



Abel Arrieta Castro

**Development of a robust and fault tolerant
integrated control system to improve the
stability of road vehicles in critical driving
scenarios**

Tese de Doutorado

Thesis presented to the Programa de Pós-graduação em Engenharia Mecânica of PUC-Rio in partial fulfillment of the requirements for the degree of Doutor em Ciências - Engenharia Mecânica.

Advisor : Prof. Hans Ingo Weber
Co-advisor: Prof. Georg Rill

Rio de Janeiro
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Bibliographic data

Arrieta Castro, Abel

Development of a robust and fault tolerant integrated control system to improve the stability of road vehicles in critical driving scenarios / Abel Arrieta Castro; advisor: Hans Ingo Weber; co-advisor: Georg Rill. – Rio de Janeiro: PUC-Rio, Departamento de Engenharia Mecânica, 2017.

v., 106 f: il. color. ; 30 cm

Tese (doutorado) - Pontifícia Universidade Católica do Rio de Janeiro, Departamento de Engenharia Mecânica.

Inclui referências bibliográficas.

1. Engenharia Mecânica – Teses. 2. Mecânica Aplicada – Teses. 3. Modelo multicorpo do veículo;. 4. ABS;. 5. ESP;. 6. 4WS;. 7. Controle integrado;. 8. Cenários críticos de condução.. I. Ingo Weber, Hans. II. Rill, Georg. III. Pontifícia Universidade Católica do Rio de Janeiro. Departamento de Engenharia Mecânica. IV. Título.

CDD: 621

To my family, for their support
and encouragement.

Acknowledgements

I start my list of acknowledgments expressing my greatest gratitude and love to my family, the most important people of my life, my mother Nelly, my grandmother Gumercinda, my sister Dayana and my uncle Johan. For always supporting me, and for always encourage me to face the difficulties of life.

At the beginning of this thesis program I had some difficulties to find a research topic. However, Prof. Hans Ingo Weber, who is my advisor, encouraged me to continue in a very interesting field of mechanics, the multibody systems and specifically, road vehicle dynamics. Therefore, I would like to thank him for all the support and also for all the knowledge on mechanics that he shared with me over the years of the doctorate program. After the second year of the doctoral program I got a co-advisor, Prof. Georg Rill. He welcomed me to his laboratory at OTH Regensburg in Germany. I am very grateful to him for all the knowledge on vehicle dynamics that he shared with me during my work at OTH Regensburg. Also, I would like to express my gratitude to him for all the recommendations and suggestions about professional and personal aspects. Without their contributions, this thesis would not have been possible. For all of these reasons, I am very grateful to both of them.

Besides my advisor, I would like to thank the members of my thesis committee, for having accepted to participate in the evaluation of this work, and for their insightful comments and encouragement made on the day of the thesis defense. These comments were very relevant, and helped me to improve the final version of the thesis manuscript.

I am also grateful for the contributions on my learning and training during my doctoral thesis, to professors Mauro Speranza, Ivan Menezes and Thomas Schaeffer.

During the years of the doctoral program, I spent good times in company of good people and better friends from Mechanical Engineering Department at PUC-Rio. To them I express my gratefulness for the nice moments lived together through the work at PUC-Rio. Thank you very much to: Pedro, Cristian, Smith, Martin, Pavel, Adriano, Marcelo, Juan Jose, Bárbara, Americo, Damien, Gustavo and Guilherme. Special thanks to Bruno Cayres and Arturo Cubas who helped me in key parts of the research process as well as the useful discussions and brainstorming sessions, specially during the difficult conceptual development stage.

Besides my time at PUC-Rio, I spent nine months at OTH Regensburg, where I made good friends also. A very special thanks to Bernd Gamisch, Steffan Maier, Thomas Dunkes, Andreas, Mathias, Johannes and Simon.

Special thanks also to Rafael Basilio for helping me during the test with the scaled vehicle model performed at OTH Regensburg.

Finally, for their financial support during the years of the doctoral program, I would like to thank CAPES and CNPq for the scholarship in Brazil, and the Mehrköpersimulation Labor of the OTH Regensburg for the opportunity to use their installation during my working period there.

Abstract

Arrieta Castro, Abel; Ingo Weber, Hans (Advisor); Rill, Georg (Co-Advisor). **Development of a robust and fault tolerant integrated control system to improve the stability of road vehicles in critical driving scenarios**. Rio de Janeiro, 2017. 106p. Tese de Doutorado – Departamento de Engenharia Mecânica, Pontifícia Universidade Católica do Rio de Janeiro.

Nowadays new technologies are pushing the road vehicle limits further. Promising applications, e.g. self-driving cars, requires control systems that are able to ensure the vehicle's stability during autonomous driving or under dangerous scenarios. In most of modern cars, the control systems actuates independently, i.e. there is no coordination or data sharing between them. This approach can produce conflicts between these standalone controllers, thereby no improvements on the vehicle's stability are achieved or even a worse scenario can be produced. In order to overcome these problems, an integrated approach is designed in this work. This integration, defined as Integrated control system (IC), use a rule to coordinate the Electronic stability program (ESP) and the Four-wheel steering system (4WS). The ESP performs a selective braking depending of the current state of the vehicle. This condition is estimated by the difference between the desired yaw rate, obtained using a linear vehicle model, and the actual yaw rate. In addition, the braking pressures at each wheel are computed by the Anti-lock braking system (ABS). In this work, an on-off switching logic and a first-order hydraulic model are employed to model the ABS system. To model the 4WS, a simple feed-forward control strategy that consider the front steering as input is used. Finally, in order to test the advantages of the IC system against the non-integrated one, simulations considering a nonlinear vehicle model under critical driving scenarios were performed. The vehicle model was derived employing the multibody approach and the Jourdain's principle, and then it is validated using a set of experimental data obtained by sensors mounted on a scaled car.

Keywords

Multibody vehicle model; ABS; ESP; 4WS; Integrated control system; Critical driving scenarios.

Resumo

Arrieta Castro, Abel; Ingo Weber, Hans; Rill, Georg. **Desenvolvimento de um sistema de controle integrado robusto e tolerante a falhas para melhorar a estabilidade de veículos em cenários críticos de condução**. Rio de Janeiro, 2017. 106p. Tese de Doutorado – Departamento de Engenharia Mecânica, Pontifícia Universidade Católica do Rio de Janeiro.

Atualmente, as novas tecnologias estão estendendo os limites físicos dos veículos automotivos em busca de mais segurança e conforto. Novas aplicações, como por exemplo veículos autônomos, exigem sistemas de controle capazes de garantir a estabilidade do veículo durante a condução autônoma ou em cenários perigosos. Na maioria dos carros modernos, os sistemas de controle atuam de forma independente, ou seja, não há coordenação ou compartilhamento de dados entre eles, pois poderiam produzir conflitos entre esses controladores. Desse modo, nenhuma melhoria na estabilidade do veículo é alcançada ou inclusive, piores cenários podem ser produzidos. Para superar esses problemas, uma abordagem integrada é projetada neste trabalho. Esta integração, definida como sistema de controle integrado (IC), usa uma regra para coordenar o programa eletrônico de estabilidade (ESP em inglês) e o sistema de direção de quatro rodas (4WS em inglês). O ESP realiza uma frenagem seletiva dependendo do estado atual do veículo. Esta condição é estimada pela diferença entre a taxa de guinada desejada, obtida usando um modelo linear do veículo, e a taxa de guinada real. Adicionalmente, as pressões de frenagem em cada roda são calculadas pelo sistema de travagem antibloqueio (ABS em inglês). Neste trabalho, uma lógica de comutação on-off e um modelo hidráulico de primeira ordem são empregadas para modelar o sistema ABS. Para projetar o 4WS, usou-se uma estratégia por alimentação direta que considera o ângulo de esterçamento das rodas frontais. Finalmente, para testar as vantagens do sistema IC proposto nesta tese contra o enfoque não integrado, realizaram-se simulações considerando um modelo não-linear do veículo em cenários críticos de condução. O modelo do veículo foi derivado empregando a abordagem multicorpos e o princípio de Jourdain, e depois é validado usando um conjunto de dados experimentais obtidos por sensores montados em um carro a escala.

Palavras-chave

Modelo multicorpo do veículo; ABS; ESP; 4WS; Controle integrado; Cenários críticos de condução.

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List of abbreviations

ABS	Anti-lock braking system
ESP	Electronic stability program
4WS	Four-wheel steering system
ASR	Anti-slip regulation
AFS	Active front steering system
IC	Integrated control system
ECU	Electronic control unit
DOF	Degrees of freedom
COG	Center of gravity
MBS	Multibody systems
SHM	Simple handling model
TMeasy	Tire model easy to use
WHO	World Health Organization
EC	European Commission
EU	European Union
ISO	International Organization for Standardization

List of symbols

Mathematical objects within this thesis are denoted as follows:

m – scalar,

\boldsymbol{m} – vector,

\boldsymbol{M} – matrix.

When present, symbols in sub- and superscripts of a variable r are employed in the form $r_{1,2}^3$. The numbers denote the position of the following optional assignments:

1 – a position, e.g. W for wheel center

2 – the coordinate system in which the variable is measured, e.g. V for vehicle-fixed axis system

3 – an exponent or an additional assignment, e.g. r^{\min} for the minimum value of r

Coordinate systems

$\{O_V, x_V, y_V, z_V\}$ origin and Cartesian coordinate axes of vehicle-fixed axis system

$\{O_C, x_C, y_C, z_C\}$ origin and Cartesian coordinate axes of chassis-fixed axis system

$\{O_{Wi}, x_{Wi}, y_{Wi}, z_{Wi}\}$ origin and Cartesian coordinate axes of i -th wheel-fixed axis system

$\{O_{Ki}, x_{Ki}, y_{Ki}, z_{Ki}\}$ origin and Cartesian coordinate axes of i -th knuckle-fixed axis system

$\{O, x, y, z\}$ origin and Cartesian coordinate axes of global coordinate system (inertial frame)

Variables, parameters and constants¹

m	vehicle mass
Θ	vehicle moment of inertia around z_V axis
δ_i	steering angle at the inner wheel
δ_o	steering angle at the outer wheel
δ	mean steering angle
l_f	distance from vehicle's COG to front axle
l_r	distance from vehicle's COG to rear axle
l	vehicle's wheel base
w	vehicle's track width
β	vehicle's sideslip angle
$\dot{\psi}$	vehicle's yaw rate
α	vehicle roll angle
γ	vehicle yaw angle
\mathbf{v}	vehicle's velocity at COG
z_i	vertical displacement of i -th wheel relative to the chassis
ρ	upper control arm rotation angle
e_ρ	upper control arm axis of rotation
ϕ	lower control arm rotation angle
e_ϕ	lower control arm axis of rotation
δ	steering angle around the kingpin axis
e_δ	kingpin rotation axis
u_F	front rack displacement
u_R	rear rack displacement

¹SI units are used throughout this manuscript. Unless specifically noted otherwise, the unit radians was used for all angles.

R	radius of curvature
\mathcal{I}	instantaneous center of rotation
i	wheel index, $i = \{fl, fr, rl, rr\}$
j	axle index, $i = \{f, r\}$
\mathbf{F}	vector of tire forces at contact point
s_x	longitudinal tire slip
s_y	lateral tire slip
r_D	dynamic tire radius
r_S	static tire radius
Ω_i	absolute angular velocity of i -th wheel
ω_i	rotational speed of i -th wheel
e_{yR}	wheel rotation axis
K_f	cornering stiffness at front axle
K_r	cornering stiffness at rear axle

*Wisdom must be intuitive reason combined
with scientific knowledge.*

Aristotle, *Nicomacheian Ethics*, VI.7.