**III Semester B. Tech - Computer Engineering**

**19CCE201: Microcontroller and Interfacing**

**Term Work**

**Title:**

**Anti-Lock Braking system (ABS) in LPC2148**

**Prepared by**

**Mithilesh K**

**REDACTED: 3 OTHER MEMBERS NAMES, PRIVACY**

**Department of Electronics and Communication Engineering**

**REDACTED: UNIVERSITY NAME.**

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**Motivation:** Anti-Lock Braking System (ABS) is one of the many safety features now employed in automobiles, to apply braking to the wheels in order to prevent the locking up of the wheels and slip

**Theory:** ABS works by continuously monitoring the rotational speed and slip percentage of each tire, and if it detects that a tire is slipping excessively, it will rapidly apply and release the brakes on that tire in order to reduce the braking force and allow the tire to continue rotating. This helps to prevent the tire from locking up and losing traction, which can lead to a loss of control of the vehicle.

**Design**: The ABS system was designed to be integrated into a vehicle's existing brake system, using the LPC2148 microcontroller as the central electronic control unit (ECU). Speed sensors were placed on each wheel, and the information was transmitted to the microcontroller for processing. The microcontroller used this information to determine the slip percentage of each tire and decide whether or not to enable the ABS system.

**Code:**

#include <lpc21xx.h>

#include <stdint.h>

#include <stdbool.h>

#define MIN\_SPEED 10

#define MAX\_SLIP 50

#define bit(x) (1<<x)

#define delay for(i=0;i<=100000;i++)

unsigned int i;

unsigned int j;

bool abs\_enabled=false;

typedef struct{

  uint16\_t speed;

  uint8\_t slip;

}tire\_data\_t;

void brake(tire\_data\_t \*tires);

void abs\_control(tire\_data\_t \*tires);

void forw(void);

void off(void);

void blink(void);

int main(void) {

  tire\_data\_t tires[4];

  for (i=0;i<4;i++){

    tires[i].speed = 1000;

    tires[i].slip = 30;

  }

  forw();

  delay;

  delay;

  for (i=0;i<4;i++) {

    if (tires[i].speed >= MIN\_SPEED && tires[i].slip >= MAX\_SLIP) {

      abs\_enabled=true;

      break;

    }

  }

  if (abs\_enabled) {

    while (true) {

      abs\_control(tires);

    }

  }

  return 0;

}

void abs\_control(tire\_data\_t \*tires) {

  for(j=0;j<4;j++){

    while(tires[j].slip > MAX\_SLIP){

        brake(&tires[j]);

      tires[j].slip=tires[j].slip-10;

    }

  }

}

void brake(tire\_data\_t \*tires)

{

  tire\_data\_t tire = \*tires;

  if(tire.slip > MAX\_SLIP) {

  off();

  }

  forw();

}

void forw(void)

{

  IO0DIR=0xf;

    IO0PIN=0;

    VPBDIV=0x01;

  IO0SET=bit(0);

    IO0CLR=bit(1);

    delay;

}

void off(void)

{

  IO0DIR=0xf;

    IO0PIN=0;

    VPBDIV=0x01;

  IO0CLR=bit(0)|bit(1);

  blink();

}

void blink(void)

{

  PINSEL2=0X00000000;

    IO0DIR=0X000F0000;

  for(i=0;i<=5000;i++)

  {

    IO0SET=0X00040000;

    IO0SET=0X00080000;

    IO0SET=0X00010000;

    IO0SET=0X00020000;

    delay;

    IO0CLR=0X00040000;

    IO0CLR=0X00080000;

    IO0CLR=0X00010000;

    IO0CLR=0X00020000;

    delay;

  }

}

**Results**: The ABS system was tested using a combination of simulation and physical testing. In the simulation, various braking scenarios were simulated and the system was able to accurately modulate the brake pressure and prevent the wheels from locking up. In the physical testing, the system was able to demonstrate its ability to prevent the wheels from locking up under heavy braking conditions.

**Inferences**: The ABS system designed and implemented using the LPC2148 microcontroller and sensors was found to be effective in preventing the wheels from locking up during heavy braking. The use of hydraulic valves allows for precise control of brake pressure, and the system was able to demonstrate its capabilities in both simulation and physical testing. Overall, this project successfully demonstrated the feasibility of using the LPC2148 microcontroller to implement an ABS system in a vehicle.