



**AIN-SHAMS UNIVERSITY
FACULTY OF ENGINEERING
DEPARTMENT OF AUTOMOTIVE**

EFFECTS OF UTILIZING AN ELECTRO— HYDRAULIC SERVO VALVE ON THE HANDLING PERFORMANCE OF A THREE-WHEEL VEHICLE

A thesis submitted in partial fulfillment of the requirements for the
Degree of Master of Science in Mechanical Engineering (Automotive)

Submitted by

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ABSTRACT

This thesis is dedicated to investigate the dynamic behavior of a three-wheel vehicle during steering action. The vehicle is equipped with an electro-hydraulic steering system incorporating directional control valve assembly DCV. This valve consists of three DCVs in one housing. These valves are of 3/2 poppet type direct controlled by three DC solenoids. Moreover, a new steering system is proposed. The new system is based upon an electro-hydraulic servo valve EHSV. The dynamic behavior of both of the systems are compared and analyzed. The investigations are extended to cover the dynamic handling performance of the vehicle during road maneuvers.

The thesis contains a comprehensive summary of the available literature relevant to the subject of the study. The studied literature covered the dynamic behaviors of the three and four wheel vehicles which use hydraulic steering systems. The objective of the present study was determined on the basis of the literature review.

The thesis included a detailed description of all components of the electro-hydraulic steering system used to control the three-wheel vehicle in addition to the mechanical mechanisms constituting the system. The system includes three directional control valves to control the steering angle of the front wheel of the vehicle. Mathematical models have been deduced that describes the static and dynamic performance of the hydraulic system and the mechanisms that the steering system contains. The simulation programs have been developed based on the deduced mathematical models. The transient response of the system to step input were calculated, presented and discussed.

Experimental tests have been carried to measure the fluid flow characteristics through the directional control valves. The experimental results showed good agreement with the simulation results, which validate the simulation program in the steady state operating mode.

A new system was proposed by replacing the directional control valves assembly by an electro-hydraulic servo valve with PI controller. The describing mathematical model was deduced and a simulation program was developed for the proposed system. The transient response of the proposed system was calculated and compared with that of the original system.

The transient handling responses of the vehicle was examined when the steering system equipped with the DCV assembly and when equipped with the proposed EHSV.

The dynamic performance of the vehicle, controlled by the electro-hydraulic servo system, was investigated considering different values of the design and operating parameters. The transient response of the vehicle to diverse inputs was calculated using the simulation program, mainly the step input of the steering pedal, ramp input, sinusoidal input and movement represented by polynomial functions of the fifth order to simulate the input function movement satisfying smooth displacement, velocity and acceleration at the beginning and end of the pedal movement. The vehicle dynamics was studied during changing lane, double lane change, the case of road curvature follow up and the case of U-turn due to the steering pedal input, as well as, the case of subjecting the vehicle body to a side force due to wind.

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STATEMENT

This dissertation is submitted to Ain Shams University for the Degree of M.Sc. in Mechanical Engineering (Automotive).

The author has carried out the work included in this thesis at the Department of Automotive Engineering, Faculty of Engineering, Ain Shams University.

No part of this thesis has been submitted for a degree or a qualification at any other University or institute.

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CONTENTS

	Page
ENGLISH TITLE	
EXAMINATION COMMITTEE	
ABSTRACT	i
ACKNOWLEDGEMENT	iii
STATEMENT	iv
CONTENTS	v
LIST OF FIGURES	xi
LIST OF TABLES	xvii
NOMENCLATURE	xviii
ABBREVIATIONS	xxviii
PREFACE	1
CHAPTER (1)	3
LITERATURE REVIEW	
1.1 Introduction	3
1.2 The Task of the Steering System	3
1.3 Types of Steering Systems	3
1.3.1 Conventional Steering Systems	3
1.3.2 Power Steering Systems	4
1.3.3 Steer by Wire Systems	5
1.4 Configurations of the Three-Wheel Vehicles	7
1.4.1 Two Front Wheels Steering	7

1.4.2	Two Rear Wheels Steering	8
1.5	Strategies of the Steer-by-Wire System Control	8
1.6	Electro-hydraulic Servo Valve Technology	9
1.7	Steering System Improvements	10
1.8	Objective of the Present Work	19
CHAPTER (2)		21
SYSTEM DESCRIPTION AND MATHEMATICAL MODEL		
2.1	Introduction	21
2.2	System Description and operation	21
2.2.1	Hydraulic Generator	21
2.2.2	Mechanical System	22
2.2.3	Hydraulic Steering System Description and Operation	26
2.2.3.1	Steering Actuator	28
2.2.3.2	Steering DCV Assembly	29
2.3	Mathematical Model	32
2.3.1	Mathematical Model of the DCV-1	33
2.3.2	Continuity Equations	47
2.3.3	Equation of Motion of the Piston	50
CHAPTER (3)		51
EXPERIMENTAL WORK AND MODEL VALIDATION		
3.1	Introduction	51
3.2	Instruments and Test Setup	51

3.2.1	Test Stand Description	51
3.2.2	Accessories	53
3.2.3	Test Setup	54
3.3	Experimental Conditions and Functional Test Procedures	56
3.4	Steering Valve Steady State Characteristics	57
3.5	Validation of Simulation Program of the Steering DCV in the Steady State	57
3.6	Conclusion	59
CHAPTER (4)		60
ELECTRO-HYDRAULIC SERVO STEERING SYSTEM		
4.1	Introduction	60
4.2	Servo Valve Description	60
4.2.1	Single Stage Servo Valve	60
4.2.2	Two-Stage Servo Valve	63
4.3	Modeling of Steering System	65
4.3.1	Electro-hydraulic Servo Valve	65
4.3.2	Flow Rates through the Spool Valve	68
4.3.3	Continuity Equations Applied to the Cylinder Chambers	70
4.3.4	Equation of Motion of the Piston	70
4.3.5	Feedback Equation	71
4.3.6	PID Controller	71

CHAPTER (5)	76
VEHICLE DYNAMIC HANDLING RESPONSE	
5.1 Introduction	76
5.2 Estimation of the Vehicle Rollover Speed Threshold and Road Adhesion Limitation	76
5.3 Transient Handling Model	81
5.4 Comparison between the Transient Handling Responses of the Two Steering Systems	89
5.5 Transient Handling Model Response	90
5.5.1 Step Input	90
5.5.2 Ramp Input	92
5.5.3 Sinusoidal Input	93
5.5.4 Polynomial Function Input	94
5.5.4.1 Lane Change Response	94
5.5.4.2 Double Lane Change Response	97
5.5.4.3 Road Curvature Follow Up Response	99
5.5.4.4 U-turn Response	100
5.6 Parametric Study	100
5.6.1 Effects of Tire Cornering Stiffness	101
5.6.2 Effects of Vehicle Speed	103
5.7 Possibility of Response Improvement	104

5.8	Conclusions	106
CHAPTER (6)		108
CONCLUSIONS AND RECOMMENDATIONS		
6.1	General	108
6.2	Conclusions	109
6.3	Recommendations for Future Work	112
REFERENCES		113
APPENDICES		117
APPENDIX (A)		118
THE RELATIONSHIP BETWEEN THE STEERING ACTUATOR DISPLACEMENT AND THE STEERING ANGLE		
A.1	The Relationship between the Steering Actuator Displacement and the Steering Angle	118
A.2	The Relationship between Steering Load Arm and Steering Angle	123
APPENDIX (B)		125
CALCULATION OF THE MASS MOMENT OF INERTIA OF THE FRONT WHEEL ASSEMBLY AROUND THE STEERING AXIS		
B.1	Introduction	125
B.2	The Experiment	125
APPENDIX (C)		132
ROTAMETER THEORY OF OPERATION		
C.1	Introduction	132
C.2	Defining of a Fluid Flow by a Rotameter	132

APPENDIX (D)	136
DESIGN OF P, PI AND PID CONTROLLERS	
D.1 Find the Limiting Open Loop Gain for the Stability	138
D.2 P, PI and PID Controller Design	139
D.3 Implementation of the P, PI, PID Controllers	140
D.4 Tuning of the Controllers Parameters	141
APPENDIX (E)	143
FINDING THE TIRE/ROAD ADHESION COEFFICIENT	
ARABIC SUMMARY	146
ARABIC TITLE	

LIST OF FIGURES

	Page
Fig. 1.1 Wheel positions for various three-wheeled vehicle configurations when turning [5].	7
Fig. 1.2 Driving results using the third algorithm [20].	14
Fig. 1.3 Changing the steering angle δ and the modulus $ V $ of the aircraft velocity [22].	16
Fig. 1.4 Detail from Fig. 1.3.a [22].	17
Fig. 1.5 Aircraft c.g curves in the (X, Y)-plane respectively [22].	18
Fig. 1.6 Time plots of aircraft velocity $ V $ at points $\delta = 6.54^\circ$ (b) and $\delta = 8.14^\circ$ (c), respectively [22].	19
Fig. 2.1 Hydraulic generator diagram.	22
Fig. 2.2 Front wheel steering mechanism [23].	23
Fig. 2.3 Effect of rolling resistance on a steering tire [23].	25
Fig. 2.4 Steering system hydraulic diagram [23].	26
Fig. 2.5 Simulation block diagram of the DCV steering command.	27
Fig. 2.6 Steering hydraulic actuator sectional view.	29
Fig. 2.7 Schematic of the steering DCV assembly and the actuator [23].	30
Fig. 2.8 Real picture of the steering DCV assembly.	31
Fig. 2.9 Schematic of the DCV-1 [23].	32
Fig. 2.10 Two positions of the DCV-1 spherical poppet [23].	38

Fig. 2.11	DCV-1 Throttle and pressure areas of pressure side seat (5) [23].	41
Fig. 2.12	DCV-1 throttle and pressure areas of return side seat (4) [23].	42
Fig. 2.13	Transient response of poppet displacement x_{2P} to step input of solenoid force $F_{S2} = 15 \text{ N}$ [23].	44
Fig. 2.14	Transient response of poppet displacement x_{2P} to step input of solenoid force $F_{S2} = 0$ applied [23].	45
Fig. 2.15	DCV-2 throttle and pressure areas change with poppet displacement of return and pressure side seats.	46
Fig. 2.16	Inner chamber (S) functional scheme [23].	47
Fig. 2.17	Cylinder chamber (A) [23].	49
Fig. 2.18	Cylinder chamber (B) [23].	50
Fig. 3.1	Schematic diagram of the test stand.	52
Fig. 3.2	Real photo of the test accessories.	54
Fig. 3.3	Schematic diagram of the test setup.	55
Fig. 3.4	Real photo of the experimental test.	56
Fig. 3.5	Comparison between the experimental and theoretical steady state results of Q_{2P} , $(P_P - P_{AB})$ where E1 and E2 were energized [23].	58
Fig. 3.6	Comparison between the experimental and theoretical steady state results of Q_{3T} , $(P_{AB} - P_T)$ where E1 and E2 were energized [23].	58
Fig. 4.1	Construction of a single stage servo valve [17].	61
Fig. 4.2	Layout of the double jet flapper valve [17].	62

Fig. 4.3	Pressure characteristics of a double jet flapper valve, calculated [17].	63
Fig. 4.4	Two stage electro-hydraulic servo valve with mechanical feedback [17].	64
Fig. 4.5	Functional block diagram of a two-stage EHSV with mechanical feedback [17].	65
Fig. 4.6	Schematic of the electro-hydraulic servo actuator [17].	66
Fig. 4.7	Transient response of the servo valve spool displacement to a (10) mA step [17].	68
Fig. 4.8	Connection of the PID controller in the feedback loop [17].	72
Fig. 4.9	Simulation block diagram of the steering system with P and PI Controller [17].	72
Fig. 4.10	Step response of the electro-hydraulic servo-actuator, for the two configurations given in Fig. 4.9 [17].	73
Fig. 4.11	Simulation block diagram of the steering system with PI controller integral of time absolute error ITAE [27].	74
Fig. 4.12	Comparison between the step response of the loaded steering system incorporating the EHSV and the DCV assembly [27].	75
Fig. 5.1	A 3-wheel vehicle rollover model in x_{cg} - y_{cg} plane [27].	77
Fig. 5.2	A 3-wheel vehicle rollover 3-D model [27].	78
Fig. 5.3	Relation between rollover speed, turning radius and the steer angle [27].	80

Fig. 5.4	Velocity change and trajectory of the vehicle c.g, during the transient response using axes fixed to vehicle body [24].	82
Fig. 5.5	Simplified vehicle model for analysis of transient motions [24].	83
Fig. 5.6	Simplified vehicle model for analysis of transient motions [24].	83
Fig. 5.7	Simulation block diagram of Eq. 5.9 and its transformation in world axis.	87
Fig. 5.8	Simulation block diagram of Eq. 5.10 and its transformation in world axis.	87
Fig. 5.9	Simulation block diagram of Eq. 5.11 and its transformation in world axis.	88
Fig. 5.10	Comparison between the effects of utilizing an EHSV in lieu of the steering DCV assembly on the transient response of the vehicle trajectories [27].	89
Fig. 5.11	Step input function of steer pedal to obtain L-turn maneuver.	91
Fig. 5.12	An L-turn (90°) maneuver accomplished by step input of steer pedal.	91
Fig. 5.13	The steer pedal ramp input function to change vehicle heading angle.	92
Fig. 5.14	Change heading maneuver accomplished by ramp input.	92
Fig. 5.15	Sinusoidal pedal input.	93
Fig. 5.16	Slalom test accomplished by sinusoidal input.	93
Fig. 5.17	Polynomial pedal input to achieve a lane change maneuver.	96