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**Motorcycle and motorcycle-rider
kinematics — Vocabulary**

Cinématique relative au motorcycle et à son conducteur — Vocabulaire



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Foreword

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Motorcycle and motorcycle-rider kinematics — Vocabulary

1 Scope

1.1 This International Standard specifies symbols, definitions and conventions related to motorcycle and motorcycle-rider motions and kinematics and to the modelling thereof.

1.2 It does not deal with methods of measurement, nor with the units used in reporting the results, nor with accuracy.

1.3 The provisions of this International Standard apply to two-wheeled motorcycles as defined in ISO 3833.

1.4 This International Standard does not cover road motorcycles which are controlled by a pedestrian or which are used for the carriage of goods to the exclusion of persons.

1.5 This International Standard specifies terms, definitions and symbols for the following systems, parts and aspects:

steering system (clause 3)

suspension system (clause 4)

tyres and wheels (clause 5)

basic principles of axis systems and kinematics (clause 6)

directional dynamics (clause 7)

motorcycle motion characteristics (clause 8)

aerodynamic characteristics of the motorcycle-rider combination (clause 9)

riding postures and behaviours (clause 10)

tests (clause 11).

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the

possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 3833:1977, *Road vehicles — Types — Terms and definitions*.

ISO 6725:1981, *Road vehicles — Dimensions of two-wheeled mopeds and motorcycles — Terms and definitions*.

ISO 6726:1988, *Mopeds and motorcycles with two wheels — Masses — Vocabulary*.

3 Steering system

3.1 Axis and angles of the steering assembly

3.1.1

steer axis

z_H

rotational axis of the steering assembly for steering control which coincides with the axis of the steering stem and with the axis of the steering head pipe

3.1.2

steer angle

δ_H

angle of motion of the steering assembly about the **steer axis** (3.1.1) which is zero when the front wheel plane is parallel to the motorcycle longitudinal plane

3.1.3

wheel steer angle

δ_W

angle formed by the intersection with the road surface plane of the motorcycle longitudinal plane and the front wheel plane

3.2 Dynamic quantities of the steering assembly

3.2.1

steering velocity

$\dot{\delta}$

angular velocity of the sprung part of the steering assembly about the z_f -axis

3.2.2

steering velocity of the handlebars

$\dot{\delta}_H$

angular velocity of the handlebars about the z_H -axis

3.2.3

steer torque

torque about the **steer axis** (3.1.1)

3.2.4

steer force

value obtained from dividing the **steer torque** (3.2.3) and the effective rotational radius of the steering handle

NOTE — The effective rotational radius of the steering handle is the distance between the **steer axis** (3.1.1) and the centre point of the steering handlegrip projected on the plane perpendicular to the steer axis.

3.2.5

steady state steer torque

torque applied to the steering handle in order to maintain the motion of the motorcycle-rider combination in a given state

NOTE — When the motorcycle-rider combination is turning, this torque is classified as **positive steer torque** (3.2.5.1), **neutral steer torque** (3.2.5.2) or **negative steer torque** (3.2.5.3).

3.2.5.1

positive steer torque

steady state steer torque (3.2.5) applied in the direction equal to that in which the motorcycle-rider combination is turning

3.2.5.2

neutral steer torque

amount of **steady state steer torque** (3.2.5) equal to zero, required when the motorcycle-rider combination is turning

3.2.5.3

negative steer torque

steady state steer torque (3.2.5) applied in the direction opposite to that in which the motorcycle-rider combination is turning

3.2.6

steady state steer force

value obtained from dividing the **steady state steer torque** (3.2.5) and the effective rotational radius of the steering handle

3.2.7

stiffness of the steering assembly

resistance against the deformation caused by the loads applied to the steering assembly

NOTE — There are torsional and bending stiffnesses.

3.2.8

friction torque of the steering assembly

torque about the **steer axis** (3.1.1) required to initiate the motion of the steering assembly which does not include the friction between the tyre and the road surface

3.2.9

damping torque of the steering assembly

damping torque about the **steer axis** (3.1.1) at a certain **steering velocity** (3.2.1) which does not include the damping between the tyre and the road surface

3.2.10

moment of inertia of the steering assembly

moment of inertia of the steering assembly about the **steering axis** (3.1.1) under defined load conditions

3.3 Steering characteristics of the steering assembly

3.3.1

steering under stationary conditions

steering operation of the motorcycle-rider combination under stationary conditions

3.3.2

counter steering

positive action on the steering handle in order to compensate (cancel out) the change in the state of the motorcycle

3.3.3

disturbed steer

very short and quick rotation of the steering handle caused by an outside disturbance

3.3.4

loss of control in steering

uncontrollable rotation of the steering handle caused by a disturbance

4 Suspension system

4.1 Suspension geometry

4.1.1

wheel plane

centre plane of the wheel which is perpendicular to the wheel spin axis

4.1.2

wheel centre

intersection of the wheel spin axis and the **wheel plane** (4.1.1)

4.1.3

front and rear wheel alignment

position of the front and the rear wheel planes relative to some reference frame planes

4.1.4

steering system alignment

relation between the wheel(s) and the body or the road surface

NOTE — This term is often applied to the **fork off-set** (4.1.8), **castor** (4.1.7), **castor angle** (4.1.6).

4.1.5

alignment variation

displacements and deformations of the suspension system caused by forces applied to the wheels

4.1.6

castor angle

τ

SEE ISO 6725:1981, 6.12.

4.1.7

castor

SEE ISO 6725:1981, 6.11.

4.1.8

fork off-set

distance between the steering shaft centreline and the front wheel spin axis

4.1.9

vertical wheel travel

vertical distance between the wheel spin axis position when the suspension is fully stretched and when it is fully compressed according to the manufacturer's indication

4.1.10**spring and/or damper stroke**

displacement between the spring and/or damper unit positions when fully stretched and when fully compressed according to the manufacturer's indication

4.2 Suspension dynamic rates**4.2.1****suspension rate**

increase of ground contacting load necessary to approximate the wheel spin axis and the sprung mass projected on the vertical line passing through the wheel centre by the unit distance under the designated load

4.2.2**ride rate**

increase of ground contacting load necessary to approximate the road plane and the sprung mass projected on the vertical line passing through the wheel centre by the unit distance under the designated load

4.2.3**link ratio of spring and/or damper**

ratio of the **vertical wheel travel** (4.1.9) and the **spring and/or damper stroke** (4.1.10)

NOTES

- 1 The link ratio can be more or less than 1, depending on the location and the way of geometrical linking of the spring and/or damper in relation to the position of the wheel axis.
- 2 The link ratio can be a function of the wheel travel.

4.2.4**damping characteristics**

relation between the damping force occurring at the damper unit and the damper piston speed

NOTE — The sign is positive when the damper is compressed, it is negative when the damper is stretched.

5 Tyres and wheels**5.1 Tyre axis system and variables****5.1.1****conventional centre of tyre contact**

intersection of the wheel plane and the vertical projection of the spin axis of the wheel onto the road plane

5.1.2**geometrical centre of tyre contact**

geometrical centre of the contact area between the tyre and the road plane

5.1.3**effective centre of tyre contact**

centre of pressures in the contact area of the tyre and the road plane

NOTES

- 1 When the wheel is cambered, the effective centre of tyre contact can be displaced in the direction of the camber.
- 2 The effective centre of tyre contact may not be the **geometrical centre of tyre contact** (5.1.2) area due to distortion of the tyre produced by applied forces.

5.1.4 camber angle

ε
angle between the vertical and the wheel plane

5.1.5 tyre slip angle

α
angle between the x_t -axis and the direction of wheel travel in the **conventional centre of tyre contact** (5.1.1)

See figure 2.

5.1.6 slip ratio

S
(driving)

$$S = \frac{v_{tx} \cos \alpha - v_{tc}}{v_{tc}}$$

5.1.7 slip ratio

S
(braking)

$$S = \frac{v_{tx} \cos \alpha - v_{tc}}{v_{tx} \cos \alpha}$$

where

v_{tx} is the forward velocity of the conventional centre of the wheel;

v_{tc} is the peripheral velocity of the **conventional centre of tyre contact** (5.1.1) in reference to the centre of the wheel;

α is the **tyre slip angle** (5.1.5).

5.2 Forces applied to tyres and their coefficients

5.2.1 tyre vertical load

z_t -component of the force applied from the road plane to the tyre

5.2.2 tyre lateral force

y_t -component of the force applied from the road plane to the tyre

5.2.3 tyre longitudinal force

x_t -component of the force applied from the road plane to the tyre

5.2.4 tyre vertical stiffness

variation in the vertical load required to shift the distance between the **conventional centre of tyre contact** (5.1.1) and the **wheel centre** (4.1.2) in the vertical direction by the length, with the **camber angle** (5.1.4) being zero

5.2.5

tyre lateral stiffness

variation in the **tyre lateral force** (5.2.2) required to vary the **wheel centre** (4.1.2) in the y_T -direction by the length relative to the supporting surface, with the **camber angle** (5.1.4) being zero and a specified **tyre vertical load** (5.2.1) being applied

5.2.6

driving force

positive **tyre longitudinal force** (5.2.3) caused by application of driving torque in the x_T -direction

5.2.7

braking force

negative **tyre longitudinal force** (5.2.3) caused by application of braking torque in the y_T -direction

5.2.8

conicity force

tyre lateral force (5.2.2) which changes sign [with respect to the **horizontal tyre axis system** (6.2.2)] with a change in direction of rotation when the **tyre slip angle** (5.1.5) and the **camber angle** (5.1.4) are zero

5.2.9

plysteer force

tyre lateral force (5.2.2) which does not change sign [with respect to the **horizontal tyre axis system** (6.2.2)] with a change in direction of rotation when the **tyre slip angle** (5.1.5) and the **camber angle** (5.1.4) are zero

5.2.10

camber force

camber thrust

tyre lateral force (5.2.2) applied to the tyre having some **camber angle** (5.1.4) when the **tyre slip angle** (5.1.5) is zero and the **plysteer force** (5.2.9) and **conicity force** (5.2.8) have been subtracted

5.2.11

cornering force

horizontal component, in the direction perpendicular to the direction of wheel travel, of the force applied from the road plane to the wheel having some **tyre slip angle** (5.1.5) when the **camber angle** (5.1.4) is zero

See figure 2.

5.2.12

tyre side force

tyre lateral force (5.2.2) when the **camber angle** (5.1.4) is zero and the **plysteer force** (5.2.9) and **conicity force** (5.2.8) have been subtracted

See figure 2.

5.2.13

tractive force

component of the tyre force vector in the direction of wheel travel of the **effective centre of tyre contact** (5.1.3), is equal to the **tyre lateral force** (5.2.2) times the sine of the **tyre slip angle** (5.1.5) plus the **tyre longitudinal force** (5.2.3) times the cosine of the **tyre slip angle** (5.1.5)

5.2.14

drag force

negative **tractive force** (5.2.13)

See figure 2.

5.2.15**rolling resistance**

force opposite to the direction of wheel heading mainly resulting from deformation of a rolling tyre

5.2.16**rolling resistance coefficient**

ratio between the rolling resistance and the **tyre vertical load** (5.2.1)

5.2.17**camber stiffness**

rate of change of **tyre lateral force** (5.2.2) with respect to the change in **camber angle** (5.1.4), usually evaluated at zero camber angle and at zero **tyre slip angle** (5.1.5)

5.2.18**camber stiffness coefficient**

ratio of **camber stiffness** (5.2.17) of a free straight-rolling tyre to the **tyre vertical load** (5.2.1)

5.2.19**cornering stiffness**

rate of change of **tyre lateral force** (5.2.2) with respect to the change in **tyre slip angle** (5.1.5), usually evaluated at zero tyre slip angle and at zero **camber angle** (5.1.4)

5.2.20**cornering stiffness coefficient**

ratio of **cornering stiffness** (5.2.19) of a free straight-rolling tyre to the **tyre vertical load** (5.2.1)

5.2.21**pneumatic trail**

horizontal distance between the point of action of the **tyre side force** (5.2.12) and the **conventional centre of tyre contact** (5.1.1)

NOTE — This is a way of defining the aligning torque relative to the **tyre side force** (5.2.12).

5.2.22**tyre lag**

delay that occurs in the change of the **tyre lateral force** (5.2.2) resulting from a change in **tyre slip angle** (5.1.5) or **camber angle** (5.1.4)

5.2.23**relaxation length**

distance covered during the **tyre lag** (5.2.22)

NOTE — Normally, the relaxation length is defined as the distance rolled by the tyre until a value of 63,2 % of the normal value of **tyre lateral force** (5.2.2) is obtained when the **tyre slip angle** (5.1.5) and/or the **camber angle** (5.1.4) change(s) in steps from zero.

5.3 Moments applied to tyres**5.3.1****overturning moment**

component about x_T -axis of moments applied from the road plane to the tyres

5.3.2**rolling resistance moment**

component of the tyre moment vector about the y_T -axis resulting from the **rolling resistance** (5.2.15)

5.3.3**camber torque**

component about the z_t -axis of moments applied from the road plane to the wheel having some **camber angle** (5.1.4) when the **tyre slip angle** (5.1.5) is zero

5.3.4**aligning torque**

component of the tyre moment vector tending to rotate the tyre about the z_t -axis

5.4 Phenomena related with tyres**5.4.1****standing wave**

phenomenon that occurs when the tyre peripheral speed exceeds a given peripheral velocity while it is rotating at a high speed

NOTE — Deformations caused by the tyre contact tend to remain without recovery even after the deformed portions of the tyre have left the road surface, which results in steady standing waves on the tyre surface.

6 Basic principles of axis systems and kinematics**6.1 Axis systems**

See figure 3.

6.1.1**earth-fixed axis system**

(X, Y, Z)

right-hand orthogonal axis system fixed on the earth, in which the X - and Y -axis are in a horizontal plane and the Z -axis is directed upwards

NOTE — The trajectory of the motorcycle is described with respect to this earth fixed axis system.

6.1.2**motorcycle axis system**

(x', y', z')

right-hand orthogonal axis system which has its origin at the centre of gravity of the motorcycle such that, when the motorcycle is moving in a straight line on a level road, the x' -axis is substantially horizontal, points forwards and is parallel to the motorcycle longitudinal plane, the y' -axis points to the rider's left and the z' -axis points upwards.

NOTE — Use the motorcycle-rider combination axis system ($x'_{res}, y'_{res}, z'_{res}$) which substitutes the motorcycle axis system in every corresponding definition when considering the motorcycle-rider combination instead of the motorcycle only.

6.2 Horizontal axis systems**6.2.1****horizontal motorcycle axis system**

(x, y, z)

right-hand orthogonal axis system which has its origin at the centre of gravity of the motorcycle and moves together with the motorcycle body such that the x - y plane is always parallel to the X - Y plane of the **earth-fixed axis system** (6.1.1); the x -axis is the projection of the x' -axis of the **motorcycle axis system** (6.1.2) on the x - y plane and points forwards and the z -axis is parallel to the Z -axis of the **earth-fixed axis system** and points upwards

6.2.2**horizontal tyre axis system** (x_t, y_t, z_t)

right-hand orthogonal axis system which has its origin at the **conventional centre of tyre contact** (5.1.1); the x_t -axis is the intersection of the **wheel plane** (4.1.1) and the road plane with a positive direction forward, the z_t -axis is perpendicular to the road plane with a positive direction upward and the y_t -axis is in the road plane

NOTE — In order to differentiate between front and rear horizontal tyre axis systems, indices "f" and "r" are used.

6.3 Component and assembly axis systems

The following component and assembly axis systems are right-hand orthogonal axis systems which have an origin at the centre of gravity of the component or the assembly.

6.3.1**steering assembly axis system** $(x'_{fu}, y'_{fu}, z'_{fu})$

axis system of the steering assembly in which the z'_{fu} -axis is parallel to the steering head pipe axis and points upwards and the x'_{fu} -axis points forwards and is parallel to the **wheel plane** (4.1.1)

6.3.2**frame fixed axis system** (x_{ru}, y_{ru}, z_{ru})

horizontal axis system of the frame without the steering assembly

6.3.3**steering assembly sprung part fixed axis system** (x'_f, y'_f, z'_f)

assembly axis system which applies to the sprung part of the steering assembly and is parallel to the **steering assembly axis system** (6.3.1) and has axes pointing in the same directions

6.3.4**frame sprung part fixed axis system** (x_r, y_r, z_r)

horizontal assembly axis system which applies to the sprung part of the frame without the steering assembly

6.3.5**motorcycle longitudinal plane**

plane that passes through the steering head pipe axis and that is parallel to the rear wheel plane

6.4 Ground contact axes**6.4.1****conventional ground contact axis** (x_{go})

axis through both **conventional centres of tyre contact** (5.1.1) of the front and rear tyres; the direction of this axis is positive in the forward direction of the motorcycle

6.4.2**geometrical ground contact axis** (x_{gg})

axis through both **geometrical centres of tyre contact** (5.1.2) of the front and rear tyres; the direction of the axes is positive in the forward direction of the motorcycle

6.4.3 effective ground contact axis

(x_{ge})
axis through both **effective centres of tyre contact** (5.1.3) of the front and rear tyres; the direction of the axis is positive in the forward direction of the motorcycle

6.4.4 angular orientation of the motorcycle

orientation of the **motorcycle axis system** (6.1.2) with respect to the **earth-fixed axis system** (6.1.1) which is given by the following sequence of three angular rotations starting from a condition in which the two sets of axes are initially aligned:

- yaw rotation, Ψ , about the aligned z' - and Z -axis;
- pitch rotation, θ , about the motorcycle y' -axis;
- roll rotation, Φ , about the motorcycle x' -axis.

NOTES

- 1 Roll rotations can also be considered about axes x_{go} , x_{gg} and x_{ge} . The respective angles will then be Φ_{go} , Φ_{gg} and Φ_{ge} .
- 2 Angular rotations are positive if clockwise when looking in the positive direction of the axis about which the rotation occurs.

6.4.5 rolling banking

angular rotation of the motorcycle or of the motorcycle-rider combination about the x' -axis or x'_{res} -axis respectively

NOTE — Rolling can also be considered about the axes x_{go} , x_{gg} and x_{ge} , as defined in 6.4.5.1, 6.4.5.2 and 6.4.5.3.

6.4.5.1 conventional rolling

rolling (6.4.5) about the x_{go} -axis

6.4.5.2 geometrical rolling

rolling (6.4.5) about the x_{gg} -axis

6.4.5.3 effective rolling

rolling (6.4.5) about the x_{ge} -axis

6.4.6 pitching

angular rotation of the motorcycle or of the motorcycle-rider combination about the y' -axis or y'_{res} -axis respectively

6.4.7 yawing

angular rotation of the motorcycle or of the motorcycle-rider combination about the z' -axis or z'_{res} -axis respectively

6.5 Motorcycle masses and weight distribution

6.5.1 motorcycle mass

mass of the motorcycle under a given loading condition

NOTE — Some particular conditions of motorcycle mass are defined in ISO 6726.

6.5.2**sprung mass**

mass corresponding to the load supported by the suspension

NOTE — In cases where some of the masses of the propeller shaft, roller chain, suspension system, steering system, braking system, etc., constitute the sprung mass, such masses should be added to the corresponding masses according to the structure of the motorcycle.

6.5.3**unsprung mass**

mass which corresponds to the difference between motorcycle mass and sprung mass

6.5.4**weight distribution ratio**

percentage of weight distributed to each axle under well-defined loading conditions

6.6 Moments of inertia**6.6.1****moment of inertia**

I

sum of the products of the elements of mass and the squares of their distances from an axis

NOTE — This axis may be the axis that passes through the centre of gravity of the motorcycle, the assembly or the component.

EXAMPLE — Moments of inertia about the axes of the **motorcycle axis system** (6.1.2) are indicated by $I_{x'x'}$, $I_{y'y'}$ or $I_{z'z'}$.

6.6.2**product of inertia**

sum of the products of the elements of mass and their distances from two axes

NOTE — The two axes should be clearly stipulated and indices used to indicate which axes are relevant.

EXAMPLE — Product of inertia about x' -axis and z' -axis is indicated by $I_{z'x'}$.

6.7 Motion variables**6.7.1****pitch angle**

θ

angle formed between the x_r -axis and the X - Y plane, which is positive when the x_r -axis is moving clockwise about the Y -axis seen in the positive sense of the Y -axis

6.7.2**yaw angle**

ψ

angle formed between the x_{ru} -axis projection on the road plane and the X -axis, which is positive when the x_{ru} -axis projection on the road plane is moving clockwise about the Z -axis seen in the positive sense of the Z -axis

6.7.3**course angle**

ν

angle between the horizontal motorcycle speed and the X -axis which is positive when the motorcycle velocity on the road plane is moving clockwise about the Z -axis seen in the positive sense of the Z -axis

6.7.4 motorcycle sideslip angle

β

angle between the horizontal motorcycle speed and the motorcycle x -axis, which is equivalent to the difference between the course angle and the yaw angle

6.7.5 roll angle bank angle

ϕ

angle between the x' - z' plane and the x - z plane which is positive for a right turn (clockwise as seen by the rider)

NOTE — Other roll angles can be considered as the angles formed by the plane through the x_{go} or x_{gg} or x_{ge} -axis and the motorcycle centre of gravity and the z -axis, these are defined in 6.7.5.1, 6.7.5.2 and 6.7.5.3.

6.7.5.1 conventional roll angle

Φ_{go}

angle between the plane through the x_{go} -axis and the motorcycle centre of gravity, which is positive for a right turn (clockwise as seen by the rider)

6.7.5.2 geometrical roll angle

Φ_{gg}

angle between the plane through the x_{gg} -axis and the motorcycle centre of gravity, which is positive for a right turn (clockwise as seen by the rider)

6.7.5.3 effective roll angle

Φ_{ge}

angle between the plane through the x_{ge} -axis and the motorcycle centre of gravity, which is positive for a right turn (clockwise as seen by the rider)

6.7.6 resultant roll angles

angles formed by the planes through either the x_{go} or x_{gg} or x_{ge} -axis and the motorcycle-rider combination's centre of gravity and the z -axis; these are called respectively conventional ($\Phi_{go,res}$), geometrical ($\Phi_{gg,res}$) and effective ($\Phi_{ge,res}$) resultant force angle

6.7.7 speed of the centre of gravity

v

velocity vector which has its origin at the centre of gravity of a component, an assembly or a motorcycle

6.7.8 horizontal motorcycle speed

v_h

horizontal component of the speed of the centre of gravity of the motorcycle frame

6.7.9 motorcycle velocity

v

vector quantity expressing the velocity of a point in the motorcycle relative to the **earth-fixed axis system** (6.1.1), of which the following motion variables are components of this vector, resolved with respect to the moving **motorcycle axis system** (6.1.2)

6.7.9.1 longitudinal velocity

$v_{x'}$
magnitude of the component of the velocity vector of a point in the motorcycle in the x' -direction

6.7.9.2 side velocity

$v_{y'}$
magnitude of the component of the velocity vector of a point in the motorcycle in the y' -direction

6.7.9.3 normal velocity

$v_{z'}$
magnitude of the component of the velocity vector of a point in the motorcycle in the z' -direction

6.7.9.4 forward velocity

v_x
magnitude of the component of the velocity vector of a point in the motorcycle perpendicular to the y -axis and parallel to the x -axis

6.7.9.5 lateral velocity

v_y
magnitude of the component of the velocity vector of a point in the motorcycle perpendicular to the x -axis and parallel to the y -axis

6.7.9.6 vertical velocity

v_z
magnitude of the component of the velocity vector of a point in the motorcycle parallel to the z -axis

6.7.9.7 roll velocity bank velocity

Φ
angular velocity about the x' -axis

NOTE — Other roll velocities can be considered as the angular velocities about either the x_{go} or x_{gg} or x_{ge} -axis, these are defined in 6.7.9.7.1, 6.7.9.7.2 and 6.7.9.7.3.

6.7.9.7.1 conventional roll velocity

Φ_{go}
angular velocity about the x_{go} -axis

6.7.9.7.2 geometrical roll velocity

Φ_{gg}
angular velocity about the x_{gg} -axis

6.7.9.7.3 effective roll velocity

Φ_{ge}
angular velocity about the x_{ge} -axis

6.7.9.8**pitch velocity** $\dot{\theta}$ angular velocity about the y' -axis**6.7.9.9****yaw velocity** $\dot{\psi}$ angular velocity about the z -axis**6.7.10****acceleration vector of the centre of gravity** a

acceleration vector with its origin at the centre of gravity of a component, an assembly or a motorcycle

6.7.11**motorcycle acceleration** a vector quantity expressing the acceleration of a point in the motorcycle relative to the **earth-fixed axis system** (6.1.1) of which the following motion variables are components of this vector, resolved with respect to the **motorcycle axis system** (6.1.2)**6.7.11.1****longitudinal acceleration** $a_{x'}$ magnitude of the component of the acceleration vector of a point in the motorcycle in the x' -direction**6.7.11.2****side acceleration** $a_{y'}$ magnitude of the component of the acceleration vector of a point in the motorcycle in the y' -direction**6.7.11.3****normal acceleration** $a_{z'}$ magnitude of the component of the acceleration vector of a point in the motorcycle in the z' -direction**6.7.11.4****forward acceleration** a_x magnitude of the component of the acceleration vector of a point in the motorcycle perpendicular to the y -axis and parallel to the road plane**6.7.11.5****lateral acceleration** a_y magnitude of the component of the acceleration vector of a point in the motorcycle perpendicular to the x -axis and parallel to the road plane**6.7.11.6****vertical acceleration** a_z magnitude of the component of the acceleration vector of a point in the motorcycle parallel to the z -axis

6.7.11.7**centripetal acceleration** a_c

magnitude of the component of the acceleration vector of a point in the motorcycle perpendicular to the tangent to the path of that point and parallel to the road plane

6.8 Forces

NOTE — The external forces acting on the motorcycle can be summed into one force vector F having the components defined in 6.5.1, 6.5.2 and 6.5.3.

6.8.1**longitudinal force** $F_{x'}$

component of the force vector in the x' -direction

6.8.2**side force** $F_{y'}$

component of the force vector in the y' -direction

6.8.3**normal force** $F_{z'}$

component of the force vector in the z' -direction

6.9 Moments

NOTE — The external moments acting on the motorcycle can be summed into one moment vector M having the components defined in 6.9.1, 6.9.2 and 6.9.3.

6.9.1**pitch moment** $M_{y'}$

component of the moment vector tending to rotate the motorcycle about the y' -axis, which is positive if clockwise when looking in the positive direction of the y' -axis

6.9.2**yaw moment** $M_{z'}$

component of the moment vector tending to rotate the motorcycle about the z' -axis, which is positive if clockwise when looking in the positive direction of the z' -axis

6.9.3**roll moment
bank moment** $M_{x'}$

component of the moment vector tending to rotate the motorcycle about the x' -axis, which is positive if clockwise when looking in the positive direction of the x' -axis

NOTE — Other roll moments can be considered as the components of the moment vector tending to rotate the motorcycle about either the x_{g0} or x_{gg} or x_{ge} -axis, these are defined in 6.9.3.1, 6.9.3.2 and 6.9.3.3.

6.9.3.1**conventional roll moment** $M_{x_{g0}}$

component of the moment vector tending to rotate the motorcycle about the x_{g0} -axis, which is positive if clockwise when looking in the direction of the x_{g0} -axis

6.9.3.2 geometrical roll moment

$M_{x_{gg}}$

component of the moment vector tending to rotate the motorcycle about the x_{gg} -axis, which is positive if clockwise when looking in the direction of the x_{gg} -axis

6.9.3.3 effective roll moment

$M_{x_{ge}}$

component of the moment vector tending to rotate the motorcycle about the x_{ge} -axis, which is positive if clockwise when looking in the direction of the x_{ge} -axis

7 Directional dynamics

7.1 Controls

7.1.1 roll control

control made by the rider in order to maintain, or to change, the **roll angle** (6.7.5) of the motorcycle to an intended value

7.1.2 directional control

control made by the rider in order to maintain, or to change, the **course angle** (6.7.3) of the motorcycle to an intended value

NOTES

- 1 For the controls of motorcycles, 7.1.1 and 7.1.2 are correlated and they should not be treated separately.
- 2 In the related International Standard for automobiles, control is clearly understood as "directional control".
- 3 In the case of a motorcycle the roll angle is to be controlled mainly to determine the direction.

7.2 Control modes

7.2.1 steering position control

mode of motorcycle control wherein inputs or restraints are placed upon the steering system in the form of displacements at some control point in the steering system, independent from the force required

7.2.2 force control

mode of motorcycle control wherein inputs or restraints are placed upon the steering system in the form of forces, independent from the displacement required

7.2.3 rider lean control

mode of motorcycle control wherein inputs or restraints are placed upon the motorcycle frame in the form of rider lean angle independent from the steering control

7.2.4 free control

mode of motorcycle control wherein no inputs or restraints are placed upon the motorcycle by the rider

NOTE — This mode is not possible with a real rider but only with a riding machine.

7.2.5

fixed control

mode of motorcycle control where the position of the steering system and the position of the rider or dummy is held fixed; this control does not exist in the case of a human rider

7.2.6

open loop

procedures to describe the performance of a motorcycle without any control influence of the rider

NOTE — This mode is only possible with a riding machine.

7.2.7

closed loop

procedures to describe the motorcycle-rider system with respect to any kind of rider control

7.2.8

steering

inputs to a motorcycle by means of either the position control, the force control or the rider lean control, or any combination thereof

7.2.9

handling

response of the motorcycle to the rider's input in order to follow an intended change in the course

7.3 Motorcycle response

Motorcycle response is defined by the following terms or a combination thereof.

7.3.1

steering response

motion of the motorcycle or the motorcycle-rider combination resulting from the input to the steering assembly

7.3.2

rider lean response

motion of the motorcycle or the motorcycle-rider combination resulting from the input by the rider lean control

7.3.3

disturbance response

motion of the motorcycle or the motorcycle-rider combination resulting from external force or displacement inputs applied to the motorcycle and/or the rider

7.3.4

steady state conditions

conditions under which periodic (or constant) motorcycle responses to periodic (or constant) control and/or disturbance inputs do not change over an arbitrarily long time; the motion responses in steady state are referred to as steady state responses

NOTE — This definition does not require the motorcycle to be operated in a straight line or on a level road. For example, it can be in a turn of constant radius or on a cambered road.

7.3.5

transient state

state where the motion responses, the external forces relative to the motorcycle or the control positions are changing with time

7.3.6**trim**

steady state (that is, equilibrium) condition of the motorcycle with constant input which is used as the reference state for analysis of dynamic motorcycle stability and control characteristics

7.3.7**steady state response**

response under steady state conditions

7.3.8**steady state response gain**

ratio of change in the **steady state response** (7.3.7) of any motion variable with respect to change in input at a given trim

7.3.9**transient response**

response under transient state

7.3.10**yaw response**

motorcycle motion related with yaw rotation resulting from an internal or external input to the motorcycle

7.3.11**roll response**

motorcycle motion related with roll rotation resulting from an internal or external input to the motorcycle

7.3.12**steering angle response**

rotation of steering assembly resulting from an internal or external input to the motorcycle

7.3.13**steering torque response**

steering torque formed by the forces exerted on the rider's arms resulting from an internal or external input to the motorcycle

7.3.14**steering sensitivity
control gain**

change in lateral acceleration during cornering on a level road with respect to the change in the steering angle or the steering torque at a given trim

7.3.15**road surface irregularity sensitivity**

disturbance response of the motorcycle resulting from an input caused by road surface disturbances

7.3.16**side wind sensitivity**

disturbance response of the motorcycle resulting from an input caused by a variation of wind forces

7.3.17**frequency response**

steady state response of the motorcycle against any periodical input, from which the output gain against the input and phase characteristics can be obtained

7.4 Steer properties

7.4.1

neutral steer

property of a motorcycle where steer angle is equal to the theoretical steer angle under which no side slip angles occur

7.4.2

understeer

property of a motorcycle the steer angle is greater than the theoretical steer angle under which no side slip angles occur

7.4.3

oversteer

property of a motorcycle where the steer angle is smaller than the theoretical steer angle under which no side slip angles occur

7.5 Stability

7.5.1

asymptotic stability

state of stability at a prescribed trim where, for any small temporary change in disturbance or control input, the motorcycle motion variables approach the values aimed at by the trim

7.5.2

neutral stability

state of stability at a prescribed trim, for any small temporary change in disturbance or control input, the resulting motion variables of the motorcycle remain close to, but do not approach, the values aimed at by the trim

7.5.3

divergent instability

state of instability at a prescribed trim where any small temporary disturbance or control input causes an ever increasing value of the motorcycle variables

NOTE — The states defined in 7.5.1, 7.5.2 and 7.5.3 can be reproduced by oscillations for which:

- in 7.5.1, the amplitude of the oscillation is decreasing;
- in 7.5.2, the amplitude of the oscillation is constant;
- in 7.5.3, the amplitude of the oscillation is increasing.

8 Motorcycle motion characteristics

8.1

maximum lateral acceleration

maximum value of lateral acceleration that may be obtained when the motorcycle-rider combination is making curvilinear motions

8.2

maximum centripetal acceleration

maximum value of centripetal acceleration that may be obtained when the motorcycle-rider combination is making curvilinear motions

8.3 minimum speed

lowest speed that allows a motorcycle-rider combination to run stably in the straight forward direction

8.4 maximum roll angle

maximum obtainable value of roll angle of a motorcycle-rider combination under steady state cornering until the tyres are skidding to the side or until motorcycle parts (e.g. footrests, side or centre stands) touch the ground in such a way that a greater roll angle is impossible for stable riding conditions

8.5 skid

situation where the entire tyre contact tread is sliding relative to the pavement surface

8.6 spin out

sudden increases in the yaw rate and rear **tyre slip angle** (5.1.5) and decrease in the turning radius

8.7 drift out

sudden increases in the turning radius and the front **tyre slip angle** (5.1.5) and decrease in the yaw rate

8.8 tuck-in

transient roll phenomenon that occurs when the rider closes the throttle or declutches when the motorcycle is turning

8.9 knifing in of the steering handle

phenomenon of the steering handle which tends to rotate with a sudden and intensive force towards a direction that may reduce the turning radius of the motorcycle while turning

8.10 hydroplaning

phenomenon of a sudden decrease in the friction between the tyres and the wet road surface due to the hydrodynamic effect

8.11 hop

vertical oscillation motion of a wheel between the road surface and the sprung mass

8.12 bounce

oscillatory motion of the sprung mass where each point of the sprung mass moves primarily along a vertical line

8.13 pitch

motion of the sprung mass where each point of the sprung mass moves primarily on a circular path about an axis which is parallel to the motorcycle y-axis

8.14 wave

normally occurring combination of bounce and pitch

8.15**weave**

combined roll and yaw motion of the motorcycle which generally well-damped with a natural frequency in the range of about 1 Hz to 4 Hz, depending on speed, motorcycle, component properties, etc.; it is oscillatory and can even become unstable for some operating conditions or motorcycle-rider combinations

8.16**wobble**

motion of primarily the steering assembly about the steering axis which is generally well damped with a natural frequency in the range of about 6 Hz to 10 Hz, depending on speed, fork assembly properties, rider coupling behaviour, etc.; it is oscillatory and can even become unstable for some operating conditions or motorcycle-rider combinations

8.17**capsize**

steady state tendency of the motorcycle-rider combination to roll from the upright position until the rider makes a roll or steer input as correction

8.18**twist**

torsional vibration of the frame

8.19**cornering weave**

combined pitch, yaw and roll motion which can occur in a turn

8.20**kick back**

rapid change of the steering angle caused by a road irregularity

8.21**surging**

kind of non-steady state longitudinal motion, normally occurring if a motorcycle is driven in too high a gear, with low revolutions of the engine

NOTE — In this case an oscillating longitudinal acceleration is occurring instead of a constant motorcycle speed.

9 Aerodynamic characteristics of the motorcycle-rider combination

In the following definitions the **steer angle** (3.1.2) is zero.

9.1 Winds

9.1.1**steady wind**

wind having a flow speed and a direction which do not change according to time (substantially laminar)

9.1.2**unsteady wind**

wind having a flow speed up to a maximum of 10 m/s in difference between maximum and minimum values of wind speed as measured for 10 min

9.1.3

gust of wind

wind having a flow speed of more than 10 m/s in difference between maximum and minimum values of wind speed as measured for 10 min

9.2 Aerodynamic variables

9.2.1

ambient wind velocity

horizontal component of the velocity of the wind relative to the road plane

See figure 4.

9.2.2

ambient wind angle

angle formed between the X -axis of the **earth-fixed axis system** (6.1.1) and the projection of the wind velocity onto the road plane

See figure 4.

9.2.3

resultant wind velocity

vector difference between the velocity of the wind and the velocity of the centre of gravity of the motorcycle-rider combination

See figure 4.

9.2.4

aerodynamic sideslip angle

angle formed between the projection of the x' -axis of the **motorcycle axis system** (6.1.2) and the resultant wind velocity onto the road plane

See figure 4.

9.2.5

aerodynamic angle of attack

angle formed between the x' -axis of the **motorcycle axis system** (6.1.2) and the projection of the resultant wind velocity onto the vertical plane along the x' -axis

See figure 4.

9.2.6

centre of wind pressure

intersection of the line of action of the wind pressure resultant force and the motorcycle longitudinal plane

9.2.7

frontal projected area

area created by projecting the motorcycle-rider combination onto the y' - z' plane

9.2.8

standard atmosphere

atmosphere having a density of 1,225 kg/m³ and a coefficient of kinematic viscosity of $1,466 \times 10^{-5}$ m²/s at a temperature of 288 K (15 °C) and an atmospheric pressure of 101 325 kPa (1 atm)

9.3 Aerodynamic forces, moments and coefficients

9.3.1

components of aerodynamic forces and moments

forces and moments acting on the motorcycle-rider combination in an air stream as divided into six components in relation to the axis system

9.3.2

drag

x' -component of the forces acting on the motorcycle-rider combination in an air stream

9.3.3

drag coefficient

value obtained by dividing the **drag** (9.3.2) by the product of the dynamic pressure and the **frontal projected area** (9.2.7)

9.3.4

lateral force

y' -component of the forces acting on the motorcycle-rider combination in an air stream

9.3.5

lateral force coefficient

value obtained by dividing the lateral force by the product of the dynamic pressure and the **frontal projected area** (9.2.7)

9.3.6

lift

z' -component of the forces acting on the motorcycle-rider combination in an air stream

9.3.7

lift coefficient

value obtained by dividing the lift by the product of the dynamic pressure and the **frontal projected area** (9.2.7)

9.3.8

aerodynamic roll moment

moment about the x' -axis caused by the aerodynamic forces acting on the motorcycle-rider combination

9.3.9

aerodynamic roll moment coefficient

value obtained by dividing the aerodynamic roll moment by the product of the dynamic pressure, the **frontal projected area** (9.2.7) and the standard length

NOTE — The wheelbase is usually employed as the standard length.

9.3.10

aerodynamic pitch moment

moment about the y' -axis caused by the aerodynamic forces acting on the motorcycle-rider combination

9.3.11

aerodynamic pitch moment coefficient

value obtained by dividing the **aerodynamic pitch moment** (9.3.10) by the product of the dynamic pressure, the **frontal projected area** (9.2.7) and the standard length

NOTE — The wheelbase is usually employed as the standard length.

9.3.12

aerodynamic yaw moment

moment about the z' -axis caused by the aerodynamic forces acting on the motorcycle-rider combination

9.3.13**aerodynamic yaw moment coefficient**

value obtained by dividing the **aerodynamic yaw moment** (9.3.12) by the product of the dynamic pressure, the **frontal projected area** (9.2.7) and the standard length

NOTE — The wheelbase is usually employed as the standard length.

10 Riding postures and behaviours

NOTE — The terms defined in clause 10 are limited to rider's postures and behaviours which contribute to the riding stability of motorcycles; they do not apply to passenger's postures and behaviours.

10.1**normal position**

condition in which the rider puts his hands on the handlebar and his feet on the footrests or platform with his centre of gravity in the motorcycle longitudinal plane

NOTE — This position can differ according to the speed, riding time, motorcycle specifications and human physical structure.

10.2**lean forward**

condition in which the rider bends or inclines his upper torso more forwards than in the normal position

10.3**lean over**

lean forward (10.2) in which the rider bends or inclines his upper torso to the maximum inclination of the upper torso

10.4**lean back**

condition in which the rider leans or inclines his upper torso further backwards than in the normal position

10.5**lean in**

condition in which the rider's centre of gravity is placed out of the motorcycle longitudinal plane towards the centre of the curve

10.6**lean out**

condition in which the rider's centre of gravity is placed out of the motorcycle longitudinal plane towards the opposite side of the centre of the curve

10.7**lean with**

condition in which the rider's centre of gravity is in the motorcycle longitudinal plane during cornering

11 Tests**11.1 Constant environment influence****11.1.1****straight forward running stability test**

test to evaluate the response to a certain input to the motorcycle-rider combination by the kinematic damping characteristics when running straight forward at a constant speed

11.1.2**braking stability and handling tests**

tests to evaluate the stability and/or the handling of the motorcycle-rider combination while braking under straight forward running or cornering conditions

NOTE — Lateral displacement of the motorcycle, yaw angular velocity, etc. may be considered as characteristics for evaluation in this test.

11.1.3**power on/off tests**

tests to evaluate the stability and/or handling of the motorcycle-rider combination during accelerations and decelerations through the operation of the throttle grip while running in a straight or while cornering

11.1.4**high speed cornering test**

test to evaluate the stability of the motorcycle-rider combination while high speed cornering at constant speed

NOTE — Yaw angular velocity, etc. may be considered to determine the kinematic damping characteristics.

11.1.5**steady state circular tests**

tests to evaluate steering torque characteristics, steering angle characteristics, rolling characteristics, maximum centripetal acceleration, etc. by stepwise changing the centripetal acceleration

NOTE — To vary the centripetal acceleration, there are two methods: one is under the condition that the radius of the circle is kept constant and the other is under the condition that the motorcycle speed is kept constant.

11.1.6**obstacle avoidance test**

closed loop test to evaluate the transient characteristics of the motorcycle-rider combination and the performance to avoid traffic accidents when the rider changes the motorcycle course to avoid obstacles in front of the motorcycle while it is running straight forward at constant speed

NOTE — Yaw angular velocity, roll angle, rider's behaviour, etc. may be considered as characteristics for evaluation in this test.

11.1.7**lane changing test**

closed loop test to evaluate the transient response and behaviour of the motorcycle-rider combination when it is changing from one lane to another

11.1.8**slalom test**

closed loop test to evaluate the manoeuvrability, response, etc. of the motorcycle-rider combination when it is running along a zigzag course marked out by poles

NOTE — The maximum slalom speed, steering torque, yaw angular velocity, roll angular velocity, etc. may be considered as characteristics for evaluation in this test.

11.1.9**eight figure test**

closed loop test to evaluate the steering torque, etc. by riding the motorcycle along a lemniscate curve at low speed

NOTE — A lemniscate curve is represented by the following equation

$$(x^2 + y^2)^2 = 2a^2(x^2 - y^2)$$

or by the polar equation

$$r^2 = 2a^2 \cos 2\theta$$

See figure 5.

11.1.10

transient response tests

tests to evaluate transient response characteristics of the motorcycle rider combination through application of transient steering inputs under the condition of acceleration, deceleration or constant speed

NOTE — Yaw angular velocity, roll angular velocity, etc. may be considered as evaluation items.

11.1.11

random response test

transient response test with random steering inputs

11.1.12

sinusoidal response test

transient response test with sinusoidal steering inputs

11.1.13

pulse response test

transient response test with pulse steering inputs

11.2 Changeable environment influence

11.2.1

irregular road surface stability tests

tests to evaluate the sensitivity in response of the motorcycle-rider combination against the irregularity of the road surface, under straight forward running or cornering conditions

11.2.2

crosswind stability test

test to evaluate the stability of the motorcycle-rider combination when crosswind acts on the running motorcycle

NOTE — Lateral displacement, the time to reach such a lateral displacement, yaw angular velocity, etc., may be considered as evaluation items.

11.3 Other tests

11.3.1

steering torque tests

tests to evaluate the steer torque under certain conditions such as: the stationary condition of the motorcycle, extremely low speed running, cornering, high speed running, etc.

11.3.2

roll angle test

test to measure the **roll angle** (6.7.5) and/or the **effective roll angle** (6.7.5.3) of the motorcycle-rider combination when it is running with a constant speed on a circular path having a given radius

11.3.3

minimum turning radius test

test to measure the minimum turning radius of the motorcycle when it is pushed forward with the motorcycle being held upright and its steering handle being turned fully to the left or fully to the right

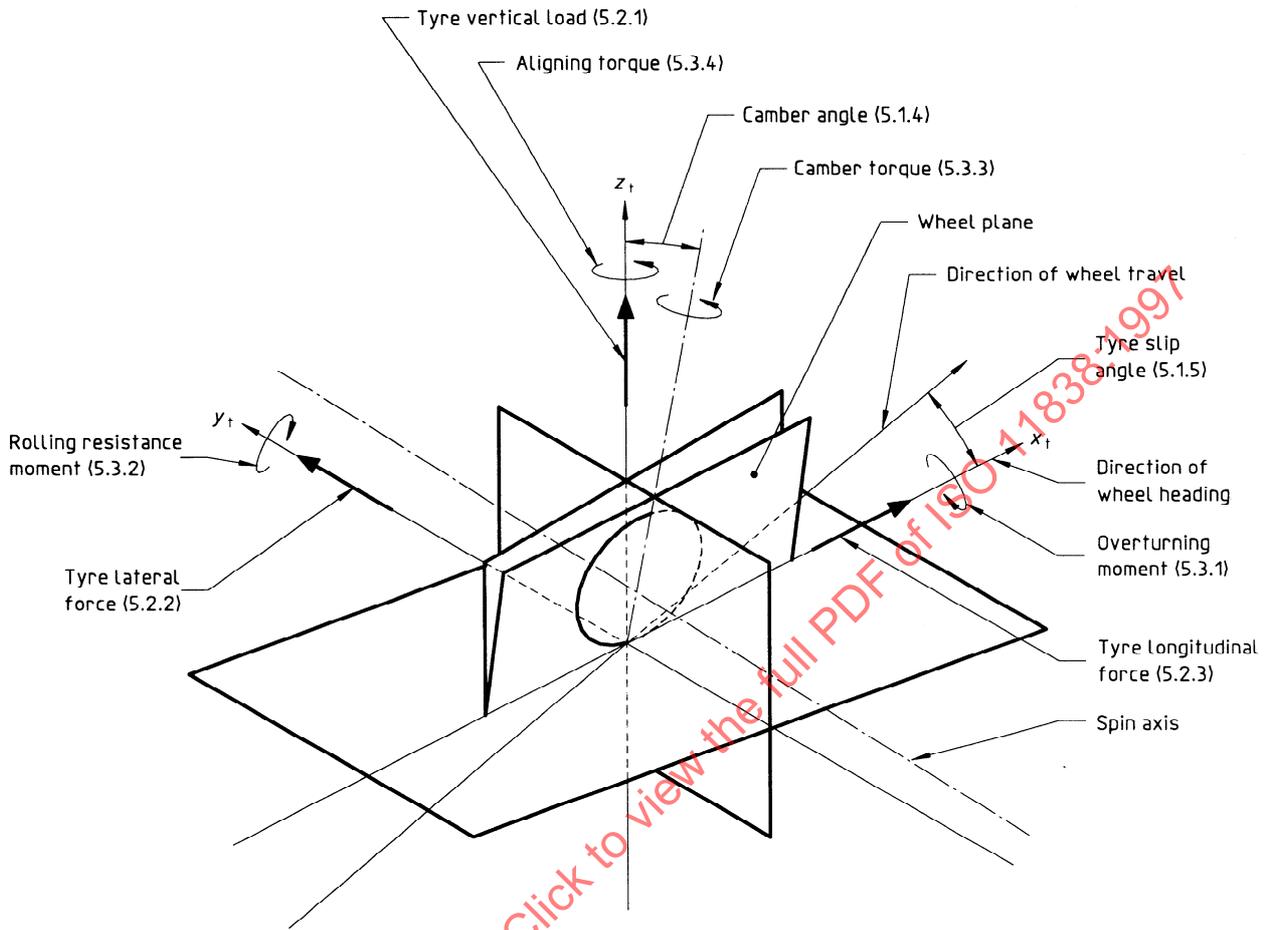
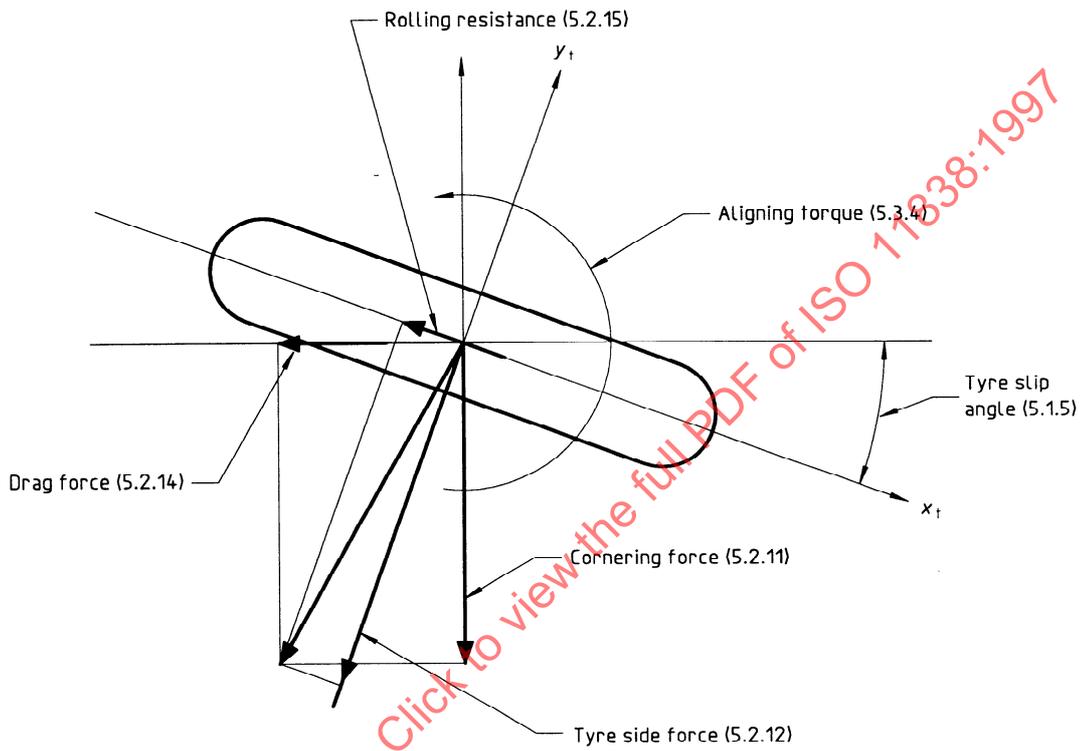


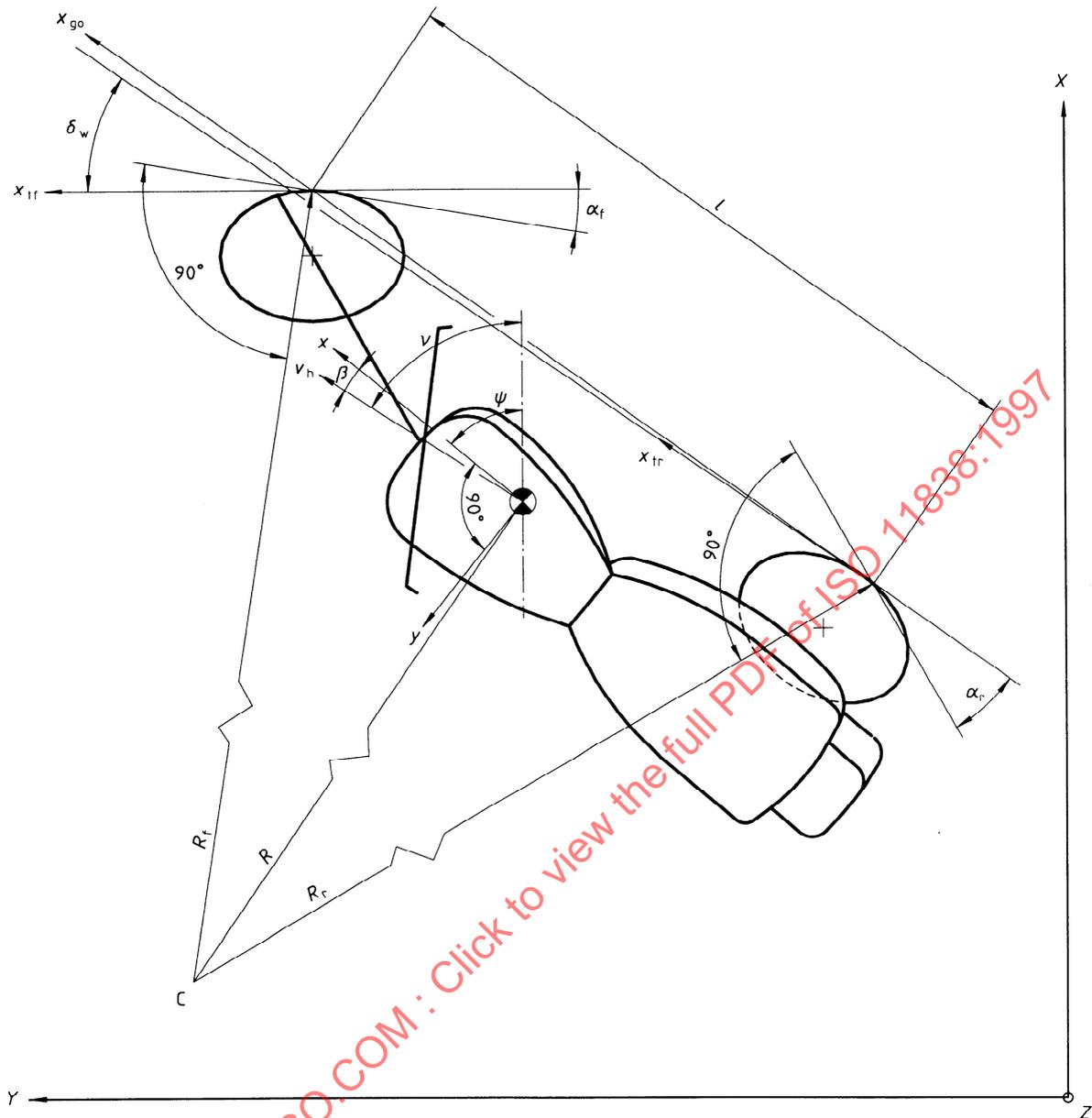
Figure 1 — Tyre axis system

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NOTE — Positive tyre slip angles generate negative tyre side forces.

Figure 2 — Forces applied to tyre when camber angle is zero



NOTE — $R, R_f, R_r \gg l$

(X, Y, Z)	Earth-fixed axis system (6.1.1)	v	Course angle (6.7.3)
(x, y, z)	Horizontal motorcycle axis system (6.2.1)	ψ	Yaw angle (6.7.2)
x_{go}	Conventional ground contact axis (6.4.1)	β	Motorcycle side slip angle (6.7.4)
x_{tf}, x_{tr}	Horizontal tyre axis system (6.2.2)	v_h	Horizontal motorcycle speed (6.7.8)
R, R_f, R_r	Radius of turning	δ_w	Wheel steer angle (3.1.3)
	Centre of gravity	α_f, α_r	Tyre slip angle (5.1.5)
C	Instantaneous centre of turning	l	Distance between conventional centres of front and rear tyre contact (see 5.1.1)

Figure 3 — Definition of angles