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ON INTERACTIVE CONTROL FOR INTELLIGENT COLLISION EVASIVE EMERGENCY INTERVENTION IN SMART VEHICLES

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A thesis submitted to the
Department of Electrical Engineering, University of Moratuwa
in partial fulfillment of the requirements for the Degree of
Master of Science

by

 University of Moratuwa, Sri Lanka.
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January ~~2006~~ 2007

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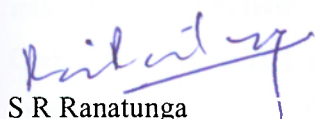
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Declaration

The work submitted in this thesis is the result of my own investigation, except where otherwise stated.

It has not already been accepted for any other degree, and is also not being concurrently submitted for any other degree.



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Date: 29/01/2007

I endorse the declaration by the candidate.

UOM Verified Signature

Dr. Sisil Kumarawadu

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Abstract

This research study focuses on finding a solution for collision avoidance of smart vehicular systems. The main paradigm that is used to establish the solution is the interactive control of vehicular systems for negotiating a collision scenario for taking evasive actions. In this study, an interactive controller proposed negotiates collision scenarios between two vehicular systems leading to cooperative maneuvers. Thus, the interactive control actions lead to some maneuvers mutually beneficial to both the vehicles. The objective of this study is to develop a fully operational intelligent interactive controller for the smart vehicles. An Inter-Vehicle Communication (IVC) system plays a pivotal role in exchanging the necessary information in between the vehicles. The IVC system is assumed to be with enough versatility for dealing with multiple collisions in the channel transmitting information.

This study is focusing on the vehicles outside the usually considered platoon environment. It is considering for emergency intervention maneuvers for collision evasive solutions.

The hierarchical differentiation in control of the participatory vehicles is done by using the Master-Slave concept. The master is given more power in comparison to the slave. But these states are moment-bound and are to change fast.

There are two main controllers which have been developed for braking and steering. The two controllers are based on Adaptive Neuro-Fuzzy Inference System (ANFIS). The top tier of this controller includes all important auxiliary functional components for processing the primary sensory variables. The ANFIS controller has been offline trained in the Matlab-7 environment.

A simulation study has been done for the controllers in the Matlab/Simulink environment for various categories of collisions between the two vehicles. Even though the above paradigm is discussed for two participatory vehicular sub-systems, it is emphasized, that the same approach can effectively be extended without any major conceptual breakthrough to any number of vehicles for reliable evasion of collisions. In similar way, multiple vehicles can be considered as a multiplication of the number of pairs of vehicles for applying the results of the above study.

Two fully autonomous prototypes were realized with full capability for testing intelligent interactive collision avoidance trials. Here, all sensor types and equipment were tested for expected functionality to be used in the integrated environment. To this end, software were developed for testing each component in the provided platform.

Acknowledgement

I specially thank my supervisor, Dr. Sisil Kumarawadu for his unwavering guidance, support and advice for carrying out this research work successfully. I am also very appreciative for his extensive help in fulfillment of some publications related to this research work, in some prestigious international forums.

I am indebted to my parents and my wife for constant support and encouragement for successfully carrying out this work.

My gratitude is also due to Prof. H.Y.R. Perera, Head/Electrical Engineering, for offering me a Research Assistantship in the Department of Electrical Engineering, in support of my studies.

My sincere thanks are also due to the chairman and the committee members of the SRC grant committee, University of Moratuwa, for the grant they extended, which existed as an extensive support in my research studies.

I would like to take this opportunity to extend my thanks to Dr. Amith Munindradasa, Dr. Rohan Munasingha, Dr. Thrishantha Nanayakkara and Dr. Lanka Udawatta for being the members of the review committee for my research. If not for their guidance and advice this work wouldn't have been a success at the end.

Dr. N Munasinghe and his staff, at the Engineering Post Graduate Unit, are also thanked for all assistance extended.

I have been assisted extensively by Mr. Geeth Jayendra, in realizing the prototypes for the research work. My appreciations are also due to him.

I would also like to thank Mr. Buddhika Jayasekera and Mr. Dharshana Prasad, who have been my colleagues at the Departmental Research Lab, for helping me in various ways for successfully carrying out this work.

Finally, my thanks go to various other personnel without whose help this work wouldn't have been a success. Understandably, their individual names cannot be mentioned here due to being large in number.

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