

FIG.1

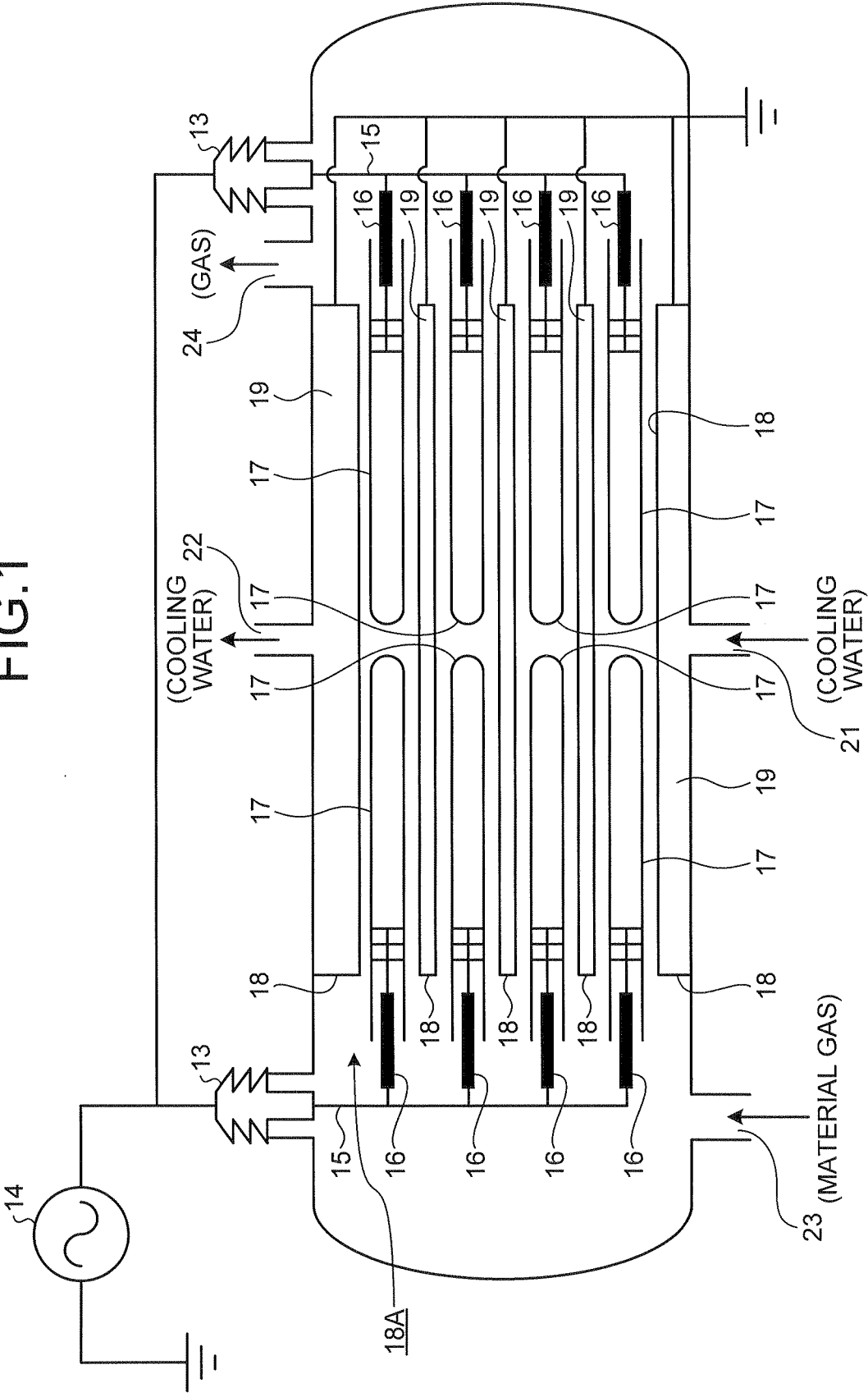


FIG.2

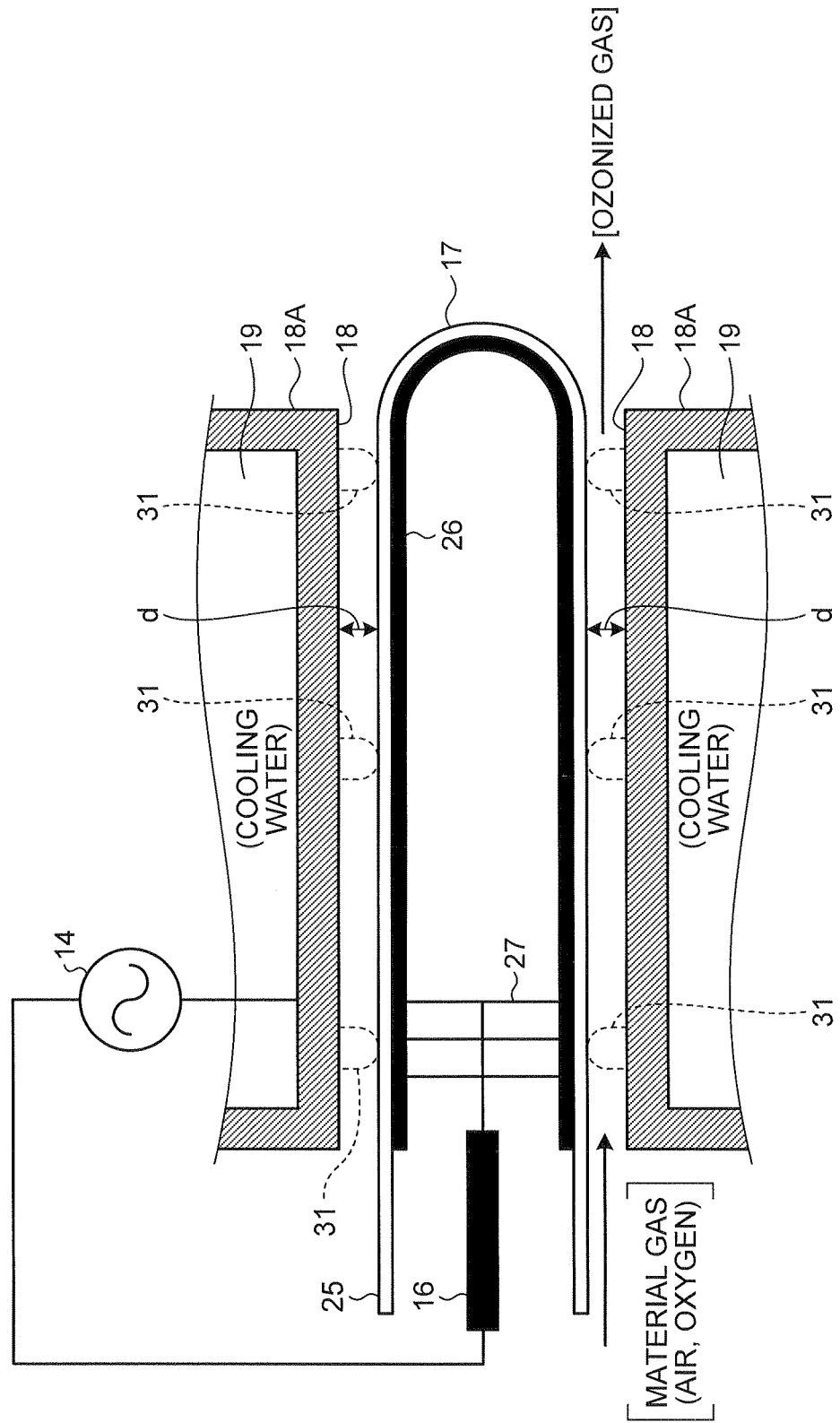


FIG.3A

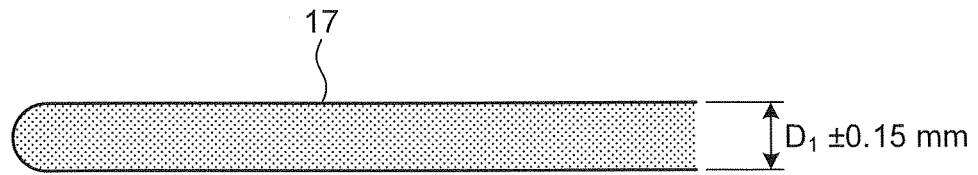


FIG.3B

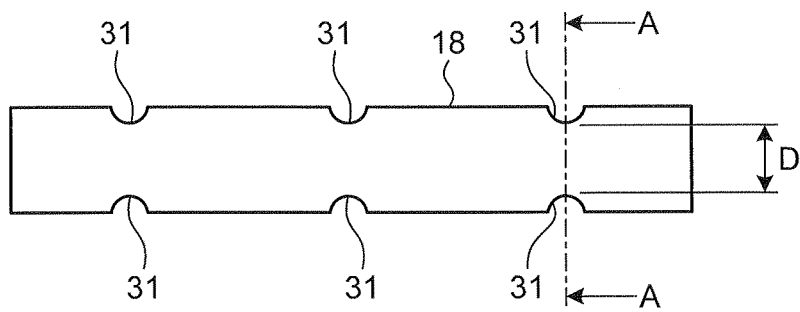
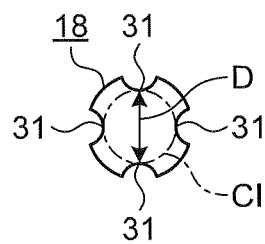


FIG.3C



[A-A SECTION]

FIG.3D

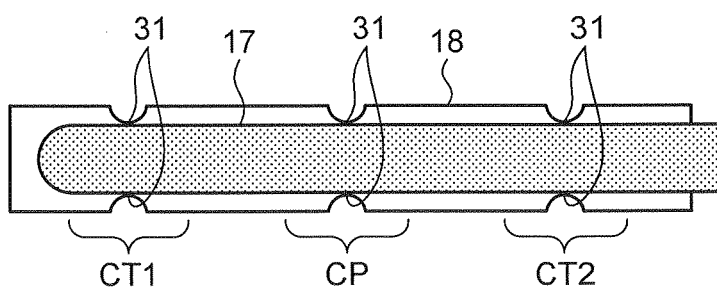


FIG.4A

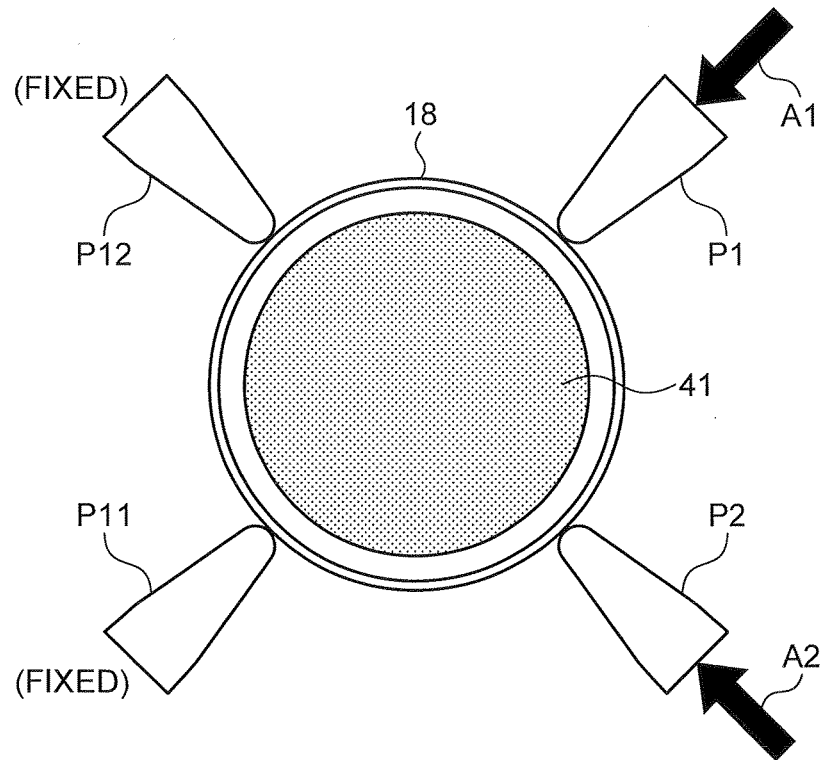


FIG.4B

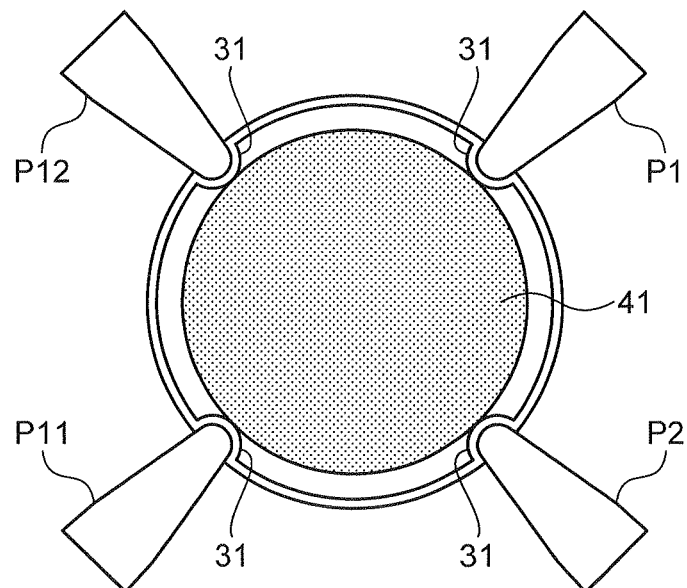


FIG.5A

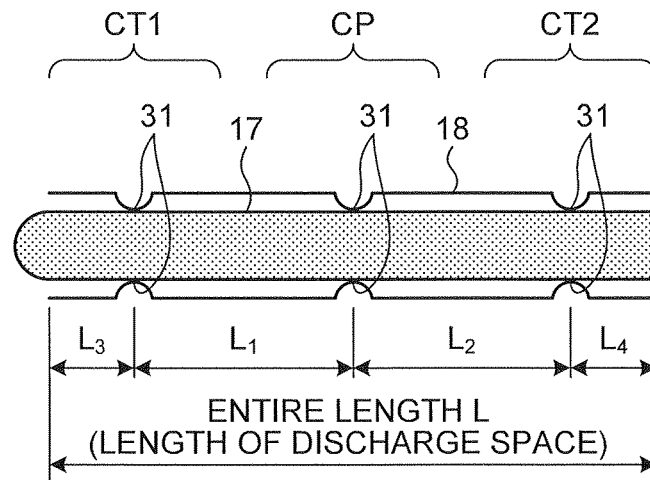


FIG.5B

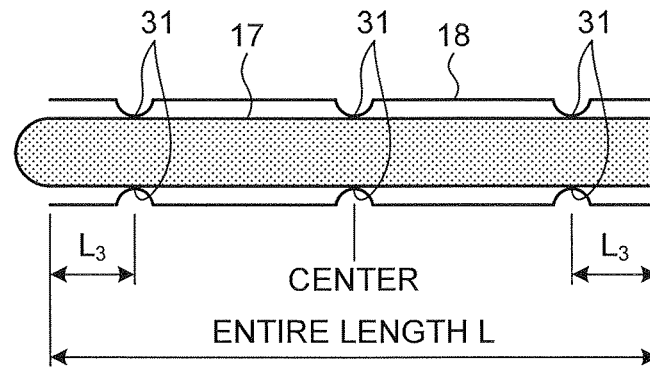


FIG.6A

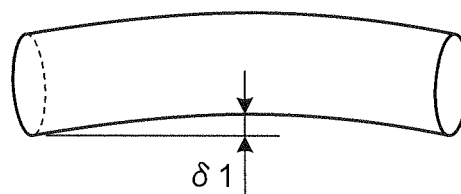
ONE MOUNTAIN PART
(FIRST-ORDER COMPONENT)

FIG.6B

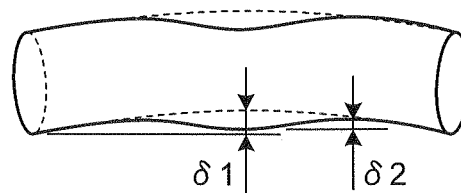
TWO MOUNTAIN PARTS
(SECOND-ORDER COMPONENT)

FIG. 7A

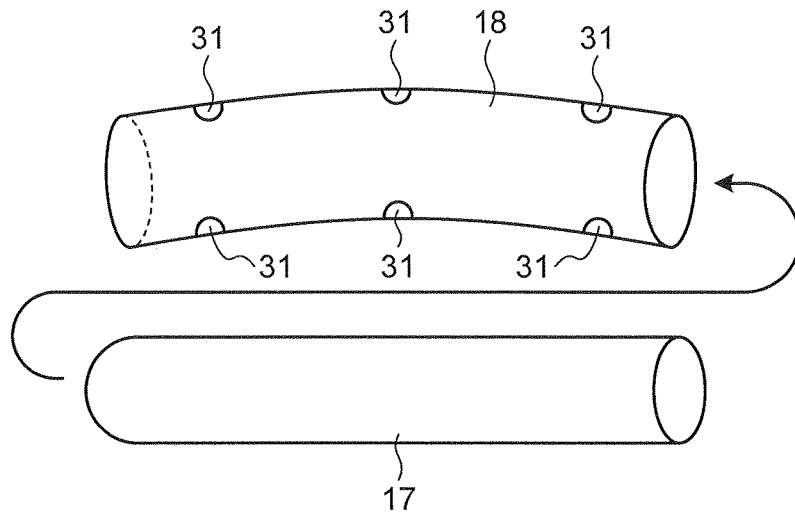


FIG. 7B

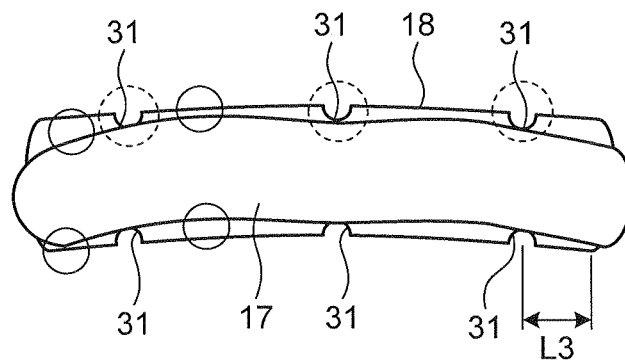


FIG.8A

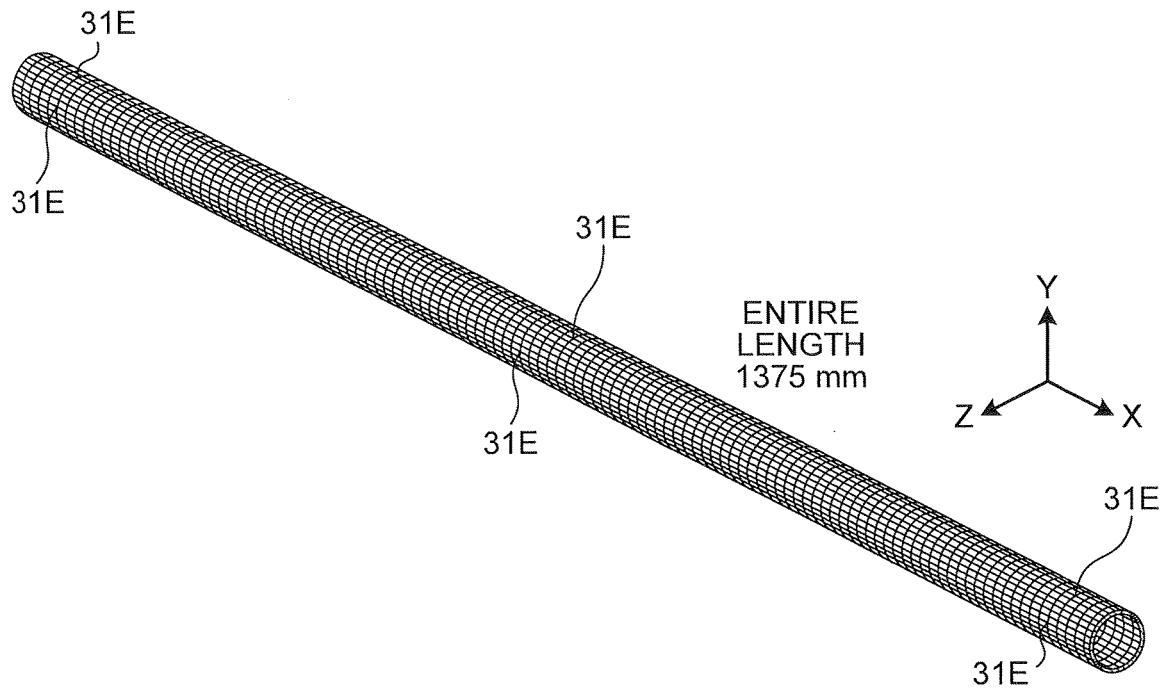


FIG.8B

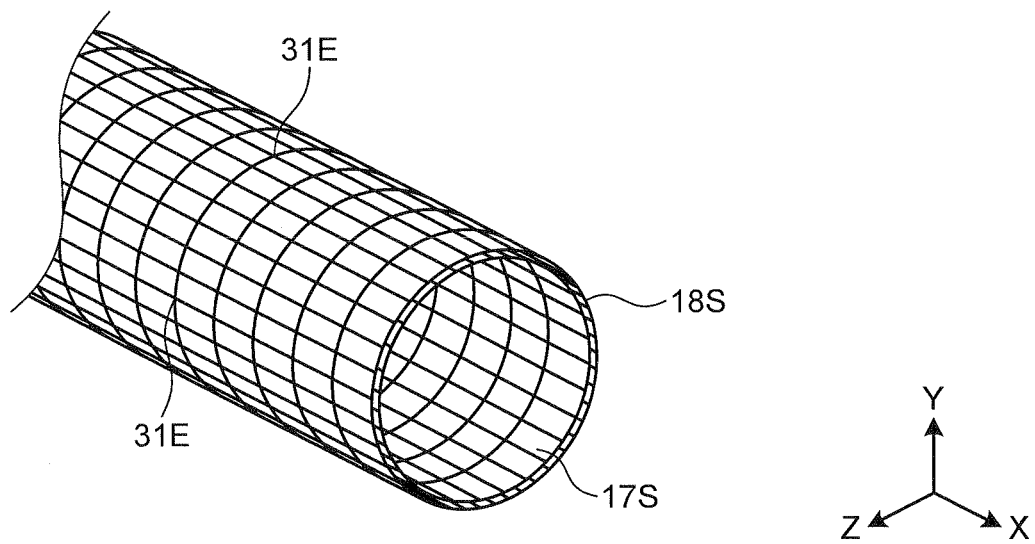


FIG.8C

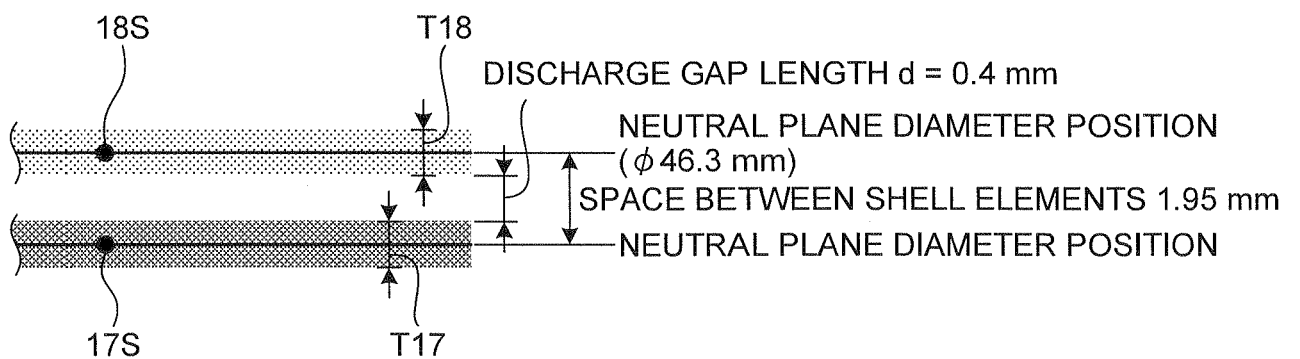


FIG.9A

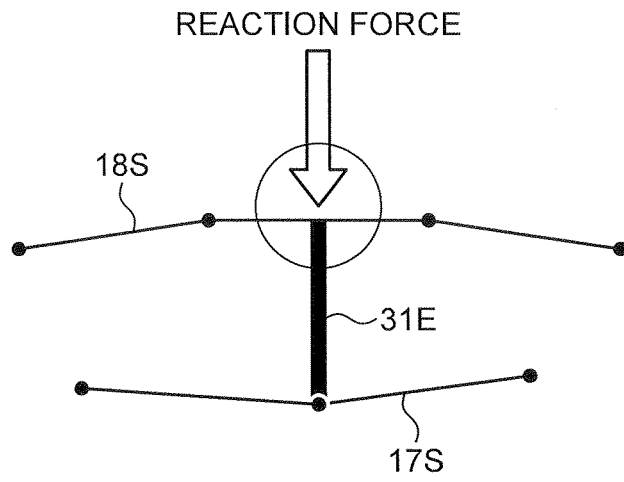


FIG.9B

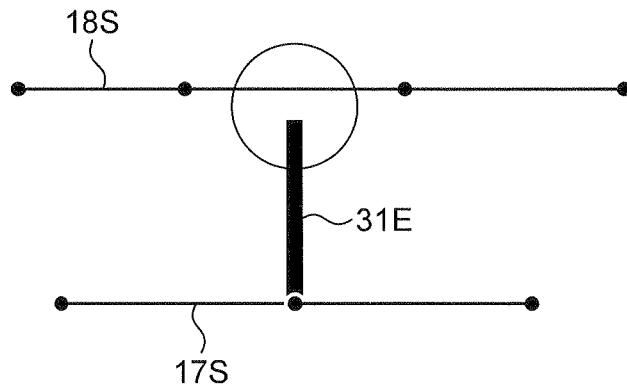


FIG.10A

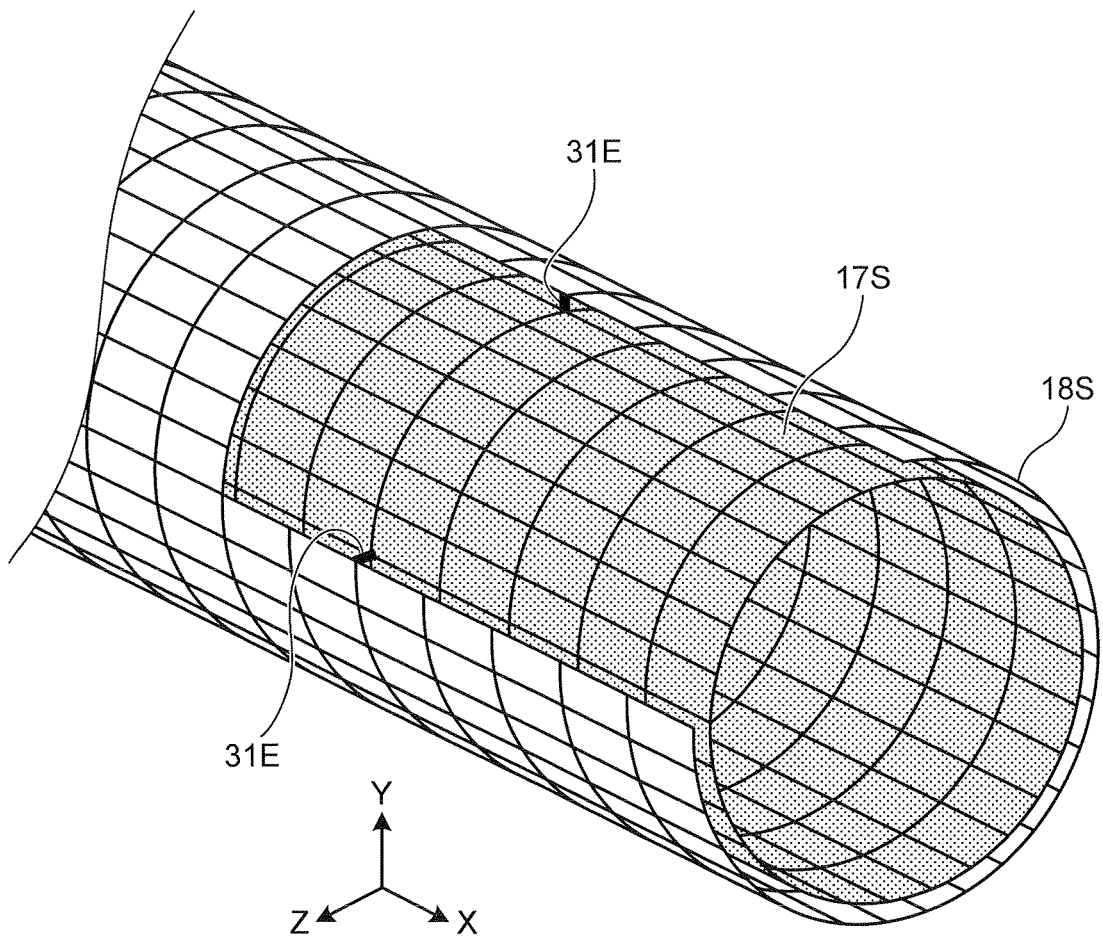


FIG.10B

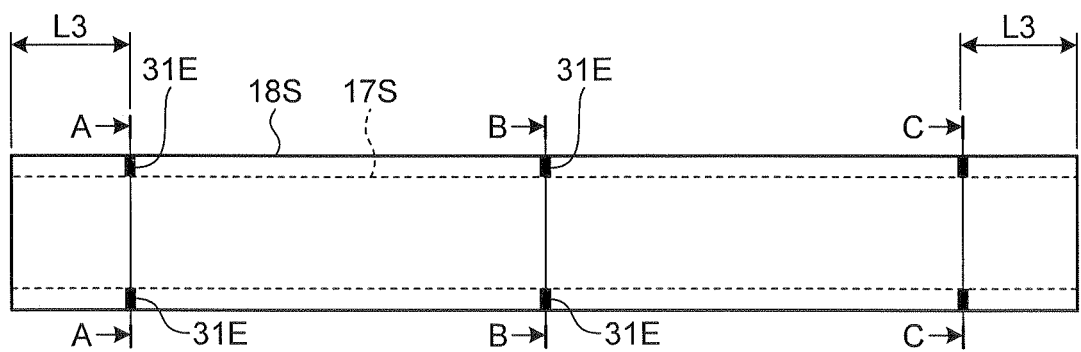


FIG.10C

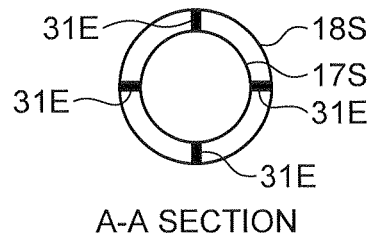


FIG.10D

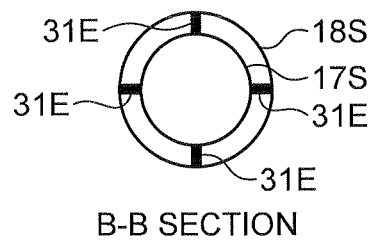


FIG.10E

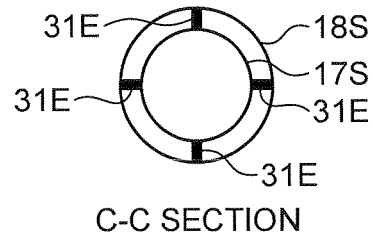


FIG.11A

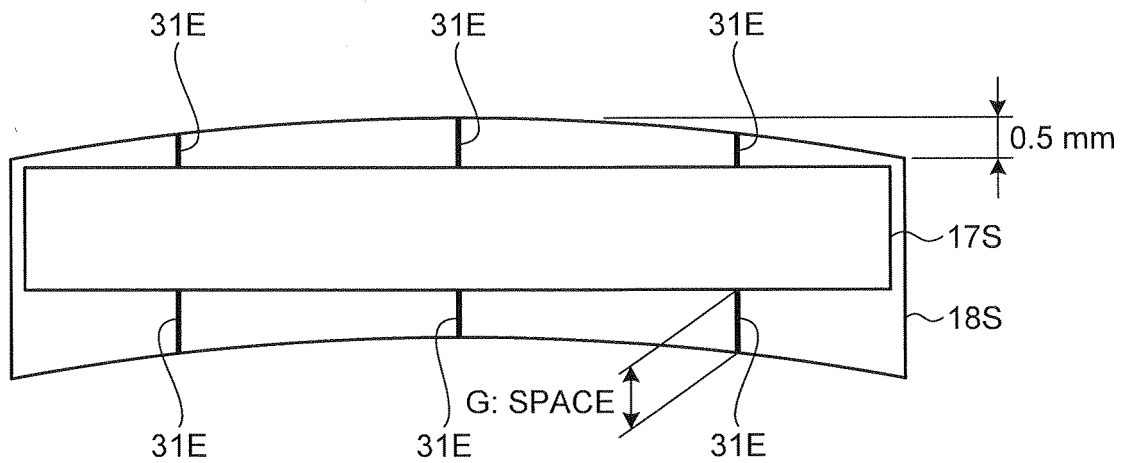


FIG.11B

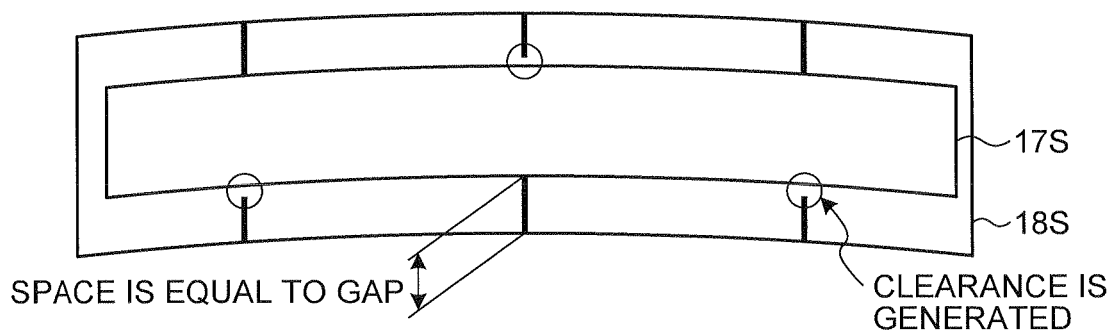


FIG.11C

EXTRACT REACTION FORCE f OF CONTACT ELEMENT TO PREDICT FRICTIONAL FORCE

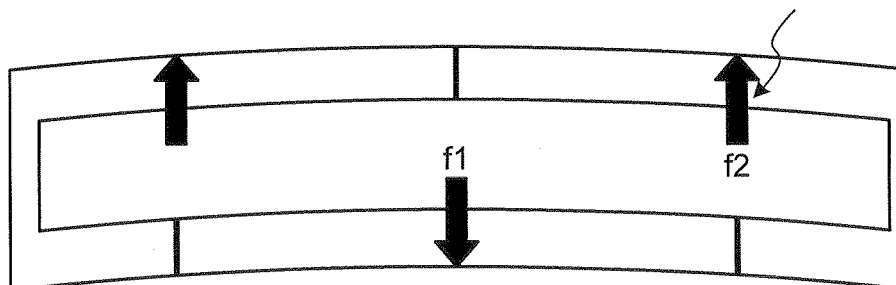


FIG.12A

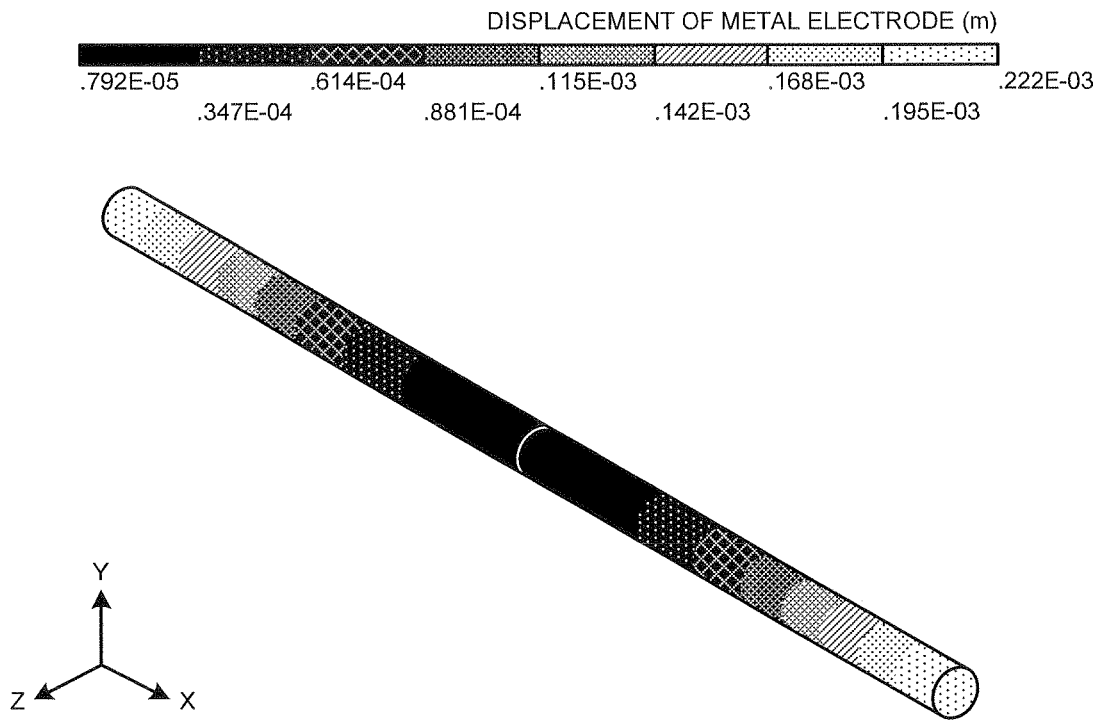


FIG.12B

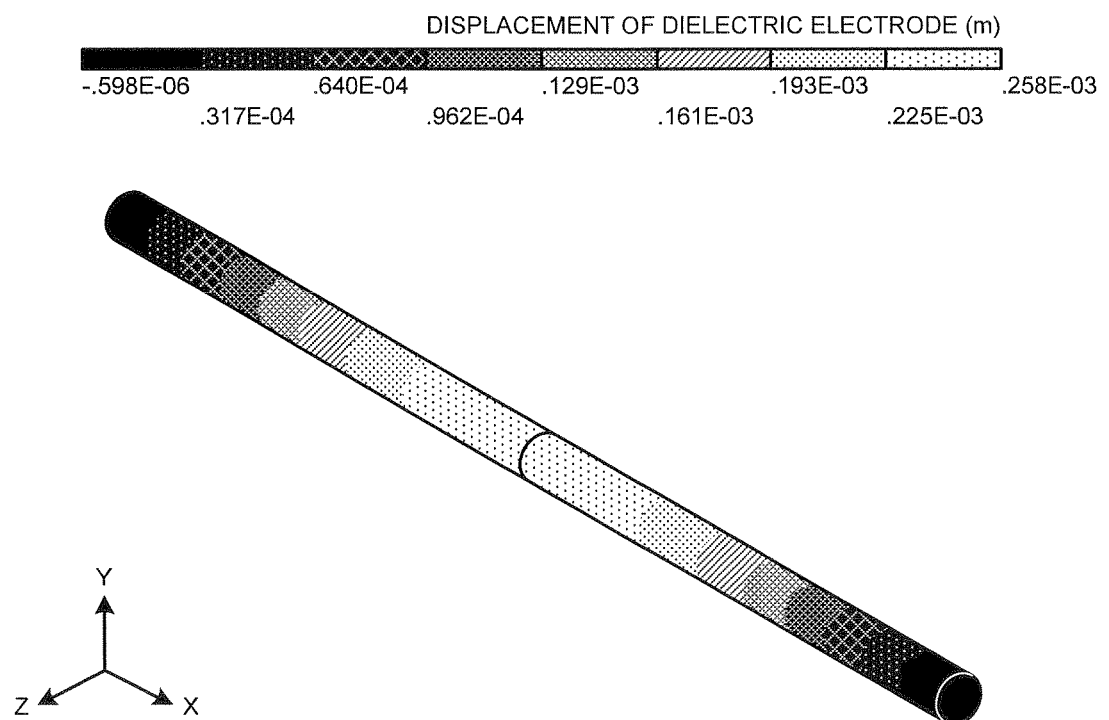
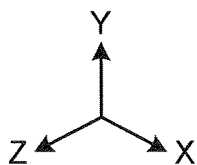
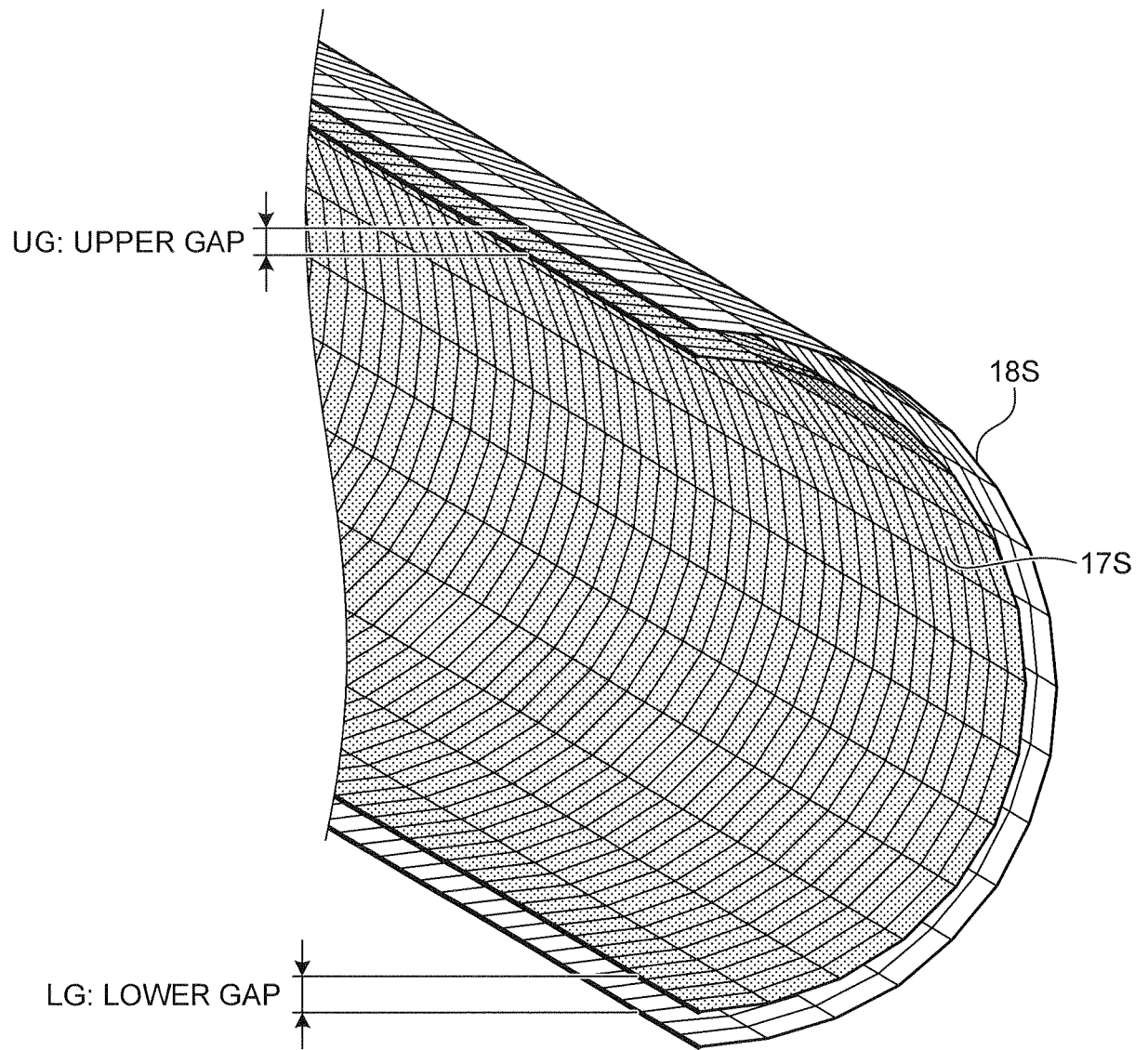


FIG.13



(UPPER DEVIATION AMOUNT = UPPER GAP - 0.00195 (m)
LOWER DEVIATION AMOUNT = LOWER GAP - 0.00195 (m))

FIG.14

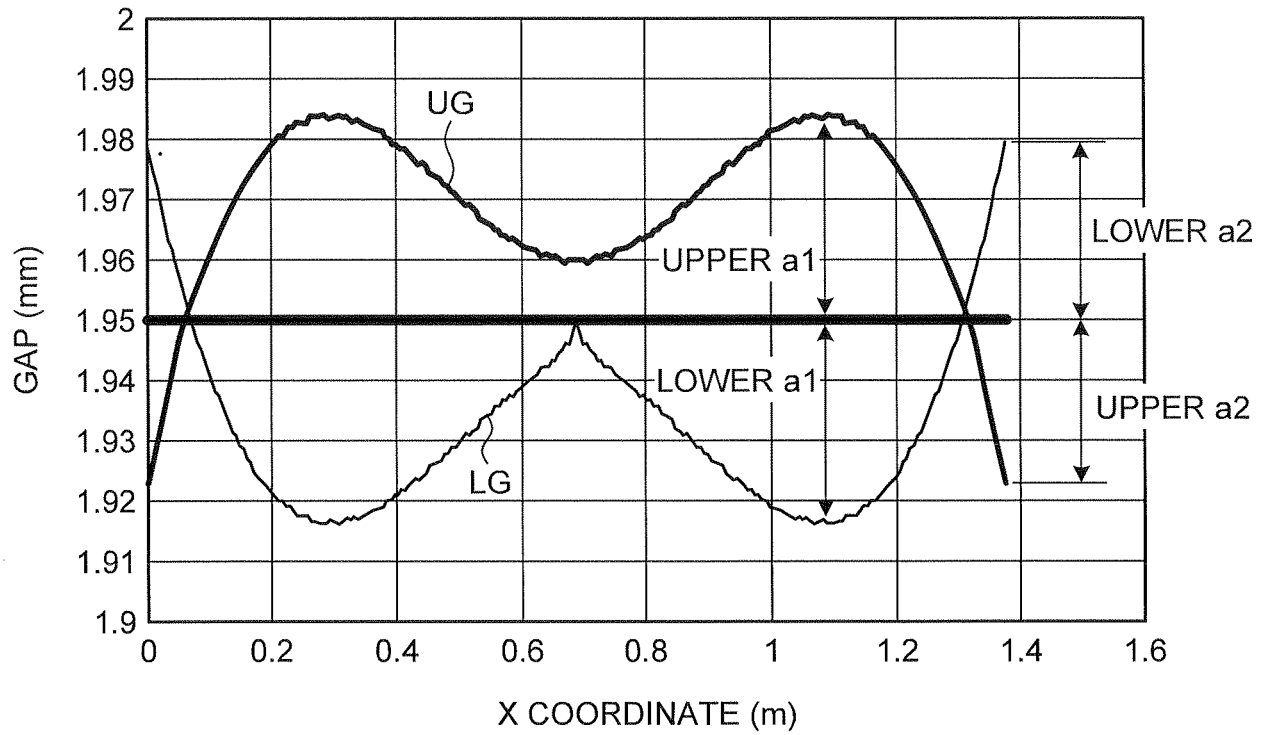


FIG.15

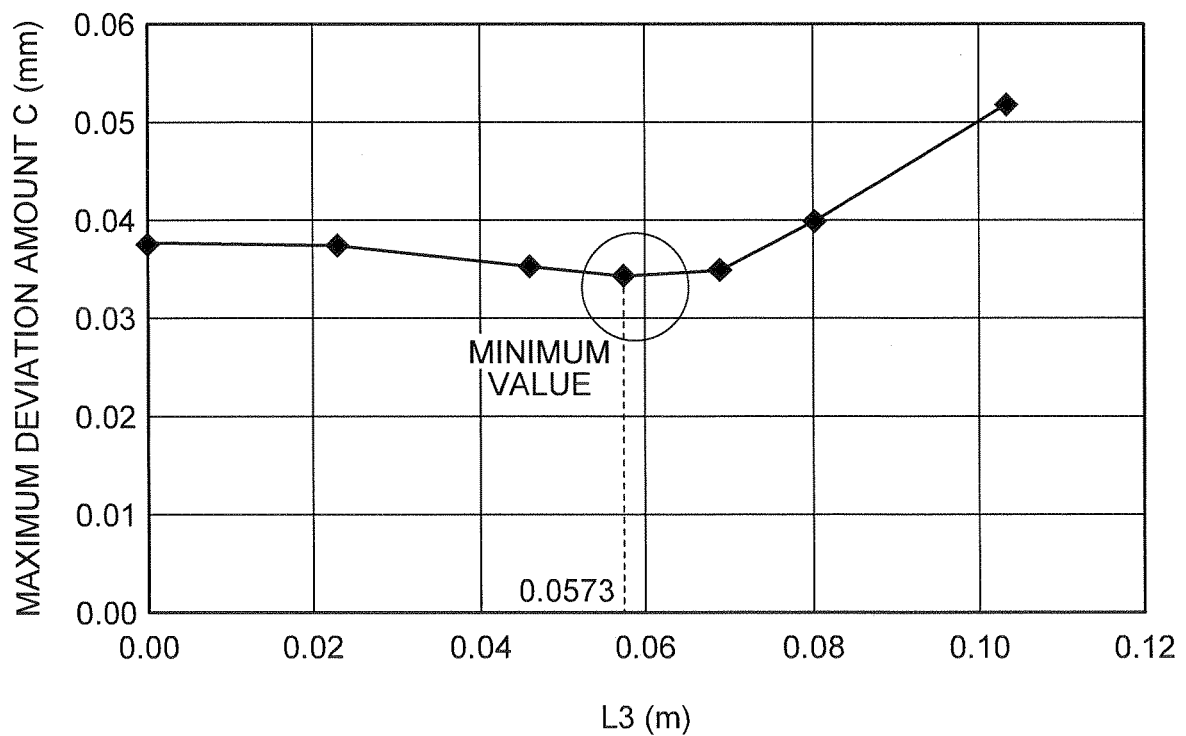


FIG.16

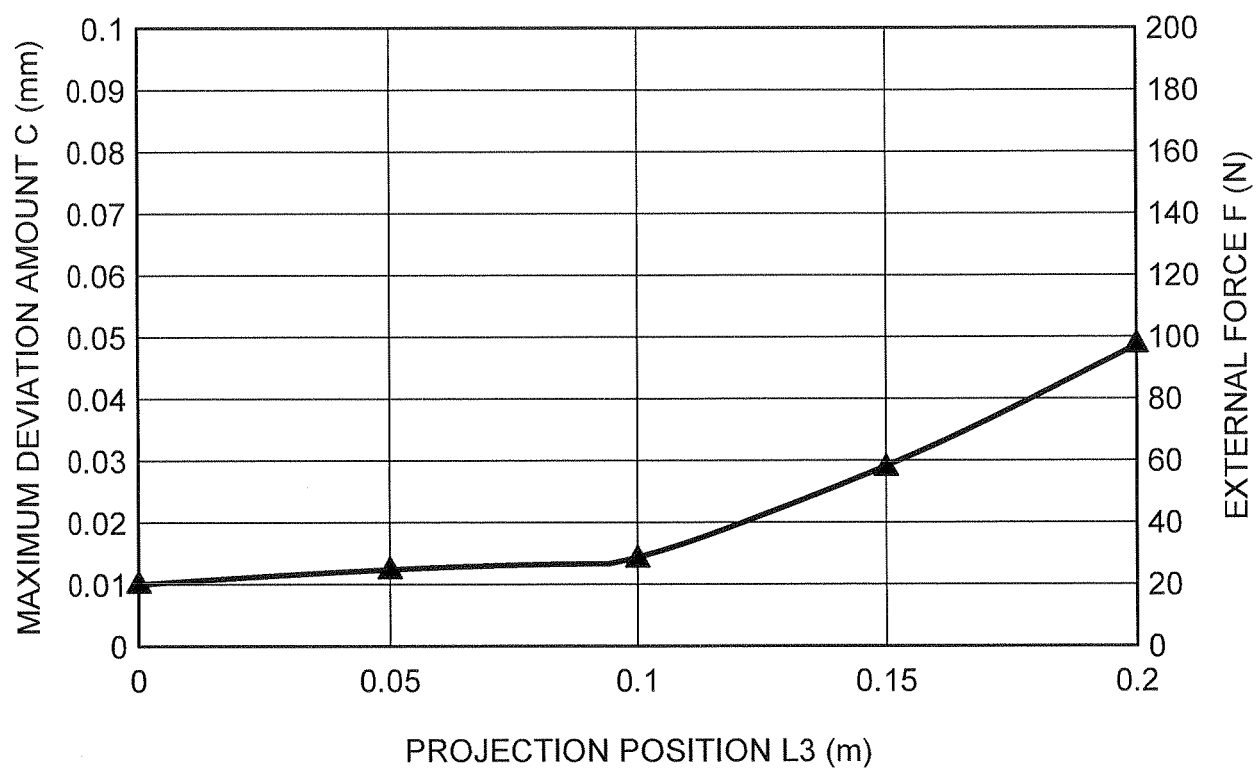


FIG.17A



FIG.17B

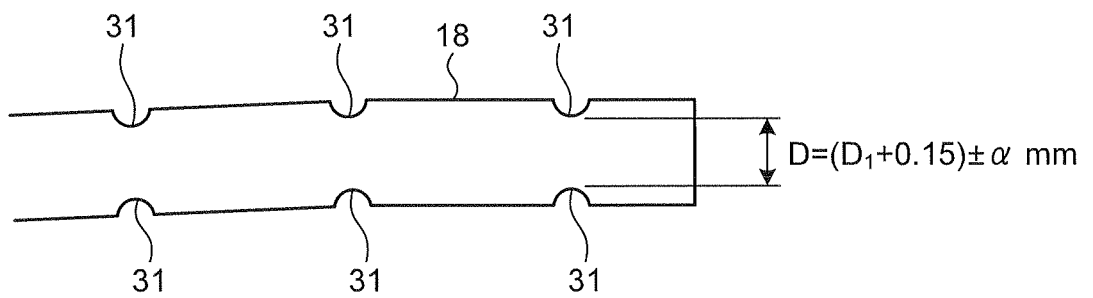


FIG.17C

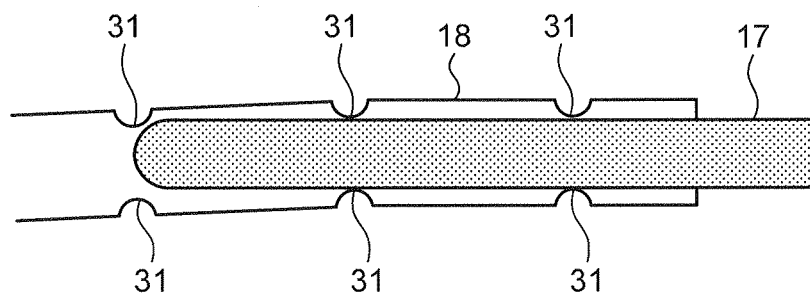


FIG.17D

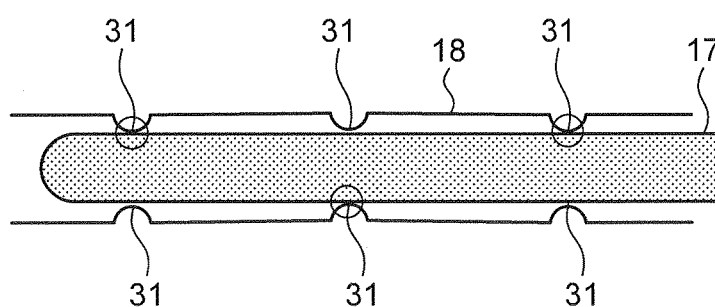


FIG.18

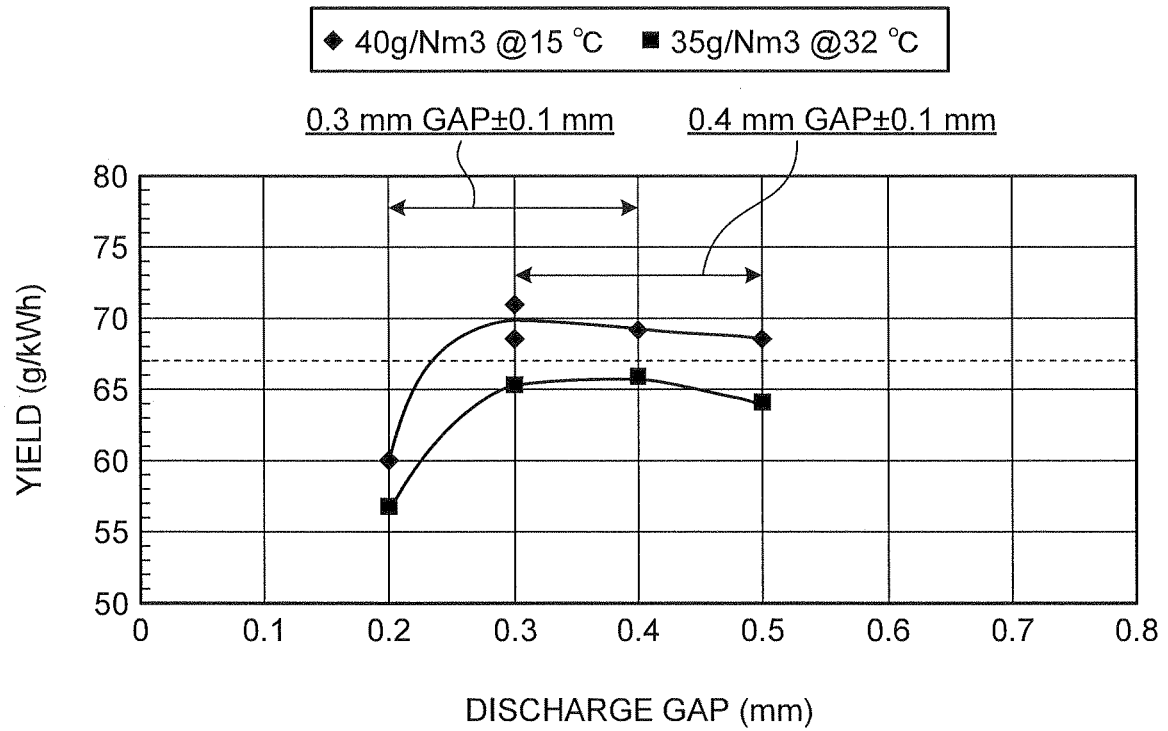


FIG.19

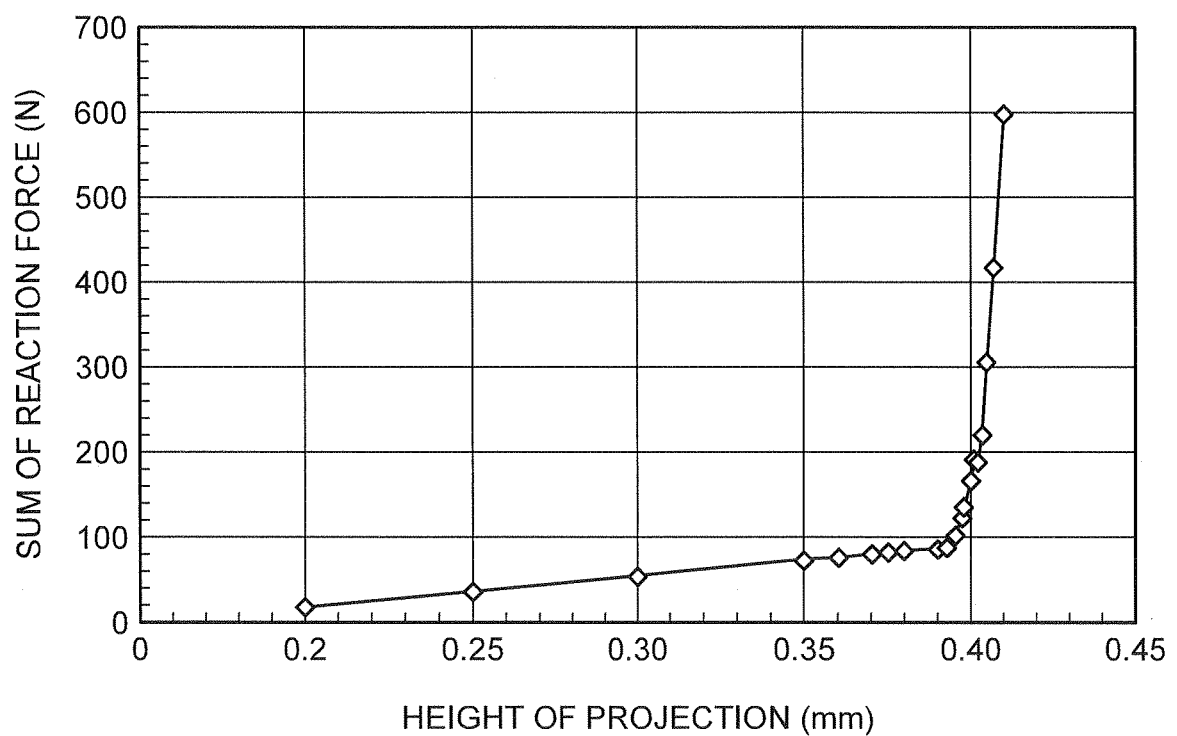


FIG.20

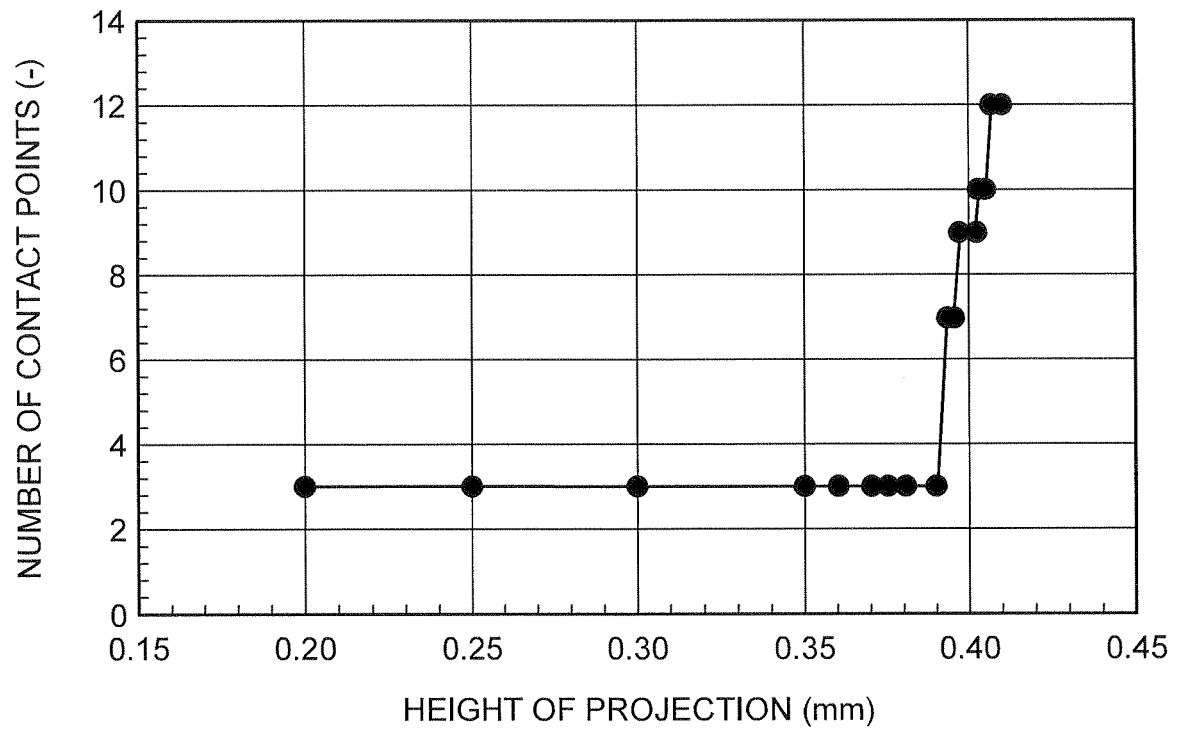


FIG.21

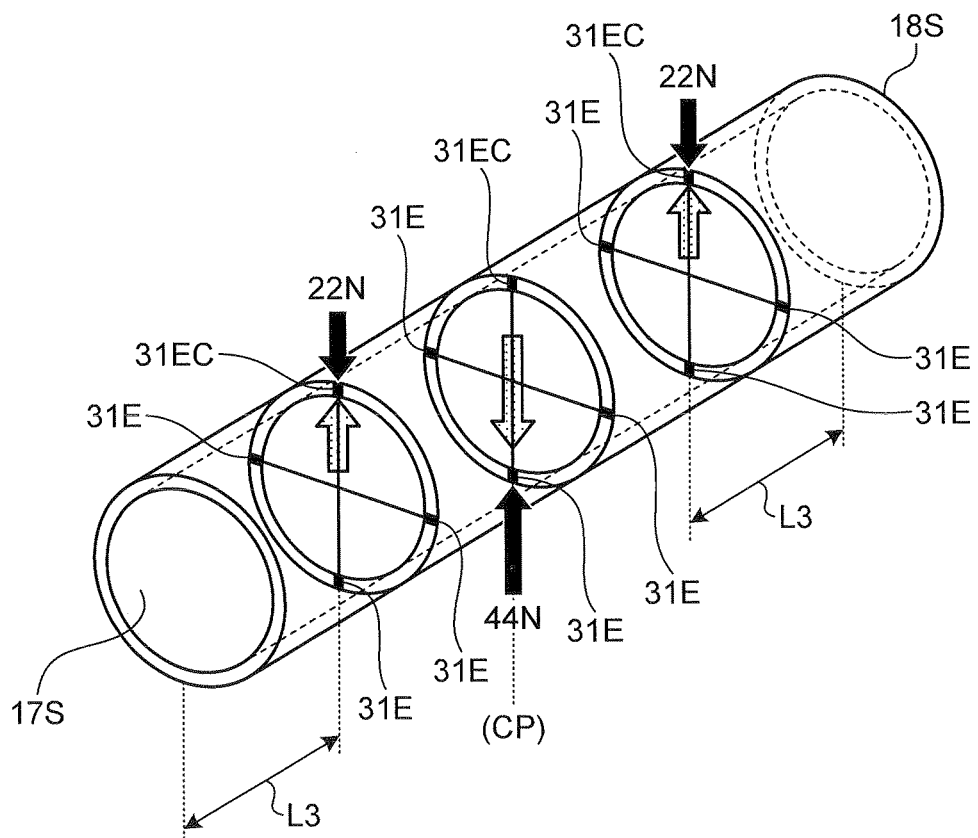


FIG.22

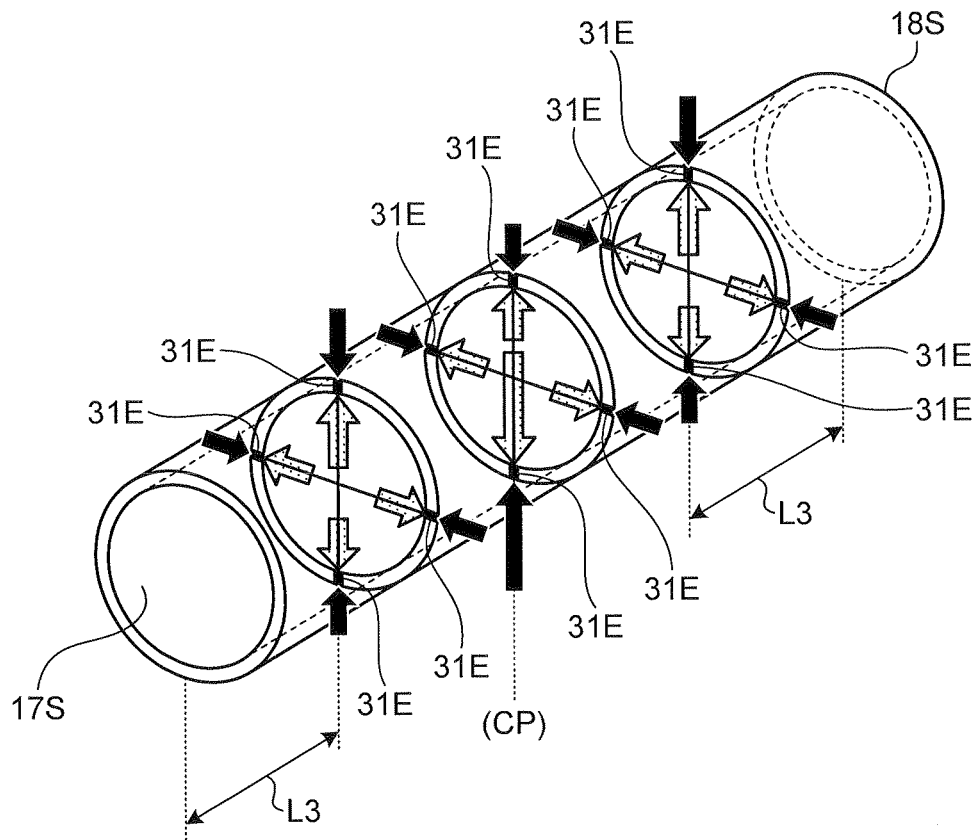


FIG.23A

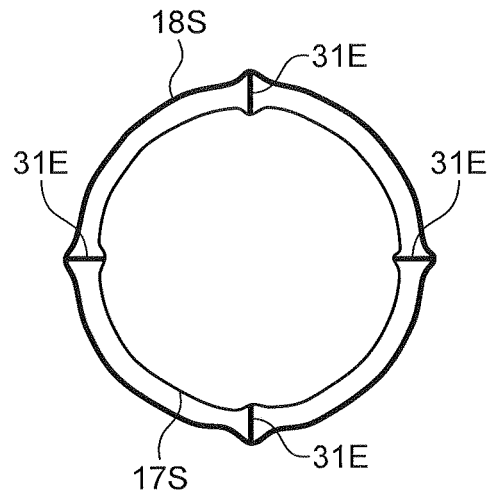


FIG.23B

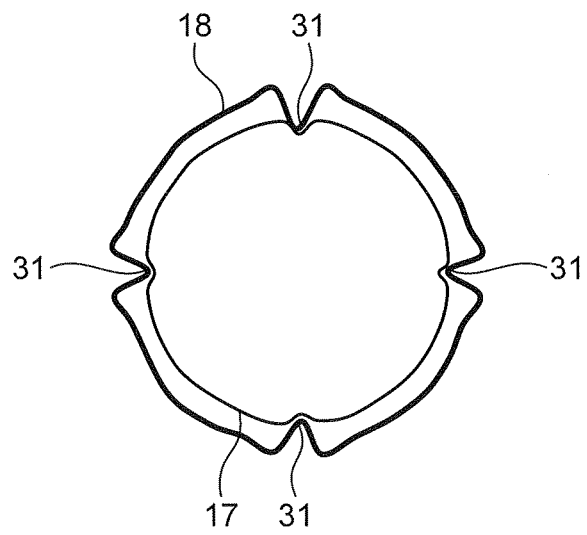


FIG.24A

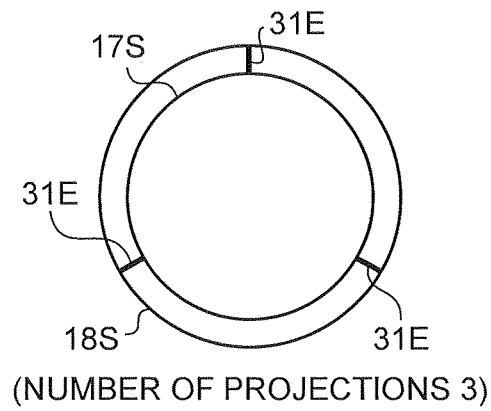


FIG.24B

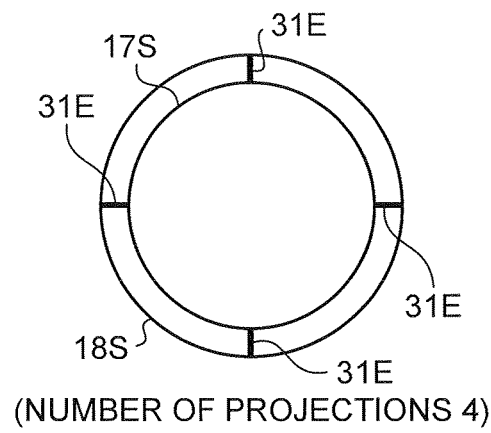


FIG.24C

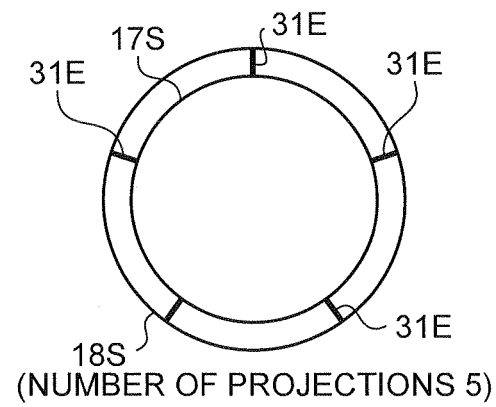


FIG.24D

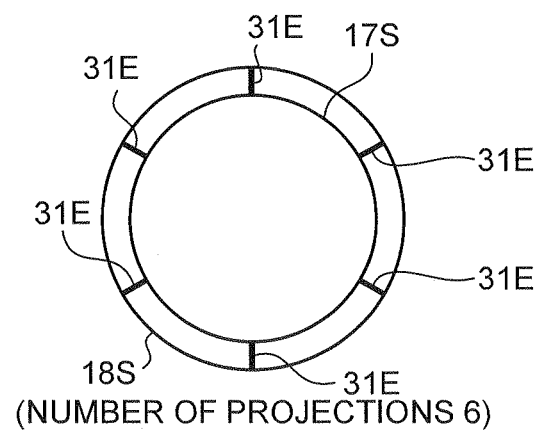


FIG.25

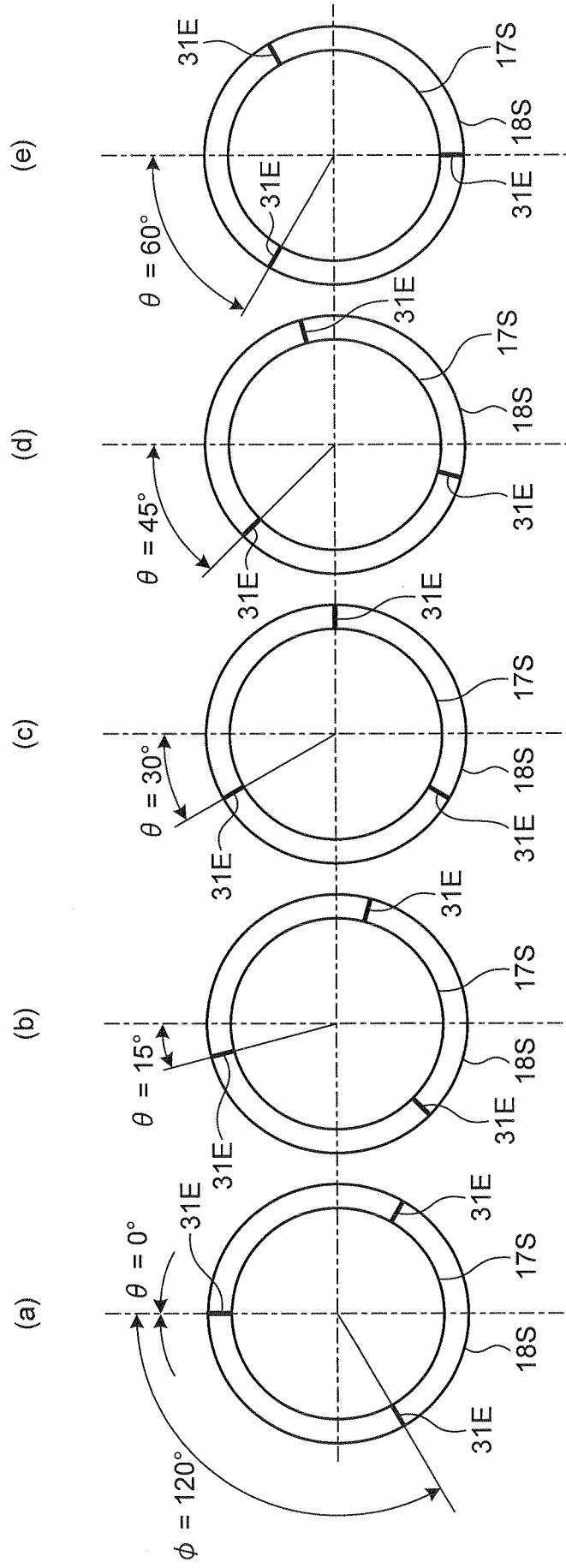


FIG.26

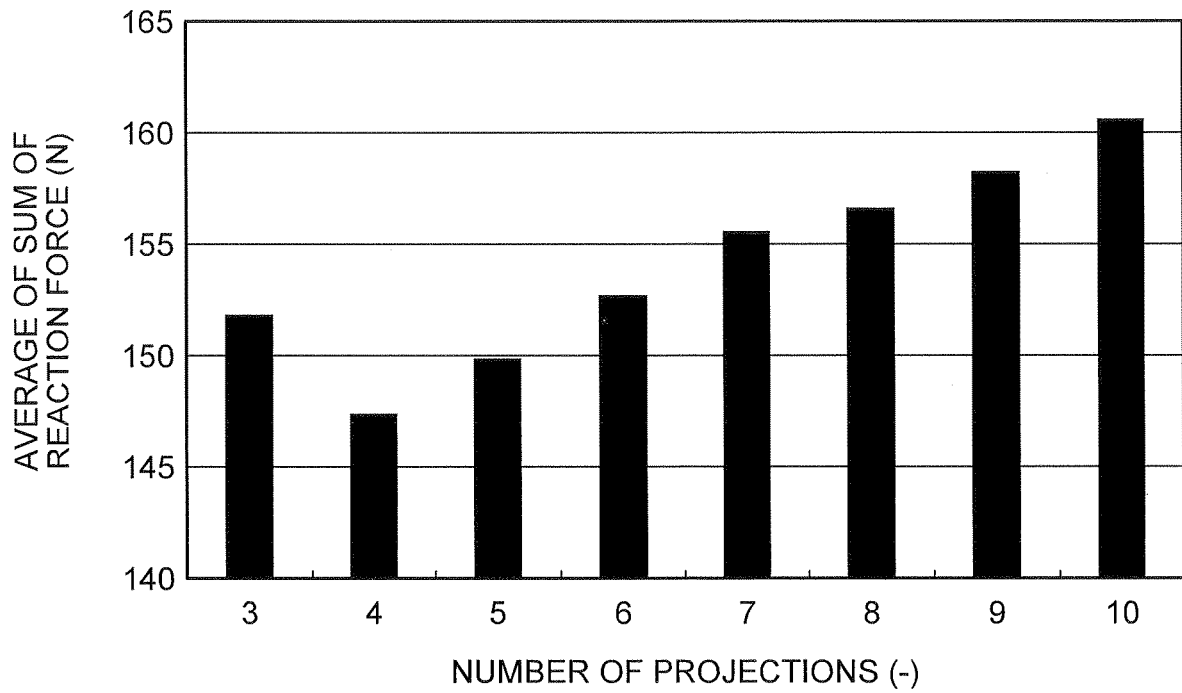


FIG.27

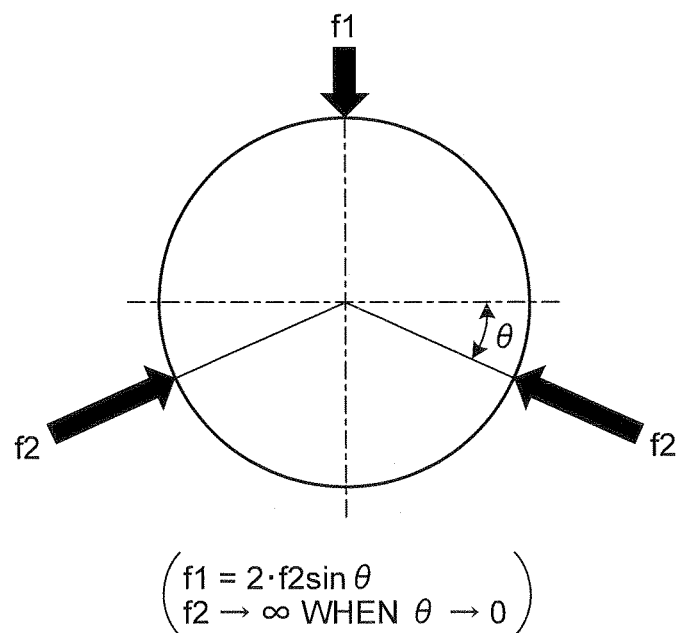


FIG.28

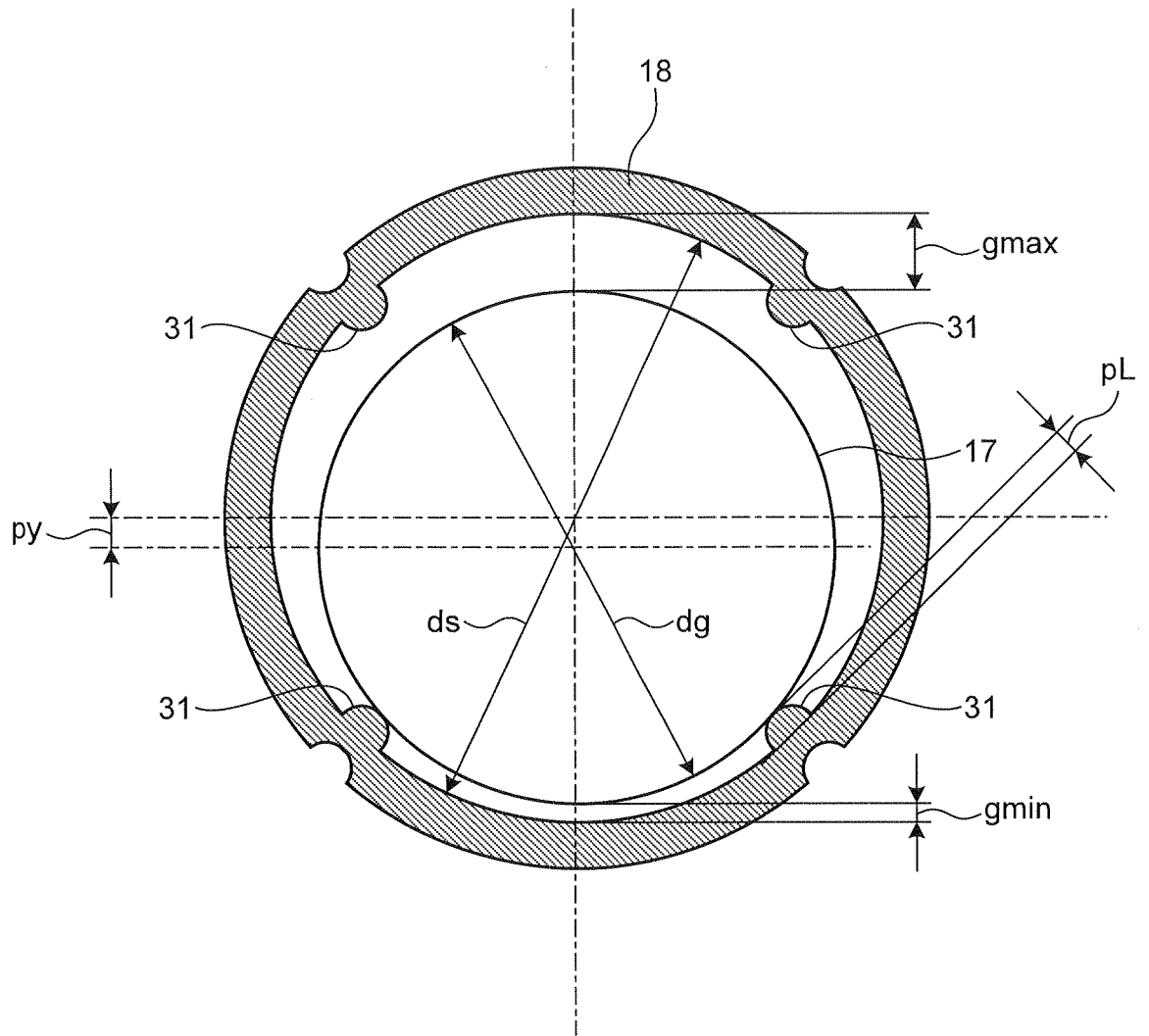


FIG.29

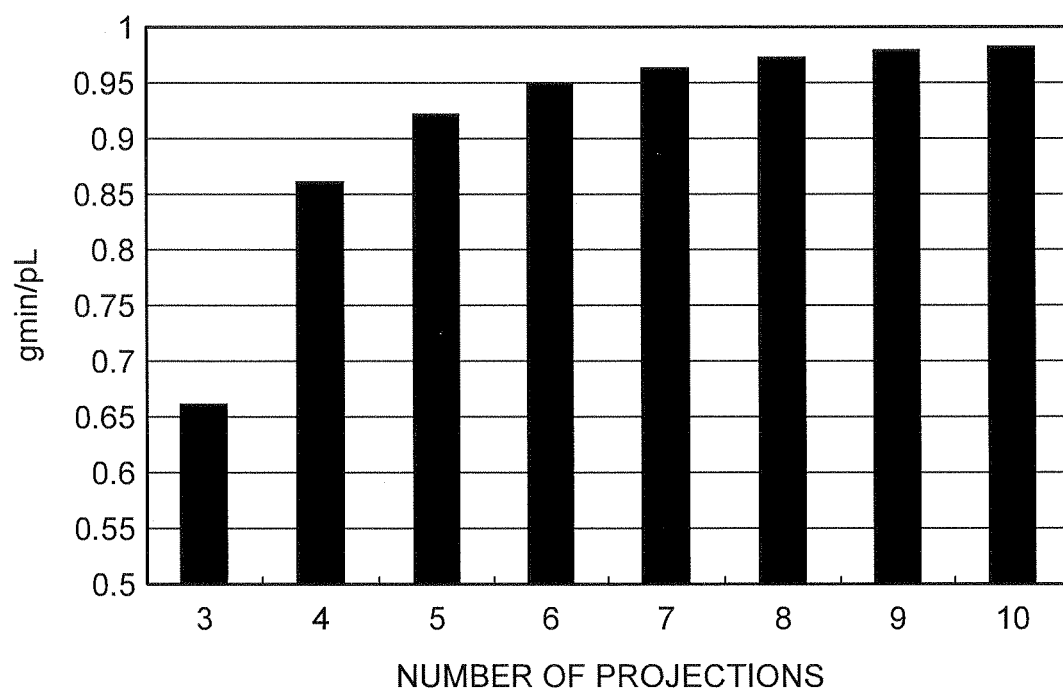


FIG.30A

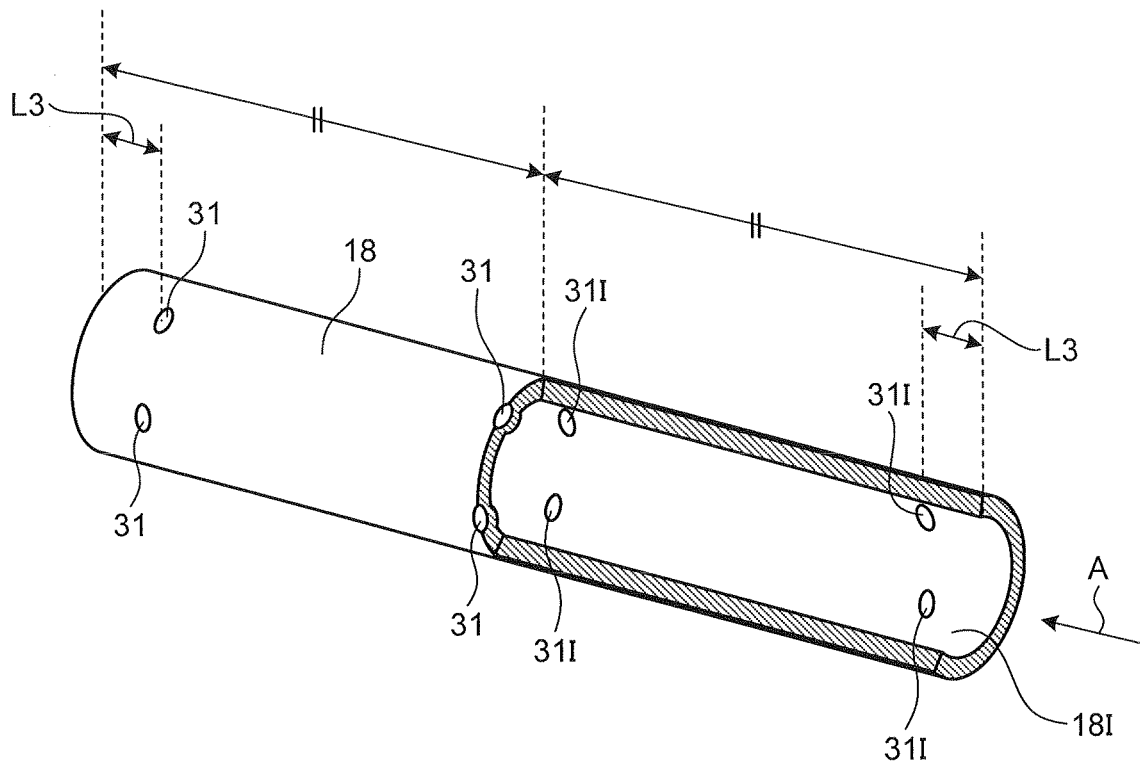


FIG.30B

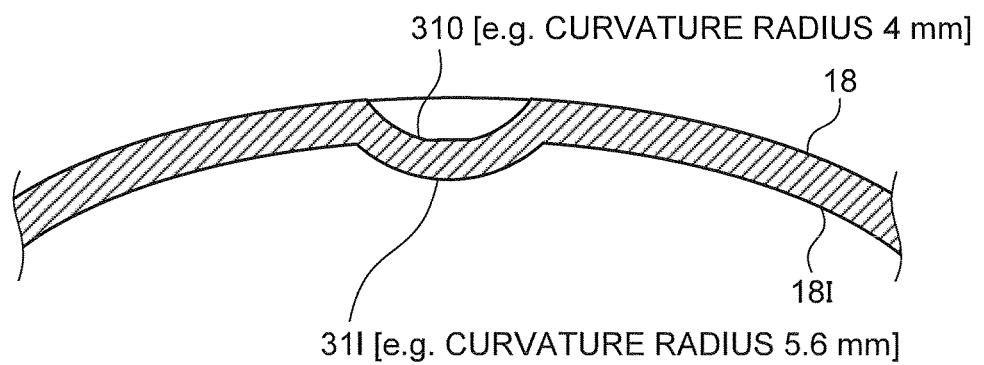


FIG.31

