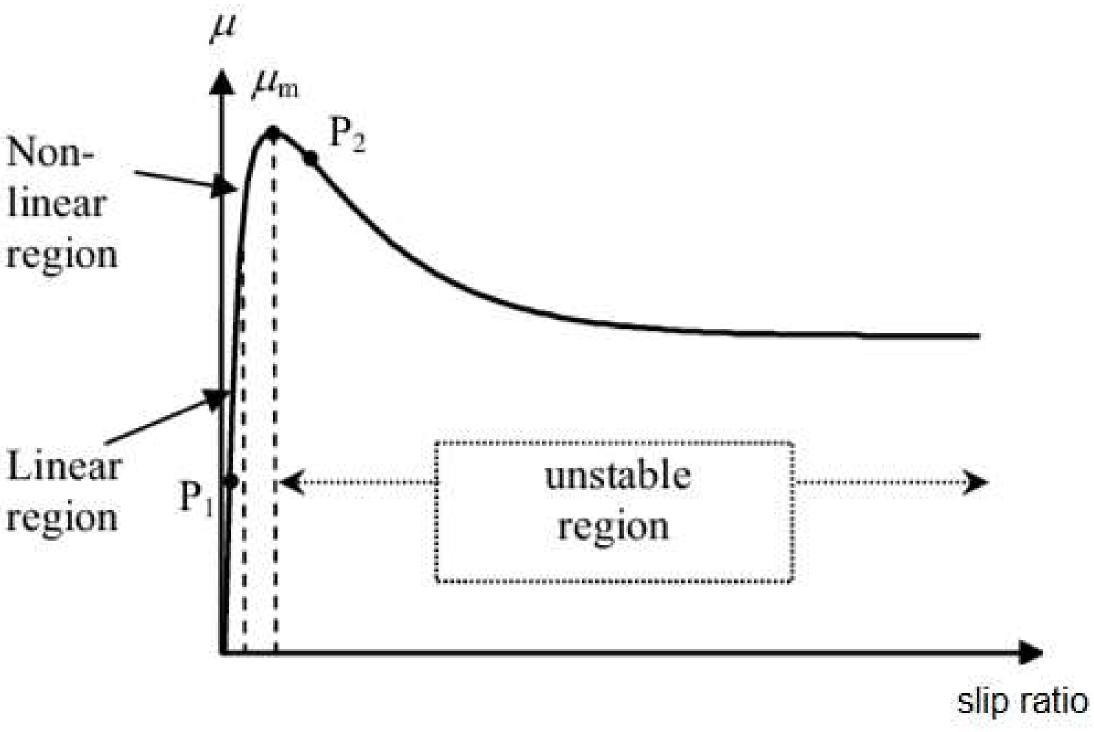


μ_x:

- longitudinal friction coefficient
- friction coef.

Driving force

Typical μ_x-slip ratio curve

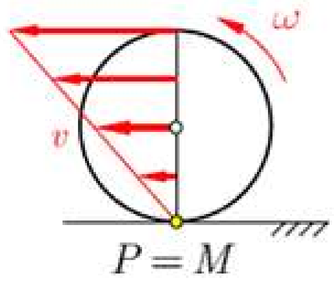
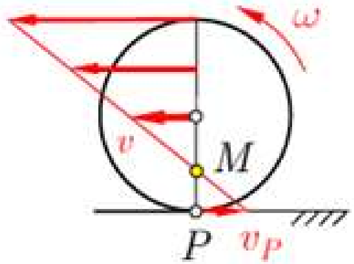
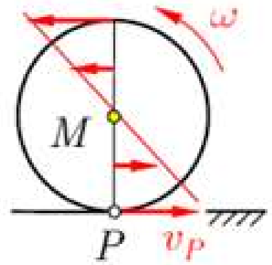
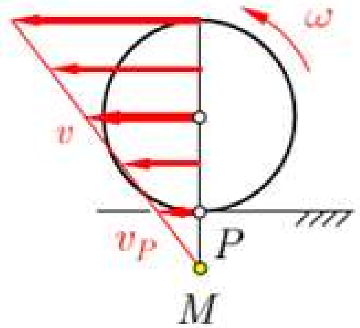
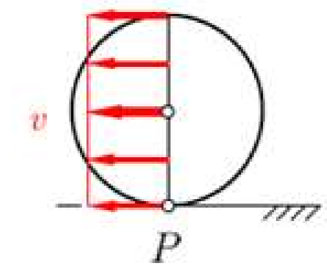


Fx belongs to maximum grip

$$\mathrm{F}_{\mathrm{x},max} = \mu_{max} \cdot F_z$$

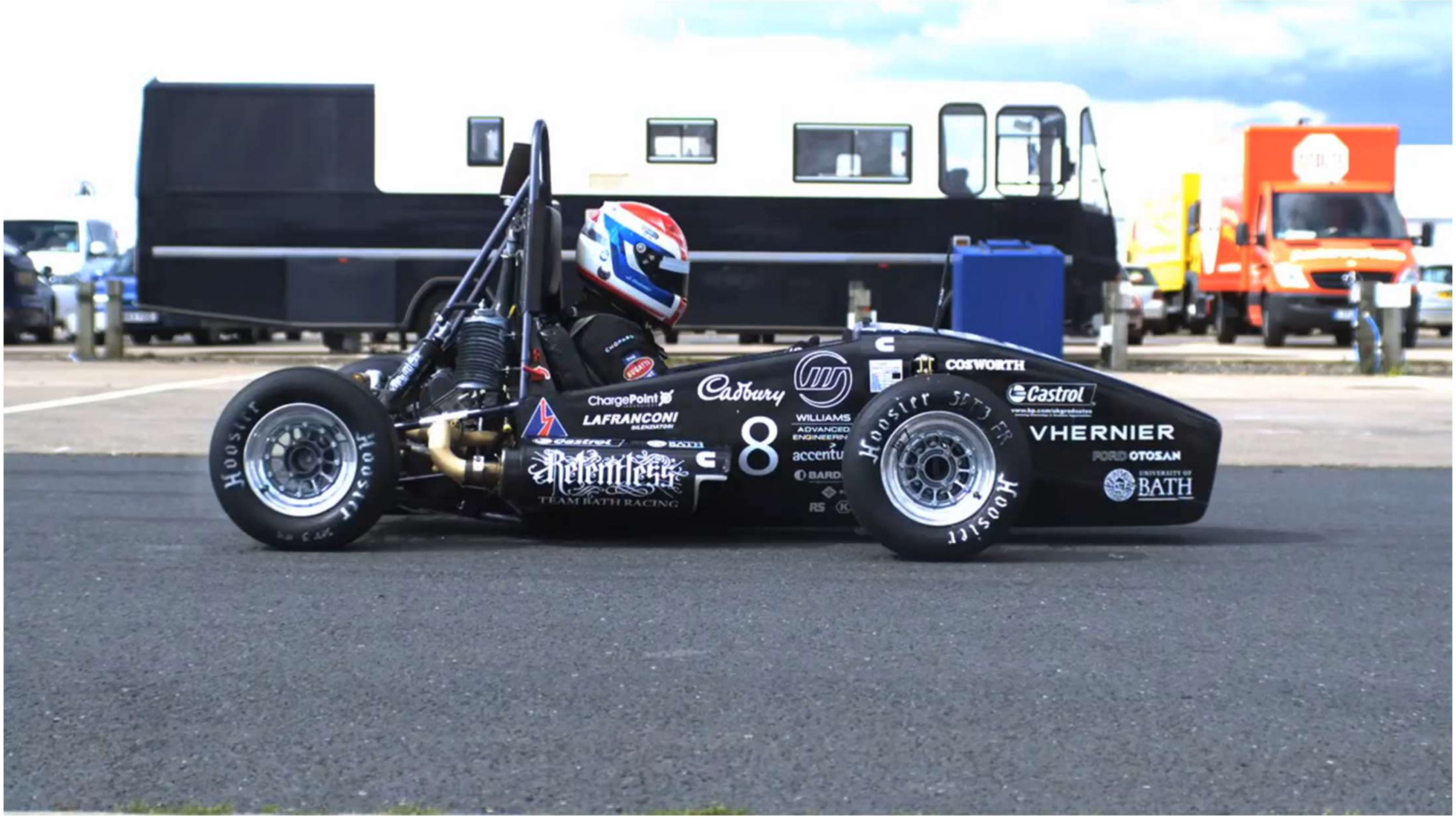
Driving force

Phases of slip ratio

$v = \omega R_{dyn}$	$v < \omega R_{dyn}$		$v > \omega R_{dyn}$	
rolling wheel	driven wheel	spinning wheel	braking	wheel blocked
 kontaktpont : P sebességpólus : M				
no slip	driving slip		braking slip	
$\kappa = 0$	$\kappa = \frac{R_{dyn} \cdot \omega - v}{v}$	$\kappa = \infty$	$\kappa = \frac{R_{dyn} \cdot \omega - v}{v}$	$\kappa = -1$

Quelle: Popp, Schiehlen 1993

Driving force



Driving force

Tab. 3.6: Gegenüberstellung unterschiedlicher Schlupfdefinitionen am Beispiel des Längsschlupfes für ein in der Vertikalebene rollendes Rad

Schlupf für Antreiben / Bremsen	$\frac{v_C - \omega r_e}{v_C}$	$\frac{\omega r_e - v_C}{v_C}$	$\frac{\omega r_e - v_C}{\omega r_e}$	Antreiben: $\frac{\omega r_e - v_C}{\omega r_e}$ Bremsen: $\frac{v_C - \omega r_e}{v_C}$
Quelle	wir	[3.18]	[3.19]	[3.20]
Schlupfwert für durchdrehendes Rad $\omega \to \infty$	$-\infty$	∞	1	1
Schlupfwert für blockiertes Rad $\omega = 0$	1	-1	$-\infty$	1
Schlupfwert für frei rollendes Rad $v_C = \omega r_e$	0	0	0	0

v_C Translationsgeschwindigkeit des Radschwerpunktes in Richtung der Radebene
ω Winkelgeschwindigkeit des Rades um die Radachse
r_e effektiver Rollradius

Bibliography

- https://www.google.com/url?sa=i&url=https%3A%2F%2Fwww.wired.com%2F2008%2F05%2Fff-formulaone%2F&psig=AOvVaw1Jpc66dH0FE0zK_Le6ev-D&ust=1612202433180000&source=images&cd=vfe&ved=0CAIQjRxqFwoTCNDU7Z_gxu4CFQAAAAAdAAAAABAD
- https://www.google.com/url?sa=i&url=https%3A%2F%2Fthecuriousastronomer.wordpress.com%2Ftag%2Fangular-velocity%2F&psig=AOvVaw0VWIzbfG2-A6w7ca5mULVB&ust=1612208234344000&source=images&cd=vfe&ved=0CAIQjRxqFwoTCJjTkuv1xu4CFQAAAAAdAAAAABAY
- https://www.google.com/imgres?imgurl=https%3A%2F%2Fi0.wp.com%2Fotrwheel.com%2Fwp-content%2Fuploads%2F2016%2F08%2FradialvsbiasplyFINAL.jpg%3Fresize%3D630%252C301&imgrefurl=https%3A%2F%2Fotrwheel.com%2Fotr-blog%2Fradial-vs-bias-need-know%2F&tbnid=y0Ea_MrsrdG3gM&vet=12ahUKEwi4sPLjvM7uAhUjqnEKHTx0AewQMygFegUIARCiAQ..i&docid=0Oz8itZjkydoIM&w=630&h=301&q=tyre%20%20bias%20ply%20radial&ved=2ahUKEwi4sPLjvM7uAhUjqnEKHTx0AewQMygFegUIARCiAQ

Thank you for your attention!

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