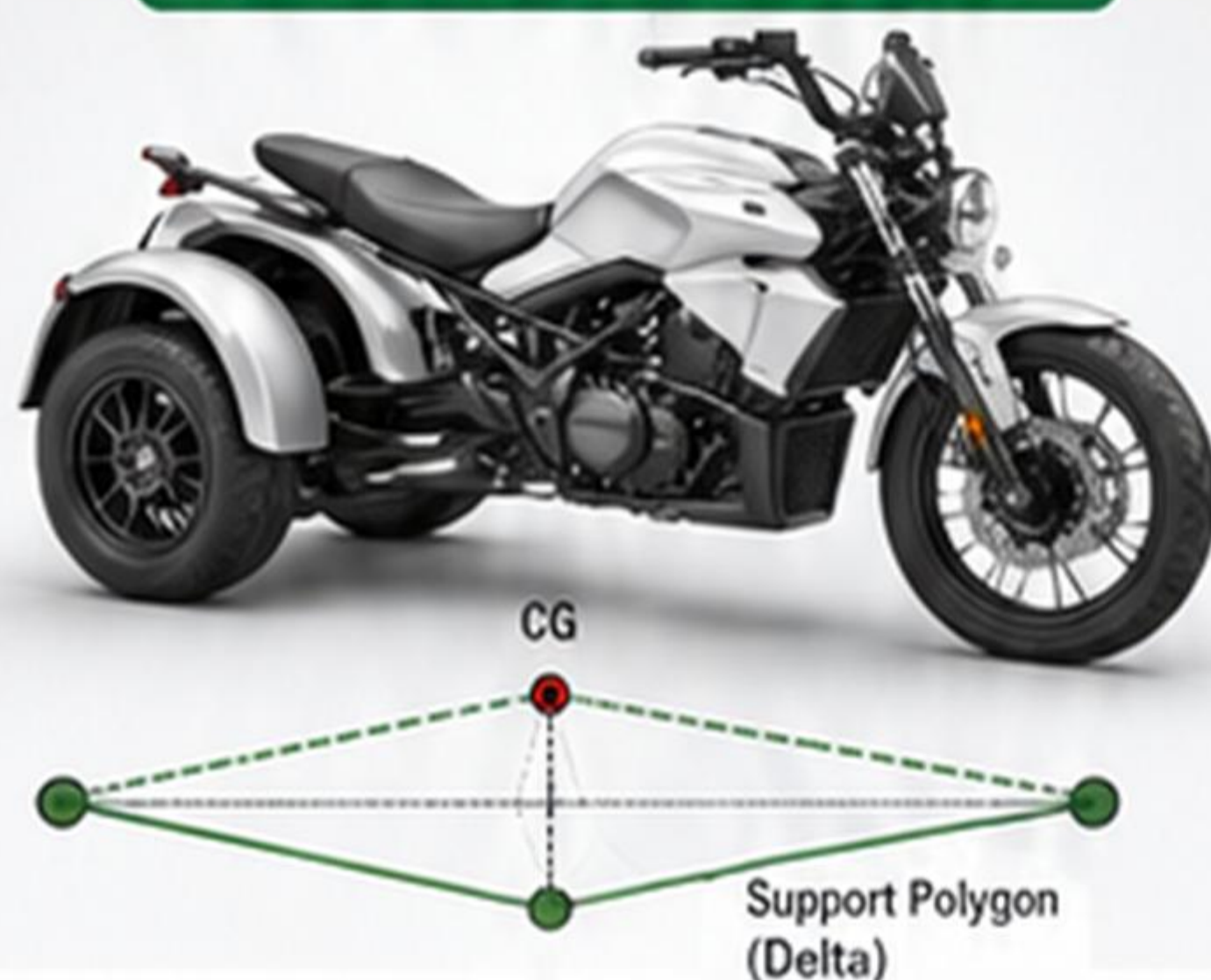


Comparative Risk Analysis of Accident Probability in Three-Wheel Motorcycles with Delta and Tadpole Structural Designs

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1 INTRODUCTION

DELTA CONFIGURATION (One Front Wheel – Two Rear Wheels)



Tadpole = Higher Stability

- ✓ Wider Support Base
- ✓ Better Lateral Stability
- ✓ Higher Critical Speed
- ✓ Lower Rollover Risk

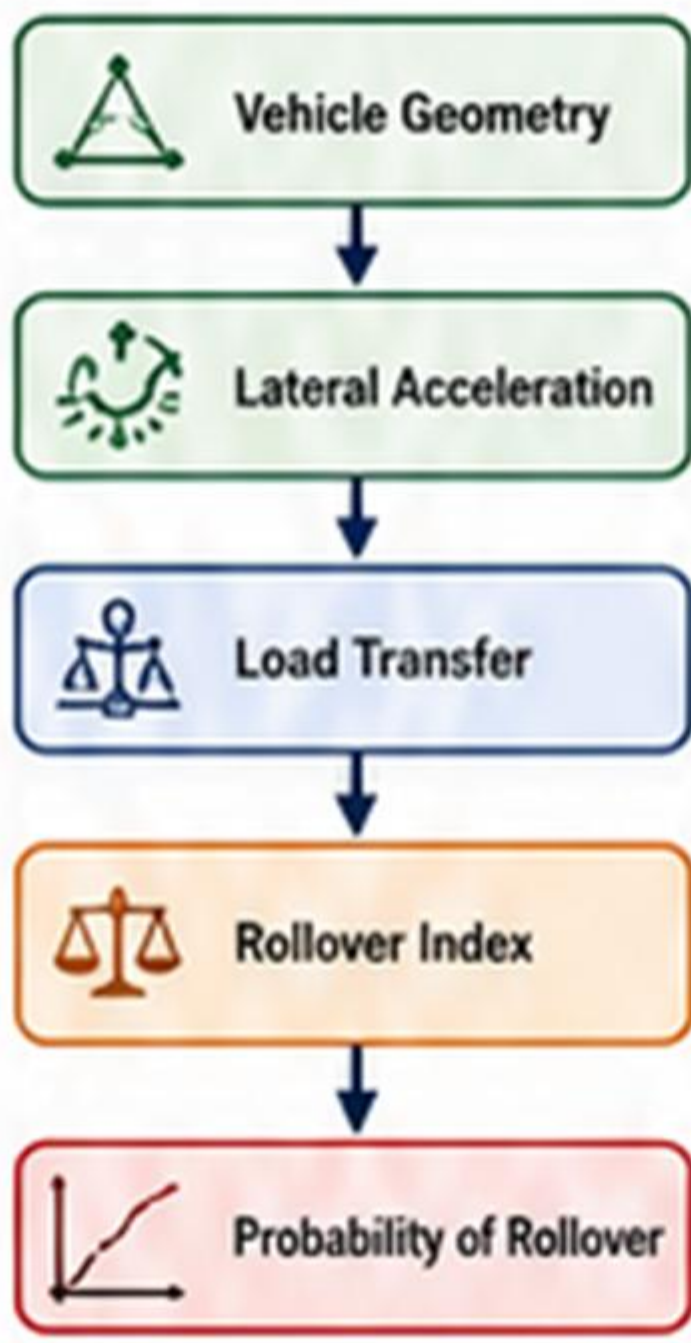
TADPOLE CONFIGURATION (Two Front Wheels – One Rear Wheel)



2 VEHICLE DYNAMICS MODEL

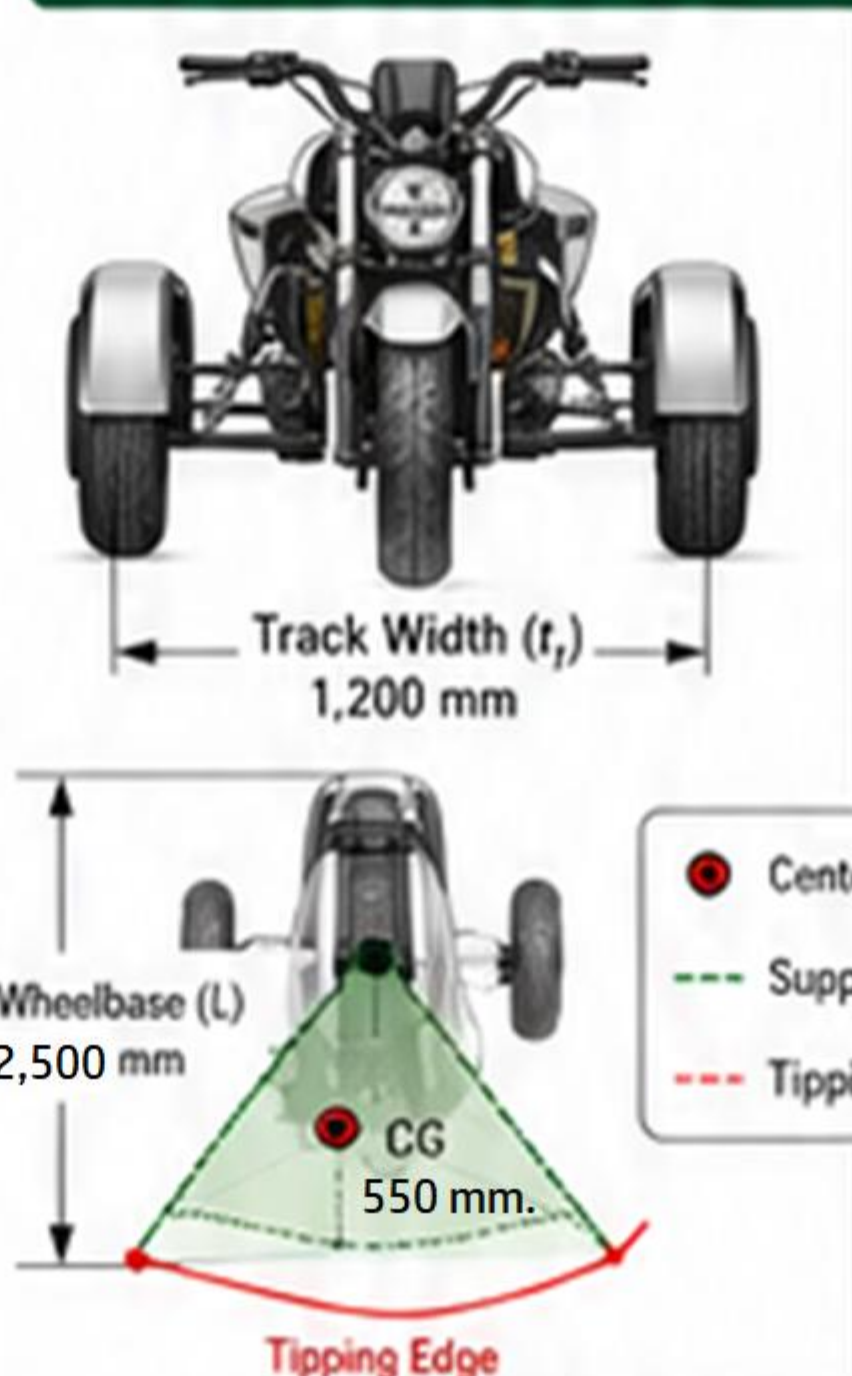
$$a_y = v^2 / R \quad \text{Lateral acceleration (m/s}^2\text{)}$$
$$a_{y,crit} = g(d_{edge})/h$$
$$RI = \frac{(F_{ZRL} - F_{ZRR})}{(F_{ZRL} + F_{ZRR})} \quad \text{Rollover Index (-)}$$
$$\Delta F = \frac{ma_y h}{t} \quad \text{Lateral load transfer (N)}$$
$$P(roll) = \frac{1}{1 + e^{-k(\zeta - 1)}}$$

Where $\zeta = \frac{(a_y/g)}{(a_{y,crit.}/g)}$

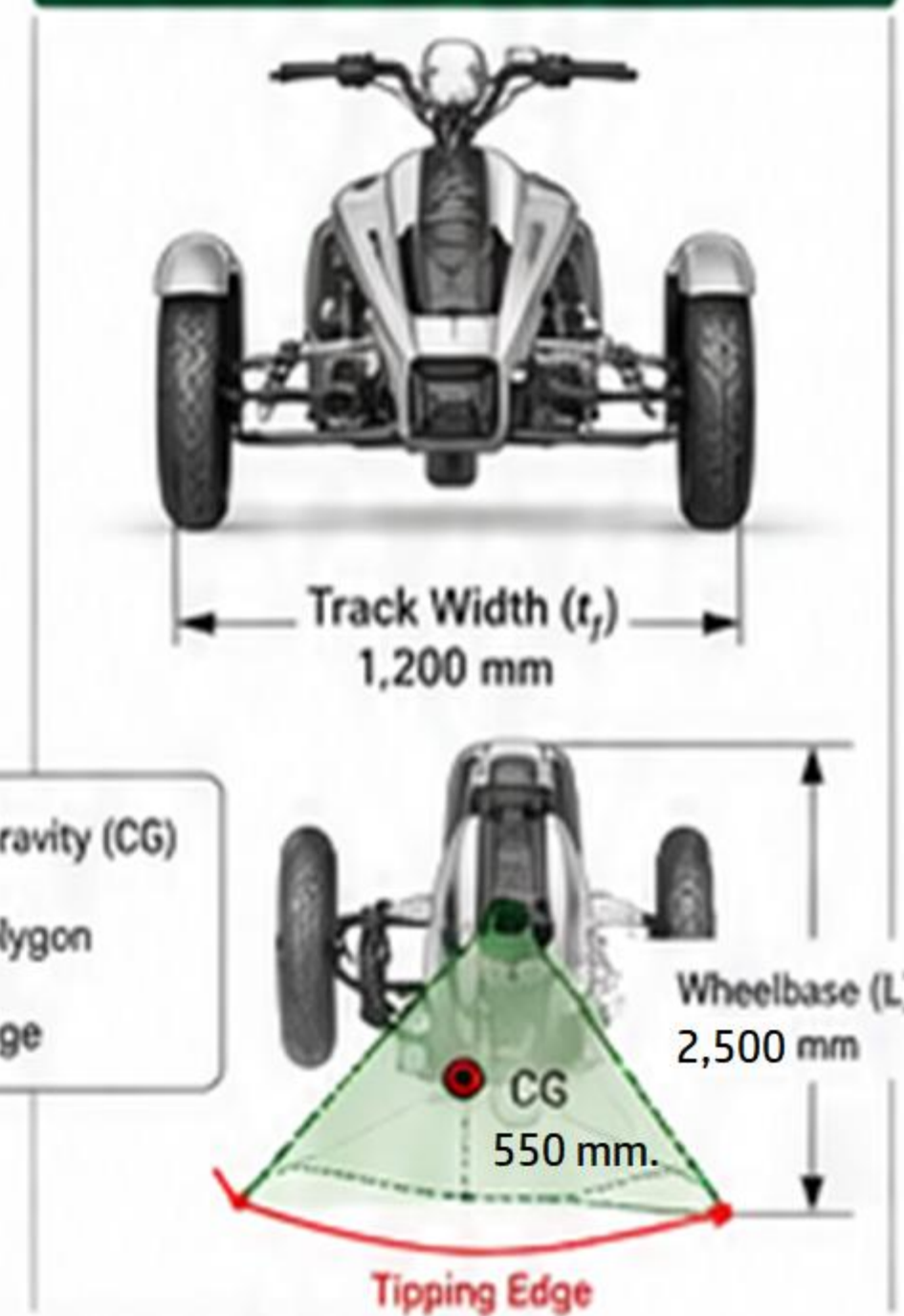


3 GEOMETRIC COMPARISON

DELTA CONFIGURATION

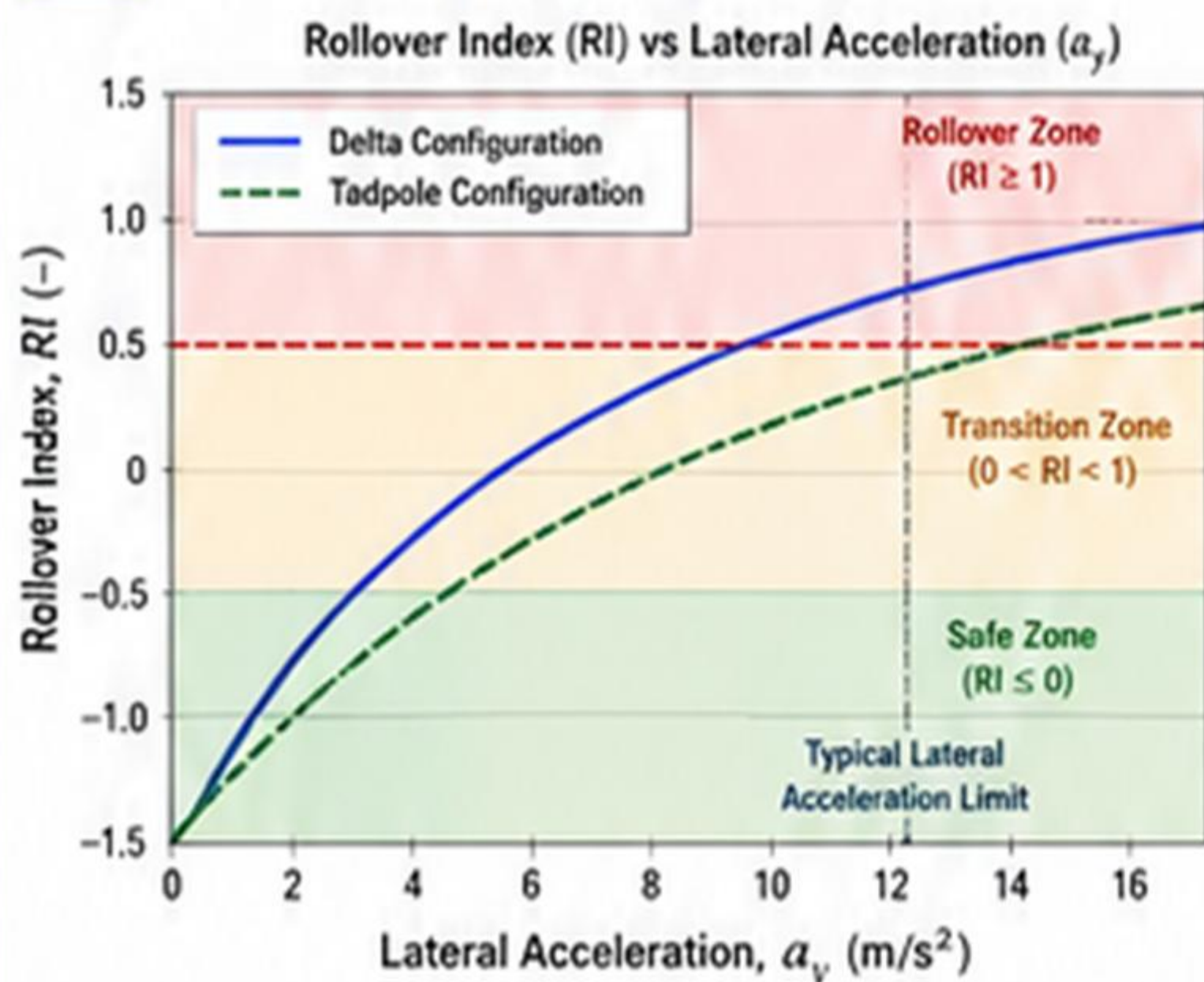


TADPOLE CONFIGURATION

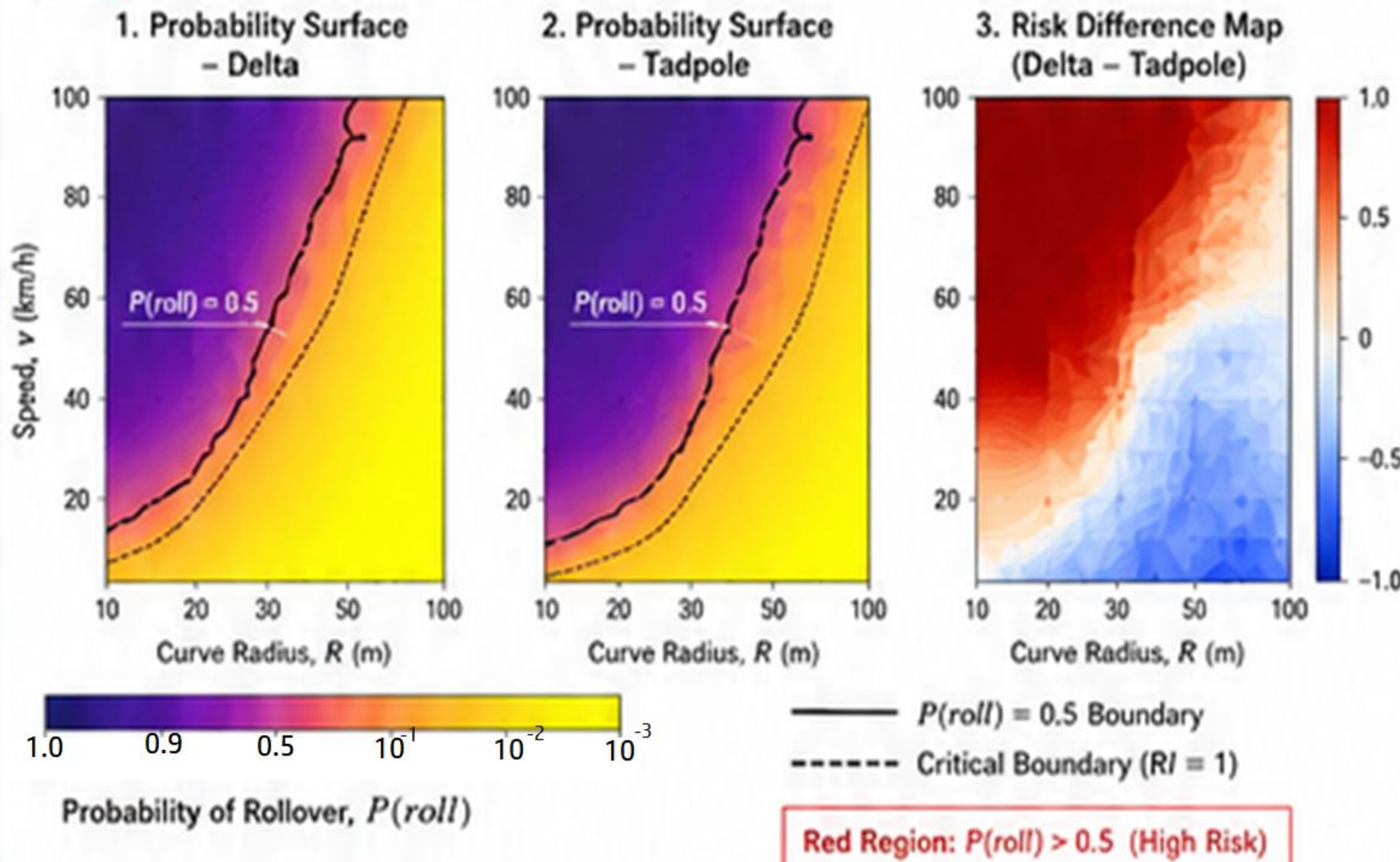


Effective Factor $\eta = 0.85$

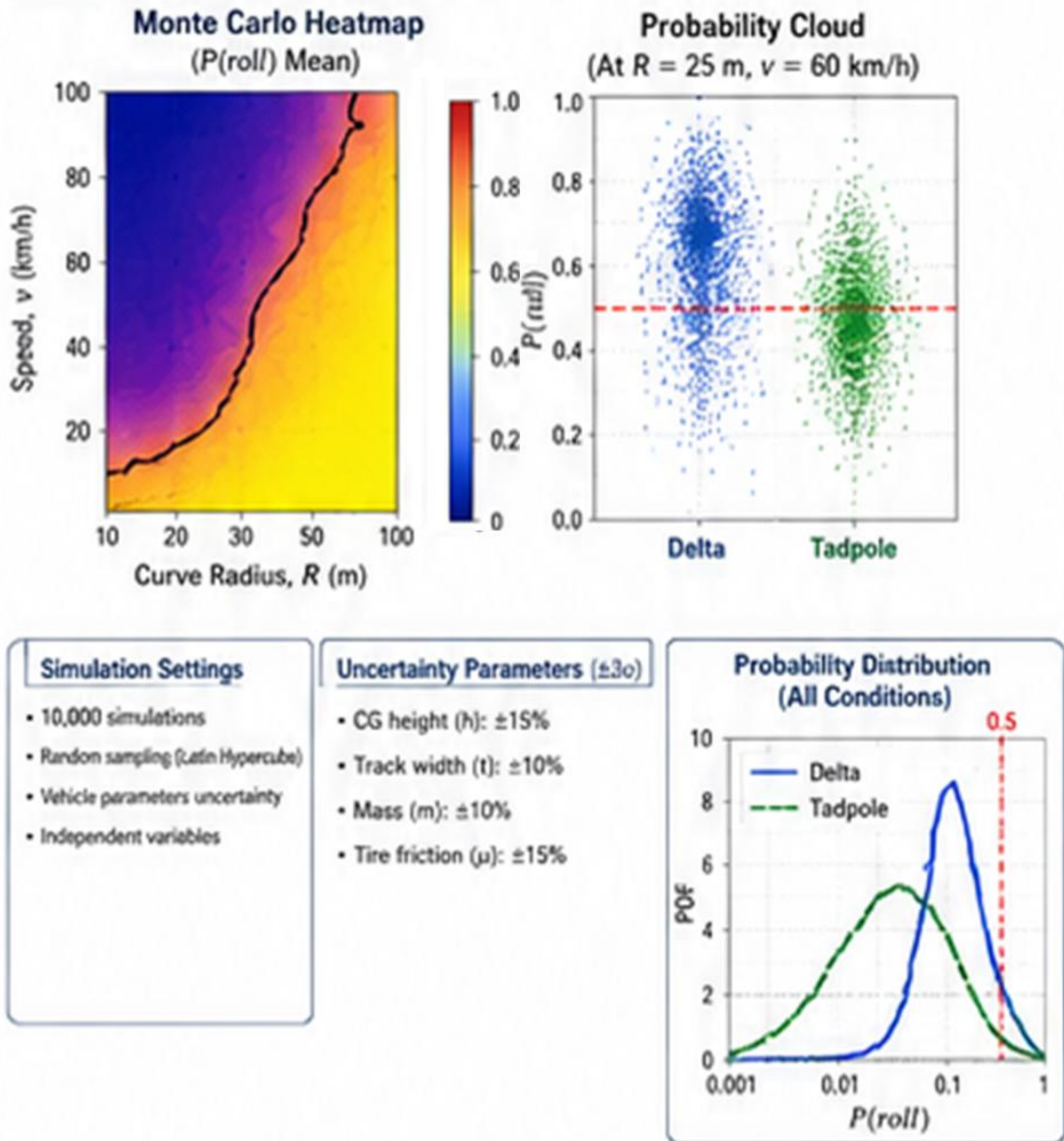
4 ROLLOVER INDEX ANALYSIS



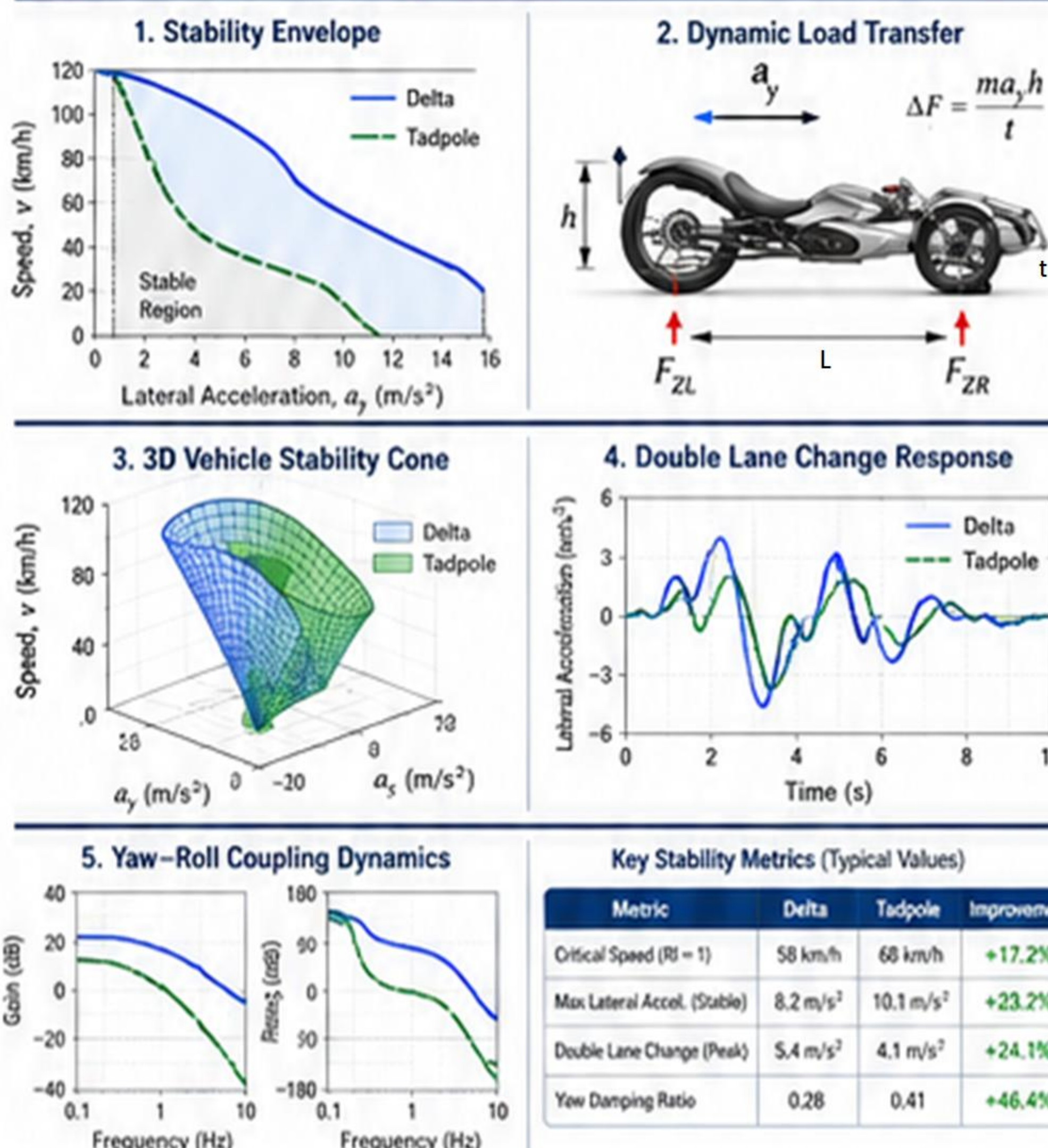
5 PROBABILITY SURFACE ANALYSIS



6 MONTE CARLO SIMULATION



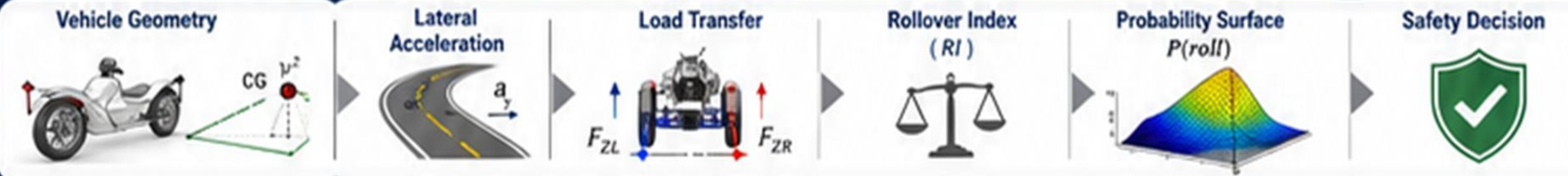
7 VEHICLE STABILITY ANALYSIS



8 KEY FINDINGS & CONCLUSIONS

- ✓ Delta exhibits ~15% higher rollover sensitivity.
- ✓ Tadpole maintains higher critical rollover speed.
- ✓ Monte Carlo simulations confirms superior robustness of Tadpole.
- ✓ Recommended for urban mobility and safety-critical applications.

GRAPHICAL ABSTRACT



Tadpole Configuration Provides Superior Dynamic Stability and Lower Rollover Risk