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algebraic cobordism of Z and its epimorphism onto $a_{(MO)}^{(*)}$;
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 statement of results and the advocacy of a cobordismic viewpoint"
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 problem of Atiyah"; "A2: An analogue of the Pontrjagin-Thom
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 computations of the p-adic algebraic cobordism of schemes over Spec
 $\mathbb{F}[\text{sub}(q)]$ "; "A4: Units, p-adic cobordism of $\mathbb{F}[\text{sub}(q)]$ -algebras and
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Nota di contenuto	List of Symbols and Acronyms IX -- 1 Introduction 1 -- 1.1 State of the Art in Differential Steering 3 -- 1.2 Motivation and Outline of the Thesis 6 -- 2 Vehicle Model with Differential Steering 9 -- 2.1 Model Definition and Kinematics 10 -- 2.2 Nonlinear Equations of Motion 15 -- 2.3 Tyre Models 18 -- 2.3.1 Modelling Considerations and Tyre Model Selection 18 -- 2.3.2 The Magic Formula Tyre Model 19 -- 2.3.3 Bore Torque Modelling 24 -- 2.3.4 Load Distribution and Load Transfer 27 -- 3 Symbolic Linearisation of Equations of Motion 29 -- 3.1 Symbolic Taylor Expansion 30 -- 3.2 State Reduction 34 -- 3.3 Representation in the Frequency Domain 35 -- 3.4 Application to the Vehicle Model 36 -- 3.4.1 Symbolic Manipulations on the Vehicle Model 36 -- 3.4.2 Validation of the Linearised Model 42 -- 4 Control of the

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Sommario/riassunto

The emergence of electric drives opens up new opportunities in vehicle design. For example, powerful in-wheel motors provide unprecedented flexibility in chassis design and are suitable for distributed drive solutions, although implying non-trivial vehicle dynamics control problems. This work aims at a new differential steering concept relying only on passive steering linkages where the necessary steering moment about the kingpins is generated by traction force differences produced by in-wheel motors. For the analysis of the proposed steering concept, a tailored multi-body system model is introduced along with the associated steering control system. In addition, this work explores the general applicability of such a new steering concept by using multi-objective optimisation. For this purpose, various design objectives and constraints are defined with respect to the dynamic, steady-state and low-speed steering performance of the vehicle. The resulting behaviour of the proposed steering concept is investigated by various simulation experiments demonstrating a comparable steering performance to that of conventional passenger cars.

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