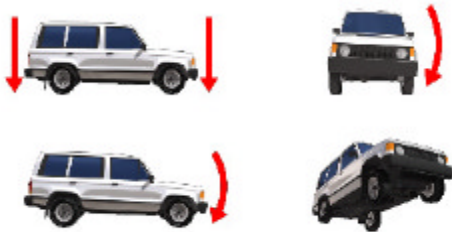


Project codename: **GLPK**

Vehicle: VIPER-Oreca 600HP  
Belgium GT Championship  
Weight: front: 586kg  
Rear: 610kg

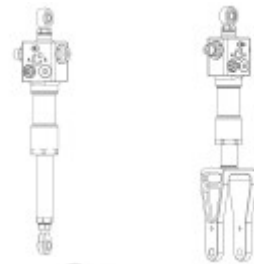


### Suspension parameters

	Spring rate	Damper rate
Vertical	50 N/mm	3200 N/ms <sup>-1</sup>
Roll	400 N/mm	8300 N/ms <sup>-1</sup>
Pitch	180 N/mm	6400 N/ms <sup>-1</sup>
Axle crossing	55 N/mm	3200 N/ms <sup>-1</sup>
Understeer	Neutral	Neutral

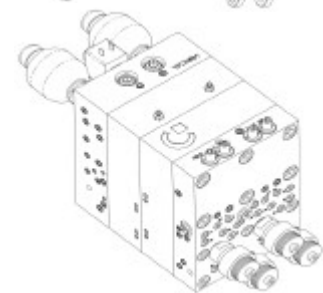
### Suspension actuators design

Front and rear Parallel A-arms  
Materials: Anodized Aluminium



### Central device design

Racing Prototype **CREUAT-H3a**  
Separated control for spring rates and damping rates for all modal movements



### Comments:

- Increased pitch damping and steering immunity due to the low axle crossing spring rate improves pilot steering control.
- Adjusted damper rates increase the vehicle stability, allowing higher laterall and braking accelerations
- Pilots report less steering feedback. This is attributed to the immunity of the system to the chassis torsion movements.