

Evaluation of handling characteristics

- **Motivation:**

Definition of new handling evaluation criteria, which replace the “conventional” objective parameters of the open loop vehicle behaviour (some of them not valid anymore).

- **Problem:**

How can the driver adjustment to changed driving dynamics and situations be used for a comprehensive objective evaluation of the driving characteristics?

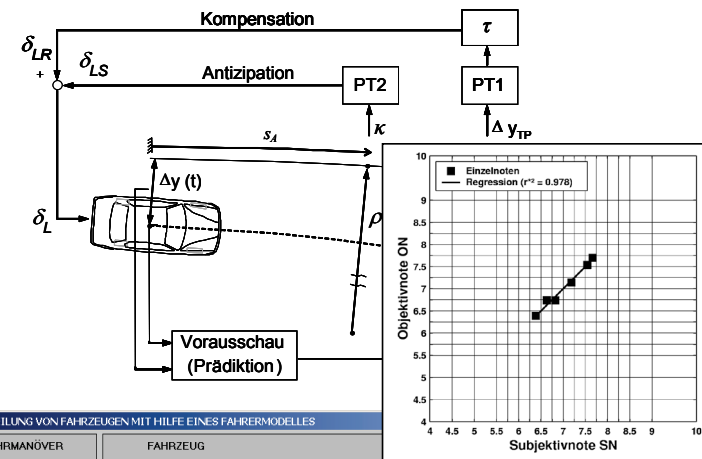
- **Objective:**

Improvement of information quality and validity range of objectification models for the evaluation of handling characteristics with regard to the overall vehicle and individual driving dynamics criteria.

Software tool for objective evaluation.

- **Solution:**

Identification of a control-oriented driver model, integration of the driver-specific objective parameters (e.g. gain or prediction time) in mathematical regression models.



BEURTEILUNG VON FAHRZEUGEN MIT HILFE EINES FAHRERMODELLES

FAHRMANÖVER	FAHRZEUG	TFE-Daten übernehmen (TFE/Lenkwinkel):	Objektivierung:
Landstrasse 100 km/h Hundskurve 100 km/h Spurwechsel 100 km/h Stelom 100 km/h Beustelle 80 km/h	TFE Laden Frequenz Querb./Lenkw. (Komplex) Gierg./Lenkw. (Komplex) Schwimmw./Lenkw. (Komplex)	Kanal: Definition: Div: Frequenz -> Frequenz [1/Hz] Giergeschwindigkeit -> Gierg./Lenkw. (Komplex) [1/s] Schwimmwinkel -> Schwimmw./Lenkw. (Kan) [1] Querbeschleunigung ->	<input type="checkbox"/> Einzelbewertung (Landstrasse) <input checked="" type="checkbox"/> Gesamtverhalten (Normalfahrt) ON Berechnen 7.53 r ² : 0.94 Regelparameter: S-Transf. Berechnen