

## Contents

**About the Authors** *xi*

**Preface** *xv*

**List of Abbreviations** *xvii*

### **1 Introduction** *1*

- 1.1 Motivation and Introduction *1*
- 1.2 History of Automated Driving *3*
- 1.3 ADAS to Autonomous Driving *11*
- 1.4 Autonomous Driving Architectures *13*
- 1.5 Cybersecurity Considerations *13*
- 1.6 Organization and Scope of the Book *14*
- 1.7 Chapter Summary and Concluding Remarks *14*
- References *15*

### **2 Vehicle, Path, and Path Tracking Models** *19*

- 2.1 Tire Force Model *19*
  - 2.1.1 Introduction *19*
  - 2.1.2 Tire Forces/Moments and Slip *20*
  - 2.1.3 Longitudinal Tire Force Modeling *23*
  - 2.1.4 Lateral Tire Force Modeling *24*
  - 2.1.5 Self-aligning Moment Model *28*
  - 2.1.6 Coupling of Tire Forces *29*
- 2.2 Vehicle Longitudinal Dynamics Model *33*
- 2.3 Vehicle Lateral Dynamics Model *36*
  - 2.3.1 Geometry of Cornering *36*
  - 2.3.2 Single-Track Lateral Vehicle Model *38*
  - 2.3.3 Augmented Single-Track Lateral Vehicle Model *42*
  - 2.3.4 Linearized Single Track Lateral Vehicle Model *42*
- 2.4 Path Model *45*
- 2.5 Pure Pursuit: Geometry-Based Low-Speed Path Tracking *51*
- 2.6 Stanley Method for Path Tracking *52*
- 2.7 Path Tracking in Reverse Driving and Parking *54*
- 2.8 Chapter Summary and Concluding Remarks *56*
- References *56*

|          |   |            |
|----------|---|------------|
| <b>3</b> | <b>Simulation, Experimentation, and Estimation Overview</b>             | <b>57</b>  |
| 3.1      | Introduction to the Simulation-Based Development and Evaluation Process | 57         |
| 3.2      | Model-in-the-Loop Simulation  | 60         |
| 3.2.1    | Linear and Nonlinear Vehicle Simulation Models                          | 60         |
| 3.2.2    | Higher Fidelity Vehicle Simulation Models                               | 61         |
| 3.3      | Virtual Environments Used in Simulation                                 | 62         |
| 3.3.1    | Road Network Creation   | 63         |
| 3.3.2    | Driving Environment Construction  | 65         |
| 3.3.3    | Capabilities  | 68         |
| 3.4      | Hardware-in-the-Loop Simulation   | 72         |
| 3.5      | Experimental Vehicle Testbeds   | 74         |
| 3.5.1    | Unified Approach  | 75         |
| 3.5.2    | Unified AV Functions and Sensors Library                                | 76         |
| 3.6      | Estimation  | 78         |
| 3.6.1    | Estimation of the Effective Tire Radius                                 | 78         |
| 3.6.2    | Slip Slope Method for Road Friction Coefficient Estimation              | 79         |
| 3.6.3    | Results and Discussion  | 82         |
| 3.7      | Chapter Summary and Concluding Remarks                                  | 87         |
|          | References  | 87         |
| <br>     |   |            |
| <b>4</b> | <b>Path Description and Generation</b>                                  | <b>91</b>  |
| 4.1      | Introduction  | 91         |
| 4.2      | Discrete Waypoint Representation  | 91         |
| 4.3      | Parametric Path Description   | 94         |
| 4.3.1    | Clothoids   | 95         |
| 4.3.2    | Bezier Curves   | 97         |
| 4.3.3    | Polynomial Spline Description   | 99         |
| 4.4      | Tracking Error Calculation  | 103        |
| 4.4.1    | Tracking Error Computation for a Discrete Waypoint Path Representation  | 103        |
| 4.4.2    | Tracking Error Computation for a Spline Path Representation             | 104        |
| 4.5      | Chapter Summary and Concluding Remarks                                  | 104        |
|          | References  | 105        |
| <br>     |   |            |
| <b>5</b> | <b>Collision Free Path Planning</b>                                     | <b>107</b> |
| 5.1      | Introduction  | 107        |
| 5.2      | Elastic Band Method   | 111        |
| 5.2.1    | Path Structure  | 111        |
| 5.2.2    | Calculation of Forces   | 111        |
| 5.2.3    | Reaching Equilibrium Point  | 114        |
| 5.2.4    | Selected Scenarios  | 115        |
| 5.2.5    | Results   | 116        |
| 5.3      | Path Planning with Minimum Curvature Variation                          | 123        |
| 5.3.1    | Optimization Based on $G^2$ -Quintic Splines Path Description           | 123        |
| 5.3.2    | Reduction of Computation Cost Using Lookup Tables                       | 125        |
| 5.3.3    | Geometry-Based Collision-Free Target Points Generation                  | 128        |
| 5.3.4    | Simulation Results  | 132        |
| 5.4      | Model-Based Trajectory Planning   | 134        |

|          |  |            |
|----------|--|------------|
| 5.4.1    | Problem Formulation  | 134        |
| 5.4.2    | Parameterized Vehicle Control  | 136        |
| 5.4.3    | Constrained Optimization on Curvature Control                              | 137        |
| 5.4.4    | Sampling of the Longitudinal Movements                                     | 141        |
| 5.4.5    | Trajectory Evaluation and Selection  | 143        |
| 5.4.6    | Integration of Road Friction Coefficient Estimation for Safety Enhancement | 145        |
| 5.4.7    | Simulation Results in Complex Scenarios                                    | 148        |
| 5.5      | Chapter Summary and Concluding Remarks                                     | 154        |
|          | References   | 154        |
| <b>6</b> | <b>Path-Tracking Model Regulation</b>                                      | <b>159</b> |
| 6.1      | Introduction   | 159        |
| 6.2      | DOB Design and Frequency Response Analysis                                 | 160        |
| 6.2.1    | DOB Derivation and Loop Structure  | 160        |
| 6.2.2    | Application Examples   | 162        |
| 6.2.3    | Disturbance Rejection Comparison   | 171        |
| 6.3      | Q Filter Design  | 171        |
| 6.4      | Time Delay Performance   | 172        |
| 6.5      | Chapter Summary and Concluding Remarks                                     | 175        |
|          | References   | 175        |
| <b>7</b> | <b>Robust Path Tracking Control</b>  | <b>177</b> |
| 7.1      | Introduction   | 177        |
| 7.2      | Model Predictive Control for Path Following                                | 178        |
| 7.2.1    | Formulation of Linear Adaptive MPC Problem                                 | 178        |
| 7.2.2    | Estimation of Lateral Velocity   | 180        |
| 7.2.3    | Experimental Results   | 182        |
| 7.3      | Design Methodology for Robust Gain-Scheduling Law                          | 185        |
| 7.3.1    | Problem Formulation  | 185        |
| 7.3.2    | Design via Optimization in Linear Matrix Inequalities Form                 | 186        |
| 7.3.3    | Parameter-Space Gain-Scheduling Methodology                                | 188        |
| 7.4      | Robust Gain-Scheduling Application to Path-Tracking Control                | 193        |
| 7.4.1    | Car Steering Model and Parameter Uncertainty                               | 193        |
| 7.4.2    | Controller Structure and Design Parameters                                 | 195        |
| 7.4.3    | Application of Parameter-Space Gain-Scheduling                             | 197        |
| 7.4.4    | Comparative Study of LMI Design  | 200        |
| 7.4.5    | Experimental Results and Discussions                                       | 202        |
| 7.5      | Add-on Vehicle Stability Control for Autonomous Driving                    | 206        |
| 7.5.1    | Direct Yaw Moment Control Strategies                                       | 207        |
| 7.5.2    | Direct Yaw Moment Distribution via Differential Braking                    | 211        |
| 7.5.3    | Simulation Results and Discussion  | 213        |
| 7.6      | Chapter Summary and Concluding Remarks                                     | 216        |
|          | References   | 216        |

- 8      **Summary and Conclusions**    221
  - 8.1    Summary    221
  - 8.2    Conclusions    223
- Index**    225