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Autore	Snaith Victor P (Victor Percy), <1944->
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		algebraic cobordism of Z and its epimorphism onto a??[sub(*)](MO)""; ""Part IV: Algebraic cobordism and geometry""; ""A0: Epilogue, statement of results and the advocation of a cobordismic viewpoint"" ""A1: Algebraic vector bundles over number fields, a remark on a problem of Atiyah""""""A2: An analogue of the Pontrjagin-Thom construction on the etale site, with examples""; ""A3: Some computations of the p-adic algebraic cobordism of schemes over Spec IF[sub(q)]""; ""A4: Units, p-adic cobordism of IF[sub(q)] -algebras and their Quillen K-theory""; ""A5: Twelve problems arising from Parts I - IV""; ""A6: Bibliography""; ""A7: Footnotes""
2.	Record Nr.	UNINA9910647262903321
	Autore	Kuslits Marton
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	Pubbl/distr/stampa	Berlin, Germany : , : Logos Verlag Berlin GmbH, , 2022
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	Livello bibliografico	Monografia
	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

Sommario/riassunto

The emergence of electric drives opens up new opportunities in vehicle design. For example, powerful in-wheel motors pro -vide 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.

3. Record Nr. UNIORUON00007803

Autore	JOTIMUTTU, P.
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