			constant	unit	description	configuration	a1	a4	c2	c3	c5
wheel (tire+rim)	nonlinear single track model	rim + tyre	m_vh	kg	wheel mass		7.44	6.374	5.443	6.577	5.307
			theta_vh	kg.m^2	tyre rolling inertia		0.40	0.28	0.17	0.26	0.16
			theta_zz_vh	kg.m^2	tyre z inertia		0.22	0.16	0.10	0.15	0.10
			r	m	tyre outer radius		0.260	0.235	0.203	0.229	0.203
		eff. load	e_z		effective load degressive parameter			0			
			T_x	s	settling time of the tires during fast changes of course or velocity			0.02			
			T_y	s				0.02			
	tyre magic formula	pure longitudinal (SA=0)	PCX1		Shape factor Cfx for longitudinal force		1.278793	0.509153		1.441082	
			PDX1		Longitudinal friction Mux at Fznom		2.824687	5.447613		3.097078	
			PDX2		Variation of friction Mux with load		-0.723840	-0.441576		-0.758640	
			PKX1		Longitudinal slip stiffness Kfx/Fz at Fznom		-60.730470	-54.143220		-43.330700	
			PKX2		Variation of slip stiffness Kfx/Fz with load		30.189940	-7.051341		2.939219	
			PKX3		Exponent in slip stiffness Kfx/Fz with load		0.005985	0.171439		-0.253608	
		pure lateral (SR=0)	PCY1		Shape factor Cfy for lateral forces		1.389410	1.459571	0.735002	0.829714	1.598327
			PDY1		Lateral friction Muy		-2.509494	-2.470600	-2.985970	-3.151897	-2.294378
			PDY2		Variation of friction Muy with load		0.283008	0.628891	0.243913	0.129540	0.334261
			PKY1		Maximum value of stiffness Kfy/Fznom		73.211130	37.798840	49.328500	55.598290	54.820040
single track	geom.		l_v	m	distance between S and the front axle (vehicle reference frame)		0.78				
			l_h	m	distance between S and the rear axle (vehicle reference frame)		0.77				
			h_S	m	height of S (ground reference frame)		0.3				
			m_S	kg	suspended mass		90				
			g	m/s^2	acceleration of gravity		9.81				
			eps		avoid singularity		0.001				