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To cite this version:

Peter Gaspar, Zoltan Szabo, Jozsef Bokor, Charles Poussot-Vassal, Olivier Sename, et al.. Toward global chassis control by integrating the brake and suspension systems. AAC 2007 - 5th IFAC International Symposium on Advances in Automotive Control, Aug 2007, Monterrey Coast, United States. pp.6. hal-00148830

HAL Id: hal-00148830
https://hal.science/hal-00148830
Submitted on 29 Oct 2007

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TOWARDS GLOBAL CHASSIS CONTROL BY INTEGRATING THE BRAKE AND SUSPENSION SYSTEMS


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Abstract: A control structure that integrates active suspensions and an active brake is proposed to improve the safety of vehicles. The design is based on an $\mathcal{H}_\infty$ control synthesis extended to LPV systems and uses a parameter dependent Lyapunov function. In an emergency, such as an imminent rollover, the safety requirement overwrites the passenger comfort demand by tuning the performance weighting functions associated with the suspension systems. If the emergency persists active braking is applied to reduce the effects of the lateral load transfers and thus the rollover risk. The solution is facilitated by using the actual values of the so-called normalized lateral load transfer as a scheduling variable of the integrated control design. The applicability of the method is demonstrated through a complex simulation example containing vehicle maneuvers.

Keywords: LPV modeling and control, performance specifications, uncertainty, safety operation, passenger comfort, automotive.

1. INTRODUCTION

These days road vehicles contain several individual active control mechanisms that solve a large number of required control tasks. These control systems contain a lot of hardware components, such as sensors, actuators, communication links, power electronics, switches and micro-processors. In traditional control systems the vehicle functions to be controlled are designed and implemented separately. This means that control hardware is grouped into disjoint subsets with sensor information and control demands handled in parallel processes. However, these approaches can lead to unnecessary hardware redundancy. Although in the design of the individual control components only a subset of the full vehicle dynamics is considered these components influence the entire vehicle. Thus in the operation of these autonomous control systems interactions and conflicts may occur that might overwrite the intentions of the designers concerning the individual performance requirements.

The aim of the integrated control methodologies is to combine and supervise all controllable subsystems affecting the vehicle dynamic responses in order to ensure the management of resources. The flexibility of the control systems must be improved by using plug-and-play extensibility, see e.g. (Gordon et al., 2003). The central purpose of vehicle control is not only to improve functionality, but also simplify the electric architecture of the vehicle. Complex and overloaded networks are the bottle-neck of functional improvements.
and high complexity can also cause difficulties in reliability and quality. The solution might be the integration of the high level control logic of subsystems. It enables designers to reduce the number of networks and create a clear-structured vehicle control strategy. Several schemes concerned with the possible active intervention into vehicle dynamics to solve different control tasks have been proposed. These approaches employ active anti-roll bars, active steering, active suspensions or active braking, see e.g. (Alleyne and Hedrick, 1995; Fialho and Balas, 2000; Hedrick et al., 1997; Kim and Park, 2004; Nagai et al., 1998; Odenthal et al., 1999; Sampson and Cebon, 2003; Shibahata, 2005; Trächtler, 2004).

In this paper a control structure that integrates active suspensions and an active brake is proposed to improve the safety of vehicles. The active suspension system is primarily designed to improve passenger comfort, i.e. to reduce the effects of harmful vibrations on the vehicle and passengers. However, the active suspension system is able to generate a stabilizing moment to balance an overturning moment during vehicle maneuvers in order to reduce the rollover risk, (Gáspár and Bokor, 2005). Although the role of the brake is to decelerate the vehicle, if the emergency persists, the effects of the lateral tire forces can be reduced directly by applying unilateral braking and thus reducing the rollover risk (Gáspár et al., 2005; Palkovics et al., 1999). This paper is an extension of the principle of the global chassis control, which has been proposed in (Zin et al., 2006).

The controller uses the actual values of the so-called normalized lateral load transfer $R$ as a scheduling variable of the integrated control design. When a rollover is imminent the values of $R$ increase and reach a lower critical limit, and then suspension forces must be generated to create a moment at the front and the rear to enhance the stability of the vehicle. When this dangerous situation persists and $R$ reaches the upper critical limit the active brake system must generate unilateral brake forces in order to reduce the risk of the rollover. The goal of the control system is to use the active suspension system all the time to improve passenger comfort and road holding and activate the braking system only when the vehicle comes close to rolling over. In an emergency the safety requirement overwrites the passenger comfort demand by tuning the performance weighting functions associated with the suspension systems. Then a functional reconfiguration of the suspension system is carried out in order to generate stabilizing moments to balance an overturning moment during vehicle maneuvers.

In this paper the control-oriented model design has been carried out in a Linear Parameter Varying (LPV) framework that allows us to take into consideration the nonlinear effects in the state space description. Thus the model structure is nonlinear in the parameter functions, but it remains linear in the states. In the control design the performance specifications for rollover and suspension problems, and also the model uncertainties are taken into consideration. The design is based on an $H_{\infty}$ control synthesis extended to LPV systems that use parameter dependent Lyapunov functions, (Balas et al., 1997; Wu et al., 1996).

The structure of the paper is as follows. After a short introduction in Section 2 the control oriented modeling for rollover prevention and suspension problems is presented. In Section 3 the weighting strategy applied for the parameter-dependent LPV control is presented. In Section 4 the operation of the integrated control system is demonstrated through a simulation example. Finally, Section 5 contains some concluding remarks.

2. AN LPV MODELING FOR THE CONTROL DESIGN

The combined yaw-roll dynamics of the vehicle is modeled by a three-body system, where $m_s$ is the sprung mass, $m_f$ and $m_r$ are the unsprung masses at the front and at the rear including the wheels and axles and $m$ is the total vehicle mass.

![Fig. 1. Vertical dynamics of the full-car model.](image)

The suspension system, which is shown in Figure 1, contains springs, dampers and actuators between the body and the axle on both sides at the front and rear. The suspension stiffnesses, the tire stiffnesses and the suspension dampers at the front and rear are denoted by $k_f, k_r, k_{f_r}, k_{t_r}, b_f, b_r$, respectively. The front and rear displacements at both sides of the sprung and the unsprung masses are denoted by $x_{1f}, x_{1r}, x_{t}, x_{rr}$ and $x_{2f}, x_{2r}, x_{2t}, x_{2rr}$, respectively. In the model,
the disturbances $w_{fl}$, $w_{fr}$, $w_{rl}$, $w_{rr}$ are caused by road irregularities.

The yaw and roll dynamics of the vehicle is shown in Figure 2. The roll moment of inertia of the sprung mass and of the yaw-roll product is denoted by $I_{xx}$ and $I_{zz}$ while $I_{yy}$ is the pitch moment of inertia and $I_{zz}$ is the yaw moment of inertia. The total axle loads are $F_x$ and $F_y$.

The lateral tire forces in the direction of the rear axle are approximated linearly to the tire slide slip angles $\alpha_f$ and $\alpha_r$, respectively: $F_{yf} = \mu C_f \alpha_f$ and $F_{yr} = \mu C_r \alpha_r$, where $\mu$ is the side force coefficient and $C_f$ and $C_r$ are tire side slip constants. At stable driving conditions, the tire side slip angles $\alpha_f$ and $\alpha_r$ can be approximated as $\alpha_f = -\beta + \delta$ and $\alpha_r = -\beta - \delta$.

The differential equations of the yaw-roll dynamics are formalized:

\[ m \dot{v} (\dot{\beta} + \dot{\psi}) - m_a h \dot{\phi} = F_{yf} + F_{yr} \\
-I_{xx} \dot{\phi} + I_{zz} \dot{\psi} = F_{yf} \dot{f}_x + F_{yr} \dot{f}_r + I_{w} \Delta F_b \\
(I_{xx} + m_h^2) \dot{\phi} - I_{xx} \dot{\psi} = m_g \dot{h} \phi + m_a \dot{h} (\dot{\beta} + \dot{\psi}) \\
- k_f (\phi - \phi_f) - b_f (\dot{\phi} - \dot{\phi}_f) - k_r (\phi - \phi_r) \\
- b_r (\dot{\phi} - \dot{\phi}_r) + I_{w} \dot{u}_{ar} + I_{w} \dot{u}_{ar} \\
- r F_{yf} = m_f v (r - h_{uf}) (\dot{\beta} + \dot{\psi}) + m_a g h_{uf} \phi_f \\
- k_f \phi_f + k_f (\dot{\phi} - \dot{\phi}_f) + b_f (\dot{\phi} - \dot{\phi}_f) \\
+ \dot{\alpha}_w \dot{u}_{ar} \\
- r F_{yr} = m_r v (r - h_{ur}) (\dot{\beta} + \dot{\psi}) - m_r g h_{ur} \phi_r \\
- k_r \phi_r + k_r (\dot{\phi} - \dot{\phi}_r) + b_r (\dot{\phi} - \dot{\phi}_r) \\
+ \dot{\alpha}_w \dot{u}_{ar}.

The lateral tire forces $F_{yf}$ and $F_{yr}$ are approximated linearly to the tire slide slip angles $\alpha_f$ and $\alpha_r$, respectively: $F_{yf} = \mu C_f \alpha_f$ and $F_{yr} = \mu C_r \alpha_r$, where $\mu$ is the side force coefficient and $C_f$ and $C_r$ are tire side slip constants. At stable driving conditions, the tire side slip angles $\alpha_f$ and $\alpha_r$ can be approximated as $\alpha_f = -\beta + \delta$ and $\alpha_r = -\beta - \delta$.

The differential equations depend on the forward velocity $v$ of the vehicle nonlinearly. Choosing the forward velocity as a scheduling parameter $\rho_f = v$, an LPV model is constructed. Note, that the side force coefficient is another parameter which varies nonlinearly during operational time. In (Gáspár et al., 2006) a method has been proposed for the estimation of this parameter. Hence, it can be considered as a scheduling variable of the LPV model, too. In this paper, for the sake of simplicity, the variation of the side force coefficient is ignored.

First the modeling for suspension purposes is formalized. The vehicle dynamical model, i.e. the heave, pitch and roll dynamics of the sprung mass and the front and rear dynamics of the unsprung masses at both sides of the front and rear, is as follows:

\[ m_x \dot{z}_x = k_f (\Delta_{fl} + \Delta_{fr}) + k_r (\Delta_{rl} + \Delta_{rr}) + b_f (\Delta_{fl} + \Delta_{fr}) + b_r (\Delta_{rl} + \Delta_{rr}) - f_{fl} - f_{fr} - f_{fl} - f_{fr} \\
I_{yy} \ddot{\theta} = k_f (\Delta_{fl} + \Delta_{fr}) + k_r (\Delta_{rl} + \Delta_{rr}) + b_f (\Delta_{fl} + \Delta_{fr}) - b_r (\Delta_{rl} + \Delta_{rr}) - (f_{fl} + f_{fr}) \ell_f + (f_{fl} + f_{fr}) \ell_r \\
I_{xx} \ddot{\phi} = k_f \ell_w (\Delta_{fl} - \Delta_{fr}) + k_r \ell_w (\Delta_{rl} - \Delta_{rr}) + b_f \ell_w (\Delta_{fl} - \Delta_{fr}) + b_r \ell_w (\Delta_{rl} - \Delta_{rr}) - (f_{fl} - f_{fr}) \ell_w + (f_{fl} - f_{fr}) \ell_w \\
m_x \dot{x}_{2fr} = -k_f \Delta_{fl} + k_r \Delta_{fl} + b_f \Delta_{fl} - f_{fl} \\
m_x \dot{x}_{2fr} = -k_r \Delta_{fr} + k_l \Delta_{fr} + b_r \Delta_{fr} - f_{fr} \\
m_r \dot{x}_{2rr} = -k_r \Delta_{rr} + k_r \Delta_{rr} + b_r \Delta_{rr} - f_{rr} \\
with the following notations: with $\Delta_{fl} = -x_{1fl} + x_{2fl}$, $\Delta_{fr} = -x_{1fr} + x_{2fr}$, $\Delta_{rl} = -x_{1rl} + x_{2rl}$, $\Delta_{rr} = -x_{1rr} + x_{2rr}$, $\Delta_{wfl} = x_{2fl} - w_{fl}$, $\Delta_{wfr} = x_{2fr} - w_{fr}$, $\Delta_{wrl} = x_{2rl} - w_{rl}$ and $\Delta_{wrr} = x_{2rr} - w_{rr}$.
The equations can be expressed in the state space representation form as:

\[ \dot{x} = A_x(p_x) x + B_1 x, p_x d_x + B_2 x(\rho_x) u, \]

where \( x = [\beta \psi \phi \phi f \phi a]^{T} \) is the state vector, \( u = \Delta F_0 \) is the control input while \( d_x = \delta_f \) is considered as a disturbance.

In this approach of the rollover problem the active suspensions generate two stabilizing moments at the front and the rear, which can be considered as the effects of the suspension forces \( u_{a f} = (f_{fl} - f_{fr}) \eta_{fl} \) and \( u_{ar} = (f_{fr} - f_{fl}) \eta_{fl}. \) The control input provided by the brake system generates a yaw moment, which affects the lateral tire forces directly. The difference between the brake forces \( \Delta F_0 \) provided by the compensator is applied to the vehicle: \( \Delta F_0 = (F_{bfl} + d_2 F_{bfl}) - (F_{bfr} + d_1 F_{fbr}), \) where \( d_1 \) and \( d_2 \) are distances, which depend on the steering angle. In the implementation of the controller means that the control action be distributed at the front and the rear wheels at either of the two sides. The reason for distributing the control force between the front and rear wheels is to minimize the wear of the tires. In this case a sharing logic is required which calculates the brake forces for the wheels.

3. INTEGRATED CONTROL DESIGN BASED ON THE LPV METHOD

3.1 Predicting emergencies by monitoring \( R \)

Roll stability is achieved by limiting the lateral load transfers for both axles, \( \Delta F_{zl} \) and \( \Delta F_{zr} \), below the level for wheel lift-off. The lateral load transfers are given by \( \Delta F_{zl} = \frac{\beta k_{f} \ell_{w}}{m}, \) where \( i \) denotes the front and rear axles. The tire contact force is guaranteed if \( \frac{\beta k_{f}}{\ell_{w}} \pm \Delta F_{zl} > 0 \) for both sides of the vehicle. This requirement leads to the definition of the normalized load transfer, which is the ratio of the lateral load transfers at the front and the rear axles: \( r_i = \frac{\Delta F_{zi}}{m_i \psi}, \) where \( m_i \) is the mass of the vehicle in the front and the rear. The scheduling parameter in the LPV model is the maximum value of the normalized load transfer \( R = \max(|r_i|). \)

The limit of the cornering condition is reached when the load on the inside wheels has dropped to zero and all the load has been transferred onto the outside wheels. Thus, if the normalized load transfer \( R \) takes on the value \( \pm 1 \) then the inner wheels in the bend lift off. This event does not necessary result in the rolling over of the vehicle. However, the aim of the control design is to prevent the rollover in all cases and thus the lift-off of the wheels must also be prevented. Thus, the normalized load transfer is also critical when the vehicle is stable but the tendency of the dynamics is unfavorable in terms of a rollover. An observer design method has been proposed for the estimation of the normalized load transfers, see (Gáspár et al., 2005).

In this paper the detection of an imminent rollover is based on the monitoring of the normalized lateral load transfers for both axles. In the control design the actual value of the normalized load transfer is used. In order to make an estimation of the lateral load transfers the roll angles of the unsprung masses \( \phi_{i,j} \) must be estimated. For this purpose a Luenberger type observer

\[ \dot{\eta} = (A(\rho) + K(\rho)C)\eta + B(\rho)u - K(\rho)y \]

is used. The observer is based on the measured signals, \( a_y, \psi \) and \( \phi, \) where \( a_y \) is the lateral acceleration.

In order to obtain a quadratically stable observer the LMI \( (A(\rho) + K(\rho)C)^{T} P + P(A(\rho) + K(\rho)C) < 0 \) must hold for suitable \( K(\rho) \) and \( P = P^{T} > 0 \) for all the corner points of the parameter space, see (Apkarian and Gahinet, 1995; Wu et al., 1996). By introducing the auxiliary variable \( G(\rho) = P K(\rho), \) the following set of LMIs on the corner points of the parameter space must be solved:

\[ A(\rho)^{T} P + PA(\rho) + C^{T} G(\rho)^{T} + G(\rho)C < 0. \]

3.2 Weighting strategy for the control design

Based on the model of the suspension system a control is designed considering the suspension deflections at the suspension components as measured output signals and \( u_a \) as the control inputs. The performance outputs for control design are the passenger comfort (i.e. heave displacement and acceleration \( z_a \) and \( z_d \)), the suspension deflections \( z_{si} = [z_{sfl} z_{ssf} z_{sfr} z_{srr}] ^{T} \) and the tire deflection \( z_{ti} = [z_{tfl} z_{tfr} z_{trf} z_{trr}] ^{T} \).

In an earlier paper of this project the design of a global chassis system is proposed, see (Zin et al., 2006). Here the suspension forces on the left and right hand sides at the front and rear are designed in the following form:

\[ u_a = u - b_0 (z_s - \hat{z}_{us}), \]

where \( b_0 \) is a damping coefficient and \( u \) is the active force. When the value \( b_0 \) is selected small the suspension system focuses on passenger comfort, while the system focuses on road holding when value \( b_0 \) is selected large. In this paper this experience is exploited when a parameter dependent weighting strategy is applied in the design of the suspension system.

Figure 3 shows the structure of the active suspension system incorporated into the integrated control. The inputs of the controller are the measured
The value of the damping transfer.

value of the admissible normalized lateral load
where $R_s$ is a warning level, while $R_c$ is a critical value of the admissible normalized lateral load transfer.

The value of the damping $b_0$ is scheduled by the normalized lateral load transfer $R$. Its value must be selected in such a way that it improves passenger comfort in normal cruising, however, it enhances road holding in an emergency. With this selection the active suspension system focuses on passenger comfort and road holding due to the value of the normalized load transfer. The LPV controller $C$ is designed to meet the same criteria but its scheduling variable also reflects the presence of the moment demand. This is achieved by using a look-up table that encodes the function $\phi_{az}$. The controller uses the normalized lateral load transfer $R$ and the so-called normalized moment $\chi = \phi_{az} \frac{M_{max}}{M_{max}}$ as scheduling variables. Here

$$\phi_{az} = \begin{cases} \frac{1}{1 - |R| - R_s} & \text{if } |R| < R_s \\ \frac{R_c - R_s}{|R| - R_s} & \text{if } R_s \leq |R| \leq R_c \\ 0 & \text{if } |R| > R_c \end{cases}$$

where $R_s$ is a warning level, while $R_c$ is a critical value of the admissible normalized lateral load transfer.

The weighting functions applied in the active suspension system
The weighting functions applied in the active suspension system.

**Fig. 4** Frequency responses of the suspension system

The weighting functions applied in the active suspension system are the following:

$$W_z(\chi) = \frac{3}{2} \frac{s}{(2\pi f_1) + 1} \chi$$

$$W_\theta(\chi) = \frac{s}{2} \frac{s}{(2\pi f_2) + 1} \chi$$

$$W_\phi(\chi) = \frac{s}{2} \frac{s}{(2\pi f_3) + 1} (1 - \chi)$$

$$W_u = 10^{-2}$$

$$W_{z_s} = 7.10^{-2}$$

$$W_{dx} = 10^5$$

$$W_{dy} = 5.10^4$$

$$W_n = 10^{-3}$$

where $W_{z_s}$ is shaped in order to reduce bounce amplification of the suspended mass ($z_s$) between $[0, 8] Hz$ ($f_1 = 8 Hz$). $W_\theta$ attenuate amplification in low frequency and the frequency peak at $9 Hz$ ($f_2 = 2Hz$) and $W_\phi$ reduces the rolling moment especially in low frequency ($f_3 = 2Hz$). Then $W_{z_s}, W_{dx}, W_{dy}$ and $W_n$ model ground, roll, pitch disturbances ($z_r, M_{dx}$, and $M_{dy}$) and measurement noise (n) respectively, and $W_u$ is used to limit the control signal. Note, that although the suspension model is a linear time invariant (LTI), the model of the augmented plant is LPV because of the weighting strategy. Thus, the control design is performed in an LPV setting.

The control of braking forces are designed in terms of the rollover problem. The measured outputs
are the lateral acceleration of the sprung mass, the yaw rate and the roll rate of the sprung mass while \( u_r \) are the control inputs. The performance outputs for the control design are the lateral acceleration \( a_y \), the lateral load transfers at the front and the rear \( \Delta F_{zf} \) and \( \Delta F_{zr} \). The lateral acceleration is given by \( a_y = v\dot{\beta} + v^2\dot{\Psi} - h\dot{\Phi} \).

The weighting function for the lateral acceleration is selected in such a way that in the low frequency domain the lateral accelerations of the body must be penalized by a factor of \( \phi_{ay} \).

\[
W_{p,ay} = \phi_{ay}\frac{\max}{2} + 1,
\]

where \( \phi_{ay} = \begin{cases} 0 & \text{if } |R| < R_s \\ |R| - R_s & \text{if } R_s \leq |R| \leq R_c \\ 1 & \text{if } |R| > R_c \end{cases} \).

\( R_c \) defines the critical status when the vehicle is in an emergency and the braking system must be activated. The gain \( \phi_{ay} \) in the weighting functions is selected as a function of parameter \( |R| \) in the following way. In the lower range of \( |R| \) the gain \( \phi_{ay} \) must be small, and in the upper range of \( |R| \) the gains must be large. Consequently, the weighting functions must be selected in such a way that they minimize the lateral load transfers in emergencies. In normal cruising the brake is not activated since the weight is small. The weighting function for the lateral loads and the braking forces are the following:

\[
W_{p,Fz} = \text{diag}(\frac{1}{7}, \frac{1}{5}) \\
W_{p,\Delta Fb} = 10^{-3} \phi_{ay}
\]

The control design is performed based on an augmented LPV model of the yaw-roll dynamics where two parameters are selected as scheduling variables: the forward velocity and the maximum value of the normalized lateral load transfer either at the rear side or at the front \( \rho_r = [v R]^T \).

In the design of rollover problem the difference in the braking forces is designed. Based on this fictitious control input the actual control forces at the front and rear on both sides generated in the braking system are calculated. Certainly, different optimization procedures, which distribute the fictitious force between the braking forces can be implemented. However, this problem is not within the scope of the paper.

The solution of an LPV problem is governed by the set of infinite dimensional LMIs being satisfied for all \( \rho \in \mathcal{F}_P \), thus it is a convex problem. In practice, this problem is set up by gridding the parameter space and solving the set of LMIs that hold on the subset of \( \mathcal{F}_P \). If this problem does not have a solution, neither does the original infinite dimension problem. Even if a solution is found, it does not guarantee that the solution satisfies the original constraints for all \( \rho \). However, it is expected since the matrix functions are continuous with respect to \( \rho \). The number of grid points depends on the nonlinearity and the operation range of the system. For the interconnection structure, \( \mathcal{H}_\infty \) controllers are synthesized for 7 values of velocity in a range \( v = [20\text{km/h}, 140\text{km/h}] \). The normalized lateral load transfer parameter space is selected \( R = [0, R_s, R_c, 1] \).

4. A SIMULATION EXAMPLE

In the simulation example, a double lane change maneuver is performed. In this maneuver passenger comfort and road holding are guaranteed by the suspension actuators and the rollover is prevented by modifying the operation of the suspension actuators and using an active brake. When a rollover is imminent the values \( R \) increase and reach a lower critical limit \( (R_s) \) and suspension forces are generated to create a moment at the front and the rear. When this dangerous situation persists and \( R \) reaches the second critical limit \( (R_c) \) the active brake system generates unilateral brake forces.

![Fig. 5. Time responses in the double lane change maneuver](image)
driver. The time responses of the steering angle, the road disturbance, the yaw rate, the roll rate, the lateral acceleration, the heave acceleration on the front-left side, the normalized load transfer at the rear and their maximum, the vehicle velocity, the roll moments at the front and the rear and the braking forces at the front and the rear are presented in Figure 5... Figure 7.

The effect of a 6-cm-high bump disturbs heave acceleration at the 2.5th second. The effect of this disturbance should be reduced by the suspension system, since it improves the passenger comfort and road holding. During the maneuver the lateral acceleration and the roll angles of the unsprung masses increase, thus the normalized load transfer also increases and reaches the critical value \( R_s \). Control forces \((0.5 \, kN \text{ and } 0.5 \, kN \) at the front and at the rear, respectively) should also be generated by the suspension forces so that the controller can prevent the rollover of the vehicle. Thus, during the maneuver the suspension system focuses on both the passenger comfort and the roll stability of the vehicle. The control moments are not sufficient to prevent rollovers, since the normalized lateral load transfers have achieved the critical value \( R_c \). Thus the braking is also activated and unilateral braking forces (approximately \( 0.9 \, kN \) and \( 1 \, kN \) on the left and the right hand sides in the rear) are generated. As a result the velocity of the vehicle decreases and the normalized lateral load transfers stay below the critical value 1. After the double lane maneuver another 6-cm-high bump disturbs the motion. In this case a large suspension force generated by the suspension actuators is needed to reduce both the magnitude and the duration of the oscillation.

In the future it is possible to exploit the balance between the brake and suspension systems to enhance braking. During braking the real path might be significantly different from the desired path due to the brake moment which affects the yaw motion. Thus, the braking maneuver usually requires the drivers intervention. Applying the integrated control, the suspension system is able to focus on the emergency, consequently safety is improved.
5. CONCLUSION

In this paper an integrated control structure that uses active suspensions and an active brake is proposed to improve the safety of vehicles. In normal operation the suspension system focuses on passenger comfort and road holding, however, in an emergency the safety requirement overwrites the passenger comfort demand. When the emergency persists, the brake is also activated to reduce the rollover risk. The solution is based on a weighting strategy in which the normalized lateral load transfer is selected as a scheduling variable. The design is based on an $H_{\infty}$ control synthesis extended to LPV systems that uses a parameter dependent Lyapunov function. This control mechanism guarantees the balance between rollover prevention and passenger comfort. The applicability of the method is demonstrated through a complex simulation example containing vehicle maneuvers.

Acknowledgement: This work was supported by the Hungarian National Office for Research and Technology through the project "Advanced Vehicles and Vehicle Control Knowledge Center" (OMFB-01418/2004) and the Hungarian National Science Foundation (OTKA) under the grant T–048482 which are gratefully acknowledged. Dr Gáspár and Dr Szabó were supported by the János Bolyai Research Scholarship of the Hungarian Academy of Sciences.

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