

**ENHANCEMENTS OF ARMORED VEHICLE STABILITY USING ADAPTIVE
CONTROLLER**

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DEDICATIONS

To my beloved wife Anusiya Devi and our baby, my parents, parents-in-law, siblings and

God

ABSTRACT

In the military vehicle application, it is a well-known fact that the armored vehicle will lose its directional stability once the armored vehicle is in lateral direction using large caliber gun while in a dynamic condition. This is because the gun recoil force acting at the center of weapon platform produces unwanted yaw moment at the body center of gravity of the armored vehicle. Recently, most of the military vehicles need to be in static condition during firing. Besides having reduced mobility, firing in static condition can cause the armored vehicle to be easily targeted for counterattack by the enemies. In order to overcome this problem, an active safety system namely Yaw Disturbance Rejection Control (YDRC) is proposed in this study. The proposed active safety system is used to improve the handling performance and maintain the directional stability of the vehicle by providing correctional steering angle to the Pitman arm steering mechanism. The steering correction is intended to reject the unwanted yaw motion and re-position back the armored vehicle back to its intended direction of travel path after firing. In this study, the proposed YDRC system is designed based on two outer loops namely Firing-On-the-Move (FOM) and Active Front Wheel Steering (AFWS). These outer loop control designs are developed to improve vehicle dynamic stability performance in terms of handling responses and directional path of the armored vehicle. The YDRC system is tested in both simulation and experimental studies using a prototype armored vehicle namely Half Scale SIBMAS. For simulation, YDRC system is tested on a validated 15 DOF armored vehicle via Software-in-the-Loop (SIL) simulation. Then, the performance of the YDRC system is enhanced using Neuro-PI controller by updating the Neural Network controller parameters based on back propagation gradient training algorithm. In order to evaluate the advantages of adaptive Neuro-PI controller experimentally, Hardware-in-the-Loop (HIL) simulation is performed using Pitman arm steering in prototype Half Scale SIBMAS using various testing criteria. Finally, the effectiveness of the proposed YDRC is evaluated on actual firing test via Real Implementation Test Scenario (RITS) using Half Scale SIBMAS based on critical firing condition. It can be noted that the lateral motion is improved up to 65% while the yaw response is improved almost 50% from conventional armored vehicle.

ABSTRAK

Dalam aplikasi kenderaan ketenteraan, diketahui bahawa kenderaan berperisai akan kehilangan kestabilan dinamik dan arah pemanduan ketika bergerak sambil menembak dengan menggunakan senjata berkaliber besar pada arah sisi. Ini disebabkan oleh impak yang terhasil daripada senjata dan menghasilkan gerakan rewang yang tidak diinginkan pada pusat graviti kenderaan berperisai. Oleh itu, kebanyakan kenderaan berperisai berada pada kedudukan statik semasa menembak. Walau bagaimanapun, keadaan ini menyebabkan kenderaan berperisai menjadi sasaran mudah serangan balas oleh musuh. Untuk mengatasi masalah ini, sistem keselamatan aktif iaitu pengawal penolakan gangguan rewang dicadangkan dalam kajian ini. Sistem ini digunakan untuk meningkatkan prestasi pengendalian dan mengekalkan arah pergerakan kenderaan berperisai ketika menembak dengan menghasilkan sudut kemudi yang bersesuaian menggunakan sistem kemudi *Pitman*. Pengawal sistem kemudi tersebut digunakan untuk mengurangkan pergerakan rewang yang tidak diinginkan dan mengembalikan semula kedudukan kenderaan berperisai ke hala tuju yang ditetapkan selepas tembakan. Dalam kajian ini, pengawal penolakan gangguan rewang yang dicadangkan telah direka berdasarkan dua reka bentuk kawalan luar iaitu penembakan ketika memandu dan sistem kemudi aktif roda hadapan. Reka bentuk kawalan luar lingkaran ini dibangunkan bagi meningkatkan prestasi kestabilan dinamik kenderaan tersebut dari segi prestasi pengendalian dan arah tuju laluan kenderaan. Sistem ini diuji secara simulasi dan ujikaji menggunakan kenderaan prototaip berskala separuh SIBMAS. Dalam ujian simulasi, sistem ini diuji menggunakan model 15-darjah kebebasan kenderaan berperisai yang telah disahkan secara gegelung-di-dalam-perisian. Seterusnya, prestasi sistem ini dipertingkatkan lagi dengan menggunakan pengawal *Neuro-PI* dimana parameter pada rangkaian *Neural* dikemaskini dengan menggunakan algoritma latihan-kecerunan-penyebaran-belakang. Untuk menilai kelebihan algoritma pengawal *Neuro-PI* secara ujikaji, gegelung-di-dalam-perkakasan dilaksanakan menggunakan sistem kemudi *Pitman* sebenar berdasarkan beberapa kriteria tembakan. Akhir sekali, keberkesanan algoritma yang dicadangkan diuji menggunakan kenderaan prototaip berskala separuh SIBMAS dalam keadaan tembakan kritikal. Hasilnya, prestasi gerakan pada arah sisi kenderaan berperisai dapat ditingkatkan sehingga 65% serta tindak-balas rewang telah meningkat hampir 50% berbanding dengan kenderaan berperisai tanpa sistem yang dicadangkan.

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APPROVAL

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TABLE OF CONTENTS

	PAGE
DEDICATIONS	I
ABSTRACT	II
ABSTRAK	III
ACKNOWLEDGEMENTS	IV
APPROVAL	V
DECLARATION	VII
TABLE OF CONTENTS	VIII
LIST OF TABLES	XIII
LIST OF FIGURES	XV
LIST OF ABBREVIATION AND SYMBOLS	XX
CHAPTER 1	1
INTRODUCTION	1
1.1 Overview	1
1.2 Problem Statement	2
1.3 Background of the study	3
1.4 Objectives of the study	4
1.5 Scope of the study	5
1.6 Methodology	6
1.7 Summary of Research Contribution	9
1.8 Structure and layout of the thesis	11
CHAPTER 2	13
LITERATURE REVIEW	13
2.1 Overview	13
2.2 Classification of armored fighting vehicle	14
2.3 Current researches on active safety system for armored vehicle	15
2.3.1 Current researches on active stability performance for armored vehicle	15
2.3.2 Current researches on active defense system for armored vehicle	17

2.4	Limitation of the existing active safety system in armored vehicle	19
2.5	Previous research works related to vehicle stability control performance	21
2.5.1	Active Front Wheel Steering Control	21
2.5.2	Electronic Stability Control	25
2.5.3	Active Disturbance Rejection Control	29
2.6	Model-in-the-Loop simulation	33
2.6.1	Software-in-the-Loop simulation	34
2.6.2	Hardware-in-the Loop simulation	34
2.7	Potential research direction in armored vehicle due to gun recoil force	35
2.8	Process Flow of Developing Yaw Disturbance Rejection Control	37
2.9	Summary	38
CHAPTER 3		41
MODELLING AND VALIDATION OF FIFTEEN DEGREE OF FREEDOM		
WHEELED ARMORED VEHICLE		41
3.1	Overview	41
3.2	Modeling Assumptions	43
3.3	The 15 DOF Armored Vehicle Model	44
3.3.1	A 7 DOF Vehicle Ride Model	45
3.3.2	Pacejka Tire Model	51
3.3.3	A 7 DOF Vehicle handling model	53
3.3.4	Single DOF Gun Model	59
3.4	Validation of the 15 DOF Armored Vehicle Model	60
3.4.1	Development of Instrumented 4x4 Armored Vehicle	61
3.4.2	Armored Vehicle Model and Simulation Parameters	64
3.4.3	Vehicle Parameters and Testing Procedures	65
3.5	Model Validation Results	68
3.5.1	Testing on Handling Behaviors	69
3.5.2	Testing on the Effect of Recoil Force	73
3.6	Summary	81

CHAPTER 4	83
MODELING, VALIDATION AND CONTROL OF ELECTRONICALLY ACTUATED PITMAN ARM STEERING MECHANISM	83
4.1 Overview	83
4.2 Pitman arm steering system model	85
4.2.1 Steering column model	87
4.2.2 Electric DC motor model	87
4.2.3 Universal joint model	89
4.2.4 Hydraulic Power Assisted	89
4.2.5 Pitman arm link	91
4.2.6 Steering linkage	92
4.2.7 Wheel dynamic motion	92
4.3 Validation of 3 DOF Pitman arm steering model	94
4.3.1 Pitman arm steering test rig configuration	95
4.3.2 Electronic circuit unit (ECU) design and configuration	95
4.3.3 Hardware-in-the-loop configuration of Pitman arm steering	97
4.3.4 Validation procedures	100
4.3.5 Steering validation results	100
4.4 Position tracking control of Pitman arm steering system	102
4.4.1 Evaluation using Software-in-the-Loop (SIL) simulation	103
4.4.2 Evaluation using Hardware-in-the-Loop (HIL) simulation	104
4.5 Simulation parameter	105
4.6 Performance evaluation of position tracking control	106
4.7 Summary	112
CHAPTER 5	113
FINDING THE OPTIMUM CONTROL STRUCTURE FOR YAW DISTURBANCE REJECTION CONTROL SYSTEM	113
5.1 Overview	113
5.2 Yaw disturbance rejection control system	114
5.2.1 Inner loop control design	116

5.2.2	Outer loop control design	117
5.3	Optimization using Multi-Objective Genetic Algorithm (GA)	127
5.4	Performance Evaluation of Yaw Disturbance Rejection Control Structures	131
5.4.1	Condition A : Vehicle speed at 40 km/h and 45° firing angle	132
5.4.2	Condition B : Vehicle speed at 40 km/h and 90° firing angle	134
5.4.3	Condition C : Vehicle speed at 60 km/h and 45° firing angle	136
5.4.4	Condition D : Vehicle speed at 60 km/h and 90° firing angle	137
5.5	Summary	140
CHAPTER 6		142
PERFORMANCE EVALUATION OF YAW DISTURBANCE REJECTION CONTROL USING NEURO-PROPORTIONAL INTEGRAL CONTROLLER		142
6.1	Overview	142
6.2	Identification of the most dominant outer loop control	144
6.2.1	Overview of Taguchi Approach	145
6.2.2	Orthogonal Array	146
6.2.3	Analysis of means (ANOM)	149
6.2.4	Analysis of variance (ANOVA)	150
6.3	Design and Optimization of Neuro-Proportional Integral controller	151
6.3.1	Artificial Neural Network system	152
6.3.2	Multilayer Perceptron Neural Network for FOM outer loop	153
6.4	Optimization of Neuro-PI using Multi-Objective Genetic Algorithm	157
6.5	Simulation parameters	158
6.6	Performance evaluation of YDRC using Neuro-PI controller	158
6.6.1	Condition A : Vehicle speed at 40 km/h and 45° firing angle	159
6.6.2	Condition B : Vehicle speed at 40 km/h and 90° firing angle	160
6.6.3	Condition C : Vehicle speed at 60 km/h and 45° firing angle	162
6.6.4	Condition D : Vehicle speed at 60 km/h and 90° firing angle	164
6.7	Summary	166

CHAPTER 7	168
YAW DISTURBANCE REJECTION CONTROL USING ADAPTIVE NEURO-PROPORTIONAL INTEGRAL CONTROLLER: SIMULATION AND EXPERIMENTAL INVESTIGATION	168
7.1 Introduction	168
7.2 Back Propagation Training Algorithm for Neuro-PI	170
7.2.1 Performance index for back propagation algorithm	171
7.2.2 Chain rule	172
7.2.3 Derivation of parameter update formula	174
7.3 Experimental configuration using IMC Cronos Compact and IMC Studio	180
7.4 Controller implementation from Matlab/SIMULINK into IMC Studio	183
7.5 Performance evaluation of YDRC using adaptive Neuro-PI controller	188
7.5.1 Software – in – the – Loop (SIL) simulation results	188
7.5.2 Hardware – in – the – Loop (HIL) simulation results	194
7.5.3 Real-Implementation Test Scenario (RITS) results	198
7.6 Summary	201
 CHAPTER 8	 204
CONCLUSION	204
8.1 Overview	204
8.2 Conclusion	205
8.3 Recommendation and future works	208
 REFERENCES	 210
APPENDIX A: GENETIC ALGORITHM OPTIMIZATION CODING	225
APPENDIX B: ASSEMBLY DRAWINGS OF HALF SCALE SIBMAS	226
APPENDIX C: DETAIL DRAWING OF HALF SCALE SIBMAS FRAME	227
APPENDIX D: DETAIL DRAWING OF GUN RECOIL MECHANISM	228
APPENDIX E: IMC DAQ AND SENSOR SPECIFICATIONS	229
BIODATA OF STUDENT	252
LIST OF PUBLICATIONS	259

LIST OF TABLES

Table No	Title	Page
Table 3.1	Values of Coefficients a1 to a11 for a vehicle for Fz(kN) (Wong, 2008).....	53
Table 3.2	Parameter of vehicle and gun model	66
Table 3.3	Percentage of RMS error for double lane change test.....	71
Table 3.4	Percentage of RMS error for step steer test.....	73
Table 3.5	Percentage of RMS Value during firing validation.....	80
Table 4.1	Parameter of the Pitman arm steering model	93
Table 4.2	Percentage value of RMS difference.....	102
Table 4.3	Controller parameters for inner and outer loop	105
Table 4.4	SIL and HIL Responses of Pitman arm steering	111
Table 5.1	Simulation data analysis between firing moment against yaw rate.....	121
Table 5.2	Analysis between firing moment and yaw rate	124
Table 5.3	Genetic algorithm parameters	131
Table 5.4	Controller parameters for all structures.....	132
Table 5.5	Imaginary skyhook damper parameters	132
Table 6.1	Orthogonal array for $L_9(3^4)$	147
Table 6.2	Controller parameters, upper and lower bound values.....	148
Table 6.3	Analysis of controller parameters using orthogonal array of $L_9(3^4)$	148
Table 6.4	Total of SNR for different factors and levels for controller parameters ..	149
Table 6.5	ANOM for different factors and levels	150

Table 6.6	Percentages of contribution of the outer loops on the YDRC structure...	151
Table 7.1	Sensors connection to the IMC Cronos Compact	182
Table 7.2	Percentage difference RMS value between HIL and SIL	197

LIST OF FIGURES

Figure No.	Title	Page
Figure 1.1	Research flow chart	8
Figure 2.1	Structure of AFWS Fuzzy logic controller (Jian <i>et al.</i> , 2010).....	23
Figure 2.2	Vehicle yaw control system (Yue <i>et al.</i> , 2013).....	23
Figure 2.3	Control strategy for BP neural network PID control (Wei <i>et al.</i> , 2013).....	24
Figure 2.4	AYC control algorithm based on self-cornering threshold PD control (Song <i>et al.</i> , 2010).....	26
Figure 2.5	μ Control Structure of Electronic Stability Program (Yuan <i>et al.</i> , 2010)....	27
Figure 2.6	Strucure of virtual controller and hardware configuration (Li and Hong, 2009).....	28
Figure 2.7	IESP conceptual control diagram using ABS and Yaw-Torque system (Piancastelli <i>et al.</i> , 2010)	29
Figure 2.8	AFWS control system using ARDC strategy (Yiran and Hui, 2010).....	31
Figure 2.9	ADRC for yaw moment disturbance rejection control (Karaman <i>et al.</i> , 2006)	32
Figure 3.1	A 3D diagram of 4x4 armored vehicle model	44
Figure 3.2	A 7DOF Ride model.....	45
Figure 3.3	A 2D diagram of 7 DOF Handling model of armored vehicle	54
Figure 3.4	Roll motion effect due to lateral acceleration.....	57
Figure 3.5	Pitch motion effect due to longitudinal acceleration	58
Figure 3.6	Free body diagram of wheel	58

Figure 3.7	Sensor and DAQ configuration layout of Half Scale SIBMAS (Hudha <i>et al.</i> , 2015)	62
Figure 3.8	Sensors and DAQ Instrumentation	63
Figure 3.9	Sensors connector block to IMC DAQ device.....	64
Figure 3.10	Simulation model of 15 DOF Armored Vehicle.....	65
Figure 3.11	Instrumented Half Scale prototype SIBMAS	65
Figure 3.12	Step steer test procedure (ISO 4138, 2012)	67
Figure 3.13	Double lane change test procedure (ISO 3888, 1999).....	67
Figure 3.14	Firing in dynamic test procedure	68
Figure 3.15	Armored vehicle prototype and testing procedures	69
Figure 3.16	Handling test using double lane change condition	71
Figure 3.17	Handling test using step steer condition	72
Figure 3.18	Instrumented gun simulator with Half Scale SIBMAS.....	73
Figure 3.19	Actual firing test scenario at 90°	74
Figure 3.20	Validation of firing recoil force using gun simulator	74
Figure 3.21	Lateral dynamics of armored vehicle due to external disturbance	76
Figure 3.22	Validation of the armored vehicle at 40 km/h	78
Figure 3.23	Validation of the armored vehicle at 60 km/h	80
Figure 4.1	Pitman arm steering system	85
Figure 4.2	Pitman arm steering system schematic diagram.....	86
Figure 4.3	Electrical and mechanical model of DC motor.....	87
Figure 4.4	Universal joint of Pitman arm steering model	89
Figure 4.5	System configuration using Pitman arm link.....	91

Figure 4.6	Overall configuration of Pitman arm steering model using electronically actuated DC motor model	93
Figure 4.7	Pitman arm steering test rig configuration.....	95
Figure 4.8	Circuit design using microcontroller, opto isolator and H-Bridge driver....	96
Figure 4.9	Hardware-in-the-loop process flow	99
Figure 4.10	Double lane change test response	100
Figure 4.11	Slalom test response.....	101
Figure 4.12	Step steer test using steering angle of 180° response	101
Figure 4.13	Software-In-the-Loop control structure	104
Figure 4.14	Hardware-In-the-Loop control structure.....	104
Figure 4.15	Wheel angle using sine input at 0.5 hz	106
Figure 4.16	Wheel angle using sine input at 1.0 hz	107
Figure 4.17	Wheel angle using square input at 0.5 hz	108
Figure 4.18	Wheel angle using square input at 1.0 hz	108
Figure 4.19	Wheel angle using sawtooth input at 0.5 hertz.....	109
Figure 4.20	Wheel angle using sawtooth input at 1.0 hertz.....	109
Figure 4.21	Wheel angle using step input response at 4.5 degree	110
Figure 4.22	Wheel angle using step input response at 9 degree	111
Figure 5.1	Inner loop control design	116
Figure 5.2	Outer loop control using yaw rate with vehicle sideslip angle feedback...	118
Figure 5.3	Vehicle sideslip angle due to recoil force	118
Figure 5.4	Armored vehicle with imaginary skyhook damper configuration	120
Figure 5.5	Relationship between yaw rate and lateral force	121

Figure 5.6	Outer loop control using Estimated Yaw and Lateral Force Rejection Feedback (EsYLaR)	122
Figure 5.7	Relationship between firing moment and yaw rate	123
Figure 5.8	Armored vehicle with linear and rotary skyhook dampers.....	125
Figure 5.9	Outer loop control using Estimated Recoil Moment with Summation of Moment as Reference (SuM-FiME).....	126
Figure 5.10	Outer loop control using Estimated Recoil and Yaw Rate with Summation of Moment as Reference (SuM-FYME).....	127
Figure 5.11	Flowchart of optimization process using genetic algorithm.....	130
Figure 5.12	Armored vehicle performance at speed 40 km/h and 45° firing angle	134
Figure 5.13	Armored vehicle performance at speed 40 km/h and 90° firing angle	136
Figure 5.14	Armored vehicle performance at speed 60 km/h and 45° firing angle	137
Figure 5.15	Armored vehicle performance at speed 60 km/h and 90° firing angle	139
Figure 6.1	Yaw Disturbance Rejection Control using FOM-AFWS loop	144
Figure 6.2	Artificial neuron structure.....	152
Figure 6.3	YDRC control structure using with Neuro-PI controller.....	154
Figure 6.4	Three layers neural network for updating PI controller.....	155
Figure 6.5	Firing angle of 45° at armored vehicle speed of 40 km/h.....	160
Figure 6.6	Firing angle of 90° at armored vehicle speed of 40 km/h.....	162
Figure 6.7	Firing angle of 45° at armored vehicle speed of 60 km/h.....	164
Figure 6.8	Firing angle of 90° at armored vehicle speed of 60 km/h.....	166
Figure 7.1	Hardware-in-the-Loop (HIL) Simulation using adaptive Neuro-PI controller.....	178

Figure 7.2	Real-Implementation Test Scenario (RITS) using adaptive Neuro-PI controller.....	179
Figure 7.3	IMC Studio Graphic User Interface (GUI).....	180
Figure 7.4	IMC Cronos Compact.....	182
Figure 7.5	Control architecture using Hardware-in-the-Loop testing.....	184
Figure 7.6	Control architecture using Real-Implementation Test Scenario.....	184
Figure 7.7	User Model Template for IMC HIL	185
Figure 7.8	Configuration of the HIL system using IMC HIL toolbox.....	186
Figure 7.9	Configuration of the RITS system using IMC HIL toolbox.....	187
Figure 7.10	Simulation test scenario using 40 km/h and 45°.....	189
Figure 7.11	Simulation test scenario using 60 km/h and 45°.....	191
Figure 7.12	Simulation test scenario using 40 km/h and 90°.....	192
Figure 7.13	Simulation test scenario using 60 km/h and 90°.....	193
Figure 7.14	HIL configuration using Pitman arm steering in Half Scale SIBMAS.....	194
Figure 7.15	HIL test scenario using 40 km/h and 90°.....	196
Figure 7.16	HIL test scenario using 60 km/h and 90°.....	197
Figure 7.17	Comparison between YDRC and conventional armored vehicle	198
Figure 7.18	RITS test scenario using 40 km/h and 90°.....	200
Figure 7.19	RITS test scenario using 60 km/h and 90°.....	201

LIST OF ABBREVIATION AND SYMBOLS

CG	Center of Gravity
YDRC	Yaw Disturbance Rejection Control
HIL	Hardware – in – the – loop
SIL	Software – in – the – loop
RITS	Real – Implementation Test Scenario
FOM	Firing – On – the – Move
AFWS	Active Front Wheel Steering
DC	Direct Current
DOF	Degree of freedom
NI	National Instrument
MIL	Model – in – the – Loop
AFV	Armored fighting vehicle
HMMWV	High Mobility Multipurpose Wheeled Vehicle
MR	Magneto Rheological
RPG	Rocket Propelled Grenades
PD	Proportional Derivative
PID	Proportional Integral Derivative
ESC	Electronic stability control
ESP	Electronic stability program
ABS	Antilock Braking System
AYC	Active Yaw Control
EBD	Electronic Brake-Force Distribution
TCS	Traction Control System
ADRC	Active Disturbance Rejection Control
ESO	Extended State Observer
VILS	Vehicle – in – the – loop Simulation
DAQ	Data acquisition system
IMC	Integrated measurement and control
RMS	Root mean square
AIFS	Active Independent Front Steering
ECU	Electronic Control Unit
ADC	Analogue to Digital converter
RTWT	Real Time Windows Target
PTP	Peak-to-Peak
YDRC	Yaw Disturbance Rejection Control
GA	Genetic Algorithm
DOE	Design of experiment
ANOM	Analysis of mean
ANOVA	Analysis of variance
ITAE	Total of integral of time multiplied by absolute error
SNR	Signal-to-ratio

NN	Neural network
GUI	Graphic User Interface
GPS	Global Position Sensor
TCP/IP	Transmission Control Protocol/Internet Protocol
API	Application Program Interface
pvv	Process vector value
φ	Firing angle
F_{sfl}	Spring force at front left corner
F_{dfl}	Damper force at front left corner
F_{sfr}	Spring force at front right corner
F_{dfr}	Damper force at front right corner
F_{srl}	Spring force at rear left corner
F_{drl}	Damper force at rear left corner
F_{srr}	Spring force at rear right corner
F_{drr}	Damper force at rear right corner
F_{tfl}	Tire forces acting at front left of sprung mass
F_{tfr}	Tire forces acting at front right of sprung mass
F_{trl}	Tire forces acting at rear left of sprung mass
F_{trr}	Tire forces acting at rear right of sprung mass
$F_{z,fl}$	Front left tire normal force
$F_{z,fr}$	Front right tire normal force
$F_{z,rl}$	Rear left tire normal force
$F_{z,rr}$	Rear right tire normal force
$F_{x,fl}$	Longitudinal forces acting at front left tire
$F_{x,fr}$	Longitudinal forces acting at front right tire
$F_{x,rl}$	Longitudinal forces acting at rear left tire
$F_{x,rr}$	Longitudinal forces acting at rear right tire
$F_{y,fl}$	Lateral forces acting at front left tire
$F_{y,fr}$	Lateral forces acting at front right tire
$F_{y,rl}$	Lateral forces acting at rear left tire
$F_{y,rr}$	Lateral forces acting at rear right tire
F_{yvss}	Estimated lateral force due to vehicle side slips change
F_{recoil}	Recoil force due to gun firing effect
F_y	Lateral force at CG of armored vehicle
R_{angle}	Gun recoil force due to varies firing angle
$M_{z,fl}$	Moment acting at front left tire
$M_{z,fr}$	Moment acting at front right tire
$M_{z,rl}$	Moment acting at rear left tire
$M_{z,rr}$	Moment acting at rear right tire
M_{fire}	estimated recoil moment acting at the CG of the vehicle system

M_{ideal}	Ideal moment required to reject recoil moment
M_{front}	Moment acting at the front vehicle body due to firing
M_{rear}	Moment acting at the rear vehicle body due to firing
M_{rotary}	Moment acting the CG of the vehicle due to firing
F_a	Aerodynamic force
F_r	Rolling resistance force
$F_{y_{summation}}$	Summation lateral force
$F_{sky_{front}}$	Skyhook force at front body
$F_{sky_{rear}}$	Skyhook force at rear body
m	Net input to the layer
m_s	Sprung mass
$m_{u,fl}$	Front left unsprung mass
$m_{u,fr}$	Front right unsprung mass
$m_{u,rl}$	Rear left unsprung mass
$m_{u,rr}$	Rear right unsprung mass
m_m	Mass of projectile
m_w	Mass of propellant charge
m_i	ANOM value
m_{avg}	Average value of SNR
c_{fire}	Distance of center of gun system to CG of the body vehicle
β_g	Factor of activity gunpowder gases
C_d	Aerodynamic drag
C_r	Rolling resistance of tire
\ddot{z}_s	Acceleration of sprung mass at CG
\dot{z}_s	Sprung mass velocity at CG
z_s	Sprung mass displacement at CG
I_p	Pitch axis moment of inertia
I_r	Roll axis moment of inertia
I_z	Yaw axis moment of inertia
I_w	Wheel moment of inertia
$\ddot{\theta}$	Pitch acceleration at CG of sprung mass
$\dot{\theta}$	Pitch rate at CG of the sprung mass
$\ddot{\phi}$	Roll acceleration at C.G. of sprung mass
$\dot{\phi}$	Roll rate at C.G. of the sprung mass
w	Wheel base of sprung mass
h	Height from ground to the CG
h_{rc}	Height from ground to the center of roll angle
h_{pc}	Height from ground to the center of pitch angle
l_f	Distance between front of vehicle and CG of sprung mass

l_r	Distance between rear of vehicle and CG of the sprung mass
g	Gravitational force, 9.81 ms^{-2}
δ_f	Wheel steer angle
$K_{s,fl}$	Front left suspension spring stiffness
$K_{s,fr}$	Front right suspension spring stiffness
$K_{s,rl}$	Rear left suspension spring stiffness
$K_{s,rr}$	Rear right suspension spring stiffness
$C_{s,fl}$	Front left suspension damping
$C_{s,fr}$	Front right suspension damping
$C_{s,rl}$	Rear left suspension damping
$C_{s,rr}$	Rear right suspension damping
$z_{u,fl}$	Front left unsprung masses displacement
$z_{u,fr}$	Front right unsprung masses displacement
$z_{u,rl}$	Rear left unsprung masses displacement
$z_{u,rr}$	Rear right unsprung masses displacement
$\dot{z}_{u,fl}$	Front left unsprung masses velocity
$\dot{z}_{u,fr}$	Front right unsprung masses velocity
$\dot{z}_{u,rl}$	Rear left unsprung masses velocity
$\dot{z}_{u,rr}$	Rear right unsprung masses velocity
$\ddot{z}_{u,fl}$	Front left unsprung masses acceleration
$\ddot{z}_{u,fr}$	Front right unsprung masses acceleration
$\ddot{z}_{u,rl}$	Rear left unsprung masses acceleration
$\ddot{z}_{u,rr}$	Rear right unsprung masses acceleration
$z_{s,fl}$	Front left sprung mass displacement
$z_{s,fr}$	Front right sprung mass displacement
$z_{s,rl}$	Rear left sprung mass displacement
$z_{s,rr}$	Rear right sprung mass displacement
γ_c	Camber angle
X	Slip angle (for lateral motion) or skid (for longitudinal motion)
B	Stiffness factor
C	Shape factor
D	Peak factor
E	Curvature factor
S_h	Horizontal shift
S_v	Vertical shift
a_x	Longitudinal acceleration
v_x	Longitudinal velocity
a_y	Lateral acceleration
d_y	Lateral displacement
\ddot{r}	Yaw acceleration
\dot{v}_x	Inertial longitudinal acceleration

\dot{v}_y	Inertial lateral acceleration
\dot{r}	Yaw rate
r	Yaw angle
\dot{r}_{dyn}	Yaw rate after firing effect
\dot{r}_{recoil}	Unwanted yaw rate response which is caused by the recoil moment
a_{y_dyn}	Lateral acceleration after firing effect.
β	Vehicle body side slip angle
α_f	Lateral slip angle at the front tires
α_r	Lateral slip angle at the rear tires
λ_f	Longitudinal slip at the front tires
λ_r	Longitudinal slip at the rear tires
v_{wxf}	Longitudinal velocity at front tires
v_{wxr}	Longitudinal velocity at rear tires
v_o	Initial velocity of the projectile leaving the muzzle
v_{y_front}	Front vehicle lateral velocity
v_{y_rear}	Rear vehicle lateral velocities
$\dot{\omega}_{fl}$	Angular acceleration at front left tire
$\dot{\omega}_{fr}$	Angular acceleration at front right tire
$\dot{\omega}_{rl}$	Angular acceleration at rear left tire
$\dot{\omega}_{rr}$	Angular acceleration at rear right tire
$C_{f,f}$	Viscous friction coefficients at front tires
$C_{f,r}$	Viscous friction coefficients at rear tires
C_{sky_front}	Imaginary skyhook damper force at front body
C_{sky_rear}	Imaginary skyhook damper force at rear body
C_{sky_rot}	Imaginary skyhook damper force at CG body
C_{PID}	PID controller output
C_{PI}	PI controller output
k_p	Proportional gain
k_i	Integral gain
k_d	Derivative gain
Δk_p	Update for Proportional gain
Δk_i	Update for Integral gain
$e_i(t)$	error obtained due to the difference between desired and actual response of the system
K_{p_fire}	Proportional gain for FOM loop
K_{i_fire}	Integral gain for FOM loop
K_{p_yaw}	Proportional gain for AFWS loop
K_{i_yaw}	Integral gain for AFWS loop
R_w	Tire radius
y_a	Actual yaw rate response from neural network
y_m	Desired yaw rate response
α_w	Learning rate for weight