

Vehicle Actuation

Course 1, Module 4, Lesson 6

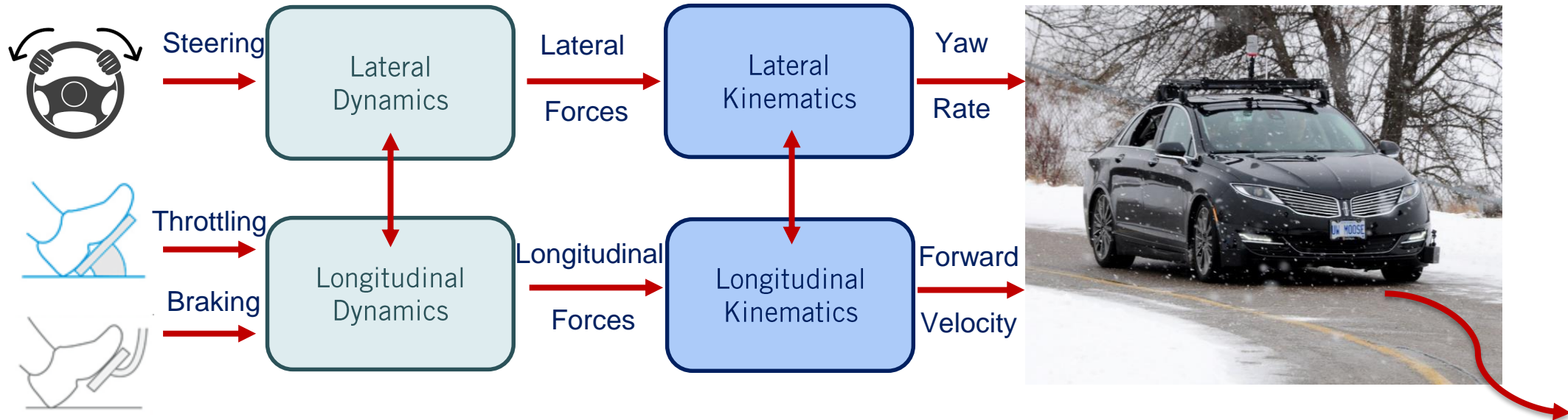


UNIVERSITY OF TORONTO
FACULTY OF APPLIED SCIENCE & ENGINEERING

Learning Objectives

- Build models for the main vehicle actuation systems such as steering, throttling, and braking
- Connect these models to longitudinal and lateral vehicle dynamic models

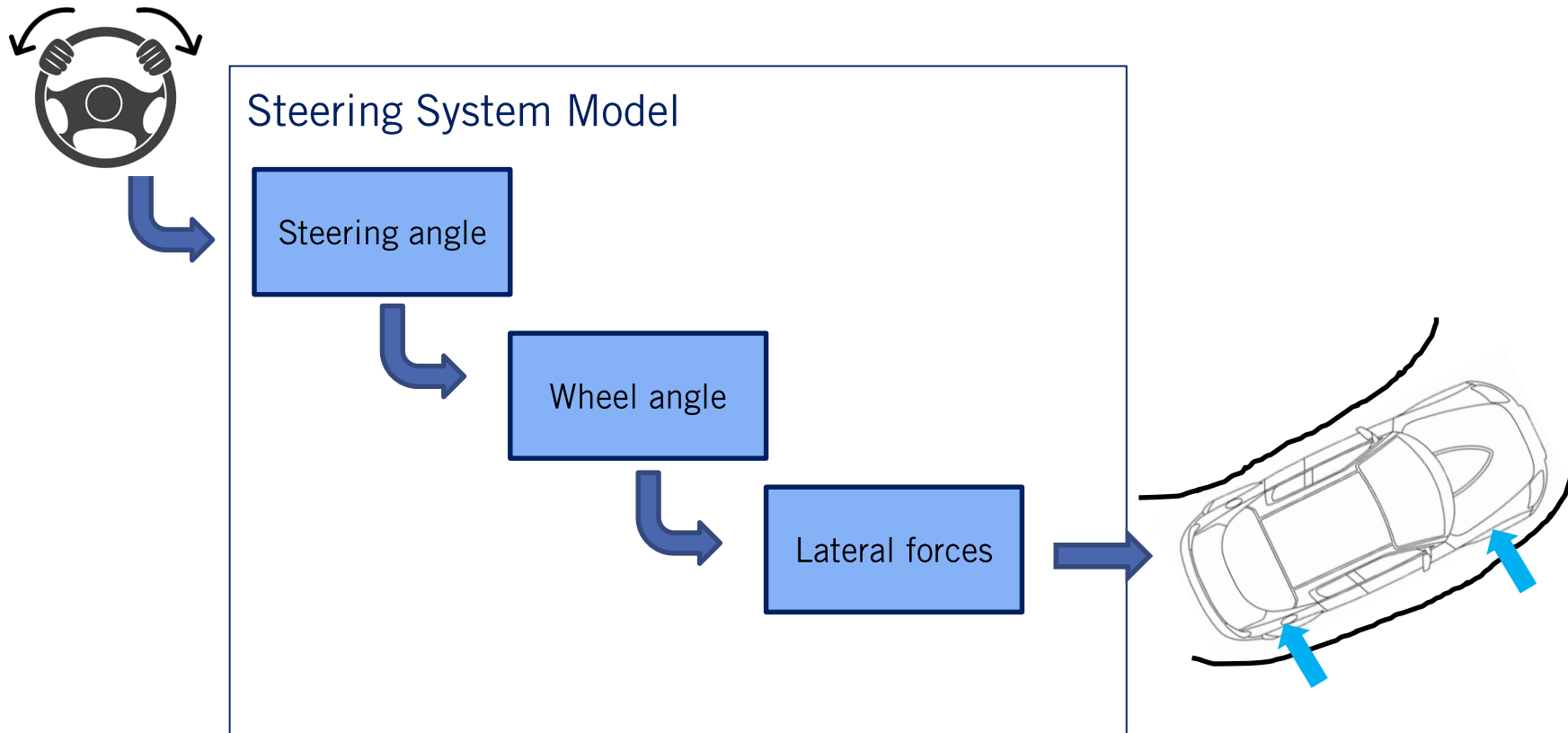
Coupled Lateral & Longitudinal



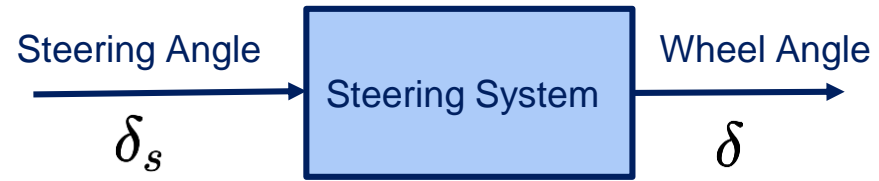
Main Control Task:

To keep the vehicle on the defined path at the desired velocity

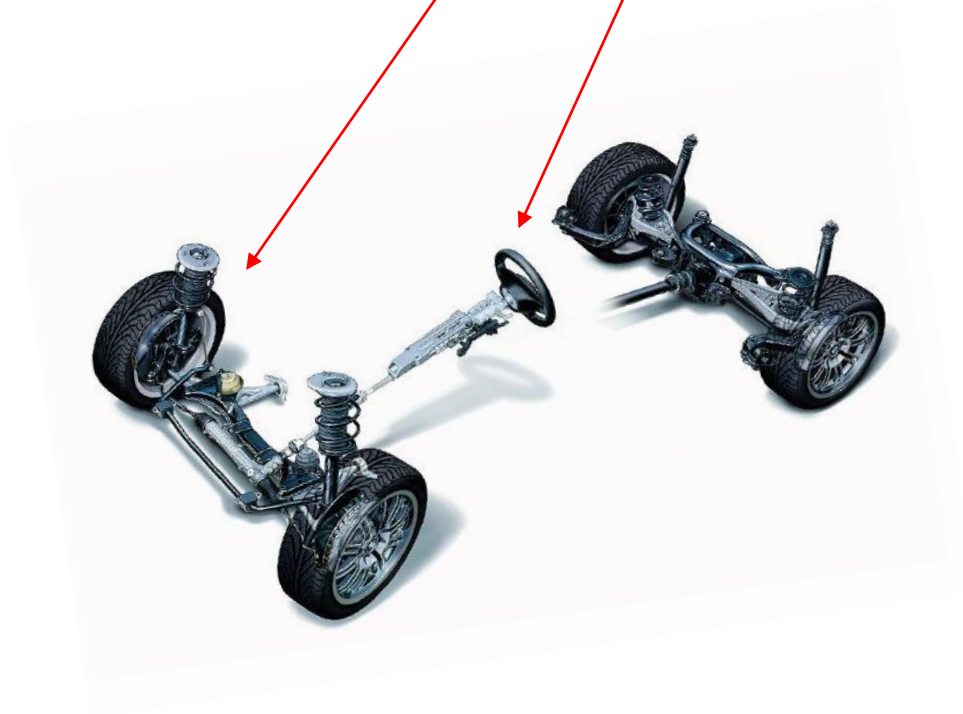
Steering



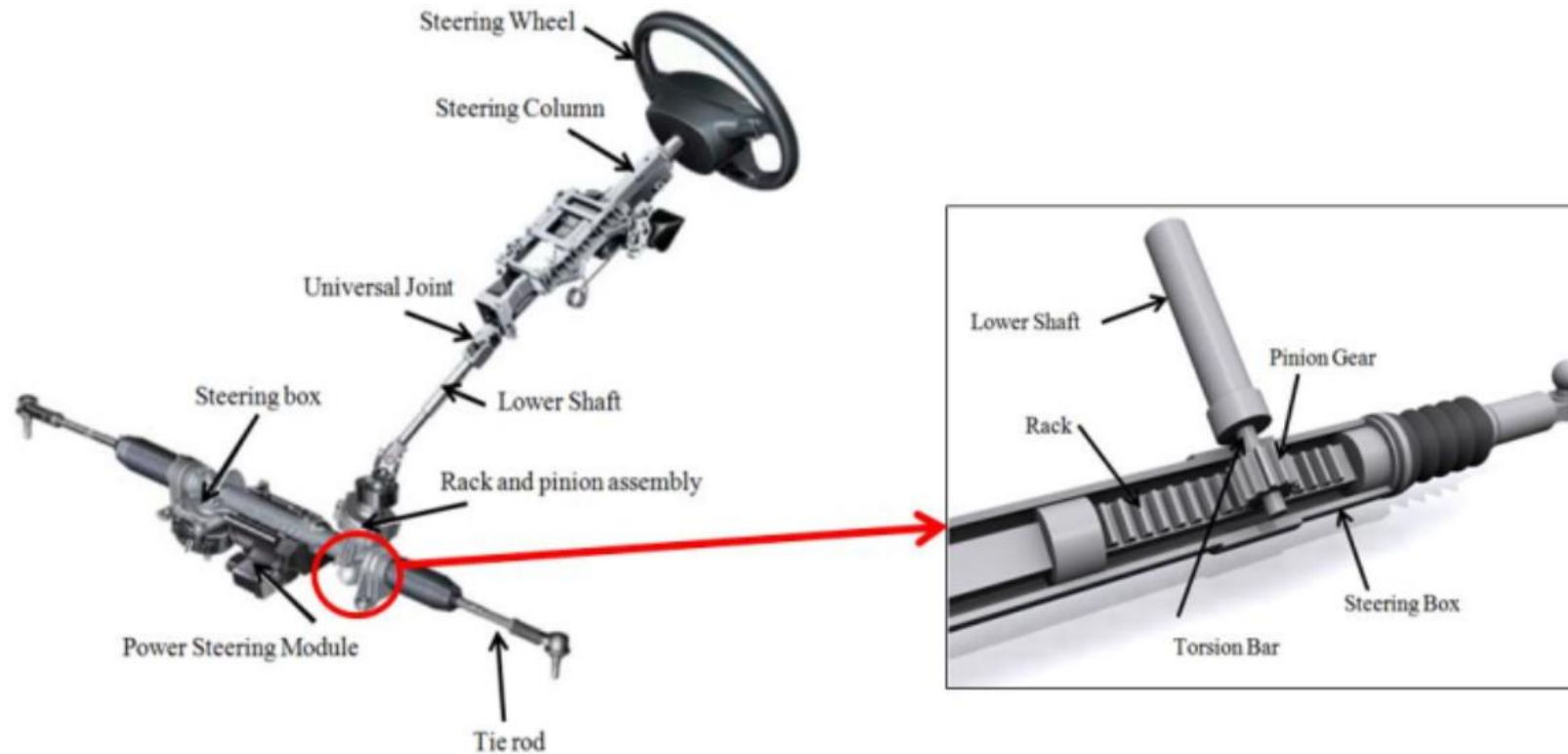
Simple Steering Model



$$\delta = c\delta_s$$

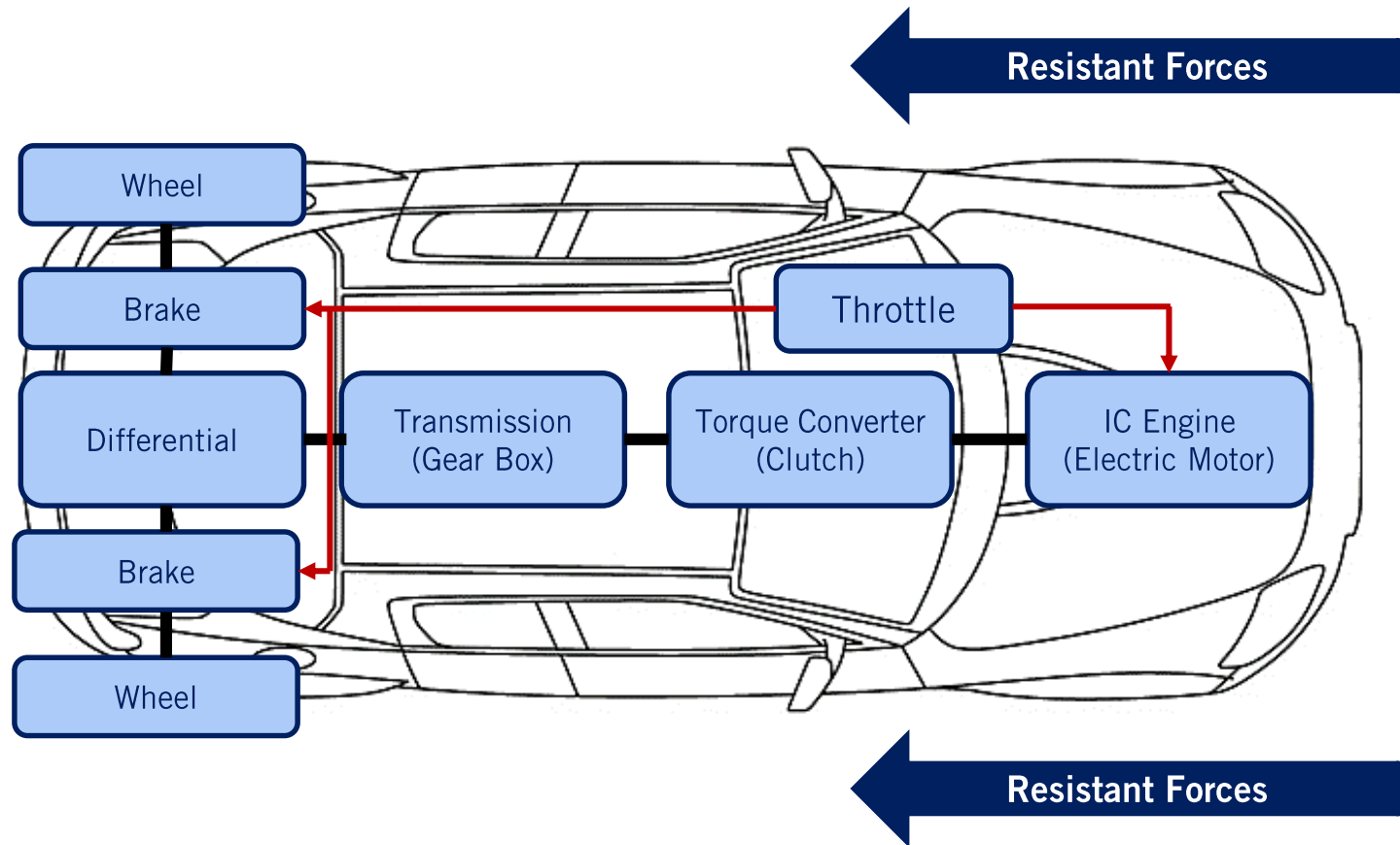


Actual Steering System

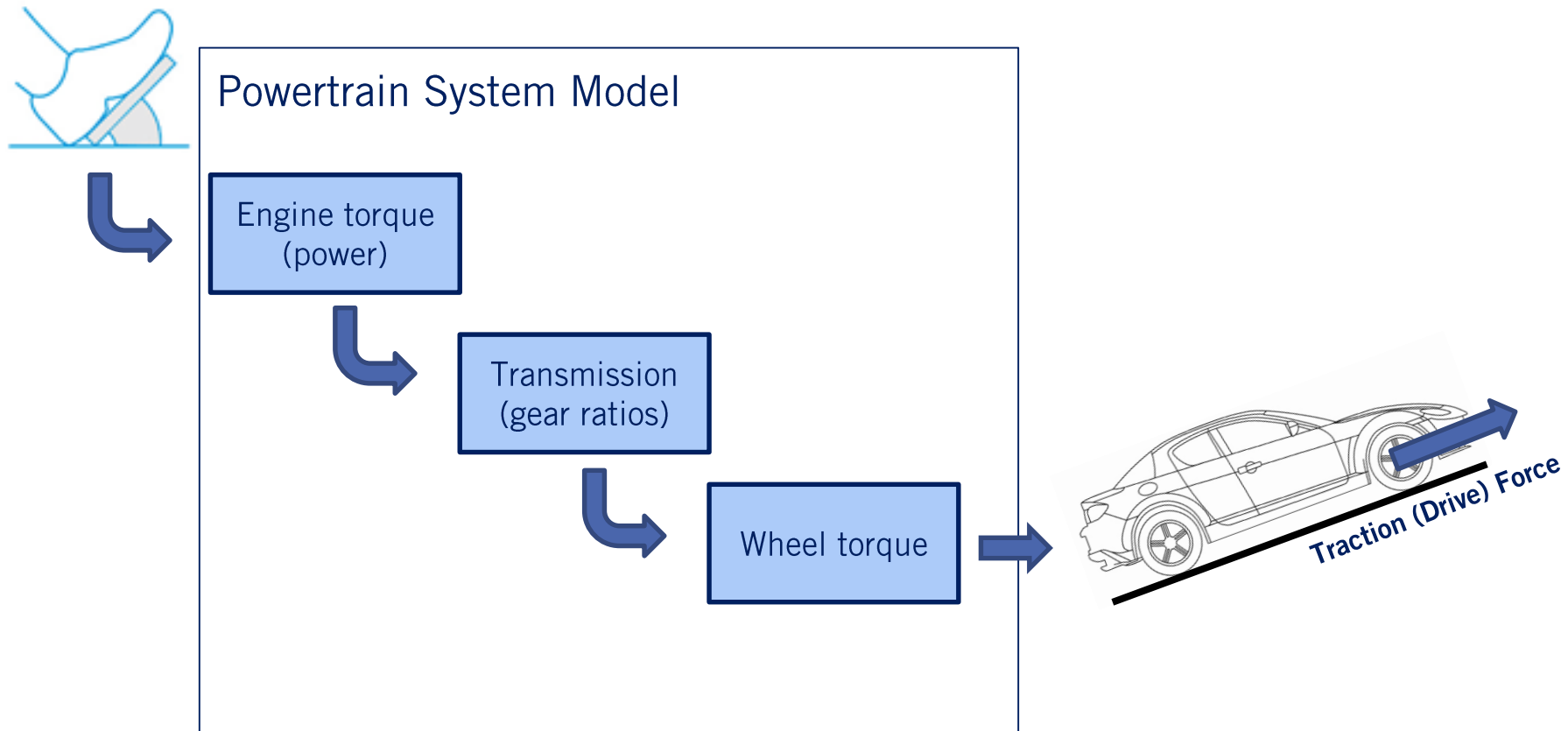


Powertrain System (Driveline)

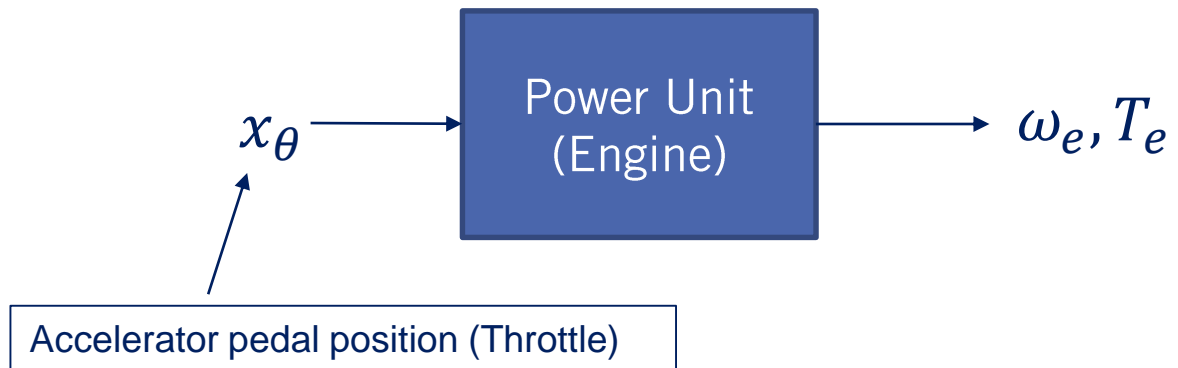
- Throttle and brake commands affect torque balance



Throttling (Accelerating)

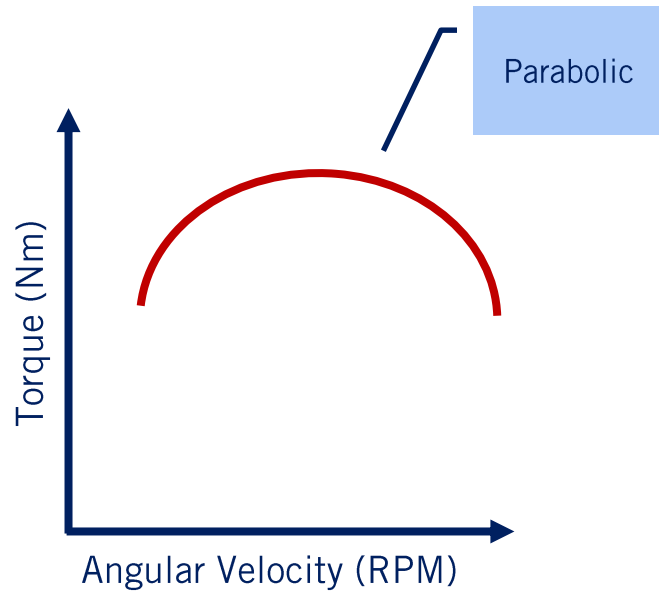


Accelerating Model

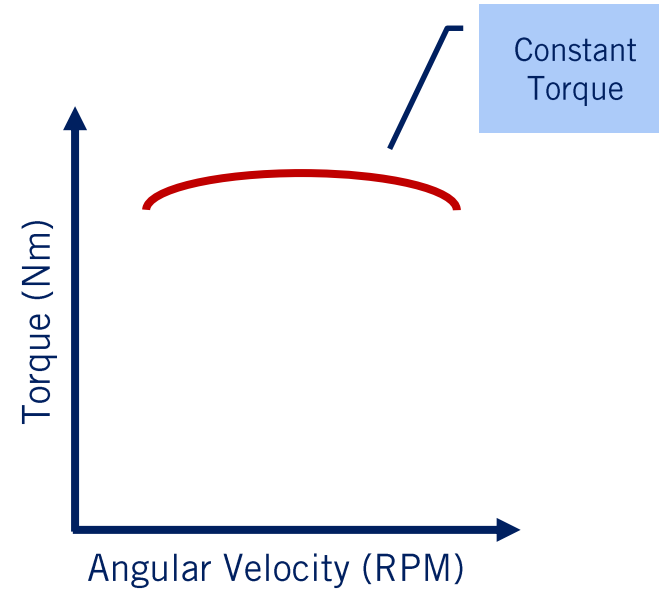


Characteristics Plots

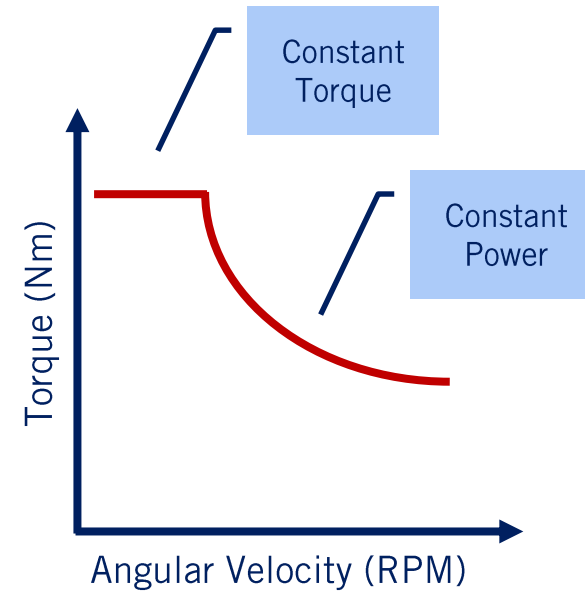
Gasoline Engines



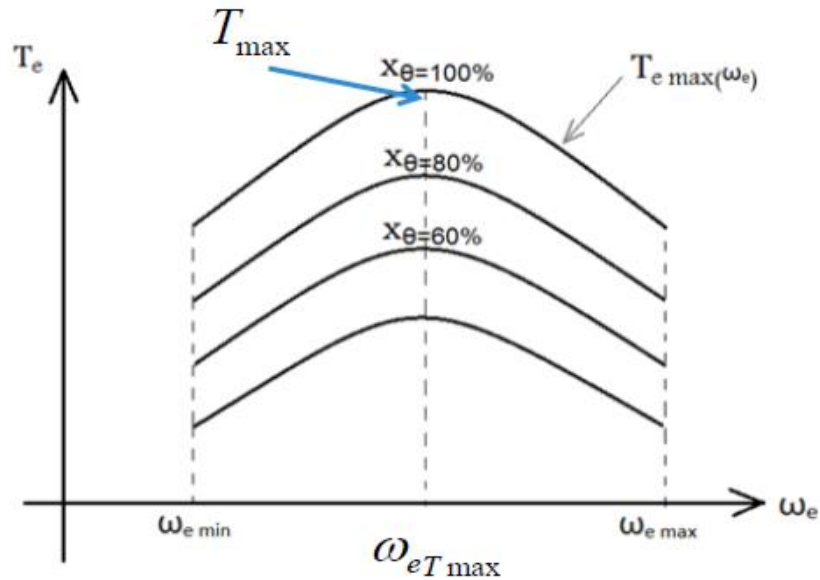
Diesel Engines



Electric Motors

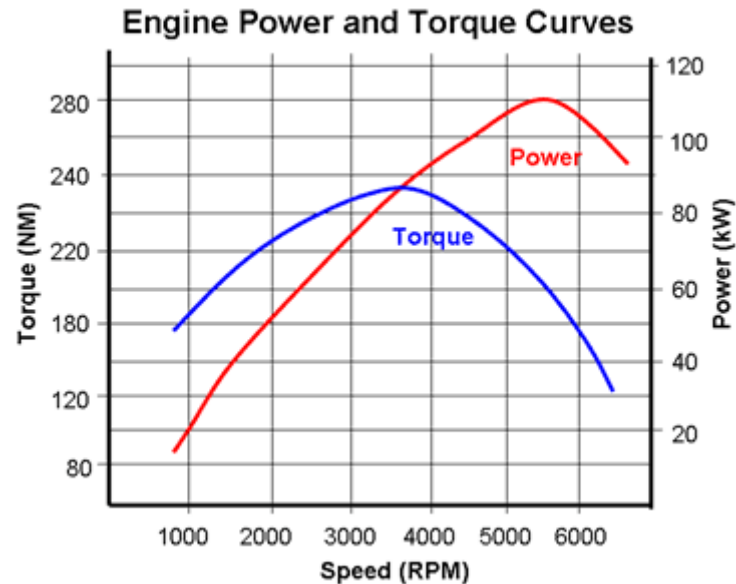


Typical Torque Curves for Gasoline Engines

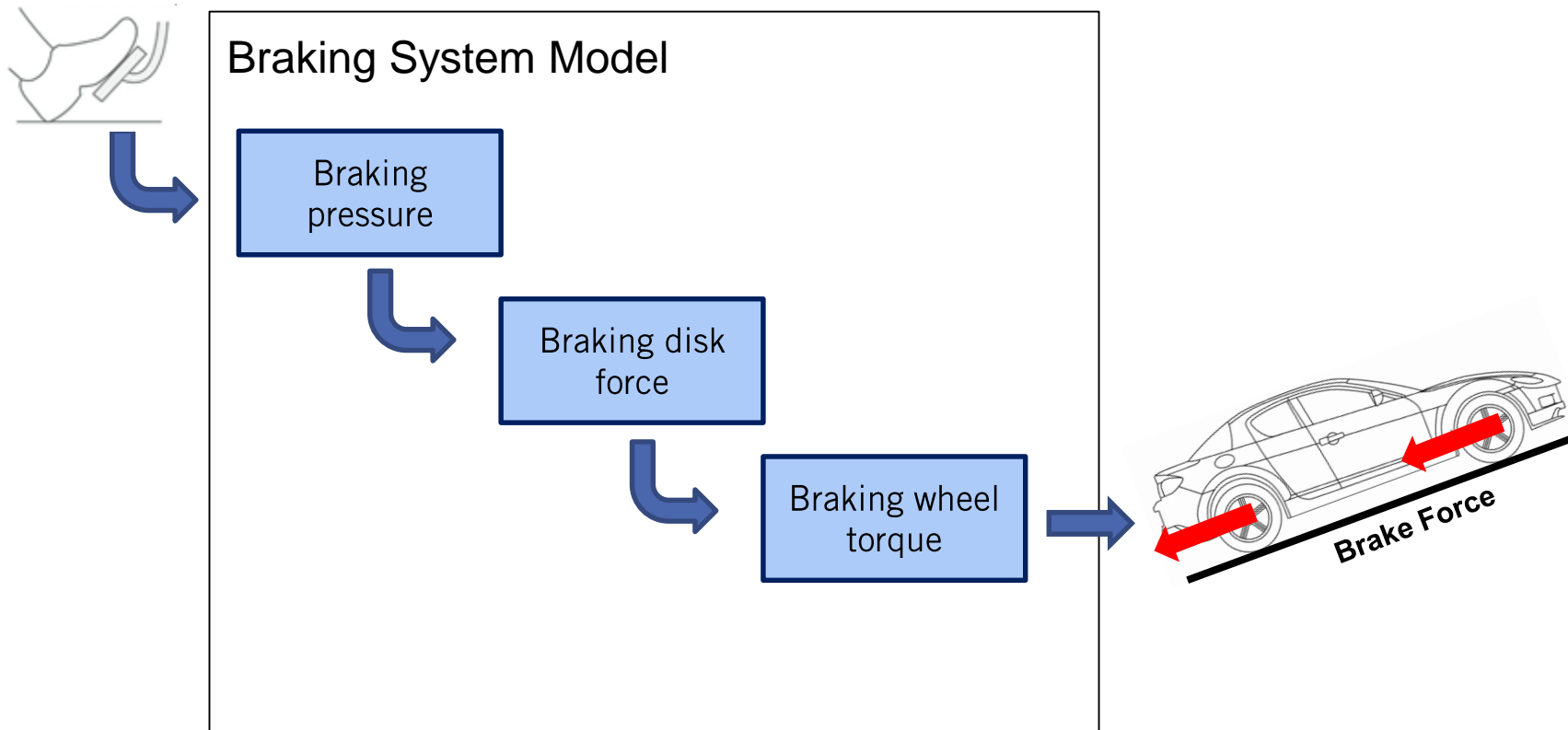


$$T_{e \max}(\omega_e) = A_0 + A_1 \omega_e + A_2 \omega_e^2$$
$$T_e(\omega_e, x_\theta) \approx x_\theta (A_0 + A_1 \omega_e + A_2 \omega_e^2)$$

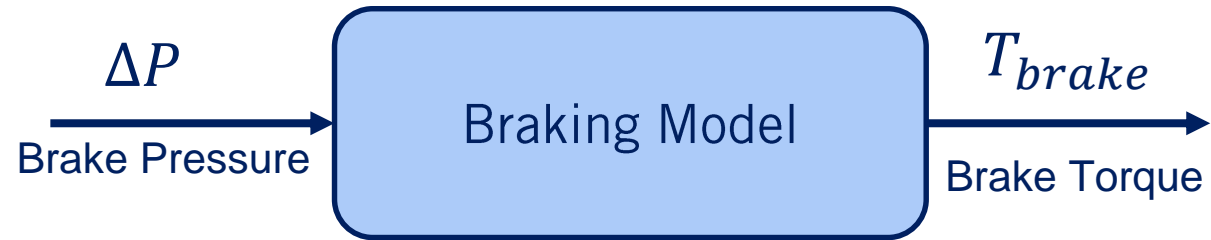
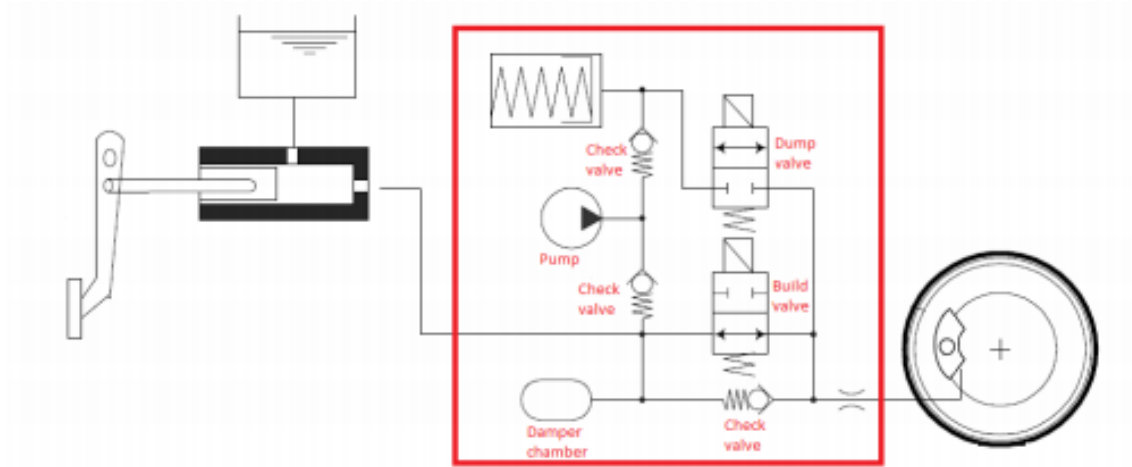
 Throttle position (percentage)



Braking (Decelerating)



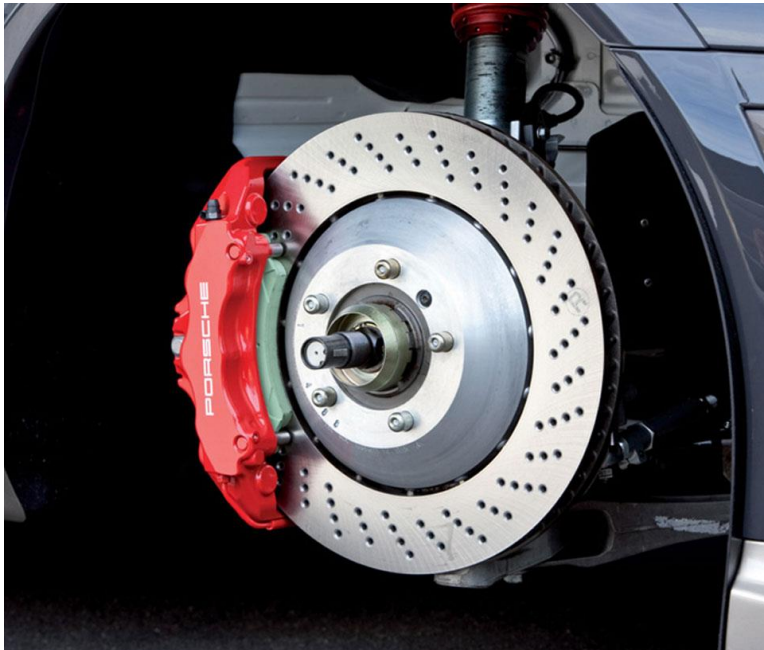
Braking Model



$$T_{brake} = k \Delta P$$

Braking System

- Basic functionality of braking includes:
 - Shorten stopping distance
 - Steerability during braking through ABS systems
 - Stability during braking to avoid overturning



Summary

What we have learned from this lesson:

- The workings of the vehicle actuation systems such as steering, power generation, and braking
- How to convert steering, throttle and brake inputs to wheel angles and torques

What is next?

- Tire modeling, connecting the car to the road