# Article information:

Active Trailer Steering Control for High-Capacity Vehicle Combinations | IEEE Journals & Magazine | IEEE Xplore  
<https://ieeexplore.ieee.org/document/8086183>

# Article summary:

1. This paper proposes a new control strategy for the active steering of trailers of longer and heavier vehicle combinations to improve both low speed maneuverability and high speed stability.

2. The proposed approach uses a single controller structure for all velocities using a gain scheduling method for optimal performance at any velocity.

3. A nonlinear dynamical model of double articulated vehicle is employed to support the design of the controller, which is verified on a high-fidelity multi-body model for practical applicability.

# Article rating:

Appears moderately imbalanced: The article provides some useful information, but is missing several important points or pieces of evidence that would be required to present the discussed topics in a balanced and reliable way. You are encouraged to seek a more balanced perspective on the presented issues by exploring the provided research topics and looking at different information sources.

# Article analysis:

The article provides an overview of existing approaches to active trailer steering control for high-capacity vehicle combinations, and presents a novel approach that uses a single controller structure for all velocities using a gain scheduling method for optimal performance at any velocity. The article is well written and provides detailed information about the proposed approach, as well as its verification on a high-fidelity multi-body model.

The article does not present any counterarguments or alternative approaches, nor does it provide evidence to support its claims or discuss potential risks associated with the proposed approach. Additionally, there is no discussion of possible biases in the research or sources of bias that could affect the results presented in the article. Furthermore, there is no mention of promotional content or partiality in the article, which could be seen as potential issues with trustworthiness and reliability.

In conclusion, while this article provides detailed information about its proposed approach to active trailer steering control for high-capacity vehicle combinations, it lacks evidence to support its claims and fails to discuss potential risks associated with this approach or alternative approaches that could be taken instead. Additionally, there is no discussion of possible biases in the research or sources of bias that could affect the results presented in the article.

# Topics for further research:

* Alternative approaches to active trailer steering control
* Potential risks associated with active trailer steering control
* Sources of bias in active trailer steering control research
* Promotional content in active trailer steering control research
* Partiality in active trailer steering control research
* Evidence to support active trailer steering control claims

# Report location:

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