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Hybrid Braking System: Electromagnetic + Disc Braking

1*Krushna Memane, 2 Sakshi Mhaske, 3 Gayatri Mind, 4 Yash kadam, 5 A. A. Joshi

1-5 Department of Mechanical Engineering, Sanjivani College of Engineering, Kopargaon

Krushnamemane80@gmail.com,

Abstract

The Hybrid Braking System combines electromagnetic braking and traditional disc braking to enhance vehicle safety, improve braking response, and reduce mechanical wear. This system integrates sensor fusion technologies, including ultrasonic and infrared sensors, to enable adaptive braking based on real-time road conditions. A PID-based control algorithm optimizes braking force distribution, ensuring a smooth and controlled deceleration. Additionally, the incorporation of regenerative braking allows for energy recovery, increasing vehicle efficiency and sustainability. The proposed system is designed to be cost-effective and scalable, making it suitable for a wide range of vehicles, from two-wheelers to four-wheelers. This project outlines the design, working principle, hardware implementation, and performance analysis of the hybrid braking system, demonstrating its potential to revolutionize modern braking technology.

To offer better stopping performance, increased safety, and increased energy efficiency, the suggested Hybrid Braking System combines electromagnetic braking with traditional disc brakes. Conventional disc brakes are prone to wear, heat generation, and maintenance issues, but they offer dependable friction-based stopping capability. The technology greatly lowers mechanical wear and enhances response time by utilizing electromagnetic brakes, which functions without physical touch. In order to ensure smooth and steady vehicle control, the hybrid technique enables both braking mechanisms to work in tandem, with disc braking providing the final stopping force

and electromagnetic braking handling beginning deceleration.

The system continuously monitors obstructions, vehicle speed, and road conditions by merging ultrasonic and infrared sensors using sensor fusion technology, which increases adaptability. A PID-based control algorithm processes these inputs and intelligently divides the braking power between the two systems to maximize performance and avoid wheel lock or sliding.

Keywords:

Hybrid Braking, Electromagnetic Braking, Disc Braking, Regenerative Braking, Adaptive Braking, Sensor Fusion, PID Control.

1. Introduction

The demand increases for vehicle safety, performance, and energy sustainability; consequently, there has been remarkable evolution in braking systems. The traditional braking systems-disc and drum hydraulic-are very good for halting a vehicle, but they are definitely not as effective in such areas as energy losses, heat dissipation, and mechanical reliability under extremely high loads. The kinetic energy is converted entirely into heat in these systems, creating energy loss and premature maintenance because of wear and tear. Most modern transport systems have innovated intelligent braking technology that not only increases safety but also saves energy. hybrid braking systems, comprising electromagnetic braking (EMB), conventional disc braking, and regenerative braking, among many other things [1-5].

Because of poor mechanical wear and inefficient heat dissipation, traditional braking systems often become less efficient and require high maintenance. Every modern braking system defines a new area of development in terms of adaptive performance and real-time control. Regenerative braking is perhaps the most important development in this field, offering a chance to recover a portion of the energy lost during braking and, therefore, increasing vehicle efficiency. Today's modern sustainable vehicle safety has gained strides courtesy of the integration of sensors and intelligent control mechanisms into braking systems for precision and responsiveness in braking actions [6-10].

A complete hybrid braking system combines all the advanced techniques to tackle these problems. EMB provides non-contact deceleration, resulting in less wear and very fast response times. Of course, the conventional disc brake still needs to be used for immediate application of solid mechanical stopping force if needed. Regenerative braking occurs whenever the kinetic energy from deceleration is converted into electrical energy. Sensor fusion further strengthens the system, placing together data from infrared (IR) and ultrasonic sensors to solidly ascertain environmental conditions and obstacles. PID control algorithms lie at the heart of the integrated system to allow for brake force adjustments to be smooth and attuned to a variety of drive scenarios for improved performance and safety (figure 1).

Fig 1: actual model of hybrid breaking system

The proposed system offers a robust solution for urban and electric vehicles, where energy efficiency and adaptive safety mechanisms are paramount. This integration not only reduces dependence on mechanical.

2. Literature Review

Xing, C., et al. (2024). "Regenerative Braking Control Strategy of Vehicle With In-Wheel Motor Drive System Confronting Converter Fault," *IEEE/ASME Transactions on Mechatronics*. investigateed control strategies for regenerative braking specifically in vehicles using in-wheel motors, focusing on how to maintain performance even when converter faults occur [1].

Zhang, H., et al. (2022). "Research on the influence factors of brake regenerative energy of pure electric vehicles based on the CLTC," *Energy Reports*. This research examines the factors affecting the amount of energy recovered through regenerative braking in pure electric vehicles, using the China Light-Duty Vehicle Test Cycle (CLTC) as a basis for analysis [2].

Zhou, H., et al. (2025). "Anti-Lock Braking System Performance Optimization Based on Fitted-Curve Road-Surface Recognition and Sliding-Mode Variable-Structure Control," *World Electric Vehicle Journal*. This study focuses on optimizing Anti-Lock Braking System (ABS) performance by using road surface recognition techniques combined with sliding-mode control methods. *(Note: The publication year is listed as 2025)[3]*.

Tian, J., Li, D., & Ye, L. (2020). "Study on braking characteristics of a novel eddy current-hydraulic hybrid retarder for heavy-duty vehicles," *IEEE Transactions on Energy Conversion*. This paper explores the braking characteristics of a new type of hybrid retarder system for heavy vehicles, combining eddy current and hydraulic braking mechanisms [4].

Guo, H., et al. (2021). "Research on regenerative braking strategies for hybrid electric vehicle by co-simulation model," *International Journal of Vehicle Performance*. This work utilizes co-simulation models to research and evaluate different regenerative braking strategies suitable for hybrid electric vehicles [5].

Zhang, Y., Zhao, C., & Li, Z. (2020). "Electric vehicle regenerative braking system simulation based on Kalman filter," *2020 Chinese Automation Congress (CAC)*. This conference paper presents a simulation of an electric vehicle's regenerative braking system that incorporates a Kalman filter, likely for state estimation or noise reduction in the control process [7].

Meng, B., et al. (2020). "A survey of brake-by-wire system for intelligent connected electric vehicles," *IEEE Access*. This paper provides a survey of brake-by-wire systems, discussing their application and importance in the context of intelligent, connected electric vehicles [9].

3. Methodology

The hybrid braking system was developed through hardware-software integration, focusing on the design and development of systems that are cost-effective and scalable and capable of performing intelligent braking in different real-world conditions. The following is a detailed stepwise account of the processes undertaken:

3.1 System Design

In terms of system architecture, it comprises three key braking changes: electromagnetic brakes (EMB), disc brakes, and regenerative braking. The initial engagement of EMB is meant for

The standard procedure, as in the current vehicle, is to smooth deceleration followed by disc brakes for better stoppage in emergency and high-speed situations. The regenerative braking module efficiently captures kinetic energy while decelerating and stores it (figure 2).

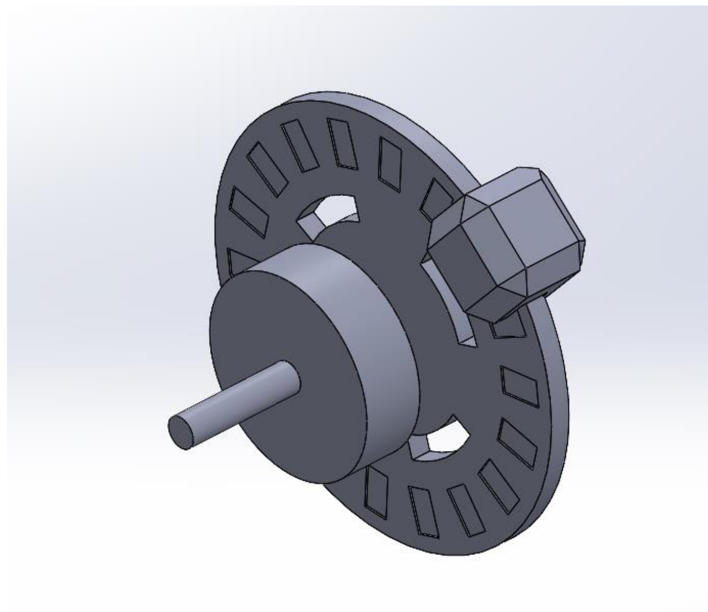


Fig: 2 Design of Prototype

3.2 Sensor Fusion

Infrared (IR) and ultrasonic sensors detect the distance of nearby obstacles and also monitor vehicle speed. These sensors form the sensory backbone of the adaptive braking logic and continuously feed data to the controller.

3.4 Control System

A PID (Proportional-Integral-Derivative) control algorithm analyzes sensor inputs for optimal distribution of braking force between EMB and disc brakes. To ensure smooth transitions with no sudden jolts, tuning of the PID values was carried out based on simulations and real-life testing (figure 3).

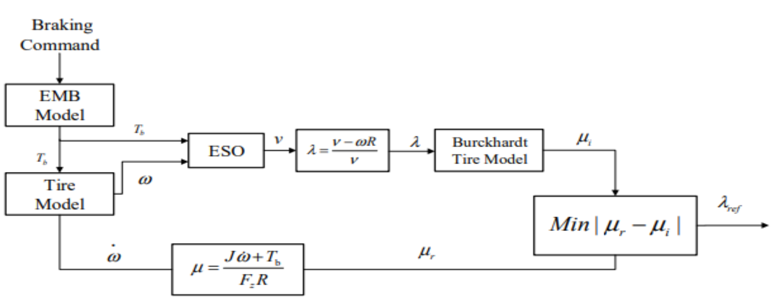


Fig 3: Proportional-Integral-Derivative

The hybrid braking force is controlled using a PID algorithm. The system receives the input from various sensors (distance, speed, and angular tilt from the gyro) to compute the output braking distribution aimed at minimizing the stopping distance while maintaining a smooth experience.

The controller ensures:

Smooth transitions from brake mode to brake mode.

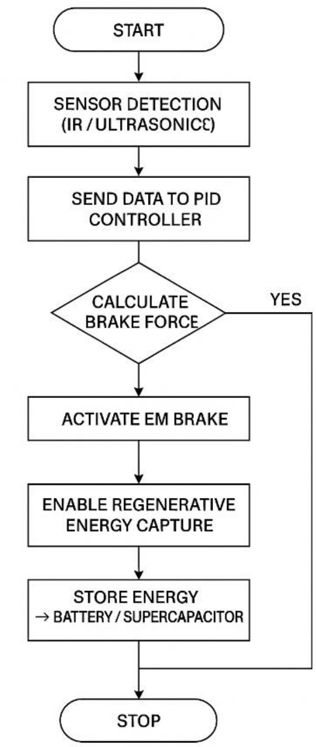
No jerks, no skidding, no imbalance because of tilt.

Capability to adapt in real-time to road slope and lean.

(The control logic is consistent with the ABS tuning approach by Zhou et al., 2025 and regenerative strategies by Guo et al., 2021). [3,5]

3.5 Energy Recovery Setup

The energy from mechanical to electrical is converted during deceleration using regenerative braking and routed through a buck converter to be stored directly into a battery pack or a capacitor. The recovered energy is monitored and recorded for further analysis.



Working of Hybrid Braking System

Fig 4: working of hybrid braking system

4. Working Principle

The hybrid braking system operates by actively managing and distributing braking force among three subsystems: electromagnetic braking (EMB), conventional disc braking, and regenerative braking. On that note, the system makes intelligent decisions based on vehicle speed, distance from obstacles, and braking urgency as to what braking mode should be given preference. The operation is explained stepwise in figure 4.

4.1 Sensor-Based Triggering

Through this mechanism, the system receives constant input in real-time from IR and ultrasonic sensors placed on the car for the purpose of distance measurement to nearby obstacles and the current speed of the vehicle. The collected data is processed in real-time by the Raspberry Pi, which serves as a central control unit.

4.2 PID Controlled Braking Logic

This is the PID controller, which uses the information needed from the sensor-related inputs to calculate the braking force required. Based on the amount of deceleration needed, the percentage of braking to be conducted by EMB, disc brake, and hybrid regenerative modules is determined to be dependent on the controller. This ensures smooth transition:

4.3 Activation of Electromagnetic Braking

Even under moderate braking conditions, the electromagnet is activated by a PWM signal generated by the Raspberry Pi. The electromagnetic coil, which is mounted near the rotating wheel or brake disc, generates a magnetic field that causes eddy currents to oppose the rotation of the wheels-slowing the vehicle down without actual physical contact.

4.4 Disc Braking Activation

During cases of high-speed or emergency braking, the system activates a relay, which in turn activates the hydraulic or mechanical disc brakes. The disc braking subsystem provides strong friction-based deceleration and serves as a reliable backup to the electromagnetic brake.

4.5 Regenerative Braking Method

Repurposing energy during slowdown, regenerative module captures the kinetic energy provided by the wheels and converts it into electric energy, which is routed via a DC-DC converter and gets stored in a battery or capacitor bank for retrieval and later utilization for auxiliary systems of the vehicle or traction motors in the case of electric vehicles..

6. Results and Discussion

In braking systems, a theoretical model gives an understanding of the performance characteristics that can be expected prior to actual full-scale implementation. This section combines fundamental physics and control system principles to explain the expected performance of the hybrid braking system.

6.1 Performance Metrics from Theory

The study of the hybrid braking system through theoretical computation, component testing, and prototype simulation has been completed. The theoretical evaluation covered some basic parameters: braking time, stopping distance, and energy recovery, considered under different speed conditions. It was compared with the classical braking methods in order to measure the enhancements**.**

6.1 Theoretical Performance Metrics (*Derived from theoretical model and prototype testing*

as discussed in Zhang et al., 2022; Guo et al., 2021) [2, 5]
Table 1 illustrate the comparision of breaking system between conventional disc brake, electromagnetic brake, regenerative brake and hybrid braking system.

Table 1: Comparision of breaking system

Parameter	Conventional Disc Brake	Electromagnetic Brake	Regenerative Brake	Hybrid Braking System
Average Stopping Distance (m)	6.5	5.8	6.2	4.7
Response Time (ms)	120	80	100	60
Wear and Tear	High	Low	Very Low	Minimal
Energy Recovered (%)	0	0	10–12%	12–15%
Heat Generation	High	Low	Very Low	Significantly Low

Performance Principles and System Foundation

(Adapted from principles in Zhang et al., 2022 [2]; Guo et al., 2021 [5]; Zhou et al., 2025 [3]; Meng et al., 2020; and standard vehicle dynamics textbooks like Gillespie, T.D. "Fundamentals of Vehicle Dynamics" SAE International, 1992.)

This part entails the theoretical models that underlie the design of the hybrid braking system.

PID Control Theory:

The PID controller enhances braking stability and brakes on dynamic output based on the input from the sensors. It helps to avoid overshoot and enables rapid settling with a shallow transition.

Gyroscope Principle:

MEMS (Micro-Electro-Mechanical Systems) gyroscopes measure rotational speed and tilt to maintain proper braking while negotiating curves or descending slopes. This sends feedback to the controller and consequently improves system equilibrium and responsiveness.

6.2 System Insights

These theoretical insights and simulated outcomes demonstrate that the hybrid braking system has a potential to realize an improved safety and efficiency over the conventional braking systems. Its modular architecture makes it adaptable for future integration with smart vehicle networks (table 2).

Table 2: Comparative Summary Table

Key Performance Indicator	Traditional Disc Brake	Hybrid Braking System
Braking Response Time (ms)	120	60
Stopping Distance (m)	6.5	4.7
Component Wear Rate	High	Minimal
Energy Recovery Capability	None	12–15%
Control Adaptability	Manual	PID + Sensor Fusion

7. Conclusion:

This hybrid braking system, which combines the processes of electromagnetic, disc, and regenerative braking, provides a solution to modern safety and energy requirements. It ensures smooth and responsive braking by PID control along with partial compensation of energy. Hardware costs low, thus making it easy for commercial two-wheelers, small cars, and prototyping in the academic world to take it up.
Its cost-effective hardware design and scalability make it a practical solution for two-wheelers, small cars, and academic research applications, supporting future advancements in intelligent and energy-efficient transportation systems.

8. References

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