

# Dynamic bicycle model

Alessio Russo, Carmelo Valore

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## 1 Simple dynamic model

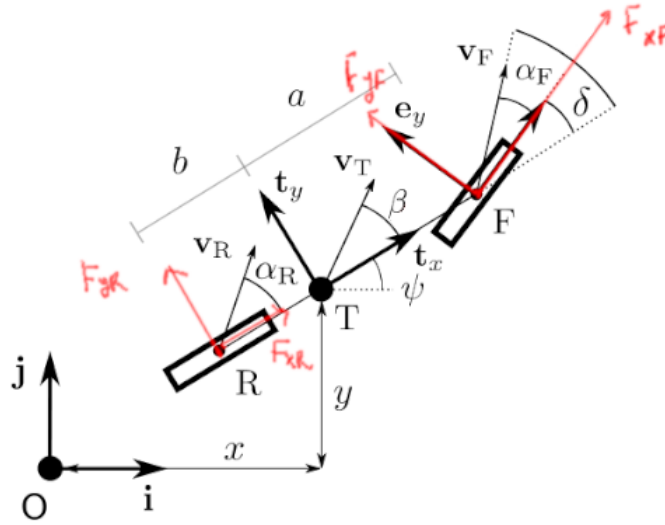


Figure 1: Bicycle model

$$\begin{aligned}
 m_T \ddot{x} &= F_{xF} \cos(\psi + \delta) + F_{xR} \cos(\psi) - F_{yF} \sin(\psi + \delta) - F_{yR} \sin(\psi) \\
 m_T \ddot{y} &= F_{xF} \sin(\psi + \delta) + F_{xR} \sin(\psi) + F_{yF} \cos(\psi + \delta) + F_{yR} \cos(\psi) \\
 I_T \ddot{\psi} &= F_{xF} a \sin(\delta) + F_{yF} a \cos(\delta) - F_{yR} b
 \end{aligned} \tag{1}$$

$$\begin{aligned}
 \alpha_F &= \arctan\left(\frac{\dot{y} + a\dot{\psi} \cos(\psi)}{\dot{x} - a\dot{\psi} \sin(\psi)}\right) - (\delta + \psi) \\
 \alpha_R &= \arctan\left(\frac{\dot{y} - b\dot{\psi} \cos(\psi)}{\dot{x} + b\dot{\psi} \sin(\psi)}\right) - \psi
 \end{aligned} \tag{2}$$

At first, as state vector this has been used:

$$\begin{aligned}
z1 &= x \\
z2 &= y \\
z3 &= \psi \\
z4 &= \dot{x} \\
z5 &= \dot{y} \\
z6 &= \dot{\psi}
\end{aligned} \tag{3}$$

So that

$$\begin{aligned}
\dot{z}_1 &= z_4 \\
\dot{z}_2 &= z_5 \\
\dot{z}_3 &= z_6 \\
\dot{z}_4 &= \frac{F_{xF}\cos(z_3 + \delta) + F_{xR}\cos(z_3) - F_{yF}\sin(z_3 + \delta) - F_{yR}\sin(z_3)}{m_T} \\
\dot{z}_5 &= \frac{F_{xF}\sin(z_3 + \delta) + F_{xR}\sin(z_3) + F_{yF}\cos(z_3 + \delta) + F_{yR}\cos(z_3)}{m_T} \\
\dot{z}_6 &= \frac{F_{xF}a\sin(\delta) + F_{yF}a\cos(\delta) - F_{yR}b}{I_T}
\end{aligned} \tag{4}$$

With slip angles

$$\begin{aligned}
\alpha_F &= \arctan\left(\frac{z_5 + az_6\cos(z_3)}{z_4 - az_6\sin(z_3)}\right) - (\delta + z_3) \\
\alpha_R &= \arctan\left(\frac{z_5 - bz_6\cos(z_3)}{z_4 + bz_6\sin(z_3)}\right) - z_3
\end{aligned} \tag{5}$$

Now instead of using  $\dot{x}$  and  $\dot{y}$ ,  $v_T$  and  $\beta$  have been used. The transformations are the following:

$$\begin{aligned}
\dot{x} &= v_T\cos(\psi + \beta) \\
\dot{y} &= v_T\sin(\psi + \beta) \\
\ddot{x} &= \dot{v}_T\cos(\psi + \beta) - v_T(\dot{\psi} + \dot{\beta})\sin(\psi + \beta) \\
\ddot{y} &= \dot{v}_T\sin(\psi + \beta) + v_T(\dot{\psi} + \dot{\beta})\cos(\psi + \beta)
\end{aligned} \tag{6}$$

Substituting and simplyfing with the help of Matlab

$$\begin{aligned}
\dot{v}_T &= \frac{F_{xF}\cos(\beta - \delta) + F_{xR}\cos(\beta) + F_{yF}\sin(\beta - \delta) + F_{yR}\sin(\beta)}{m_T} \\
\dot{\beta} &= \frac{-F_{xF}\sin(\beta - \delta) - F_{xR}\sin(\beta) + F_{yF}\cos(\beta - \delta) + F_{yR}\cos(\beta) - m_T v_T \dot{\psi}}{m_T v_T} \\
\ddot{\psi} &= \frac{F_{xF}\sin(\delta) + F_{yF}\cos(\delta) - F_{yR}b}{I_T}
\end{aligned} \tag{7}$$

$$\begin{aligned}
\alpha_F &= \arctan\left(\frac{v_T \sin(\beta) + a \dot{\psi}}{v_T \cos(\beta)}\right) - \delta \\
\alpha_R &= \arctan\left(\frac{v_T \sin(\beta) - b \dot{\psi}}{v_T \cos(\beta)}\right)
\end{aligned} \tag{8}$$

The new state and the state equations are

$$\begin{aligned}
x1 &= x \\
x2 &= y \\
x3 &= \psi \\
x4 &= v_T \\
x5 &= \beta \\
x6 &= \dot{\psi} \\
\dot{x}_1 &= x_4 \cos(x_3 + x_5) \\
\dot{x}_2 &= x_5 \sin(x_3 + x_5) \\
\dot{x}_3 &= x_6 \\
\dot{x}_4 &= \frac{F_{xF}\cos(x_5 - \delta) + F_{xR}\cos(x_5) + F_{yF}\sin(x_5 - \delta) + F_{yR}\sin(x_5)}{m_T} \\
\dot{x}_5 &= \frac{-F_{xF}\sin(x_5 - \delta) - F_{xR}\sin(x_5) + F_{yF}\cos(x_5 - \delta) + F_{yR}\cos(x_5) - m_T x_4 x_6}{m_T x_4} \\
\dot{x}_6 &= \frac{F_{xF}\sin(\delta) + F_{yF}\cos(\delta) - F_{yR}b}{I_T}
\end{aligned} \tag{9}$$

## 2 Pacejka tyre model

The following Pacejka tyre model (Magic Formula '94) has been used, taking as inputs the tyre slip angle  $\alpha$  ( $\alpha_F$  and  $\alpha_R$ ) and the vertical load  $F_z$  on the tyre

(respectively  $l_F * F_z$  and  $l_R * F_z$ , where  $l_F$  and  $l_R$  are coefficients to distribute the load between front wheel and rear wheel, such that  $l_F + l_R = 1, l_F \geq 0, l_R \geq 0$ ).

$$F_y = D \sin(C \arctan(B_{x1} - E(B_{x1} - \arctan(B_{x1})))) + V \quad (10)$$

With

$$\begin{aligned} C &= a_0 \\ D &= F_z(a_1 F_z + a_2)(1 - a_{15} \gamma^2) \\ BCD &= a_3 \sin(2 \arctan(\frac{F_z}{a_4}))(1 - a_5 |\gamma|) \\ B &= BCD/CD \\ E &= (a_6 F_z + a_7)(1 - (a_{16} \gamma + a_{17}) \text{sign}(\alpha + H)) \\ H &= a_8 F_z + a_9 + a_{10} \gamma \\ V &= a_{11} F_z + a_{12} + (a_{13} F_z + a_{14}) \gamma F_z \\ B_{x1} &= B(\alpha + H) \end{aligned} \quad (11)$$

Where  $a_i$ ,  $i \in \{0, \dots, 17\}$ , are the parameters of the Pacejka model, whose value and meaning can be seen in the Appendix.

### 3 Aerodynamic force

The following changes have been done in the previous model to take into account for the aerodynamic force  $F_A = \frac{1}{2} \rho C_x S v^2$  in the same direction of  $v_T$  but in the opposite side, and  $F_{Lit} = \frac{1}{2} \rho C_z S v^2$  that "pushes" the vehicle to be stucked on the ground

$$\begin{aligned} \ddot{x}_4 &= \frac{F_{xF} \cos(x_5 - \delta) + F_{xR} \cos(x_5) + F_{yF} \sin(x_5 - \delta) + F_{yR} \sin(x_5) - \frac{1}{2} \rho C_x S x_4^2}{m_T} \end{aligned} \quad (12)$$

$$F_z = mg + \frac{1}{2} \rho C_z S x_4^2 \quad (13)$$

### 4 Fuel consumption

The following changes have been done in the previous model to take fuel consumption into account. A simplified version has been used, in which the Power is

computed ( $P_e$ ) and multiplied by a coefficient ( $C_{fuel}$ ) that expresses the relation among mass loss (in terms of fuel consumption) and power provided

$$\begin{aligned} P_e &= (F_{xF} + F_{xR})x_4, F_{xF} \geq 0, F_{xR} \geq 0 \\ \dot{m} &= P_e C_{fuel} \end{aligned} \quad (14)$$

## 5 Tyre wear

The following have been added in the previous model to take into account for wear of the rubber compound of the tyre. The model is called Archard model, and it makes use of the vertical pression ( $P_z = \frac{F_z}{Area}$ ), the longitudinal sliding velocity of the wheels ( $v_{xF}$  and  $v_{xR}$ ) and some parameters (such as  $K_{wear}$  and  $H$ ). The model output is the wear depth over the time ( $\dot{h}$ ), that will be then converted into  $mm^3$  of wasted material.

The model has been converted in order to take into account, instead of the sliding velocity, the forces on the wheels, thus the parameters have been re-modulated too.

Here the modified Archard model formulation is shown

$$\dot{h}_i = \frac{K_{wear} P_{load} \sqrt{F_{xi}^2 + F_{yi}^2}}{H} \quad (15)$$

where  $i \in \{F, R\}$

## 6 Banking

Taking into account the shape of the road we introduce other terms in the model equations. As can be seen in figure 2 and 3 we are able to find the term whose projection will be summed up in the previous dynamic equations, that is the  $mg$  term, that multiplied by  $\sin(\gamma)$  will be directed as the perpendicular to the vehicle direction.

As can be seen from those figures, the contribution of this lateral force acting on the vehicle will add some new terms in the equations of the model. Along the direction of  $v_T$  the contribution of the force is  $mg \sin(\gamma) \sin(\beta)$ , while on the orthogonal direction it is represented by the force  $mg \sin(\gamma) \cos(\beta)$ .

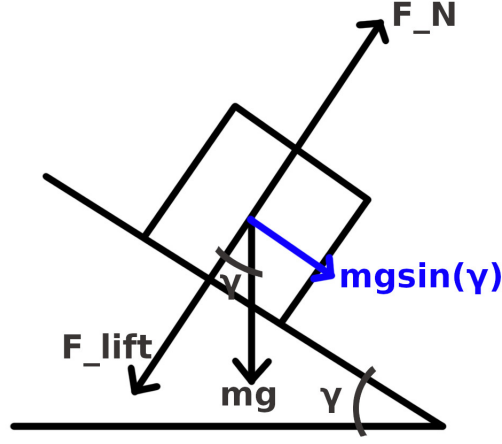


Figure 2: Contribution of  $mg$

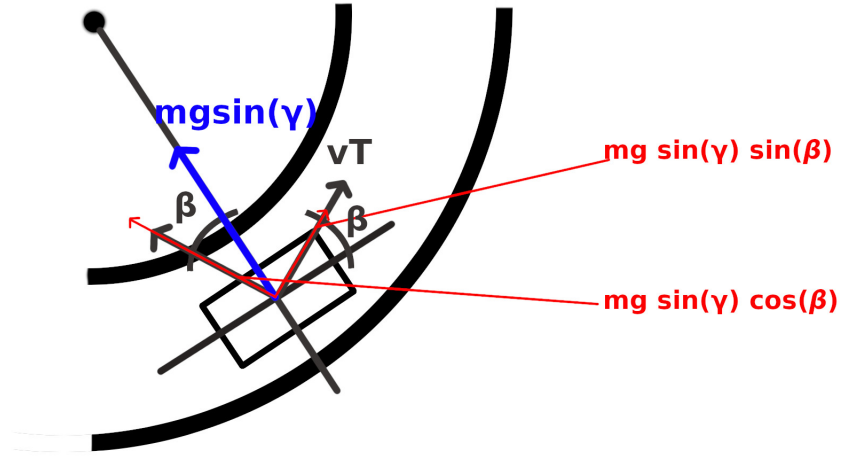


Figure 3: Terms affecting the model equations

In the end, the final equations will be:

$$\begin{aligned} \dot{x}_4 &= \frac{F_{xF} \cos(x_5 - \delta) + F_{xR} \cos(x_5) + F_{yF} \sin(x_5 - \delta) + F_{yR} \sin(x_5) - \frac{1}{2} \rho C_x S v^2 + mgsin(\gamma)sin(x_5)}{m_T} \\ \dot{x}_5 &= \frac{-F_{xF} \sin(x_5 - \delta) - F_{xR} \sin(x_5) + F_{yF} \cos(x_5 - \delta) + F_{yR} \cos(x_5) - m_T x_4 x_6 + mgsin(\gamma)cos(x_5)}{6 m_T x_4} \end{aligned} \quad (16)$$

## 7 Friction ellipse and wear considerations

Coming to the conclusion of our model, we took in consideration also the physical relation between longitudinal and lateral forces through the friction ellipse

$$\left(\frac{F_x}{F_{x,max}}\right)^2 + \left(\frac{F_y}{F_{y,max}}\right)^2 = 1 \quad (17)$$

In particular,  $F_{x,max}$  and  $F_{y,max}$  are respectively the maximum longitudinal and lateral forces, that are calculated through the Pacejka parameters, being  $D + V$  the point of max of the tyre model. Here we recall that:

$$\begin{aligned} D_{lat} &= F_z(a_1 F_z + a_2)(1 - a_{15}\gamma^2) \\ V_{lat} &= a_{11}F_z + a_{12} + (a_{13}F_z + a_{14})\gamma F_z \\ D_{long} &= F_z(b_1 F_z + b_2) \\ V_{long} &= b_{11}F_z + b_{12} \end{aligned} \quad (18)$$

Thus as we can see, the maximum longitudinal and lateral forces are functions of the vertical load  $F_z$ .

(Note: different parameters are used for longitudinal and lateral Pacejka, in particular  $a_i$  is referred to the lateral one while  $b_i$  to the longitudinal one).

In this way the ellipse is defined, but, taking in consideration the wear  $h$  the ellipse is scaled. Thus, at the end,  $F_{x,max}$  and  $F_{y,max}$  are functions of  $F_z$  and  $h$ , specifically:

$$\begin{aligned} F_{x,max} &= (D_{long} + V_{long}) \frac{1}{w_1 h + w_2} \\ F_{y,max} &= (D_{lat} + V_{lat}) \frac{1}{w_1 h + w_2} \end{aligned} \quad (19)$$

Where  $w_1$  and  $w_2$  are parameters opportunely chosen. In this way the more the wear, the more the ellipse is shrunk.

The ellipse is saying us which is the maximum lateral force wrt the given  $F_x$  in input. Thus, finally, the output of the lateral Pacejka is scaled, so to have the peak value  $(D_{lat} + V_{lat})$  equal to the value given by the ellipse. To do so, the  $D$  value of the Pacejka is directly fed as input to the model through the output of the ellipse.

Following image tries to clarify the steps detailed so far.

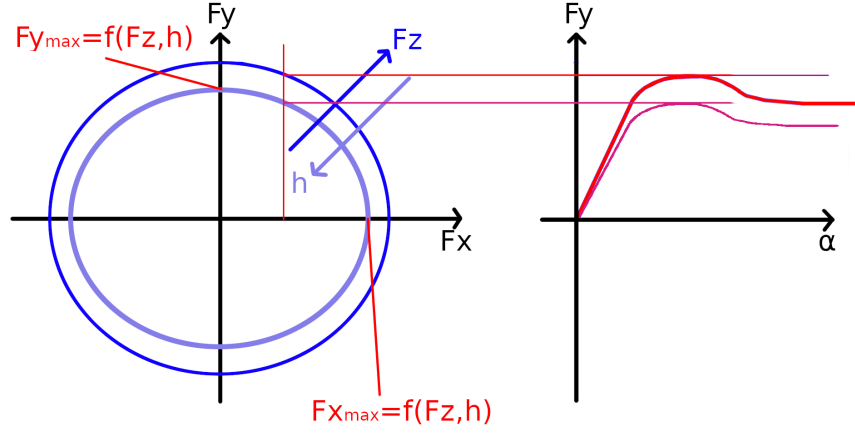


Figure 4: Friction ellipse and wear effects

## 8 Appendix

In this section we will define the values given to the different parameters.



Parameters of lateral Pacejka tyre model

$a0 = 1.4[-]$ ——Shape factor  
 $a1 = 0[1/kN]$ ——Load influence on lateral friction coefficient (\*1000)  
 $a2 = 2000[-]$ ——Lateral friction coefficient (\*1000)  
 $a3 = 1100[N/deg]$ ——Change of stiffness with slip  
 $a4 = 10[kN]$ ——Change of progressivity of stiffness / load  
 $a5 = 0[\%/deg/100]$ ——Camber influence on stiffness  
 $a6 = 0[-]$ ——Curvature change with load  
 $a7 = -2[-]$ ——Curvature factor  
 $a8 = 0[deg/kN]$ ——Load influence on horizontal shift  
 $a9 = 0[deg]$ ——Horizontal shift at load = 0 and camber = 0  
 $a10 = 0[-]$ ——Camber influence on horizontal shift  
 $a11 = 0[N]$ ——Vertical shift  
 $a12 = 0[N]$ ——Vertical shift at load = 0  
 $a13 = 0[N/deg/kN]$ ——Camber influence on vertical shift, load dependent  
 $a14 = 0[N/deg]$ ——Camber influence on vertical shift  
 $a15 = 0[1/deg]$ ——Camber influence on lateral friction coefficient  
 $a16 = 0[-]$ ——Curvature change with camber  
 $a17 = 0[-]$ ——Curvature shift  
  
 $\gamma = 0[rad]$ ——Camber angle

Parameters of longitudinal tyre model - only the ones used

$b1 = 0[1/kN]$ ——Load influence on longitudinal friction coefficient (\*1000)  
 $b2 = 2200[-]$ ——Longitudinal friction coefficient (\*1000)  
 $b11 = 0[N]$ ——Vertical shift  
 $b12 = 0[N]$ ——Vertical shift at load = 0

$m_{vehicle} = 590[kg]$ ——Mass of the vehicle  
 $m_{fuel} = 60[kg]$ ——Mass of the fuel  
 $m_{passenger} = 70[kg]$ ——Mass of the passenger  
 $m_T = m_{vehicle} + m_{fuel} + m_{passenger}$   
 $g = 9.81[\frac{m}{s^2}]$ ——Gravity acceleration  
 $l_F = 0.45[-]$ ——Distribution of load on the front wheel  
 $l_R = 0.55[-]$ ——Distribution of load on the rear wheel  
 $a = 1.2[m]$ ——Distance between center of vehicle and front wheel  
 $b = 1.6[m]$ ——Distance between center of vehicle and rear wheel  
 $I_T = 1400[\frac{kgm^2}{s}]$ ——Moment of Inertia of the vehicle

$C_x = 0.8[-]$ ——Drag coefficient  
 $C_z = 1.5[-]$ ——Lift coefficient  
 $\rho = 1.225[\frac{kg}{m^3}]$ ——Density of air  
 $Area = 2[m]$ ——Area on which the air goes through

$vel_{max} = 50[\frac{m}{s}]$ ——Maximum velocity of the vehicle  
 $vel_{init} = 20[\frac{m}{s}]$ ——Initial velocity of the vehicle  
 $yPos_{init} = -5.625[m]$ ——Initial y position of the vehicle

$C_{fuel} = 3 \times 10^{-7}[\frac{s^2}{m^2}]$ ——Fuel consumption coefficient

$K_{wear} = 1[0.5 \frac{m^3 s^3}{kg^2}]$ ——Tyre wear parameter  
 $TyreContactArea = 0.04[m^2]$ ——Contact area of the tyre  
 $TyreRadius = 0.17[m]$ ——Radius of the tyre  
 $TyreArea = TyreRadius^2 \pi; [m^2]$ ——Area of the tyre  
 $TyreWidth = 0.2[m]$ ——Width of the tyre

$w_1 = 10^{-4.7}$ ——Parameter to scale ellipse due to wear  
 $w_2 = 1$ ——Parameter to scale ellipse due to wear