Differences:

1. There are two additional constants
   1. T2F: Derivative of multiple constants
   2. e\_term, c\_lower, c\_upper: Derivative of multiple constants
2. omega\_m: only will need to multiply tire angular velocity by the gear ratio for front/rear
3. Computing braking torque will use wheel velocities, instead of CoG velocity
4. PID & optimization function will need to be coded, either finding existing code or writing it in house

What still needs to be done:

1. Fx, Fy, Fz will be computed, and should be in tire coordinate system
2. Ackermann angles will be computed from center steering angle