**Fuzzy Controller for Quarter Car Active Suspension System**

# **Introduction**

Many studies are carried out to increase the driver comfort of cars. One of these comfort-providing efforts is the suspension systems of cars. In previous, passive suspension systems without control systems were trying to reduce the vibrations coming from the wheels or the oscillations occurring on bumps by dampening them. After that, active control systems were developed by adding a controller. Active control systems cannot yet meet the level of car safety and comfort demanding from customers. Many techniques developed for the controller used in active suspension systems are available in the literature. Fuzzy logic is one of them. Thanks to Fuzzy Logic's success in evaluating gray areas not only black and white (1-0), vibrations can be dampened more accurately and fast. The actuator controlled by the controller is placed in the car between the car body and the wheels. It ensures that the car body keeps still in the vertical axis or minimizes its movement by decreasing or increasing the distance between the car body and the wheel in the up and down movements of the wheels.

Since active suspension systems are complex and nonlinear systems, model-based control methods are not applicable. Therefore, fuzzy set-based control systems and nonlinear dynamic systems are more suitable and used. Many methods have been used in the literature for the active controller. These are PID (Proportional-Integral-Derivative) [X2], MPC (Model Predictive Control) [X1], LQG (Linear Quadratic Gaussian) [X3], H-infinity [X4], SMC (Sliding Mode Control) [X5] and Fuzzy [X6]. (Burdaki makale konularında biraz detay bilgilerin verilmesi.)

Studies in the literature have also carried out membership functions as triangular and trapezoidal. The value ranges were mostly determined equally. In this study, unlike the literature, Gaussian membership functions were used instead of triangular or trapezoidal in fuzzy control membership functions, and the value ranges were adjusted to provide optimum results. In this way, as shown in the paper, more comfort is provided than the comfort produced by other membership functions.

# **Mathematical Model of Suspension System**

A quarter car suspension system consists of one-fourth of car, sprung and damper total mass value. The system measuring vertical acceleration of car body and wheel has 2-DOF model. In active control system, there is control input to dampen the shock vibrations. There are many methods for active control systems. The main purpose of suspension control is to keep the car vertical acceleration at zero or minimize it.

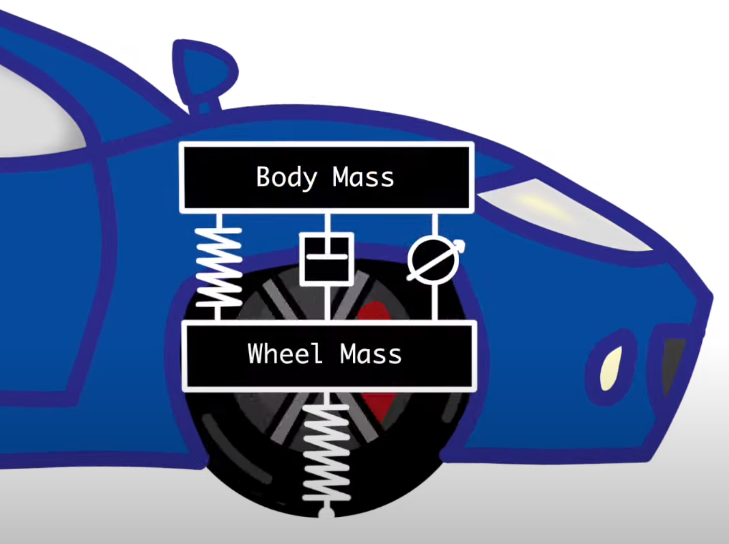
Figure 1: Active control system for quarter car model. (Change the picture)

Figure 1 shows the plant model for car suspension model. In this model, there are car sprung, damper and control input unit, which are between car body and wheel, wheel sprung which is between wheel and road. The control input unit control the distance between car body and wheel.

Table 1: Parameter values used in proposed model.

|  |  |
| --- | --- |
| Parameter | Value |
| Sprung Mass () | 320 kg |
| Unsprung Mass () | 40 kg |
| Actuator Force () | 10,000 N |
| Stiffness of Damper () | 18,000 N/m |
| Stiffness of Tyre () | 200,000 N/m |
| Damping Coefficient of Damper () | 1000 N/m/s |

When the Newton’s second law is applied to the plant model showing in figure 1, the equations showing below can obtain.

is acceleration on the car body. The main purpose is making zero or minimize it. It depends on damper force, sprung force, and control input force. is velocity of car body. is velocity of wheel. is car body vertical position. is wheel vertical position.

is acceleration on the wheel. It depends on damper and sprung force between car body and wheel, sprung force between wheel and road and control input force. The state space equation of the model showing in figure 1 is above. Hence this model has two inputs (control input and road disturbance), the state space equation is better.

The state variables given in equations (3) illustrate the vertical movement of car body and the wheels. indicates the stiffness of sprung which take place between wheel and road. indicates the stiffness of sprung which take place between car body and wheel. indicates the damping coefficient of damper. constitutes control force where takes place between car body and wheel. states the road disturbance.

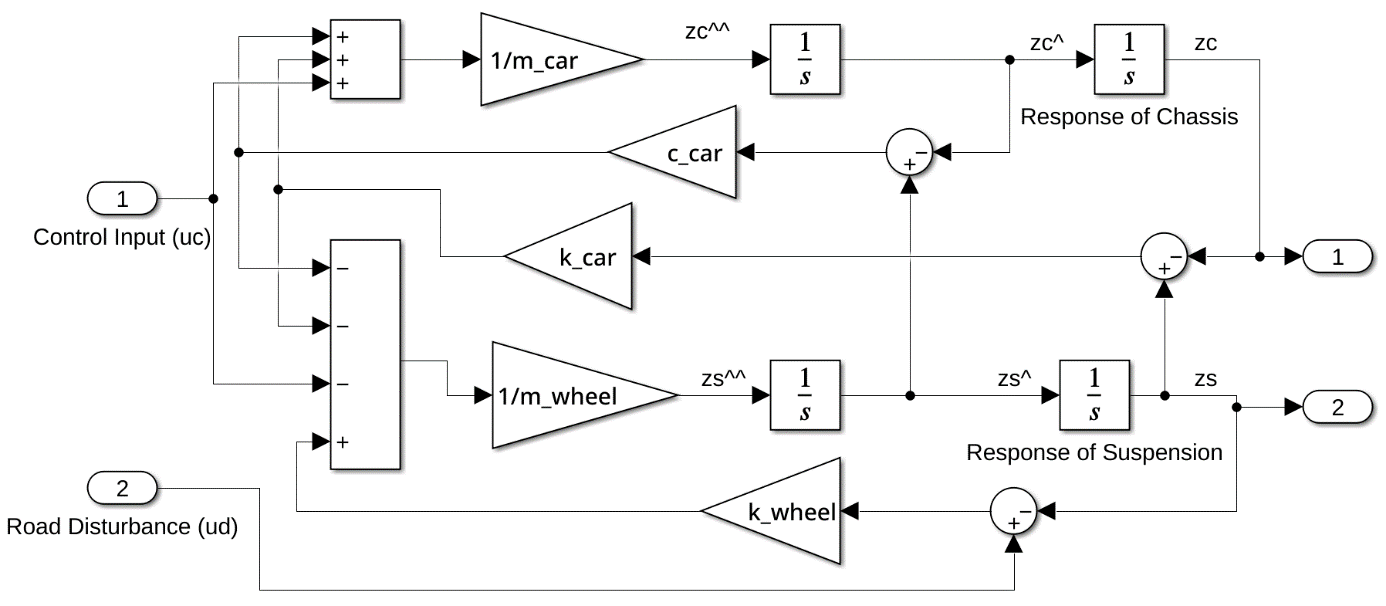


Figure 2: Mathematical model belonging to quarter car suspension system.

# **Fuzzy Controller Design**

The fuzzy logic controller has two inputs that are car body displacement called as error () and velocity called as change in error (). It has one output that is desired actuator force uc. The Fuzzy Logic Controller has three steps that fuzzification, fuzzy inference system (FIS) and defuzzification. The real values are converted into fuzzy values in fuzzification step. FIS processes the fuzzy values and calculate output by using rules and data. In this study, Mamdani approach was used for interpretation in rule base. The computed output consists of fuzzy values. The output values convert into real values in defuzzification step. There are many techniques for this conversion. The most commonly used technique is centroid technique.

Equation (4) indicates the methodology of centroid technique. is the aggregated membership function, z is the output variable coming from FIS and is output variable computing from defuzzification step.

Membership functions are very important for rule base control systems. Defining of optimum interval for each member is provide significant conclusion. It is related to which plant is studied on. For the suspension systems, decreasing the zero parts is increasing the success rate. Triangular and trapezoidal functions of the members are mostly employed in literature. Nevertheless, gaussian function is more suitable for active suspension systems as indicated in this paper. Hence, gaussian membership function was employed in this study.

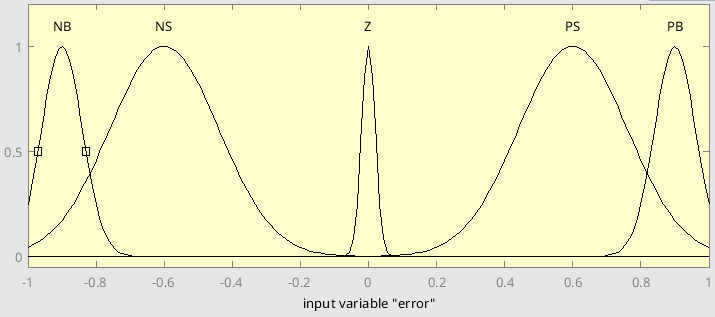


Figure 3: Membership function for “Error” input.

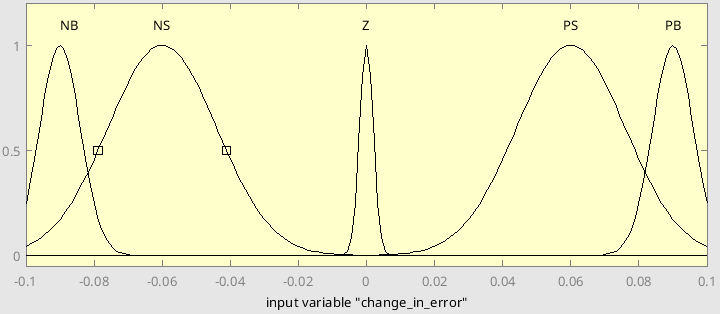


Figure 4: Membership function for “Change In Error” input.

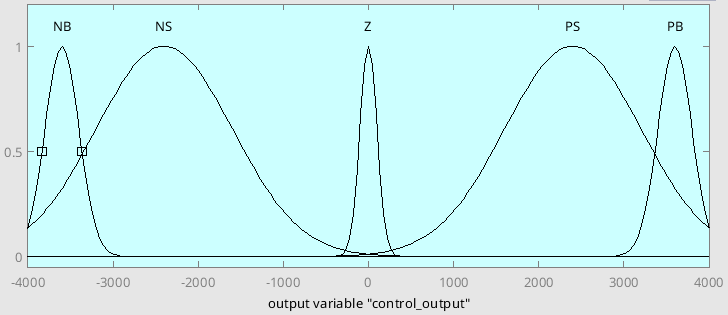


Figure 5: Membership function for “Actuator Force” output.

Figure 3 and 4 state for inputs and figure 5 states for output of the fuzzy logic control (FLC). The membership functions for each variable were divided into five categories. The abbreviations used in this study are; NB is Negative Big, NS is Negative Small, Z is Zero, PS is Positive Small and PB is Positive Big. The Big’s and Zero membership functions were attempted to small range, but the Small’s are wide range.

Table 2: Fuzzy logic rules table.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| e \ cE | NB | NS | Z | PS | PB |
| NB | NB | NB | NS | NS | Z |
| NS | NB | NS | NS | Z | PS |
| Z | NS | NS | Z | PS | PS |
| PS | NS | Z | PS | PS | PB |
| PB | Z | PS | PS | PB | PB |

Table 2 indicates the rule base of the FLC. Hence there are five members for each input, there are 25 control rules in the rule base. This table states “If Then” construct, the “If” part is the conditions (for this, there are two conditions) and “Then” part is the result. The case in rule base model is such a R: If (e = NS) AND (cE = Z) Then (uc = NS).

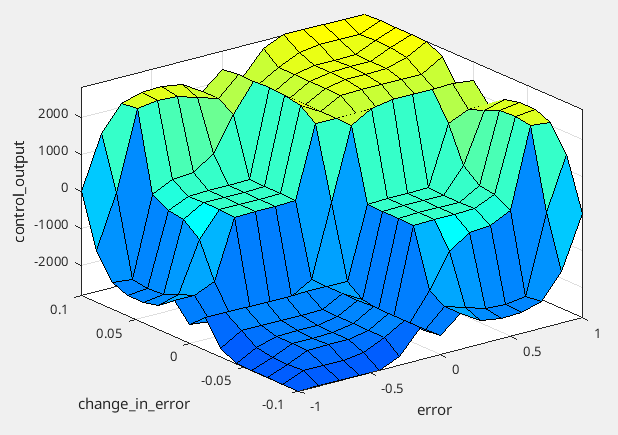


Figure 6: Fuzzy logic rules surface plot.

Figure 6 indicates the fuzzy logic rules surface plot for the input and output variables.

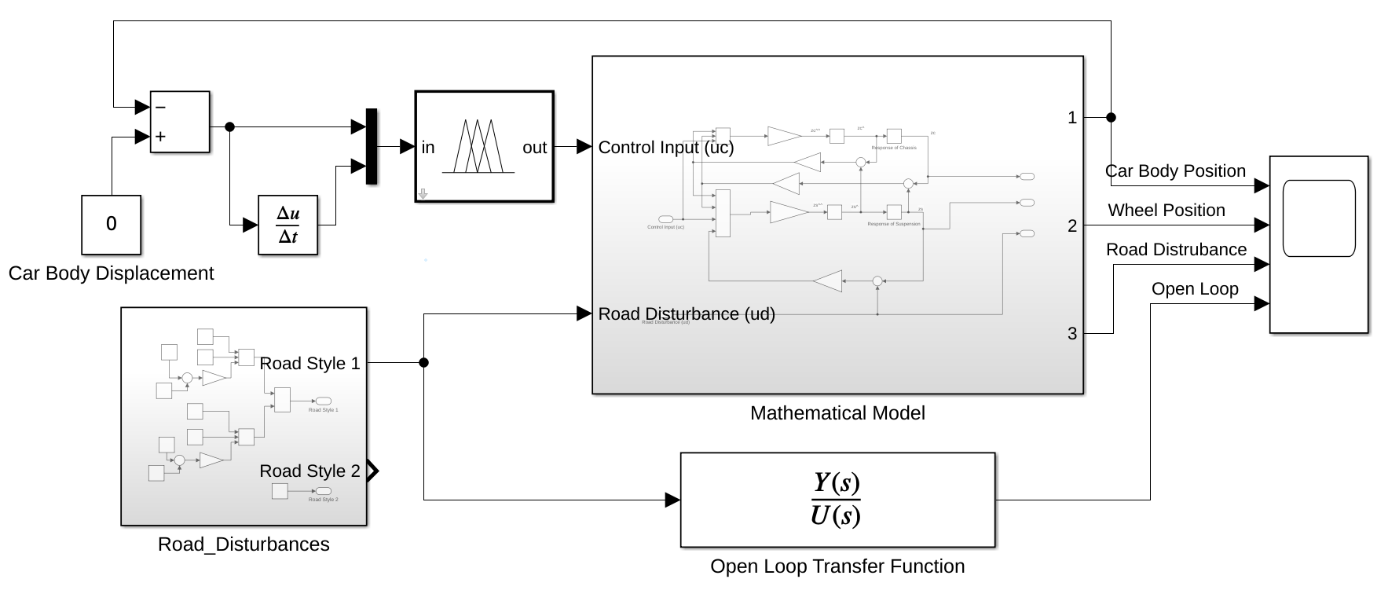


Figure 7: The block diagram of fuzzy logic control.

Figure 7 indicates the MATLAB Simulink model for quarter car active suspension system in MATLAB Simulink. The system consists of desired car body displacement value, FLC model, the mathematical model of quarter car suspension, road disturbance profiles and transfer function of the mathematical model mentioned above. The desired displacement value is objective of minimizing the vertical movement. Road disturbance block includes two different road profiles used in this paper. Transfer function was used for comparing with uncontrolled and controlled system.

# **Simulation Results**

The proposed study mentioned in this article was to investigate how different membership functions result in the damping of quarter car active suspension systems. The performance of the proposed models was carried out by comparing with the two different road profiles showing figure 8 and 9 created using bumps and potholes.

yazı tipi, metin, beyaz, tasarım içeren bir resim

Açıklama otomatik olarak oluşturuldu

Figure 8: The first road profile for simulation

First road profile has two bumps with 2 seconds delay and 10 centimeters height. There are two bumps to examine the sequential bump effect on the car suspension system.

The equation (5) indicates mathematical values of the first road disturbance.

yazı tipi, metin, beyaz, tasarım içeren bir resim

Açıklama otomatik olarak oluşturuldu

Figure 9: The second road profile for simulation.

Second road profile has poly line whose varies between -2 and 3 centimeters height. It used for examining the effect continuous road disturbance on car suspension system. Table 3 shows the points of the used poly line.

Table 3: The points of the second road disturbance line.

|  |  |
| --- | --- |
| Point | Height (m) |
| 1 | 5.241 |
| 2 | 30.65 |
| 3 | 11.83 |
| 4 | 2.818 |

The MATLAB Simulink software program was used to obtain better membership functions. There are four different membership functions used in this article. “Triangular Gaussian” membership functions (mf) consists of triangular mf where has same range with proposed “Gaussian” mf. “Trapezoidal” mf consists of trapezoidal mf with equal interval. The difference between “Triangular Equal” and “Triangular Gaussian” is that the “Triangular Equal” mf has equal intervals. “Gaussian” mf is better membership functions compared to the membership functions used in literature. It consists of different range membership functions with different wide.

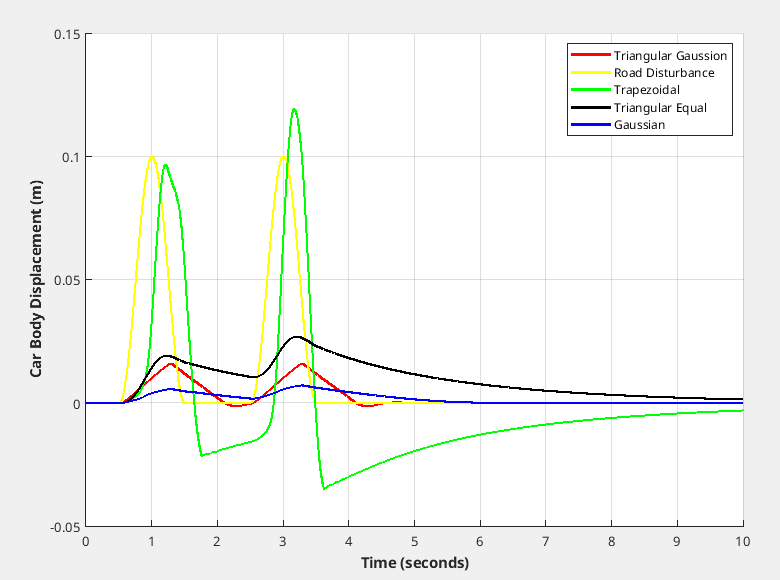


Figure 10: Car body displacement for first road profile.

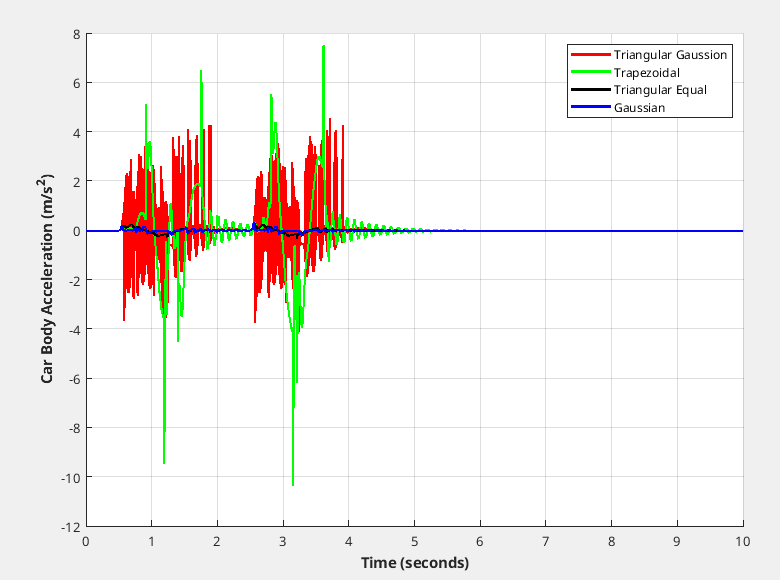


Figure 11: Car body acceleration for first road profile.

Figures 10 and 11 shows for first road profile car body displacement and acceleration responded under four membership functions. When the figure 10 investigated, yellow line states road disturbance line. Table 4 shows the different criteria values for four membership function.

For acceleration figure, “Trapezoidal” most commonly used membership function in literature is close to “Gaussian” mf proposed in this article. But “Trapezoidal” mf has more harmonics than proposed mf.

Table 4: Compare the membership function achieve rate for road profile 1.

|  |  |  |  |
| --- | --- | --- | --- |
| Membership Function | Success Criteria () | | |
| RMS | Max | Mean |
| Triangular Gaussian | 5.241 | 15.93 | 2.465 |
| Trapezoidal | 30.65 | 119.2 | -1.068 |
| Triangular Equal | 11.83 | 26.88 | 9.454 |
| Gaussian | 2.818 | 7.214 | 1.802 |

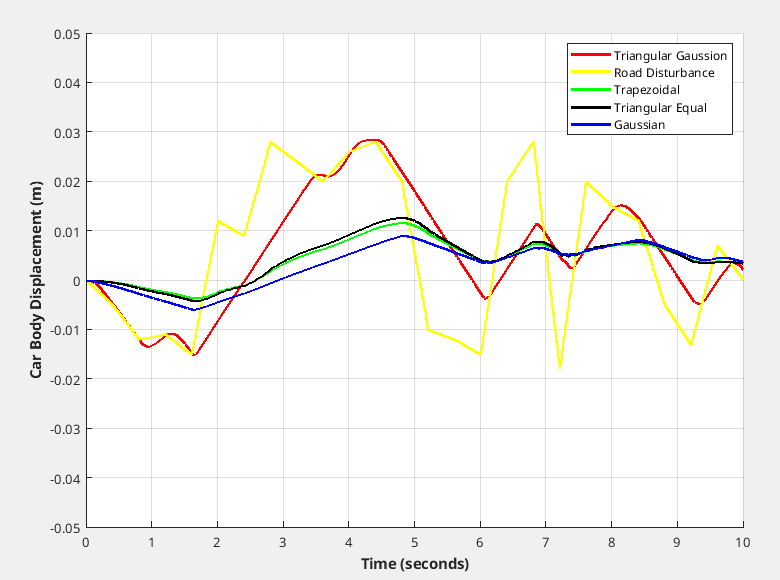


Figure 12: Car body displacement for second road profile.

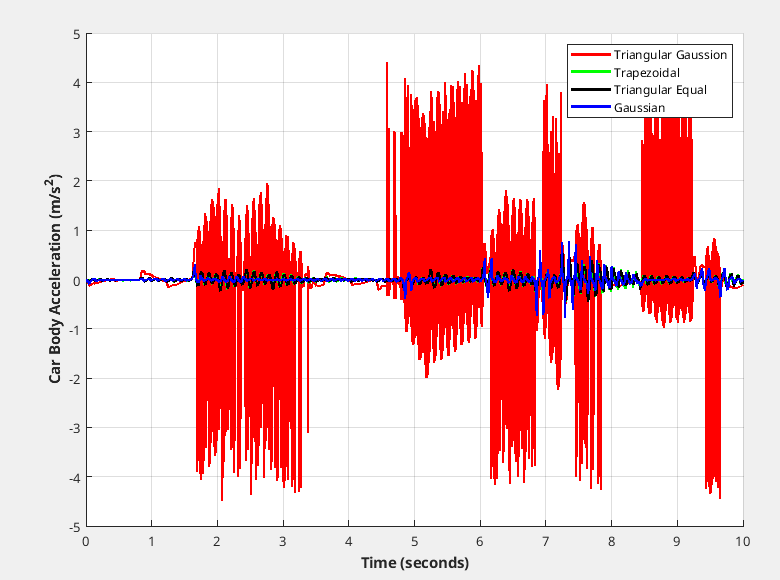


Figure 13: Car body acceleration for second road profile.

Table 5: Compare the membership function achieve rate for road profile 2.

|  |  |  |  |
| --- | --- | --- | --- |
| Membership Function | Success Criteria () | | |
| RMS | Max | Mean |
| Triangular Gaussian | 12.76 | 28.40 | 5.576 |
| Trapezoidal | 11.65 | 4.233 | 5.921 |
| Triangular Equal | 6.335 | 12.73 | 4.448 |
| Gaussian | 5.293 | 9.107 | 3.068 |

# **Conclusion**

# **References**

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