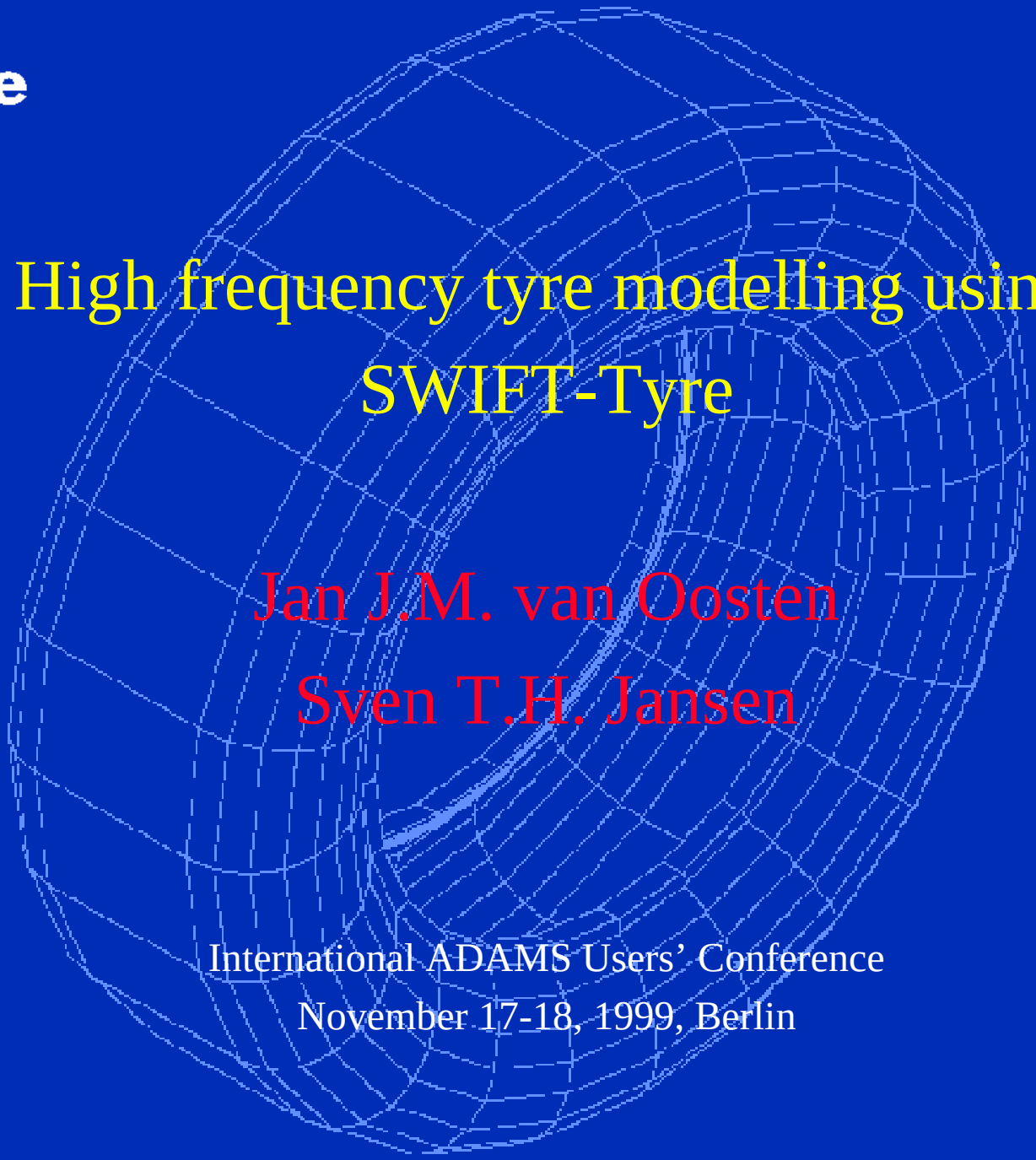
Delft-Tyre



High frequency tyre modelling using SWIFT-Tyre

Jan J.M. van Oosten

Sven T.H. Jansen

International ADAMS Users' Conference

November 17-18, 1999, Berlin

TNO

Delft-Tyre

Content

- Current DELFT-TYRE modelling
- SWIFT-Tyre
  - the objectives
  - the model
  - experiments
  - validation
- SWIFT modelling in ADAMS
- Availability

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Delft-Tyre

DELFT-TYRE

current tools

Magic Formula tyre modelling for vehicle handling studies up to 8 Hz:

- MF-Tyre in ADAMS/Tire & ADAMS/Car
- MF-MCTyre (motorcycle tyres)
- MF-Tool, MF-Fit
- MF-MCTool, MF-MCFit

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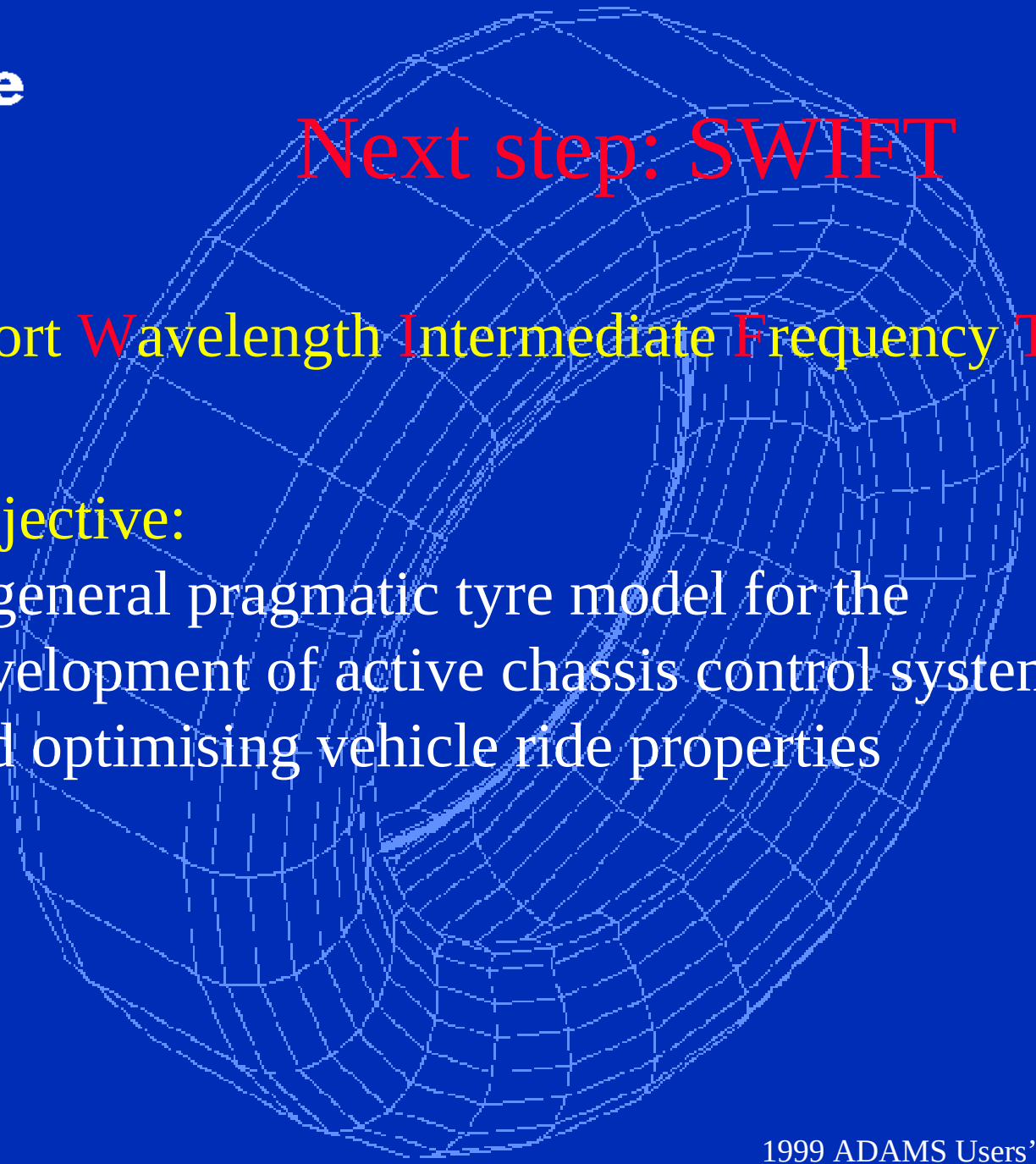
Delft-Tyre

Next step: SWIFT

Short Wavelength Intermediate Frequency Tyre

Objective:

A general pragmatic tyre model for the development of active chassis control systems and optimising vehicle ride properties



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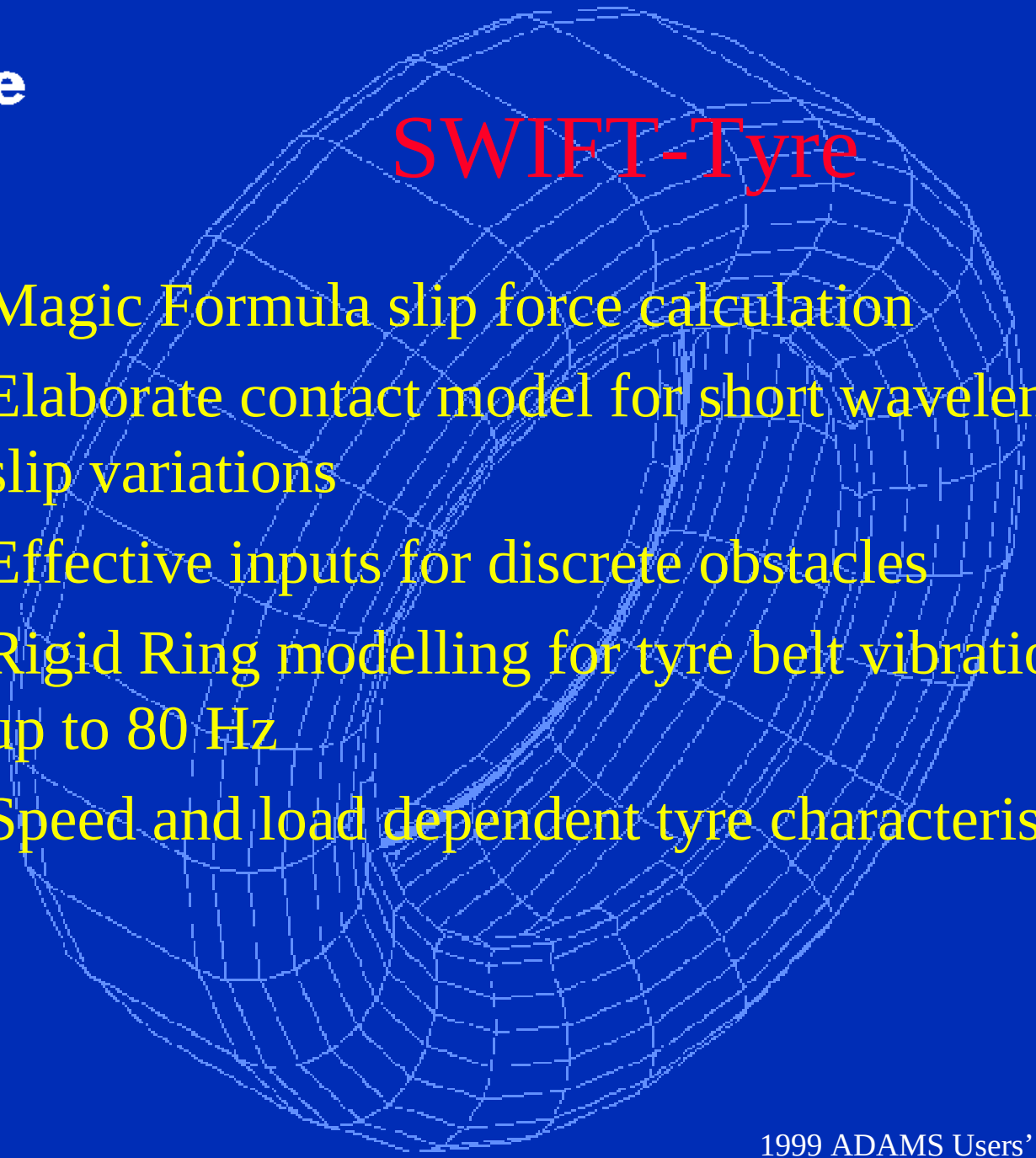
SWIFT-Tyre

- Magic Formula slip force calculation
- Elaborate contact model for short wavelength slip variations
- Effective inputs for discrete obstacles
- Rigid Ring modelling for tyre belt vibrations up to 80 Hz
- Speed and load dependent tyre characteristics



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SWIFT-Tyre
applications

- Ride comfort & vibrations
- Dynamic braking/driving (ABS/TCS)
- Vehicle Dynamic Control (VDC/ESP)
- Vehicle suspension and steering system design:
  combined dynamic braking, cornering and ride
- 4 post rig ride testing
- ...

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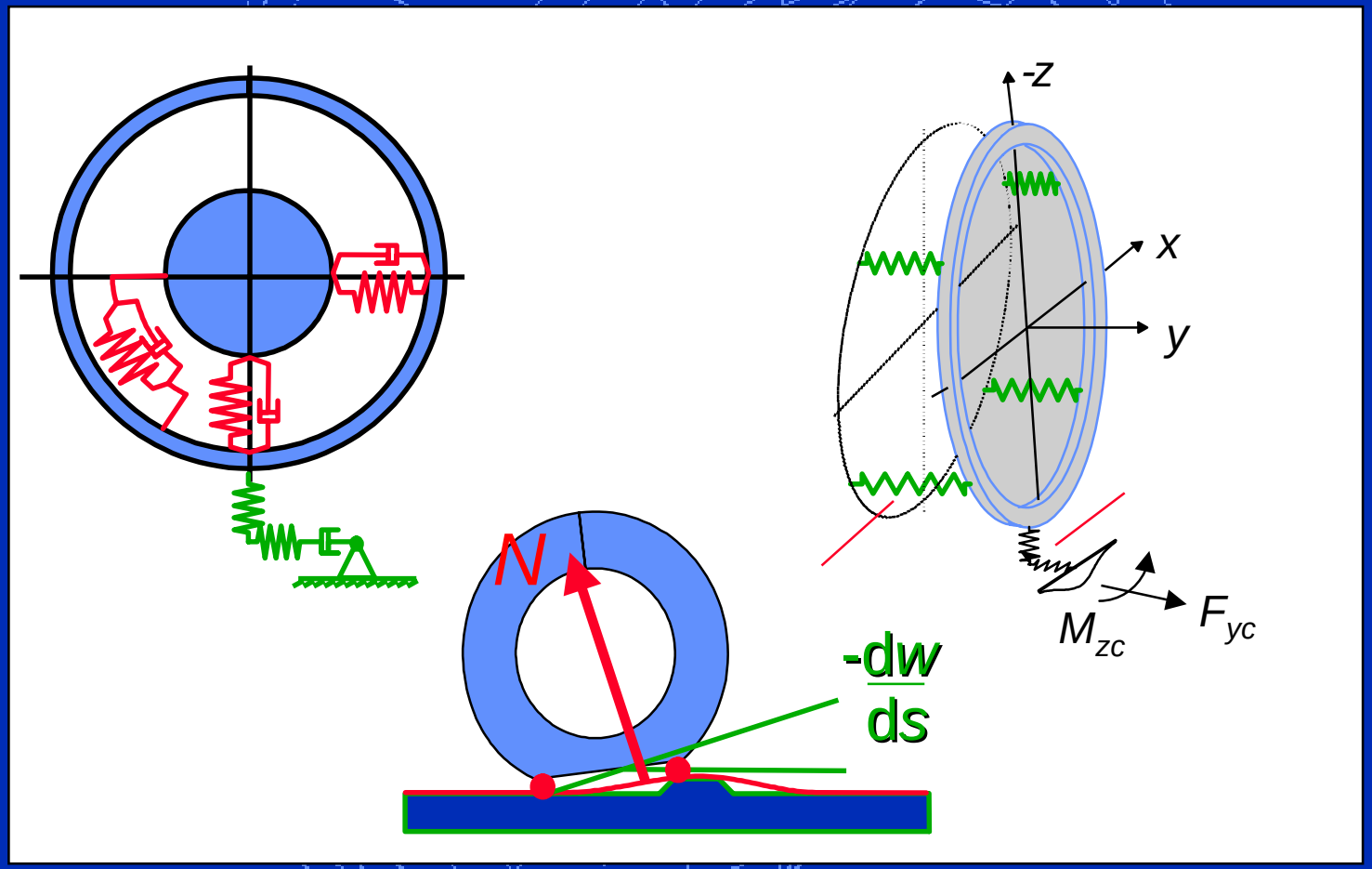
SWIFT-Tyre

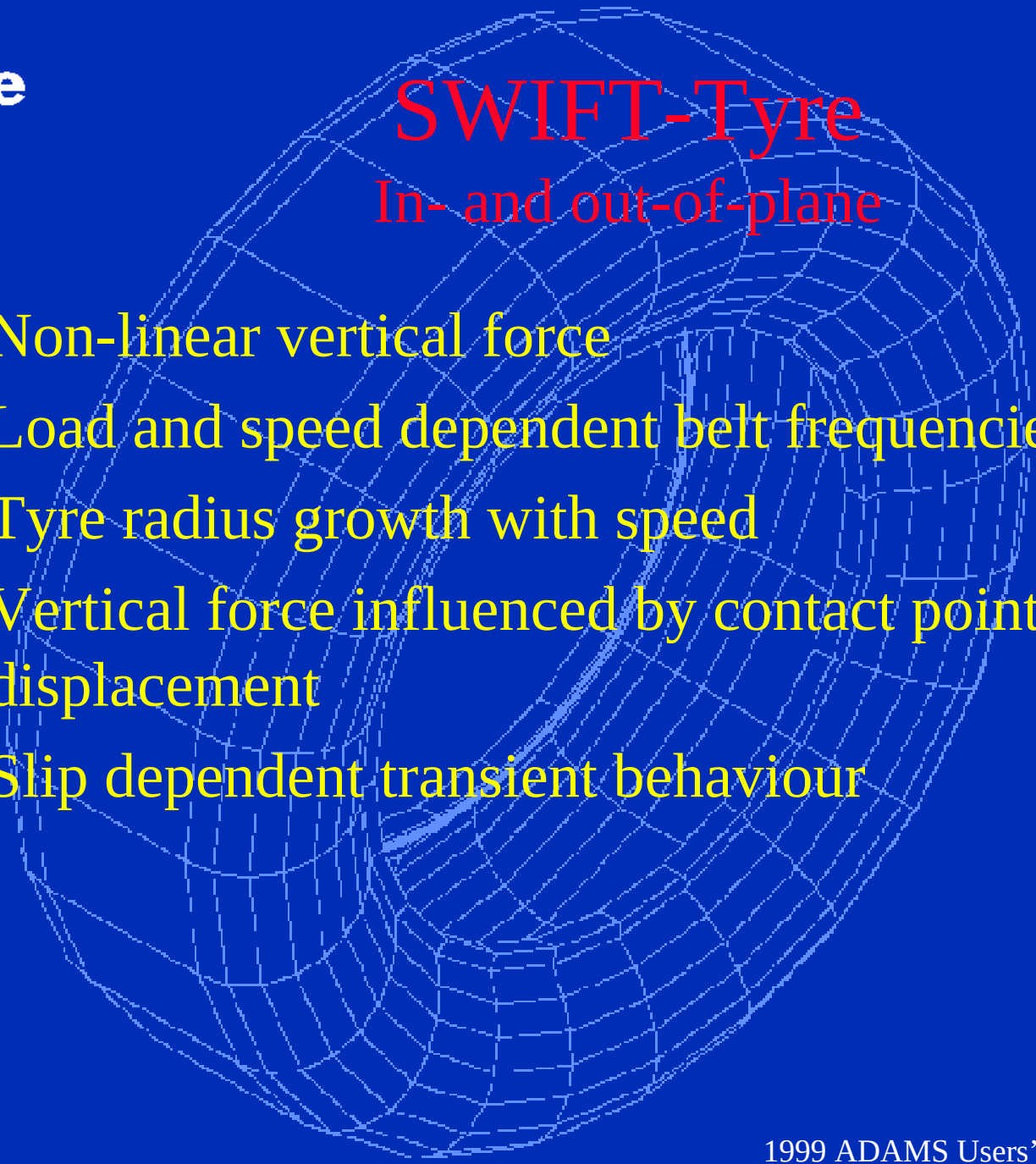
Model description



Delft-Tyre

SWIFT-Tyre

In- and out-of-plane



- Non-linear vertical force
- Load and speed dependent belt frequencies
- Tyre radius growth with speed
- Vertical force influenced by contact point displacement
- Slip dependent transient behaviour

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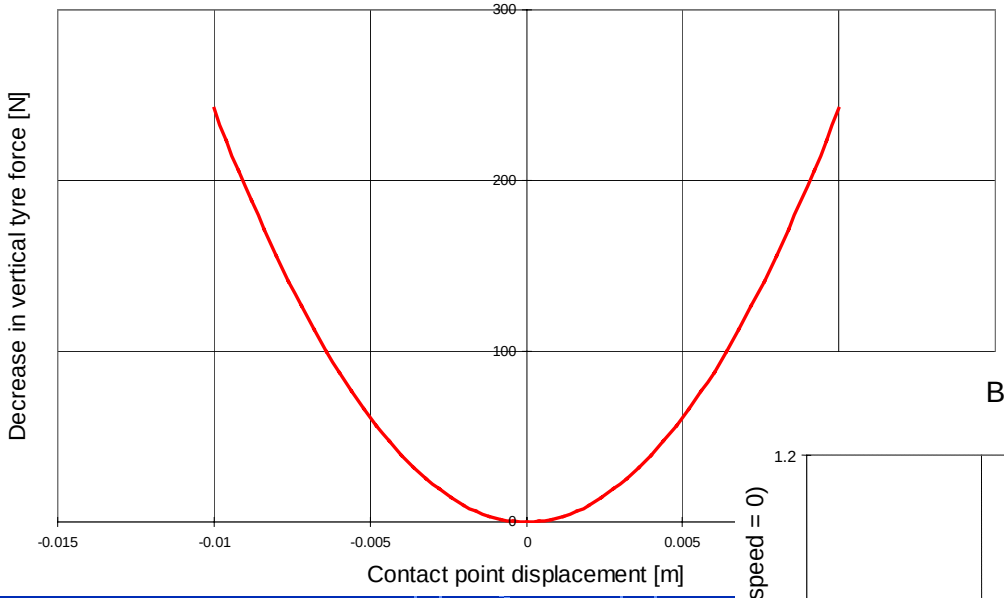
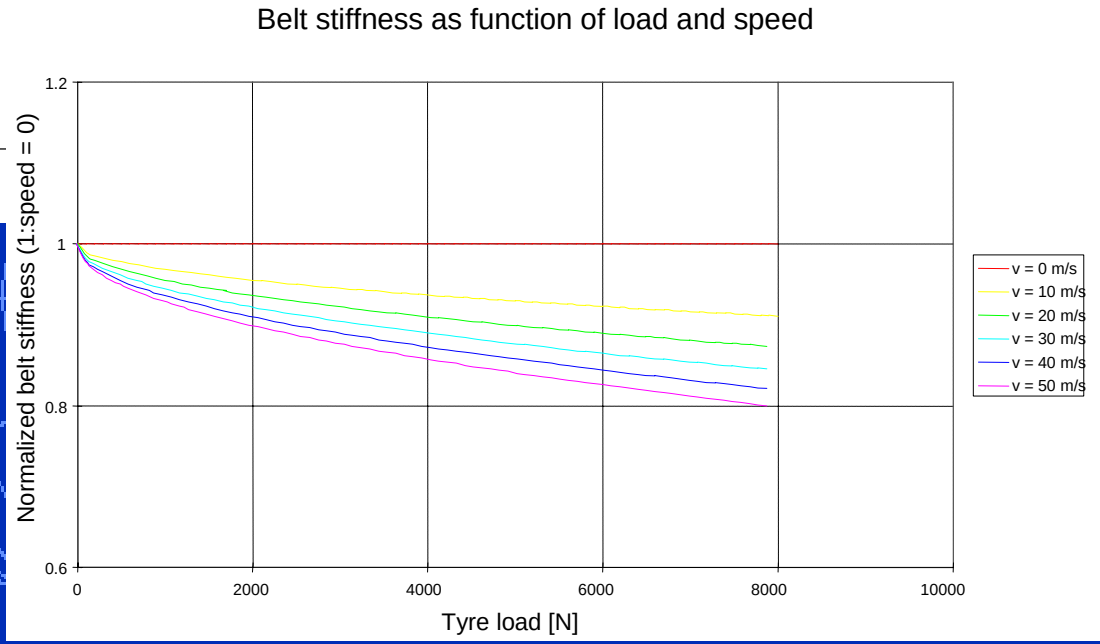
In- and out-of-plane

contact point & belt stiffness





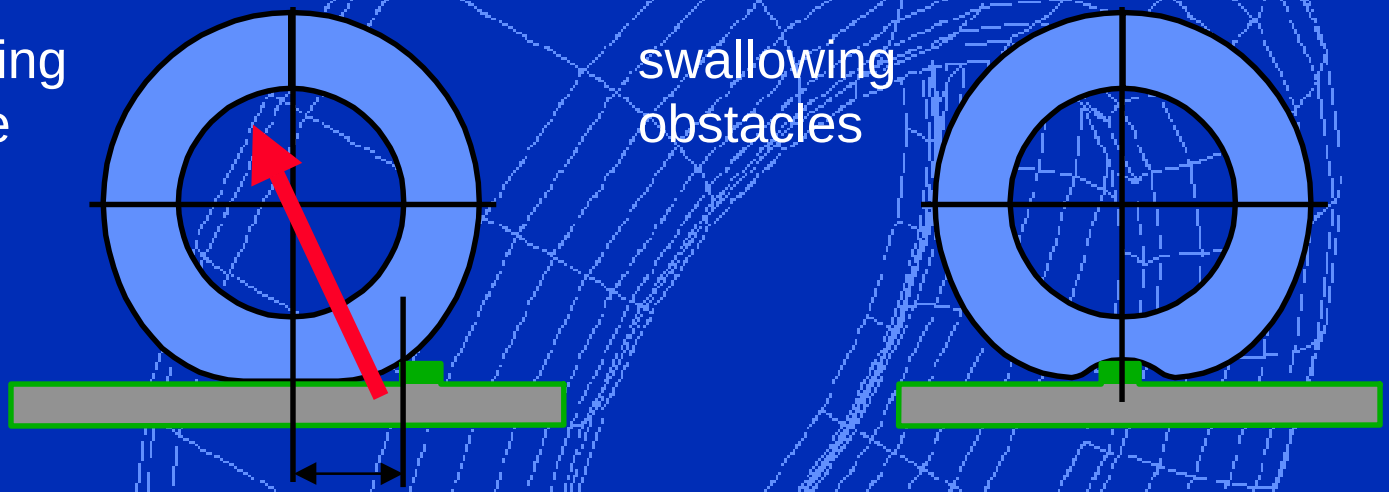
Delft-Tyre

SWIFT-Tyre

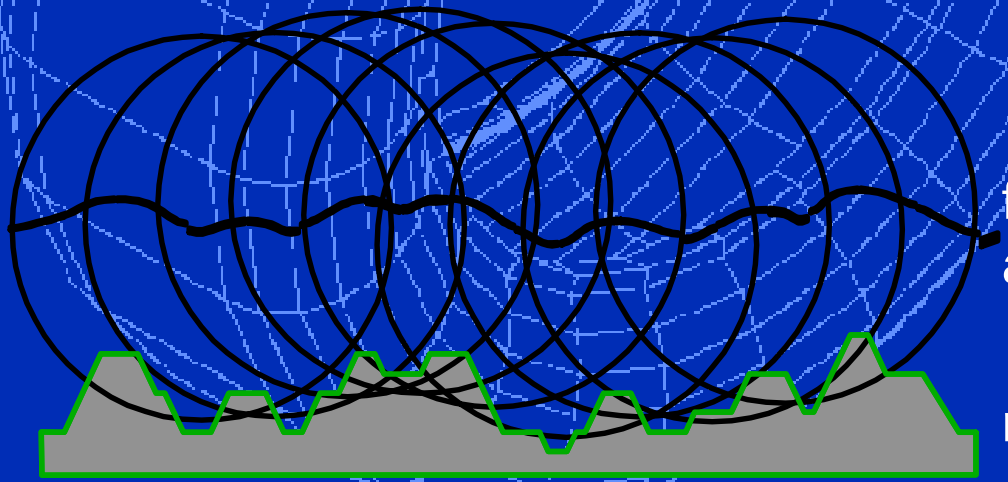
Short obstacles (enveloping)

lengthening response

swallowing obstacles



filtering unevenesses



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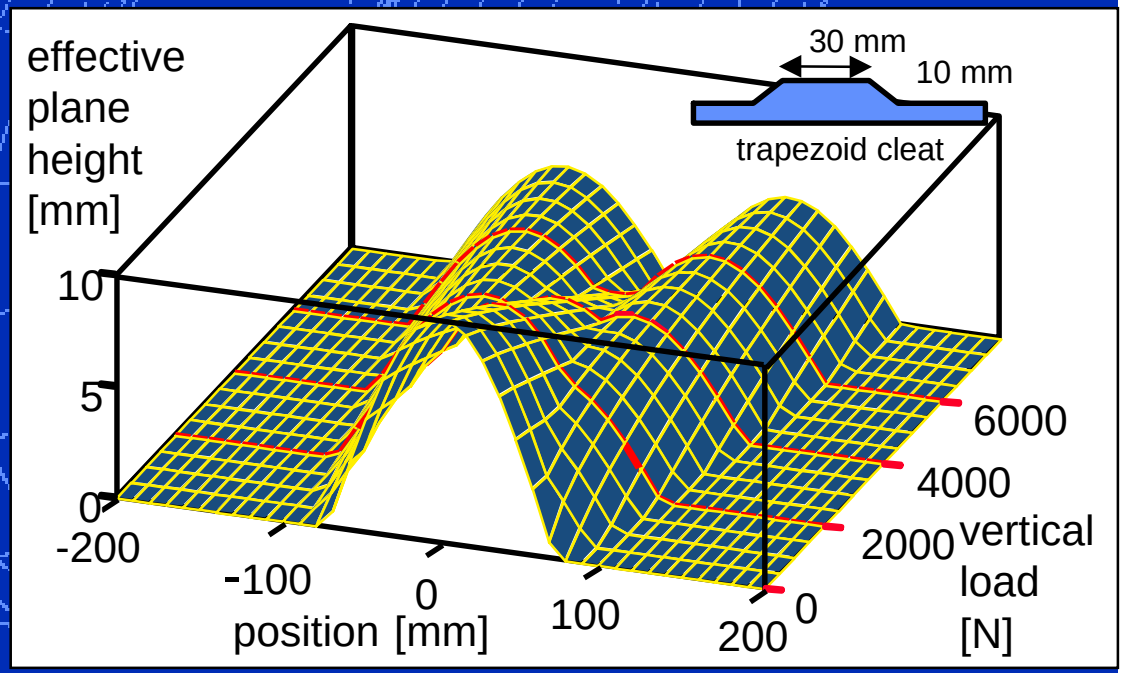
Short obstacles

Effective inputs

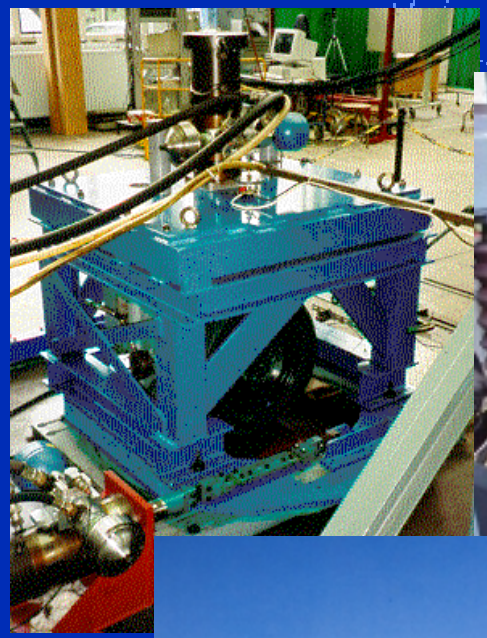
- Road profile is transferred to effective inputs
  - Effective plane height
  - Effective plane angle
- Vertical and longitudinal tyre forces
- Rolling radius variations

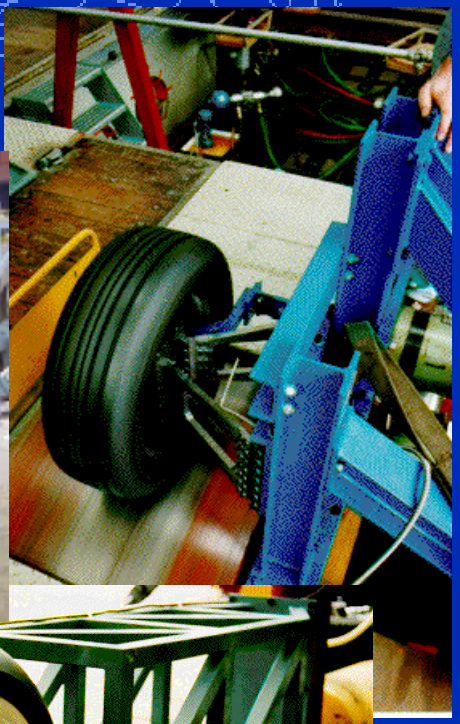


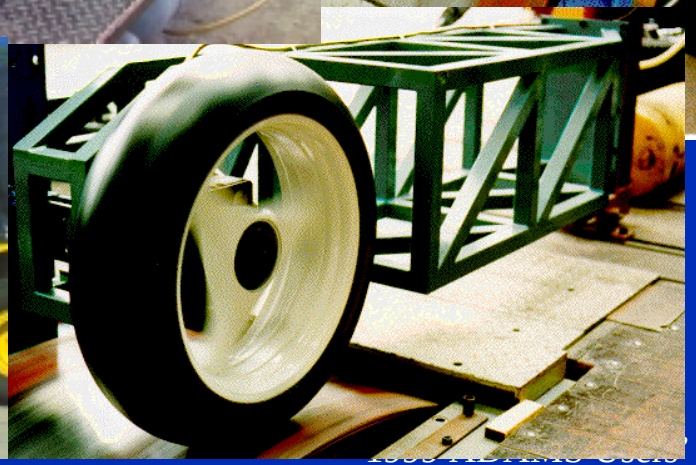
Delft-Tyre

SWIFT-Tyre

Experiments & Validation







Delft-Tyre

F&M testing
for SWIFT parameters

- Dynamic tyre testing for SWIFT parameters (at different loads and speeds)
  - dynamic braking
  - cleat testing
  - dynamic cornering
  - effective input tests
- Model analysis approach
  - Identified frequencies not representative for tyre behaviour under driving conditions
  - Not suitable to assess speed and load effects

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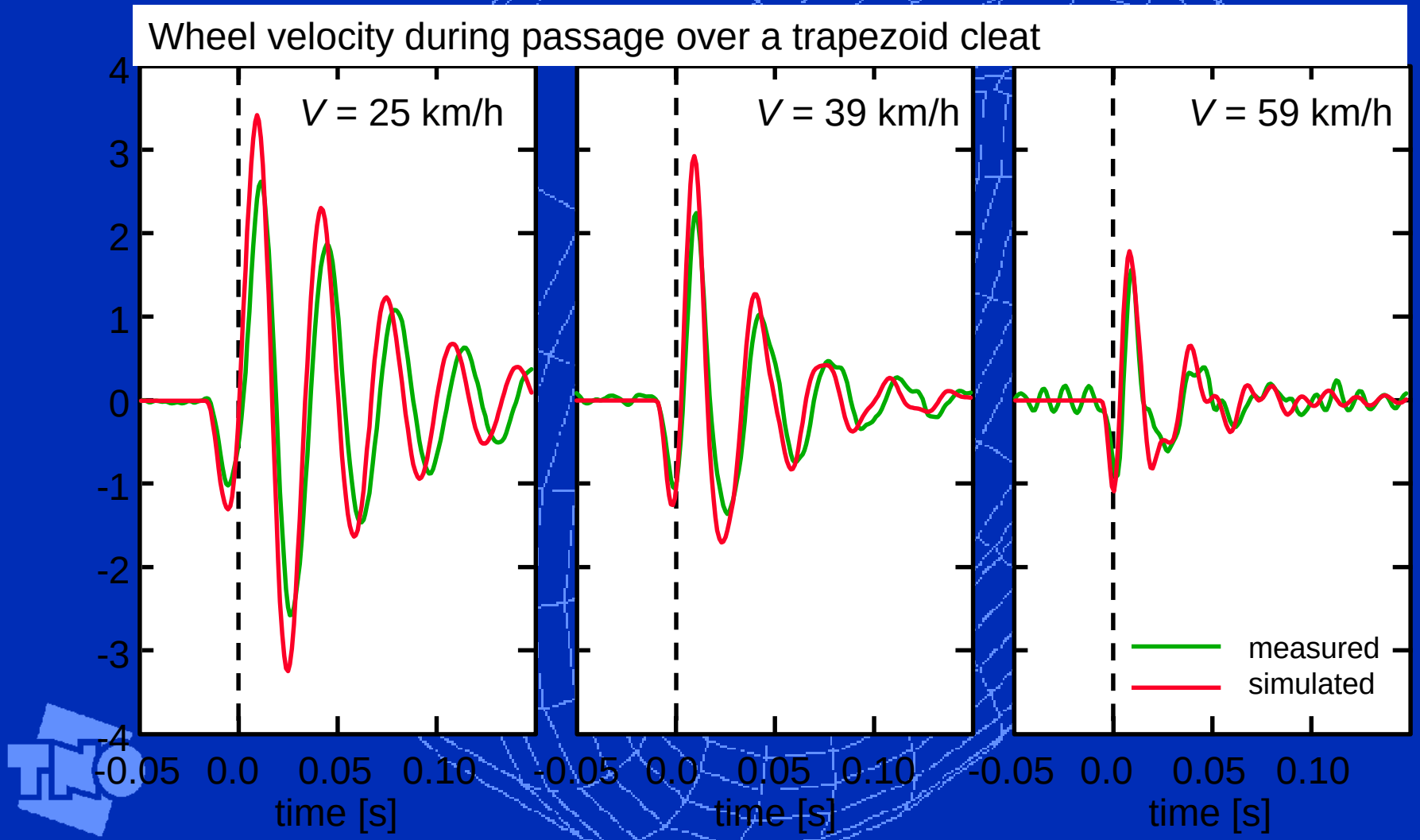
Delft-Tyre

Validation

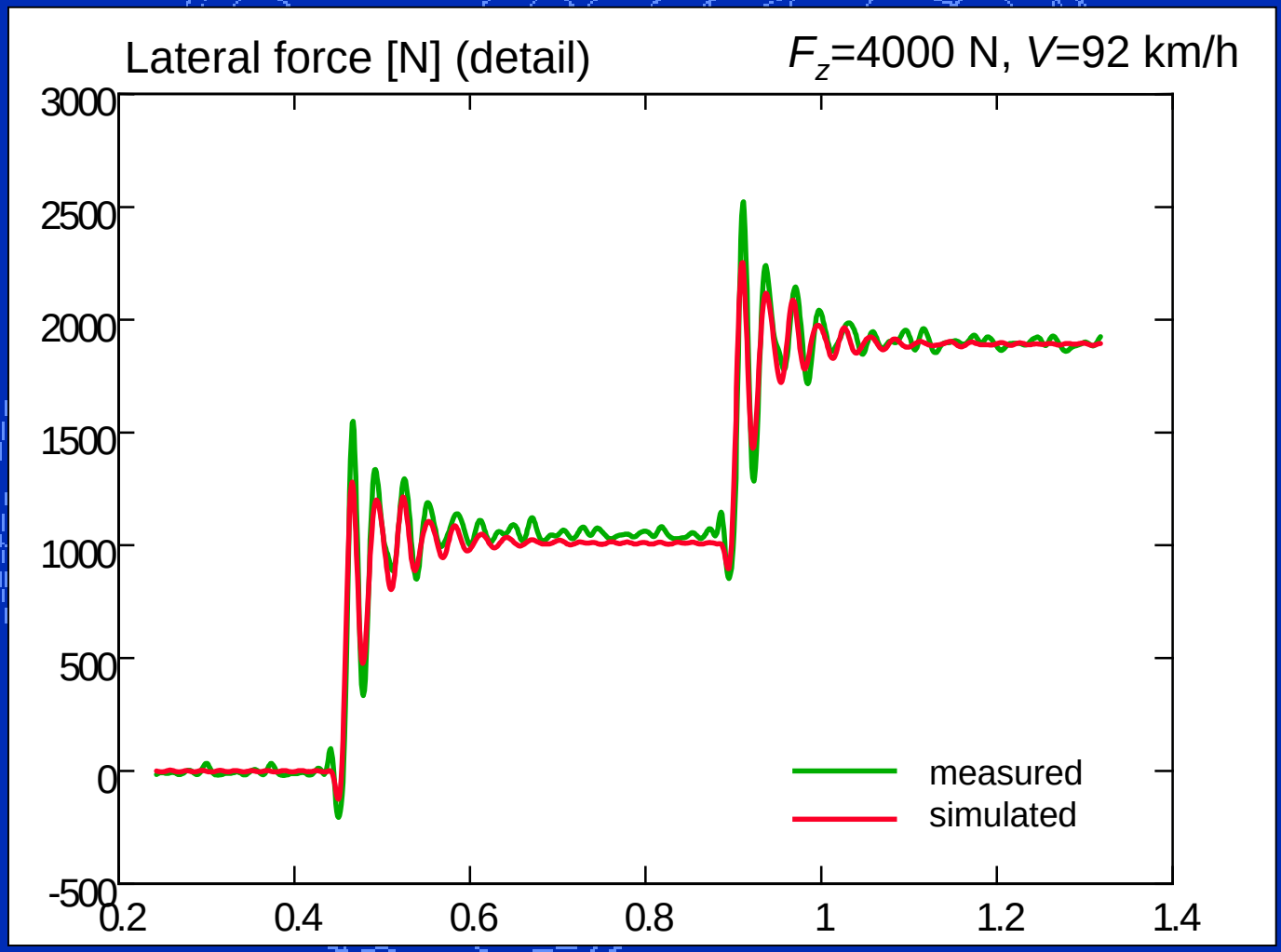
Long. force when rolling over cleat



Delft-Tyre

Validation

Lateral force due to slip angle step



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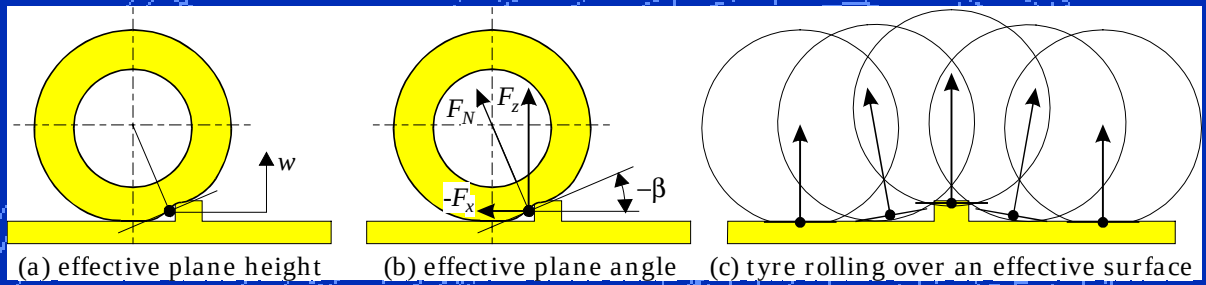
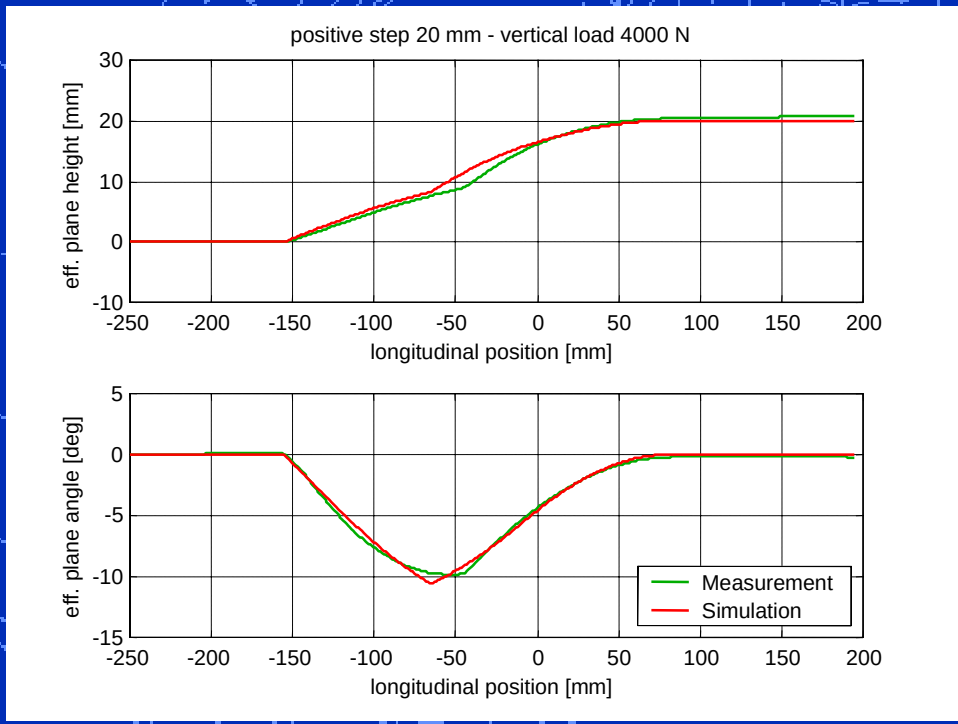
Delft-Tyre

Validation

Enveloping



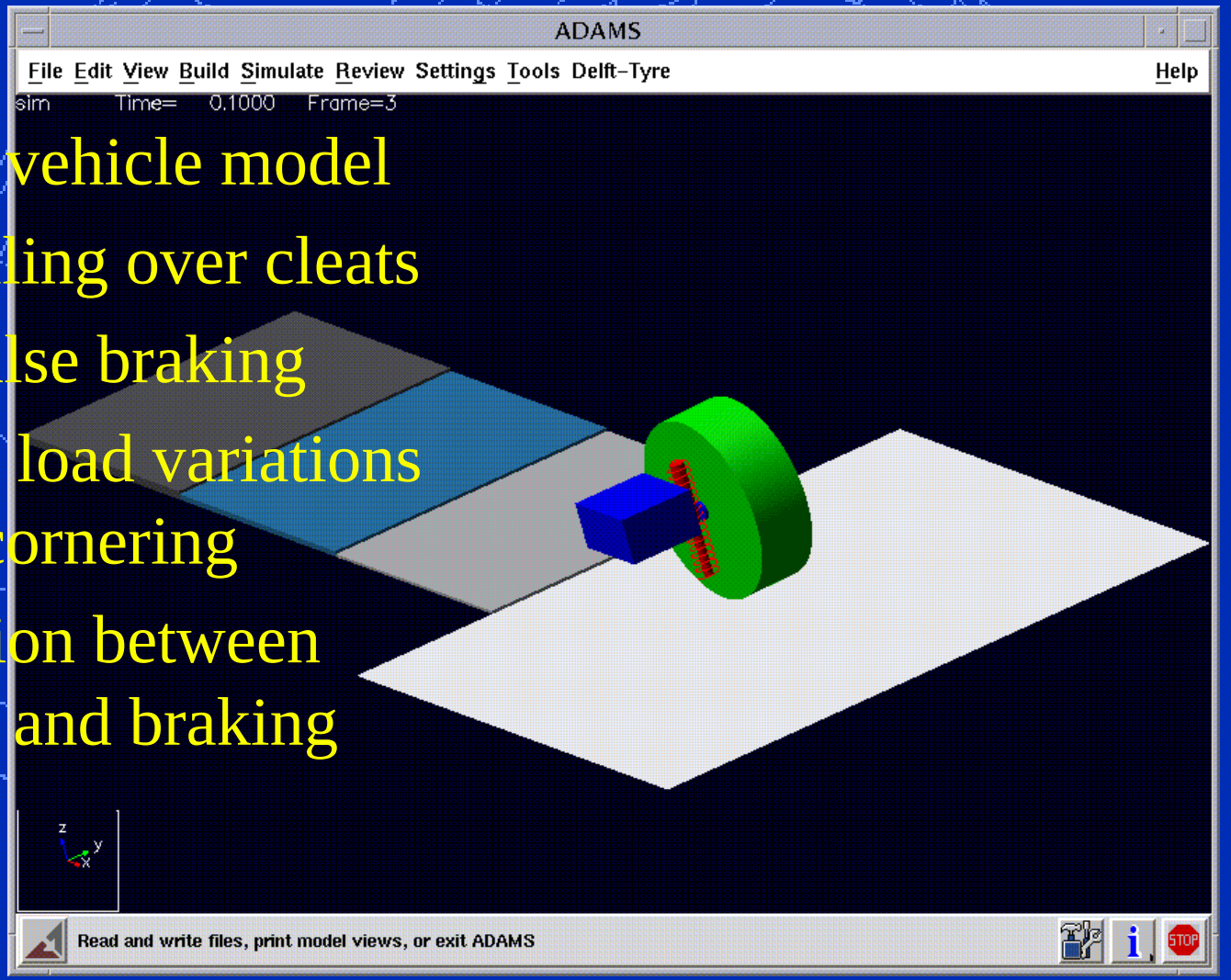
(a) effective plane height (b) effective plane angle (c) tyre rolling over an effective surface



SWIFT in ADAMS

example

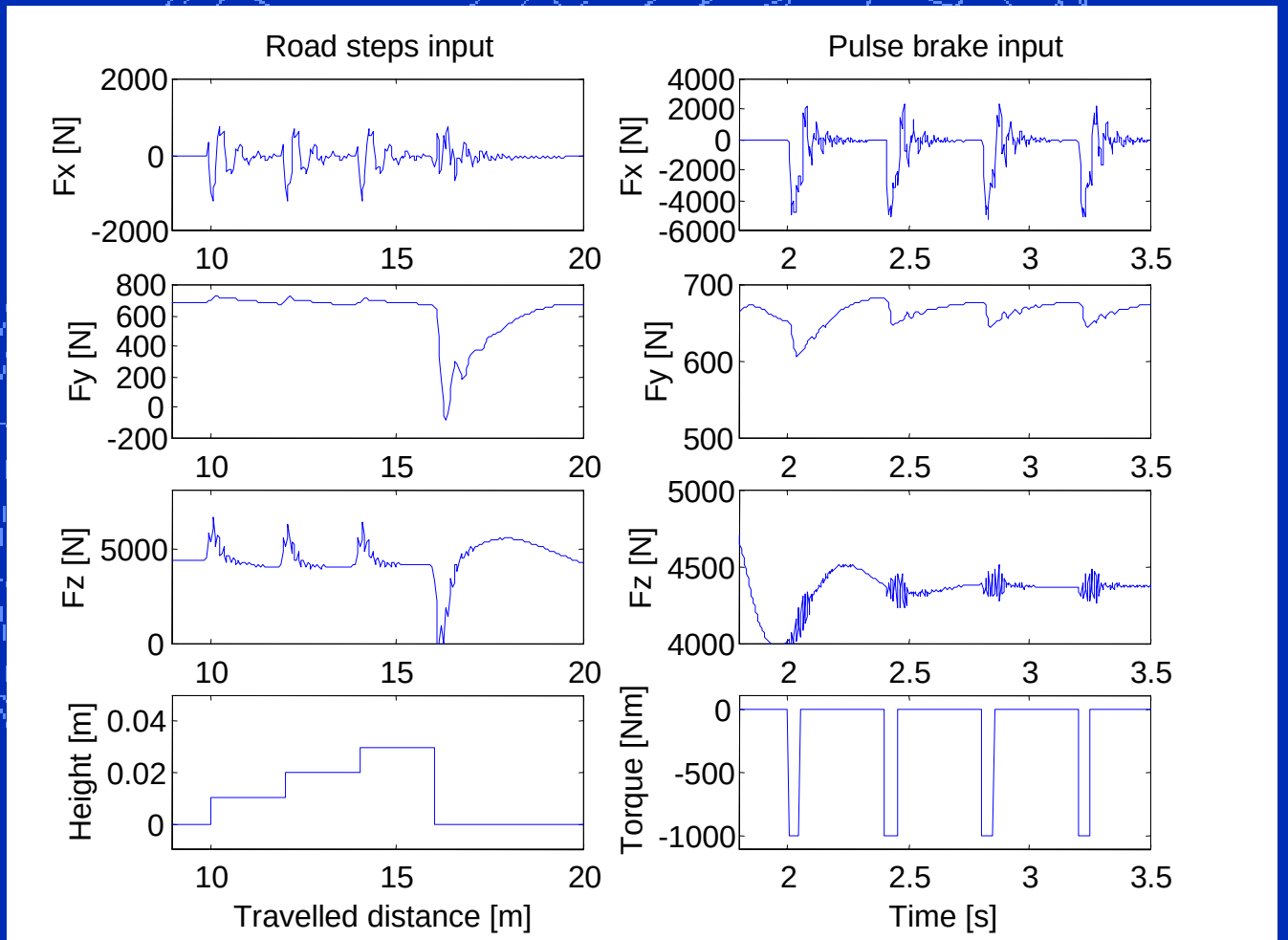
- Quarter vehicle model
- Tyre rolling over cleats
- ABS-pulse braking
- Vertical load variations during cornering
- Interaction between steering and braking forces



Delft-Tyre

SWIFT in ADAMS

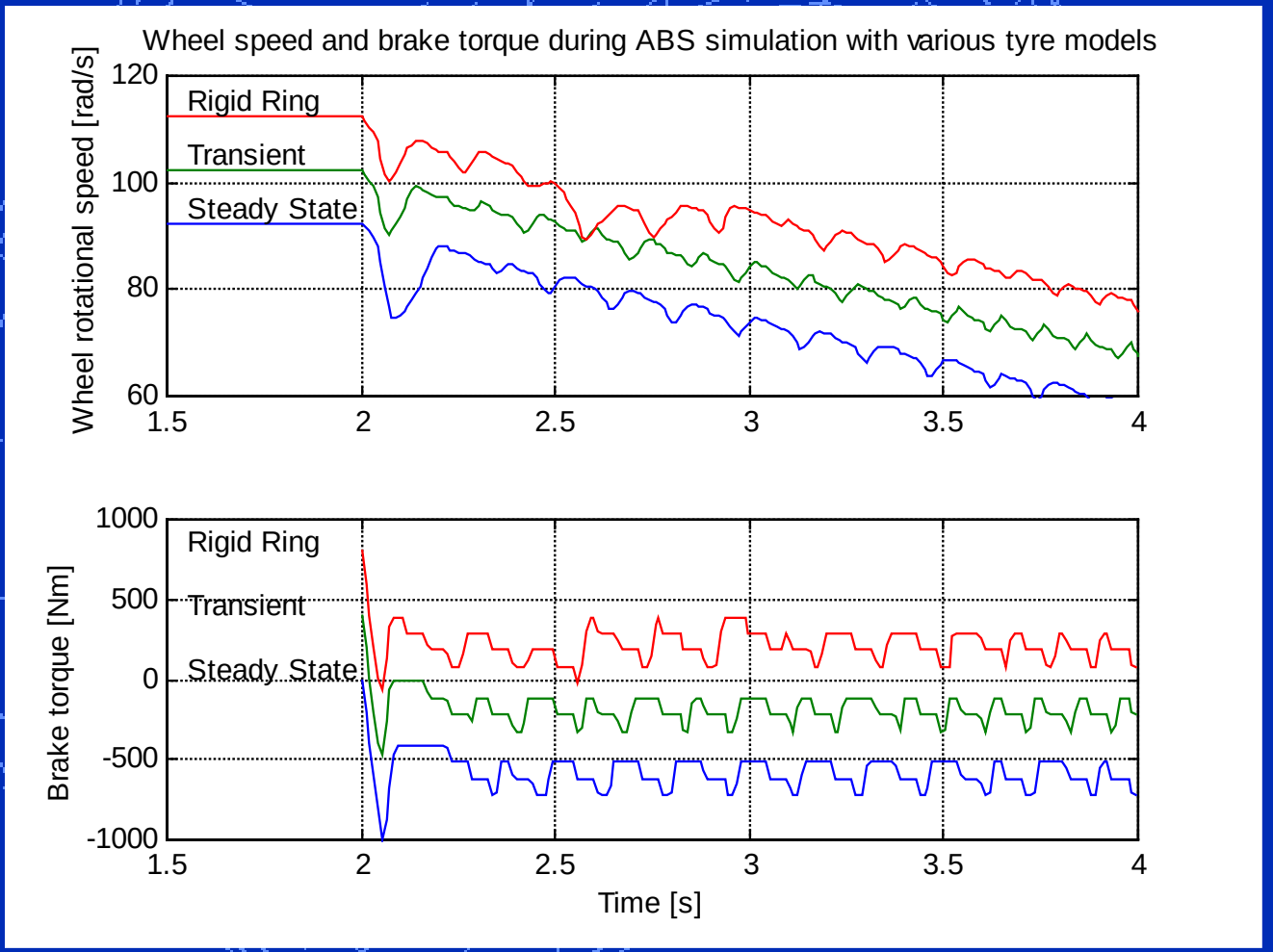
example



Delft-Tyre

ABS simulation

comparison of tyre models



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Delft-Tyre

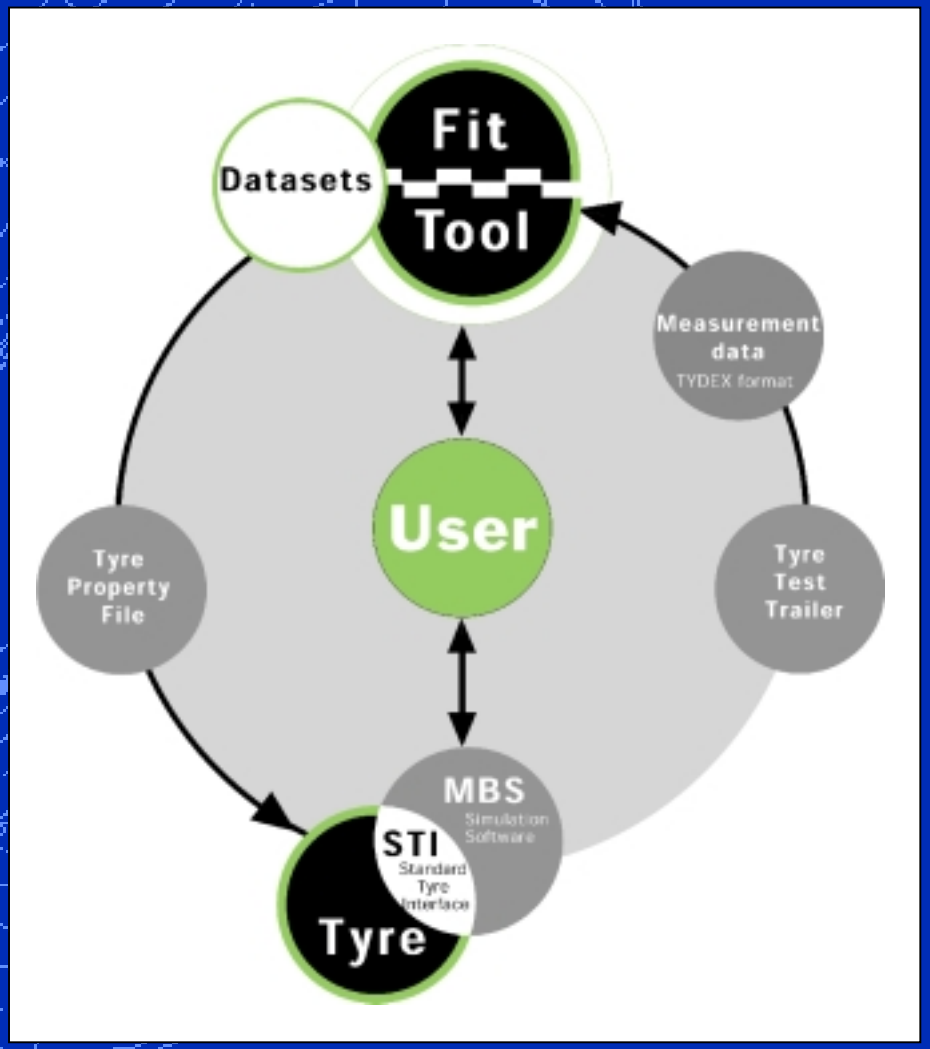
Availability

Now:

- SWIFT-Tyre
- SWIFT-Datasets

First half 2000:

- SWIFT-Tool
- SWIFT-Fit



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