.Fusion of Tire Lateral Force Estimation and Integral Sliding Mode Control for Improved Vehicle Handling

Jinmin Kim1), Hyunseup Jo1) and Sang Won Yoon2)\*

1)Department of Automotive Engineering (Automotive – Computer Convergence), Hanyang University, Seoul 04763, Korea

2)Department of Electrical and Computer Engineering, Seoul National University, Seoul 08826, Korea

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**ABSTRACT−**Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here.Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. Type the abstract here. [Capital letter at the beginning of each sentence, put a period at the end, Please write in 100 ~ 200 words, Times New Roman, 9pt]

**KEY WORDS** : Type key words here, Type key words here, Type key words here, Type key words here [Capital letter at the beginning of each keyword, Do not put a period at the end, Times New Roman, 9pt]

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nomenclature

[All should have small letters, Times New Roman, 10pt]

A : area, m2

subscripts

|  |
| --- |
| [All should have small letters, Times New Roman, 10pt]  A,B,C,P : nodal point |
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1. INTRODUCTION [All should have capital letters, Times New Roman, 10pt]

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Table 1. Type the caption here. Type the caption here. [Capital letter at the beginning of each sentence, put a period at the end, Times New Roman, 10pt]

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|  | A  (MPa) | B  (MPa) | n | C | C1 | C2 | M |
| SPCEN | 208 | 350 | 0.48 | 0.140 | 0.080 | 0.007 | 0.31 |
| 60TRIP | 432 | 800 | 0.59 | 0.075 | 0.030 | 0.012 | 0.55 |
| 60C | 463 | 800 | 0.63 | 0.036 | 0.037 | 0.004 |  |

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2.2. Subheading [Capital letter at the beginning of each keyword, Times New Roman, 10pt]

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This is an example of the equation.

 (1)

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 (2)

3. sLIDING mODE CONTROL [All should have capital letters, Times New Roman, 10pt]

The implementation of Torque Vectoring requires a control strategy capable of accurately distributing torque between individual wheels to achieve the desired yaw rate. A typical driving environment is subject to various disturbances, and due to the inability to fully sense some aspects of driving dynamics in real time, these parts remain uncertain. Therefore, the controller must ensure

robustness to maintain performance under these conditions. To satisfy these requirements, this paper employs a Sliding Mode Controller (SMC) to calculate the yaw moment. However, the use of SMC introduces a chattering problem, where the control input rapidly switches between different values, deteriorating vehicle ride comfort and the durability of vehicle components. To address these challenges, we utilize the lateral tire force (Fy) estimated by the Extended Kalman Filter (EKF), as detailed in Section 2

A SMC can be developed based on the vehicle's yaw moment balance equation

|  |  |
| --- | --- |
|  | (X) |

~~where~~  ~~is the vehicle yaw moment of inertia;~~ ~~is the lateral tire force;~~  ~~is the lateral tire force;~~  ~~is the steer angle at the wheels; FL,FR.RL,and RR are position of front left, front right, rear left, rear right;~~  ~~and~~  ~~are the front and rear wheelbases, respectively; and a and b are the front and rear lengths of the wheelbase and the mass center.sds~~

This Equation can be partitioned into two components: one is , which consis of , and the other is , which consists of . of the  can be predicted with driven motor torque and brake pressure. So we can use this part for the control, as dscriben in the following:

|  |  |
| --- | --- |
|  | (X) |

 of the is estimated by the EKF, as dscriben in the following:

|  |  |
| --- | --- |
|  | (X) |

For torque vectoring, a sliding surface is designed to achieve the desired yaw rate as follows.

|  |  |
| --- | --- |
|  | (X) |

The process of setting the control input involves following two steps. First, establish the equivalnt control, which ensures  under the assumtion of no disturbances and can be determined by imposing . Next, add a switching term to eliminate disturbances

|  |  |
| --- | --- |
|  | (X) |
|  | (X) |
|  | (X) |

Where is the control gain for slidng mode control.  is the disturbances, and  is error of the EKF results

To ensure the sliding surface converges in finite time, Lyapunov functions V(s) are used. According to equation (x), control gain must be over the .

|  |  |
| --- | --- |
|  | (X) |

sdsdsdsd

5. CONCLUSION

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REFERENCES

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