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Das Buch beschreibt die Grundlagen der Dynamik von Kraftfahrzeugen und die mathematische Modellierung von Einspurmodellen bis hin zu komplexen, räumlichen Mehrkörpermodellen. Ein besonderer Fokus liegt auf dem Prozess der Modellerstellung vom realen Fahrzeug bis hin zum mathematischen Modell sowie auf der Validierung der Ergebnisse. Ausgewählte Anwendungsszenarien erläutern die behandelten Grundlagen. Der Leser lernt, eigene Simulationsmodelle zu entwickeln, kommerzielle Simulationsprogramme einzusetzen, eine geeignete Modellierung auszuwählen und die Ergebnisse von Simulationen zu bewerten. Neben einigen Korrekturen wurden für die vorliegende dritte Auflage weitere Anwendungsbeispiele für Standardfahrmänover ergänzt. Um dem sowohl in der Forschung, gerade aber auch in der industriellen Anwendung verstärkten Einsatz von Fahrsimulatoren Rechnung zu tragen, wurde ein neuer Abschnitt zu den Themen Konzeption, Implementierung und Anwendung von Fahrsimulatoren ergänzt. Die Zielgruppen Das Buch wendet sich sowie an Entwicklungsingenieure, die Aufgaben im Bereich der Fahrzeugdynamik bearbeiten und an Studierende der Ingenieur- und Naturwissenschaften, die sich im Rahmen Ihres Studiums mit Themenstellungen der Fahrzeugdynamik beschäftigen.

The series of Interdisciplinary Conferences on Production, Logistics and Traffic (ICPLT) address the research community as well as practitioners in these fields with special attention to links and interfaces between the three disciplines. The fourth ICPLT in particular deals with technology from intralogistics to automated trucking driving as well as the societal aspects of commercial transport. To contribute to a high-level and beneficial exchange between authorities in politics and municipalities with researchers and practitioners in production and logistics management the ICPLT has asked for contributions from the three disciplines to better understand innovative technologies, best practises and latest results. These contributions have been evaluated and selected based on a double-blind review process to become part of this book. It comprises 21 contributions examining trends and challenges for commercial transport as the essential link for production, logistics and society. Therefore, innovative technologies and strategies are presented and discussed to better understand the interdependencies, conflicts of interest and to develop feasible solutions. Topics · Simulation & Optimization in Production and Logistics · Freight Transport Demand Modelling · Intralogistics & Logistics Facilities · Policy & Human Factors · Production & Maintenance · Supply Chain Management · Sustainable Logistics & Energy Target Groups · Representatives of public authorities, municipalities & politics · Actors of sectoral, transport & spatial planning · Actors of production & logistics · Researchers in the disciplines production, logistics, transport & spatial planning

The book deals with the increasingly complex test systems for powertrain components and systems giving an overview of the diverse types of test beds for all components of an advanced powertrain focusing on specific topics such as instrumentation, control, simulation, hardware-in-the-loop, automation or test facility management. This book is intended for powertrain (component) development engineers, test bed planners, test bed operators and beginners.

Jörg Dallmeyer untersucht die Simulation urbaner Verkehrsszenarien. Es werden verschiedene Verkehrsteilnehmertypen modelliert und in effiziente, valide Simulationsmodelle überführt. Das Straßennetz wird vollautomatisch modelliert, um den Verkehr ganzer Städte simulieren zu können. Der Autor entwickelt hierfür das Verkehrssimulationssystem MAINSIM – MultimodAle INnerstädtische StraßenverkehrsSIMulation und nutzt es für Fallstudien: z.B. maschinelle Lernverfahren zur Analyse und Beeinflussung des Verkehrs. Er untersucht die Auswirkungen exemplarischer, nonkonformer Handlungen von Autos, Fahrrädern und Fußgängern. Ein künstliches Pheromonsystem wird zur Verteilung des Verkehrs eingesetzt. Gemessene CO2-Emissionen werden mittels einer atmosphärischen Simulation anhand realer Wetter- und Geländedaten im Raum Frankfurt verteilt.

The authors examine in detail the fundamentals and mathematical descriptions of the dynamics of automobiles. In this context different levels of complexity will be presented, starting with basic single-track models up to complex three-dimensional multi-body models. A particular focus is on the process of establishing mathematical models on the basis of real cars and the validation of simulation results. The methods presented are explained in detail by means of selected application scenarios.

Die in dem vorliegenden Buch behandelte Kraftfahrzeugtechnik ist in den mehr als 125 Jahren ihrer Geschichte zu einem äußerst komplexen und in vielen Bereichen beispielgebenden Fachgebiet nicht nur in den Ingenieurwissenschaften geworden. Kraftfahrzeuge müssen unter rauen Umweltbedingungen und extremen Dauerbelastungen funktionsfähig bleiben und auch im Fehlerfall von wenig geschulten Bedienern zuverlässig in einen sicheren Zustand gebracht werden können. Zudem ist das Automobil gleichzeitig ein Massenprodukt, das in Millionenstückzahlen und zu extrem niedrigen Kosten produziert werden muss. Neben den Grundlagen aktueller Fahrzeugsysteme bietet das Buch auch einen Überblick über zukünftige Entwicklungen wie z.B. auf den Gebieten Elektromobilität, alternative Antriebe sowie Fahrerassistenzsysteme. Basis für das Buch ist eine Vorlesungreihe zur Kraftfahrzeugtechnik, die vom erstgenannten Autor an der Universität Duisburg-Essen seit vielen Jahren angeboten wird. Prof. Dr.-Ing. Dr. h.c. Dieter Schramm promovierte 1986 an der Universität Stuttgart. Nach 18 Jahren in der Automobilindustrie u.a. als Entwicklungsleiter und Geschäftsführer übernahm er 2004 den Lehrstuhl Mechatronik der Universität Duisburg-Essen. Dr.-Ing. Benjamin Hesse studierte in Paderborn Maschinenbau. 2011 wurde er in Duisburg promoviert und leitete danach am Lehrstuhl für Mechatronik Forschungsprojekte zur Automobiltechnik. 2015 wechselte er in die Automobilindustrie. Dr.-Ing. Niko Maas hat an der Universität Duisburg-Essen Maschinenbau studiert und promoviert. Seit 2012 arbeitet er am Lehrstuhl für Mechatronik. Als akademischer Rat ist er mit der Koordination von Projekten aus der Fahrzeugtechnik betraut. Dr.-Ing. Michael Unterreiner studierte und promovierte Maschinenbau an der Universität Duisburg-Essen. Im Jahr 2005 erwarb er einen Mastergrad in den USA. Seit 2012 arbeitet als Projektleiter bei der Porsche AG in der Fahrwerk-Vorentwicklung.

Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database.

The motor vehicle technology covered in this book has become in the more than 125 years of its history in many aspects an extremely complex and, in many areas of engineering science , Motor vehicles must remain functional under harsh environmental conditions and extreme continuous loads and must also be reliably brought into a safe state even in the event of a failure by a few trained operators. The automobile is at the same time a mass product, which must be produced in millions of pieces and at extremely low cost. In addition to the fundamentals of current vehicle systems, the book also provides an overview of future developments such as, for example, in the areas of electromobility, alternative drives and driver assistance systems. The basis for the book is a series of lectures on automotive engineering, which has been offered by the first-named author at the University of Duisburg-Essen for many years. Starting from classical systems in the automobile, the reader is given a systemic view of modern motor vehicles. In addition to the pure basic function, the modeling of individual (sub-) systems is also discussed. This gives the reader a deep understanding of the underlying principles. In addition, the book with the given models provides a basis for the practical application in the area of ??simulation technology and thus achieves a clear added value against books, which merely explain the function of a system without entering into the modeling. On the basis of today's vehicle systems we will continue to look at current and future systems. In addition to the state-of-the-art, the reader is thus taught which topics are currently dominant in research and which developments can be expected for the future. In particular, a large number of practical examples are provided directly from the vehicle industry. Especially for students of vehicle-oriented study courses and lectures, the book thus enables an optimal preparation for possible future fields of activity.

The 5th IFAC Workshop on Algorithms and Architectures for Real-Time Control (AARTC '98) was organized under the auspices of the IFAC Technical Committee. This Committee is concerned with the use of emerging software and hardware developments in real-time control. The AARTC '98 Technical Programme consisted of seventeen sessions, covering major areas of software, hardware and applications for real-time control, namely robotics, modeling and control, software design tools and methodologies, industrial process control and manufacturing systems, parallel and distributed systems, non-linear control systems, neural networks, parallel and distributed algorithms for real-time signal processing and control, transport applications, algorithms, fault tolerant systems and fuzzy control. The contributions were selected from a large number of high-quality full draft papers and late breaking paper contributions presenting very recent research work.

The IAVSD Symposium is the leading international conference in the field of ground vehicle dynamics, bringing together scientists and engineers from academia and industry. The biennial IAVSD symposia have been held in internationally renowned locations. In 2015 the 24th Symposium of the International Association for Vehicle System Dynamics (IAVSD) was held in Graz, Austria, from 17th to 21st of August 2015. The symposium was hosted by VIRTUAL VEHICLE Research Center, in cooperation with the Graz and Vienna Universities of Technology, and the industrial partners AVL, Magna Steyr, and Siemens. 170 papers (oral and poster presentations) were presented at the symposium and the papers are now published in these proceedings. The papers review the latest research developments and practical applications in highly relevant areas of vehicle dynamics on roads and tracks, and may serve as a reference for researchers and engineers active in the field of vehicle system dynamics.

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