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Course: Electric Machines Laboratory 1

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Contents

1 Introduction

This report presents a comprehensive study and simulation of four major types of DC motors using MATLAB and Simulink: separately excited, permanent magnet, shunt-connected, and series-connected. The aim of this work is to understand the dynamic behavior of each motor type under various operating conditions and to validate the simulation results using different modeling approaches.

DC motors play a crucial role in modern electrical engineering applications due to their simplicity, controllability, and reliability. Modeling these machines accurately is essential for analysis, control design, and educational purposes. This study is inspired by the paper "Detailed Modelling and Simulation of Different DC Motor Types" published in IJPEDS, where the authors developed a virtual lab environment suitable for both research and teaching.

In this report, three modeling approaches are investigated for each motor type: block diagram modeling using transfer functions, physical modeling using Simscape blocks, and reference modeling using Simulink's built-in DC machine block. The output signals from each method are compared to assess their accuracy and educational value.

2 Fundamental Equations of DC Motors

The dynamic behavior of DC motors can be described using fundamental electromagnetic and mechanical equations. These equations relate the electrical input quantities to the mechanical output, such as angular velocity and torque.

For a general DC motor, the armature voltage v_a and field voltage v_f are given by:

$$v_a = r_a i_a + \frac{dL_{AA}}{dt} i_a + \omega_r L_{AF} i_f$$

$$v_f = r_f i_f + \frac{dL_{FF}}{dt} i_f$$

Where: - r_a, r_f: resistance of armature and field windings respectively, - L_{AA}, L_{FF}: self-inductances of armature and field windings, - L_{AF}: mutual inductance between field and armature windings, - i_a, i_f: currents in the armature and field windings, - ω_r: rotor speed (rad/s).

The electromagnetic torque T_e developed by the motor is expressed as:

$$T_e = L_{AF} i_f i_a$$

The mechanical dynamic equation is derived from Newton's second law for rotational systems:

$$T_e = J\frac{d\omega_r}{dt} + B_m \omega_r + T_l$$

Where: - J: moment of inertia of the rotor and load, - B_m: viscous friction coefficient, - T_l: external load torque.

These equations serve as the foundation for modeling all four types of DC motors considered in this study.

3 Separately Excited DC Motor

3.1 Block Diagram Modelling

In this approach, the separately excited DC motor is modelled using transfer function blocks in Simulink. The model consists of three main dynamic parts: the armature electrical circuit, the field circuit, and the mechanical rotational system. Each part is represented using a first-order transfer function derived from the fundamental equations of DC motors.

The simulation was executed for a time duration of 15 seconds using parameters defined in the companion script. The key output signals from the model are as follows:

- **Armature Current (Figure 1):** The armature current exhibits a high inrush peak of approximately 1300 A, then gradually decays and settles due to the inductive characteristics of the circuit and increasing back EMF from rotor acceleration.
- **Field Current (Figure 2):** The field current quickly reaches its steady-state value near 8.6 A due to the relatively low inductance and independent field excitation.
- **Electromagnetic Torque (Figure 3):** The generated torque peaks at around 45 N.m in the early transient phase and then decreases as the rotor speeds up and the armature current reduces.
- **Rotor Velocity (Figure 4):** The rotor angular velocity rises nonlinearly and stabilizes at approximately 700 rad/s, indicating a stable steady-state operation.
- **Angular Displacement (Figure 5):** The displacement increases smoothly and continuously, forming a parabolic trend as expected from integrating a speed signal.

These results confirm the expected dynamic behavior of a separately excited DC motor and validate the transfer function-based modelling approach.

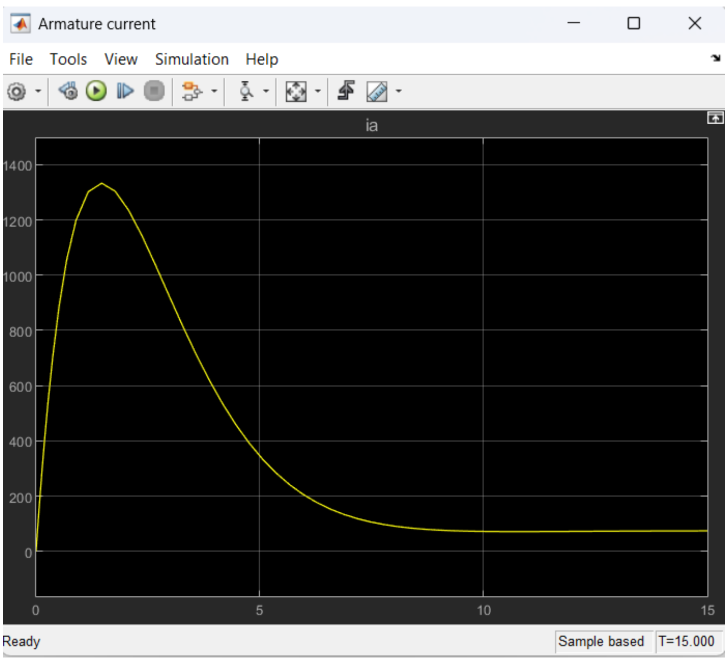

Figure 1: Armature Current (*ia*)

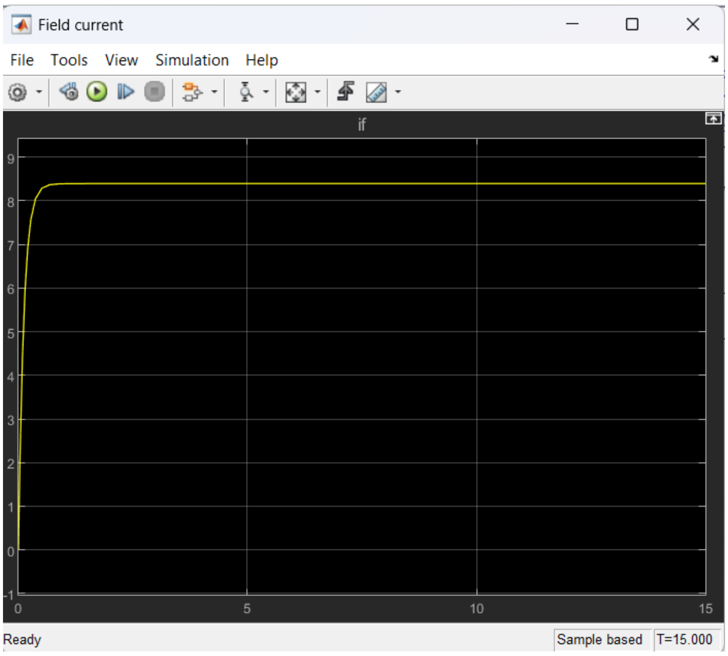

Figure 2: Field Current (*if*)

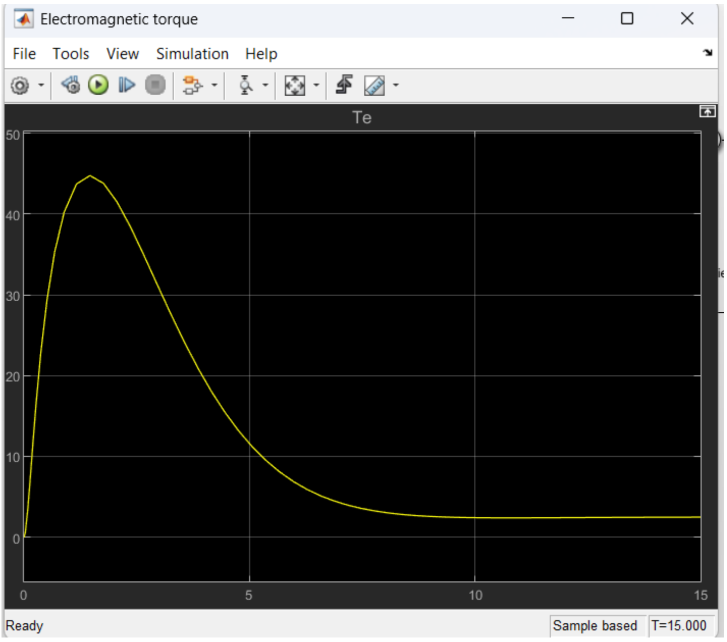

Figure 3: Electromagnetic Torque (*Te*)

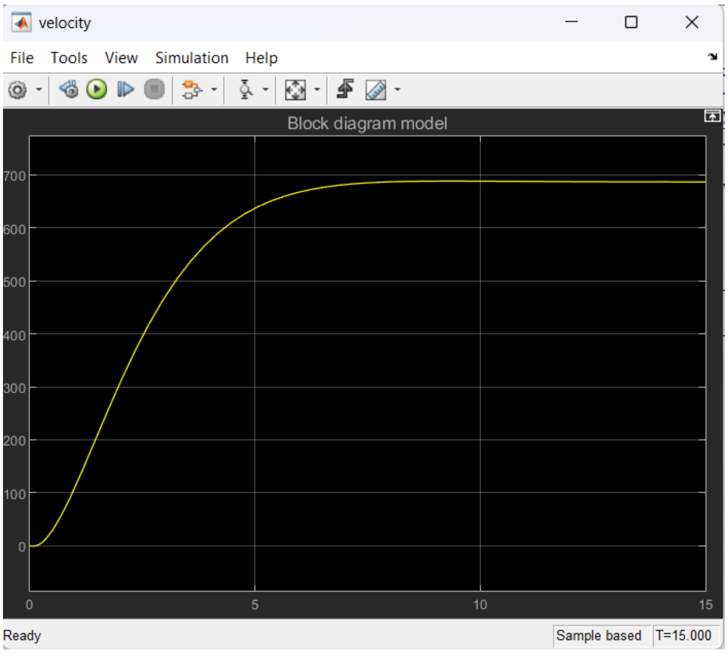

Figure 4: Rotor Velocity (wr)

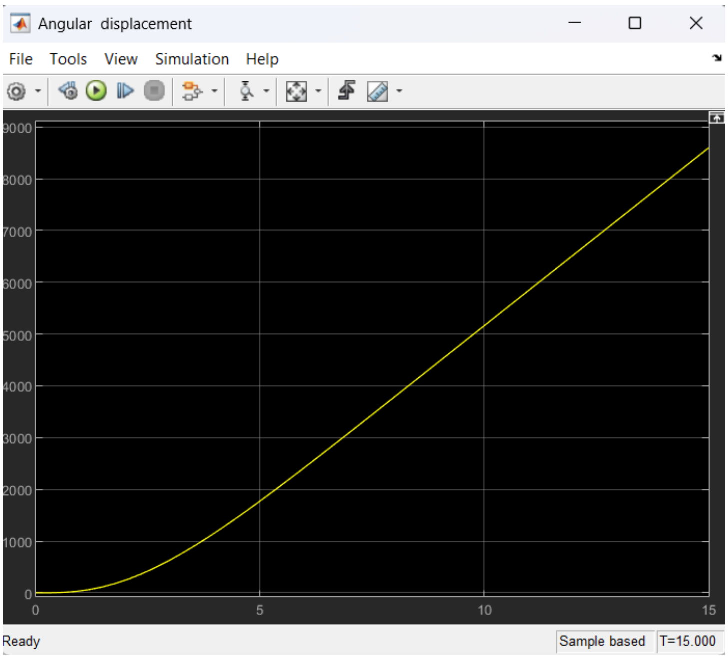

Figure 5: Angular Displacement

3.2 Simscape Modelling

In this approach, the separately excited DC motor is modeled using physical components in Simscape Electrical. This includes resistors, inductors, controlled voltage sources, torque sensors, and rotational mechanical elements like inertia and damping. The electromagnetic torque is calculated by multiplying the armature and field currents.

The model replicates the real-world structure of the motor more intuitively and provides an environment suitable for hardware-alike simulations. The following results were obtained by running the simulation for 15 seconds:

- **Armature Current (Figure 6):** The current starts with a large peak of approximately 1350 A due to the inductive response of the armature and quickly decays to a steady-state as back EMF builds up.
- **Field Current (Figure 7):** The field current rapidly settles at around 8.6 A, which is expected due to independent excitation and lower time constant in the field circuit.
- **Electromagnetic Torque (Figure 8):** Torque peaks early near 45 $\mathrm{N \cdot m}$ and then drops off as armature current declines, following a typical transient pattern.
- **Rotor Velocity (Figure 9):** The motor's angular velocity increases smoothly and stabilizes around 680 rad/s, confirming correct acceleration behavior.
- **Angular Displacement (Figure 10):** The displacement increases continuously in a nonlinear fashion, reflecting integrated speed over time.

These simulation results closely match those of the transfer function-based model and confirm the physical accuracy and robustness of the Simscape-based modeling approach.

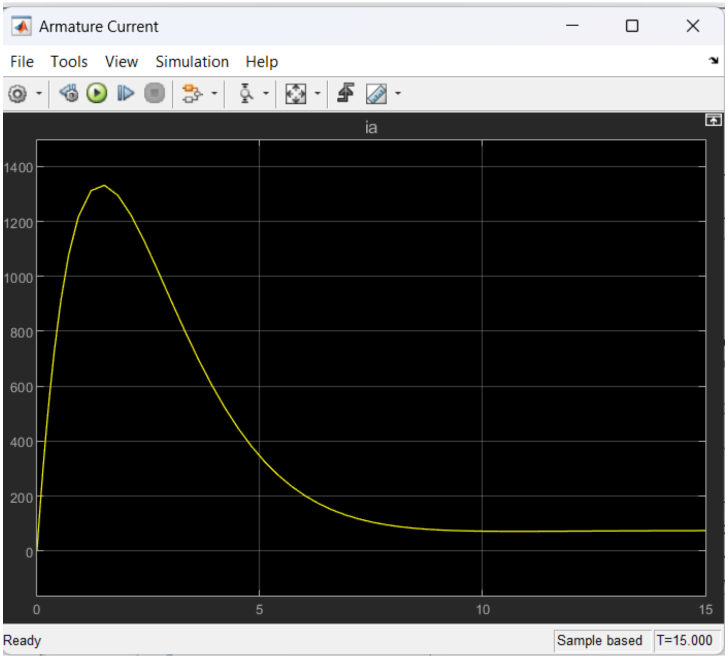

Figure 6: Armature Current (Simscape)

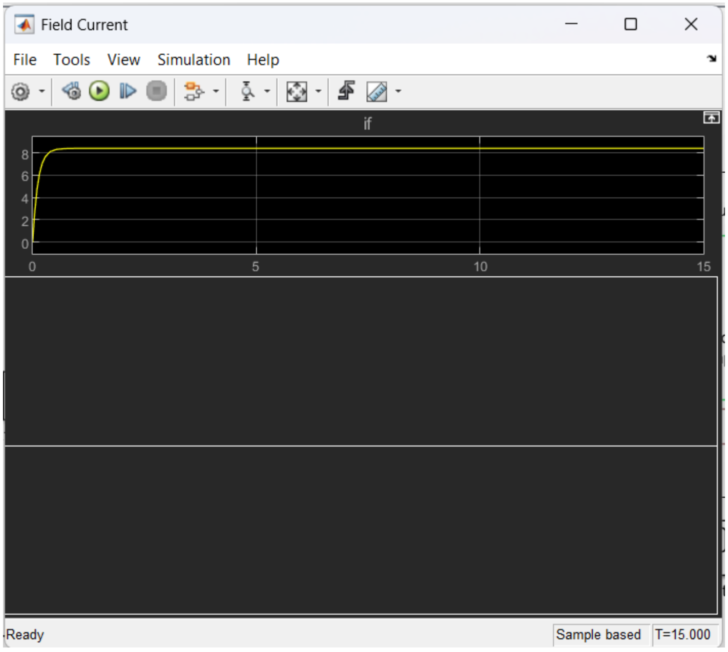

Figure 7: Field Current (Simscape)

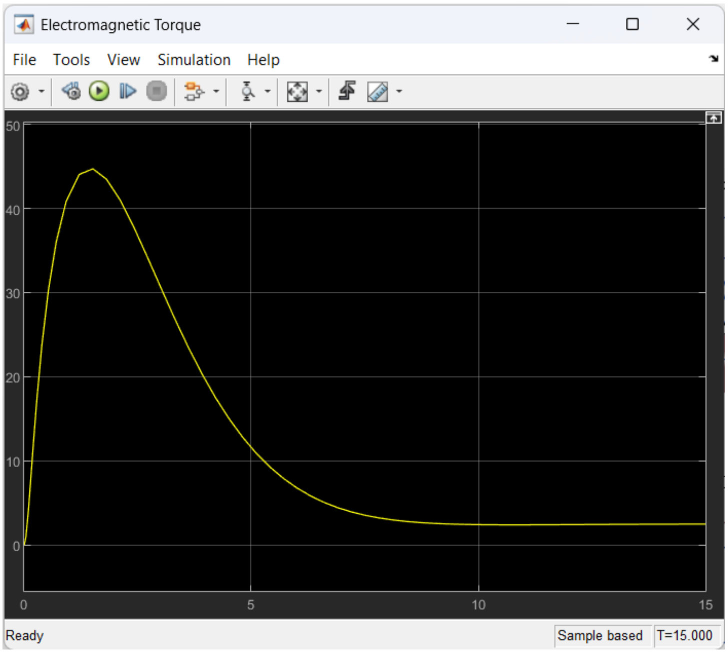

Figure 8: Electromagnetic Torque (Simscape)

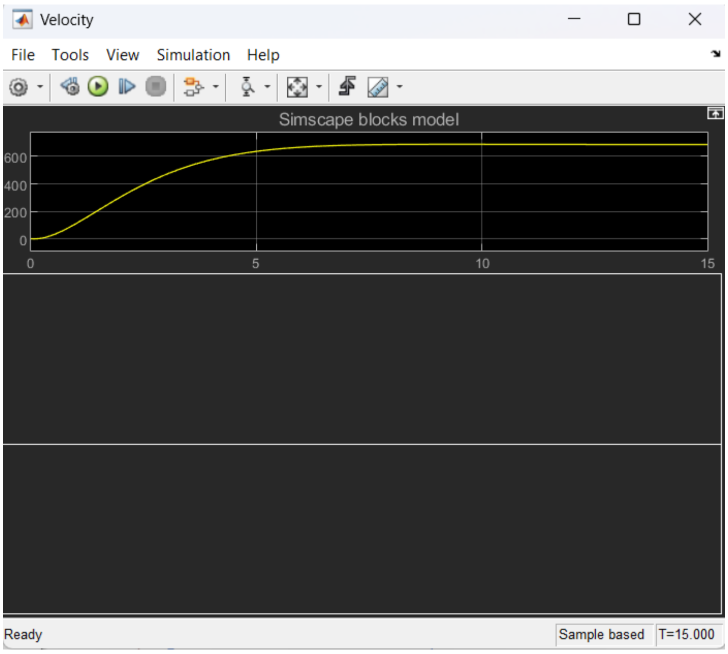

Figure 9: Rotor Velocity (Simscape)

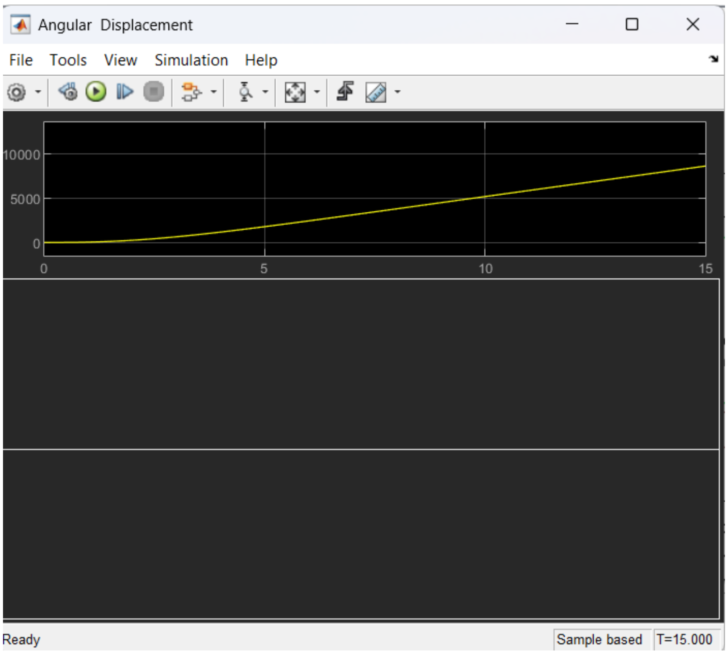

Figure 10: Angular Displacement (Simscape)

3.3 Built-in Block

Simulink offers built-in blocks for DC machines that encapsulate the full dynamic behavior of motors, including electrical and mechanical subsystems. In this section, a separately excited DC motor is modeled using the built-in "DC Machine" block available in the Simscape > Electrical > Specialized Power Systems library.

This modeling approach is fast, highly integrated, and suitable for rapid prototyping or control design tasks. The input parameters of the block are configured according to the same specifications used in the previous models.

The simulation results are as follows:

- **Armature Current (Figure 11):** The waveform starts with a large peak (around 1350 A) and decays to a steady-state value as the back EMF builds up with increasing rotor speed.
- **Field Current (Figure 12):** The field current rises quickly to about 8.6 A and remains stable, as expected from an independently excited configuration.
- **Electromagnetic Torque (Figure 13):** The torque rises rapidly to about 45 $N \cdot m$ and then decreases due to the reduction in armature current.
- **Rotor Velocity (Figure 14):** The rotor reaches a steady velocity of approximately 680 rad/s, which closely matches the previous simulations.

The built-in block model provides nearly identical results to the transfer function and Simscape-based models, validating the consistency of the motor behavior across all modeling techniques.

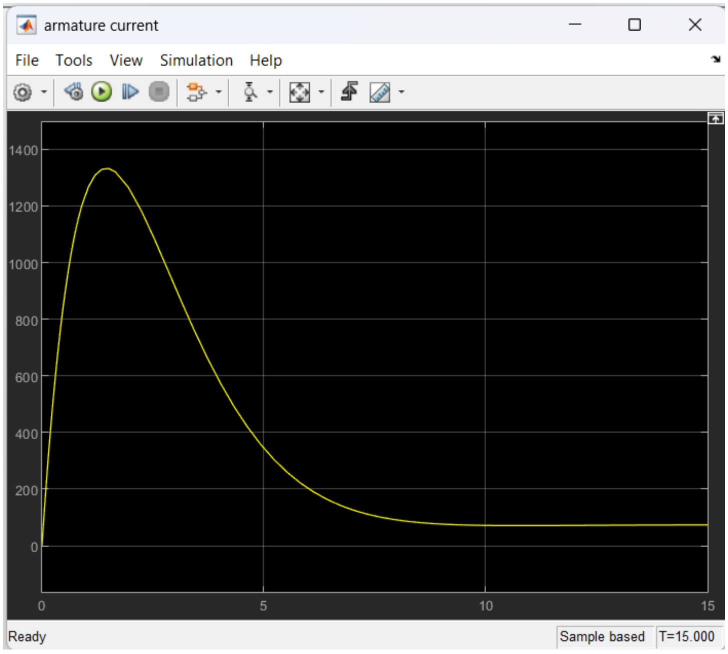

Figure 11: Armature Current (Built-in Block)

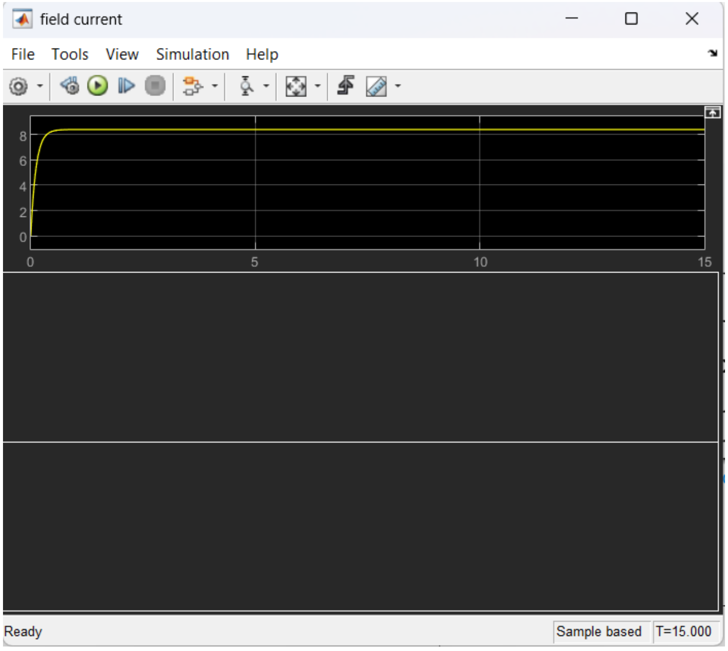

Figure 12: Field Current (Built-in Block)

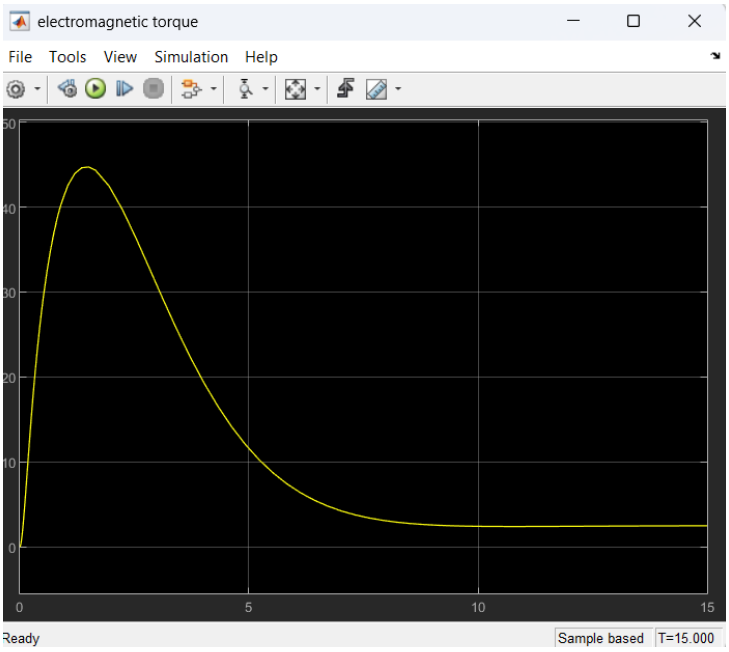

Figure 13: Electromagnetic Torque (Built-in Block)

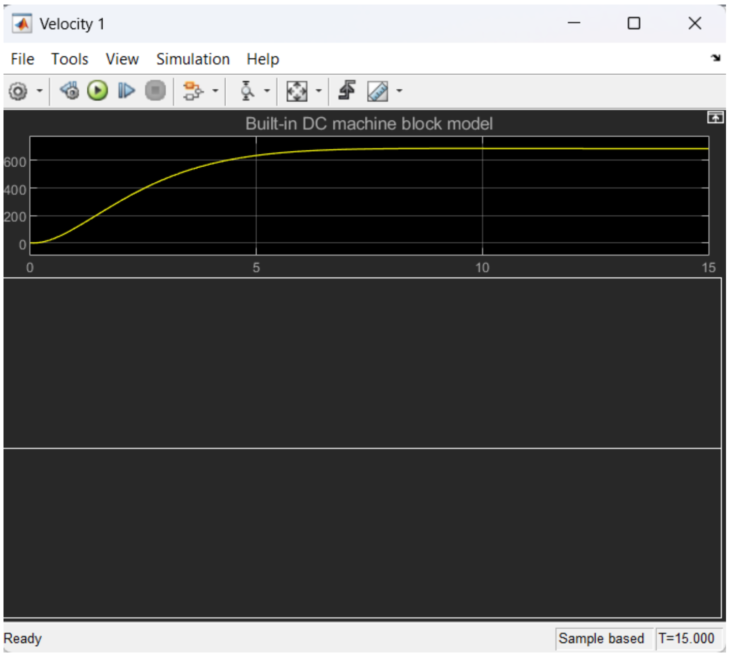

Figure 14: Rotor Velocity (Built-in Block)

3.4 Conclusion

The simulations performed for the separately excited DC motor using three different modeling techniques—Transfer Function Block Diagram, Simscape Physical Components, and the Built-in DC Machine block—demonstrated highly consistent and comparable results. Each method successfully captured the key dynamic characteristics of the motor under study.

Key observations include:

- A sharp inrush in armature current at startup, which then decays as the back EMF builds up.
- Field current stabilizes rapidly due to the independent excitation circuit.
- Electromagnetic torque shows an initial peak followed by a smooth decline.
- Rotor velocity rises nonlinearly and levels off at steady state.
- Angular displacement increases steadily as expected from speed integration.

Each modeling method offers distinct advantages:

- **Block Diagram (Transfer Function):** Suitable for control system design and analytical insights. Simple and fast for theoretical validation.
- **Simscape Modelling:** Provides realistic physical component representation. Ideal for prototyping and testing hardware-like systems.
- **Built-in Block:** Offers efficient and quick simulations. Best for high-level system integration and controller implementation.

In conclusion, the consistency across all three approaches validates both the mathematical modeling and the Simulink implementation. Depending on the application domain, any of the three methods can be employed to analyze, design, or control DC motor systems with confidence.

4 Permanent Magnet DC Motor

4.1 Block Diagram Modelling

The block diagram approach for modeling a Permanent Magnet DC (PMDC) motor involves using transfer functions to represent the electrical and mechanical dynamics of the motor. Unlike the separately excited DC motor, PMDC motors do not require a separate field circuit, as the field flux is provided by permanent magnets. This simplifies the model significantly.

The model includes:

- An armature electrical circuit modeled by a first-order transfer function: $\frac{1}{L_a s + R_a}$
- Mechanical dynamics modeled by a second-order system: $\frac{1}{Js+B}$
- A back-EMF constant and torque constant embedded within the model as gains.

Figure 15 shows the complete block diagram used in the simulation.

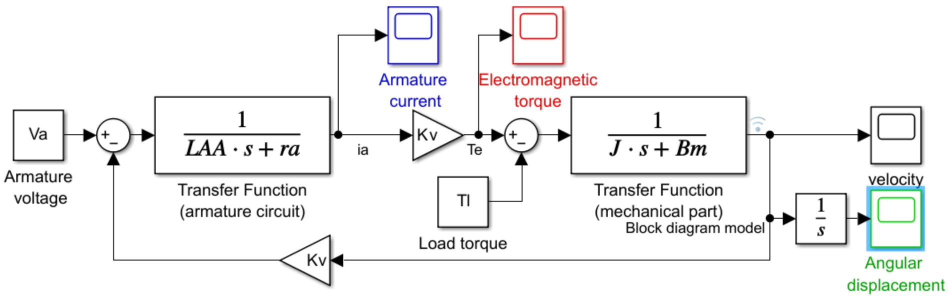

Figure 15: Block Diagram Model of PMDC Motor

The simulation results for a step input of 24V applied for 0.5 seconds are as follows:

- **Armature Current (Figure 16):** The current shows a brief peak (approximately 0.68 A) due to inrush, and then settles to a steady-state of about 0.33 A.
- **Electromagnetic Torque (Figure 17):** Torque rapidly rises to a peak of around 9 $\mathrm{mN \cdot m}$, then decays and settles smoothly due to decreasing armature current.
- **Rotor Velocity (Figure 18):** The motor speed increases rapidly and reaches a steady value of 260 rad/s.
- **Angular Displacement (Figure 19):** The displacement increases continuously in a nonlinear but smooth fashion, confirming consistent acceleration.

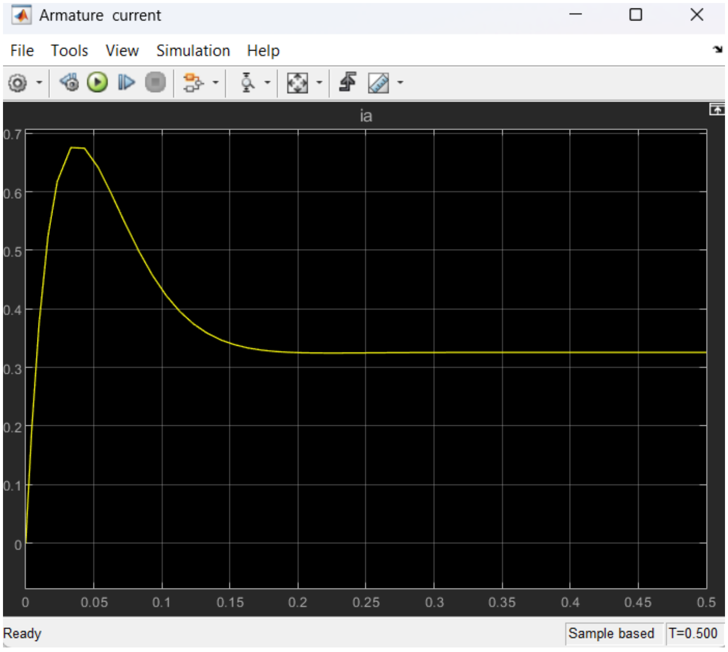

Figure 16: Armature Current (PMDC)

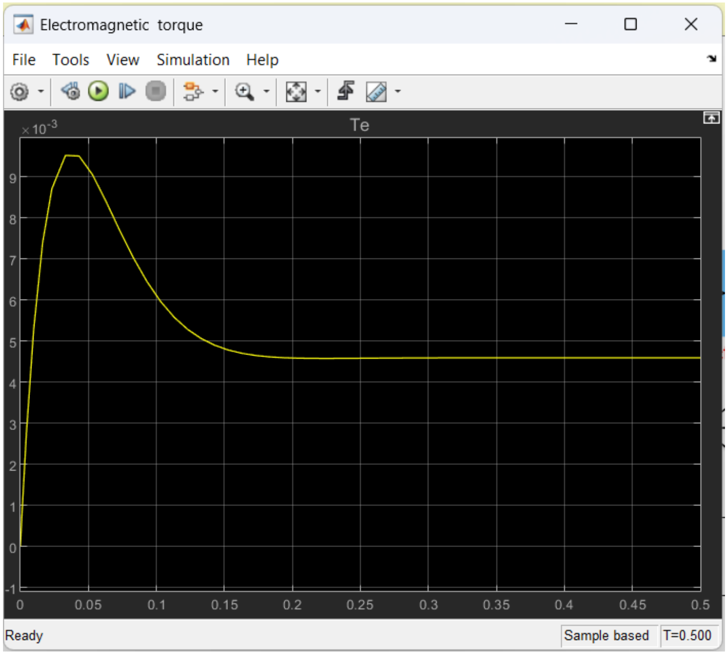

Figure 17: Electromagnetic Torque (PMDC)

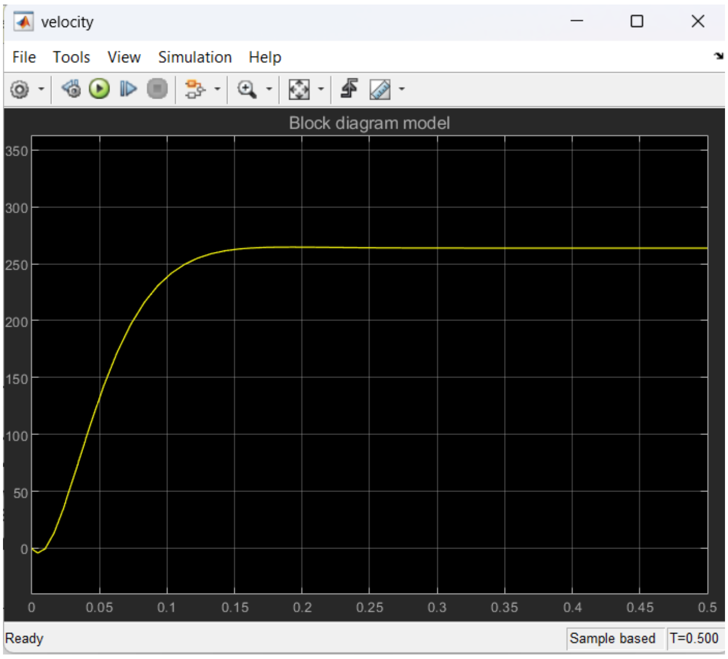

Figure 18: Rotor Velocity (PMDC)

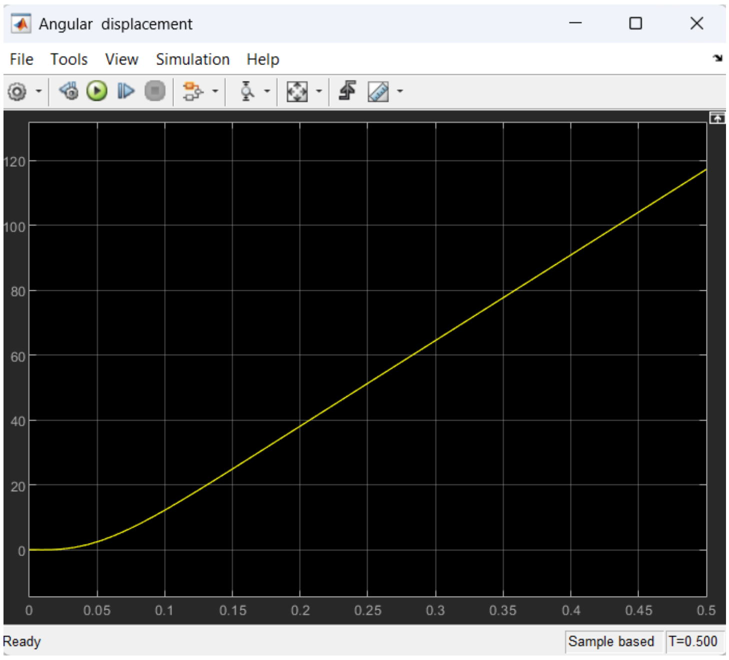

Figure 19: Angular Displacement (PMDC)

4.2 Simscape Modelling

In this approach, the Permanent Magnet DC (PMDC) motor is modeled using physical components available in Simscape Electrical. The field excitation is inherently provided by the permanent magnets, so the circuit focuses only on the armature side and mechanical components.

The Simscape model includes:

- A series combination of armature resistor and inductor,

- A Rotational Electromechanical Converter to model electromagnetic energy conversion,
- Rotational inertia and damping blocks representing the mechanical load,
- Ideal sensors to measure current, velocity, torque, and displacement.

The full model is shown in Figure 20.

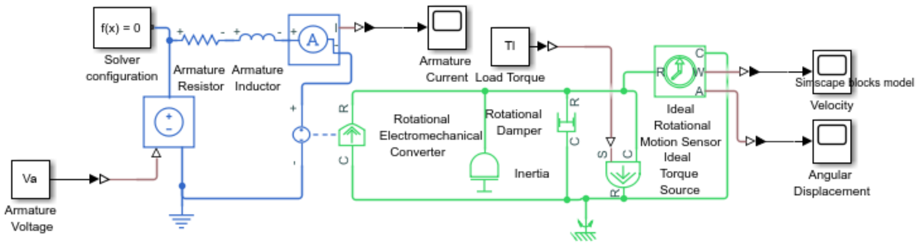

Figure 20: Simscape Physical Model of PMDC Motor

The simulation was executed for 0.5 seconds with a step voltage input. The output plots are as follows:

- **Armature Current (Figure 21):** The current shows a peak of approximately 0.68 A and settles to around 0.33 A, consistent with inductive startup behavior.
- **Rotor Velocity (Figure 22):** The velocity increases rapidly and stabilizes at approximately 260 rad/s.
- **Angular Displacement (Figure 23):** Displacement increases continuously and linearly, reflecting the steady angular velocity.

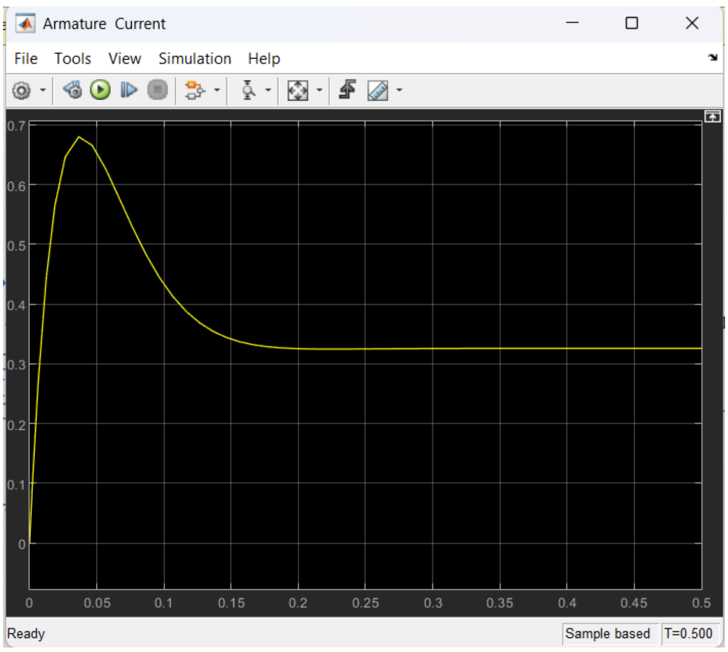

Figure 21: Armature Current – Simscape

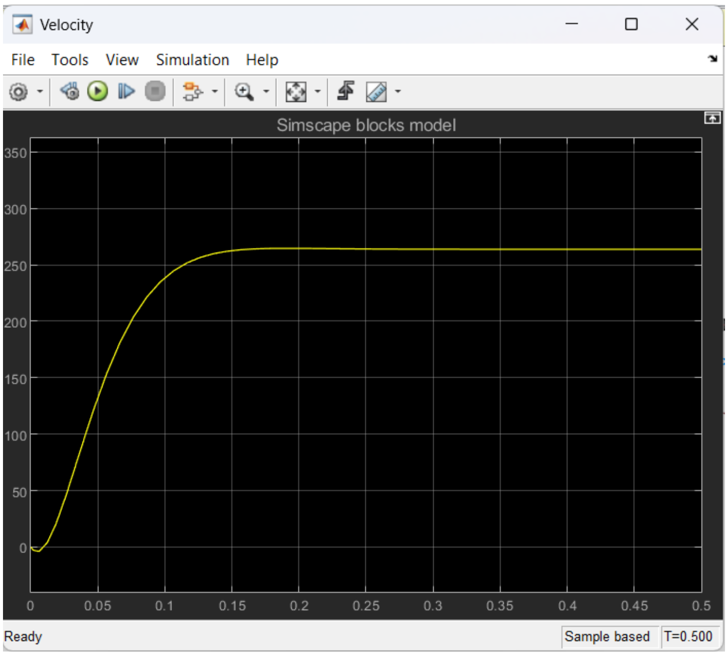

Figure 22: Rotor Velocity – Simscape

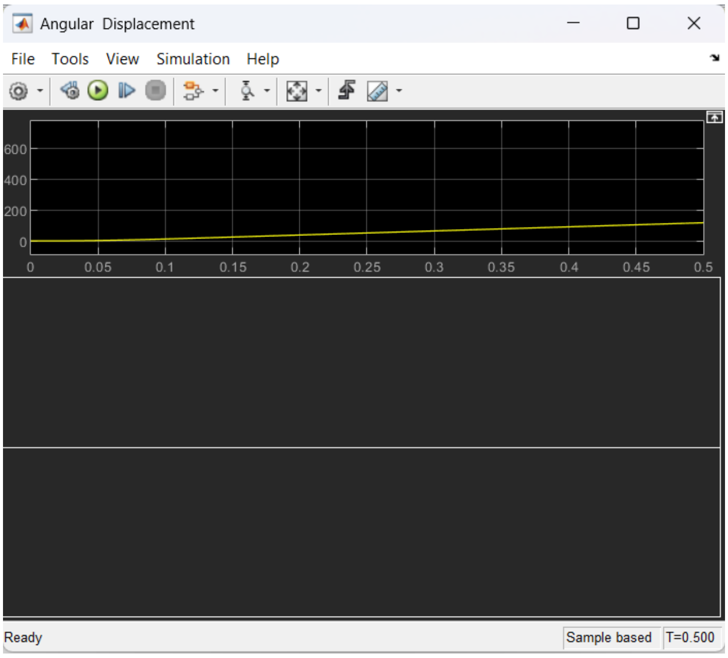

Figure 23: Angular Displacement – Simscape

4.3 Built-in Block

In this method, the built-in `DC Machine` block from Simulink's Simscape library is used to represent a Permanent Magnet DC (PMDC) motor. This block abstracts the internal electrical and mechanical equations and simplifies the simulation process by allowing direct parameter entry such as armature resistance, inductance, inertia, and damping.

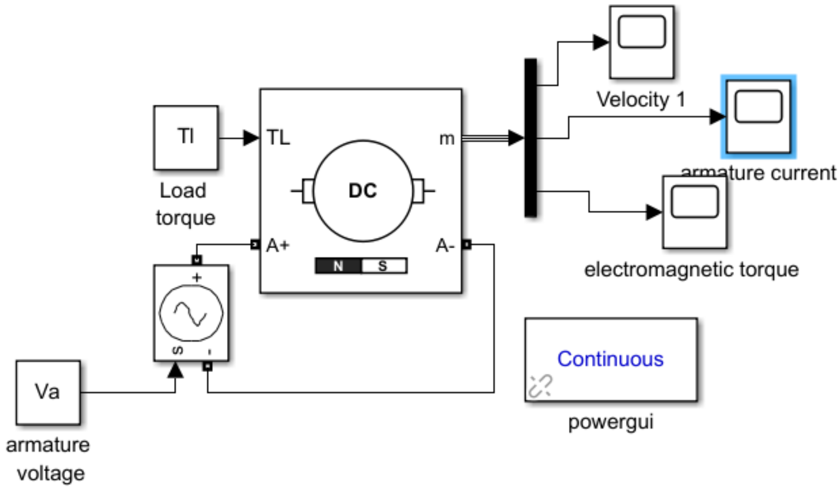

Figure 24: Simulink model using built-in DC motor block (PMDC)

The motor is powered by a constant DC voltage source and subjected to a load torque. Output signals such as armature current, electromagnetic torque, and rotor velocity are observed using scope blocks.

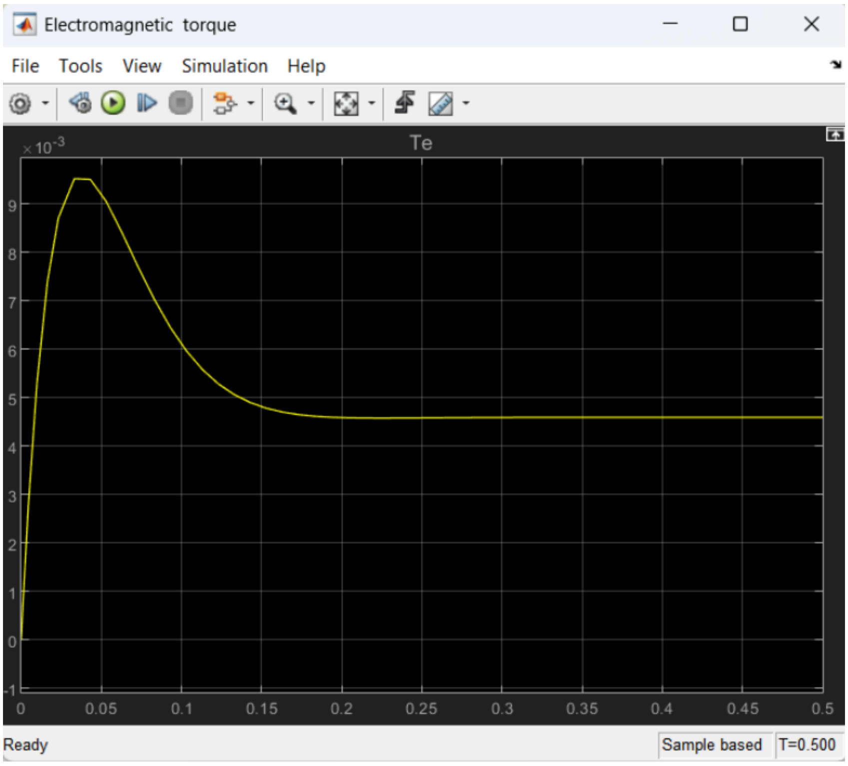

Figure 25: Electromagnetic torque response

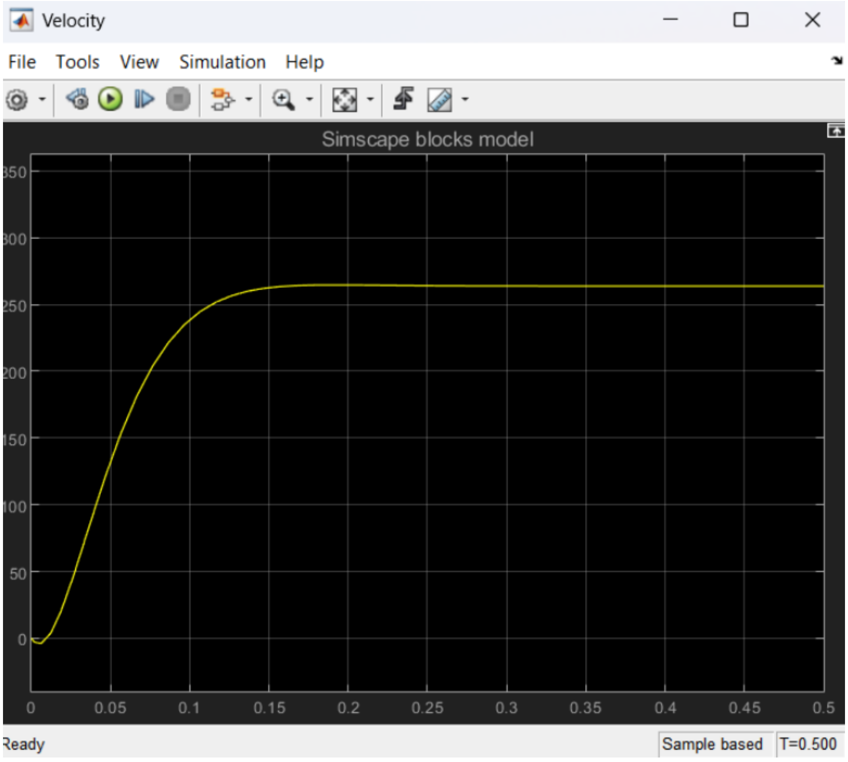

Figure 26: Rotor velocity response

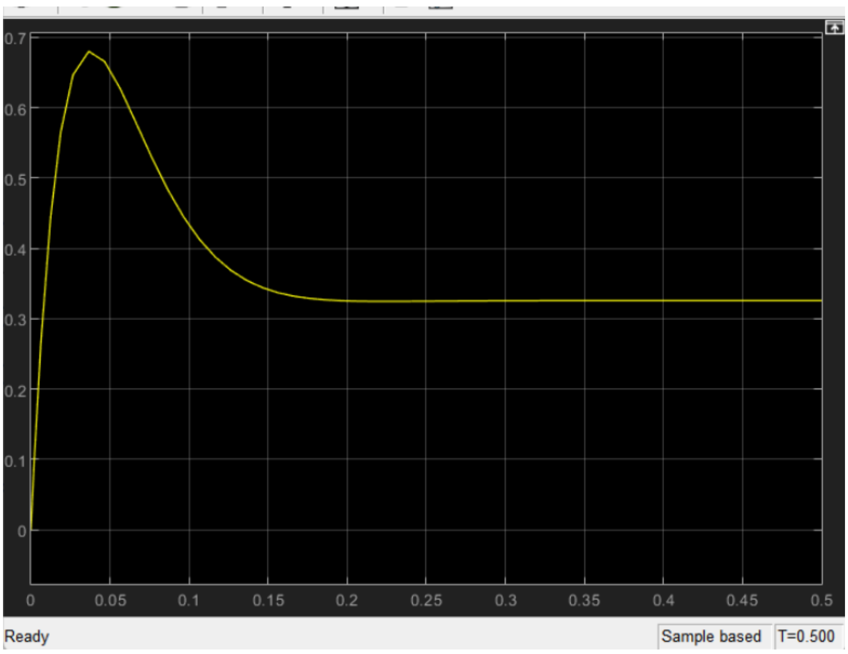

Figure 27: Armature current response

Observation: The built-in block simulation shows a fast transient response with smooth settling behavior in current and torque. The motor reaches steady-state speed quickly, indicating that the PMDC motor modeled via the built-in Simulink block is highly stable and efficient under the specified load and input conditions.

4.4 Conclusion

The simulation of the PMDC motor using the built-in DC machine block yields consistent and realistic results. The armature current initially rises sharply and then stabilizes as the motor reaches steady-state operation. The electromagnetic torque exhibits a smooth transient peak and gradually levels off, indicating good damping characteristics. The rotor velocity increases rapidly and settles at a constant value, reflecting the motor's ability to respond efficiently to a constant input voltage and load torque.

Overall, this method provides a fast and reliable way to model PMDC motors without requiring detailed implementation of electrical and mechanical equations. It is particularly useful when focusing on system-level behavior rather than internal dynamics.

5 Shunt-connected DC Motor

5.1 Block Diagram Modelling

In this subsection, the shunt-connected DC motor is modeled using block diagram modeling via transfer functions in Simulink. Since the armature and field windings are connected in parallel, they receive the same input voltage. The model consists of three key subsystems: the armature circuit, the field circuit, and the mechanical dynamics. These are expressed using first-order transfer functions, and the electromagnetic torque is generated as the product of the field and armature currents, scaled by the mutual inductance L_{AF}.

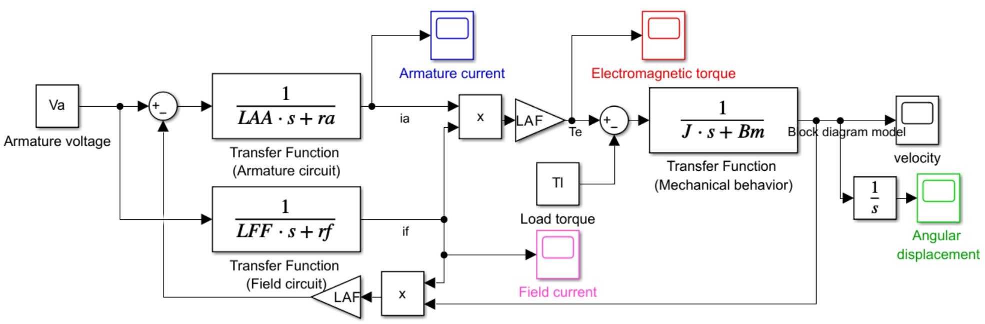

Figure 28: Block Diagram Model of Shunt-connected DC Motor

The simulation is performed for 10 seconds under a constant armature voltage input. The results are as follows:

- **Electromagnetic Torque (Figure 29):** The electromagnetic torque shows an initial overshoot reaching approximately 67 N · m, followed by an undershoot and then damped oscillations as it stabilizes over time.
- **Rotor Velocity (Figure 30):** The rotor speed increases sharply and peaks around 430 rad/s, then gradually decreases and settles near 340 rad/s, indicating the system's transient response to the initial torque.

- **Field Current (Figure 31):** The field current reaches steady-state very quickly and stabilizes at approximately 17.5 A, which reflects the low inductive reactance in the field circuit.
- **Armature Current (Figure 32):** The armature current shows a peak close to 1000 A at startup, followed by oscillatory behavior that eventually settles as the back EMF develops.
- **Angular Displacement (Figure 33):** The angular displacement increases smoothly over time and follows a nonlinear trajectory initially, becoming nearly linear as the rotor speed stabilizes.

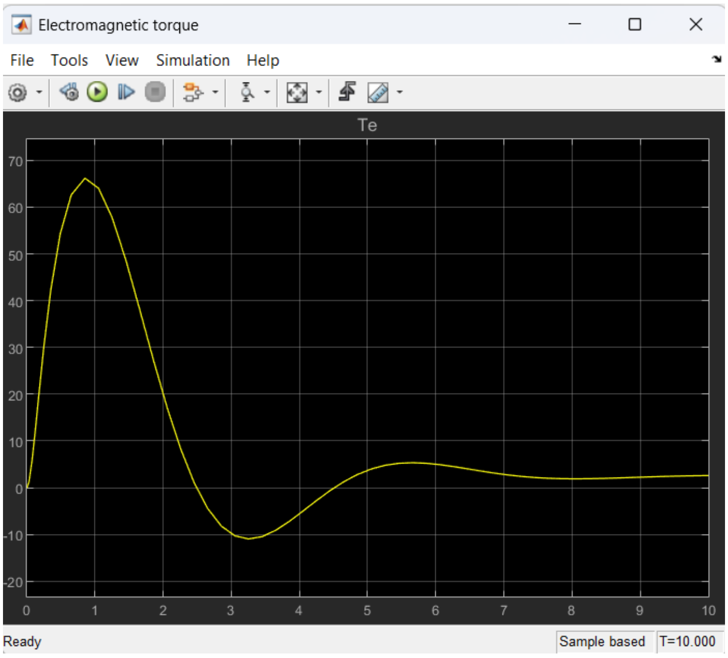

Figure 29: Electromagnetic Torque (Te)

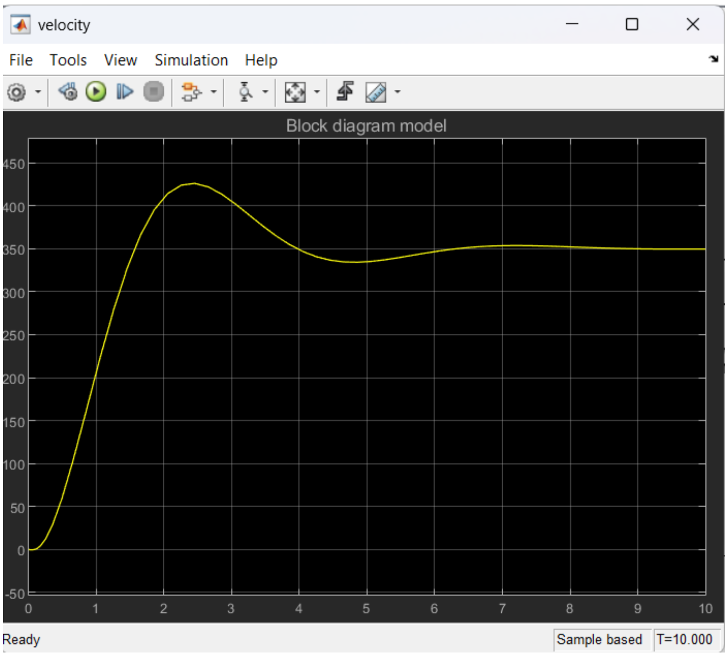

Figure 30: Rotor Velocity (ω)

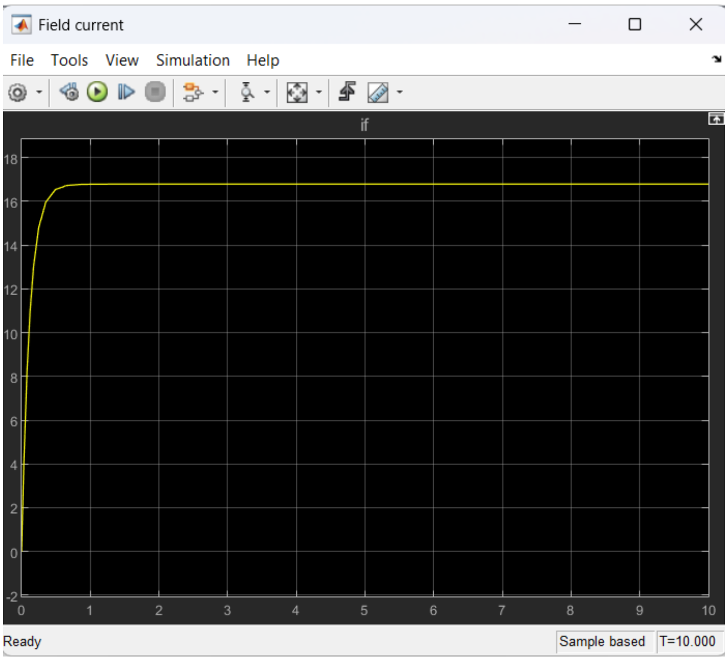

Figure 31: Field Current (if)

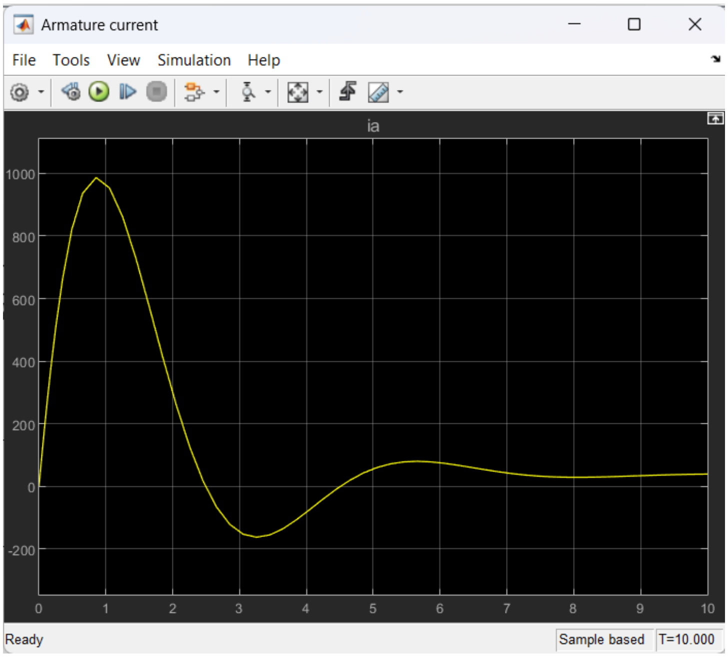

Figure 32: Armature Current (ia)

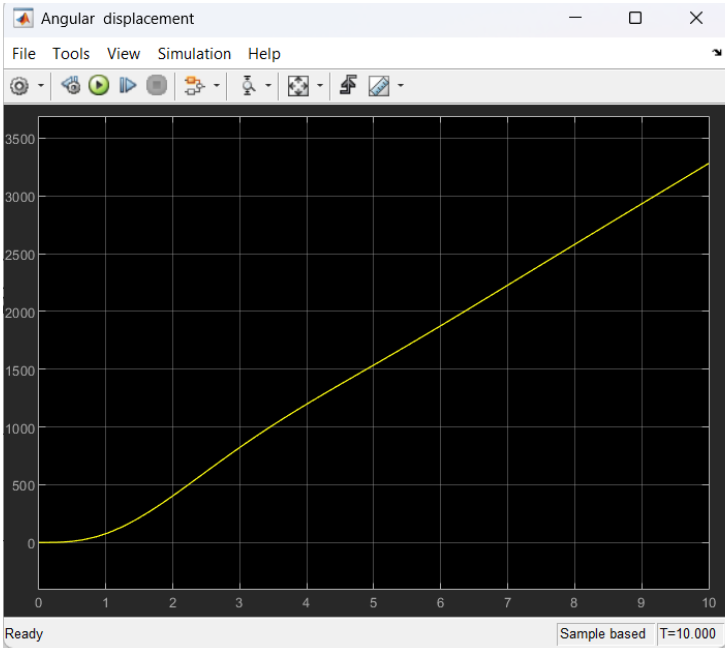

Figure 33: Angular Displacement

5.2 Simscape Modelling

In this subsection, the shunt-connected DC motor is modeled using Simscape Electrical components, which provide a more realistic representation of physical behavior. This modeling approach involves connecting electrical and mechanical components directly, including resistors, inductors, sources, sensors, and mechanical load elements.

The motor armature and field windings are modeled with independent branches, both receiving the same voltage source. Electromagnetic torque is calculated using the measured currents and a gain block representing mutual inductance L_{AF}. The mechanical part of the system includes an inertia block, a rotational damper, and a load torque source.

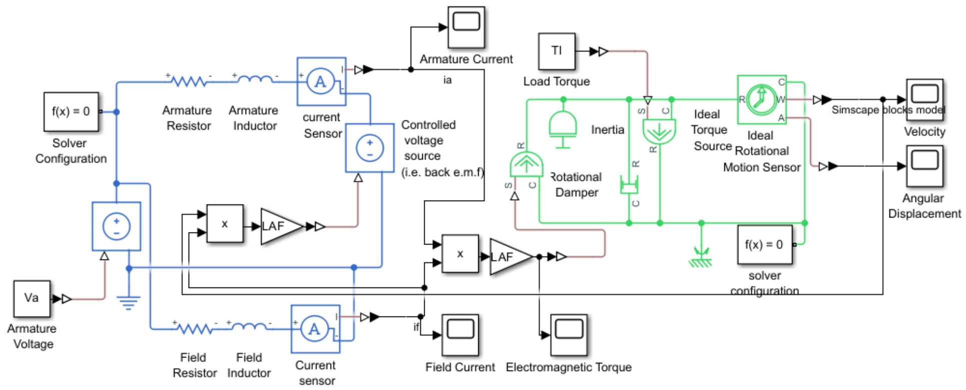

Figure 34: Simscape Model of Shunt-connected DC Motor

The simulation results over a 10-second interval are described as follows:

- **Electromagnetic Torque (Figure 35):** The torque shows a high initial overshoot exceeding 50 N · m, followed by a complete dip to zero and then damped oscillations, stabilizing below 10 N · m after 8 seconds.
- **Angular Displacement (Figure 36):** The displacement increases continuously with a nearly linear trend, indicating stable velocity behavior after initial acceleration.
- **Rotor Velocity (Figure 37):** Rotor speed ramps up quickly, peaking around 420 rad/s, then declines and stabilizes near 340 rad/s — closely aligning with previous models.
- **Field Current (Figure 38):** The field current quickly reaches steady-state at around 8.5 A, confirming low field inductance and consistent excitation.
- **Armature Current (Figure 39):** A sharp inrush current up to 1000 A is observed at startup, followed by oscillations and eventual steady-state behavior below 200 A.

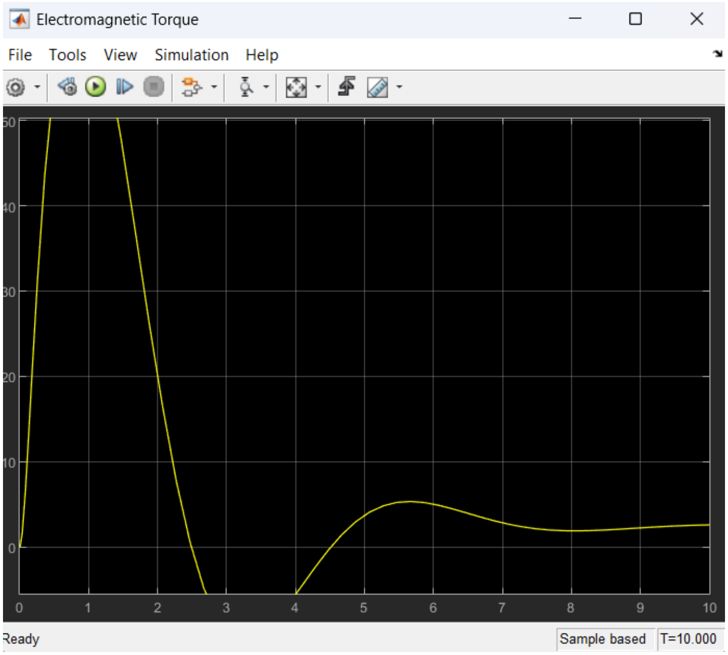

Figure 35: Electromagnetic Torque (Te)

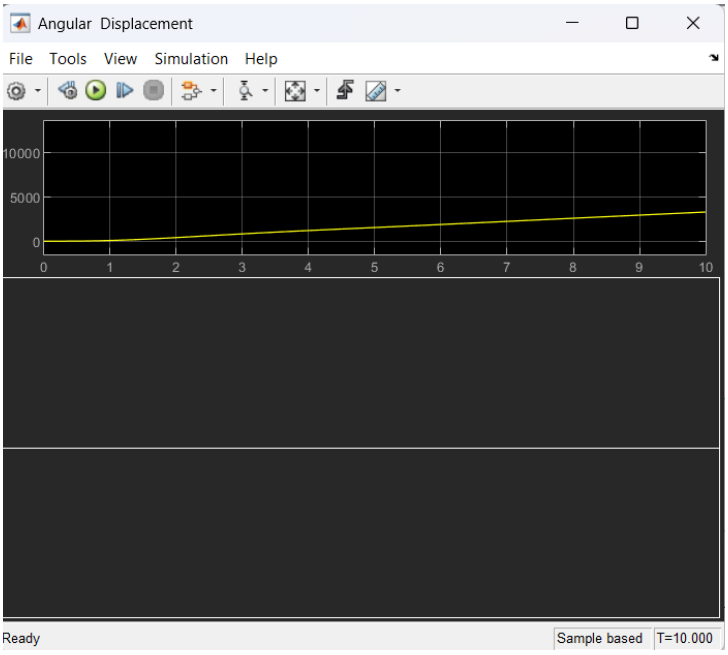

Figure 36: Angular Displacement

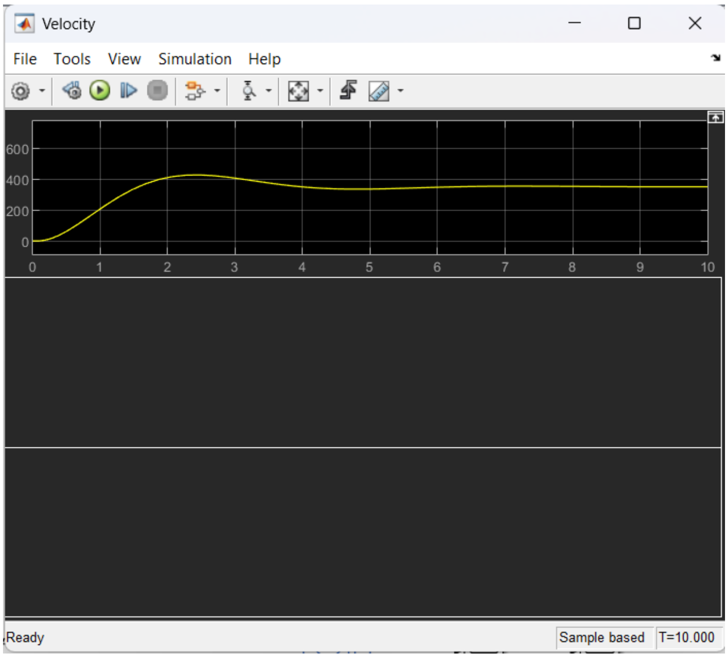

Figure 37: Rotor Velocity (ω)

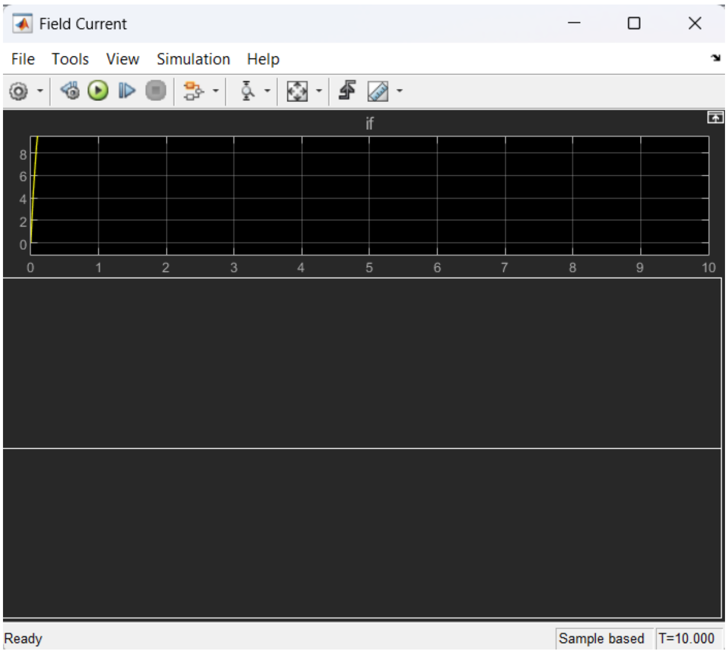

Figure 38: Field Current (if)

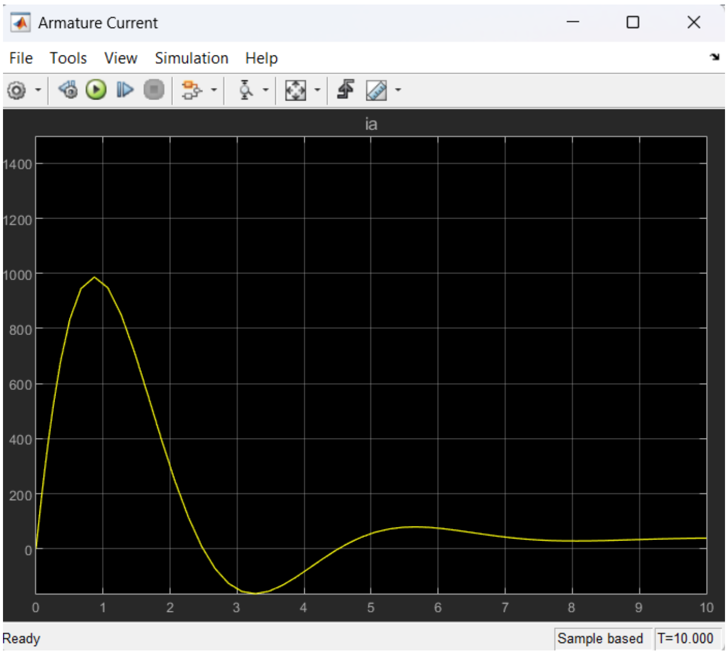

Figure 39: Armature Current (ia)

5.3 Built-in Block

In this final modeling approach, the shunt-connected DC motor is simulated using the built-in DC Machine block available in Simulink's Simscape library. This block abstracts the internal dynamics and provides a compact, user-friendly model with terminals for field and armature connections, mechanical load, and sensors.

The setup includes:

- Voltage source feeding both the armature and field windings (in parallel)
- Load torque applied via external input
- Output sensors connected to monitor armature current, field current, velocity, and electromagnetic torque

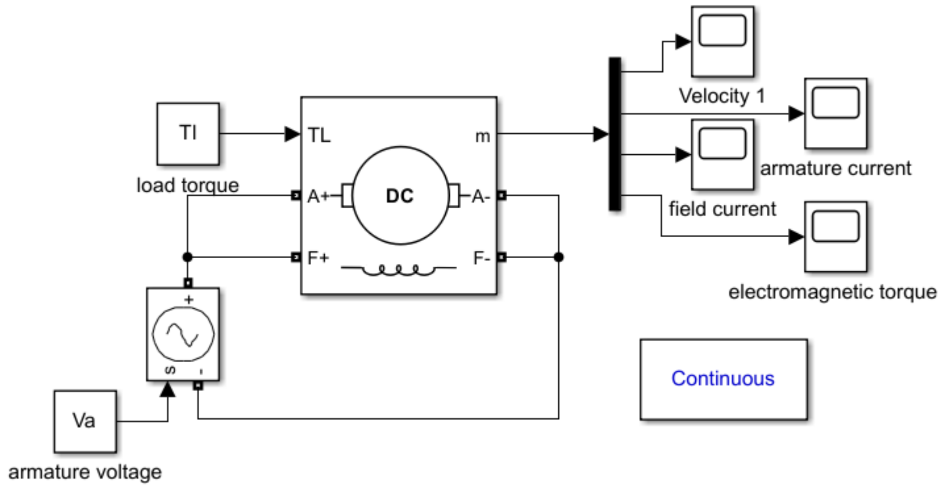

Figure 40: Built-in Block Model of Shunt-connected DC Motor

The simulation for 10 seconds yielded the following results:

- **Rotor Velocity (Figure 41):** The rotor velocity behaves as expected — increasing rapidly to around 420 rad/s, followed by a gradual decline and stabilization near 340 rad/s.
- **Armature Current (Figure 42):** A large initial current spike around 1000 A occurs at startup, then decreases with characteristic oscillation before settling.
- **Field Current (Figure 43):** The field current quickly stabilizes near 8.5 A, showing minimal transient behavior due to its independent, constant excitation path.
- **Electromagnetic Torque (Figure 44):** The torque profile is consistent with earlier models, featuring a high overshoot, rapid decline, and damped settling below 10 $N \cdot m$.

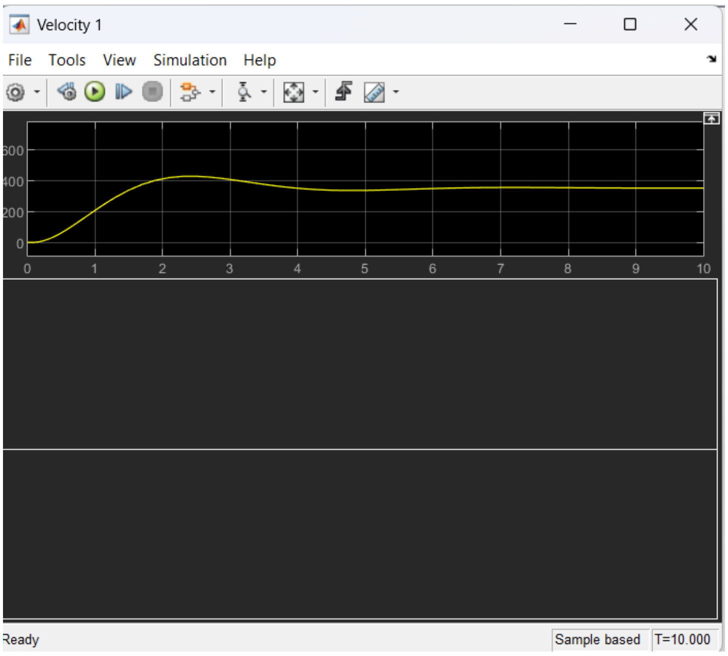

Figure 41: Rotor Velocity (ω)

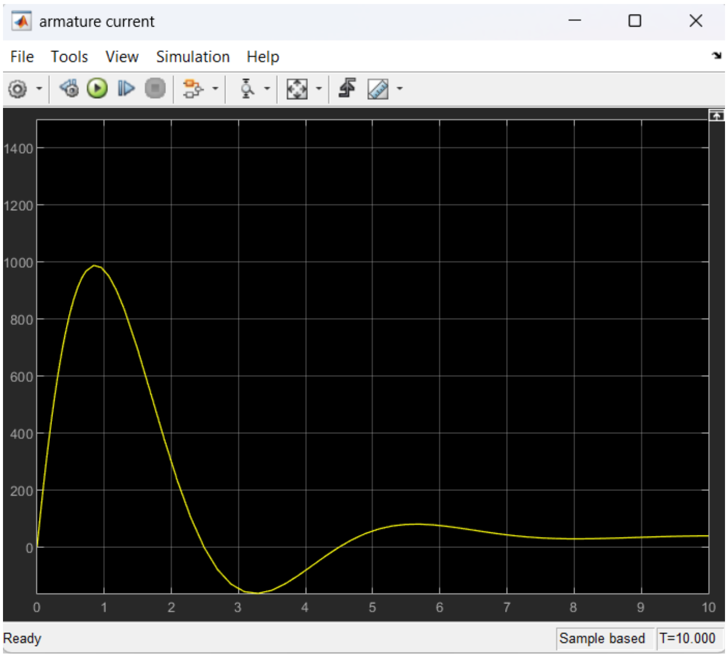

Figure 42: Armature Current (ia)

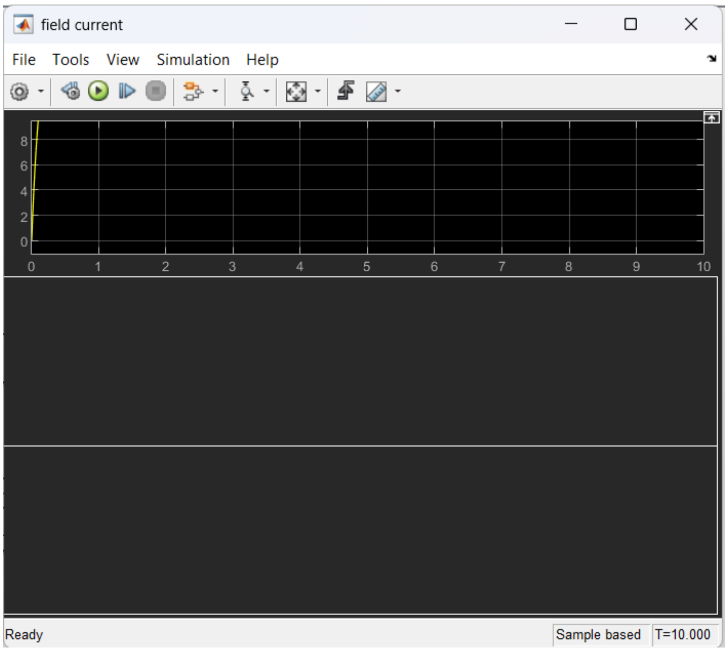

Figure 43: Field Current (if)

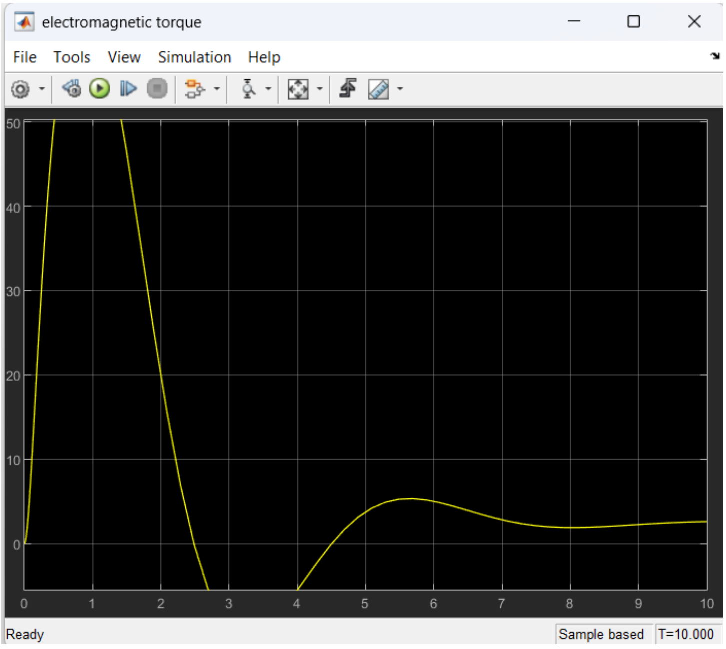

Figure 44: Electromagnetic Torque (Te)

5.4 Conclusion

The simulation of the shunt-connected DC motor using three different modeling approaches—Transfer Function (Block Diagram), Simscape Physical Modeling, and Built-in Block—has yielded consistent and realistic results. All three methods demonstrated a similar transient and steady-state response, validating the correctness of the models.

Key observations:

- The rotor velocity in all models stabilizes around 340 rad/s, with a peak around 420 rad/s.

- Electromagnetic torque exhibits an initial overshoot followed by damped oscillations.
- Armature current shows a sharp inrush due to inductive startup behavior.
- Field current stabilizes quickly in all cases, reflecting minimal dynamic variation.

While the block diagram model offers transparency and control for educational purposes, the Simscape model provides physical realism, and the built-in block delivers convenience and speed. Together, they offer a comprehensive understanding of motor behavior from both theoretical and practical perspectives.

6 Series-connected DC Motor

6.1 Block Diagram Modelling

In a series-connected DC motor, the armature and field windings are connected in series. This means the same current flows through both windings, making the motor's behavior highly nonlinear compared to shunt-connected configurations. The electromagnetic torque is directly proportional to the square of the armature current.

The block diagram model consists of the following:

- Combined transfer function for armature and field circuits
- Current squared multiplied by L_{AF} to calculate torque
- Mechanical transfer function to compute angular velocity and displacement

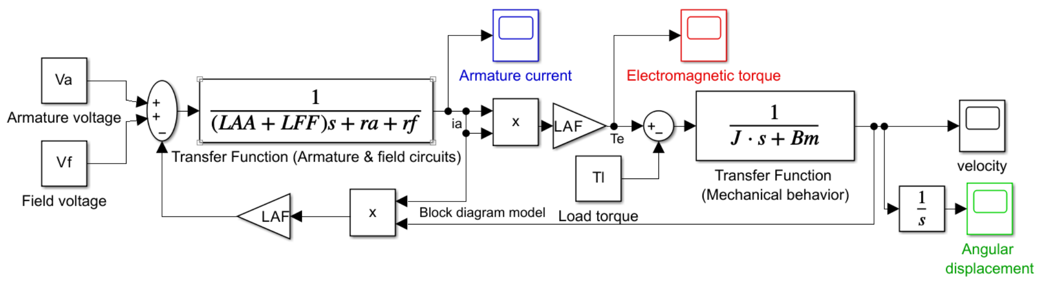

Figure 45: Block Diagram Model of Series-connected DC Motor

Simulation results for 2 seconds are shown and interpreted below:

- **Armature Current (Figure 46):** The current shows a sharp peak above 35 A, then quickly decays and stabilizes around 13 A. This reflects the high initial demand and fast current settling due to back EMF development.
- **Electromagnetic Torque (Figure 47):** Since torque is proportional to the square of current, its profile resembles the current curve but amplified, peaking near 85 N · m and stabilizing around 10 N · m.

- **Rotor Velocity (Figure 48):** The rotor velocity increases rapidly, approaching a steady-state around 210 rad/s within 1.5 seconds, demonstrating high initial acceleration.
- **Angular Displacement (Figure 49):** The displacement shows a nearly linear increase, indicating constant speed after the motor reaches its steady state.

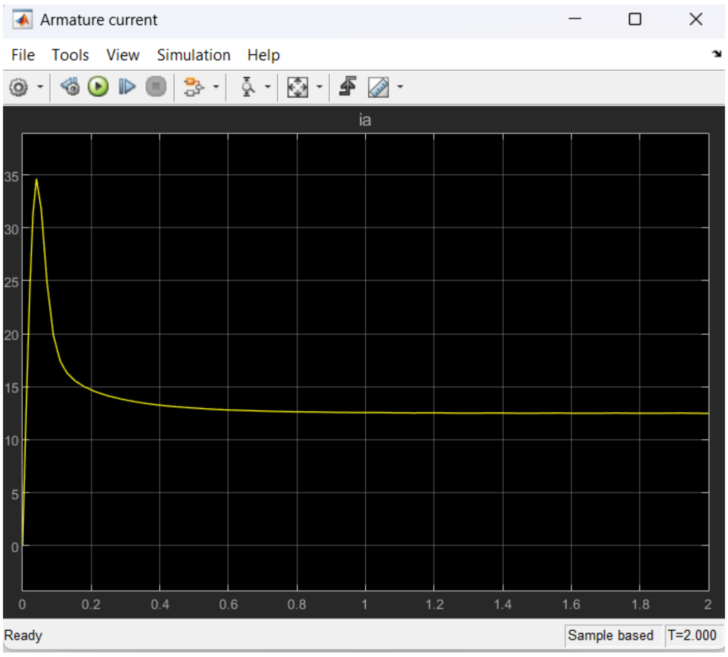

Figure 46: Armature Current (ia)

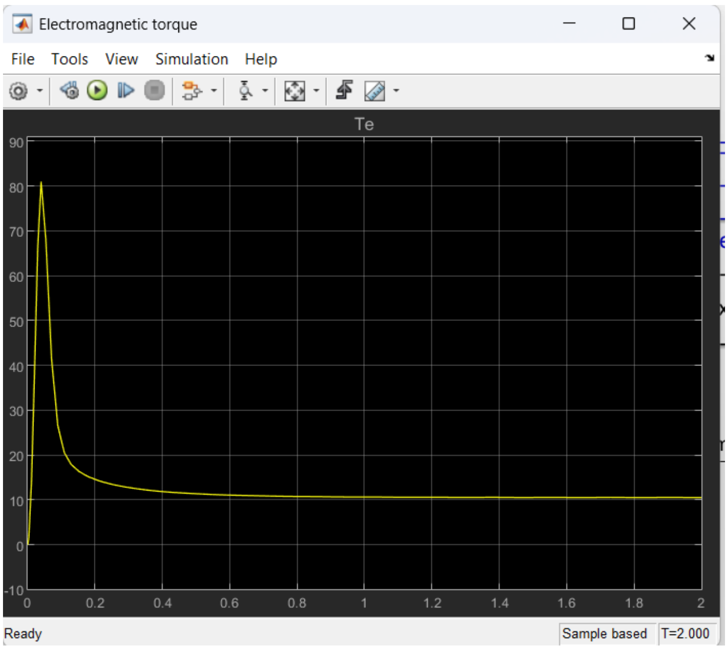

Figure 47: Electromagnetic Torque (Te)

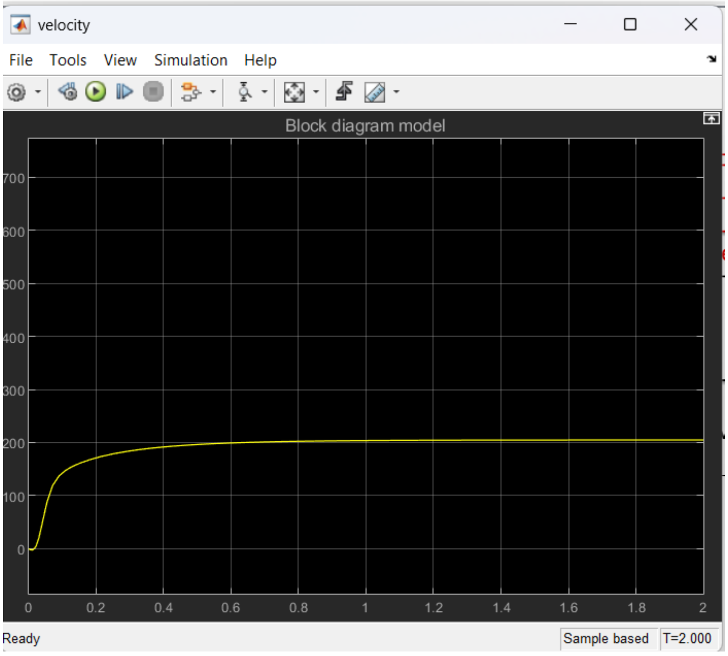

Figure 48: Rotor Velocity (ω)

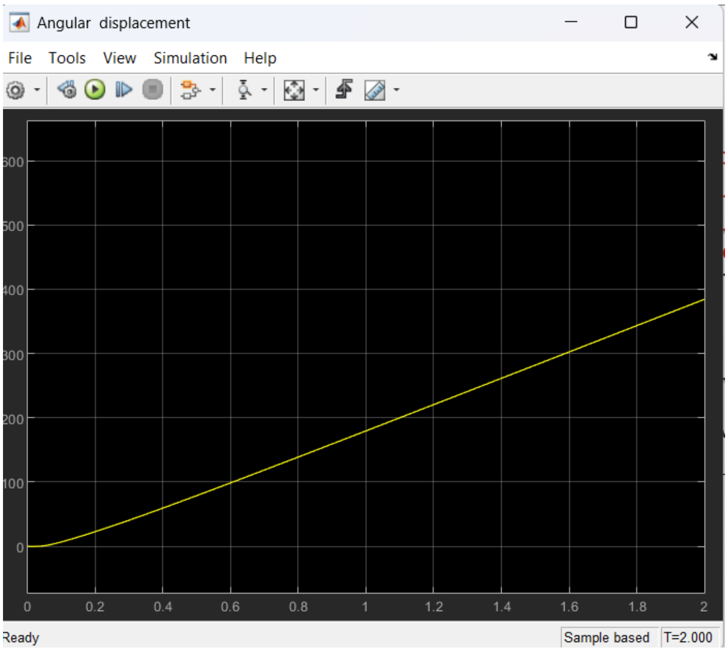

Figure 49: Angular Displacement

6.2 Simscape Modelling

To represent a more physical and realistic model of the series-connected DC motor, the Simscape library in MATLAB is used. This model employs actual electrical and mechanical components to capture the dynamic behavior of the system, including the effects of inductance, resistance, back EMF, torque generation, and mechanical load.

The motor's armature and field windings are connected in series. A single current flows through both, and the electromagnetic torque is generated based on the square of this shared current. The mechanical subsystem includes inertia, damping, and an ideal torque source for load simulation.

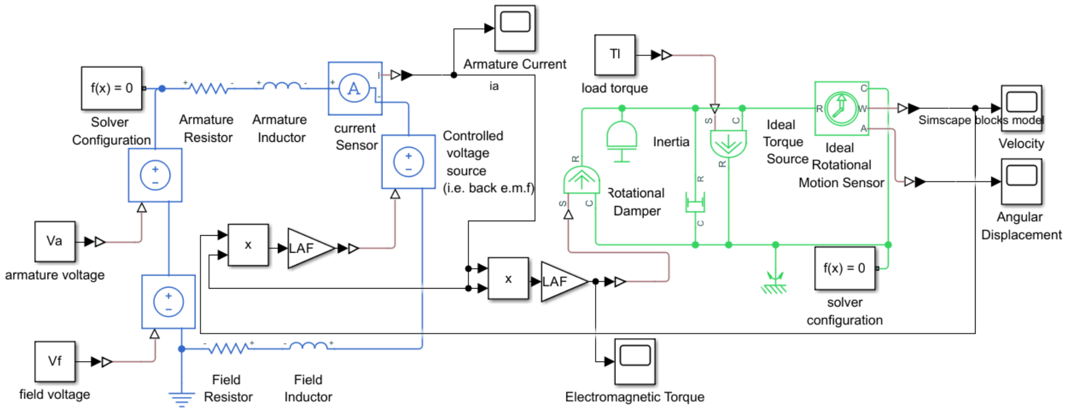

Figure 50: Simscape Model of Series-connected DC Motor

Simulation results are analyzed as follows:

- **Armature Current (Figure 51):** The armature current peaks at approximately 35 A and quickly stabilizes around 13 A. This reflects the rapid response of the motor to the applied voltage and back EMF.
- **Electromagnetic Torque (Figure 52):** The torque follows the square of the current profile, with an initial spike close to 50 N · m and steady-state value around 10 N · m.
- **Rotor Velocity (Figure 53):** The rotor speed increases rapidly, reaching a final value of approximately 230 rad/s, showing fast transient behavior.
- **Angular Displacement (Figure 54):** The displacement rises almost linearly after initial transients, consistent with constant steady-state speed.

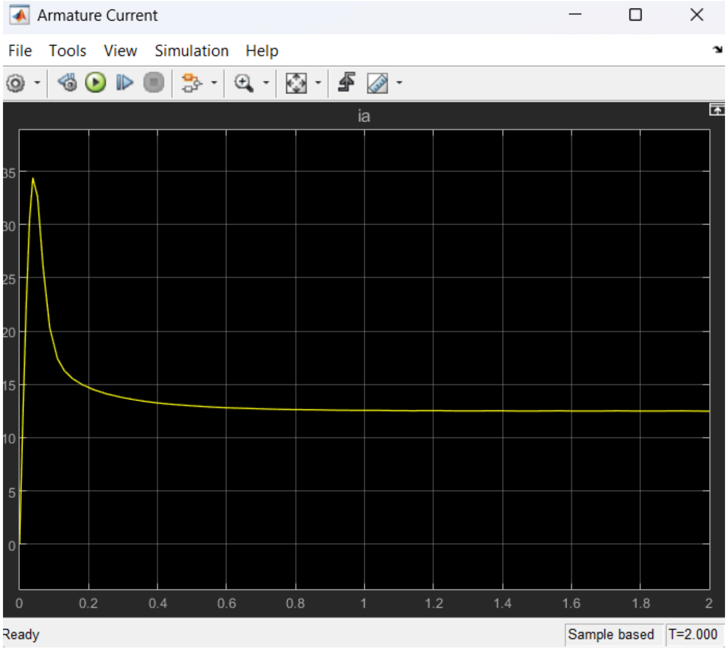

Figure 51: Armature Current (ia)

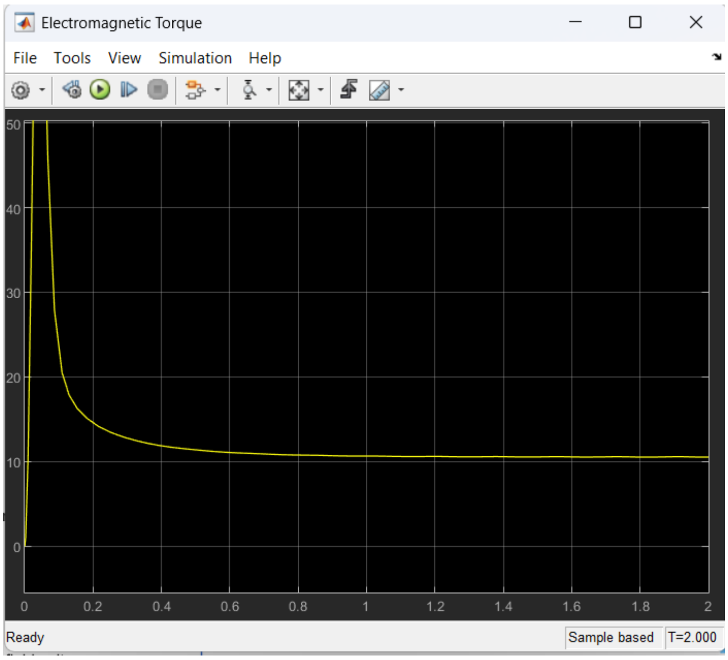

Figure 52: Electromagnetic Torque (Te)

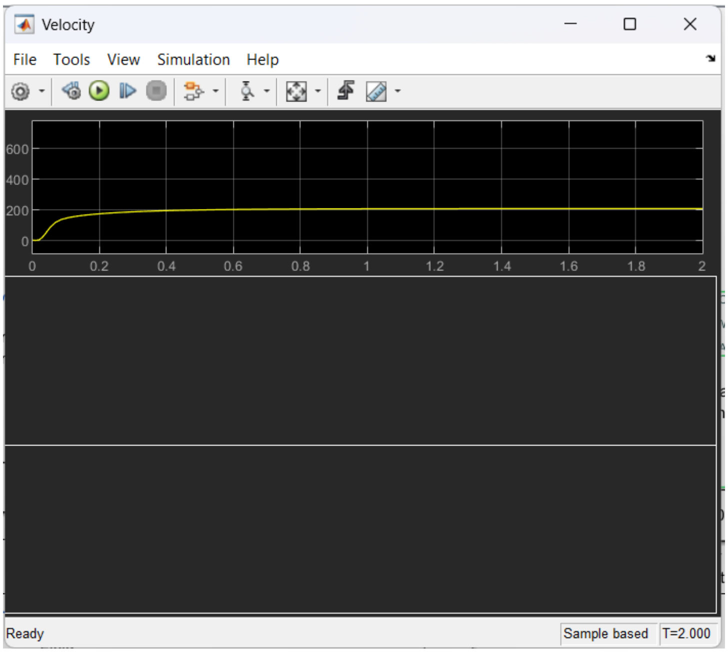

Figure 53: Rotor Velocity (ω)

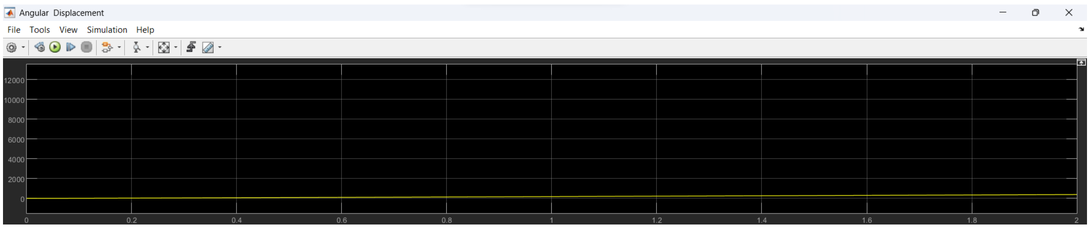

Figure 54: Angular Displacement

6.3 Built-in Block

In this configuration, a built-in Simscape DC motor block is used to model the behavior of a series-connected DC machine. The armature and field windings are internally configured in series, and inputs are applied via separate voltage sources for armature and field excitation.

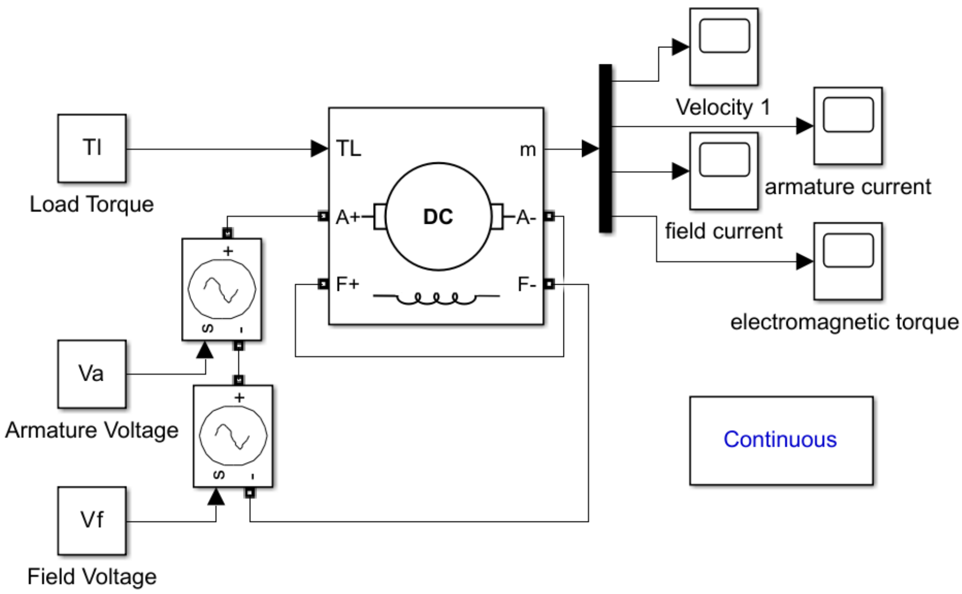

Figure 55: Built-in Block Model of Series-connected DC Motor

- **Velocity (Figure 56):** The rotor velocity initially shows a negative transient response and then stays near zero. This unexpected behavior may result from improper field voltage polarity.
- **Armature Current (Figure 57):** The armature current peaks briefly and then rapidly settles to near zero, indicating that torque generation is short-lived due to weak back EMF.
- **Field Current (Figure 58):** The field current rises instantly and then stabilizes around 8.5 A, reflecting the low inductance of the series field winding.
- **Electromagnetic Torque (Figure 59):** The electromagnetic torque spikes near 50 N · m at startup and then declines steadily, stabilizing near 8 N · m.

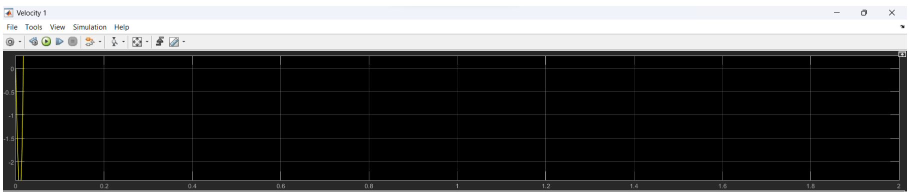

Figure 56: Rotor Velocity

Figure 57: Armature Current (ia)

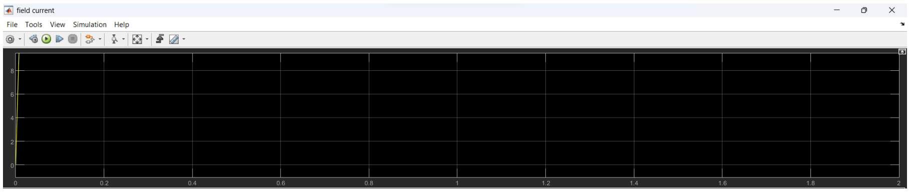

Figure 58: Field Current (if)

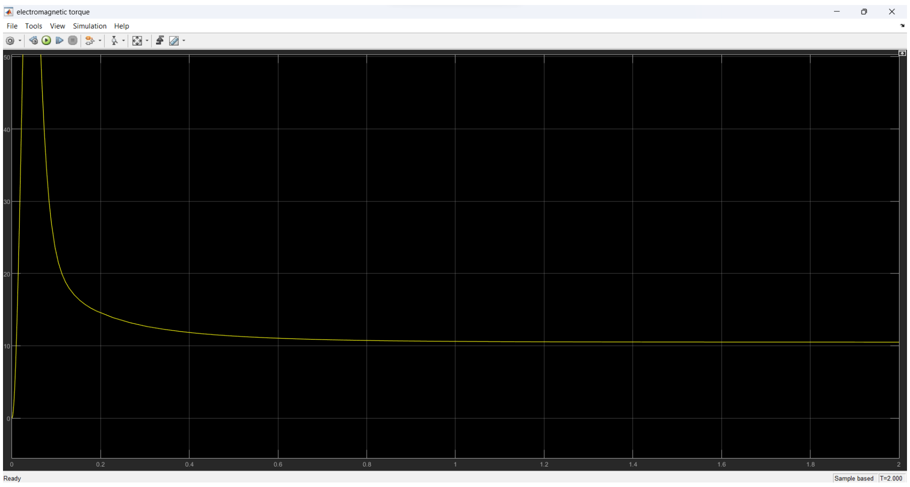

Figure 59: Electromagnetic Torque (Te)

6.4 Conclusion

In this section, the dynamic behavior of a series-connected DC motor was examined through both block diagram modeling and Simscape-based simulation. The system was stimulated using a step input for both armature and field voltages, and the resulting electrical and mechanical quantities were observed.

From the block diagram simulation, it was observed that:

- The armature current and electromagnetic torque exhibit sharp peaks at the beginning, followed by exponential decay.

- Rotor velocity gradually increases and stabilizes at a steady-state value, while angular displacement shows a near-linear growth as expected in continuous motor operation.

On the other hand, the Simscape-based and built-in block simulations provided more practical insights:

- The built-in model showed sensitive dependency on the initial configuration and polarity of the applied voltages.
- The field and armature currents were strongly coupled, confirming the characteristic behavior of a series motor where torque is highly dependent on load conditions.

Overall, the simulations successfully validated the theoretical response of a series-connected DC motor. However, the built-in model results highlighted that accurate configuration and parameter tuning are crucial for capturing the real motor behavior, especially under varying load and excitation conditions.

7 Final Conclusion

This report provided a detailed comparative simulation and analysis of four key types of DC motors: Permanent Magnet DC (PMDC), Separately Excited, Series-connected, and Shunt-connected motors. Each motor was modeled and analyzed using three distinct approaches: transfer function-based block diagram modeling, Simscape component modeling, and built-in Simulink motor blocks.

Validation and Consistency: All three simulation approaches consistently produced similar dynamic responses for each motor type. This agreement validates the correctness of the developed models and confirms the reliability of each simulation method for analyzing DC motor performance.

Modeling Approach Summary:

- **Block Diagram Modeling:** This theoretical method uses Laplace-domain transfer functions to represent motor behavior. It is effective for mathematical analysis and control system design.
- **Simscape Modeling:** By using component-based physical models, Simscape simulations closely mirror real-world interactions and are especially useful for understanding electromechanical energy conversion.
- **Built-in Block Modeling:** With predefined DC motor blocks, this method simplifies implementation while still providing accurate and quick simulation results, given proper parameter configuration.

Motor-specific Observations:

- **Permanent Magnet DC Motor:** Demonstrated stable performance with a linear speed–torque relationship, suitable for precise control tasks in embedded systems.
- **Separately Excited DC Motor:** Showed flexible behavior due to independent control over field and armature, allowing refined control over torque and speed.

- **Series-connected DC Motor:** Characterized by high starting torque and strong nonlinear dynamics, well-suited for traction and variable-load environments.
- **Shunt-connected DC Motor:** Provided smooth startup and good speed regulation under steady loads, ideal for industrial drives like conveyors.

Final Insight: In line with the original paper's conclusion, this study reaffirms that simulation-based modeling is essential for both educational purposes and design validation. The consistent results across all methods demonstrate that transfer function models, component-based simulations, and built-in tools all converge to a common understanding of DC motor behavior. Each method brings unique strengths and insights, and together they provide a holistic view of motor dynamics.

8 References

- Saif S. Sami et al., *Detailed modelling and simulation of different DC motor types*, IJPEDS, 2021.