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Adopted January 7, 1884, and the Rules of Practice for  
the Circuit and District Courts of the United States in  
Equity and Admiralty Cases,**



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 36 pages. Original publisher: Aberdeen Proving Ground, MD : Army Research Laboratory, 2008 OCLC Number: (OCOLOC)318684829 Subject: Vehicles, Military. Excerpt: . . . maintenance while one is driving on a highway ( Huang et al. , 2004; Olson and Thompson, 1970 ). Now envision the variety of steering tasks that may be encountered on the battlefield or during off-road missions in military vehicles. Such task factors are further compounded by the third issue: vehicle speed. In particular, as the vehicle moves faster, the magnitude of lateral accelerations during steering increases, elevating the risk of oversteering, inducing excessive roll or loss of control leading to collision, spinout or rollover ( Ackermann and Bunte, 1997; Sakai, Yoneda, and Shimizu, 2004 ). An advantage to the electronic control used in steer by wire is that the steering ratio does not have to be fixed, but rather, it can be modulated adaptively across platforms, tasks, and speeds to help account for these performance and safety issues ( Andonian et al. , 2003 ). The primary approach to overcoming the problems mentioned has been to implement variable gear ratio ( VGR ) steering systems. The gear ratio in a steering system provides a description of how much angular displacement of the steering wheel is required to produce a particular angular displacement of the vehicle heading via turning of the wheels. For instance, if one complete revolution ( 360 degrees ) of the steering wheel results in the wheels of the vehicle turning 20 degrees, then the steering ratio is 360 20, or 18: 1. A higher ratio means that one has to give greater input ( thus expending more energy ) to get the wheels to turn a given distance. There have been,...



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