

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

Bicycle Wheel System Identification and Optimal Truing Algorithm

Aaron Hunter

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Table of Contents

- 1 Introduction
- 2 Background
- 3 Apparatus
- 4 Method
- 5 Results
- 6 Conclusions
- 7 References

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

Introduction

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

- Wheel ‘truizing’ is the process of adjusting spoke tension to minimize lateral and radial variations
- Commercial robotic bicycle wheel truing machines use a heuristic truing method.
- This method mimics the actions a human might take to perform the task.
- This method can be inefficient or ineffective requiring human intervention

The work that follows demonstrates an optimal approach to wheel truing using system identification techniques and feedback control to achieve wheel alignment.

The Bicycle Wheel

- The bicycle wheel is a structure consisting of a rim, a hub, and spokes connecting the hub to the rim
- The spokes are under tension to provide the stiffness to wheel structure
- The rim is under compression
- The wheel can be considered a system of springs in parallel and series combinations
- Spoke tension must be high enough to support the load (bicycle and rider) but not so high that the rim warps laterally
- Spokes patterns vary from radial to nearly tangential

Bicycle Wheel Geometry

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

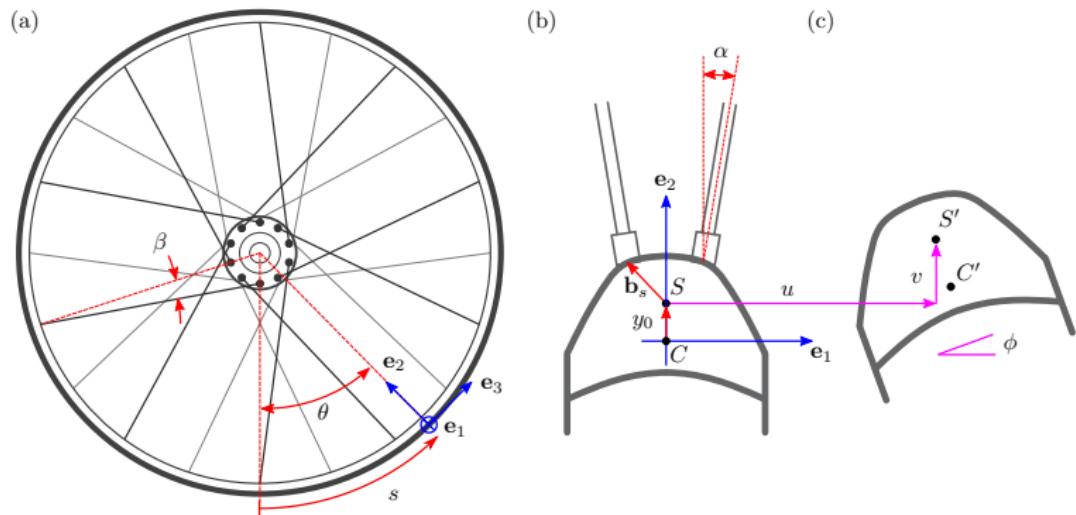


Image credit: Ford, Matthew, *Reinventing the Wheel: Stress Analysis, Stability, and Optimization of the Bicycle Wheel*, PhD. Dissertation Northwestern University, December 2018.

Wheel Truing

Bicycle Wheel System Identification and Optimal Truing Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

- Spoke tension is adjusted by changing the effective length of the spoke via a threaded nipple seated in the rim
- Spoke tension consists of lateral, radial, and tangential components at the rim
- Spoke tension is adjusted such that rim is ‘true’ in both lateral and radial dimensions, and desired mean tension is achieved
- Conventional truing algorithm:
 - ① Adjust mean tension
 - ② Minimize lateral variations
 - ③ Minimize radial variations
 - ④ Repeat until all desired specifications are met

Apparatus

Bicycle Wheel System Identification and Optimal Truing Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

- Centrimaster Comfort Wheel Truing Stand
- WheelFanatyk Digital Tension Gauge
- Canon EOS M, prime 22mm lens
- Wheel: Stans ZTR Alpha Rim, DT Swiss Competition spokes, White Industries MI5 hub



System Identification Methodology

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

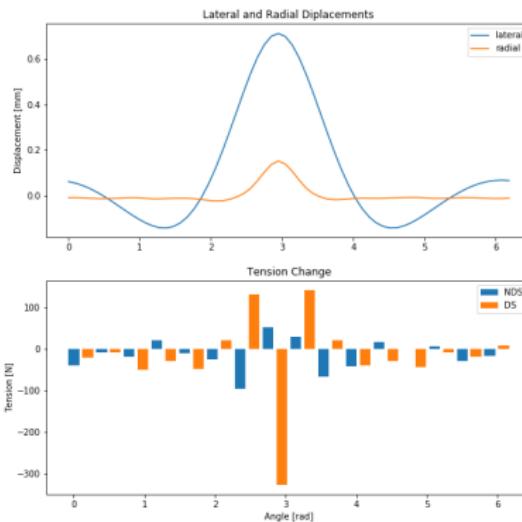
Method

Results

Conclusions

References

Identify the lateral, radial and tension changes ('gain curves') induced by a unit spoke adjustment for each spoke



Theoretical gain curves derived for a generic wheel using <https://github.com/dashdotrobot/bike-wheel-calc>

Measurements Using Computer Vision

Bicycle Wheel System Identification and Optimal Truing Algorithm

Aaron Hunter

Introduction

Background

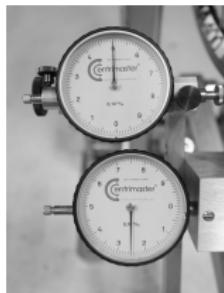
Apparatus

Method

Results

Conclusions

References



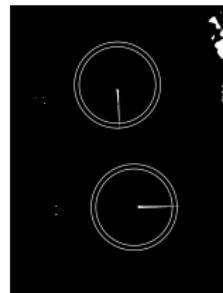
(a)



(b)



(c)



(d)

Algorithm to interpret gauge displacements:

- 1 Reference image (a)
- 2 Measurement (or zero value) image (b)
- 3 Subtract measurement from reference (c)
- 4 Binary threshold and mask (d)
- 5 Calculate angle of centroid from gauge center
- 6 Calculate displacement measurement from angle

Spoke Tension Measurements



WheelFanatyk spoke tension meter. Image credit: <https://www.wheelfanatyk.com>

- Digital spoke tension measurements
- Data collected through USB to PC
- Meter collects displacement of spoke by calibrated spring
- Reference measurement accounts for variation of spoke thickness
- Tension values interpolated from calibration table

Measurement Data Vector

Measurement data collected for a wheel under test:

$$\mathbf{U} = \begin{bmatrix} u(\theta = 1\frac{2\pi}{2n_s}) \\ u(\theta = 2\frac{2\pi}{2n_s}) \\ \vdots \\ u(\theta = 2n_s\frac{2\pi}{2n_s}) \end{bmatrix}, \quad \mathbf{V} = \begin{bmatrix} v(\theta = 1\frac{2\pi}{2n_s}) \\ v(\theta = 2\frac{2\pi}{2n_s}) \\ \vdots \\ v(\theta = 2n_s\frac{2\pi}{2n_s}) \end{bmatrix}, \quad \mathbf{T} = \begin{bmatrix} t(\theta = 1\frac{2\pi}{n_s}) \\ t(\theta = 2\frac{2\pi}{n_s}) \\ \vdots \\ t(\theta = n_s\frac{2\pi}{n_s}) \end{bmatrix}$$
$$\mathbf{Y} = \begin{bmatrix} \mathbf{U} \\ \mathbf{V} \\ \mathbf{T} \end{bmatrix}$$

- n_s = number of spokes
- θ = rim measurement location where $\theta = 0$ is taken to be the valve hole
- $u(\theta)$ = lateral measurement at θ
- $v(\theta)$ = radial measurement at θ
- $t(\theta)$ = spoke tension measurement at θ

Gain Matrices

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

Let $\mathbf{u}_s = u_s(\theta)$ be the lateral displacement vector (gain curve) for every discrete θ around the rim induced by turning spoke s by one rotation. The matrix of all \mathbf{u}_s gain curves is defined to be the lateral 'gain' matrix Φ_u . The radial and tension gain matrices are similarly defined.

$$\Phi_u = [\mathbf{u}_1 \quad \mathbf{u}_2 \quad \dots \quad \mathbf{u}_{n_s}]$$

$$\Phi_v = [\mathbf{v}_1 \quad \mathbf{v}_2 \quad \dots \quad \mathbf{v}_{n_s}]$$

$$\Phi_t = [\mathbf{t}_1 \quad \mathbf{t}_2 \quad \dots \quad \mathbf{t}_{n_s}]$$

Measurement Prediction

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

Let \mathbf{d} be a vector of spoke rotations. Let \mathbf{Y}_b be the baseline wheel measurements, that is, the state of the wheel prior to the application of \mathbf{d} . The predicted lateral, radial, and tension measurements, $\hat{\mathbf{Y}}$, after applying \mathbf{d} to the spokes is given by:

$$\Phi = \begin{bmatrix} \Phi_u \\ \Phi_v \\ \Phi_t \end{bmatrix}$$

$$\hat{\mathbf{Y}} = \mathbf{Y}_b + \Phi\mathbf{d}$$

Multi-objective Least Squares

Predict the set of spoke rotations, $\hat{\mathbf{d}}$, that yield given set of measurements, \mathbf{Y} given the weighting factors μ_v , μ_t and desired state $\mathbf{Y}_d = [\mathbf{u}_d, \mathbf{v}_d, \mathbf{T}_d]^T$:

$$\tilde{\Phi} = \begin{bmatrix} \Phi_u \\ \Phi_v \sqrt{\mu_v} \\ \Phi_t \sqrt{\mu_t} \end{bmatrix} \Delta \tilde{\mathbf{Y}} = \begin{bmatrix} \mathbf{u} - \mathbf{u}_d \\ (\mathbf{v} - \mathbf{v}_d) \sqrt{\mu_v} \\ (\mathbf{T} - \mathbf{T}_d) \sqrt{\mu_t} \end{bmatrix}$$
$$\hat{\mathbf{d}} = \tilde{\Phi}^\dagger \Delta \tilde{\mathbf{Y}}$$

Where $\tilde{\Phi}^\dagger$ is the pseudo-inverse of $\tilde{\Phi}$. The weighting factors represent the tradeoff between the lateral, radial, and tension variables and are found through evaluation of the wheel specification and exhaustive simulation.

Truing Algorithm

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

- $\hat{\mathbf{d}}$ is the best fit of spoke rotations that result in the measured state relative to the desired state
- To achieve the desired state therefore apply $-\hat{\mathbf{d}}$ to the system
- Spoke turns are difficult to apply accurately. Instead predict the state of the system after each spoke adjustment (element of $-\hat{\mathbf{d}}$)
- Adjust the spoke until the lateral displacement at the spoke location matches the prediction
- After all spokes adjusted, measure state of the system

Computer Vision Validation

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

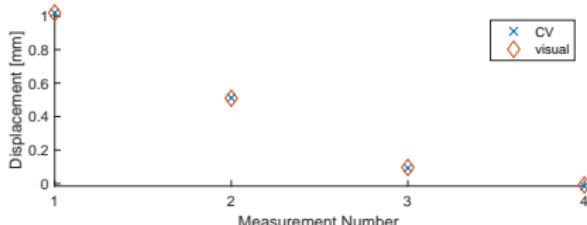
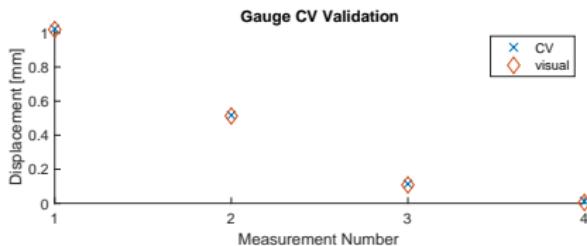
Apparatus

Method

Results

Conclusions

References



- Four dual gauge readings were recorded
- Gauges were set to 1mm, 0.5mm, 0.1mm, and 0mm
- Visual analysis and CV algorithm results compared
- Visual analysis resolution is 0.0135mm
- Results agree to $\pm 0.007\text{mm}$

Tension Gain Curves

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

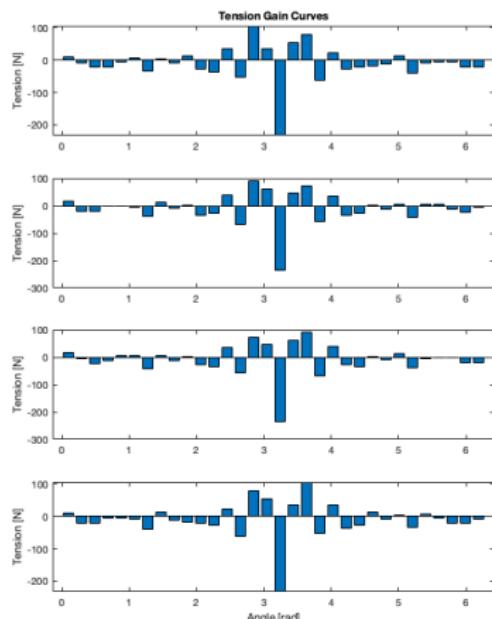
Method

Results

Conclusions

References

- 32 tension curves were collected
- Four distinct patterns identified:
 - Non-drive side leading
 - Drive side leading
 - Non-drive side trailing
 - Drive side trailing
- Tension meter discretization leads to bias so average curve used for all spokes



Lateral and Radial Gain Curves

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

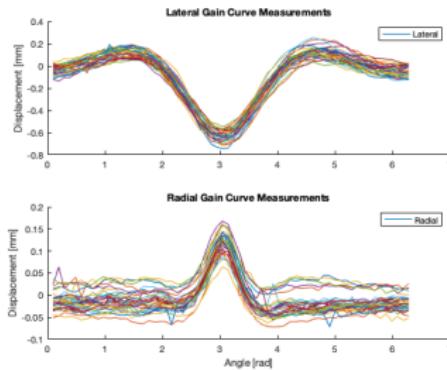
Apparatus

Method

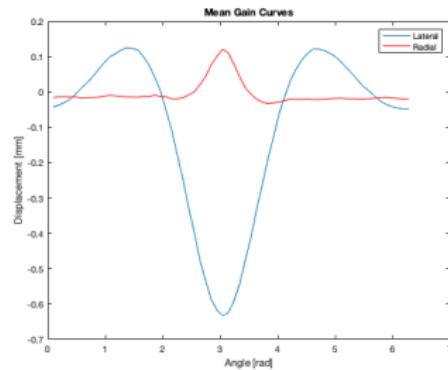
Results

Conclusions

References



(a)



(b)

- 32 lateral and radial curves measured (a)
- Mean gain curves used for model (b)
- Curves normalized to same rim angle and side for clarity

Truing Algorithm Simulation

Bicycle Wheel System Identification and Optimal Truing Algorithm

Aaron Hunter

Introduction

Background

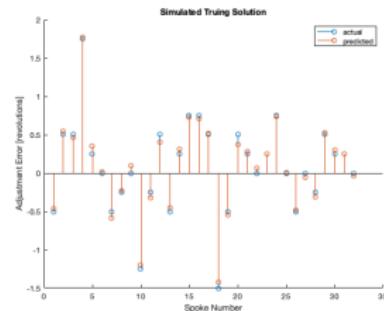
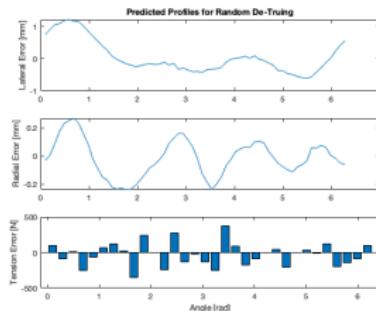
Apparatus

Method

Results

Conclusions

References



Bicycle Wheel System Identification and Optimal Truing Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

Conclusions

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References

References

Bicycle Wheel
System
Identification
and Optimal
Truing
Algorithm

Aaron Hunter

Introduction

Background

Apparatus

Method

Results

Conclusions

References