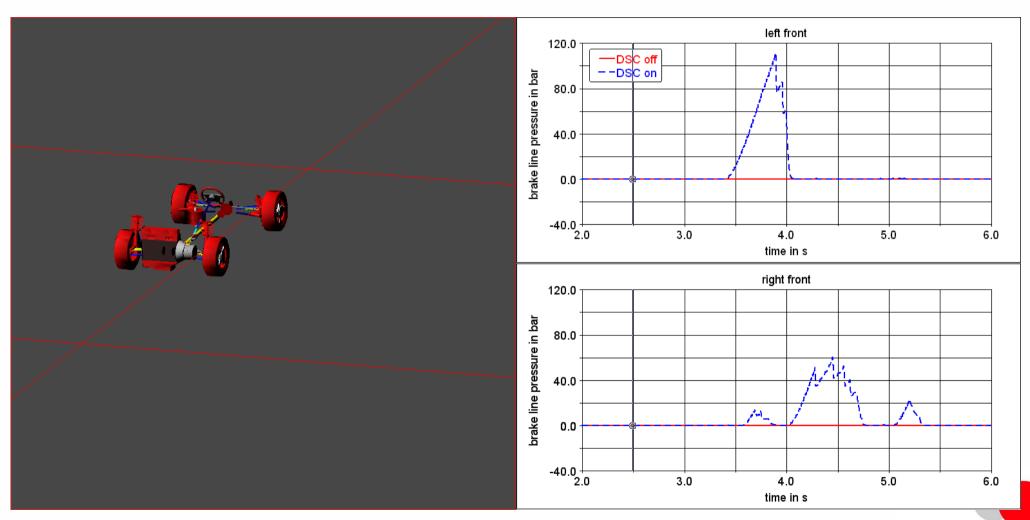


Vehicle Dynamics EXPO 2011

Mechatronic MBS vehicle models for efficient vehicle handling simulations

Introduction



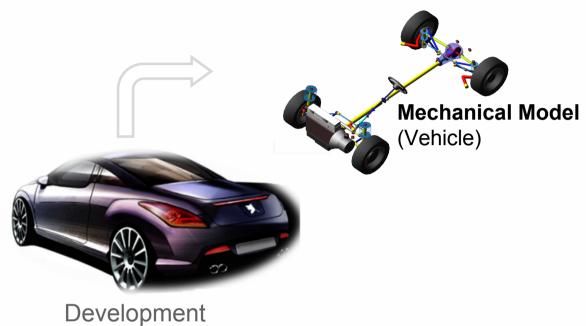


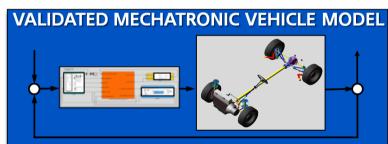
NHTSA-Fishhook

Mechatronic Full Vehicle Model

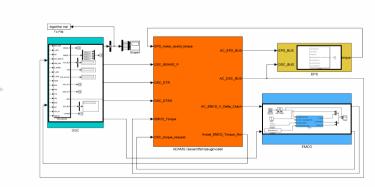
Model Junction via Co-Simulation







Co-Simulation



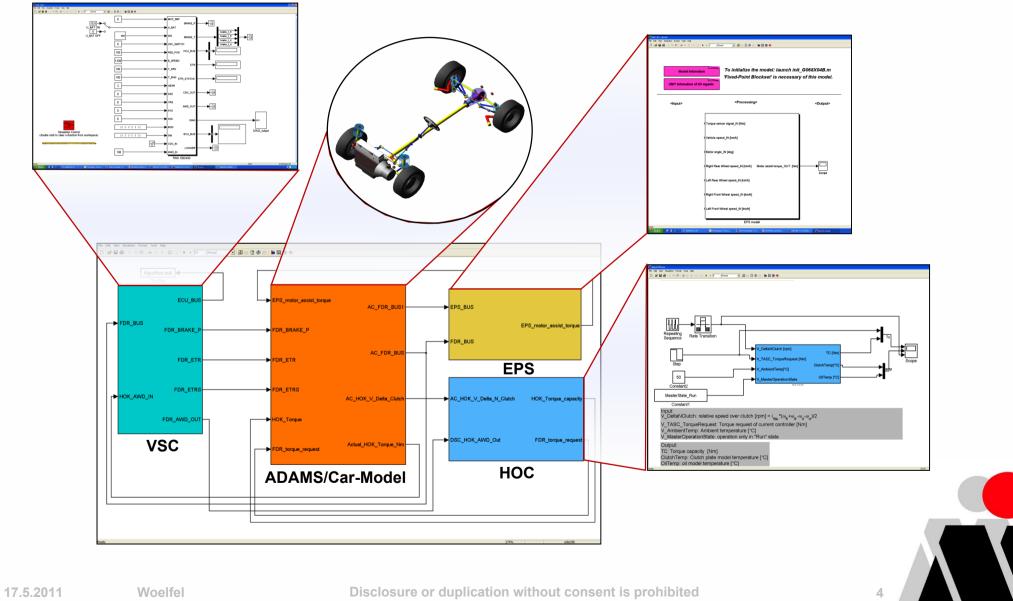
Electronical Model (Controller Unit)



Mechatronic Full Vehicle Model

Co-Simulation of ADAMS/Car & MATLAB/Simulink





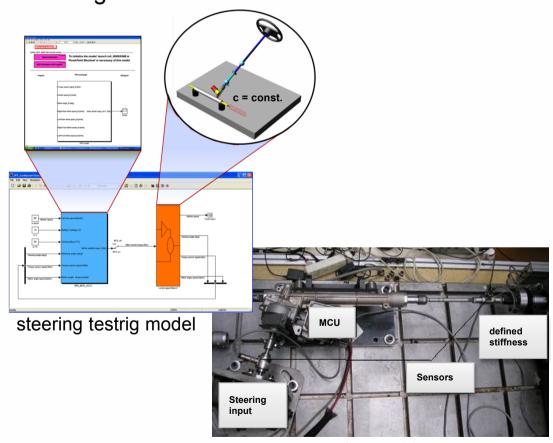
Testrig Validation:

Electronic Power Steering

M MAGNA STEYR

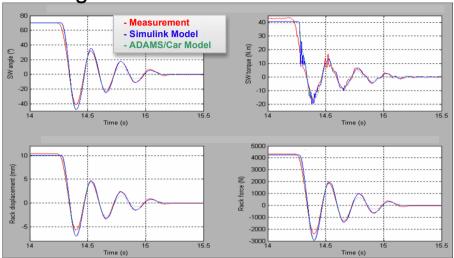
testrig maneuvers:

- •sine steer @ 1 & 4 Hz
- step steer
- steering wheel release

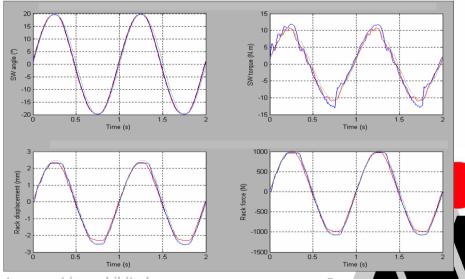


steering testrig

steering wheel release



sine steer

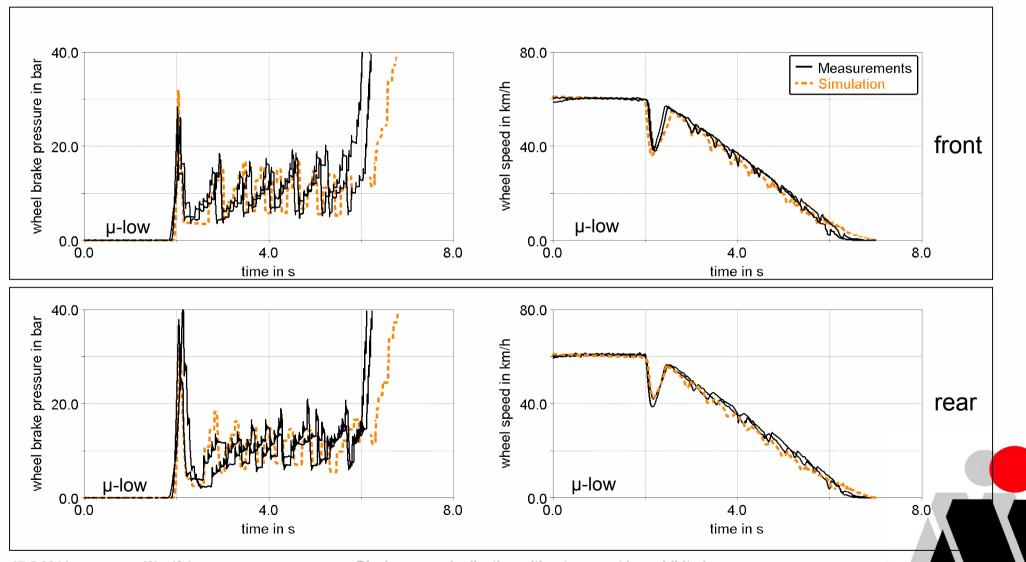


Full Vehicle Validation:

Anit-Lock Braking System



braking maneuver on μ-split road:



Vehicle Handling Application

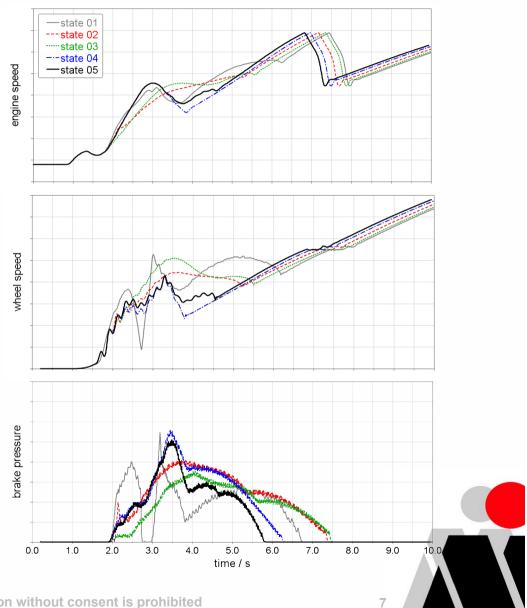
WOT-Acceleration on µ-split



The availability of mechatronic vehicle models enables to analyse and highlight the overall vehicle handling hehaviour.

Manoeuvre: WOT-Acceleration

- WOT from standstill
- Steering controller: straight-line
- • μ -split condition ($\mu_{low} = 0.1$)
- Mechanical vehicle model identical
- Vehicle Stability Controller behaviour
- Traction Control
- Request to Hang On Clutch
- Influence of five different controller software states during vehicle development



Vehicle Handling Application

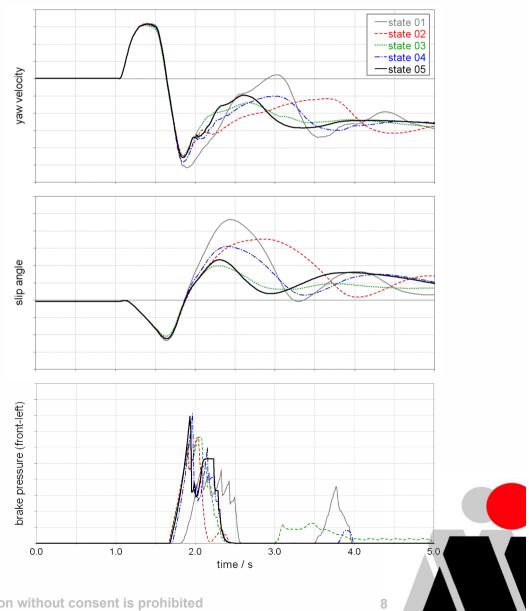
NHTSA-Fishhook



The availability of mechatronic vehicle models enables to analyse and highlight the overall vehicle handling behaviour.

Manoeuvre: NHTSA-Fishhook

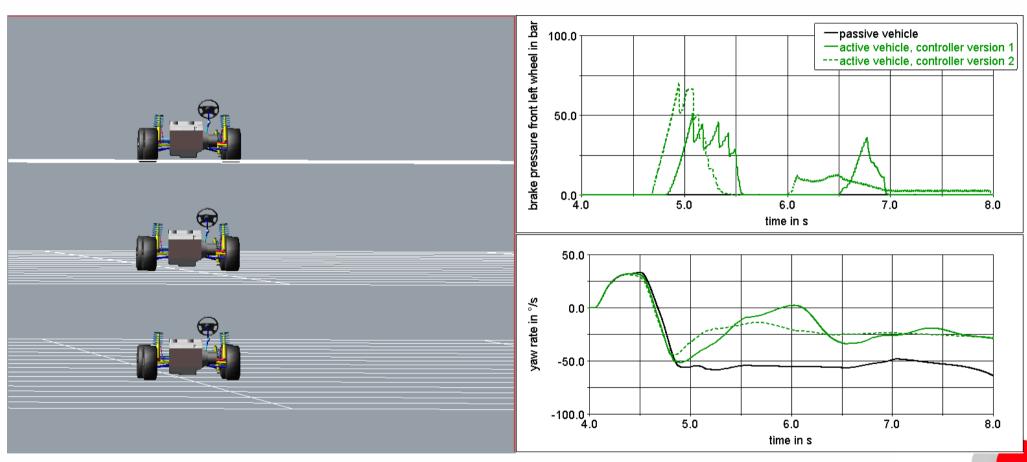
- Open-loop steering input
- Testing rollover- and swerve stability
- Mechanical vehicle model identical
- Vehicle Stability Controller behaviour
- •Influence of five different controller software states during vehicle development



Vehicle Handling Application

NHTSA-Fishhook





NHTSA-Fishhook