

Multi-Body Simulation and Multi-Objective Optimization Applied to Vehicle Dynamics

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Abstract – This paper describes a demo application, where modeFRONTIER, a commercial software for design optimization, is coupled with a parametric 2D Multi-Body model of a touring motorcycle. The optimizer is asked to identify the characteristics of the front suspension (telelever scheme) that deliver more safety, more stability, and more riding comfort for a braking maneuver in straight running. All objectives are described through 4 scalar indexes, extracted from the braking kinematics.

As expected, results highlight that trade-off relationships connect the objectives. Only 13, among the 1900 tested configurations, are able to simultaneously improve the 4 indexes. Moreover, no design in this selection assures a decisive improvement of the stability. In order to accomplish this priority requirement, the best design is chosen accepting a slight reduction of stability.

Key words: Motorcycle Optimization, Braking Maneuver, Telelever, Multi-Objective Optimization, Design Optimization

1 Introduction

Dynamical performances of two wheeled vehicles largely depend on the response of each component. Among all components, tires and suspensions are the most important sub-systems, because their role is to modulate any force going from the road to the chassis [1, 2, 3, 4]. Therefore, a deep knowledge of such parts can be the turning key to develop better and safer motorcycles.

Multi-Body Simulation is the most suitable approach to perform vehicle dynamics investigation [5, 6, 7]. By creating parametric models, different configurations can be quickly evaluated, even at the earliest stage of the entire development process. From a business perspective, this means that wrong gateways can be dropped long before they lead to costly and useless real prototypes.

These benefits can be further increased by coupling the Multi-Body Simulation software with modeFRONTIER, which automatically plans and drives sets of simulations in order to perform complex tasks such as Design of Experiment, Parameter Sensitivity Analysis, and Multi-Objective Optimization.

This paper describes a demo application, where modeFRONTIER is asked to identify the parameters of a motorcycle front suspension to deliver more safety, more stability, and more riding comfort for a braking maneuver in straight running. Although the research is targeted to a very specific case, the proposed methodology can be straightforwardly extended to any user-defined running condition. Potentially, it is possible to build a single modeFRONTIER project to optimize different vehicle parts for various maneuvers.

As expected, results highlight that trade-off relationships connect the objectives, hence full optimization is almost impossible. Only 13, among the 1900 tested configurations, are able to simultaneously improve the 4 scalar indexes that have been previously defined to measure the objectives.

Moreover, no design in this selection promises a decisive improvement of the stability. In order to meet these primary requirements, the best design is chosen accepting a slight reduction of stability. The decision task has been totally supported by the Multi Criteria Decision Making tool implemented in modeFRONTIER.

2 The 2D Motorcycle Model

The Motorcycle is a complex multi-body system and special efforts are necessary to reliably simulate the overall dynamics. The broad range of literature available on this topic covers all simulation fields, such as time domain behavior [6, 7], optimal maneuver [8, 9], steady trim [10], frequency response [11], modal properties [5, 14, 15], tire dynamics [12], and so on. Since this research aims at highlighting the benefits of implementing an optimizer into the simulation chain, a detailed and validated model is not available. Model features have been implemented following state-of-art guidelines [13] to ensure sufficient result reliability.

As a simple test case, the vehicle behavior at braking during straight line motion is considered. In general, lateral dynamics plays an important role and a detailed 3D model would be recommended to perform thorough investigation. However, a 2D model includes enough features to study the influence of the front suspension on the braking distance, keeping the simulation complexity at reasonable level. Indirect considerations on stability and vehicle comfort can be made in any event by examining the variation of some in-plane quantities [4, 14].

The motorcycle model used in this research consists of 7 rigid bodies, such as chassis (which includes the rider), rear wheel, swinging arm, front wheel and three bodies for the front suspension with telelever scheme. Bodies are connected using proper joints to obtain the exact number of in-plane degrees of freedom.

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Multi Body Simulation And Multi Objective Optimization

**Hongyan Wang,Qiang Rui,Huangjie
Hong,Jianyang Li**

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Multi-objective Evolutionary Optimisation for Product Design and Manufacturing Lihui Wang, Amos H. C. Ng, Kalyanmoy Deb, 2011-09-06 With the increasing complexity and dynamism in today's product design and manufacturing more optimal robust and practical approaches and systems are needed to support product design and manufacturing activities Multi objective Evolutionary Optimisation for Product Design and Manufacturing presents a focused collection of quality chapters on state of the art research efforts in multi objective evolutionary optimisation as well as their practical applications to integrated product design and manufacturing Multi objective Evolutionary Optimisation for Product Design and Manufacturing consists of two major sections The first presents a broad based review of the key areas of research in multi objective evolutionary optimisation The second gives in depth treatments of selected methodologies and systems in intelligent design and integrated manufacturing Recent developments and innovations in multi objective evolutionary optimisation make Multi objective Evolutionary Optimisation for Product Design and Manufacturing a useful text for a broad readership from academic researchers to practicing engineers *7th International Munich Chassis Symposium 2016*

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Fuzzy Systems and Data Mining V Antonio J. Tallón-Ballesteros, 2019-11-15 The Fuzzy Systems and Data Mining FSDM conference is an annual event encompassing four main themes fuzzy theory algorithms and systems which includes topics like stability foundations and control fuzzy application which covers different kinds of processing as well as hardware and architectures for big data and time series and has wide applicability the interdisciplinary field of fuzzy logic and data mining encompassing applications in electrical industrial chemical and engineering fields as well as management and environmental issues and data mining outlining new approaches to big data massive data scalable parallel and distributed algorithms The annual conference provides a platform for knowledge exchange between international experts researchers academics and delegates from industry This book includes the papers accepted and presented at the 5th International Conference on Fuzzy Systems and Data Mining FSDM 2019 held in Kitakyushu Japan on 18 21 October 2019 This year FSDM received 442 submissions All papers were carefully reviewed by program committee members taking account of the quality novelty soundness breadth and depth of the research topics falling within the scope of FSDM The committee finally decided to accept 137 papers which represents an acceptance rate of about 30% The papers presented here are arranged in two sections Fuzzy Sets and Data Mining and Communications and Networks Providing an overview of the most recent scientific and technological advances in the fields of fuzzy systems and data mining the book will be of interest to all those working in these fields

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