Quasi-Steady-State Report

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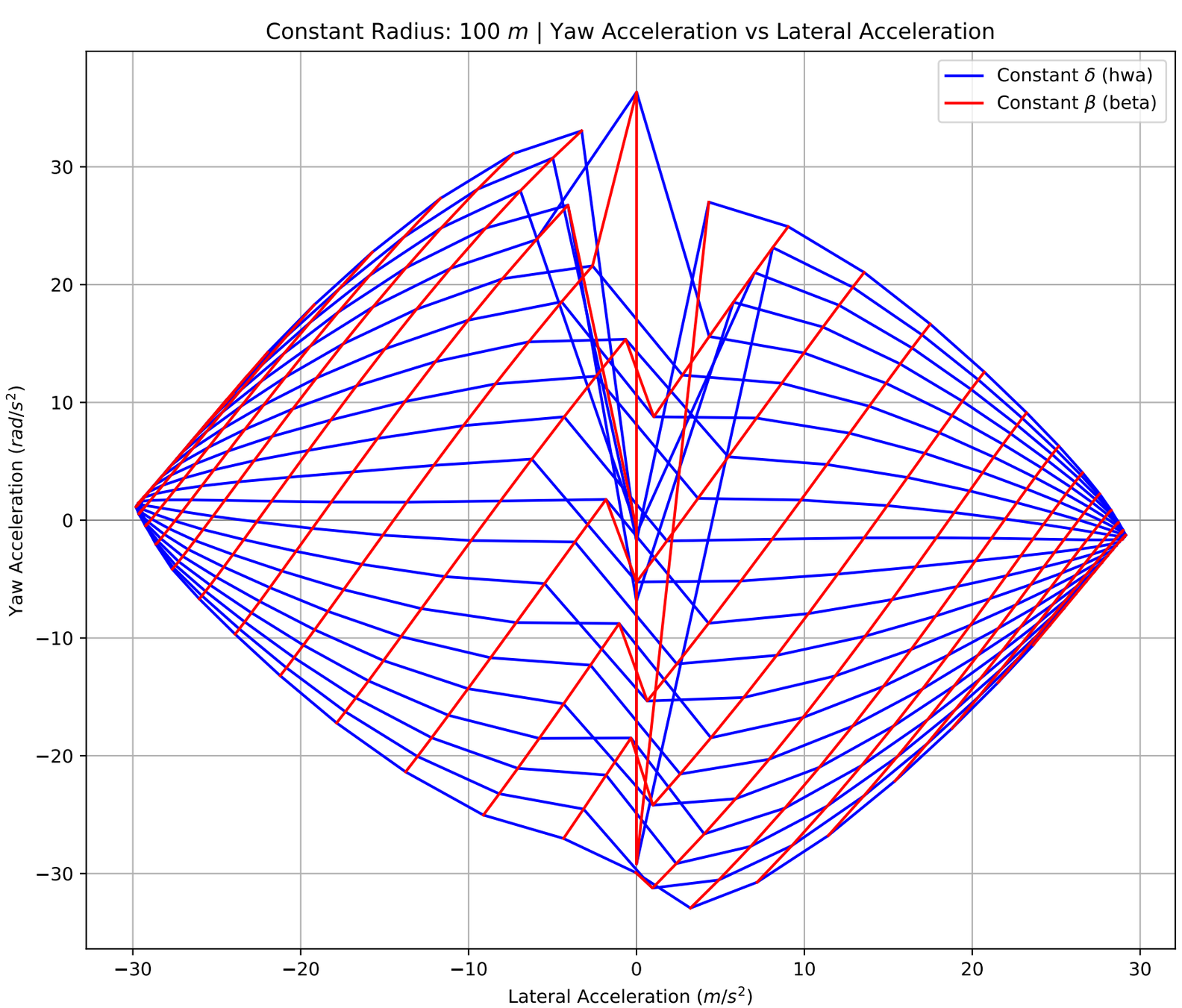
Note 1: The variable δ always refers to the average heading angle of the front tires

Appendix



		Left Half	Right Half
$\max(a_y)$	(m/s^2)	-29.824	29.146
$\max(a_{y\|\ddot{\psi}=0})$	(m/s^2)	-29.444	28.635
$\ddot{\psi}\|_{max(a_y)}$	(rad/s^2)	1.120	-1.249
$\beta\|_{max(a_y)}$	(deg)	9.000	-10.000
$\delta\|_{max(a_y)}$	(deg)	-12.500	12.500
$\max(\ddot{\psi})$	(rad/s^2)	-32.933	36.347
$\beta\|_{max(\ddot{\psi})}$	(deg)	-4.000	2.000
$\delta\|_{max(\ddot{\psi})}$	(deg)	-25.000	15.000
$a_y\|_{max(\ddot{\psi})}$	(m/s^2)	3.211	0.008
$\frac{d\ddot{\psi}}{d\delta}\Big\|_{max(a_y)}$	$\left(\frac{rad/s^2}{deg}\right)$	-0.032	-0.005
$\frac{d\ddot{\psi}}{d\beta}\Big\|_{max(a_y)}$	$\left(\frac{rad/s^2}{deg}\right)$	0.452	0.293
$\frac{d\ddot{\psi}}{d\delta}\Big\|_{\beta=0}$	$\left(\frac{rad/s^2}{deg}\right)$		-5.442
$\frac{d\ddot{\psi}}{d\beta}\Big\|_{\delta=0}$	$\left(\frac{rad/s^2}{deg}\right)$		6.705