1. Record Nr. UNINA9910817430103321

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Titolo	Suspension geometry and computation / / John C. Dixon
Pubbl/distr/stampa	Hoboken, NJ, : Wiley, 2009
ISBN	9786612354908 9781282354906 1282354906 9780470682906 0470682906 9780470682890 0470682892
Edizione	[1st ed.]
Descrizione fisica	1 online resource (436 p.)
Disciplina	629.243
Soggetti	Automobiles - Springs and suspension - Mathematics Automobiles - Steering-gear - Mathematics Automobiles - Stability Roads - Mathematical models
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Description based upon print version of record.
Nota di bibliografia	Includes bibliographical references and index.
Nota di contenuto	Suspension Geometry and Computation; Contents; Preface; 1 Introduction and History; 1.1 Introduction; 1.2 Early Steering History; 1.3 Leaf-Spring Axles; 1.4 Transverse Leaf Springs; 1.5 Early Independent Fronts; 1.6 Independent Front Suspension; 1.7 Driven Rigid Axles; 1.8 De Dion Rigid Axles; 1.9 Undriven Rigid Axles; 1.10 Independent Rear Driven; 1.11 Independent Rear Undriven; 1.12 Trailing-Twist Axles; 1.13 Some Unusual Suspensions; References; 2 Road Geometry; 2.1 Introduction; 2.2 The Road; 2.3 Road Curvatures; 2.4 Pitch Gradient and Curvature; 2.5 Road Bank Angle 2.6 Combined Gradient and Banking2.7 Path Analysis; 2.8 Particle-Vehicle Analysis; 2.9 Two-Axle-Vehicle Analysis; 2.10 Road Cross-Sectional Shape; 2.11 Road Torsion; 2.12 Logger Data Analysis; References; 3 Road Profiles; 3.1 Introduction; 3.2 Isolated Ramps; 3.3 Isolated Bumps; 3.4 Sinusoidal Single Paths; 3.5 Sinusoidal Roads; 3.6

Fixed Waveform; 3.7 Fourier Analysis; 3.8 Road Wavelengths; 3.9 Stochastic Roads; References; 4 Ride Geometry; 4.1 Introduction; 4.2 Wheel and Tyre Geometry; 4.3 Suspension Bump; 4.4 Ride Positions; 4.5 Pitch; 4.6 Roll; 4.7 Ride Height
4.8 Time-Domain Ride Analysis4.9 Frequency-Domain Ride Analysis; 4.10 Workspace; 5 Vehicle Steering; 5.1 Introduction; 5.2 Turning Geometry - Single Track; 5.3 Ackermann Factor; 5.4 Turning Geometry - Large Vehicles; 5.5 Steering Ratio; 5.6 Steering Systems; 5.7 Wheel Spin Axis; 5.8 Wheel Bottom Point; 5.9 Wheel Steering Axis; 5.10 Caster Angle; 5.11 Camber Angle; 5.12 Kingpin Angle Analysis; 5.13 Kingpin Axis Steered; 5.14 Steer Jacking; References; 6 Bump and Roll Steer; 6.1 Introduction; 6.2 Wheel Bump Steer; 6.3 Axle Steer Angles; 6.4 Roll Steer and Understeer
6.5 Axle Linear Bump Steer and Roll Steer6.6 Axle Non-Linear Bump Steer and Roll Steer; 6.7 Axle Double-Bump Steer; 6.8 Vehicle Roll Steer; 6.9 Vehicle Heave Steer; 6.10 Vehicle Pitch Steer; 6.11 Static Toe-In and Toe-Out; 6.12 Rigid Axles with Link Location; 6.13 Rigid Axles with Leaf Springs; 6.14 Rigid Axles with Steering; References; 7 Camber and Scrub; 7.1 Introduction; 7.2 Wheel Inclination and Camber; 7.3 Axle Inclination and Camber; 7.4 Linear Bump and Roll; 7.5 Non-Linear Bump and Roll; 7.6 The Swing Arm; 7.7 Bump Camber Coefficients; 7.8 Roll Camber Coefficients; 7.9 Bump Scrub
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9.4 Independent Suspension Compliance

Sommario/riassunto

Revealing suspension geometry design methods in unique detail, John Dixon shows how suspension properties such as bump steer, roll steer, bump camber, compliance steer and roll centres are analysed and controlled by the professional engineer. He emphasizes the physical understanding of suspension parameters in three dimensions and methods of their calculation, using examples, programs and discussion of computational problems. The analytical and design approach taken is a combination of qualitative explanation, for physical understanding, with algebraic analysis of linear and non-linear coeffic