

## FTire/sim

FTire Stand-Alone Simulation  
Documentation and User's Guide

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## General Remarks

This documentation describes the Flexible Ring Tire Model (FTire). In addition, it provides details of the stand-alone simulation environment FTire/sim, as well as the invocation from MSC.ADAMS, and the FTire specific road surface description in MSC.ADAMS. For more material about FTire, and other tire simulation tools, please visit [www.cosin.eu](http://www.cosin.eu).

# 1 Quarter-Car (QC)

A simple 'Quarter-Car' (QC) model is used in FTire/sim as a test 'vehicle model' to aid in evaluating the performance of FTire.

## 1.1 Modeling Approach

QC comprises a model of the hub-carrier, with 3 degrees of freedom: longitudinal, lateral, and vertical displacement with respect to the car-body. The car-body itself, by default, has no degree of freedom. Instead, its position and velocity is controlled through certain source variables, that is, through external inputs to the simulation model (cf. section 3.4 and [cosin/io User's Guide](#)). Alternatively, the vertical displacement of the car-body can be given a degree of freedom by specifying a positive 'sprung mass'.

The hub-carrier is coupled to the car-body by

- the condition 'no rotation relative to car-body',
- a nonlinear suspension spring that acts along a general direction vector, with a certain transmission ratio relative to wheel travel,
- a nonlinear shock-absorber that acts in the same direction as the suspension spring, but with a different transmission ratio. The shock-absorber carries a nonlinear elastic bearing, inner friction, and a constant gas force,
- a linear longitudinal spring/damper combination, as well as a linear lateral spring/damper combination. Both work along a general direction vector,
- up to 5 friction elements. Every element consists of a linear spring/damper element which is itself in line with a dry friction element. The dry friction element is defined through two values, one for static friction force, and one for sliding friction force. Every friction element works along an individual direction vector. Transmission ratio for the friction element is defined to be 1.0.

## 1.2 QC Parameters

Name in input file	Unit	Meaning
sprung_mass	kg	portion of car-body mass that is supported by the wheel. If sprung_mass is not specified or set to a value less or equal to zero, no degree of freedom is assigned to the car-body
unsprung_mass	kg	mass of hub-carrier, including suspension parts, rim, brake, etc., but excluding tire belt mass (cf. FTire basic parameters)
transmission_ratio_suspension_spring		spring deflection / wheel travel
transmission_ratio_shock_absorber		shock-absorber deflection / wheel travel
shock_absorber_gas_force	N	constant gas force of shock-absorber, tends to push hub-carrier down

Name in input file	Unit	Meaning
suspension_direction_vector	-	vector with three components in hub-carrier-fixed frame, indicating the direction of the suspension spring and shock-absorber force <b>Remarks:</b> 1. direction vector needn't be normalized; this is done automatically by <i>QC</i> 2. point of attack is not relevant, because moments do not affect hub-carrier (no rotation!)
long_stiffn_hubcarrier	N/mm	linear stiffness between car-body and hub-carrier, essentially in longitudinal direction
long_damping_hubcarrier	Ns/mm	linear damping between car-body and hub-carrier, essentially in longitudinal direction
long_stiffn_direction_vector	-	vector with three components in hub-carrier-fixed frame, indicating the exact direction of the longitudinal stiffness and damping
lat_stiffn_hubcarrier	N/mm	linear stiffness between car-body and hub-carrier, essentially in lateral direction
lat_damping_hubcarrier	Ns/mm	linear damping between car-body and hub-carrier, essentially in lateral direction
lat_stiffn_direction_vector	-	vector with three components in hub-carrier-fixed frame, indicating the exact direction of the lateral stiffness and damping
number_of_friction_elements	-	number of friction elements (between 0 and 5)
friction_element_i (i=1,...5)	div	data of friction elements. friction_element_i consists of 7 components, that may all reside in one or, equally well, in several consecutive lines of the input-file (cf. cosin/io User's Guide): 1: stiffness [N/mm] 2: damping [Ns/m] 3: static friction force [N] 4: sliding friction force [N] 5-7: direction vector [-]
\$suspension_spring	mm, N	spline data block for suspension spring characteristic. Contains data pairs in ([mm], [N]) for spring deflection and spring force. Pre-load is contained in the characteristic

Name in input file	Unit	Meaning
\$shock_absorber	m/s, N	spline data block for shock-absorber characteristic. Contains data pairs in ([m/s], [N]) for shock-absorber deflection velocity and shock-absorber force. Coulomb friction is contained in the characteristic
\$shock_absorber_bearing	mm, N	spline data block for shock-absorber bearing characteristic. Contains data pairs in ([mm], [N]) for bearing deflection and bearing force. Pre-load is contained in the characteristic

## 2 FTire/QC Stand-Alone Simulation with FTire/sim

Simulation environment FTire/sim allows for easy-to-run simulations with FTire alone or with the combination FTire and QC. FTire/sim can be run under Windows 95/98/NT (for Windows-specific details see the read.me-file on the installation diskette), and under Unix operating systems. In either case, FTire/sim uses up to 7 input-files, and 2 output-files. Apart from the plot-data file, all files are in *cosin/io* syntax. Of course, the input files can be merged to fewer files. In the end, one and only one input file can contain all data:

- the *cfid*-file, that allocates the logical files ISIM, ISRC, ISTR, IPAR, IPPAR, IQPAR, OPPAR, OPLOTT (cf. *cosin/io* User's Guide),
- the simulation data file (file identifier ISIM), which defines basic simulation data (cf. section 3.1),
- the source data file (file identifier ISRC), which defines time histories of all external input variables ('sources'),
- the road data file (file identifier ISTR), which defines the road profile,
- the FTire basic parameter file (file identifier IPAR), which contains FTire basic parameters described in section 1.4,
- the FTire preprocessed parameter file (file identifier IPPAR), which keeps preprocessed FTire parameters. By using this file, if FTire basic data haven't changed from simulation run to simulation run, some CPU-time can be saved,
- the QC parameter file (file identifier IQPAR), which contains QC parameters described in section 2.2,
- the FTire preprocessed parameter file (file identifier OPPAR), which is calculated during preprocessing, for use in subsequent simulation runs,
- the plot data file (file identifier OPLOTT), to be viewed in one of the plot-programs *cosin/lean-plot* (Windows version) , *cosin/ip* (Unix version) , or in Matlab or Excel.

Normally, file with identifiers ISIM, ISRC, ISTR, are merged to one simulation file.

### 2.1 Simulation Data

In the simulation file (identifier ISIM), *FTsim* looks for the data block \$simulation, and looks for the following data in this block:

Name in input file	Unit	Meaning
preprocessing	-	0 (default): try to read preprocessed data in IPPAR- file. If not successful, perform preprocessing 1: always perform pre-processing, even if there are data available
simulation_mode	-	0 (default): only <i>FTsim</i> . Source data directly define hub-carrier position and velocity 1: FTire + QC. Source data define car-body position and velocity
animation_mode	-	0 (default): no animation ( <i>FTsim</i> runs fastest) 1-9: animation with different viewing angles; 101-109: same as 1-9, but preparing the generation of an avi movie file (attention, this feature temporarily takes a lot of disk space!)
simulation	s	an array of three values: 1: simulation starting time [s], normally 0 2: time step [s], normally something like 0.002 .. 0.004 3: simulation final time [s]
plot_output	s	an array of three values: 1: starting time of plot output [s] 2: time step of plot output [s] 3: final time of plot output [s] If final time is less than start time, plot output is completely suppressed
plot_output_start_time	s	starting time in plot annotation. This time may be defined independent on simulation starting time and plot output starting time. If not defined, plots will start at <code>plot_output(1)</code> or <code>simulation(1)</code> , resp.
animation	s	an array of three values: 1: starting time of animation [s] 2: time step of animation [s] 3: final time of animation [s] If final time is less than start time, or <code>animation_mode = 0</code> , animation is completely suppressed
animation_zoom	-	zoom-factor for animation. You also can zoom in and out during animation, by dragging rectangles with the mouse. Default value 1.0

Name in input file	Unit	Meaning
plot_file_format	-	a character-string out of standard dsp dspd matlab matrix excel gnuplot which defines the format of plot-output (cf. cosin/ip User's Guide)
frame	-	defines the frame to be used for plot output values of forces and torques: 0 (default): TYDEX C 1: TYDEX H 2: TYDEX W 3: ISO contact frame 9: all frames 10: TYDEX C, using kN and kNm 11: TYDEX W, using kN and kNm
road_file	-	file to be scanned for cosin/ev road definition data. Default is the simulation file
obstacle	-	string to be used instead of the default road data- block name road_type

## 2.2 Input Variables (Sources)

To define the external input variables, Sources&Sinks-routines of cosin/io are used, cf. [cosin/io User's Guide](#), section 1.5). With these input variables, position and velocity of car-body or hub- carrier, resp. are defined, thus controlling directly or indirectly the movement of the rim. In the sources file (identifier ISRC), *FTsim* looks for the data block \$sources, and interprets this block to define the following sources:

Name in input file	Unit	Meaning
rolling_speed	m/s	vehicle speed (rolling_speed = 0 allowed)
tire_deflection	mm	controls height of hub-carrier or car-body, resp. Tire deflection exactly is prescribed by this input variable only if (a) road is even with height zero (b) simulation mode is FTire without QC

Name in input file	Unit	Meaning
wheel_load	kN	approximately prescribes static wheel load. Overrides tire_deflection. On the basis of wheel_load , FTsim estimates a related value for tire deflection. At high rolling speeds, wheel load will be underestimated to a certain amount (if wheel_load_regulated = 0). In this case, the user should choose a somewhat smaller value and check the resulting actual wheel load in the plot-file. Similarly, for large camber angles, wheel load might be overestimated and should be corrected by choosing a greater value. Alternatively, by choosing wheel_load_regulated = 1, wheel load can be regulated to nearly exactly and automatically take the prescribed value
wheel_slip	%	prescribes longitudinal slip. Only in effect if free_spinning = 0 and wheel_revs is not defined. Positive for driving, negative for braking
wheel_revs	rad/s	wheel rotational speed. Overrides wheel_slip. Only in effect if free_spinning = 0
side_slip_angle	deg	slip angle. Positive if steady-state side-force is positive, ie. lateral sliding velocity is negative. Only applicable if rolling_speed > 0. Otherwise, use toe_in_angle to apply side-force
drive_torque	Nm	prescribes driving torque. Only applicable if free_spinning = 1. May be positive or negative
brake_torque	Nm	prescribes braking torque. Only applicable if free_spinning = 1. Should be positive. Correct sign is opposed to that of wheel rotational speed and automatically observed in FTire
toe_in_angle	deg	toe-in-angle to prescribe slip angle on a test drum, when rolling_speed = 0. Positive toe-in results in positive side-force. Rim toe-in angle exactly is prescribed by this input variable only if simulation mode is FTire without QC



Name in input file	Unit	Meaning
camber_angle	deg	camber angle. Positive if positive rotation along x-axis is applied to hub-carrier (that is: camber_angle normally is positive for left wheel and negative for right wheel, in design position). Rim camber angle exactly is prescribed by this input variable only if simulation mode is FTire without QC
free_spinning	-	0: prescribe wheel rotation velocity 1: prescribe driving and braking moments and integrate wheel rotation in FTire
wheel_load_regulated	-	0: tire deflection estimated from radial characteristic 1: tire deflection chosen by wheel-load regulator <b>Remark:</b> wheel load can alternatively be regulated by using the cosin/ar PID controller function, described in the cosin/io documentation

## 2.3 Road Profiles and Obstacles

To specify road excitation, FTire/sim uses the package [cosin/road](#). This package is described in a separate manual.