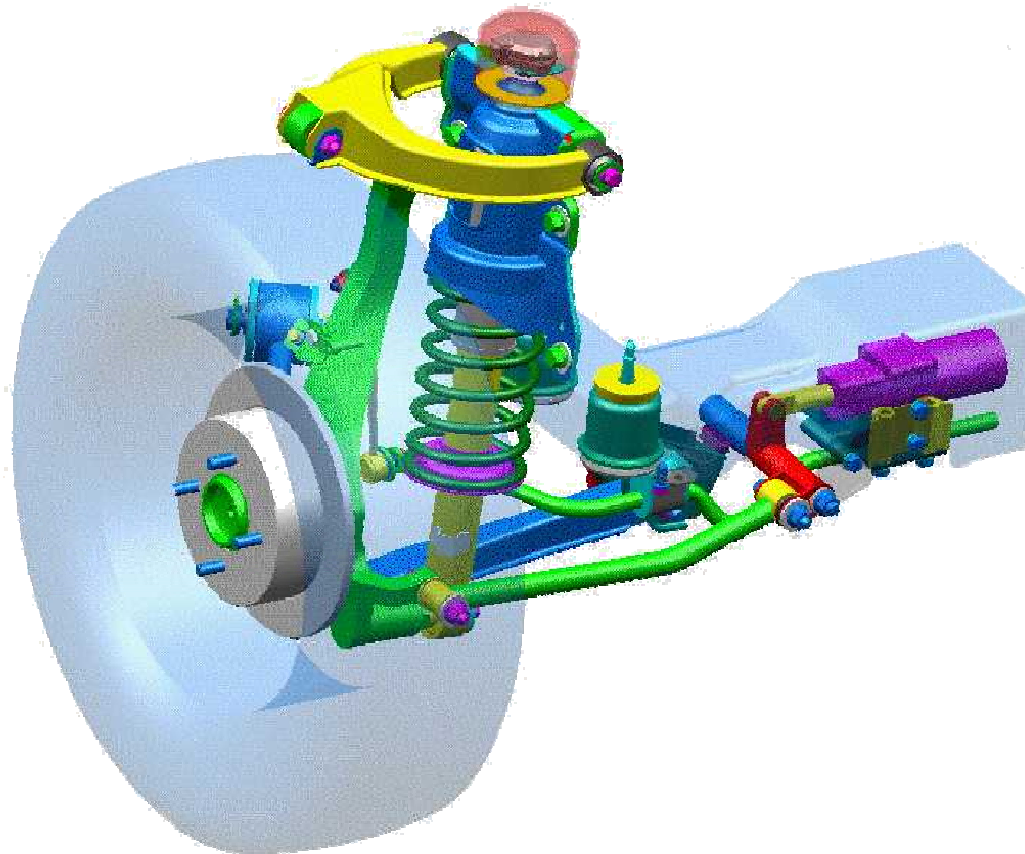


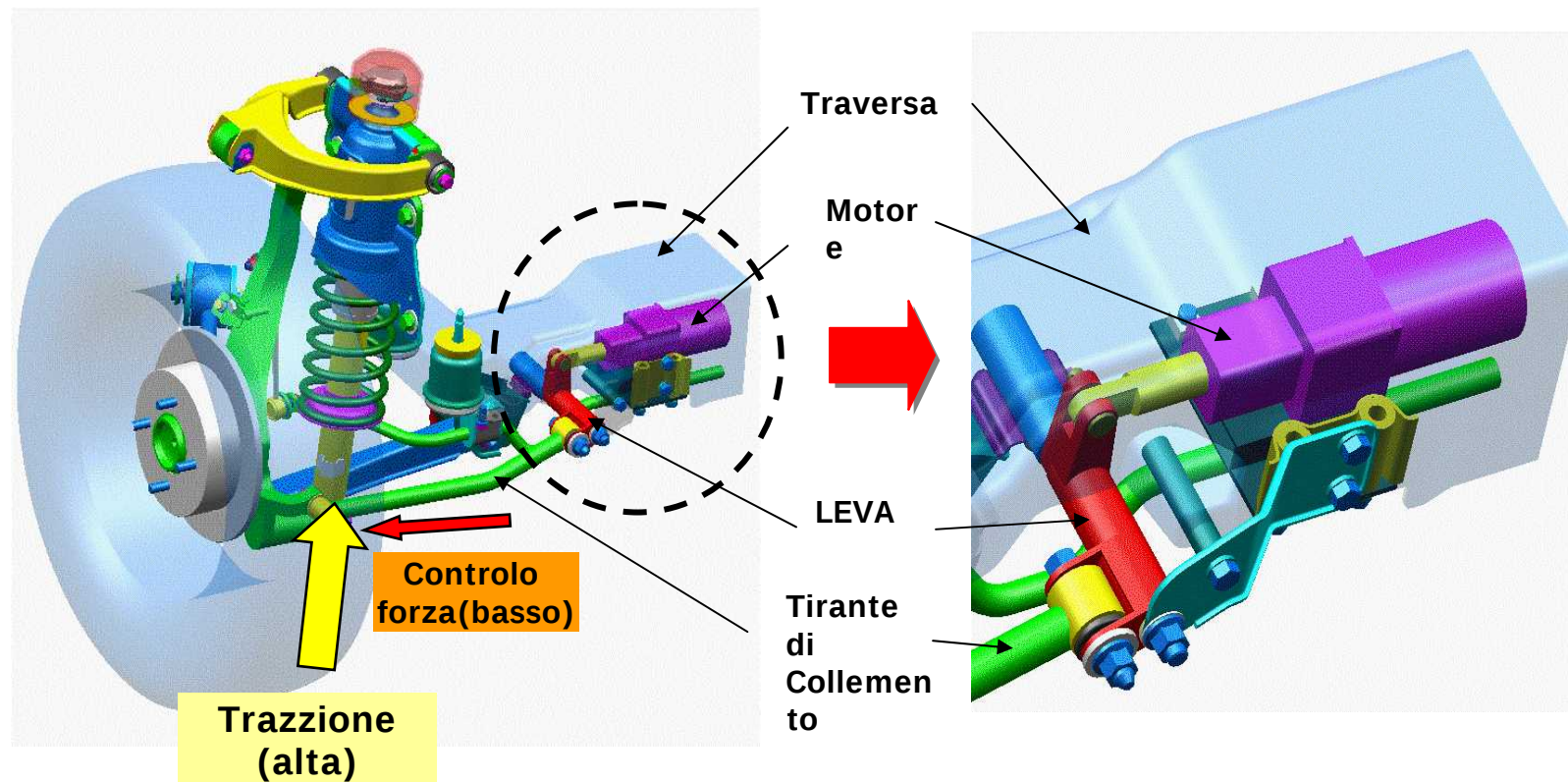
AGCS

Controllo Geometria attiva Sospensione Posteriore

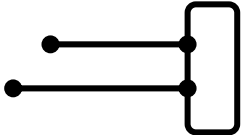
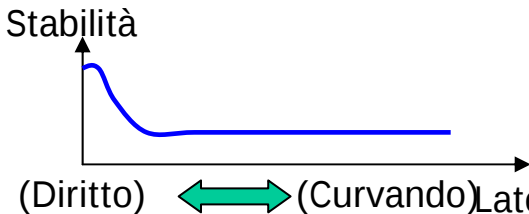
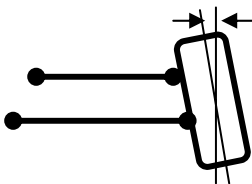
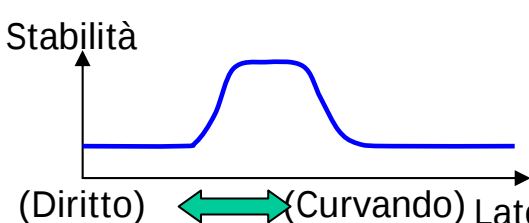
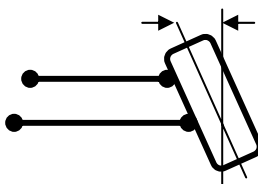
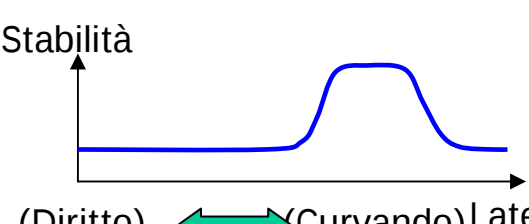
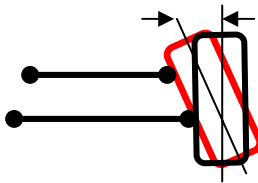
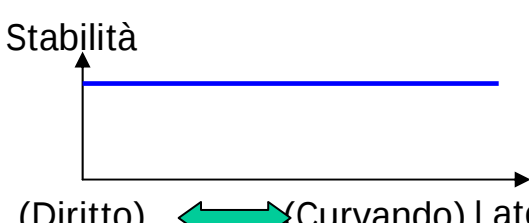


Concezione del sistema AGCS

Controllo attivo della convergenza durante la curva.



Relazione tra convergenza posteriore e stabilità del veicolo

Geometria posteriore	Stabilità	Efficacia
Senza AGCS Angolo post = 0 	Stabilità  (Diritto) ↔ (Curvando) Lateral G	Diritto : Alta Curvando :Bassa
Angolo post. = Basso 	Stabilità  (Diritto) ↔ (Curvando) Lateral G	Diritto : Bassa Curvando low/mid : Alta Curvando high speed : Bassa
Angolo post. = Alto 	Stabilità  (Diritto) ↔ (Curvando) Lateral G	Diritto :Bassa Curvando low/mid : Bassa Curvando alta vel: Alta
Con AGCS Angolo post. = Variabile 	Stabilità  (Diritto) ↔ (Curvando) Lateral G	Diritto : High Curvando low/mid : Alta Curvando alta vel. : Alta

Costruzione del Sistema

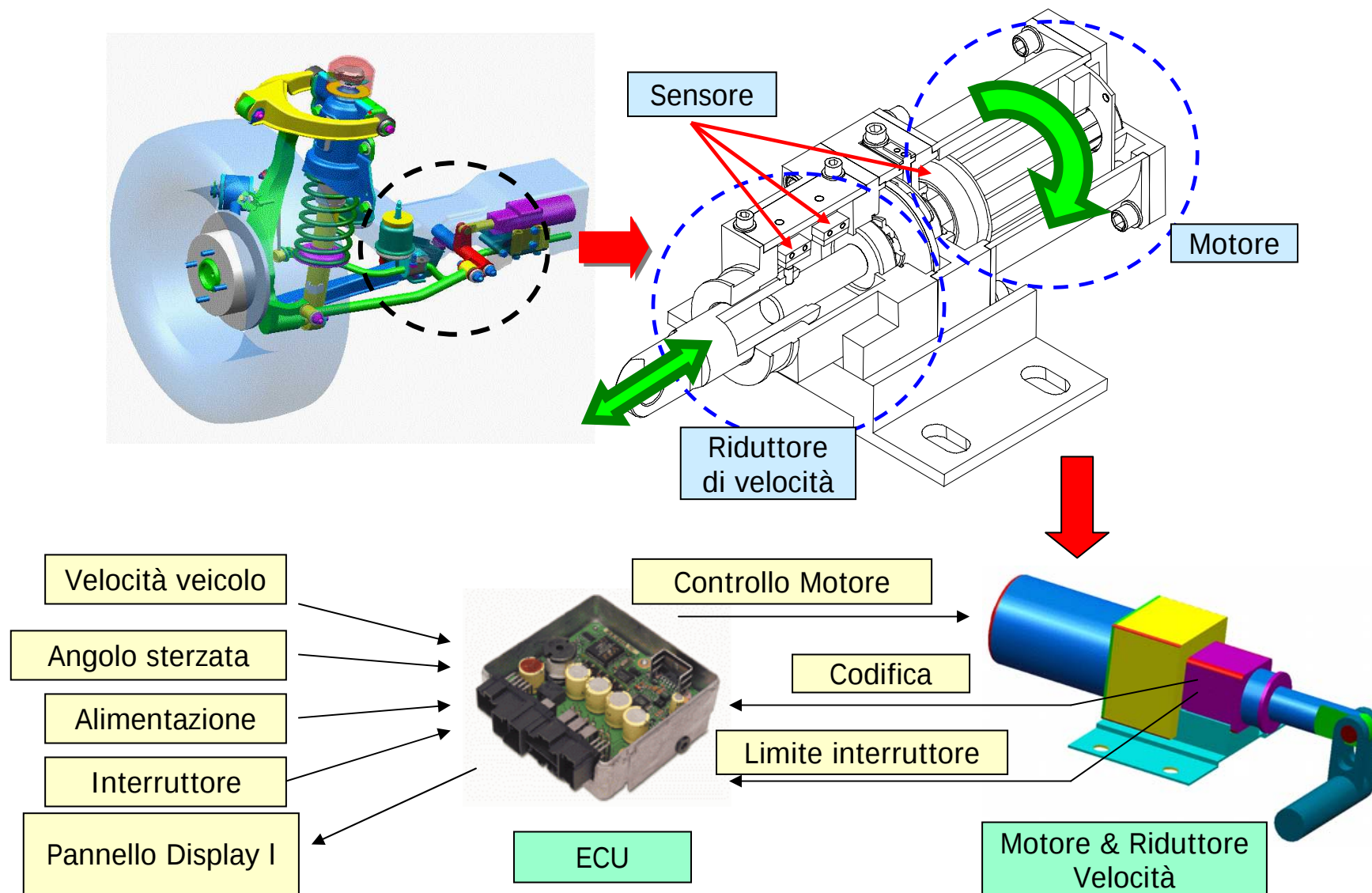
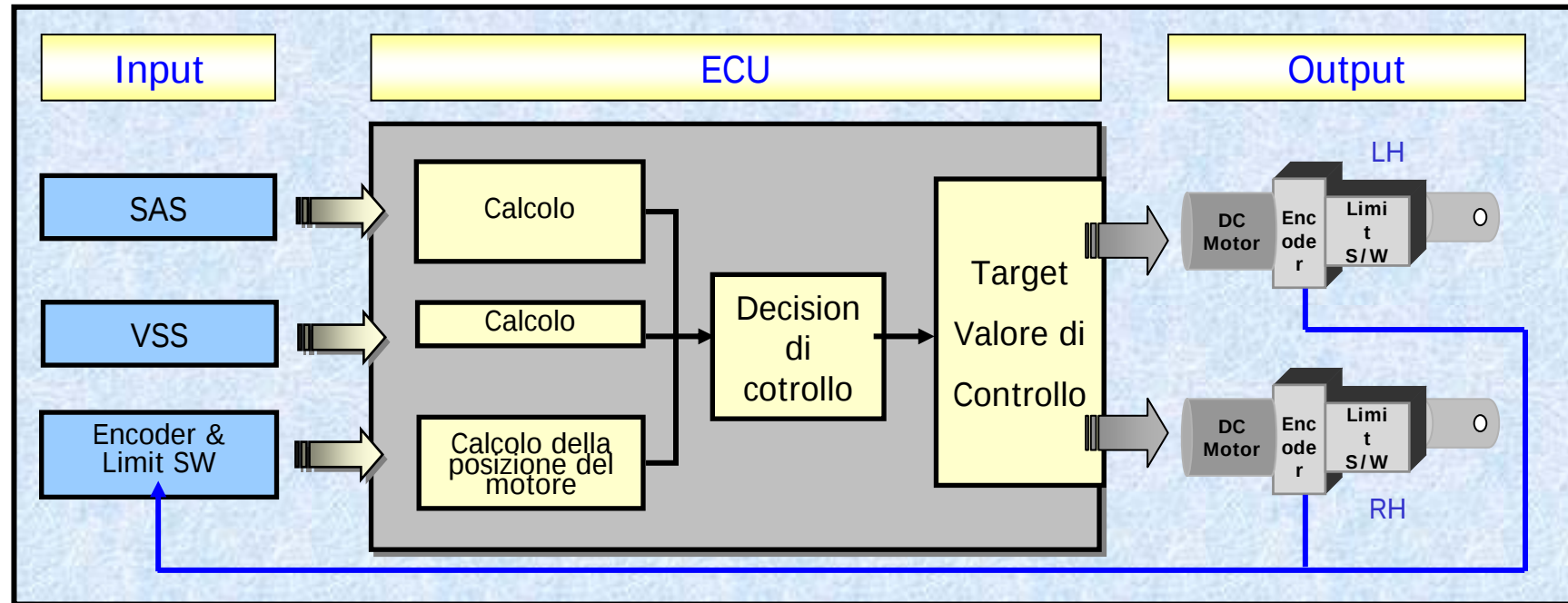


Diagramma a blocchi del Sistema



◆ Specifiche Operative dell'Attuatore

- Voltaggio alimentazione : 10 ~ 16V DC
- Temp.operativa : -25 ~ +80 °C
- Max carico : 80 Kg
- Controllo velocità : Min 55 mm/s @ 80 Kg
- Controllo estensione : Max 20 ± 2 mm

Vista Veicolo parte Bassa

