

Simulation eines elektronisch gesteuerten Fahrwerksystems

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The use of »intelligent« chassis systems where the suspension and damping characteristics adapt themselves to the driving situation, allows us to improve both the ride comfort and the driving safety of commercial vehicles. Dynamic driving simulations are very useful in examining the potential of such systems and in bringing about a »rough adjustment« of the systems before they are integrated into a prototype vehicle where they can be »fine tuned«.

Using the FADYNA simulation system of Mercedes-Benz AG's commercial vehicle basic development unit, the improvement potential of an adaptive chassis control for a 15 t commercial vehicle was examined. This adaptive chassis control was later implemented in a prototype vehicle [1].

Simulations demonstrated a significant potential of the adaptive chassis with regard to driving safety and ride comfort which was subsequently confirmed during test runs. These results seem to indicate that a further investigation of such systems for commercial vehicles could be most beneficial.

Using complex simulation systems, in general all possibilities of power train and chassis management systems with intelligent controls can be examined and optimised. This type of simulation technology makes a tremendous contribution to development time reductions through simultaneous engineering. This means a positive effect on the cost/benefit ratio of a new vehicle generation.

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[von Glasner, E. C.](#); [Pflug, H.-C.](#); [Povel, R.](#); [Wüst, K.](#): Simulation eines elektronisch gesteuerten Fahrwerksystems. Verkehrsunfall und Fahrzeugtechnik 36 (1998), pp. 315 - 320 (#11)

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