

DESIGN OF FORMULA SAE SUSPENSION

DESIGN OF FORMULA SAE SUSPENSION DECODING THE DESIGN OF FORMULA SAE SUSPENSION A DEEP DIVE SO YOU'RE BUILDING A FORMULA SAE CAR AND STARING BLANKLY AT THE SUSPENSION SYSTEM A CRITICAL COMPONENT THAT DIRECTLY IMPACTS HANDLING SPEED AND OVERALL PERFORMANCE DONT WORRY YOU'RE NOT ALONE DESIGNING A HIGHPERFORMING SUSPENSION IS A COMPLEX TASK BUT BREAKING IT DOWN INTO MANAGEABLE CHUNKS MAKES IT FAR LESS DAUNTING THIS BLOG POST WILL GUIDE YOU THROUGH THE KEY ASPECTS OF FORMULA SAE SUSPENSION DESIGN PROVIDING PRACTICAL EXAMPLES AND TIPS ALONG THE WAY UNDERSTANDING THE FUNDAMENTALS MORE THAN JUST SPRINGS AND SHOCKS BEFORE DIVING INTO SPECIFIC DESIGNS LETS ESTABLISH A SOLID FOUNDATION THE FORMULA SAE SUSPENSION SYSTEMS PRIMARY GOAL IS TO MAINTAIN TIRE CONTACT WITH THE TRACK SURFACE OPTIMIZING GRIP AND HANDLING THIS INVOLVES MANAGING SEVERAL FORCES WEIGHT TRANSFER AS THE CAR ACCELERATES BRAKES AND CORNERS WEIGHT SHIFTS DRAMATICALLY THE SUSPENSION NEEDS TO MANAGE THIS EFFICIENTLY TO PREVENT WHEEL LIFT UNDER ACCELERATION OR LOSS OF CONTROL UNDER BRAKING AND CORNERING TIRE LOAD MAINTAINING OPTIMAL TIRE LOAD ENSURES CONSISTENT GRIP TOO MUCH LOAD CAN CAUSE EXCESSIVE TIRE WEAR AND REDUCED PERFORMANCE WHILE TOO LITTLE COMPROMISES GRIP RIDE HEIGHT THE DISTANCE BETWEEN THE CHASSIS AND THE GROUND IS CRUCIAL A CORRECTLY CHOSEN RIDE HEIGHT BALANCES AERODYNAMIC EFFICIENCY WITH GROUND CLEARANCE BUMP AND REBOUND THE SUSPENSION NEEDS TO EFFECTIVELY ABSORB IMPACTS BUMPS AND CONTROL THE RETURN REBOUND TO PREVENT EXCESSIVE BOUNCING AND MAINTAIN STABILITY COMMON FORMULA SAE SUSPENSION TYPES A COMPARISON TWO MAIN SUSPENSION TYPES DOMINATE FORMULA SAE 1 DOUBLE WISHBONE THIS CONFIGURATION UTILIZES TWO ARMS WISHBONES CONNECTED TO THE

UPRIGHT HUB CARRIER IT OFFERS EXCELLENT ADJUSTABILITY FOR CAMBER CASTER AND TOE ALLOWING FOR FINETUNING OF HANDLING CHARACTERISTICS THINK OF IT AS OFFERING PRECISE CONTROL OVER THE WHEELS MOVEMENT VISUAL IMAGINE TWO CURVED ARMS EACH CONNECTING TO THE CHASSIS AT ONE POINT AND THE UPRIGHT AT ANOTHER THEY CREATE A WISHBONE SHAPE PROS EXCELLENT ADJUSTABILITY GOOD HANDLING 2 CONS COMPLEX DESIGN MORE PARTS CAN BE HEAVIER 2 PUSHROD/PULLROD SUSPENSION THIS UTILIZES PUSHRODS OR PULLRODS TO CONNECT THE DAMPER SHOCK ABSORBER TO THE CHASSIS OFTEN INDIRECTLY IT OFFERS A MORE COMPACT DESIGN AND ALLOWS FOR PACKAGING ADVANTAGES BY PLACING THE DAMPER WITHIN THE CHASSIS VISUAL PICTURE A ROD CONNECTING THE DAMPER TO A ROCKER ASSEMBLY WHICH THEN CONNECTS TO THE CHASSIS THE ROD EITHER PUSHES PUSHROD OR PULLS PULLROD THE DAMPER PROS COMPACT DESIGN GOOD PACKAGING POTENTIAL LOWER UNSPRUNG MASS POTENTIALLY CONS REQUIRES CAREFUL DESIGN AND SIMULATION TO ENSURE PROPER FUNCTION AND AVOID BINDING IMAGE INCLUDE SIDEBYSIDE DIAGRAMS OF A DOUBLE WISHBONE AND A PUSHROD SUSPENSION SYSTEM CLEARLY LABELING KEY COMPONENTS LIKE WISHBONES UPRIGHTS PUSHRODS DAMPERS ETC HOWTO KEY DESIGN CONSIDERATIONS REGARDLESS OF YOUR CHOSEN SUSPENSION TYPE SEVERAL KEY CONSIDERATIONS WILL IMPACT YOUR DESIGN 1 SPRING RATE SELECTION THIS DETERMINES HOW STIFF THE SUSPENSION IS A STIFFER SPRING REDUCES BODY ROLL BUT CAN MAKE THE RIDE HARSH USE SIMULATION SOFTWARE EG MATLAB/SIMULINK ADAMS TO OPTIMIZE SPRING RATES BASED ON YOUR VEHICLE'S WEIGHT AND INTENDED USE 2 DAMPER TUNING DAMPERS CONTROL THE REBOUND AND COMPRESSION OF THE SUSPENSION EXPERIMENT WITH DIFFERENT DAMPING SETTINGS TO FIND THE OPTIMAL BALANCE BETWEEN COMFORT AND HANDLING THIS IS HEAVILY ITERATIVE AND OFTEN INVOLVES TRACK TESTING 3 ANTIROLL BARS SWAY BARS THESE CONNECT THE LEFT AND RIGHT SUSPENSION ON AN AXLE REDUCING BODY ROLL DURING CORNERING THE STIFFNESS OF THE ANTIROLL BAR IS CRUCIAL TOO STIFF CAN MAKE THE CAR OVERLY RESPONSIVE WHILE TOO SOFT WON'T ADEQUATELY CONTROL BODY ROLL 4 GEOMETRY OPTIMIZATION CAMBER CASTER AND TOE ANGLES SIGNIFICANTLY INFLUENCE HANDLING PROPERLY OPTIMIZING THESE PARAMETERS IS CRUCIAL CONSIDER USING A SUSPENSION ANALYSIS

SOFTWARE TO EXPLORE DIFFERENT SETUPS

5 MATERIAL SELECTION

LIGHTWEIGHT MATERIALS ALUMINUM ALLOYS CARBON FIBER ARE ESSENTIAL FOR REDUCING UNSPRUNG MASS THIS IMPROVES HANDLING RESPONSIVENESS AND REDUCES STRESS ON THE SUSPENSION COMPONENTS

PRACTICAL EXAMPLE SPRING RATE CALCULATION SIMPLIFIED

LETS ASSUME A SIMPLIFIED SPRING RATE CALCULATION

VEHICLE WEIGHT 250 KG

3 STATIC DEFLECTION DESIRED 50 MM 005 M

SPRING RATE $k = \frac{\text{WEIGHT}}{\text{DEFLECTION}} = \frac{250 \text{ KG} \cdot 9.81 \text{ MS}^{-2}}{0.05 \text{ M}} = 49050 \text{ NM}$

THIS IS A VERY BASIC CALCULATION IN REALITY SEVERAL OTHER FACTORS INFLUENCE THE OPTIMAL SPRING RATE

INCLUDE A SIMPLE DIAGRAM ILLUSTRATING THE CONCEPT OF SPRING RATE AND STATIC DEFLECTION

SIMULATION AND TESTING

CRUCIAL STEPS

DESIGNING A SUSPENSION SOLELY ON THEORY IS A RECIPE FOR DISASTER

EMPLOYING SIMULATION SOFTWARE LIKE ADAMS OR MATLABSIMULINK ALLOWS YOU TO VIRTUALLY TEST DIFFERENT CONFIGURATIONS AND PREDICT THEIR PERFORMANCE BEFORE BUILDING THE PHYSICAL COMPONENTS

THIS DRASTICALLY REDUCES THE TIME AND COST ASSOCIATED WITH ITERATIVE DESIGN CHANGES

PHYSICAL TESTING ON A TEST TRACK OR EVEN A SMALLER TEST RIG REMAINS ESSENTIAL FOR VALIDATING SIMULATION RESULTS AND FINE TUNING THE SUSPENSION SETUP

SUMMARY OF KEY POINTS

CHOOSE A SUSPENSION TYPE BASED ON YOUR TEAMS EXPERIENCE AND RESOURCES

DOUBLE WISHBONE OFFERS MORE ADJUSTABILITY

PUSHROD/PULLROD OFFERS BETTER PACKAGING

SPRING AND DAMPER SELECTION IS CRUCIAL FOR HANDLING AND RIDE QUALITY

USE SIMULATION AND TESTING TO OPTIMIZE THESE PARAMETERS

GEOMETRY

CAMBER CASTER TOE GREATLY INFLUENCES HANDLING

USE SOFTWARE FOR DETAILED ANALYSIS

LIGHTWEIGHT MATERIALS ARE VITAL FOR MINIMIZING UNSPRUNG MASS

SIMULATION AND REALWORLD TESTING ARE CRUCIAL FOR ACHIEVING OPTIMAL PERFORMANCE

FAQS

1 Q WHAT SOFTWARE IS BEST FOR FORMULA SAE SUSPENSION DESIGN

A POPULAR CHOICES INCLUDE ADAMS MATLABSIMULINK AND VARIOUS CAD SOFTWARE PACKAGES WITH SIMULATION CAPABILITIES

THE BEST CHOICE DEPENDS ON YOUR TEAMS EXPERTISE AND BUDGET

2 Q HOW DO I DETERMINE THE OPTIMAL RIDE HEIGHT

A RIDE HEIGHT IS A BALANCE BETWEEN AERODYNAMIC PERFORMANCE GROUND CLEARANCE AND SUSPENSION TRAVEL

EXPERIMENTATION AND SIMULATION ARE KEY

CONSIDERING TRACK CONDITIONS AND VEHICLE DYNAMICS

3 Q HOW

MUCH DOES SUSPENSION DESIGN INFLUENCE OVERALL VEHICLE PERFORMANCE A ITS ARGUABLY THE MOST INFLUENTIAL ASPECT OF HANDLING AND PERFORMANCE A POORLY DESIGNED SUSPENSION WILL SEVERELY LIMIT YOUR CARS ABILITY TO CORNER EFFECTIVELY AND MAINTAIN SPEED 4 Q WHAT ARE SOME COMMON MISTAKES TO AVOID A NEGLECTING SIMULATION IGNORING GEOMETRY 4 OPTIMIZATION USING INAPPROPRIATE MATERIALS AND FAILING TO ADEQUATELY TEST THE SUSPENSION 5 Q CAN I USE OFFTHESHELF COMPONENTS A YES BUT BE SURE TO CAREFULLY ASSESS WHETHER THEY FIT THE SPECIFICATIONS AND REQUIREMENTS OF YOUR DESIGN CUSTOMMADE COMPONENTS MIGHT OFFER BETTER PERFORMANCE BY UNDERSTANDING THE FUNDAMENTALS UTILIZING APPROPRIATE DESIGN TOOLS AND EMBRACING A RIGOROUS TESTING PROCESS YOUR FORMULA SAE TEAM CAN DESIGN A HIGHPERFORMING SUSPENSION SYSTEM THAT GIVES YOUR CAR A COMPETITIVE EDGE REMEMBER THE KEY TO SUCCESS LIES IN A THOROUGH UNDERSTANDING OF THE PRINCIPLES DILIGENT SIMULATION AND METICULOUS ONTRACK TESTING GOOD LUCK

FORMULA EQUATION FUNCTION FORMULA WHAT DOES MEAN IN EXCEL FORMULA E G B 4 STACK OVERFLOWHOW DO I PREVENT EXCEL FROM AUTOMATICALLY REPLICATING FORMULAS IN WHAT EXCEL FORMULA RETURNS THE SHEET NAME STACK OVERFLOWEXCEL IDENTIFY CELL THAT DON T CONTAIN FORMULA STACK OVERFLOWUSING IF CELL CONTAINS N A AS A FORMULA CONDITION EXCEL TEXT FORMULA DOESN T CONVERT YYYY TO A YEAR WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM WWW.BING.COM

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3 FEB 2015 THE FORMULA TEXTAFTER CELL FILENAME INDIRECT BAD 1 1 NOTES THIS FORMULA WILL ALWAYS RETURN THE SHEET NAME THAT THE FUNCTION IS POSITIONED FROM THE 1 PARAMETER

22 DEC 2017 THIS IS GREAT FOR FORMULA DRIVEN TABLES THAT OCCASIONALLY NEED MANUAL INPUT THE MANUAL INPUTS HIGHLIGHT AUTOMATICALLY IF THEY ARE NOT FORMULAS IN CONDITIONAL FORMATTING HIGHLIGHT A CELL THEN

25 FEB 2016 USING IF CELL CONTAINS N A AS A FORMULA CONDITION ASKED 12 YEARS 3 MONTHS AGO MODIFIED 1 YEAR 5 MONTHS AGO VIEWED 427k TIMES

5 DEC 2014 FOR EXAMPLE I STILL HAVE THE ENGLISH FORMULA NAMES LIKE TEXT WHICH WOULD BE TEKST IN DUTCH BUT STILL HAVE TO USE A COLON INSTEAD OF A COMMA IN THE FORMULA THE FORMAT TEXT VALUE OF

YEAH, REVIEWING A EBOOK **DESIGN OF FORMULA SAE SUSPENSION** COULD INCREASE YOUR CLOSE FRIENDS LISTINGS. THIS IS JUST ONE OF THE SOLUTIONS FOR YOU TO BE SUCCESSFUL. AS UNDERSTOOD, SKILL DOES NOT RECOMMEND THAT YOU HAVE WONDERFUL POINTS. COMPREHENDING AS SKILLFULLY AS HARMONY EVEN MORE THAN

FURTHER WILL FIND THE MONEY FOR EACH SUCCESS. NEXT-DOOR TO, THE BROADCAST AS CAPABLY AS PERSPICACITY OF THIS DESIGN OF FORMULA SAE SUSPENSION CAN BE TAKEN AS SKILLFULLY AS PICKED TO ACT.

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