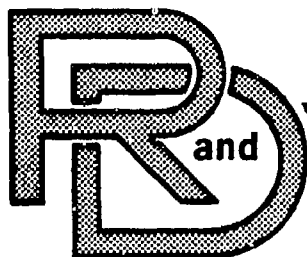


LEVEL

12

ADA063589



TARADCOM

LABORATORY

TECHNICAL REPORT

NO. 12413



INTERACTIVE
VEHICLE DYNAMICS AND RIDE EVALUATION
PACKAGE

REC'D
JAN 19 1979
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NOVEMBER 1978

by FRANCIS B. HOOGERP

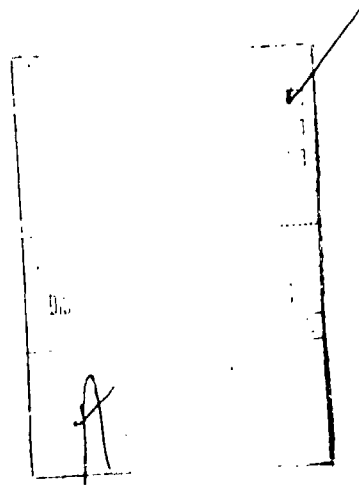
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U.S. ARMY TANK-AUTOMOTIVE
RESEARCH AND DEVELOPMENT COMMAND
Warren, Michigan 48090

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ABSTRACT

This report describes an integrated package for evaluating the dynamic effects of driving a vehicle across any described section of terrain. The model incorporated includes only the pitch and roll motions of the chassis (or hull). The package is composed of four digital computer programs. Each program is designed to be run interactively and does not require that the user have any programming experience. The programs provide the capability to create vehicle data files, perform simulations, and specify the form and types of the output desired. A general description of the model structure, its capabilities and its limitations is included along with user instructions for running each program in the package.



INTRODUCTION AND OBJECTIVE

The US Army Tank-Automotive Command has been involved in the simulation of tracked and wheeled vehicles for over twenty years. The objective of one type of simulation often used in the evaluation of vehicle concepts has been to determine the ride performance of a vehicle as it traverses a section of terrain or a discrete obstacle. The model generally used for these simulations represents the vehicle as a sprung mass (the chassis or hull) and a separate mass for each wheel. Springs and dampers were represented by piecewise linear curves. The tires were represented also as a vertical spring and damper between the wheel center and the ground.

This type of model was originally developed and implemented on a set of analog computers with a digital computer providing the forcing function during the simulation. This required specially trained engineers to set up and run the simulations, and required extensive program checkout for each configuration to ensure the validity of model implementation. As a result, vehicle evaluations that were run on this model were very expensive. Due to the extensive checkout required for each implementation, these simulations appeared to be quite reasonable and when field test data were available, they tended to reinforce this judgement.

In recent years, it has often become necessary to obtain results in a matter of a few days. Using the analog computers available, each concept took about two weeks to complete with very little effective overlap between concepts. With the spread of the use of high speed digital computers in the Army community, it became feasible to do large simulations on digital computing machines. With this in mind, a digital counterpart of the analog model was developed under contract by Service Bureau Corporation and was made operational at TARADCOM about 10 years ago. In the ensuing years, countless vehicles and vehicle concepts have been simulated and evaluated using evolutionary forms of this (or very similar) digital models.

Several factors have persistently arisen over the years that have lessened the overall utility of this type of digital model. One of these factors is the converting of vehicle data into a computer useable format. The person performing such a task must be familiar with both the vehicle data and the computer program requirements. Furthermore, he must not take his task casually, since mistakes may not be readily visible in the results but can cause great repercussions if discovered at a later time.

Another problem has been that different users may want different types of output from the model. This would necessitate program changes which would slow down the project and increase the possibility of errors in the model, since adequate program checkout time is seldom available.

A third retarding factor is that the engineer responsible for the work has had no opportunity to gain personal confidence in the model being used. If the person making the actual computer runs for him made any data translation or transcription errors, or if any programming errors were made resulting in unreasonable output, the engineer tended to lose confidence in the model. With a couple of bad experiences under his belt, he would soon be very hesitant to use the model.

During the past two years one evolutionary form of this model has been resurrected. A preprocessor and a post-processor program have been developed which when used in conjunction with the digital simulation model, provide a total vehicle ride evaluation package which hopefully will eliminate many of the most severe problems encountered in the past. This package has been implemented on the CDC 6500/6600 computer complex located at Picatinny Arsenal in Dover, New Jersey. The underlying theme used in the development of the package is that the engineer responsible for the results should become personally involved with the model. In order to accomplish this objective, the package was designed to be run interactively from a time-sharing terminal. The vehicle data are entered interactively in engineering-type terms in response to specific requests. Each simulation over a particular terrain at a specified velocity is also run interactively, and the standard measures of driver ride comfort are obtained. The post processor portion of the package can be run interactively as well, giving the user the option to obtain various tabular or graphical results from any signal generated during the simulation portion of the package. The full capability of the post processor is available only from a graphics terminal having vector plotting capability. (A Tektronix 4014 is used.)

The remainder of this report is concerned with a user oriented description of this package. Included are a description of the model, some model verification results, and a discussion of how to use each component of the package. Finally, included as Appendix I, is a rather complete example of what can be accomplished with this model. The example begins with the vehicle data in the form an engineer might receive them and proceeds through the sequence of programs to create a vehicle data file, run the simulation, and ultimately obtain additional output via the post processor portion of the package.

MODEL DESCRIPTION AND CAPABILITIES

The model implemented in this package is represented pictorially in Figure 1. It represents a wheeled or tracked vehicle (Note that a tracked vehicle is handled as a wheeled vehicle for the purpose of ride simulation). The pitch and vertical motions of the sprung mass (chassis or hull) are modeled as well as the vertical motion of each wheel. The standard output of the program is the peak and rms vertical accelerations at the driver's station. It also calculates the absorbed power of the driver from the acceleration signal at the driver's station. Absorbed power is a frequency weighted rms acceleration. The weighting is done based on human ride tolerance to the various frequencies, and is explained in reference 1.

The data necessary to run this program are the wheel and CG locations, vehicle sprung and unsprung mass, sprung pitch moment of inertia, suspension spring and damping curves, tire spring and damping characteristics, and a description of the terrain over which the vehicle is to be simulated. The program allows for independently sprung wheels or for a pair of wheels to be joined in a tandem arrangement. The program also allows the input of the vertical clearance and horizontal location of one possible impact point (e.g., a sprocket or humper), and allows the inclusion of a fifth wheel type trailer hitch with full pitch freedom.

A typical output from this model will contain all the data shown in Figure 2. Additionally a binary output file is created which contains all the relevant displacements, velocities, and accelerations required to reconstruct the entire simulation. The various signals recorded in this file may be further analyzed using a separate post processor program. A detailed description of how to use this capability is contained in the User Instruction Section under the program heading, BANALYZE.

The simulation program contains a set of non-linear differential equations. These equations describe the accelerations of the various bodies being modeled and are as follows:

The vertical acceleration of the sprung center of mass is:

$$\ddot{Y}_0 = \sum_{i=1}^n \frac{K_i}{M_0} (Y_i - Y_{w_i}) + \sum_{i=1}^n \frac{D_i}{M_0} (\dot{Y}_i - \dot{Y}_{w_i}) + g$$

where

K_i = the spring rate at wheel i

M_0 = 1/2 the sprung mass of the vehicle

Y_i = the hull reference position of wheel i

Y_{wi} = vertical position of wheel i

n = number of wheels on one side of vehicle

D_i = the damping rate at wheel i

g = the gravitational constant = 32.16 ft/sec²

The pitch acceleration of the hull about the sprung center of mass is:

$$\ddot{\theta} = \sum_{i=1}^n \frac{L_i K_i}{J_0} (Y_i - Y_{wi}) + \sum_{i=1}^n \frac{L_i D_i}{J_0} (\dot{Y}_i - \dot{Y}_{wi})$$

where

L_i = the horizontal distance from the CG to wheel i

J_0 = 1/2 the sprung pitch moment of inertia of the vehicle

The vertical acceleration of wheel i (for $i = 1$ to n):

$$\ddot{Y}_{wi} = \frac{K_i}{M_{wi}} (Y_i - Y_{wi}) + \frac{D_i}{M_{wi}} (\dot{Y}_i - \dot{Y}_{wi}) - \frac{K_{wi}}{M_{wi}} (Y_{wi} - A_i) - \frac{D_{wi}}{M_{wi}} (\dot{Y}_{wi} - \dot{A}_i) + g$$

where

M_{w_i} = the mass of wheel i

A_i = the terrain elevation at wheel i

K_{w_i} = the spring rate of wheel i

D_{w_i} = the damping rate of wheel i

In addition to the above differential equations, a pair of equations for each wheel are used to describe the hull reference point position and velocity associated with each wheel. These give the following equations for wheel i :

$$Y_i = Y_0 + L_i \sin \theta$$
$$\dot{Y}_i = \dot{Y}_0 + \dot{\theta} L_i \cos \theta$$

where

Y_0 = the vertical position of the CG

θ = the pitch angle of the vehicle (front end up is positive)

The simulation is performed by the simultaneous integration of the differential equations concurrently with the solution of the necessary auxiliary equations. This numerical integration is performed using a variable step size numerical integration algorithm. A fourth order Adams-Moulton predictor corrector algorithm is employed whenever sufficient past values are available. A fourth order Runge-Kutta algorithm is used for starting the simulation and is also used for restarting if step size changes have made the appropriate past values unavailable.

Acceleration values are saved at equal intervals of time for subsequent analysis. Upon completion of the simulation portion of the program, the program determines the peak and RMS accelerations for the run, measured at the driver's station (or at some other designated point of interest).

The power spectral density (PSD) of the driver's vertical acceleration is calculated and passed through the absorbed power

weighting function, and integrated. The resulting value is the driver's vertical absorbed power in watts. This value is printed along with the RMS and peak accelerations.

The forcing function for the simulation is the ground profile that would be driven over by one side of the vehicle. This profile may be a surveyed course, a discrete rigid obstacle, or a mathematically generated terrain possessing certain statistical characteristics.

The terrain profile, regardless of its origin, is represented by a series of elevations at known horizontal positions along the course. These known profile points are assumed to be connected by straight line segments. This profile representation is modified by slowly rolling a rigid wheel across it and determining the lowest path that this rigid wheel could follow. This minimum path represents the original path, modified to reflect the effects of tire bridging. When simulating tracked vehicles, the roadwheel radius plus the track thickness is used as the effective radius of the rigid wheel, whereas for wheeled vehicles the rolling radius of the pneumatic tire is used. This terrain modification is performed before the simulation is actually begun. The resulting minimum profile is used as the forcing function input to the bottom of the wheel during the simulation. It should be noted that this terrain modification can be suppressed, if it is so desired, by setting the tire diameter equal to zero in the vehicle data file.

The model implementation allows a maximum of ten wheels per side of the vehicle. Each wheel must have a spring associated with it and may also have a shock absorber. In addition, any pair of adjacent wheels may be joined together in a tandem arrangement. The tandem is free to rotate about a point on the sprung mass and is represented by its pitch moment of inertia, its attachment point to the sprung mass, and the span between the two wheels on the tandem.

The spring and damping curves describing the suspension system elements are represented as piecewise linear functions with a maximum of nine linear segments each. The deflection axis for the spring curves is arbitrary, but it must be consistent from wheel to wheel. In other words, the zero deflection point may correspond to zero force, or to the static force, or some other force. The effect of being consistent in the deflection axis definition for all wheels can be described by the following situation. If the chassis were constrained

Direction of Travel \rightarrow

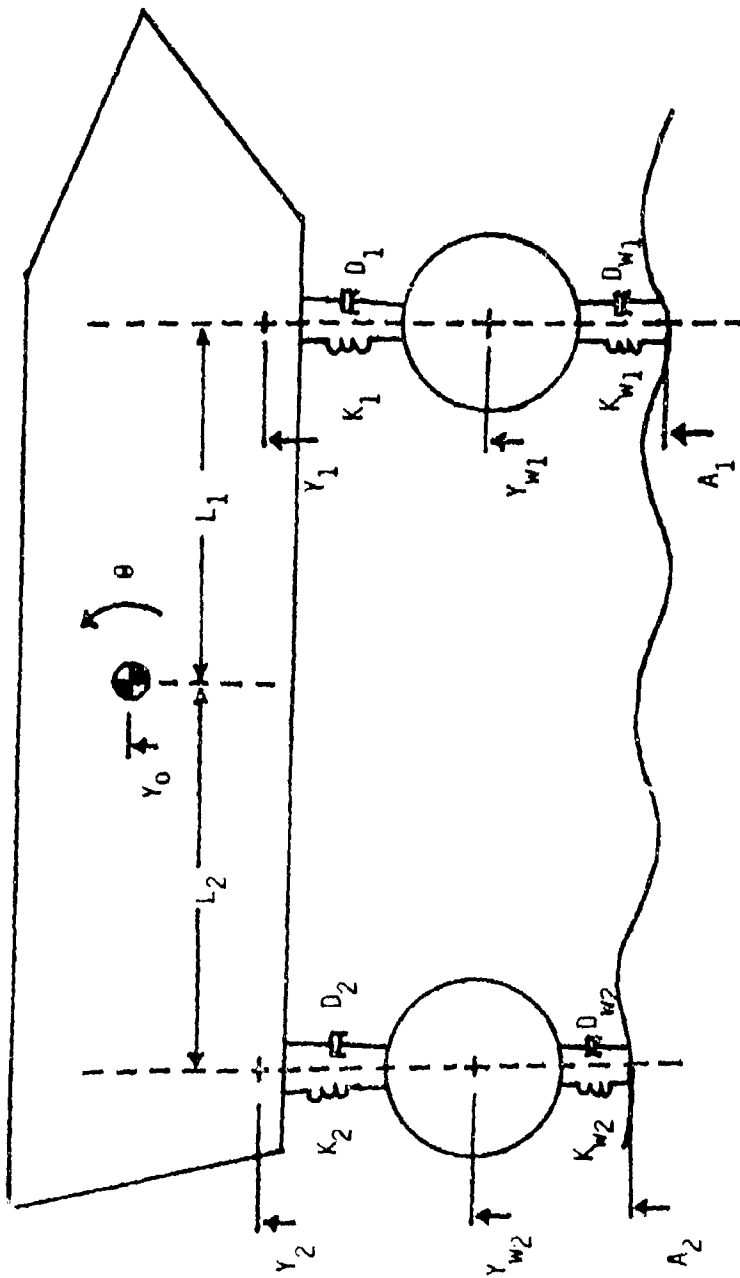


Figure 1 Vehicle Model with Two Wheels per Side

to remain level, and each wheel were positioned with the same value of deflection (regardless of the value chosen) across its respective spring, then the wheel centerlines would all lie on a single horizontal line. It should then be noted that if all wheels have zero force at zero deflection or if all wheels have static force at zero deflection, then consistency is guaranteed. One of these two definitions is generally used.

An example of an inconsistent definition would be to select the jounce (compression) stop point as the zero deflection point. If this were done for a vehicle that allowed one wheel to travel nearer to the plane formed by the chassis pitch and roll axes than some other wheel, the resulting representation would not be as intended.

The wheels are not assumed to be rigid during the simulation. In fact, the wheel (or tire) vertical spring and damping characteristics along with the unsprung mass of each wheel are required to simulate the interaction between the wheel and the ground.

The vertical spring and damping characteristics of the wheels may differ from wheel to wheel. These characteristics are considered to be piecewise linear functions and may have a maximum of six linear segments to describe each curve. For the wheel spring curves, the point of zero deflection must coincide with the point of zero force. Negative forces cannot be generated by the wheel characteristics within the model. In other words, the wheel cannot be pulled down by the profile, but it can, of course, leave the ground.

01/10/78

VEHICLE IDENTIFICATION R151A1 1/4 TON TRUCK
GUN 3120. LBS
SPRING 2710. LBS
UNSPRING 410. LBS
PITCH MOMENT OF INERTIA 719. SLUG-FT-SQ.

401 POINTS FOR APC31 16 MDU 76

VEHICLE VELOCITY • 15.0 MPH
LENGTH OF RUN • 18.7 SEC.

PEAK ACCELERATION : 2.16 G S PSD AREA • .38 G S
RMS ACCELERATION : .38 G S
ABSORBED POWER OF DRIVER • 5.02 WATTS

Figure 2 Typical Output from BVRIDE

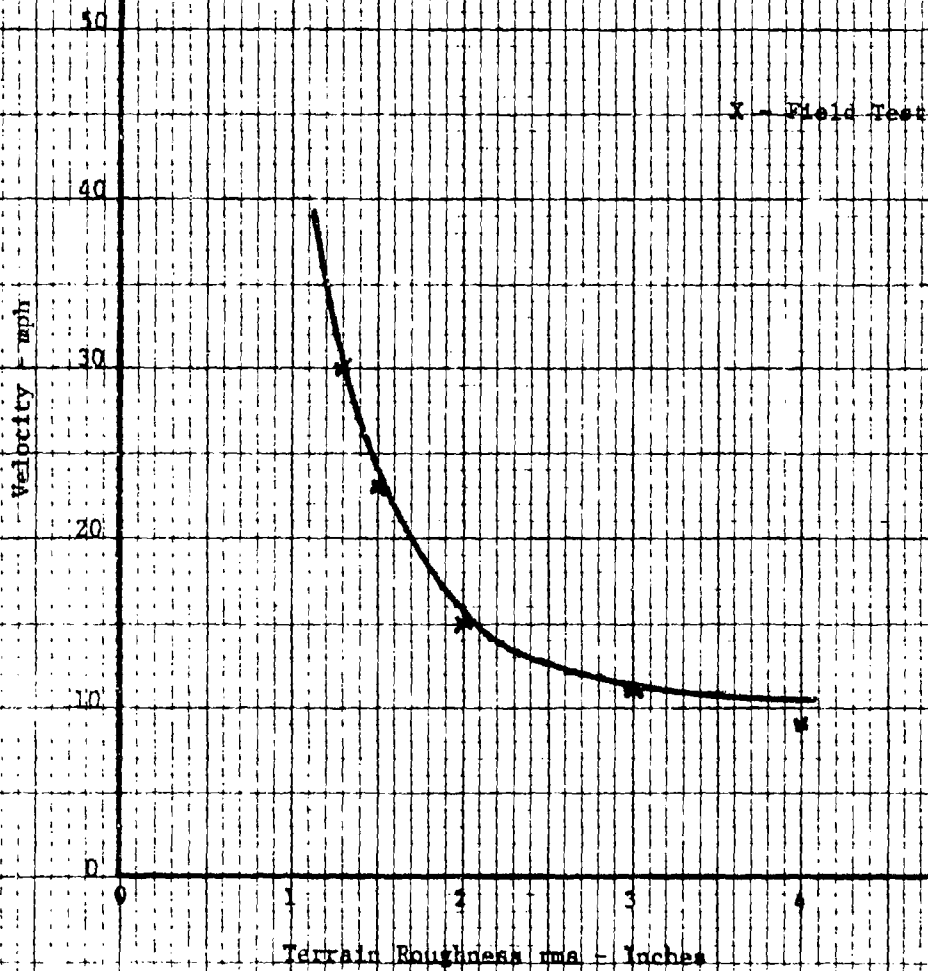
MODEL VALIDATION

The user of any model would like to have some idea of the model's prediction accuracy. In an attempt to provide some degree of confidence in this model, useable field test data were sought.

One such set of results were obtained from the M60A1 STB (Standard Torsion Bar) tests which were run by the Waterways Experiment Station with the assistance of TARADCOM personnel. There were two phases of the test. The first phase was run at Fort Knox in May 1976 when several modifications of the M60 were tested. The second phase included the MICV as well as the M60 and was conducted at Aberdeen Proving Ground in November 1976. The vehicles were run over terrains of varying roughness and the driver's absorbed power was recorded for each vehicle velocity.

Figures 3 and 4 show the velocities at which the driver experienced six watts absorbed power in the tests. The driver comfort limiting velocity is plotted as a function of terrain roughness (quantified by inches rms) for the M60A1 STB and for the MICV. These two vehicles were also simulated over a variety of terrains and the velocity at which the simulated driver experienced six watts of absorbed power was recorded. The results obtained from these simulations for the M60A1 STB and for the MICV are also plotted in Figures 3 and 4 for comparison with the field test results.

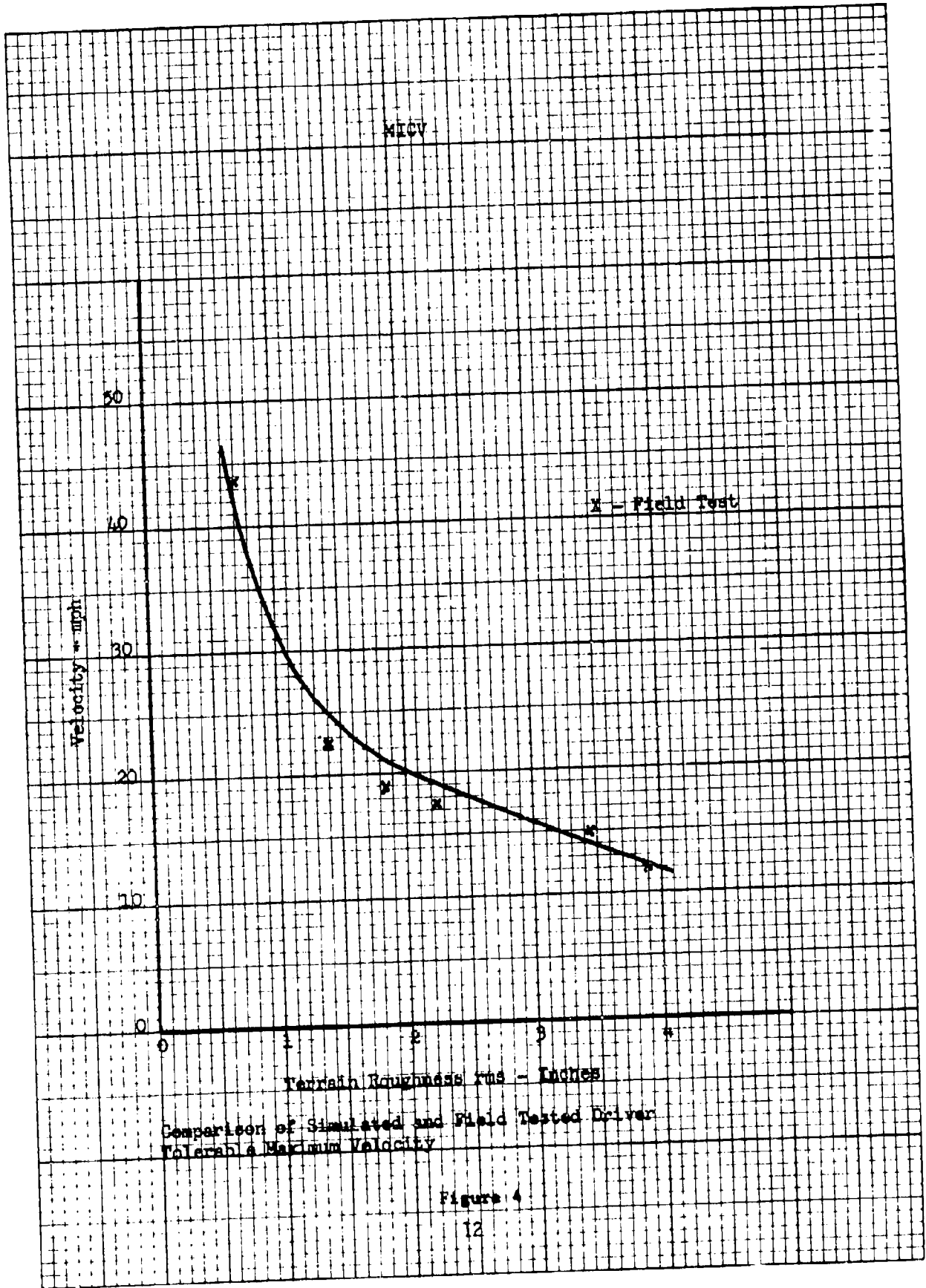
NGCAL STB



Comparison of Simulated and Field Tested Driver Tolerable Maximum Velocity

Figure 3

MADE IN USA
CROSS SECTION - 0.010 TO 1.0 INCH
5TH LINE ACCT. 0.16TH HEAVY



Comparison of Simulated and Field Tested Driver
Tolerable Maximum Velocity

Figure 4

USER INSTRUCTIONS

This section contains instructions for accessing and running the various programs that make up this vehicle dynamics package. The various options and limitations associated with each program are discussed.

These programs were designed to be run from a time-sharing terminal and should not require any programming expertise of the user. The user will, of course, have to be able to use a time-sharing terminal. If the user can gain access to the ARRADCOM computer system through a time-sharing terminal, this section will, hopefully, provide him with the instructions necessary to run the various programs in this package.

BCRET

This program was written to allow the user to easily create a formatted vehicle data file which can then be used as input by the simulation portion of this package. The program is designed to be run interactively from a time-sharing terminal. After the user has initiated the program, various requests are made of the user in terms he can readily understand.

The first thing the user is asked is what he would like to do. This question will also be asked each time a phase of the program has been completed. The user has several options at this point. He might select to simply stop the program or he could select the data entry option. If this latter selection is made, the user will be asked for vehicle data. It has been attempted to make this phase of the program seem as natural as possible to the engineer. The vehicle data are requested in the form the engineer would most likely have received them. The entered data are converted to the form and format required in the vehicle data file and the file is written on Tape 8.

The user may also select the data check option. This option can only be employed from a graphics terminal and is selected by typing an 8 or 9. The number typed corresponds to the tape number from which vehicle data are to be read. Tape 8 and Tape 9 are used for two different forms of the vehicle data either of which can be used with the simulation program. Tape 8 corresponds to the first data file name in the program run statement. The output of the data entry portion of the program is written on Tape 8.

If the data check option has been selected by typing an 8, the vehicle represented by these data is simulated for 3.8 seconds at 5 mph over perfectly flat ground. The pitch and vertical displacement of the sprung mass (chassis or hull) center of gravity are plotted as a function of time. These plots should be relatively flat if the data is reasonable (note the converse is not promised). If the vehicle stabilizes with an excessive pitch angle, the relative travel in the various suspension components will be altered. A simple example might illustrate this problem best. Suppose data for a vehicle were entered that had 12 inches of wheel travel from the static position to the jounce stop (jounce represents compression) for each wheel. Suppose also that the vehicle's sprung center of gravity was behind the geometric center of the wheels, far enough to cause a static pitch angle of 0.05 radians (about 2.85 degrees). Assume also that the front wheel

was 8 feet forward of the vehicle's sprung CG. Then the horizontal distance of 8 feet swung through the pitch angle of 0.05 radians would cause the sprung mass at the front wheel station to rise 0.05 radians times 8 feet, or 0.4 feet. This would mean that the front wheel would have to be driven up, not only 1 foot, but 1.4 feet before the bump stop would be encountered. Note that the other wheels would also be affected but to a lesser extent. In this example the wheels forward of the CG would gain jounce travel and the wheels aft of the CG would have their jounce travel reduced.

A technique for overcoming this difficulty is included in this program. In order to implement this technique the user must select the zero pitch option. The data entry phase must have been completed prior to initiation of the zero pitch phase. In order to level the vehicle a simulation is performed (again for 3.8 seconds at 5 mph), over level ground using the vehicle data obtained from Tape 8. Upon completion of this simulation the vehicle is assumed to have stabilized. The force required by each spring to support the vehicle in this stabilized position is recorded. The user is asked how much static to jounce stop travel should be available at each wheel station. The spring curve associated with each wheel is then translated, first along the deflection axis and then along the force axis. The resulting curve for each wheel will have the appropriate force at the zero deflection point to support the vehicle in a level position on level ground. The vehicle data with these modified spring curves are then written on Tape 9. A flag with a value of 1 is written in column 60 of card 2 to indicate that the vehicle data in this file have been generated by this leveling process. The simulation program tests this flag and uses a simpler initialization procedure when the flag is set to a value of one.

The zero pitch option does not produce any plotted output and therefore need not be run from a graphics terminal. The only immediate indication to the user that the leveling process has been completed is that the option request will be made once again.

After leveling the vehicle the user can (if he is at a graphics terminal) perform a data check on the leveled vehicle data file in Tape 9 by responding to the option request with a 9. This data check is similar to the one described previously to check the data on Tape 8. The only difference is in the method of initializing the vehicle.

Certain points should be emphasized. Tape 8 and Tape 9 correspond to the two file names associated with the program at run time with Tape 8 being the first and Tape 9 the second. If no data file names are given,

then the local file name for Tape 8 will default to VEHIN and Tape 9 will default to VEHLEV. If BCRET is run with a leveled vehicle data file created at some earlier time, and given as the first file name, then a data check option of 8 would be required to check that file.

A couple of restrictions should be reemphasized. The maximum number of segments allowed for any spring or damping curve is 9. The curves are entered as an initial and final slope and breakpoints to define interior linear segments. Also, the number of wheels on one side of the vehicle cannot exceed 10.

Appendix I contains an interactive example using BCRET to enter the vehicle data. A description of the contents of the vehicle data file is given in Appendix II.

To actually run this program, the user must first access the ARRADCOM computer system from a time-sharing terminal. Once logged into the system, the user must type the following two commands to run BCRET:

```
ATTACH, BCRET, ID = DRDTAZSA
```

```
BCRET, VEHIN, VEHLEV
```

In the latter of these commands the two parameters VEHIN and VEHLEV may be changed or left off altogether. If omitted the default names are those given in the statement above (i.e. VEHIN and VEHLEV). In either case the first parameter name will be the local file name containing the data written on Tape 8 by the data entry option of the program. The second parameter name will be the local file name corresponding to Tape 9 (the leveled vehicle data file). If the zero pitch option (to level the vehicle) is not selected, then nothing will be written on Tape 9.

BVRIDE

This program will perform a dynamic simulation of a vehicle as it traverses a specified terrain profile. Only the pitch and vertical degrees of freedom are modeled for the sprung mass (hull or chassis) and the vertical response for each wheel. The model as implemented in this program has the full capability described in the section of this report titled Model Description and Capabilities.

This simulation can be run from any time sharing terminal. There is no graphical output generated by BVRIDE and only the vehicle velocity is entered interactively. Before running the simulation the user must extend the time limit allotted for each program run on the time sharing system. He may also desire to inform the system of any increased line width his terminal may have (the defaults for these two items are 7 seconds and 72 characters). These two items can be accomplished when the user first signs on the system and will remain in effect until the terminal is logged out. The following two commands perform these functions:

ETL,500

SCREEN,132

The number 500 in the first command is the maximum run time allotted. It is the number of seconds written in octal (base 8) notation.

The vehicle data must be supplied in a file according to the format specifications spelled out in Appendix II. This file can be created by the user or can more efficiently be generated by the program BCRET which is also described in this report. The only feature not available from BCRET is the allowance for non-linear tire characteristics. If the user's data requires this feature the proper data must be inserted into the vehicle data file according to the format specifications in Appendix II.

The terrain profile data must also be supplied in a separate file. The terrain data in the file will be extended sufficiently in both directions to allow the vehicle to sit on level ground prior to crossing the given profile and to return to level ground upon completion of the profile traverse.

The user can create his own terrain data files according to the required format shown in Appendix III. The other alternative is to use one of the standard terrains already on the system. A catalog of these

standard terrains is incorporated as Appendix IV. Any of these terrains may be accessed by selecting the appropriate file name and typing the following command:

```
ATTACH, filename, ID=DRDTAZSA
```

Once the user has a vehicle data file and a terrain data file residing as local files, he is ready to run the simulation. The two commands necessary to run this program are:

```
ATTACH,BVRIDE,ID=DRDTAZSA
```

```
BVRIDE,VEH,TER,BINARY
```

The parameters in the second statement represent the local file names corresponding to the vehicle data file, the terrain data file, and the binary output file respectively. These names should be replaced with the local file names the user has employed.

The program requests only the vehicle velocity (in MPH) and then proceeds with the simulation and the output. The printed output includes a short description of the vehicle and terrain used for the run. The vehicle velocity and length of run are also printed out followed by the simulation results. The only results printed are the RMS (root means square) and peak vertical acceleration at the driver's station followed by the driver's vertical absorbed power.

When the simulation is complete, the user may run the post processor program BANALYZE (also described within this report) with the binary output file generated by BVRIDE. With this technique it is possible to obtain a wide variety of types of output from this simulation package. If one chooses to run the post processor at some later time, the user may wish to make use of the system CATALOG command to save the binary output file. If this is not done, and another simulation is run using the same local file name for the binary output file, the original contents are over written and only the output of the most recent simulation will remain.

BANALYZE

In the past it has often occurred that different users of the vehicle dynamics models would have varying objectives. One user might be quite satisfied with simply the ride comfort level as a function of vehicle velocity and terrain profile. The next might be more concerned with the force levels encountered in a spring or shock absorber during a particular run. Changing the output specifications would necessitate changes to the programs being used. This required a person knowledgeable of that program to get involved and greatly increased both the risk and the cost associated with the simulation results. Since the thrust of this total effort was to provide an unchanging vehicle dynamics package that the engineer could use and grow comfortable with, it was determined that the addition of a post processor program to the package was required.

This program is that post processor. A survey was made of the types of output that users have requested in the past. This program attempts to provide access to the output forms desired for a wide variety of signals from the simulation. Since it was specifically developed to accept the simulation model output included in this package, it was also possible to write a user oriented interface. This interface portion of the program allows the user to specify the signal he desires in terms he can understand. The signal is then constructed as a linear combination of the required, stored signals and automatically generated. This reduces the chance of the user inadvertently plotting the wrong signal and perhaps never knowing that he did. As long as the automatic signal generation capability is used, the signal will be correctly labeled on all output forms generated.

The automatically generated signals that can be selected include vertical motion of any point on the sprung mass (i.e. chassis or hull), pitch motion of sprung mass about its CG, the vertical motion of any wheel or the forcing function (terrain profile) at any wheel, or the relative motion across any suspension system component. This last item corresponds to the spring deflection or shock absorber velocity. When the signal values for this relative motion are greater than zero, the travel is in the jounce direction (i.e. the direction that tends to compress the suspension system springs).

The user also has the opportunity to create his own signal by specifying the option OTHER when the signal position is requested. If this is specified the user is asked for the label he would like to have associated with that signal and the proper units for the signal. He is then permitted to construct a signal as any linear combination of up to (and including) three items that are written in the simulation output file. This file contains the time histories of the accelerations, velocities and displacements of the sprung CG pitch and vertical motions as well as for the vertical motion of each wheel center. Also included is the forcing function or profile height at each wheel. Certain vehicle and terrain characteristics are also contained in the file and are used to label the various forms of output from this program.

In order to create his own signals the user must give the item number of the desired signal and the scale factor by which he desires that signal to be multiplied. The item numbers correspond to the signal's position within each record. The arrangement of a record is shown in Table 1. The user is responsible for making the signal units agree with the units label he types in. To accomplish this it should suffice to remember that the primary units of the data in the simulation output file are feet and radians. Therefore, if a velocity signal were desired in inches per second, a scale factor of 12 would have to be supplied with the appropriate signal element to convert from ft/sec which is the standard units for linear velocity.

It is easy to see (and easier to learn by experience) that using this option to construct one's own signals requires a great deal of care by the user if the integrity of the output is to be maintained. It is felt (and strongly hoped) that in most studies the automatic signal generation capability will provide the desired output signals.

Once a signal has been constructed, either automatically or as specified by the user, several options are available for processing that signal. Each time an option has been completed, the user is allowed to reselect from the list of options. At this point the program may be stopped or a new signal selected. The available processing options include listing certain signal statistics, computing the Power Spectral Density (PSD) of the signal, plotting the signal as a function of time, and generating a histogram from the signal. Samples of several of the processing option outputs are included in Appendix I.

<u>Item No.</u>	<u>Signal Description</u>	<u>Units</u>
1	CG Vertical Acceleration	ft/sec ²
2	CG Vertical Velocity	ft/sec
3	CG Vertical Displacement	ft
4	CG Pitch Acceleration	rad/sec ²
5	CG Pitch Velocity	rad/sec
6	CG Pitch Displacement	rad
7	Wheel 1 Vertical Acceleration	ft/sec ²
8	Wheel 1 Vertical Velocity	ft/sec
9	Wheel 1 Vertical Position	ft
10	Profile Height Beneath Wheel 1	ft
.		
.		
.		
4N+3	Wheel N Vertical Acceleration	ft/sec ²
4N+4	Wheel N Vertical Velocity	ft/sec
4N+5	Wheel N Vertical Position	ft
4N+6	Profile Height Beneath Wheel N	ft

Table 1 Signal Position Within The Record For The Binary Data File

The full power of this package can only be realized by using a graphics terminal. Most of the options, however, are available in some form even if a graphics terminal is not used. Following computation of either the PSD or the histogram for a signal the user has the opportunity to ask for either a tabular listing or a plot of the respective output. The statistics (this includes the number of samples, minimum, maximum, mean and rms levels of the signal) and the vertical absorbed power do not make use of the graphics. It should be noted that the results of the absorbed power option will have their normal significance only if the signal specified represents a vertical acceleration in ft/sec^2 . The signal plotting option of course cannot be employed unless the program is being run from a graphics terminal.

A local file name PRINT will be generated whenever this program is run. This file will contain at least limited results for each option that is run. This will always include certain simulation and signal identification followed by a limited set of signals statistics (the rms will not be included unless the statistics, PSD, or absorbed power options are run). If the PSD option is run and tabular output is specified, a listing of signal power and signal amplitude as a function of frequency will be written in this PRINT file. In this case no similar listing will be presented at the user's terminal. This is the only situation in running this program where this is done. The rationale for this is that these listings may be as long as 200 lines and the time sharing terminals are very slow. The contents of the PRINT file may be obtained in either of two ways. Once the user has stopped this program he may still list the PRINT file at his terminal with the following two statements:

```
REWIND, PRINT
```

```
COPY, PRINT, OUTPUT
```

If instead it is desired to print the file on a remote batch terminal the following two statements will suffice:

```
REWIND, PRINT
```

```
BATCH, PRINT, PRINT,B5, NAME
```


In the BATCH command, the first occurrence of PRINT refers to the file name. The parameter B5 is the terminal ID at which the output is to be printed (B5 is currently the ID for the batch terminal at TARADCOM). The final parameter NAME is some arbitrary name that will be associated with the printout.

The running of this post processor program (i.e. BANALYZE) can be initiated with the following two statements:

```
ATTACH, BAN, BANALYZE, ID=DRDTAZSA
```

```
BAN, BINARY
```

The parameter BINARY in the second statement above, should be replaced with the local file name corresponding to the binary data file which is to be analyzed. This file should have been created by the simulation package described within this report.

It is necessary, of course, to run this program from a graphics terminal (a Tektronix 4014) if any plotting is to be done. If the plotting options are not used, any interactive terminal will be adequate.

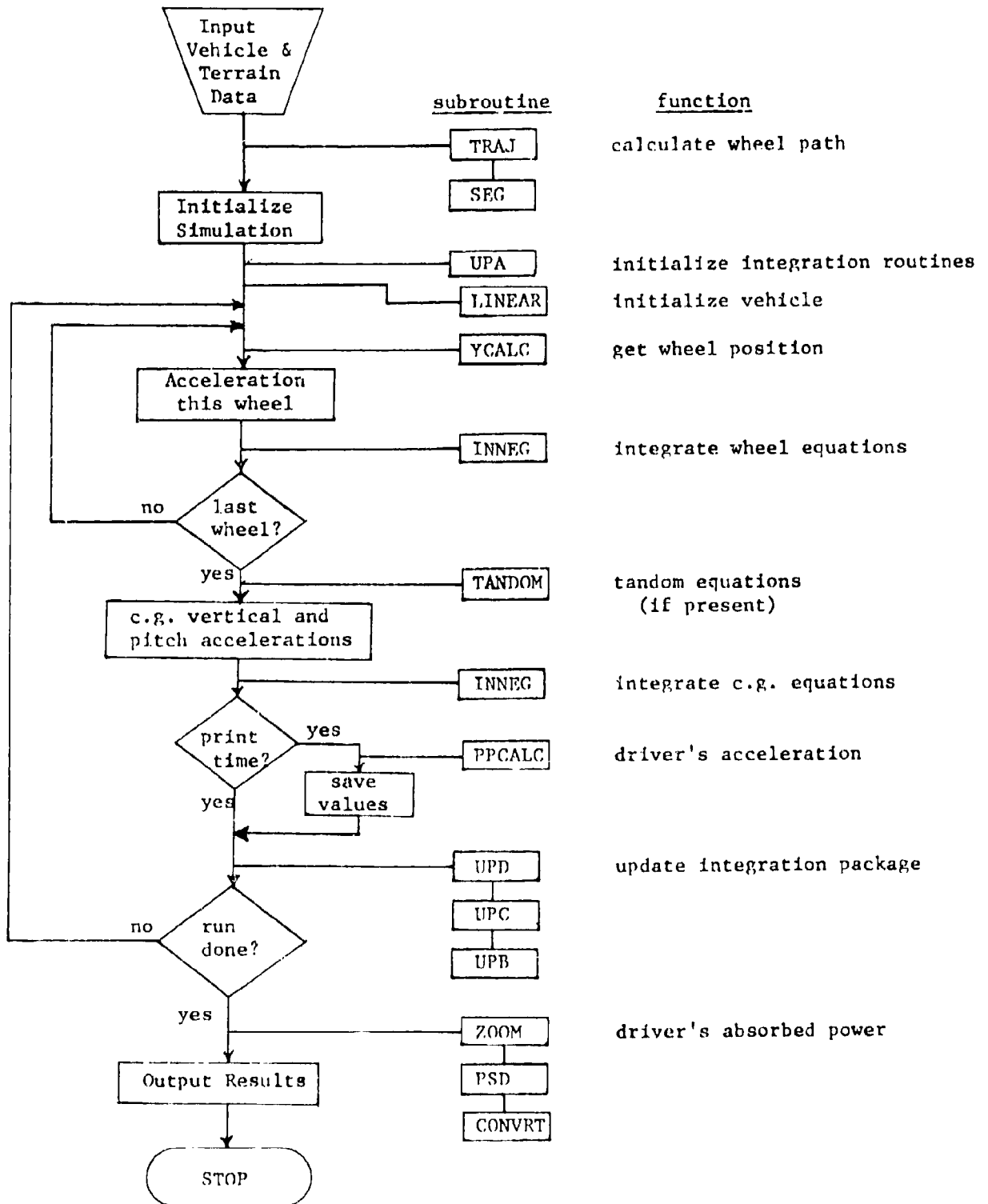
BWHEELS

One type of vehicle dynamic analysis often requested is to find the driver's ride limiting velocity across various cross country terrains. This analysis can be performed using the program BVRIDE. The problem also arises to determine the driver's ride limiting speed over discrete semicircular obstacles of various heights. The ride limiting criteria for the driver over discrete obstacles is usually considered to be 2.5g peak vertical acceleration, whereas for cross country driving an average vertical absorbed power limit of six watts is used. The BVRIDE program prints the peak acceleration and average absorbed power for each simulation and could be used for the ride performance evaluations over discrete obstacles.

However, since several simulations are run for each obstacle height and each one is quite short, a modified version of BVRIDE is offered for simulating the vehicle over semicircular obstacles. The advantage offered by this modified program is that up to ten vehicle velocities can be run over a particular user specified obstacle with a single run command.

The output is a table of vehicle velocity versus the simulated driver's peak vertical acceleration at each velocity. Rather than requiring a single velocity the user must supply an initial velocity, a delta velocity, and a final velocity. Runs will be made at increasing velocities until one of three things occur. The three possible conditions that will cause the run to terminate are: the maximum velocity requested has been exceeded; ten different velocities have been simulated; or a run has been made in which the driver experienced at least 2.5g vertical acceleration.

This program accepts the same vehicle data file as does the program BVRIDE and the time limit may have to be extended for this program, as shown in the BVRIDE description. No terrain data file is required, however, since the appropriate obstacle is generated within this program. A binary file can be generated by this program which can be analyzed with the post processor program BANALYZE. This binary file will not normally be created but when it is it will contain the results from a single simulation (i.e. at only one vehicle velocity). If a binary file is desired, the user can cause its generation by entering a zero for the maximum vehicle velocity. If this is done a single simulation will be performed at the minimum velocity entered, the results will be printed and the binary output file will be written.



VRIDE Flow Diagram by Subroutine

BIBLIOGRAPHY

1. Lins, William F., "Human Vibration Response Measurement", TACOM Technical Report No. 11551, June 1972.
2. Hoogterp, Francis B., "Simulated Vehicle Suspension and Stability", TACOM Technical Report No. 11432, October 1971.
3. Hoogterp, Francis B., "Digital/Analog Vehicle Ride Simulation", TACOM Technical Report No. 11705, November 1972.

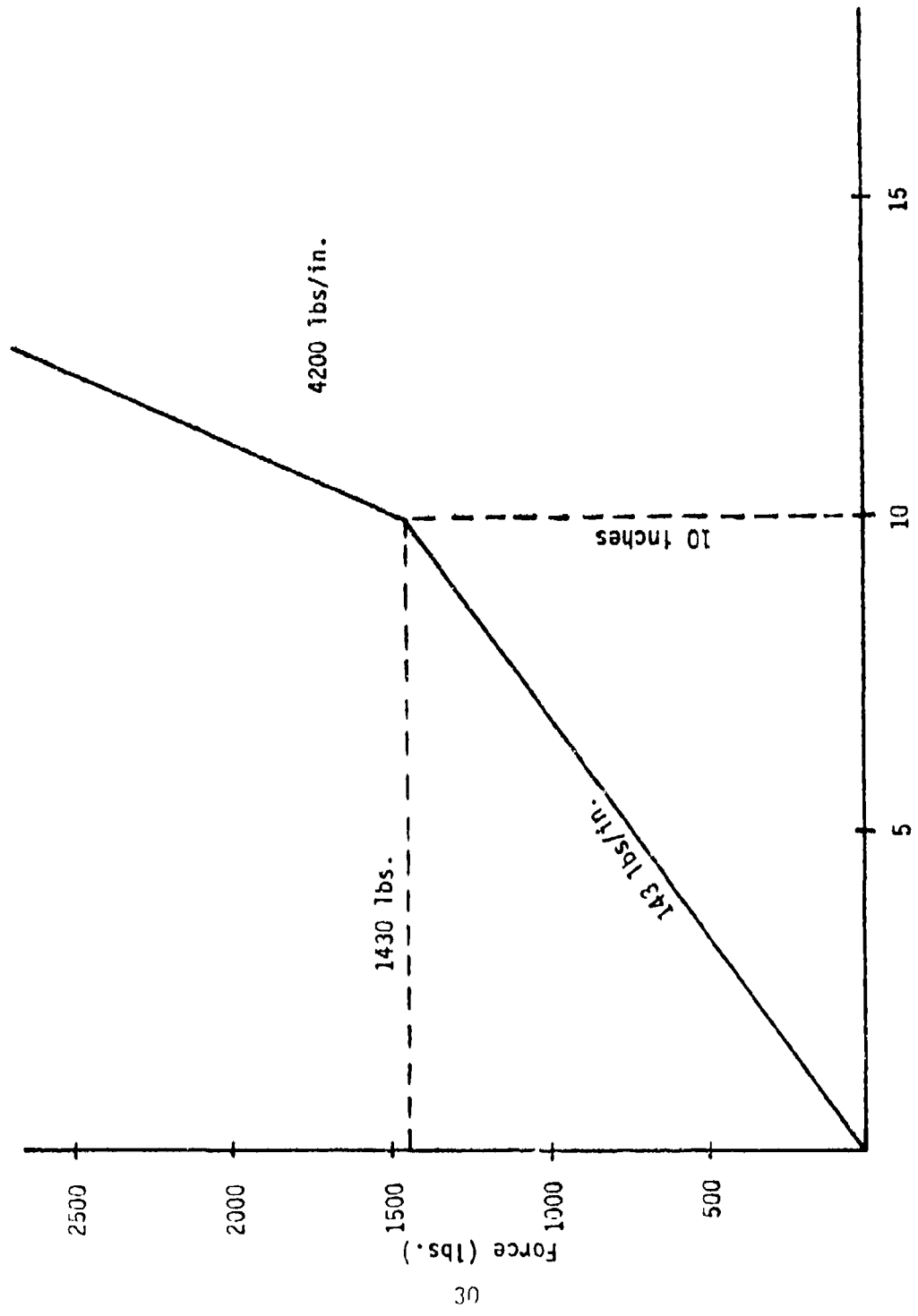
APPENDIX I
Sample Vehicle Analysis

Engineering Data Required for Test Jeep

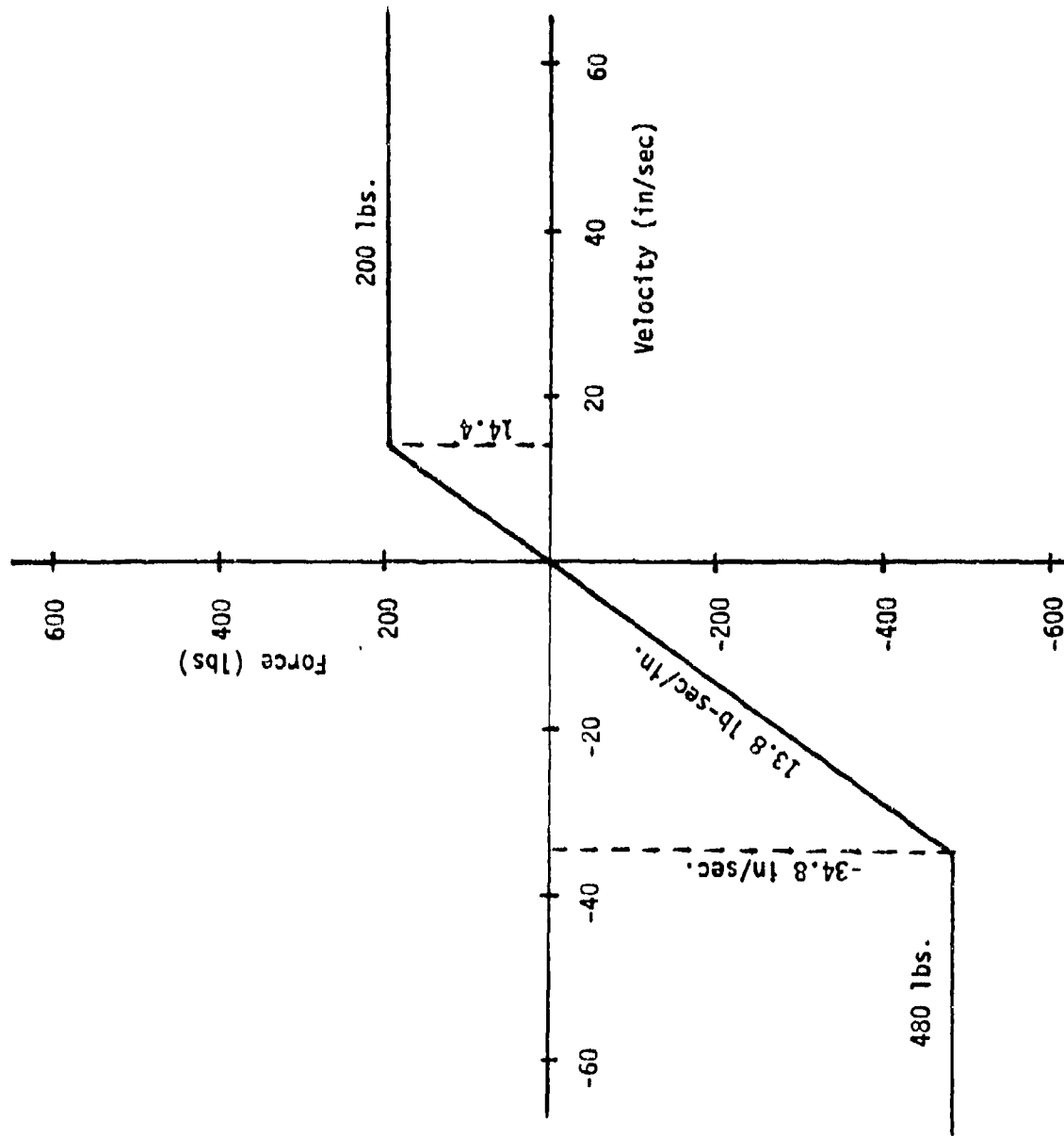
Sprung Weight	2710 lbs
Unsprung Weight	410 lbs
Sprung Pitch Moment of Inertia about the CG	719 slug-ft ²
Wheel No. 1 Forward of CG	44 in
Wheel No. 2 Aft of CG	40 in
Driver's Position Forward of CG	1 in
Spring Rate of Tires	675 lbs/in
Damping Rate of Tires	0.75 lbs-sec/in

The spring and damping curves representing the vehicles suspension system are shown in the following two pages.

This test vehicle is similar to the data for the M151A1 1/4 ton truck. Certain minor changes were made, however, in the interest of simplifying the data input example. If precise data on the M151A1 is desired, it should be obtained from another source.



CURVE FOR THE WHEEL SPRINGS



DAMPING CURVE FOR THE SHOCK ABSORBERS

THIS PAGE IS BEST QUALITY PRACTICABLE
FROM COPY FURNISHED TO DDG

BORET, VEN

OPTIONS: STOP--1; DATA ENTRY=0; ZERO PITCH=4; DATA CHECK=2 OR 9

ENTER VEHICLE IDENTIFICATION:
RISIAI 1/4 TON TRUCK

SPRING & UNSPRING WEIGHT ? 275,418

UNSPRING WEIGHT EVENLY DISTRIBUTED (YES=1) ? 1

PITCH MOMENT (SLUG-F²T²) AND DRIVER (X,Y) (INCHES) ? 719,1,8

NO. OF WHEELS, NO. OF WHEELS FORE OF CG, & NO. OF YARDERS ? 2,1,0

HORIZONTAL WHEEL POSITION FROM CG (IN INCHES) ?
WHEEL NO.

1 44
2 48

NO. OF SEGMENTS IN SPRING CURVE 1 (OR 0 FOR PREVIOUS CURVE) = 3

INITIAL SLOPE (LBS/IN) ? 143

BREAKPOINT 1 (INCHES,LBS) = 0,0

BREAKPOINT 2 (INCHES,LBS) = 19,1430

JOYCE STOP SLOPE (LBS/IN) = 6200

NO. OF SEGMENTS IN DAMPING CURVE 1 (OR 0=PREVIOUS CURVE; -1=NO DAMPING) 4

INITIAL SLOPE (LBS/IN/SEC) = 0

BREAKPOINT 1 (IN/SEC,LBS) = -34.8,-489

BREAKPOINT 2 (IN/SEC,LBS) = 0,0

BREAKPOINT 3 (IN/SEC,LBS) = 14.4,200

FINAL SLOPE (LBS/IN/SEC) = 0

SAVE CHARACTERISTICS FOR EACH WHEEL (YES=1) ? 1

TIRE 1 SPRING & DAMPING RATES (LBS/IN & LBS/IN/SEC) ? 675,0.75

NO. OF SEGMENTS IN SPRING CURVE 2 (OR 0 FOR PREVIOUS CURVE) = 0

NO. OF SEGMENTS IN DAMPING CURVE 2 (OR 0=PREVIOUS CURVE; -1=NO DAMPING) 0

ROLLING RADIUS (INCHES) = 16

IS A BUMPER OR SPROCKET TO BE INCLUDED (YES=1) ? 0

OPTIONS: STOP--1; DATA ENTRY=0; ZERO PITCH=4; DATA CHECK=2 OR 9

STOP

.185 CP SECONDS EXECUTION TIME

COMMAND-

THIS PAGE IS BEST QUALITY PRACTICABLE
 FROM COPY FURNISHED TO EDD

MIS1A1 1/4 TON TRUCK				
2710.	410.	719.	.083	0.000 2 1 0 0 0
3.667	3.333			
00304221010				
0 0 1	2 1 1	1 0	09/07/78	
1716.	1716.	50400.		
0.	0.	-40570.		
0.000	.833	100.000		
0.0	165.5	166.7	0.9	
-400.0	0.0	0.	200.0	
-2.900	0.000	1.200	100.000	
8100.				
0.				
100.				
9.0				
0.0				
100.				
0.0	165.5	166.7	0.0	
-400.0	0.0	0.	200.0	
-2.900	0.000	1.200	100.000	
32.0				

09/07/78

VEHICLE IDENTIFICATION MISI81: 1/4 TON TRUCK
GVW 3120. LBS
SPRING 8710. LBS
UNSPRING 410. LBS
PITCH MOMENT OF INERTIA 710. 0LUG-FT-80.

100 POINTS FOR THREE INCH SPACED BUMP COURSE

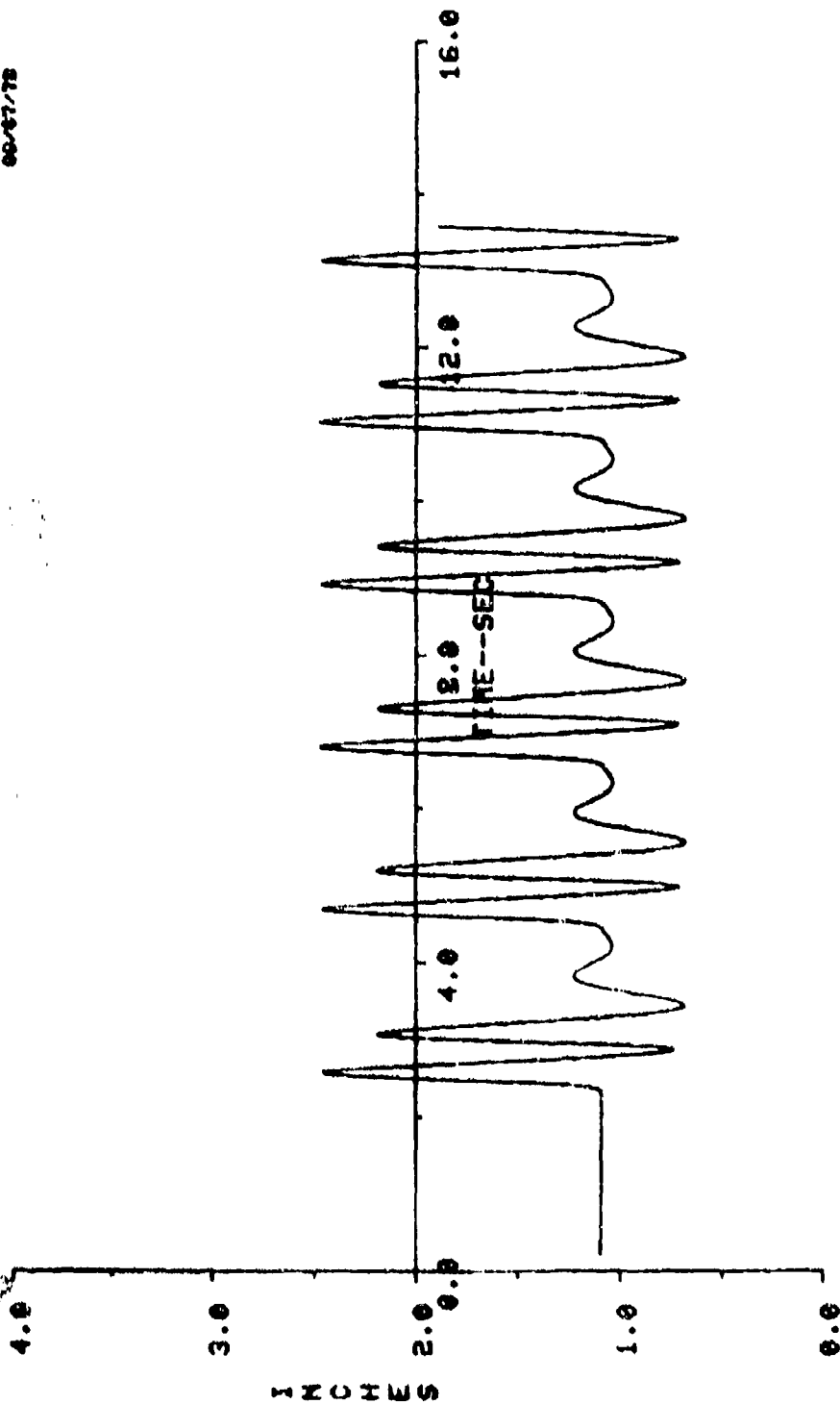
VEHICLE VELOCITY- 10.0 MPH
LENGTH OF RUN- 13.6 SEC.

PEAK ACCELERATION : .47 G S PSD AREA . .15 G S
RMS ACCELERATION : .15 G S
ABSORBED POWER OF DRIVER . 1.00 WATTS

STOP
16.646 CP SECONDS EXECUTION TIME
CONTINUED

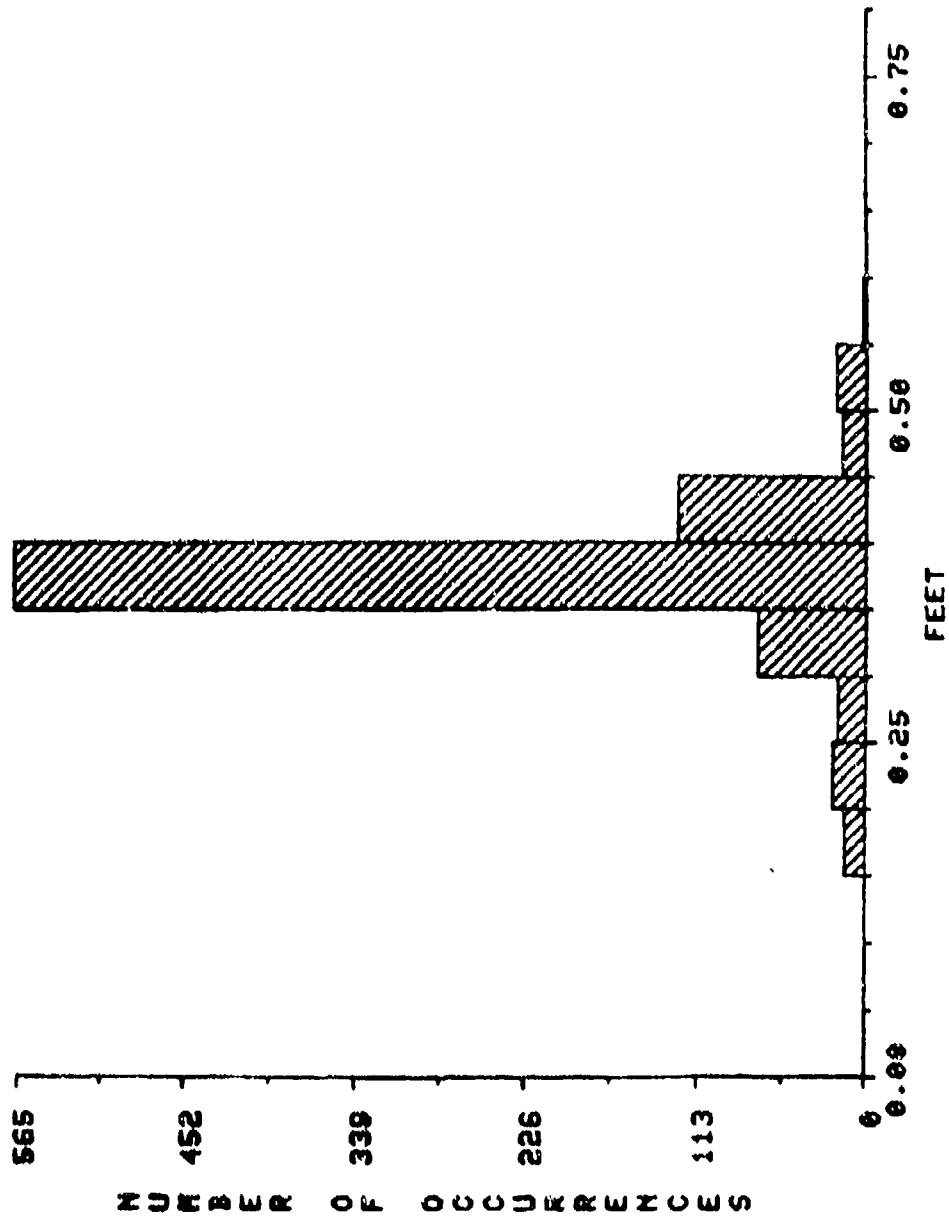
M151A1 1/4 TON TRUCK
18.0 MPH THREE INCH SPACED BUMP COURSE

60-6778



CG VERTICAL DISPLACEMENT

M151A1 1/4 TON TRUCK
10.0 MPH THREE INCH SPACED BUMP COURSE

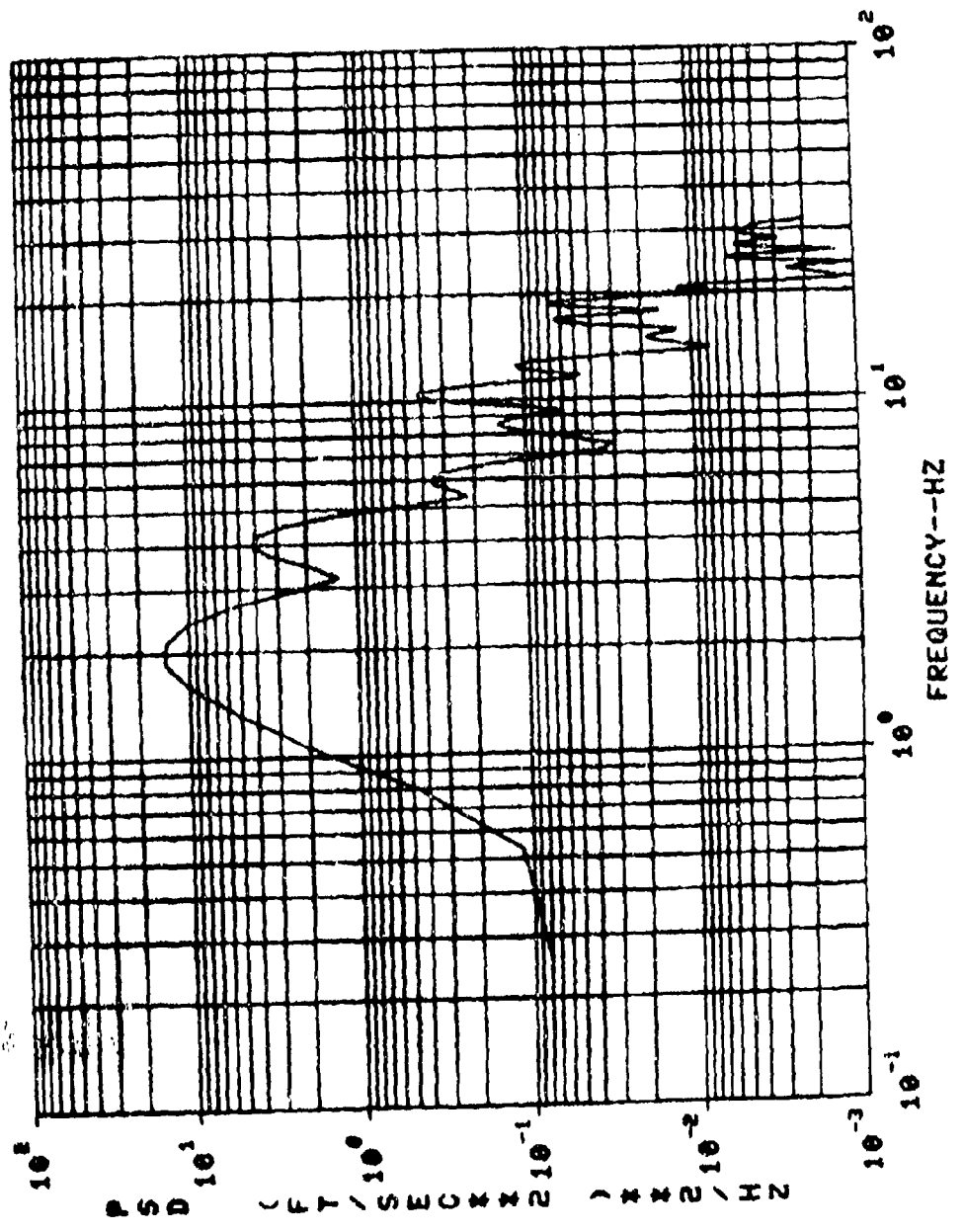


WHEEL 1 TO CHASSIS DISPLACEMENT

08/07/78

M151A1 1/4 TON TRUCK
10.0 MPH THREE INCH SPACED BUMP COURSE
VERTICAL ACCELERATION OF CG

09/07/78



APPENDIX II
Vehicle Data File Contents

CARD 1 FORMAT (6A10)

The first 60 columns of this card are used for the vehicle name and description. This information will serve not only to identify the file but will also appear on all outputs from this package.

CARD 2 FORMAT (5F10.0, 4I2)

WS Sprung weight of vehicle (lbs)

WU Unsprung weight of vehicle (lbs)

J Sprung pitch moment of inertia of vehicle (slug-ft²)

XC(1) Horizontal distance of selected location from CG (ft).
This must be negative if location is behind the CG.

YC(1) Vertical distance of selected location from CG (ft).
This must be negative if location is CG. Note: this
location is referred to as the driver's position on
output.

N Number of wheels on one side of vehicle.

NCG Number of wheels in front of CG on one side of vehicle.

NT Number of tandems on one side of vehicle.

NTCG Number of tandems in front of CG on one side of vehicle.
The tandem is considered to be in front of the CG, if,
and only if, the pivot point of the tandem is in front
of the CG.

CARD 3 FORMAT (7F10.0)

L(I) For I = 1 to N, the number of wheels per side. Horizontal
distance from CG to Ith wheel. Enter absolute value of
number (ft). If there are more than seven wheels, on a
side, two cards will be needed.

CARD 4 FORMAT (60I1)

TNDARY (I) Enter a 0 if the wheel is not in tandem, a 1 if it is the
front wheel in a tandem, and a 2 if it is the second wheel
in a tandem.

NOSSSEG (I) Number of segments in vehicle's spring curves, (maximum
is 6).

NOOSEG (I) Number of segments in vehicle's damping curves, (maximum
is 6).

DMPTYP (I) Enter a 0 to indicate no damper; a 1 for a one-way damper (i.e., damping on the compression stroke only); and a 2 for a two-way damper.

NORSEG (I) Number of segments in tire's spring curve, (maximum is 6).

NORDEG (I) Number of segments in tire's damping curve, (maximum is 6).

NOTE: I goes from 1 up through N, the number of wheels on one side. The N values of one variable are entered before any of the next variable.

CARD 5 FORMAT (7I4)

VELOPT Enter a 1 if a sprocket is to be included in the simulation, otherwise a 0. If a one is entered, CARD 12 must be included.

POOPT Enter a 0 if the unsprung weight is to be divided evenly among the wheels or a 1 if the weight of each wheel is to be entered. If a 1 is entered, then CARD 7 must be present.

SPOPT A 1 signifies all vehicle's spring curves are the same (thus only the first need be in the data deck providing NOSSEG (I) = 0 on CARD 5 for I1). A value greater than 1 indicates the number of curves to be read in. The Cards 8 thru 10 are needed for each wheel that has NOSSEG (I) 0. The spring curve for any wheel that is not read in will be set the same as the curve of the previous wheel.

DAMOPT A 1 signifies all vehicle damping curves are the same. A 2 indicates that all the wheels do not have the same damping. If only certain wheels have damping, a 2 must be entered.

SRUBOP A 1 indicates all tires have the same spring curve; a 2 means they don't all have the same spring curve.

DRUBOP A 1 indicates that all tires have the same damping curve; a 2 means they don't all have the same damping curve.

KIYPE Enter a 1 if this vehicle has a fifth wheel hitch, otherwise enter a 0. If a 1 is entered, CARD 13 is required.

NOTE: At present, at least one segment must be used for the tire, spring, and damping curves.

CARD 6 FORMAT (7 F10.0)

This card is optional. It is needed only when the value of POOPT on CARD 5 is greater than zero. The sum of the wheel weights should be the unsprung weight for one side of the vehicle.

MW (I) For I=1 to N. The weight of the Ith wheel (lbs).

CARD 7 FORMAT (3 F10.0)

One of these cards must be supplied for each tandem I for I=1, NT.

TNDJ (I) The pitch moment of inertia of the tandem (slug-ft²)
about its pivot point.

LWB (I) Distance from wheel center to tandem pivot (feet).

LK (I) Horizontal distance from vehicle's sprung CG to tandem
pivot (feet).

CARDS 8 - 10 FORMAT (6 F10.0)

This set of data cards will come in groups of three. These cards will be used to describe the curves for the various spring and damper elements of the vehicle model.

The values of NOSSEG (I), MODSEG (I), NORSEG (I), AND NORDEG (I) were obtained from CARD 4 for each wheel I. These values will then be checked in that order for each wheel. Each time a positive value is found, call that value N1, three cards will be read in. The first card will contain the N1 slopes of the linear segments of the curve. The second card will contain the Y-intercepts of each of these N1 segments of the curve. The third card will then contain the N1 horizontal values at which the corresponding segments end. The values on these three cards should be in LBS/FT, respectively (or LBS-SEC/FT, LBS, and FT/SEC for damping curves).

Whenever a 0 is found for the number of segments of a curve, no data cards are read in. This process is continued for I=1 up to and including I=N where N is the number of wheels on one side of the vehicle.

It should be noted that if the vehicle spring curves, vehicle damping curves, tire spring curves, or tire damping curves are identical for all wheels, then only the curve for the first wheel needs to be read in. In order to do this, however, the number of segments for that curve must

be equal to zero for all other wheels on CARD 5. Also, the appropriate option must be set equal to one on CARD 5 (SPOPT, DAMOPT, SRUBOP or DRUBOP).

It should be noted also that all curves needed for one wheel must be supplied before any curves for the next wheel.

This program determines the average static load required at each wheel to support the vehicle. The actual static position is then assumed to be on the same linear segment as the average static load is. In other words, once the proper segment is determined, this segment is assumed to be extended over the necessary range of deflection in order to carry out the initialization of the vehicle. Once the initial conditions are determined the actual spring curve representations are used in the simulation.

CARD 11 FORMAT (F10.0)

DIAM The effective wheel diameter (i.e., twice the rolling radius) in inches.

CARD 12 FORMAT (3F10.0)

This card is needed only if the value of VELOPT on CARD 5 is equal to 1. This card provides the necessary data on the sprocket if one is to be included in the simulation.

SPRCL The vertical sprocket clearance at static (ft).

SPROC The horizontal distance of the sprocket from the CG (ft).

SPRK The spring rate of the sprocket (lbs/ft).

CARD 13 FORMAT (3 F10.0)

This card is needed if the value of KTYPE on CARD 5 is equal to 1.
This card provides the necessary data for the hitch on a truck tractor
when modeling tractor-trailer combinations.

CGHT Horizontal distance from vehicle CG to fifth wheel
 hitch (ft).

SRHT Spring rate of fifth wheel hitch (lbs/ft).

DRHT Damping rate of fifth wheel hitch (lbs/ft/sec).

APPENDIX III
Terrain Data File Format

CARD 1 FORMAT (I5,F10.0,5A10)

NTER The number of terrain data points that are to be read
in.

D2SINC The horizontal spacing of the terrain data points (in feet).

TERIDT A terrain label of up to 50 characters in length may be
entered here. This label will appear on all printouts
using this terrain.

CARD 2 thru LAST CARD FORMAT (6F10.0)

ATAB The terrain elevations in feet at the
specified horizontal spacing.

APPENDIX IV
Standard Terrain Files

TERRAIN CATALOG FOR DRDTAZSA

FILE NAME	RMS (IN.)	LENGTH (PTS.)	DESCRIPTION (DATE)
APG9	1.04 RMS	301 FT. (301)	APG COURSE NINE
APG11	1.32 RMS	401 FT. (401)	APG COURSE ELEVEN
APG12	1.70 RMS	301 FT. (301)	APG COURSE TWELVE
APG14	3.40 RMS	301 FT. (301)	APG COURSE TWELVE DOUBLED
APG29	2.17 RMS	301 FT. (301)	APG COURSE TWENTY-NINE (11 NOV 76)
APG30	1.15 RMS	251 FT. (251)	APG COURSE THIRTY (10 NOV 76)
APG31	3.88 RMS	401 FT. (401)	APG COURSE THIRTY-ONE (16 NOV 76)
APG37	0.68 RMS	401 FT. (401)	APG COURSE THIRTY-SEVEN (13 NOV 76)
APGIV	3.43 RMS	469 FT. (469)	APG COURSE PROFILE FOUR
FTHDT1	2.00 RMS	100 FT. (200)	FT. HOOD TRAIL T1
FTHDT3	0.60 RMS	401 FT. (401)	FT. HOOD TRAIL T3
FTHDCCIA	0.50 RMS	400 FT. (400)	FT. HOOD TRAIL CCIA
FTHDSR1	0.40 RMS	401 FT. (401)	FT. HOOD SECONDARY ROAD
TERR4	1.94 RMS	372 FT. (372)	FT. KNOX MEDIUM TERRAIN
PERRY	4.12 RMS	442 FT. (442)	PERRYMAN TERRAIN SIX
LEVELRD	0.00 RMS	132 FT. (132)	FLAT LEVEL ROAD (30 AUG 78)
BUMP6	X.XX RMS	95 FT. (190)	ONE 6 INCH TRAPEZOIDAL BUMP
BUMPS3	X.XX RMS	190 FT. (190)	THREE INCH TRAPEZOIDAL BUMPS SPACED 31 FT. APART.
ROUND3	X.XX RMS	18.3 FT. (220)	ONE 3 INCH SEMICIRCULAR BUMP
ROUND6	X.XX RMS	11 FT. (132)	ONE 6 INCH SEMICIRCULAR BUMP
ROUND8	X.XX RMS	84 FT. (370)	ONE 8 INCH SEMICIRCULAR BUMP
ROUND12	X.XX RMS	70.5 FT. (370)	ONE 12 INCH SEMICIRCULAR BUMP
FTNX01	.75 RMS	501 FT. (501)	FT. KNOX COURSE #1 RT. TRACK (27 MAR 78)
FTNX02	.84 RMS	501 FT. (501)	FT. KNOX COURSE #1 LEFT TRACK (28 MAR 78)
FTNX03	1.10 RMS	501 FT. (501)	FT. KNOX COURSE #2 RT. TRACK (24 MAR 78)
FTNX04	1.24 RMS	501 FT. (501)	FT. KNOX COURSE #2 LEFT TRACK (18 MAR 78)
FTNX05	1.80 RMS	501 FT. (501)	FT. KNOX COURSE #3 LEFT TRACK (23 MAR 78)
FTNX06	1.95 RMS	501 FT. (501)	FT. KNOX COURSE #3 RT. TRACK (23 MAR 78)
FTNX07	2.84 RMS	401 FT. (401)	FT. KNOX COURSE #4 LEFT TRACK (18 MAR 78)

FILE NAME	RMS(IN.)	LENGTH (PTS.)	DESCRIPTION (DATE)
FTNX08	3.61 RMS	401 FT. (401)	FT. KNOX COURSE #4 RT. TRACK (18 MAR 78)
FTNX09	5.22 RMS	401 FT. (401)	FT. KNOX COURSE #5 RT. TRACK (18 MAR 78)
FTNX10	5.27 RMS	401 FT. (401)	FT. KNOX COURSE #5 LEFT TRACK (18 MAR 78)
FTKN1	.82 RMS	501 FT. (501)	FT. KNOX COURSE #1 RT. TRACK (5 MAY 78)
FTKN2	.83 RMS	501 FT. (501)	FT. KNOX COURSE #1 LEFT TRACK (27 MAY 78)
FTKN3	1.03 RMS	501 FT. (501)	FT. KNOX COURSE #2 RT. TRACK (5 MAY 78)
FTKN4	1.04 RMS	501 FT. (501)	FT. KNOX COURSE #2 LEFT TRACK (26 MAY 78)
FTKN5	2.07 RMS	501 FT. (501)	FT. KNOX COURSE #3 RT. TRACK (1 MAY 78)
FTKN6	1.85 RMS	501 FT. (501)	FT. KNOX COURSE #3 LEFT TRACK (2 MAY 78)
FTKN7	3.91 RMS	401 FT. (401)	FT. KNOX COURSE #4 RT. TRACK (3 MAY 78)
FTKN8	3.57 RMS	401 FT. (401)	FT. KNOX COURSE #4 LEFT TRACK (5 MAY 78)
FTKN9	2.31 RMS	401 FT. (401)	FT. KNOX COURSE #5 RT. TRACK (3 MAY 78)
FTKN10	2.40 RMS	401 FT. (401)	FT. KNOX COURSE #5 LEFT TRACK (1 MAY 78)
FORT2	.87 RMS	501 FT. (501)	FT. KNOX COURSE #1 LEFT TRACK (14 JUL 78)
FORT3	.99 RMS	501 FT. (501)	FT. KNOX COURSE #2 RT. TRACK (14 JUL 78)
FORT4	1.05 RMS	501 FT. (501)	FT. KNOX COURSE #2 LEFT TRACK (14 JUL 78)
FORT5	1.69 RMS	501 FT. (501)	FT. KNOX COURSE #3 RT. TRACK (14 JUL 78)
FORT6	1.88 RMS	501 FT. (501)	FT. KNOX COURSE #3 LEFT TRACK (14 JUL 78)
FORT7	3.73 RMS	401 FT. (401)	FT. KNOX COURSE #4 RT. TRACK (14 JUL 78)
FORT8	3.74 RMS	401 FT. (401)	FT. KNOX COURSE #4 LEFT TRACK (14 JUL 78)
FORT9	2.28 RMS	401 FT. (401)	FT. KNOX COURSE #5 RT. TRACK (14 JUL 78)
FORT10	2.41 RMS	401 FT. (401)	FT. KNOX COURSE #5 LEFT TRACK (14 JUL 78)

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4. TITLE (and Subtitle) Interactive Vehicle Dynamics and Ride Evaluation Package		5. TYPE OF REPORT & PERIOD COVERED
		6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s) Francis B. Hoogterp		8. CONTRACT OR GRANT NUMBER(s)
9. PERFORMING ORGANIZATION NAME AND ADDRESS US Army Tk-Autmv Rsch & Dev Command DRDTA-ZSA Warren, MI 48090		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
11. CONTROLLING OFFICE NAME AND ADDRESS US Army Tk-Autmv Rsch & Dev Command DRDTA-UL Warren, MI 48090		12. REPORT DATE Nov. 1978
		13. NUMBER OF PAGES 50
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		15. SECURITY CLASS. (of this report) UNCLASSIFIED
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE
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18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Vehicle Dynamics Ride Evaluation		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This report describes an integrated package for evaluating the dynamic effects of driving a vehicle across any described section of terrain. The model incorporated includes only the pitch and roll motions of the chassis (or hull). The package is composed of a four digital computer programs. Each program is designed to be run interactively and does not require that the user have any programming experience. The programs provide the capability to create vehicle data files, perform simulations, and specify the form and types of the output desired. A general description of the model structure, its capabilities and its (cont		

20. Abstract

~~limitations~~ limitations is included along with user instructions for running each program in the package.

