Development team has done few iterations using the event file and road file you have provided

and here are their findings:

1. The steer controller feedback term is based on the yaw velocity of the vehicle. As this fluctuates a lot, we can see these fluctuations instantaneously in the steer angle. By setting LatPth P to 0.0, we can remove the direct impact of yaw velocity on steer angle (but have the I integral effect still there).
   So here LatPth parameters set as below.
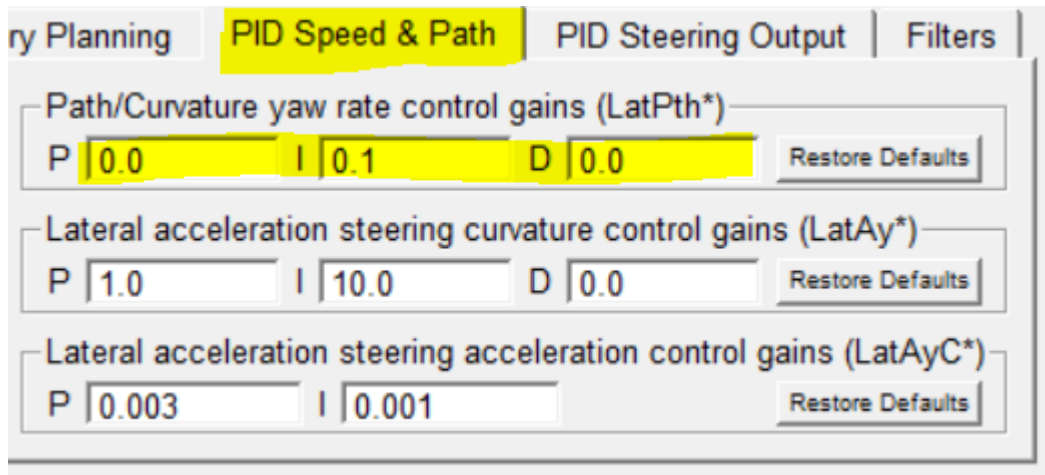
2. By setting SteTrq P100 I 1000 steering torque controller performs much better, so these parameters set as below.
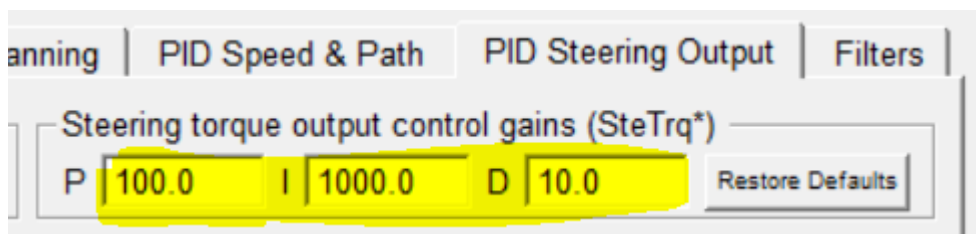

3. Braking has been set to machine. Previously it was set to Open.
4. Steering has been set to trans to improve steering performance.
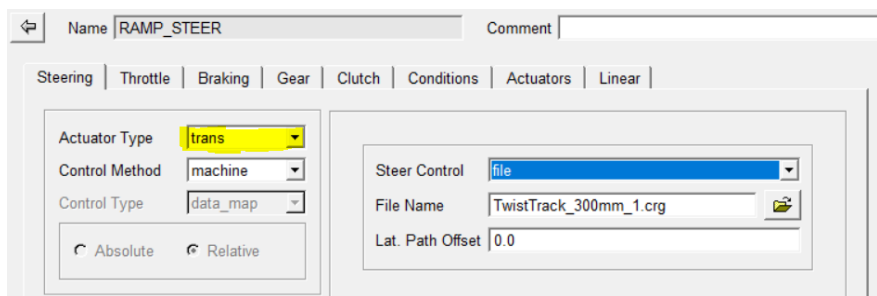
5. Environment variable MSC_ADAMS_VDM_SI2FLAG=0 has been set so that Adams Car will define steering actuators to accommodate corresponding solver integrator; (0=I3, 1-HHT, 3=SI2).

After making above changes I ran the simulation using the road file you have provided and I can see there is significantly reduce in the steering wheel angle as below.
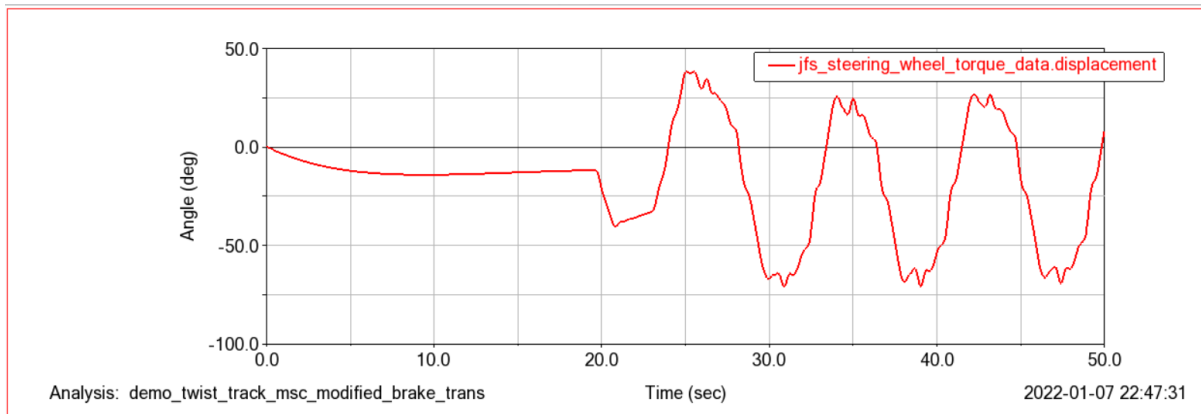
Steering angle is down from 150 deg to about **38** degrees on one steering direction and to **70** degrees on the other steering direction .

This steering angle looks good to me considering the shape of the obstacle.