

Design of Electronic Stability Control (ESC) Systems for Car-trailer Combinations

Mutaz Keldani, Yuping He

University of Ontario Institute of Technology
Department of Automotive Engineering
Oshawa, Canada
Mutaz.keldani@uoit.net, Yuping.he@uoit.ca

Abstract— This paper presents the design of an electronic stability control (ESC) system based on trailer differential braking for increasing safety and improving handling performance of car-trailer combinations. Numerical simulations were performed using CarSim software to assess the performance of the proposed control strategies of the ESC system. To validate the virtual design of the ESC system for car-trailer combinations, a small scaled physical prototype (1:10) of a car-trailer combination was fabricated and tested. The prototype consists of an aluminum frame, accelerometer, and two wheels equipped with an electromagnetic differential braking. Numerical simulation and prototype testing demonstrated the effectiveness of the proposed ESC system for car-trailer combinations.

Keywords: *electronic stability control; lateral acceleration; differential braking; car-trailer combination*

I. INTRODUCTION

Car-trailers are easy to own recently for several reasons, such as, their low cost, availability, and simplicity of the design. However, trailer safety systems and technology are outdated and not increasing at the same rate as passenger vehicles. For example, In Ontario, towing a trailer with a gross vehicle weight of up to 4,600 Kilograms does not require a higher driving license class. In addition, the Ministry of Transportation of Ontario does not have any regulations regarding the braking system required to ensure the safety of the trailer [1].

Car trailers usually face two of the most dangerous scenarios, known as sway and jackknifing [2]. In addition, rollovers have a huge impact on the trailer's stability. Rollovers occur due to different reasons such as; high speeds, crosswinds, road conditions and center of gravity of the trailer, which could be, affected by the way the trailer was loaded.

Understanding why each of sway, jackknifing and rollovers occur will result in an effective robust ESC controller. First, sway is defined as the unusual lateral motion that the trailers go through due to several reasons, such as; side passing wind on open roads, bow wind produced by commercial vehicles and lastly, the load distribution inside the trailer which has an effect

on the tongue load. Moving sideways will result in pendulum motion [3], which cause the car-trailer combination to lose stability. Load distribution has an impact on the braking distribution force, as the trailer could lose traction and gripping the road, which allows the trailer to swing and skid [4].

The second major hazard is the rollover, which happens due to sharp turns, high speeds and load distribution. Rollover often occurs when the lateral acceleration of the trailer is larger than the threshold value.

Jackknifing is the third major unstable motion mode. Jackknifing may be caused by several factors, such as momentum of the combination, weather condition, and low friction of road surfaces [5].

To address the aforementioned problems and avoid severe accidents, conventional braking systems may be enhanced by introducing active trailer differential braking systems. An electronic stability control system (ESC) is developed as an important safety feature in passenger vehicles. ESC is an active safety technology that improves the vehicle's stability by assisting the driver to keep the car-trailer combination on the desired path [6].

To implement the functionality of ESC, several vehicle dynamic states can be controlled, such as yaw rate of vehicle units [7], lateral motions of vehicle units [8]. Each of the above mentioned methods requires a car-trailer combination equipped with several sensors to ensure a responsive and accurate system.

Lateral acceleration control has been used for the design of active trailer differential braking system. A small-scale prototype was fabricated and examined to validate the active trailer differential braking system designed in this project, and the lateral-acceleration rearward amplification (RWA) was used as an essential lateral stability measure of the car-trailer combination [9]. Controlling the lateral acceleration of the vehicle units may effectively prevent the occurrence of rearward amplification, in which the trailer has a greater lateral acceleration than the leading unit, which can lead to rollover of the trailer [10].

II. DESIGN OF AN ACTIVE TRAILER DIFFERENTIAL BRAKING SYSTEM

The design of the electronic stability control (ESC) system involves the modeling of the car-trailer system for controller design, a small-scaled physical prototype fabrication, and performance evaluation. The design process may be divided into two different phases. The first is the design of a virtual prototype, while the second phase is the fabrication of the small-scaled physical prototype to validate the virtual design.

A. Mathematical Modeling

As shown in Fig. 1, 3 degrees of freedom (DOF) yaw-plane car-trailer model is generated for the ESC controller design.

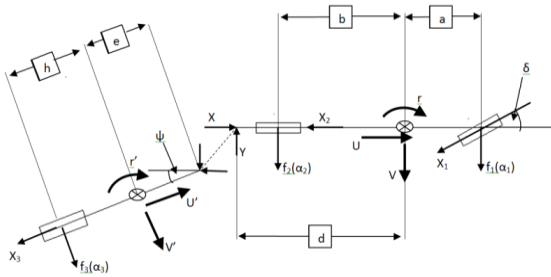


Figure 1. Schematic representation of the 3 DOF yaw-plane car-trailer model and the parameters used [11].

The equations of motion of the leading vehicle are expressed as follows [11]:

$$m_1(\dot{U} - Vr) = -X_1 \cos \delta - X_2 + X \quad (1)$$

$$m_1(\dot{V} + Ur) = f_1(\alpha_1) + f_2(\alpha_2) + X_1 \sin \delta - Y \quad (2)$$

$$I_1 \dot{r} = af_1(\alpha_1) - bf_2(\alpha_2) + aX_1 \sin \delta + dY \quad (3)$$

The trailer's equations of motion are expressed as [11]:

$$m_2(\dot{U}' - V'r') = -X_3 - Y \sin \psi - X \cos \psi \quad (4)$$

$$m_2(\dot{V}' + U'r') = f_3(\alpha_3) + Y \cos \psi - X \sin \psi \quad (5)$$

$$I_2 \dot{r}' = -hf_3(\alpha_3) - e(-Y \cos \psi + X \sin \psi) \quad (6)$$

Due to fact that the trailer is connected to the leading vehicle with an articulated joint, the forward velocity and acceleration of the leading and trailing units are assumed the same. This assumption simplifies the trailer equations of motion and helps linearize them.

In addition, the angle ψ is approximated to be small, which leads to [11]:

$$\cos(\psi) = 1 \quad (7)$$

$$\sin(\psi) = \psi \quad (8)$$

Also, the following equation is determined at zero initial conditions [11].

$$\dot{\psi} = r - r' \quad (9)$$

Using all the above assumptions and approximations, a linearized equation of motion can be expressed as [11]:

$$\mathbf{M}\{\dot{x}\} + \mathbf{D}\{x\} + \mathbf{F}\delta = 0 \quad (10)$$

where the state variables are written as shown in “(11)” [11]:

$$\{x\} = \{V \ r \ \dot{\psi}\} \quad (11)$$

Matrices M,D and F are listed in Appendix A.

The parameters listed in Table 1 are used in the mathematical modeling and CarSim model generation.

TABLE I. PARAMETERS USED TO DESIGN AND TEST A VIRTUAL PROTOTYPE.

Parameters		
Description	Symbol	Value
Leading vehicle mass	M_L	1521 Kg
Trailer mass	M_T	602 Kg
Distance between CG and front axle	a	0.972 m
Distance between CG and rear axle	b	1.807 m
Distance between vehicle CG and contact point with the trailer	d	4.835 m
Distance between the trailer CG and contact point with the vehicle	e	2.00 m
Distance between the CG and the rear axle	h	0.6 m
Height of vehicle CG	$H1_{CG}$	0.325 m
Height of trailer CG	$H2_{CG}$	0.676 m
Slip angle	δ	
Longitudinal force on car's front wheel, rear wheel and trailer wheel respectively	$X_{1,2,3}$	
Car, trailer forward velocity	U, U'	
Lateral velocity of car and trailer respectively	V, V'	
Lateral force on car's front wheel, rear wheel and trailer's wheel respectively	$f_{1,2,3}$	
Car, trailer yaw angle respectively	r, r'	
Hitch angle	ψ	

Equations (1) to (11) show how to express a mathematical model of a car-trailer combination with some assumptions to linearize the system. However, the trailer differential braking system is designed to generate a counter moment to stabilize the car-trailer combination [10], which will result in the shown equation [11]:

$$I_2 \dot{r}' = -hf_3(\alpha_3) - e(-Y \cos \psi + X \sin \psi) + \Delta M_z \quad (12)$$

Using the same approximations and assumptions, the governing equations of motion of the car-trailer can be linearized and simplified as the following form [11]:

$$M\{\dot{x}\} + D\{x\} + C_B u + F\delta = 0 \quad (13)$$

where,

$$u = -K_p * \dot{a}_y \quad (14)$$

The lateral acceleration of the trailer (\dot{a}_y) can be formulated using mathematical manipulations and operations. However, an accelerometer sensor was used to measure the lateral acceleration of the physical prototype.

B. ESC Controller Design

There are several types of control techniques that can be used to design an ESC system, such as, PID and LQR [12]. The purpose of this research is not only to design an ESC controller but also to fabricate a small-scaled car-trailer prototype equipped with the ESC system. Thus, a feasible ESC controller is designed. A P-control scheme is used for simplicity of tuning, proving the concept design, and fabricating a small-scaled car-trailer prototype with the ESC.

The block diagram of the controller design is shown in Fig. 2, representing the P-control scheme.

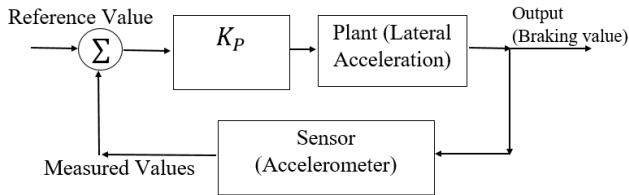


Figure 2. Block diagram representation of the designed system with a P-controller.

C. Virtual Car-Trailer Prototype with the ESC system

The virtual car-trailer prototype with the ESC system is designed and tested using CarSim software package. CarSim provides various vehicle and trailer models that could be used to simulate selected testing maneuvers.

Since the trailer is the focus of the research, the ESC controller designed in Matlab was integrated in the car-trailer model developed in CarSim. The designed ESC is built upon the existing Anti-Locking Braking System (ABS) of trailers. The ESC controls the right and left brakes of the trailer independently. This is known as differential braking [13]. Differential braking is used to control the yaw moment, which affects the lateral acceleration of the trailer.

To ensure that the ESC is functioning as desired, several testing maneuvers are simulated, such as a double lane change maneuver.

Fig. 3, shows the integration of the ESC controller designed in Matlab/Simulink software and the car-trailer model generated in CarSim software.

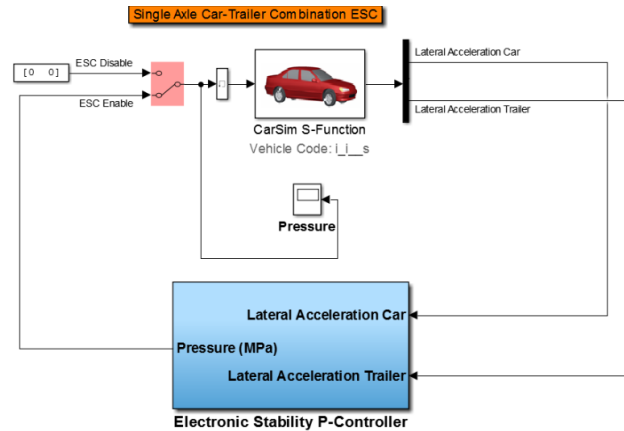


Figure 3. CarSim model of the Car-trailer combination.

The car-trailer block in CarSim exports the lateral acceleration of the leading vehicle and the trailer into the P-Controller based ESC system. The controller multiplies the input by the gain K_p , and then a generated brake pressure value is sent back to the car-trailer block to apply brakes on a specific wheel. This process continues until the error between the desired and actual lateral accelerations is minimized. The ESC controller is designed to meet the requirements of a differential braking where brakes are applied on each wheel independently. In addition, the controller applies braking force in form of brake pulsing to prevent wheels from locking.

D. Small-Scaled Physical Car-Trailer Prototype with the ESC System

Once all the results are justified based on the numerical results of the virtual car-trailer prototype with the ESC system, a 1:10 small-scaled physical car-trailer prototype with the ESC system is designed and fabricated. The purpose of building the physical prototype is to conduct similar tests that have been done in CarSim and to compare the performance measures derived from both cases.

Since the physical prototype is equipped with a P-controller, a microcontroller is required on board. An Arduino Uno is used as the brain of the module to simulate all the data gathered by the accelerometer. The designed ESC is stored in the microcontroller to apply the required braking force based on the input of the lateral acceleration. In addition, the fabricated trailer is equipped with differential braking using two electromagnetic brakes. Fig. 4, shows the fabricated prototype with all the mentioned components needed to achieve a functional ESC.

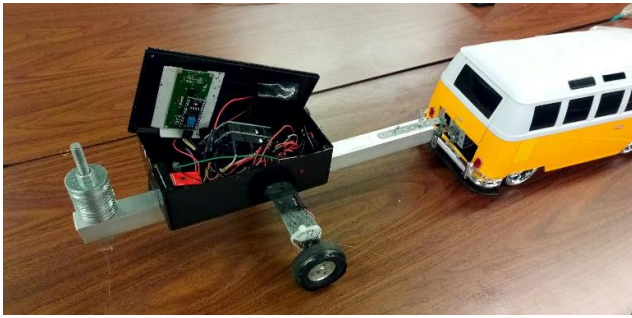


Figure 4. The fabricated 1:10 scale prototype for testing the functionality of the ESC controller.

III. RESULTS AND DISCUSSION

As mentioned earlier, the car-trailer model developed in CarSim is used to simulate the double lane change maneuver to test the effectiveness of the designed ESC. A representation of double lane change maneuver can be seen in Fig. 5.

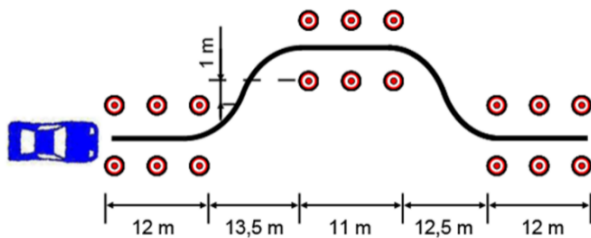


Figure 5. A representation of a double lane change maneuver [14].

The first test is done using the combination of a car towing a trailer, which is not equipped with an ESC. The Fig. 6, shows the graphs representation of the lateral acceleration over time.

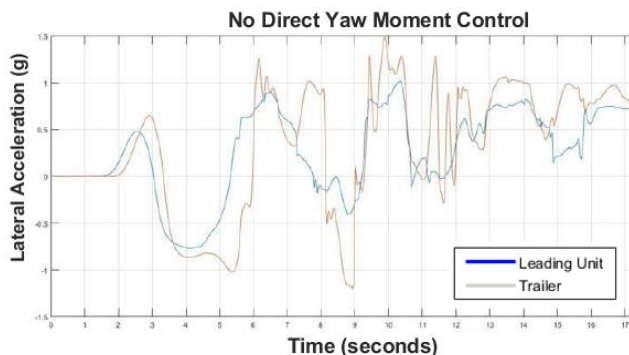


Figure 6. Graph generated from CarSim, representing the behavior of the car-trailer combination when ESC is OFF.

By looking at the graph in Fig. 6, the blue line represents the lateral acceleration of the leading vehicle which gets affected by the trailer in similar scenarios, such as double lane change maneuver, whereas the orange line represents the lateral

acceleration of the trailer. It is concluded that the trailer's reaction has a time delay and then the combination lost stability. In addition, it is also determined that the trailer has a higher lateral acceleration at all times which means the trailer has a larger sway rate than the leading car which results in losing control over the combination.

To examine the system, the same test is done. However, the car-trailer combination is now equipped with the designed ESC. Fig. 7, represents the lateral acceleration over time of the leading vehicle and trailer with the ESC controller.

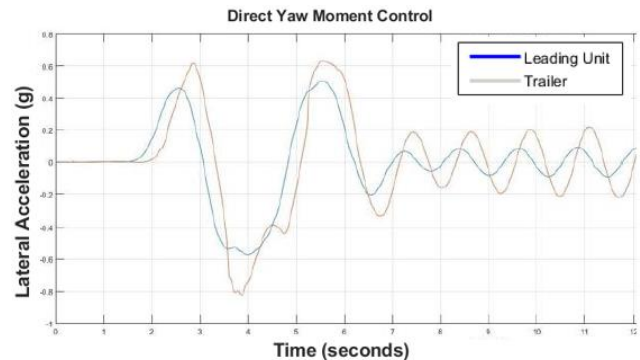


Figure 7. Graph generated from CarSim, representing the behavior of the car-trailer combination when ESC is ON.

By looking at the plots in Fig. 7, the blue curve represents the response of the leading vehicle, where the orange curve represents the trailer's behavior. It is observed that the combination has its lateral acceleration peaks at the turning points. As expected, the trailer has a larger lateral acceleration compared to the leading vehicle. However, the combination does not lose stability and sway is controlled. By looking at the graph between time intervals of 7-18 seconds, the combination has a minor oscillation and that was due to the use of P-controller.

By comparing the behavior of controlled and uncontrolled combination, we conclude that the trailer's lateral acceleration has an impact on the leading vehicle as it loses stability in the first case when the trailer loses stability. In addition, the lateral acceleration of leading vehicle and trailer have a larger amplitude when the combination is not equipped with a controller.

As stated previously, the testing phase for the physical prototype defers from the virtual prototype. To compare the results of the virtual and physical prototype, two test have been done using the physical prototype. Both tests have the same scenario where the vehicle would accelerate to a certain speed using a treadmill until it loses stability. To exert graphs from the physical prototype, a gyroscope is used to calculate the articulation angle between the leading vehicle and the trailer with reference to the leading car. Fig. 8, shows the representation of the articulation angles over time in both controlled and uncontrolled situations based on the testing results using the small-scaled physical car-trailer prototype.

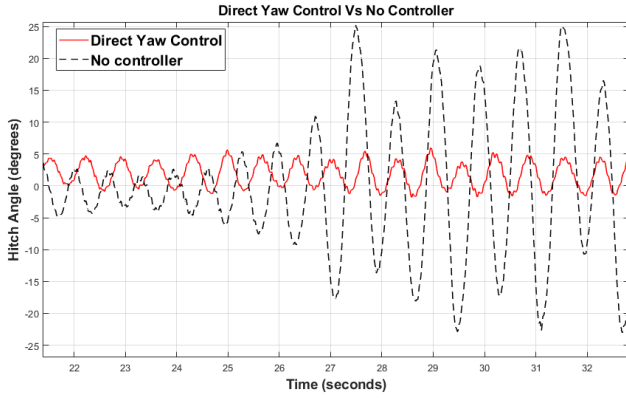


Figure 8. Comparison between the responses of the controlled and uncontrolled car-trailer combination based on the test with the small-scaled car-trailer prototype.

IV. CONCLUSION

An active trailer differential braking controller is designed using the P-control technique based on a 3-DOF yaw-plane car-trailer model. The ESC controller designed in Matlab is then integrated with the car-trailer model generated for co-simulation. Built upon the virtual car-trailer with the ESC, a 1:10 small scaled physical car-trailer prototype with the ESC is fabricated. In both virtual and physical prototype tests, the ESC improves the stability by controlling the yaw moment of the combination. Although the results based on the P-control scheme are promising, an advanced control scheme for the ESC could be used to further improve the performance of the ESC. Since the project is done under limited resources and time, there is room to improve in a few aspects, such as building a full-scale car-trailer prototype and implementing an advanced control strategy for the ESC.

ACKNOWLEDGEMENT

The lead author would like to thank his team members for their time and efforts in this project.

REFERENCES

- [1] 2017. Ministry of Transportation (MTO) Driver's Handbook. Ministry of Transportation (MTO). April 4. Accessed October 9, 2017. <https://www.ontario.ca/document/official-mto-drivers-handbook/towing#section-1>.
- [2] Reise, Herman A. Mar 24, 1981. Automatic trailer sway sensing and brake applying system. Accessed October 9, 2017. <https://www.google.com/patents/USRE30550>.
- [3] J. T. Kasselman, H. Dorsett, H. J. Burkett, and T. B. Corporation, Patent US3948567 - sway control means for a trailer. Google Books, 1975. Accessed 10 October 2017. <https://www.google.com/patents/US3948567>.
- [4] S. U. J. Smith, "Avoid a Jackknife: Mirage trailers: TNT trailer,". Accessed 7 October 2017. <http://www.t.miragetrailers.com/avoid-a-jack-knife.html>.
- [5] 2010. TheTruckersPlace. Accessed October 11, 2017. <http://www.thetruckersplace.com/jackknife.aspx>.

- [6] Lieberman, E. K. K. Meder, J. Schuh, G. Nenninger. 2004. Safety and Performance Enhancement: The Bosch Electronic Stability Control (ESP). Germany, October 18. Accessed October 9, 2017. <https://pdfs.semanticscholar.org/976e/85445ed0ddfa95788c79b1474203d39e1f15.pdf>.doi:10.4271/2011-01-1746.
- [7] Tseng, Eric E. 2005. Method and apparatus for controlling a trailer and an automotive vehicle with a yaw stability control system . United States Patent US 6,959,970 B2. November 1.
- [8] Anya Lynn Getman, Perry Robinson MacNeille, Aric David Shaffer. 2012. Trailer oscillation detection and compensation method for a vehicle and trailer combination . Ullltd States Patent (10) Patent NO.: US 8,165,770 B2 Patent US 8,165,770 B2. April 24.
- [9] Isalm, Md Manjurul, Yuping He, Shenjin Zhu, and Qiushi Wang. 2014. "A comparative study of multi-trailer articulated heavy-vehicle models." Sage journals.
- [10] Luijten, M.F.J. 2010. "Lateral Dynamic Behaviour of Articulated Commercial Vehicles."
- [11] Shamim, R., Islam, M., and He, Y., "A Comparative Study of Active Control Strategies for Improving Lateral Stability of Car-Trailer Systems," SAE Technical Paper 2011-01-0959, 2011, <https://doi.org/10.4271/2011-01-0959>.
- [12] Lee, Eungkil, Tao Sun, and Yuping He. 2016. "LATERAL STABILITY ANALYSIS FOR CAR-TRAILER COMBINATIONS." ASME 2016 international Mechanical Engineering Congress and Exposition. Arizona.
- [13] Rajamani, Rajesh. 2006. "Electronic Stability Control. In: Vehicle Dynamics and Control. Mechanical Engineering Series. ." Accessed October 9, 2017. doi:https://doi.org/10.1007/0-387-28823-6_8.
- [14] Neubeck, Dipl.-Math. Jens. 2017. Fkfs. Accessed October 9, 2017. <http://www.fkfs.de/en/automotive-engineering/leistungen/driving-dynamics/road-test/>

APPENDIX A

$$M = \begin{bmatrix} m_1 + m_2 & -m_2 d & -m_2 e & 0 \\ -m_2 d & I_1 + m_2 d^2 & m_2 e d & 0 \\ -m_2 e & m_2 e d & I_2 + m_2 e^2 & 0 \\ 0 & 0 & 0 & 1 \end{bmatrix} \quad (A.1)$$

$$F = \begin{bmatrix} c_1 \\ c_1 a \\ 0 \\ 0 \end{bmatrix} \quad (A.2)$$

$$D = \frac{1}{u} \times \begin{bmatrix} -c_1 - c_2 - c_3 & -c_1 a + c_2 b + c_3 d + (m_1 + m_2) u^2 & c_3 (h + e) & -c_3 u \\ -c_1 a + c_2 b + c_3 d & -c_1 a^2 - c_2 b^2 - c_3 d^2 - m_2 d u^2 & -c_3 d (h + e) & c_3 d u \\ c_3 (h + e) & -c_3 d (h + e) - m_2 e u^2 & -c_3 (h + e)^2 & c_3 (h + e) u \\ 0 & -u & u & 0 \end{bmatrix} \quad (A.3)$$