

Classical Mechanics Assignment #1

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1. (a) Starting with the forces, simplifying, and substituting variables:

$$\begin{aligned}F_{\text{total}} &= F_{\text{spring}} + F_{\text{damping}} + F_{\text{piston}} \\m\ddot{x} &= -kx - m\nu\dot{x} + kX(t) \\\ddot{x} + \frac{k}{m}x + \nu\dot{x} &= \frac{k}{m}(t) \\\ddot{x} + \nu\dot{x} + \omega_0^2x &= F_0(t)\end{aligned}$$

- (b) Complementary solution:

$$x(t) = e^{-\beta t} \left[A_1 e^{-i\sqrt{\omega_0^2 - \beta^2}t} + A_2 e^{i\sqrt{\omega_0^2 - \beta^2}t} \right]$$

Particular solution:

$$\begin{aligned}X(t) &= X_0 e^{\alpha t} \cos(\omega t) \\\dot{X}(t) &= e^{\alpha t} X_0 (\alpha \cos(\omega t) - \omega \sin(\omega t)) \\\ddot{X}(t) &= X_0 e^{\alpha t} ((\alpha^2 - \omega_0^2) \cos(t\omega) - 2\alpha\omega \sin(t\omega))\end{aligned}$$

Particular solution continued: substituting back into equation:

$$\begin{aligned}X_0 e^{\alpha t} ((\alpha^2 - \omega_0^2) \cos(t\omega) - 2\alpha\omega \sin(t\omega)) + \\\nu e^{\alpha t} X_0 (\alpha \cos(\omega t) - \omega \sin(\omega t)) + \\\omega_0^2 X_0 e^{\alpha t} \cos(\omega t) &= \omega^2 e^{\alpha t} \cos(\omega t)\end{aligned}$$

Particular solution continued: finding X_0 :

$$\omega_0^2 X_0 e^{\alpha t} \cos(\omega t) = \omega^2 e^{\alpha t} \cos(\omega t)$$

2. (a) Assuming the "ripples" can be modeled by a sinusoidal function, the motion of the car can be described by the driven damped oscillator discussed in class. In this case the

equation for the resonance frequency:

$$\begin{aligned}\omega_r &= \sqrt{\omega_0^2 + 2\beta^2} \\ \frac{v}{x_{\text{spacing}}} &= \sqrt{\omega_0^2 + 2\beta^2} \\ v &= x_{\text{spacing}} \sqrt{\omega_0^2 + 2\beta^2}\end{aligned}$$

Since $\omega_0 = \sqrt{\frac{k}{m}}$ and $\beta = \frac{b}{2m}$:

$$\begin{aligned}\omega_r &= \sqrt{\omega_0^2 + 2\beta^2} \\ \frac{v}{x_{\text{spacing}}} &= \sqrt{\omega_0^2 + 2\beta^2} \\ v &= x_{\text{spacing}} \sqrt{\frac{k}{m} + \frac{b^2}{4m^2}}\end{aligned}$$

Plugging in some reasonable values we can check whether or not our equations make physical sense. I used the mass of my car $m = 1565$ kg, and damping $b = 2000$ N s/m and stiffness $k = 22,000$ N/m parameters from a research paper.¹

$$v = 2 \sqrt{\frac{22000}{1565} + \frac{2000^2}{4 \cdot 1565^2}} \approx 7.6 \text{ m/s} \approx 17 \text{ mph}$$

This is a reasonable number and the units make sense:

$$\begin{aligned}v &= m \sqrt{\frac{N}{m \cdot kg} + \frac{N^2 \cdot s^2}{m^2 \cdot kg^2}} \\ v &= m \sqrt{\frac{kg \cdot m}{m \cdot kg \cdot s^2} + \frac{kg^2 \cdot m^2 \cdot s^2}{m^2 \cdot kg^2 \cdot s^4}} \\ v &= m \sqrt{\frac{1}{s^2} + \frac{1}{s^2}} = \frac{m}{s}\end{aligned}$$

- (b) So that the suspension doesn't fall apart I probably want a damping constant that only allows resonances at very high speeds, say above 100 mph:

$$\begin{aligned}\sqrt{4m^2 \left(\frac{v^2}{x_{\text{spacing}}^2} - \frac{k}{m} \right)} &= b \\ \sqrt{4 \cdot 1565^2 \left(\frac{45^2}{2} - \frac{22000}{1565} \right)} &\approx 9100 \text{ N s/m}\end{aligned}$$

¹<https://journals.sagepub.com/doi/full/10.1177/1687814016648638> Analysis of suspension with variable stiffness and variable damping force for automotive applications