

Vehicle Dynamics and Control – Longitudinal Dynamics Lab b

Matteo Cigada, Federico D'Agostini, Simone D'Incà

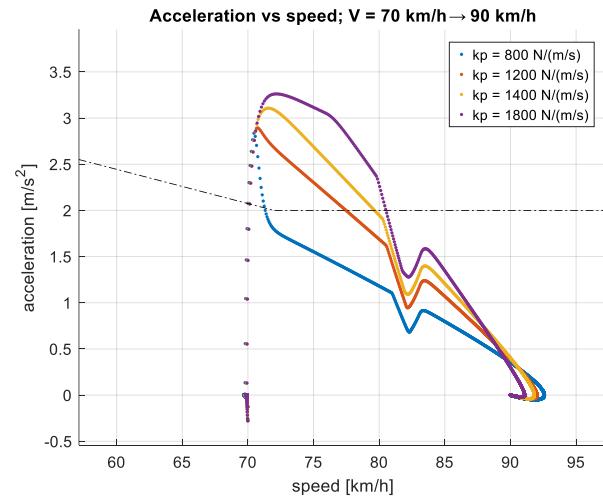
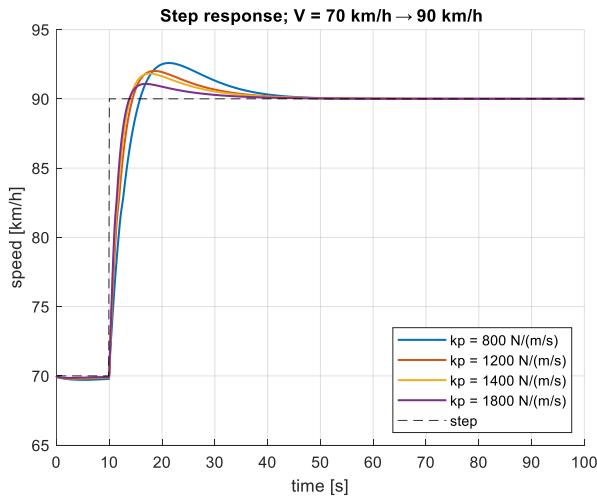
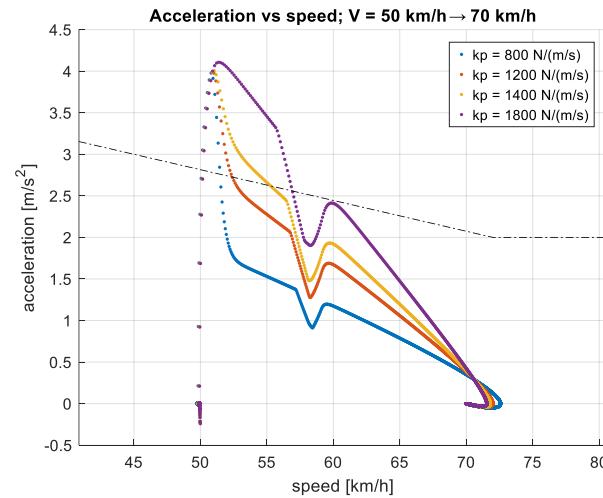
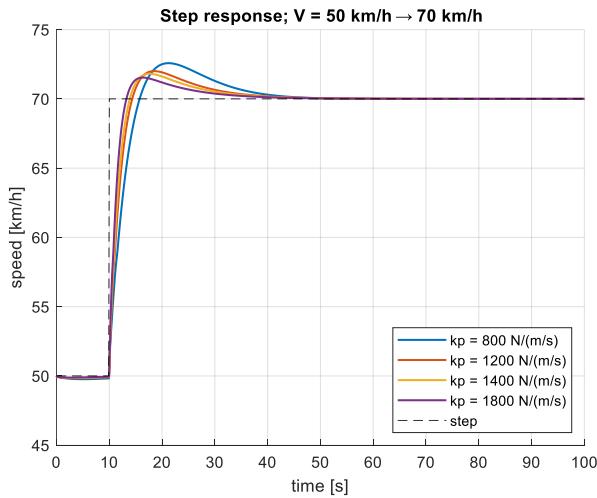
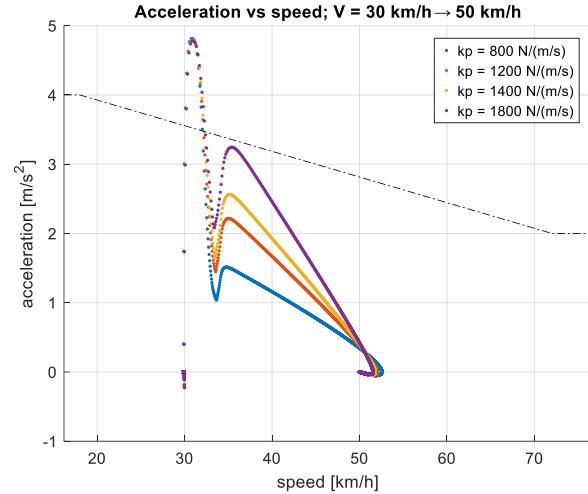
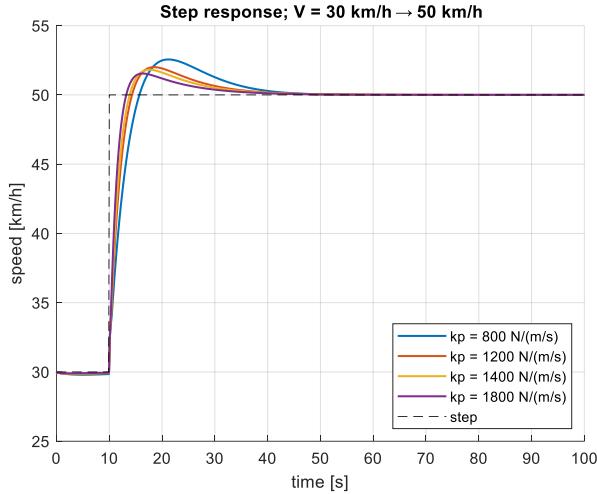
Car segment: pickup

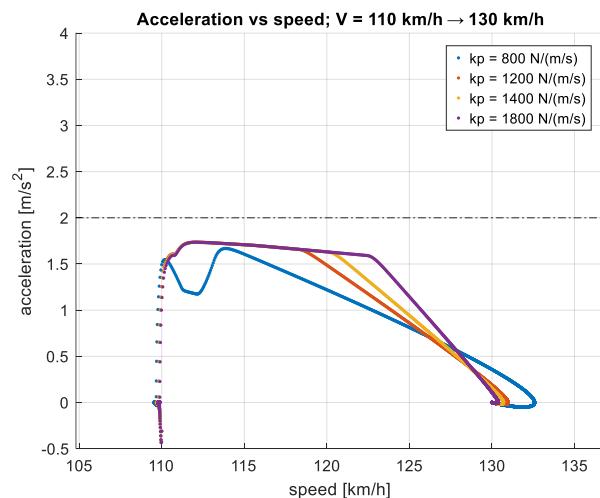
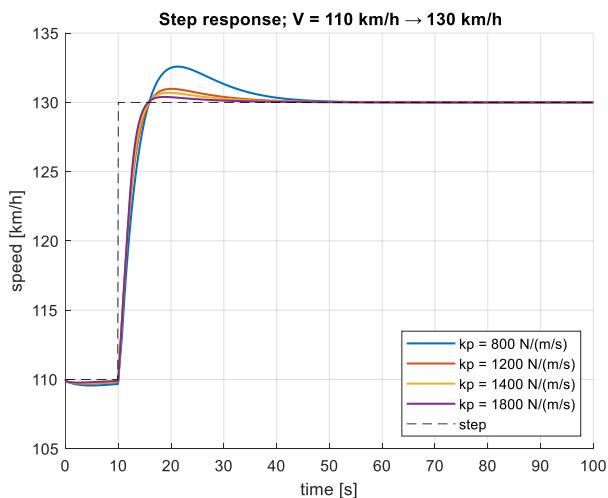
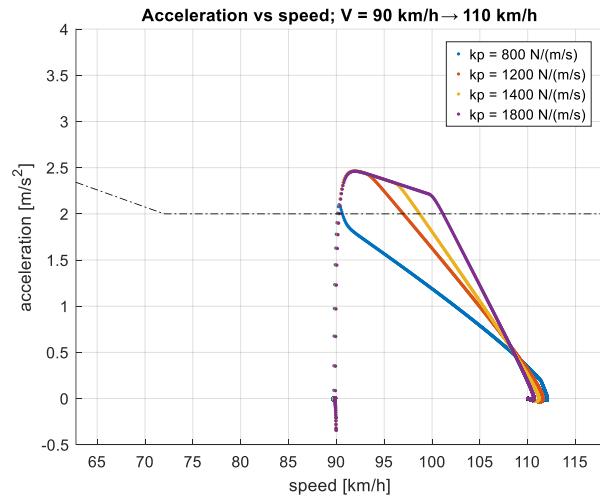
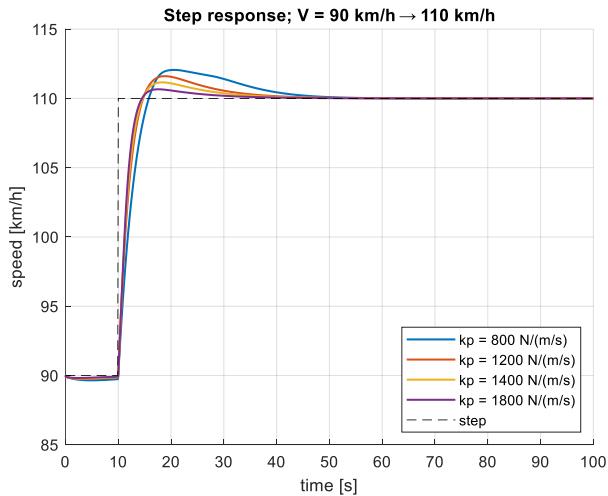
Contents

1.	Selection of kp.....	2
	Acceleration.....	2
	Deceleration	4
1.	Selection of Ti.....	6
	Acceleration.....	6
	Deceleration	7
2.	Variable reference and no disturbance	9
3.	Constant reference and variable disturbance	10

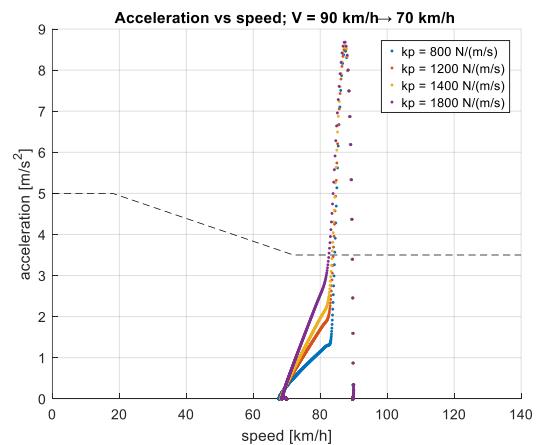
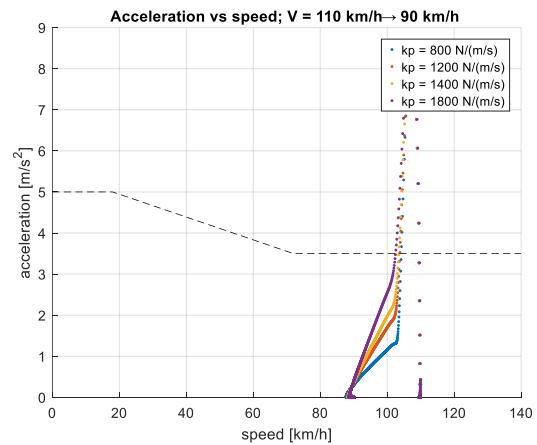
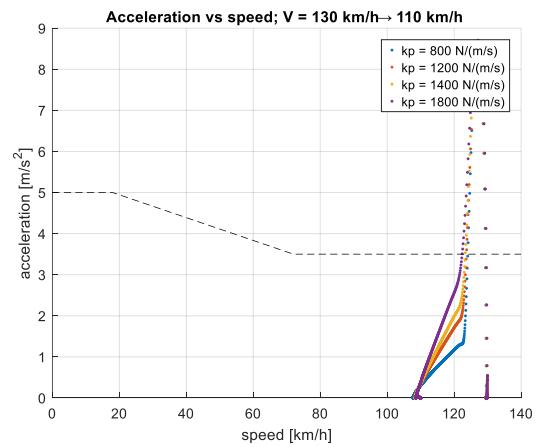
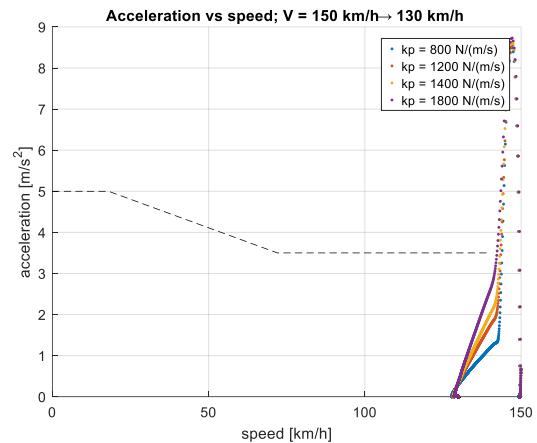
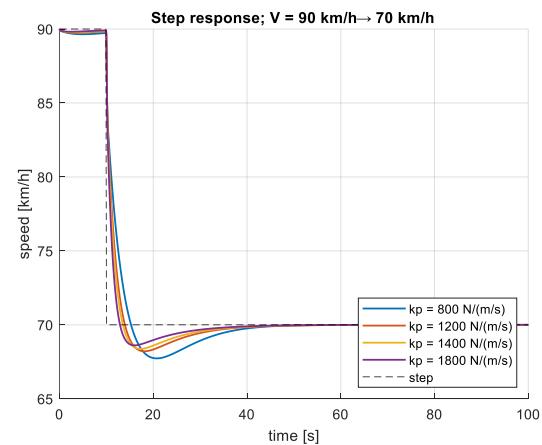
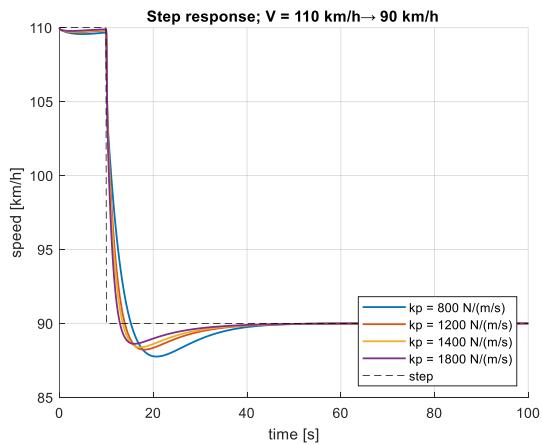
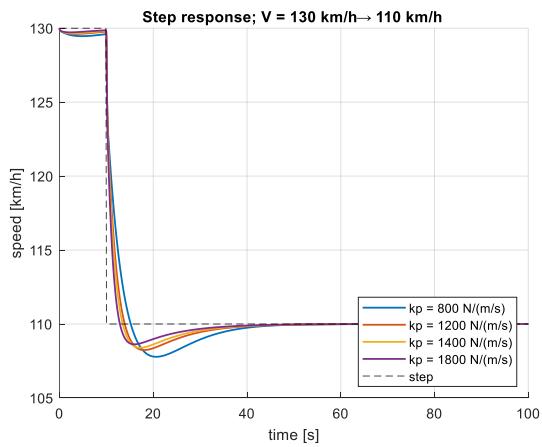
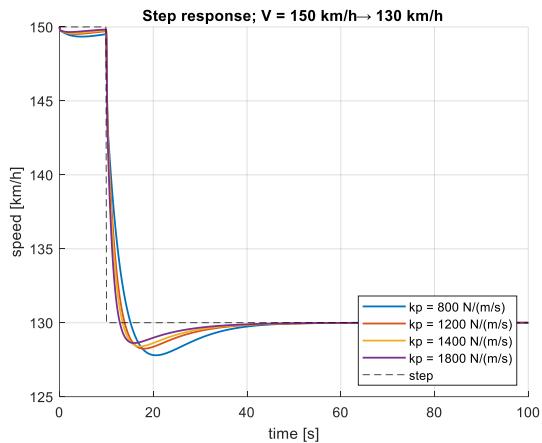
1. Selection of kp

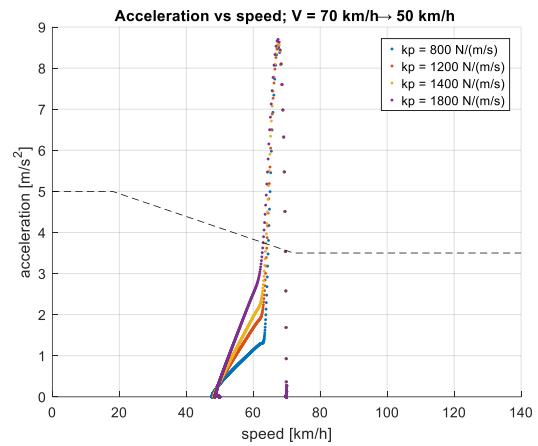
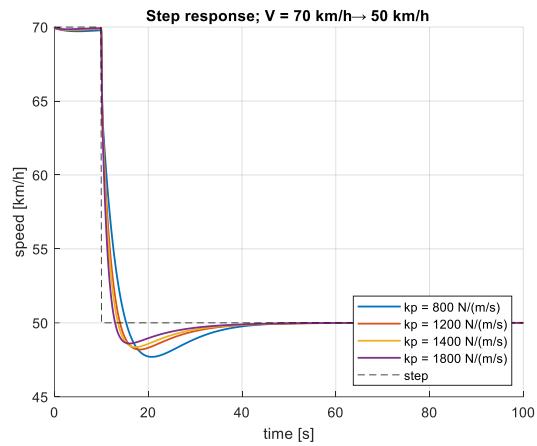
Acceleration





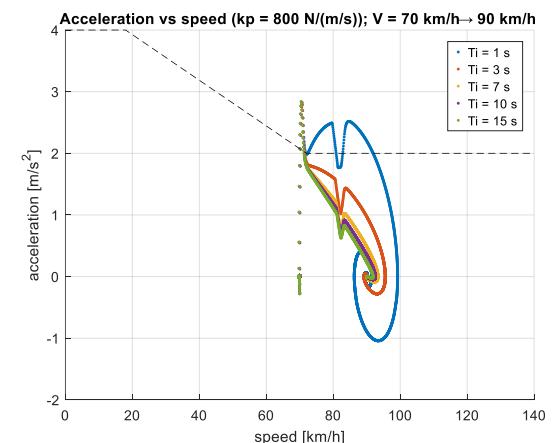
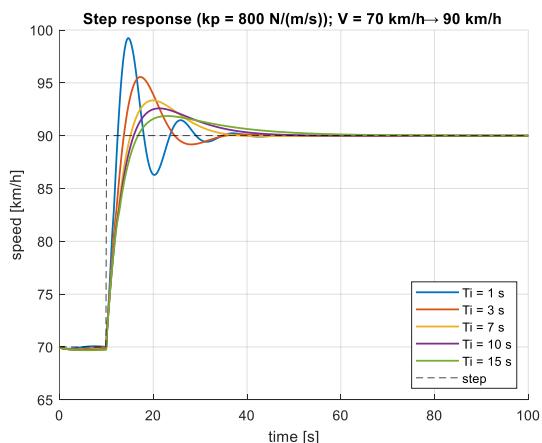
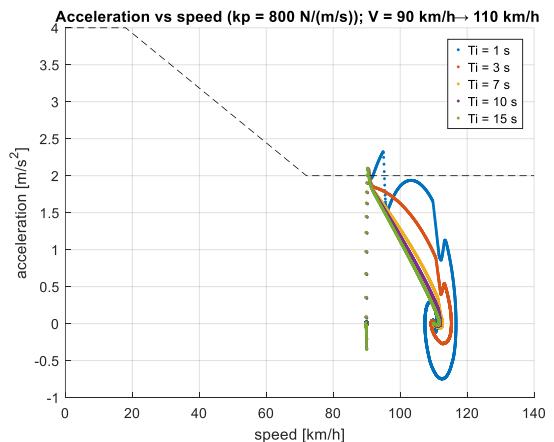
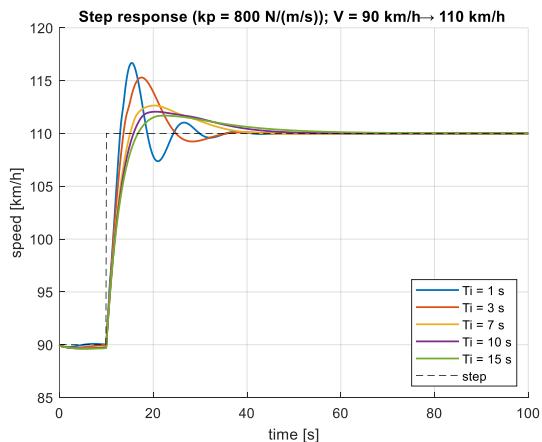
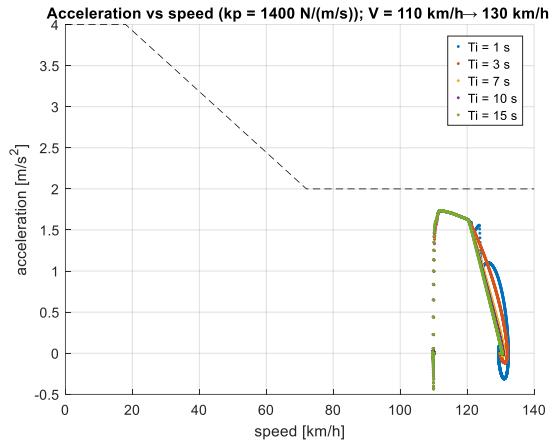
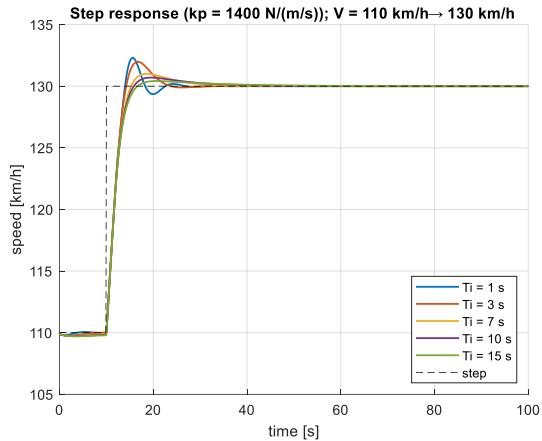
Deceleration

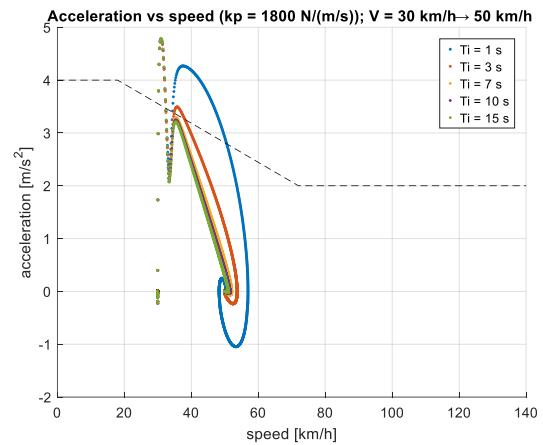
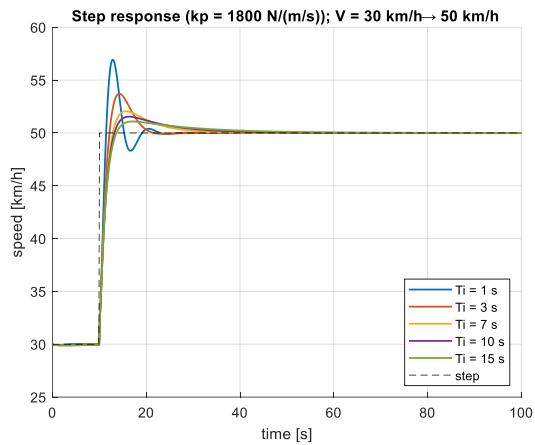
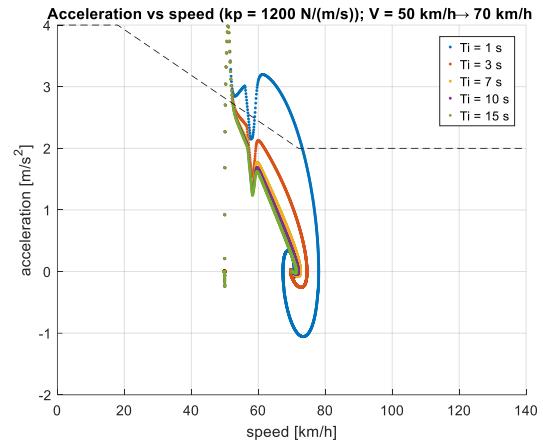
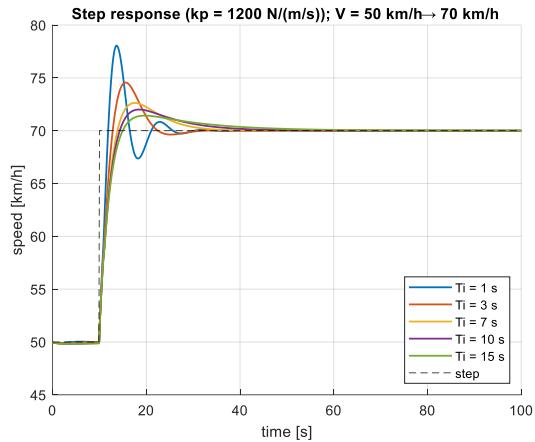




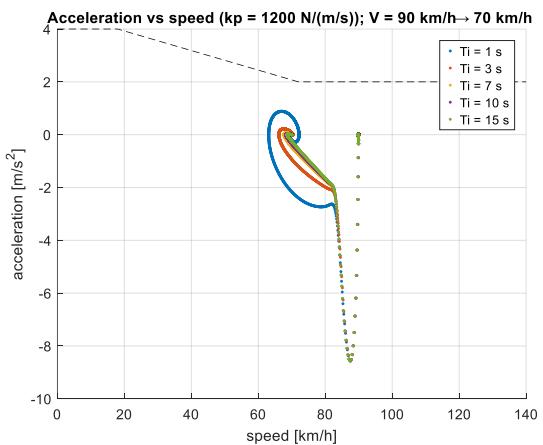
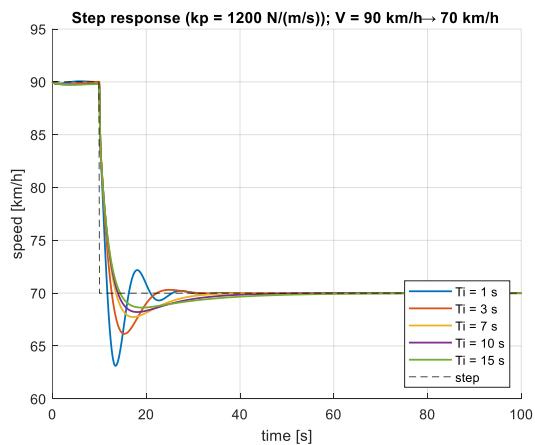
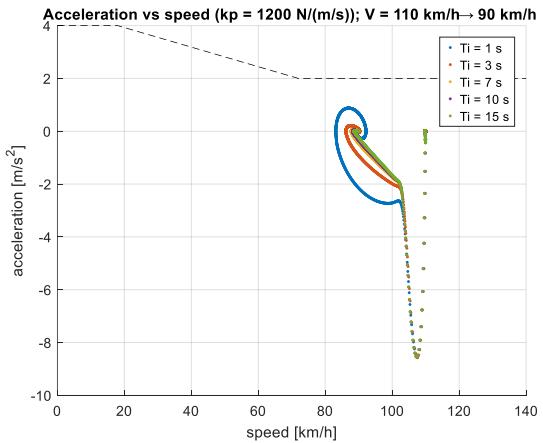
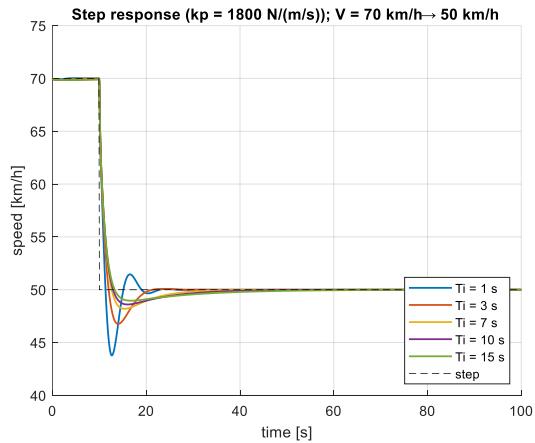
1. Selection of Ti

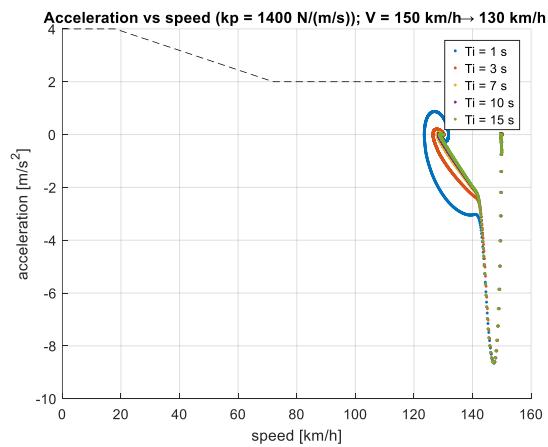
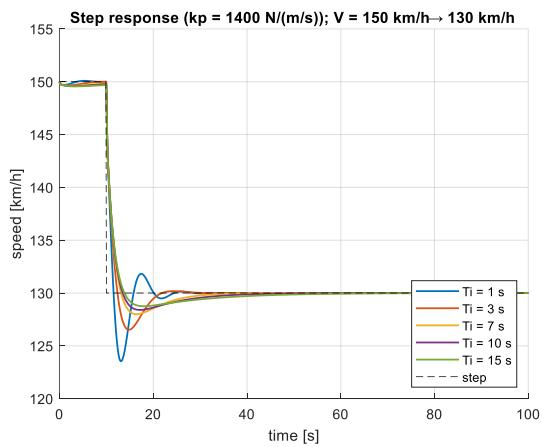
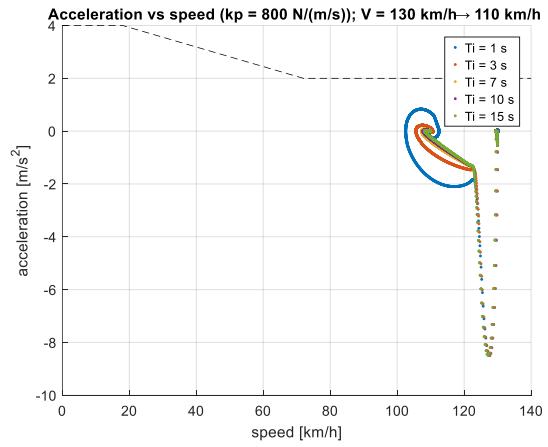
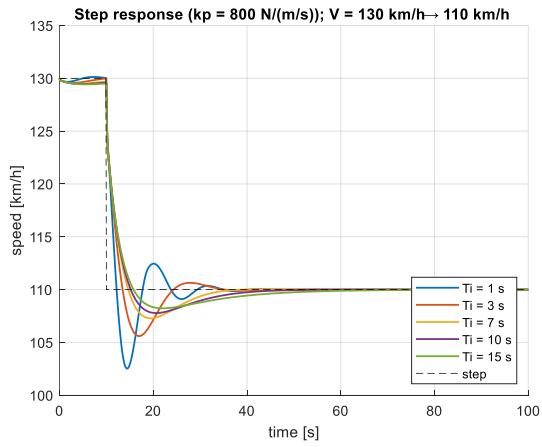
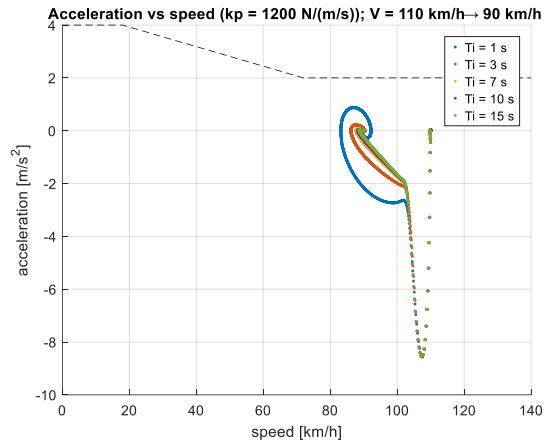
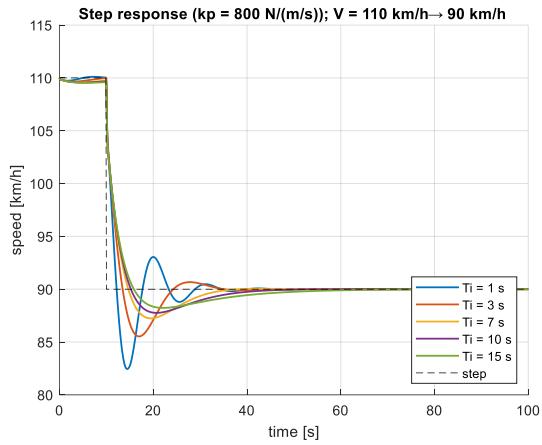
Acceleration





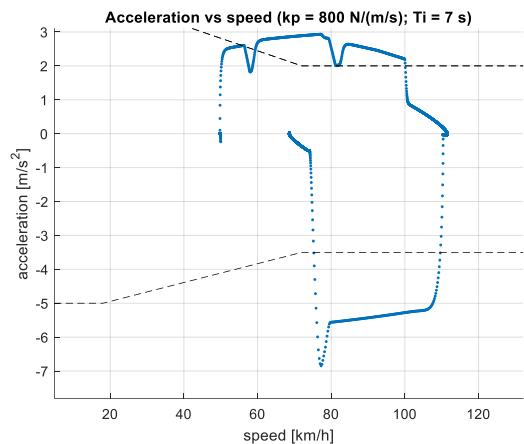
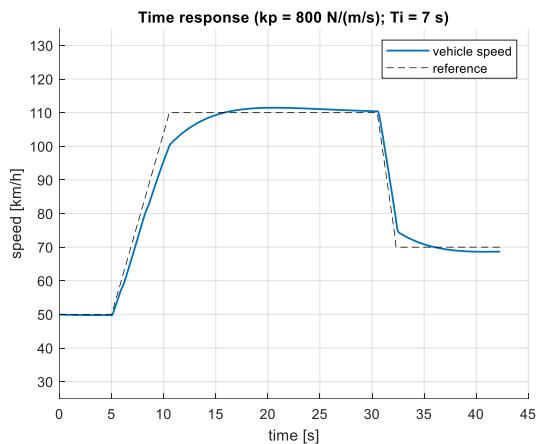
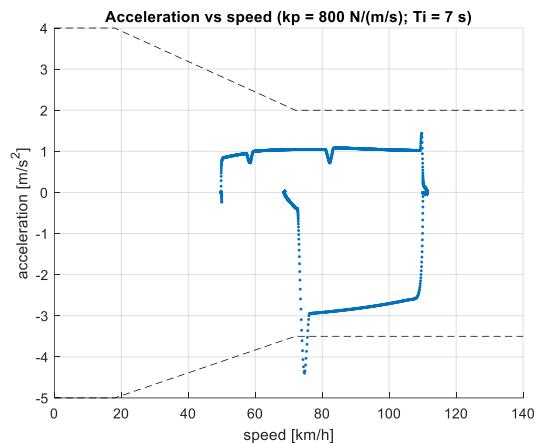
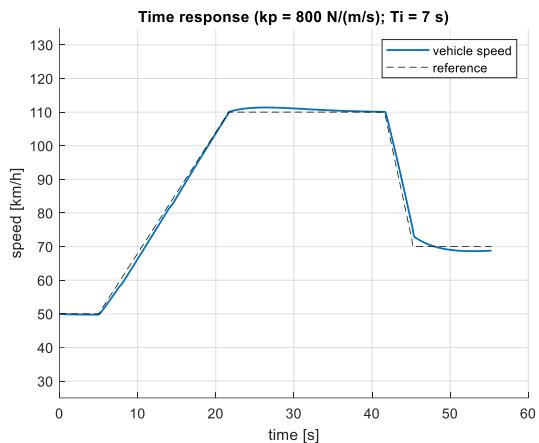
Deceleration





	Kp	Ti
30-50	1800	15
50-70	1200	10
70-90	800	7
90-110	800	7
110-130	1400	7

2. Variable reference and no disturbance



3. Constant reference and variable disturbance

