Formula SAE Electric Drive Control

Project Design Report

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Abstract

The Formula SAE Electric Vehicle requires a functioning drive control system. The drive control system uses sensors to convert inputs from the driver into torque outputs for the motor controller that will ensure the vehicle moves quickly, easily, comfortable, and safely.

Problem Statement

Need

In this project, a drive control system for an electric racecar is needed. This drive control system must enable a driver to be competitive on the racetrack in both speed and efficiency. It must also meet all requirements of the Formula SAE Electric rules and regulations. Adherence to these rules ensures that the vehicle is safe, and is required to foster fair competition.

Objective

Our objective is to create a drive control system that can compete strongly against those from the competing teams. It must also complement the battery management system created by our fellow ECE students, and the rest of the car created by the Mechanical Engineering teams. The drive control system should convert inputs from the driver into outputs for motors and the battery system to enable the driver to race quickly, easily, comfortably, and safely.

Background

Formula SAE is a design competition for undergraduate and graduate university students organized by the Society of Automotive Engineers. Formula Electric is a class that requires students to design and build a small, formula style, electric, autocross vehicle. Cars are judged over the course of three days in a number of static and dynamic events including: technical inspection, cost, presentation, design, performance and endurance.

Teams must follow an extensive set of rules and regulations in order to perform in competition. Mechanical and Electrical engineering design teams must work on individual sub systems. Electrical Engineering groups are responsible for Drive Control and Battery Management.

Electric cars have been gaining popularity in the last several years. Concerns over the future of our environment have resulted in an increased focus in green technology. With this increased focus, the popularity of electric hybrid vehicles as well as electric vehicles has skyrocketed. As the popularity of electric vehicles increases, pollution rates as well as fossil fuel dependency will decrease. There are a number of useful electric motor qualities that are beneficial in both everyday driving and racing. With the excellent acceleration capabilities of electric motors, and the short distances in racing, electric motors seem to be a good choice for small racecars.

Internal combustion powered vehicles require significant amounts of gearing to effectively transmit power to the wheels of a vehicle. Around 60% of energy is lost in the form of heat in internal combustion engines. Electric vehicles have the option of putting a separate motor on each individual wheel. This eliminates mechanical transmission losses, and reduces weight and volume due to the replacement of the mechanical drivetrain with a single small motor at each wheel.[1] Removal of the mechanical drivetrain eliminates potentially damaging vibrations on the vehicle. An all-electric vehicle is more reliable and nearly silent compared to an internal combustion powered vehicle.

Electric motor vehicles typically have a motor on each rear wheel. This creates a redundancy in the event that a motor is inoperable. An internal combustion engine powered vehicle performs traction control by lowering the engine power and braking on slipping wheels. Control systems allow power to be transferred mechanically to non-slipping wheels so that power is not wasted.

In an electric motor system, each wheel is independently controlled. Slipping is prevented by independent control of the electric motors. Controlling the separate motors enables traction control resulting in superior performance when operating the vehicle.[2] There are several patents in this area that would need to be dealt with if pursued.[3][4]

Marketing Requirements

- Reliable enough to work for races
- Durable enough for a race
- Inexpensive enough to be marketed towards autocross/track-day racers as per the scenario in the competition
- Comfortable and high-performance enough for autocross/track-day racers
- Programmed and designed to be quick enough to win the race while meeting competition requirements
- Capable of regenerative braking to recharge batteries
- Capable of providing intelligent power delivery to enable traction control functionality.
- Safe enough for a autocross/track-day racer to be willing and to meet competition requirements
- Efficient enough to meet competition requirements and make good use of available battery power
- Long-lasting enough to complete the competition with available battery power
- Must meet all of the rules of the competition

Below in figure 1 is the objective tree for our design. The objective tree essentially is a hierarchical representation of our marketing requirements. This allows us to organize our requirements in a way that is easier to understand than being in a list form.

Objective Tree

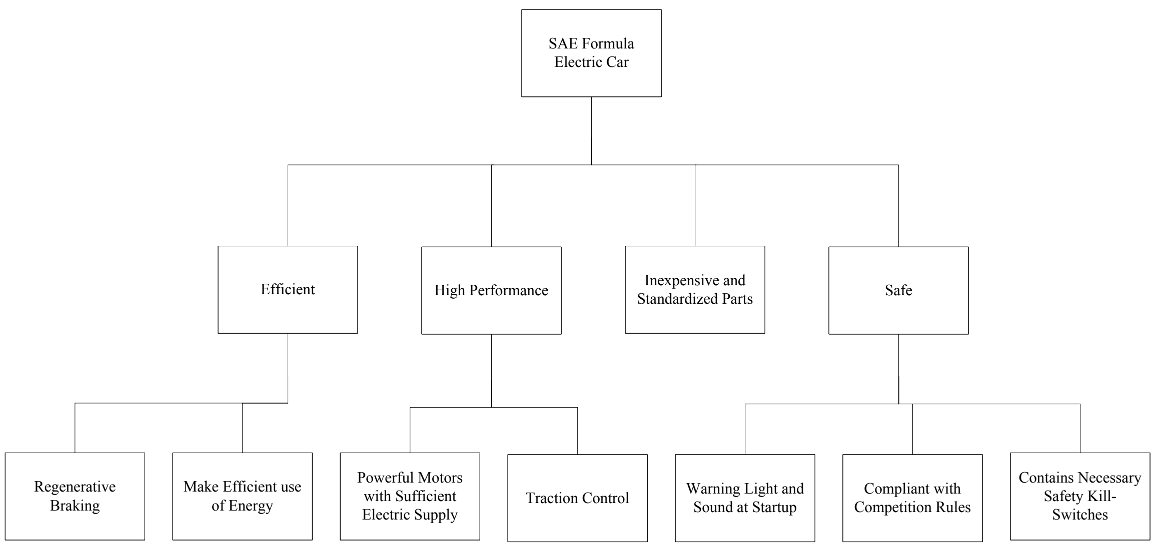

Figure 1: Objective Tree

Design Requirement Specification

Marketing Requirements	Engineering Requirements	Justification
5,6,7	System must receive input from Throttle, Steering, Brake, Wheel	This allows the controller to use torque monitoring and regenerative braking for the vehicle.
1	At a max speed of 60mph, the wheel sensor must be able to sense the teeth of the wheel at 16 rps (revolutions per second)	This ensures that the wheel speed will be measured accurately
1	The steering sensor must be able to sense movement up to 180 degrees	Sensor must measure angle accurately according to the steering wheel position.
11	Throttle sensors must create a redundancy. If the sensor outputs are not within 10% of each other, power to the motors must be completely shut off.	Satisfies rules EV2.3.5 and EV2.3.6
1,4,9	System must process inputs and provide information to user display	The driver can be updated in real time on the conditions of the cars batteries and speed
1,5,10	Serial communication between battery management system and drive control system	The control system relies on the battery management system to supply power
8,11	High voltage system needs to be electrically isolated from low voltage system	The rules of the competition require high voltage to be isolated from low voltage
10	System must use the limited power available efficiently	The race car is required to finish the race solely on electricity.
9,11	Max power drawn from the battery must not exceed 85kW for 100ms continuously	Satisfies rule EV2.2.1
11	Each sensor must have a separate detachable connector cable that enables a check of these functions by unplugging during electrical test	Satisfies rule EV2.3.8
6,11	Regenerating energy is not allowed at or below 5kph	Satisfies rule EV2.2.5
11	When an analog sensor is used, it must be considered to have failed when is achieves an open or short circuit	Satisfies rule EV2.3.10

	condition	
11	All parts of the vehicle which may become electrically conductive which are within 100mm of any tractive system or GLV component, must have a resistance below 5 Ohm to GLV system ground.	Satisfies rule EV4.4.2

Marketing Requirements

1. Reliable enough to work for races
2. Durable enough for a race
3. Cheap enough to be marketed towards autocross/track-day racers as per the scenario in the competition
4. Comfortable and high-performance enough for autocross/track-day racers
5. Programmed and designed to be quick enough to win competition while following competition requirements
6. Capable of regenerative braking to recharge batteries
7. Capable of providing intelligent power delivery to enable traction control functionality.
8. Safe enough for a autocross/track-day racer to be willing and to meet competition requirements
9. Efficient enough to meet competition requirements and make good use of available battery power
10. Long-lasting enough to complete the competition with available battery power
11. Must meet all of the rules of the competition (TBD)

Table 1: Engineering Requirements

Accepted Technical Design

Sensors

The Curtis PB-8 potentiometer will be used in multiple applications in the drive control system. The throttle pedal will have two Curtis potentiometers measuring the position of the pedal. Two potentiometers are required for the throttle pedal in order to create a redundancy. For the drive system to function properly the position measurement from each potentiometer must be within 10% of each other. If the measurement differs more than 10% between the two potentiometers the controller then shuts the motors down. The brake pedal will also be using a potentiometer. Similar to the throttle pedal, the potentiometer will be measuring the position of the pedal and transmit an analog output to the motor controllers. The brake pedal position information will allow the racecar to have regenerative braking. The controllers will be configured for regenerative braking to occur for the range that begins when the car starts to slow down, and ends when the speed is 5kph.

The steering system of the car will also be monitored by a Curtis potentiometer. The shaft at the bottom of the steering system will be connected to the potentiometer. As the user rotates the steering wheel the steering system will turn, rotating the shaft at the bottom. As the shaft rotates, the potentiometer will measure the rotation and again send a 0-5V analog output to the controller. This information will be used for torque vectoring. Torque vectoring is used be analyzing speed and the angle of the wheel to determine which motor needs more power. The difference in motors makes the vehicle more efficient, faster, and ultimately a better vehicle.

The speed of the wheels will be monitored using inductive sensors to provide speed information back to the controller. The Pepperl & Fuchs inductive sensor will be mounted perpendicular to the wheel. The sensor functions by detecting the teeth cut out of the wheel as they pass across the face of the sensor. As the wheel spins the teeth will be counted and the controller will use that information to help monitor the two individual motors. The information will be sent as pulses along the output line to the controller.

To ensure the drive system does not overheat a temperature sensor is require per the given race regulations. The sensor is highly accurate and very reliable. It will be placed on input lines to the motors to regulate their temperature. If the range goes above, or in a very rare case, below the programmed range the system will automatically shutdown to prevent further damage.

Hardware Design

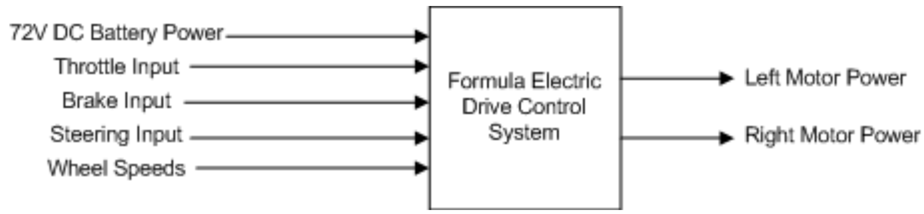

Figure 2: Hardware Level 0 Block Diagram

Module	Formula Electric Drive Control
Inputs	72 V DC Battery Power Brake Sensor () analog Throttle Sensor () analog Steering Sensor () analog Wheel Sensor (10-30v)digital
Outputs	Left Motor Power Right Motor Power
Functionality	Utilize input from brake, throttle, steering and wheel sensors to properly adjust the speed of each motor by delivering the proper amount of power required. Safety switches internally to shut off motors in dangerous situations.

Table 2: Formula Electric Drive Control hardware Functional requirements

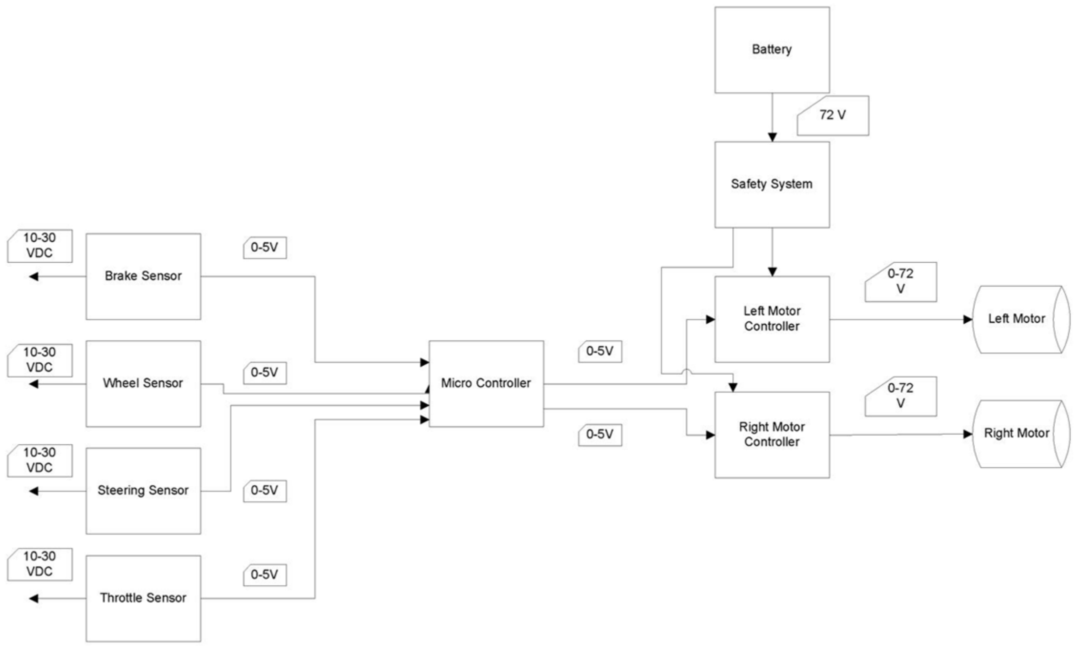

Figure 3: Hardware Level 1 Block Diagram

Module	Microcontroller
Inputs	Brake Sensor Wheel Sensor Steering Sensor Throttle Sensor
Outputs	Right Motor Controller (0-72 V DC) Left Motor Controller (0-72 V DC)
Functionality	The Microcontroller receives the 0 to 5V signals from the sensors and from that information determines the proper input to the right and left motor controllers to obtain the speed that the driver needs. The microcontroller outputs 0 to 5V signals to the motor controllers.

Table 3: Microcontroller Module Hardware Functional Requirements

Module	Right and Left Motor Controllers
Inputs	72V DC Power (0-400 A) 0-5V DC Torque Signal and Regeneration Signal
Outputs	0-72V
Functionality	The motor controllers use the 0 to 5V input from the microcontroller to determine how much power to take from the battery and input to the motor to achieve the desired speed.

Table 4: Right and Left Motor Controllers Module Hardware Functional Requirements

Module	Brake Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The Brake Sensor is powered by 10 to 30VDC and measures the angle that the brake has been depressed in reference to the hinge between the brake and the floor. The sensor then sends a 0 to 5V signal to the microcontroller.

Table 5: Brake Sensor Module Hardware Functional Requirements

Module	Wheel Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The wheel sensor is powered by 10 to 30VDC and senses the metal from the wheel. The sensor is an inductive sensor and it sends a series of pulses to the microcontroller in a 10-30V signal. Those signals will be conditioned to be handled as a correct input to the Free Scale controller.

Table 6: Wheel Sensor Module Hardware Functional Requirements

Module	Steering Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The steering sensor is powered by 10 to 30VDC and measures the angle that the steering wheel is turned to the left or to the right. Based on this angle, it sends a 0 to 5V signal to the microcontroller.

Table 7: Steering Sensor Module Hardware Functional Requirements

Module	Throttle Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The throttle sensor is powered by 10 to 30VDC and measures the angle that the throttle pedal is depressed in reference to the hinge between the pedal and the floor Based on this angle, it sends a 0 to 5V signal to the microcontroller.

Table 8: Throttle Sensor Module Hardware Functional Requirements

Module	Safety System
Inputs	72V
Outputs	72V
Functionality	The safety system has ground fault indicator and emergency shut off switches.

Table 9: Safety System Module Hardware Functional Requirements

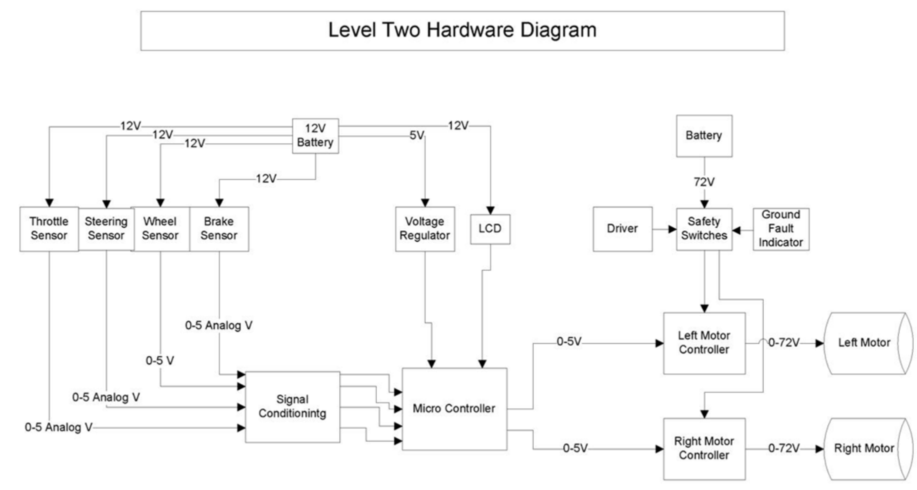

Figure 4: Hardware Level 2 Block Diagram

Module	Signal Conditioning
Inputs	Throttle Sensor () analog Steering Sensor () analog Wheel Sensors (10-30v) digital Brake Sensor () analog
Outputs	Conditioned sensor signals
Functionality	Receives the sensor outputs and conditions them for the microcontroller requirements

Table 10: Signal conditioning module Functional requirements

Module	Voltage Regulator
Inputs	Battery Voltage
Outputs	Voltage signal
Functionality	Ensures voltage level is maintained at 12 V

Table 11: Voltage regulator module functional requirements

Module	Ground Fault Indicator
Functionality	Verifies the high voltage system is grounded

Table 12: Ground fault indicator functional requirements

Module	Safety Switches
Functionality	Confirms that the battery voltage is at a safe level and allows the driver to shut off system if an unsafe voltage situation occurs

Table 13: Safety switches module Functional requirement

Hardware Design

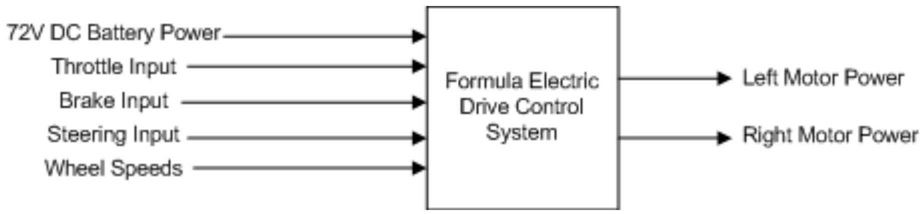

Figure 5: Hardware Level 0 Block Diagram

Module	Formula Electric Drive Control
Inputs	72 V DC Battery Power Brake Sensor () analog Throttle Sensor () analog Steering Sensor () analog Wheel Sensor (10-30v)digital
Outputs	Left Motor Power Right Motor Power
Functionality	Utilize input from brake, throttle, steering and wheel sensors to properly adjust the speed of each motor by delivering the proper amount of power required. Safety switches internally to shut off motors in dangerous situations.

Table 14: Formula Electric Drive Control hardware Functional requirements

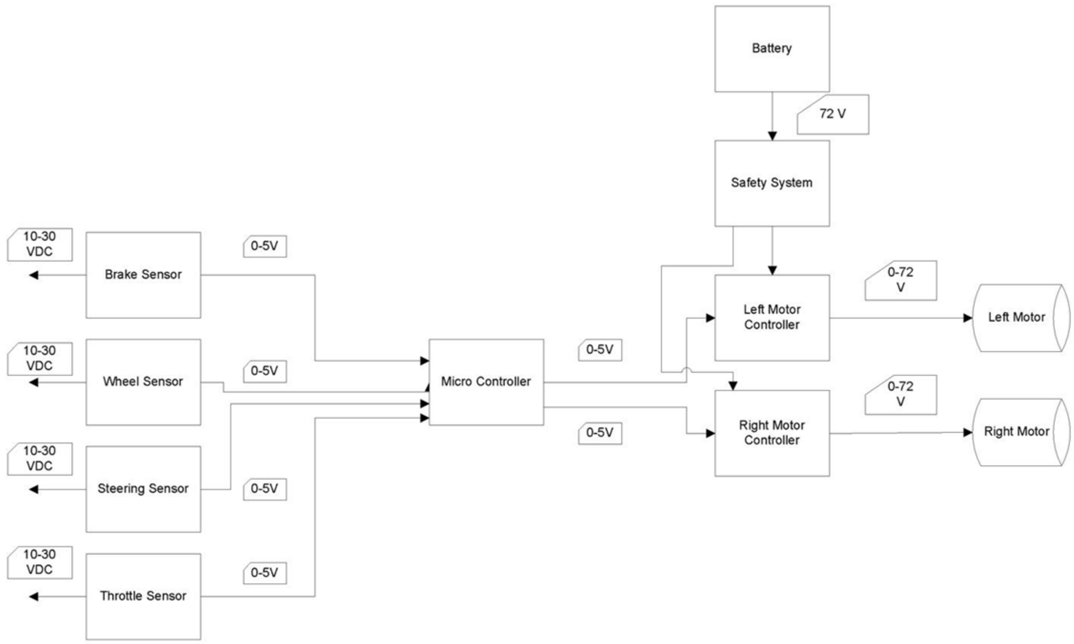

Figure 6: Hardware Level 1 Block Diagram

Module	Microcontroller
Inputs	Brake Sensor Wheel Sensor Steering Sensor Throttle Sensor
Outputs	Right Motor Controller (0-72 V DC) Left Motor Controller (0-72 V DC)
Functionality	The Microcontroller receives the 0 to 5V signals from the sensors and from that information determines the proper input to the right and left motor controllers to obtain the speed that the driver needs. The microcontroller outputs 0 to 5V signals to the motor controllers.

Table 15: Microcontroller Module Hardware Functional Requirements

Module	Right and Left Motor Controllers
Inputs	72V DC Power (0-400 A) 0-5V DC Torque Signal and Regeneration Signal
Outputs	0-72V
Functionality	The motor controllers use the 0 to 5V input from the microcontroller to determine how much power to take from the battery and input to the motor to achieve the desired speed.

Table 16: Right and Left Motor Controller Module Hardware Functional Requirements

Module	Brake Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The Brake Sensor is powered by 10 to 30VDC and measures the angle that the brake has been depressed in reference to the hinge between the brake and the floor. The sensor then sends a 0 to 5V signal to the microcontroller.

Table 17: Brake Sensor Module Hardware Functional Requirements

Module	Wheel Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The wheel sensor is powered by 10 to 30VDC and senses the metal from the wheel. The sensor is an inductive sensor and it sends a series of pulses to the microcontroller in a 10-30V signal. Those signals will be conditioned to be handled as a correct input to the Free Scale controller.

Table 18: Wheel Sensor Module Hardware Functional Requirements

Module	Steering Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The steering sensor is powered by 10 to 30VDC and measures the angle that the steering wheel is turned to the left or to the right. Based on this angle, it sends a 0 to 5V signal to the microcontroller.

Table 19: Steering Sensor Module Hardware Functional Requirements

Module	Throttle Sensor
Inputs	10-30VDC
Outputs	0-5V
Functionality	The throttle sensor is powered by 10 to 30VDC and measures the angle that the throttle pedal is depressed in reference to the hinge between the pedal and the floor Based on this angle, it sends a 0 to 5V signal to the microcontroller.

Table 20: Throttle Sensor Module Hardware Functional Requirements

Module	Safety System
Inputs	72V
Outputs	72V
Functionality	The safety system has ground fault indicator and emergency shut off switches.

Table 21: Safety System Module Hardware Functional Requirements

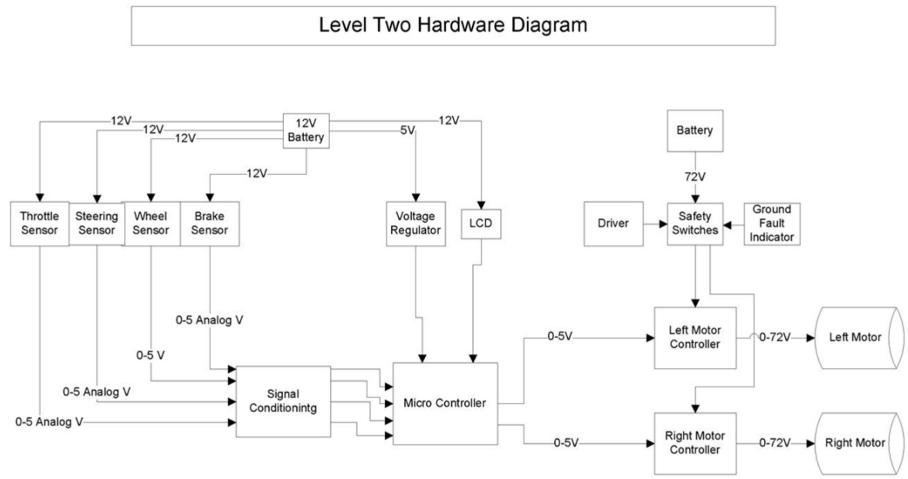

Figure 7: Hardware Level 2 Block Diagram

Module	Signal Conditioning
Inputs	Throttle Sensor () analog Steering Sensor () analog Wheel Sensors (10-30v) digital Brake Sensor () analog
Outputs	Conditioned sensor signals
Functionality	Receives the sensor outputs and conditions them for the microcontroller requirements

Table 22: Signal conditioning module Functional requirements

Module	Voltage Regulator
Inputs	Battery Voltage
Outputs	Voltage signal
Functionality	Ensures voltage level is maintained at 12 V

Table 23: Voltage regulator module Functional requirements

Module	Ground Fault Indicator
Functionality	Verifies the high voltage system is grounded

Table 24: Ground fault indicator Functional requirements

Module	Safety Switches
Functionality	Confirms that the battery voltage is at a safe level and allows the driver to shut off system if an unsafe voltage situation occurs

Table 25: Safety switches module Functional requirement

Hardware Schematic

In figure 8 is the hardware schematic, particularly the sensors, the microcontroller, and the signal conditioning needed to ensure the circuit will work and microcontroller provides the motor controllers accurate torque values to send to the motors. These components are all part of the low voltage system, which is defined as any voltage below 40Vdc or 25Vac rms. The motor controllers can be considered both a low and high voltage system because they are connected electrically to the batteries, which are above the 40V threshold at 72V.

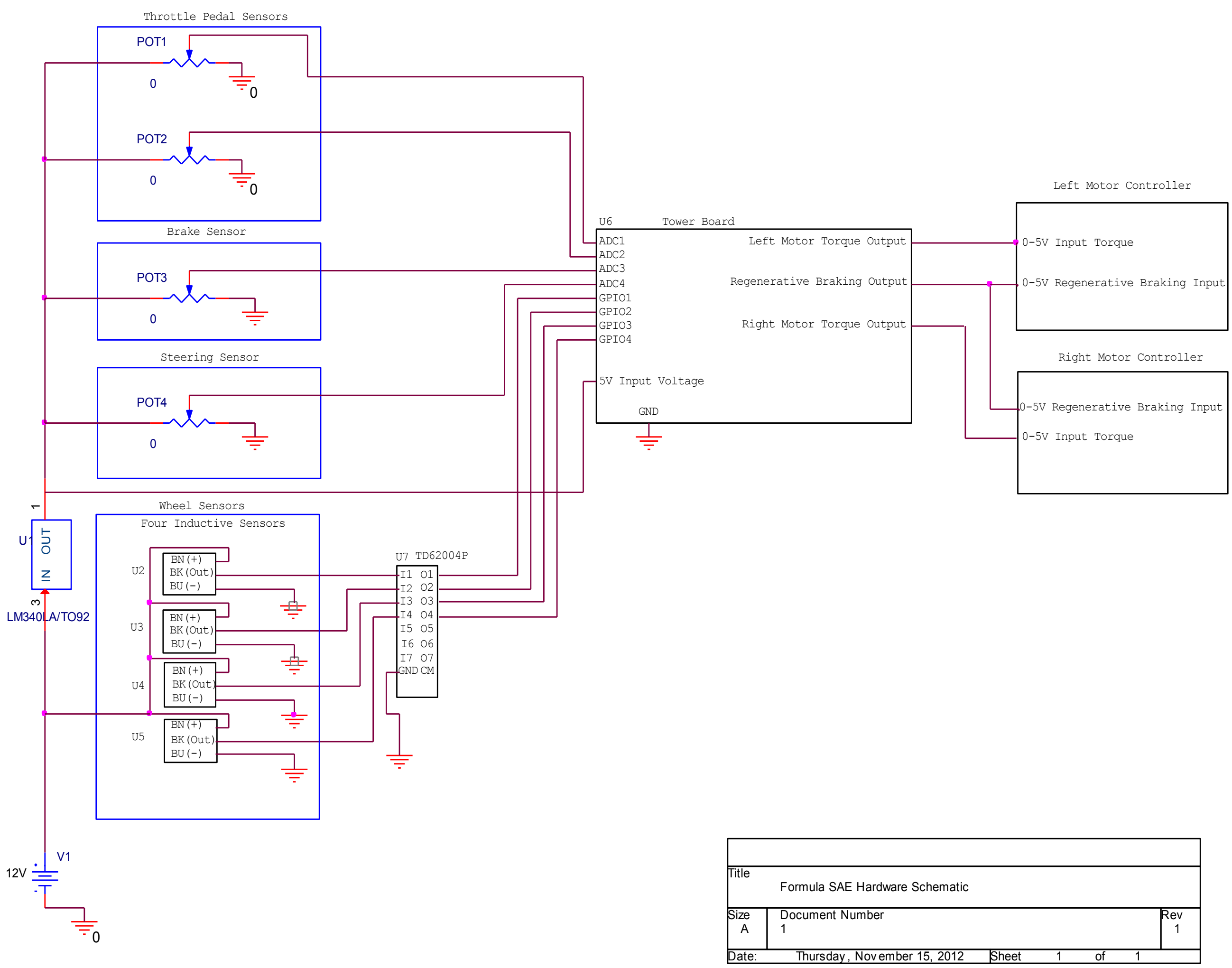

Figure 8 Hardware Schematic

A 12V battery was selected as the voltage source for the sensors and microcontroller. Since some of the sensors and the microcontroller cannot be powered by a 12V input, a voltage regulator is used to step down the voltage to a 5V input. This voltage can then be used to supply power to the brake sensor, throttle sensors, steering sensor and the microcontroller. The wheel sensors have an input voltage range from 10-30V and can be powered by the 12V battery directly. These sensors pulse a 12V digital voltage signal at the output and this voltage signal needs to be stepped down to a 5V pulse signal to be measured by the microcontroller. A bipolar digital integrated circuit is used at the output of the wheel sensors to attain the voltage step down that is desired. The output of the bipolar digital integrated circuit feeds these 5V digital pulse signals to the microcontroller and the microcontroller counts the number of pulses in a certain time to determine the speed of the wheel.

The throttle sensors, the brake sensor, and the steering sensor all use a potentiometer to measure the position of these elements. The 5V source is connected to each of the inputs of the potentiometers. The throttle and brake potentiometers' resistances ranges from 0 to 5000Ω and the output can be anywhere from 0 to 5V analog based on the position of the wiper. The steering sensor has a resistance range from 0 to 1000Ω and the output is also a 0 to 5V analog signal. The analog output signals from the potentiometers can be sent into and measured by the microcontroller to determine the position of the steering, brake, and throttle.

Motor and Battery Sizing

The Drive Control System is independent of what motors are used in the vehicle. As long as the motors are brushed DC, the same controllers will work. Other types of motors have controllers with the same interface, and could also be used with a controller change.

For this vehicle, Agni 95R motors were selected in collaboration with the Mechanical Engineering drive train team. These motors were determined to be the best motors in our price range in terms of weight, power, and reliability.

To verify that the motors would be acceptable, and that the batteries could meet our needs, we had to perform calculations of hard acceleration as would be experienced in a race. To simulate this, we performed a MATLAB simulation of a 75 meter acceleration at full throttle, from a standing start. The MATLAB code, including assumptions made for car attributes, is included in the Appendix.

This simulation is also important to ensuring we will be able to complete the 75m acceleration run in the competition.

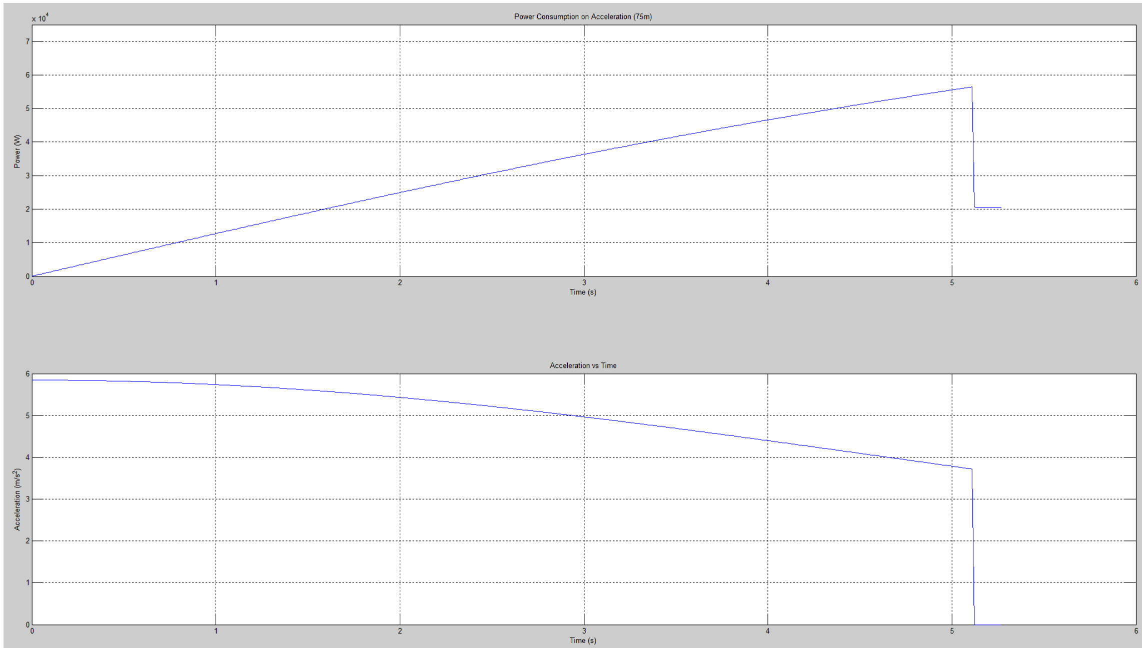

Figure 9: Graphs of power and acceleration on a 75m acceleration at full throttle.

From the simulation, we learned that the 75m run should take 5.27 seconds at full throttle and will need ~55kW at top speed.

This is more power than the batteries can maintain for very long, but is acceptable for the time period of the acceleration run. We also need to know the power consumption profile of the autocross and endurance events.

To model the autocross and endurance events, we used a picture of a past year's track layouts and divided it into separate segments: straights, corners, and slaloms. The simulation proceeds through these segments, accelerating or braking to stay as close as possible to the grip-limited fastest possible speed. The slaloms were simplified and modeled as single curves to match the curvature of each part of the slalom. The maps are shown in Figure 10 and Figure 11.

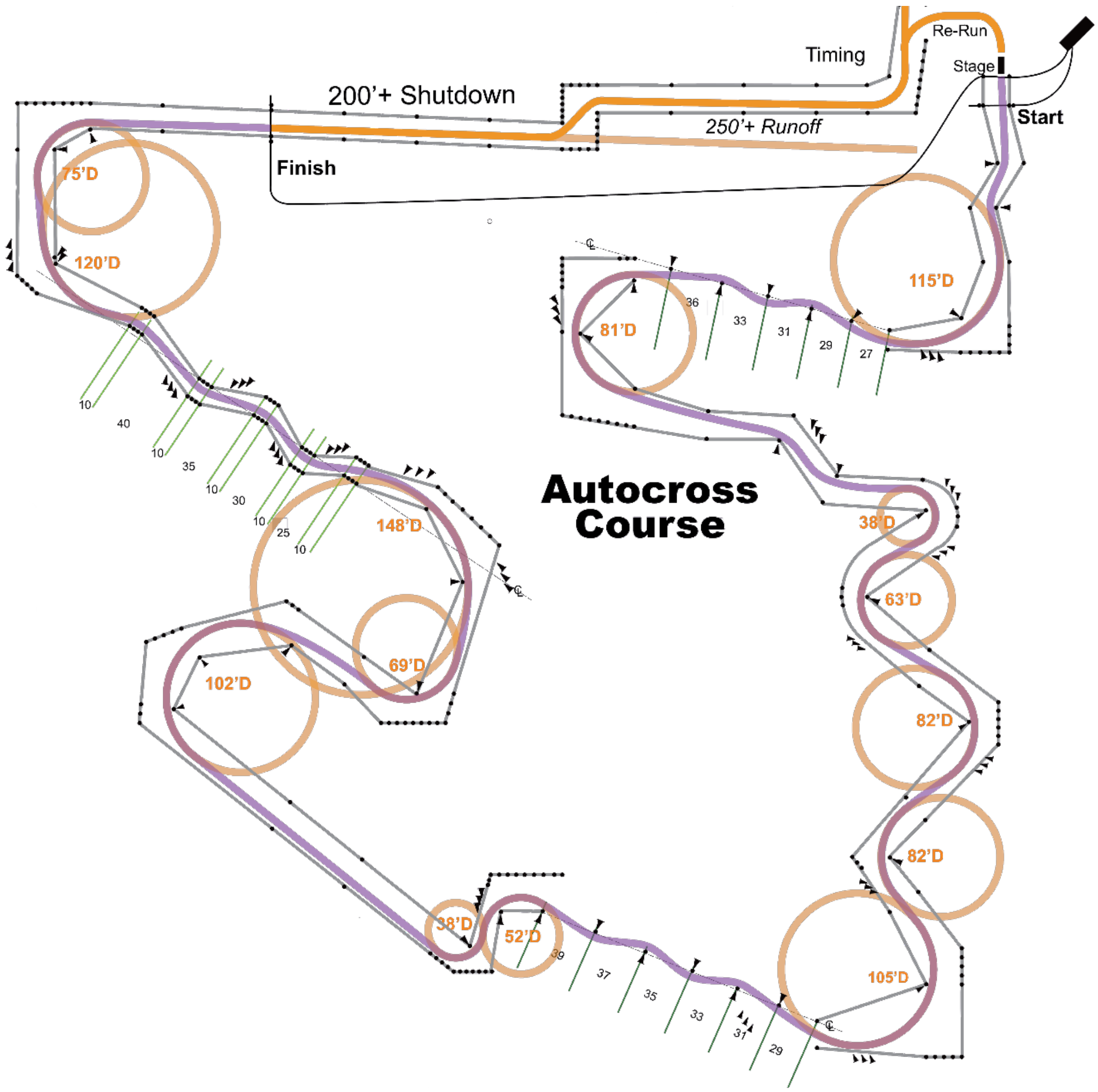

Figure 10: The autocross course from Lincoln, Nebraska event 2012.[5]

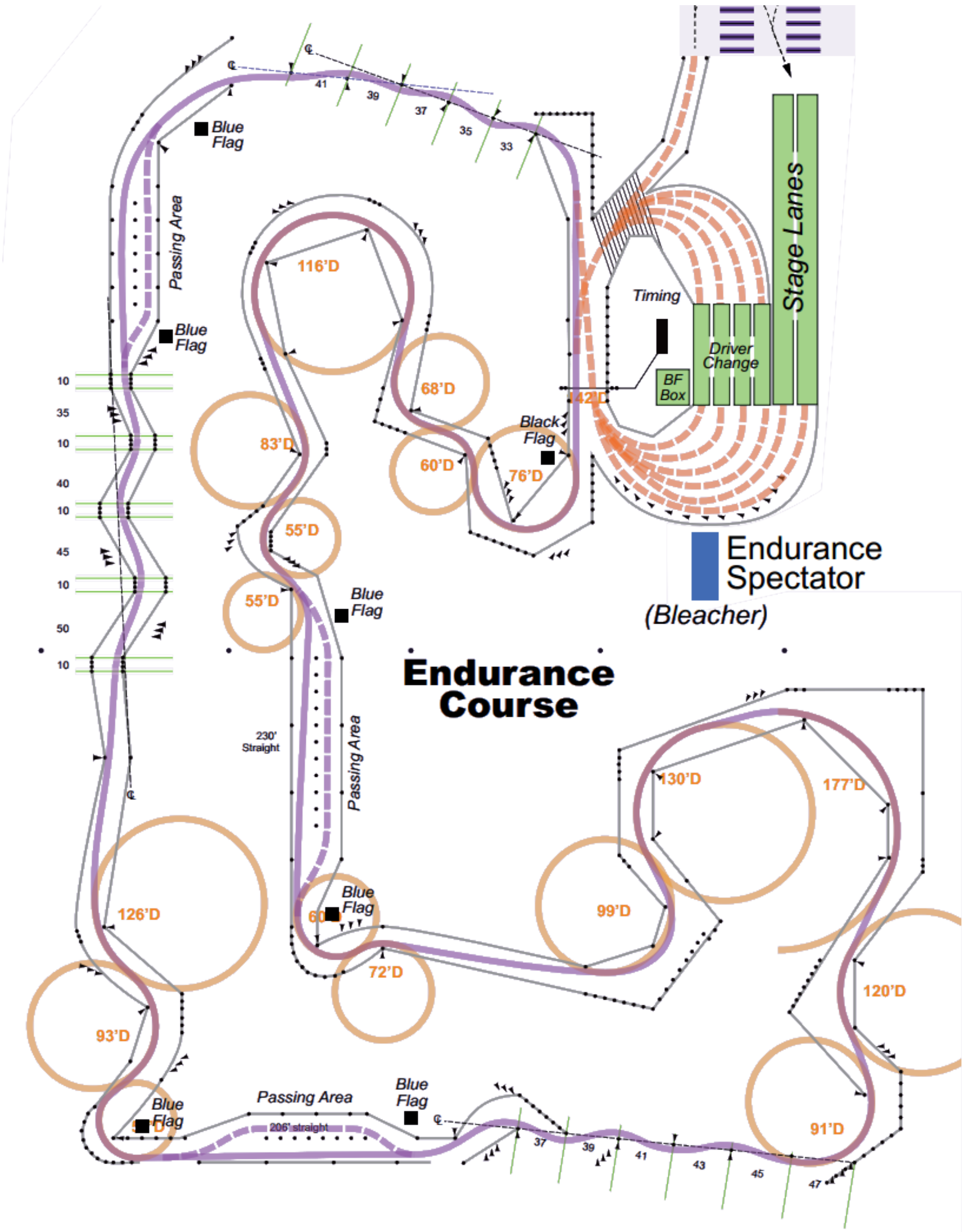

Figure 11: The endurance course from Lincoln, Nebraska event 2012[5]

For the simulation, we assumed a perfect driver who will accelerate as hard as possible at all times, and who will brake as late and as hard as possible. This driver follows the racing line shown in the track map, which is a reasonable line.

The simulator takes in to account a multitude of forces acting longitudinally on the vehicle. Braking, rolling resistance, air resistance, and steering forces act against the forward movement of the car, while driving forces from the motors push it forwards.

The braking force was determined by the brakes subteam to be 1167.094 lbs in the front, and 120.9058 in the rear. Summing and converting to newtons gives ~5729 N. This is the maximum force with which the car can brake. Since our simulator is assuming a perfect driver, this maximum is used for all periods of braking.

To calculate the maximum speed through the curves, Equation (1) is used where r is the radius of the curve, μ is the coefficient of friction between the rubber and the pavement and g is the acceleration of gravity.

$$v_{max} = \sqrt{r \times \mu \times g} \tag{1}$$

Rolling resistance is the resistance of the tires rolling on the pavement and is given below where μ_{RR} is the coefficient of rolling friction.

$$F_{RR} = \mu_{RR} \times Mass \times g \tag{2}$$

The force of air resistance is a function of velocity, and must be calculated at each time step of the simulation. It is calculated from Equation (3), where $\rho_{air}$is air density, $A_F$is the measured frontal area of the vehicle, and $C_D$is the coefficient of aerodynamic drag.

$$F_d = \frac{1}{2} \times \rho_{air} \times A_F \times C_D \times V^2 \tag{3}$$

Longitudinal forces from steering are the most difficult to calculate and the largest. These forces are the longitudinal component of the lateral force normal to the front wheels. The lateral force at maximum cornering velocity is known from the gas formula team as being approximately 4855 N. This force is related to the square of cornering velocity. The force is estimated by the equation below.

$$F_S = \left(\frac{v_{current}}{v_{max}}\right)^2 \times \sin(\theta_{Steering}) \times \frac{F_{lateral}}{2} \tag{4}$$

The results of the simulations are shown in Figure 12 and Figure 13.

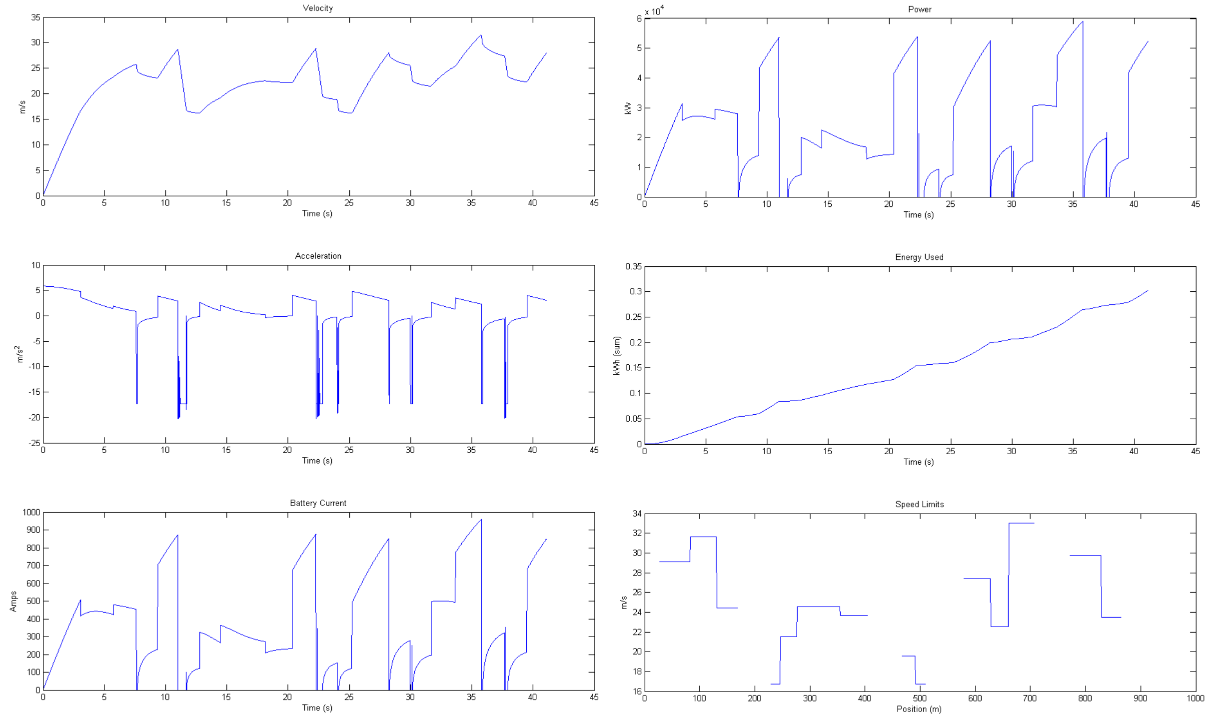

Figure 12: Results of the autocross simulation.

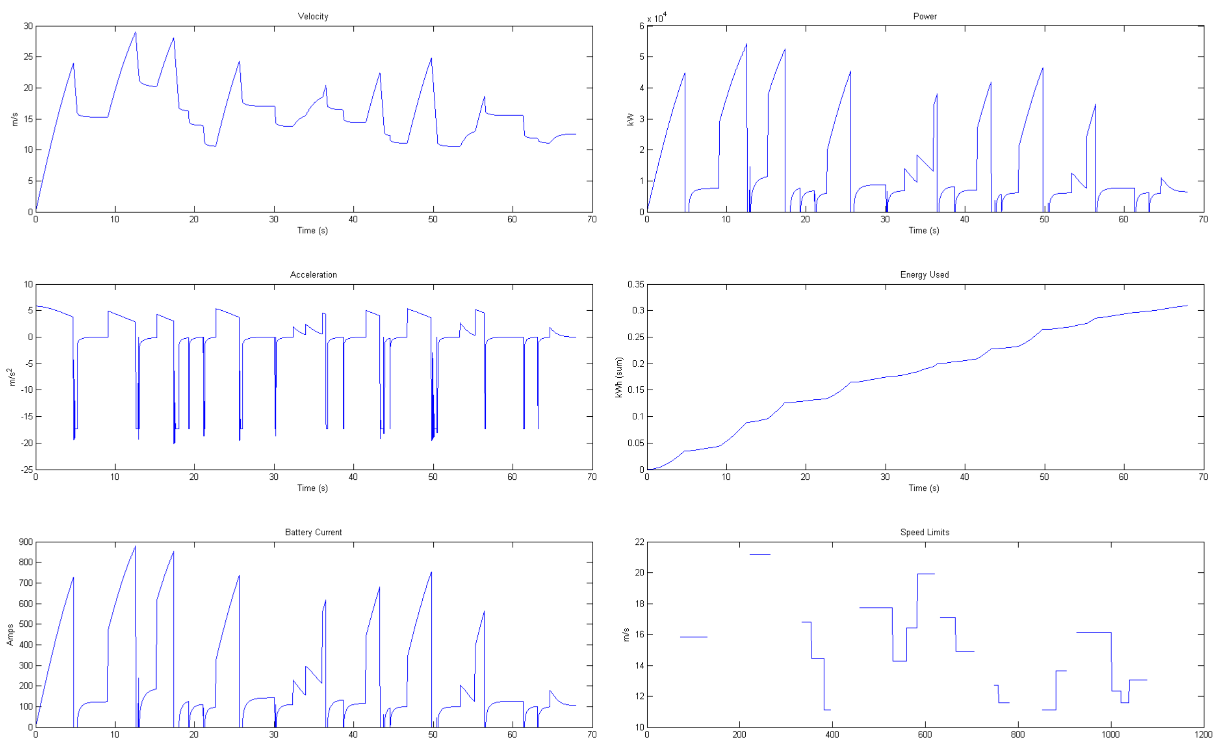

Figure 13: Results of the endurance simulation.

These results show a low power consumption overall, with very large spikes in the straight sections of the course. The Speed Limits graph shows the maximum grip-limited speed at each meter of the course. The breaks in the line show the straights where the speed is not grip-limited.

The simulation also outputs that the vehicle will complete the 1078 meter course in 67.81 seconds. This single lap will consume 0.306 kWh of energy, at an average rate of 14.632 kW. Energy consumption is not important for the autocross event, but if this usage is extrapolated out to the 22km endurance event distance, total energy is found to be 6.24 kWh. This is over the 5.5 kWh maximum allowed by the rules, but does not include any possible gains from regenerative braking. These results show that the system will have to track energy usage as well as race quickly. The average power draw, around 200 A, is also at the limit of what the batteries can supply. It is likely that a real driver will not be able to push the vehicle to this limit, but to prevent damage to the batteries, the drive control system will have to keep a slow moving average of battery current. Using this information, the system can reduce the maximum torque allowed as current used increases.

By simply reducing the maximum allowed torque by 20%, the simulation shows a lap completion time of 70.1 seconds with 0.265 kWh, at an average rate of 12.257 kW. Extrapolated out, this is 5.41 kWh. This is within the allowed energy consumption. Reducing maximum torque by 20% is not a good solution, but will not likely be necessary since the simulation assumes such a perfect driver and the ability to fully accelerate even in the turns.

Sensor Calculation

In order to pick an inductive sensor wheel sensor calculations had to be made. At a maximum speed of 60mph, the number of revolutions of the wheel per second had to be determined. Doing so resulted in the finding of 16 revolutions per minute. By adjusting the teeth cut into the wheel accordingly, the 500 hz specification of the sensor will function correctly. The calculation is shown below.

$$C=2\pi r= 2(10)\ \pi = 5.23 \text{ ft}$$

$$\frac{5280}{5.23} = 1008.4 \text{ ft/hr}$$

$$\frac{1008.4}{60} = 16.8 \text{ rps}$$

Wiring System

It was also important to calculate Voltage Loss that will occur in the wiring in the vehicle. Losses will vary depending on the both the length of the wire, and the cross sectional area (gauge) of the wire. The voltage loss can be calculated using ohm's law V=I*R. Resistance will be calculated as R = (ρ*L)/A. With ρ=resistivity. Copper wire will be used in the vehicle therefore the resistivity will be 1.712 x 10^{-8} ohm meters @25^{0} C.

Software Design

The software system of the project is what controls the motors through the motor controllers. It needs to take the signals provided by the hardware system and determine how much torque to apply to each drive wheel. The entire software system runs on a Freescale TWR-K40X256. The TWR-K40X256 is a 32-bit ARM Cortex-M4 development kit.

Freescale is a large supplier in the automotive industry, and the exclusive supplier for NASCAR embedded solutions. Freescale runs an extensive University Program, and generously donated the TWR-K40X256 and selection and development assistance.

Below are several iterations of the software system design.

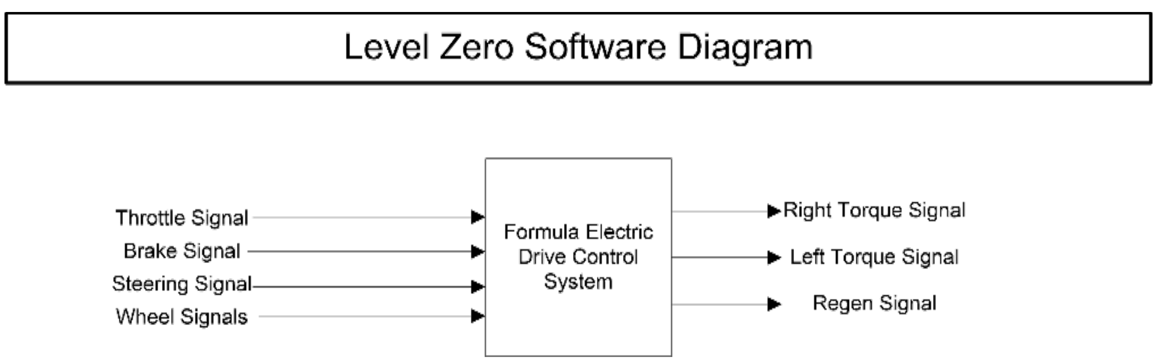

Figure 14: Software Level 0 Block Diagram

Module	Formula Electric Drive Control
Inputs	Brake Signal Throttle Signal Steering Signal Wheel Signal
Outputs	Left Motor Torque Right Motor Torque
Functionality	Samples the signals and outputs appropriate motor torques for turning angle and throttle.

Table 26: Formula Electric Drive Control software Functional requirements

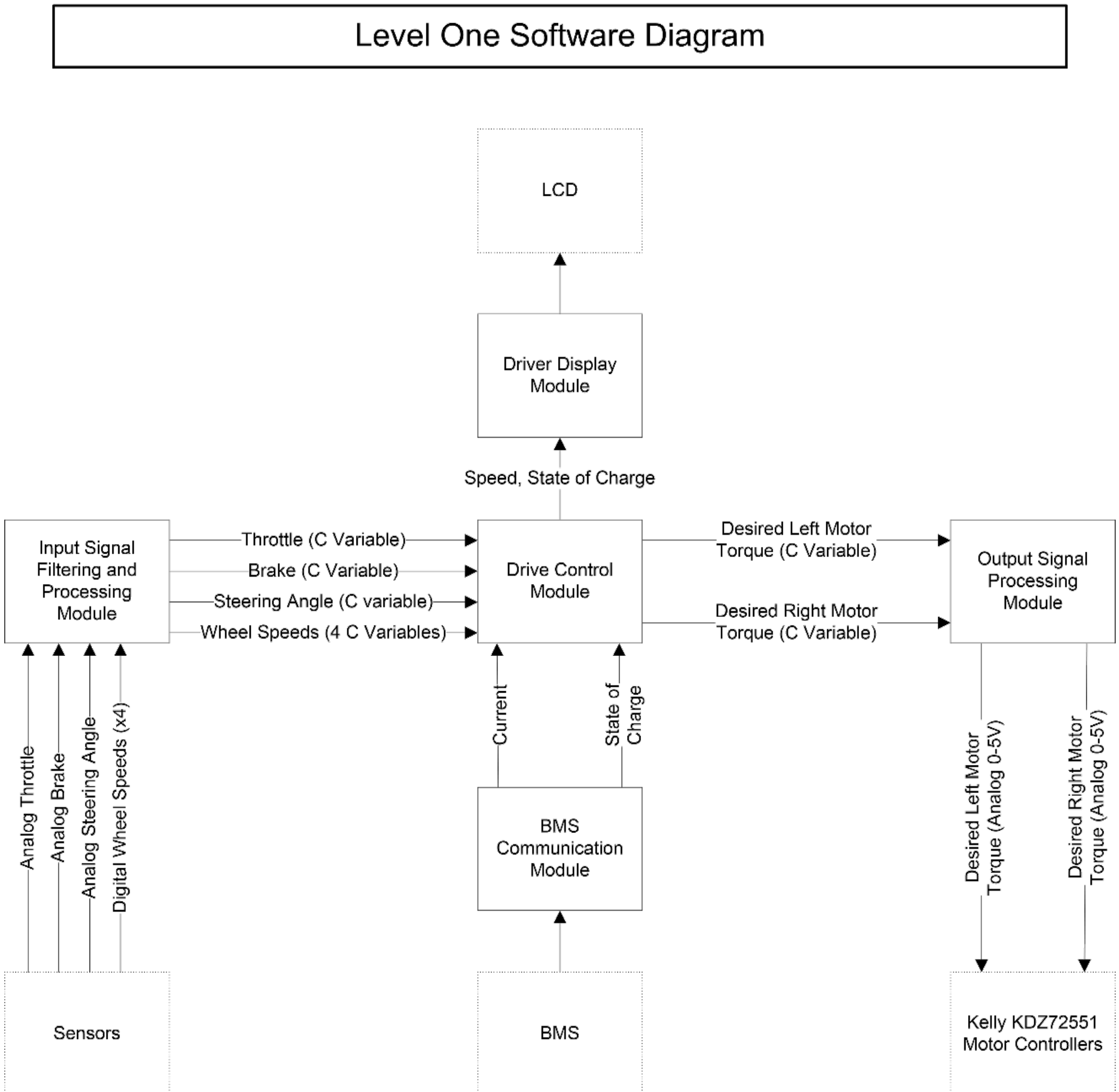

Figure 15: Software Level 1 Block Diagram

Module	Drive Control Module
Inputs	Digital wheel speed values Digital throttle values Digital brake values Digital steering values BMS current BMS state of charge
Outputs	Desired torque values Output information to driver Communication with BMS
Functionality	Determine, from signal inputs, how much torque to apply at each of the wheels to best perform the driver's desired actions. Also output important performance and health information to a driver display module, and to the

	BMS system.

Table 27: Drive Control Module software Functional requirements

Module	Input Signal Filtering and Processing Module
Inputs	Digital pulse wheel speed signals (0-5V DC) Analog throttle signals (0-5V DC) Analog brake signals (0-5V DC) Analog steering signals (0-5V DC)
Outputs	Digital wheel speed values Digital throttle values Digital brake values Digital steering values
Functionality	Condition the sensor signals for the Drive Control Module.

Table 28: Input signal filtering and processing module Functional requirements

Module	Output Signal Processing Module
Inputs	Desired left torque value Desired right torque value
Outputs	Analog left torque signal (0-5V DC) Analog right torque signal (0-5V DC)
Functionality	Condition the torque values from the Drive Control Module for transmission to the motor controllers.

Table 29: Output signal processing module Functional requirements

Module	Driver Display Module
Inputs	Values to be displayed
Outputs	Signals to LCD to display inputs
Functionality	Take values and display them on the LCD.

Table 30: Driver display module Functional requirements

Module	BMS Communication Module
Inputs	Any statuses to relay to the BMS Any statuses from BMS to relay to drive control
Outputs	Any statuses to relay to the BMS Any statuses from BMS to relay to drive control
Functionality	Handle communication between BMS and drive control.

Table 31: BMS communication module Functional requirements

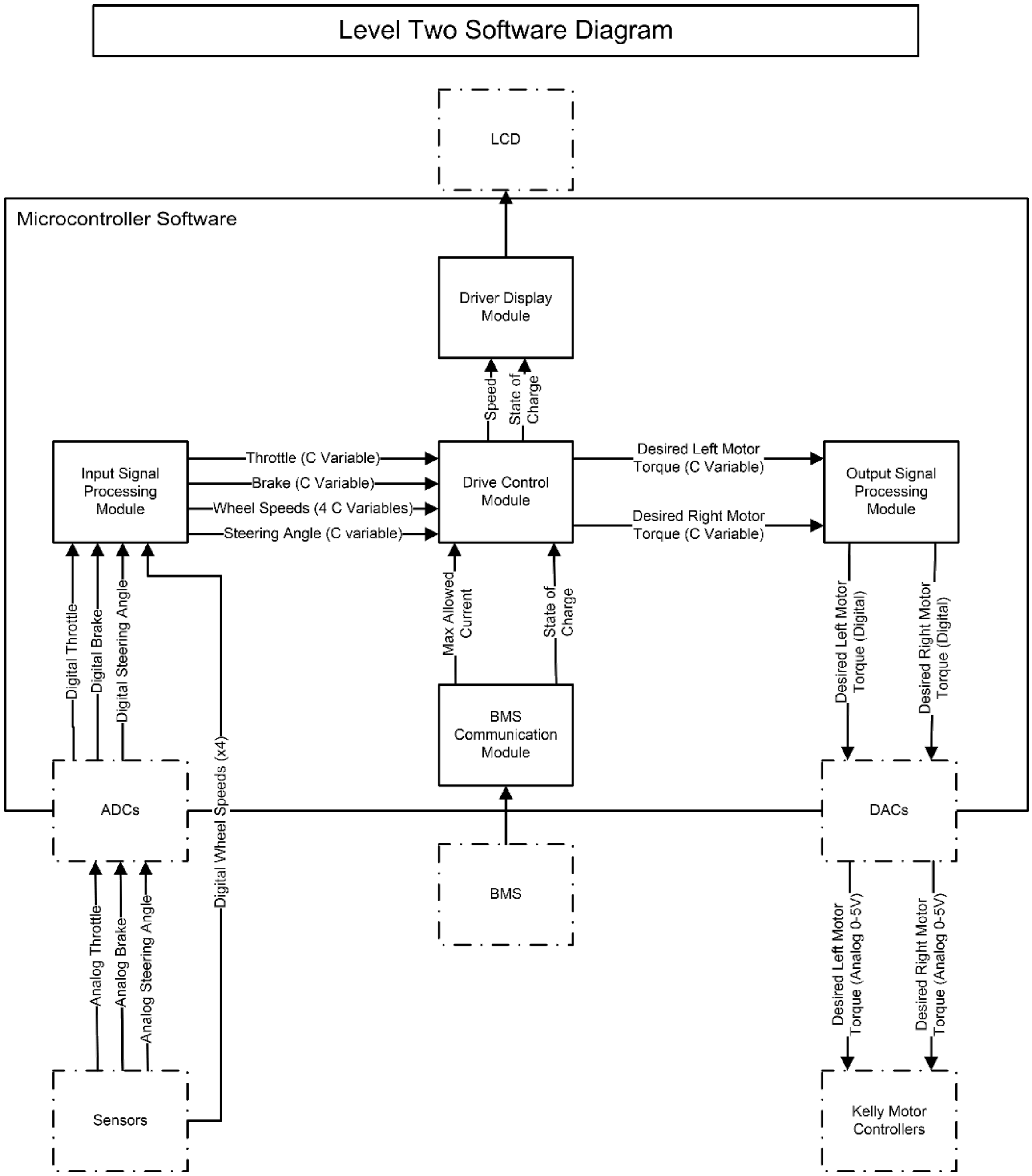

Figure 16: Software Level 2 Block Diagram.

Module	Drive Control Module
Inputs	Digital wheel speed values Digital throttle values Digital brake values Digital steering values BMS health statuses
Outputs	Desired torque values Output information to driver
Functionality	Determine, from signal inputs, how much torque to apply at each of the wheels to best perform the driver's desired actions. Also output important performance and health information to a driver display module.

Table 32: Drive Control Module Functional requirements

Module	Input Signal Processing Module
Inputs	Digital wheel speed pulse signals (0-5V DC) Digital throttle signals (0-5V DC) Digital brake signals (0-5V DC) Digital steering signals (0-5V DC)
Outputs	Wheel speed values in C variable Throttle value in C variable Brake value in C variable Steering value in C variables
Functionality	Gets input values from the ADCs connected to the sensors and puts them into correctly formatted C variables for use by the Drive Control Module.

Table 33: Input Signal Processing Module

Module	Output Signal Processing Module
Inputs	Desired left torque value Desired right torque value
Outputs	Digital left torque value Digital right torque value
Functionality	Takes the desired torque values from the drive control module, formats them, and outputs them to the DACs connected to the Kelly Controllers.

Table 34: Output Signal Processing Module Functional requirements

Module	Driver Display Module
Inputs	Speed State of charge
Outputs	Signals to LCD to display inputs
Functionality	Take values and sends them to the onboard LCD controller for display.

Table 35: Driver Display Module Functional requirements

Module	BMS Communication Module
Inputs	Any statuses from BMS to relay to drive control
Outputs	Any statuses from BMS to relay to drive control
Functionality	Interface between the CAN bus and the program on the microcontroller.

Table 36: BMS Communication Module Functional requirements

The above diagrams show a conceptual view of the software system. A more code-centric diagram is shown in Figure 17.

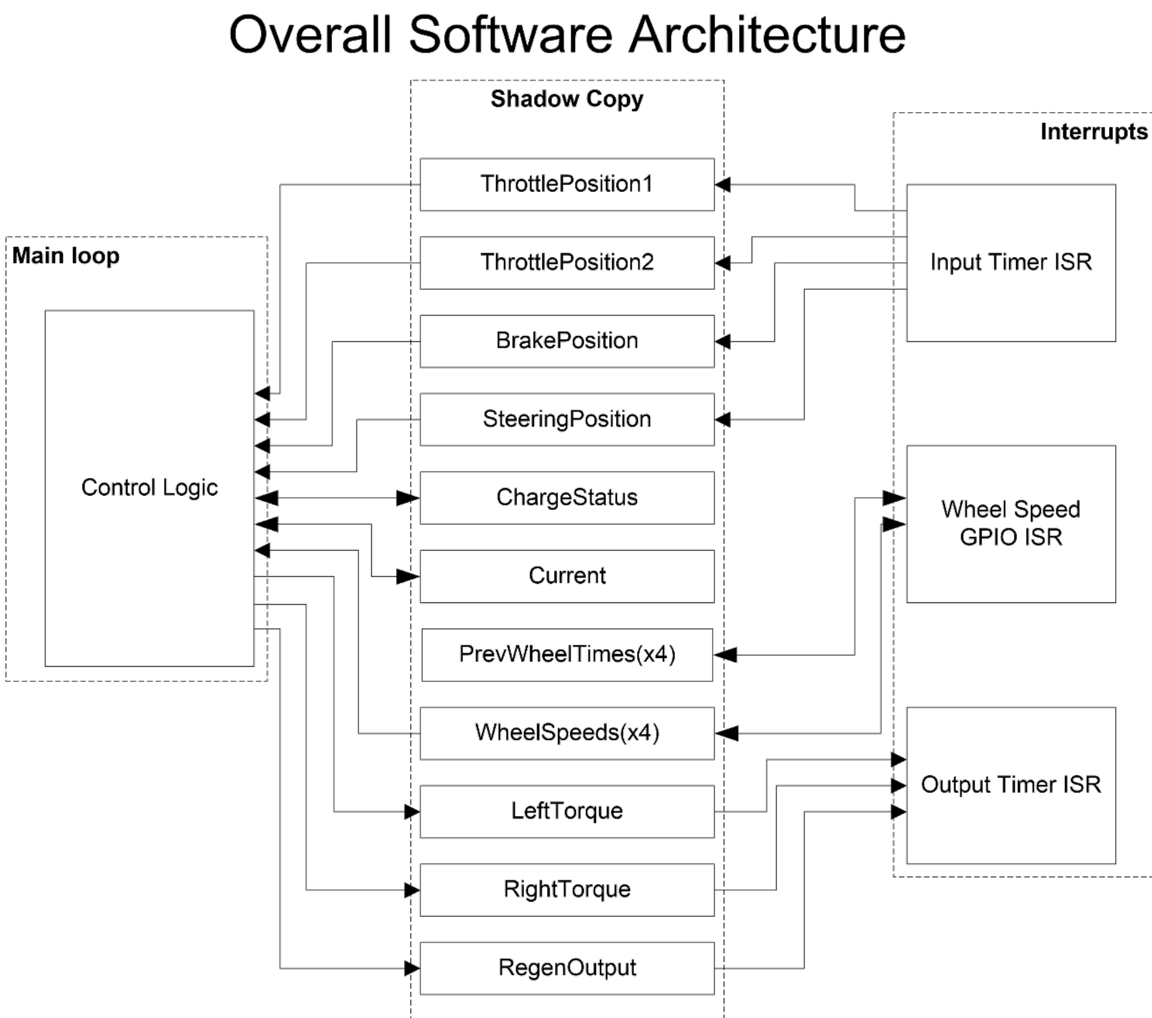

Figure 17: The overall software architecture

The design stores all of the working data in the "Shadow Copy." This way, the control logic simply operates on a set of variables, without having to be concerned with I/O. It also helps separate the different types of inputs and ouputs.

The Input Timer ISR handles inputs that don't require particularly fast sampling, such as the steering, throttle, and brake. The Output Timer ISR handles the outputs to the motor controllers. Each of these are on timer interrupts so that the frequencies can be adjusted easily.

The Wheel Speed GPIO ISR handles the digital pulses coming from the wheel sensors. The interrupt will be triggered by a positive edge on any of the GPIO pins with wheel speed sensors.

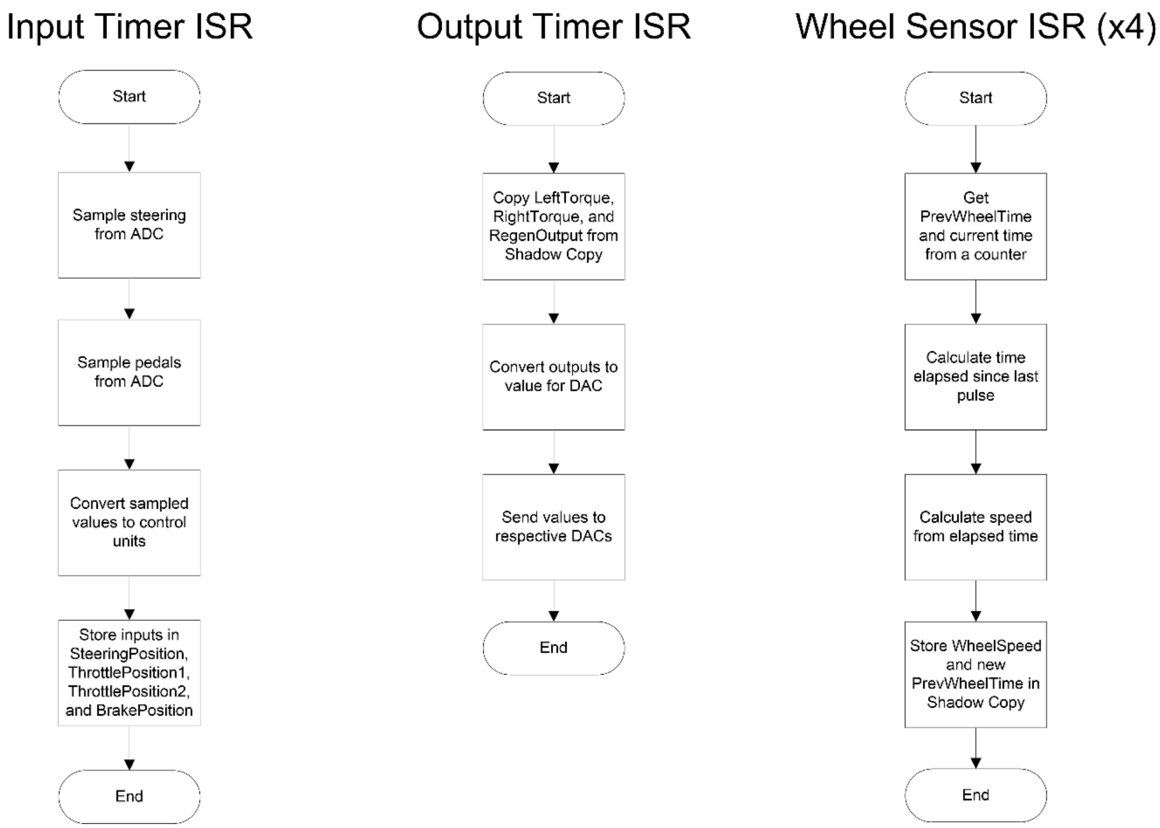

Figure 18: Interrupt flow charts

Figure 18 shows the code flow of the I/O interrupts. The input and output timer ISRs simply move values between the Shadow Copy and the ADCs and DACs, while converting between the format for the control logic and the analog outputs.

The Wheel Sensor ISR is more complex. The Shadow Copy contains four wheel speeds, one for each wheel. It also contains four values showing time references for when the last pulse was received, for each wheel. The faster the wheel spins, the less time between pulses from the sensors. From the time between pulses, the wheel sensor ISR can calculate wheel speeds.

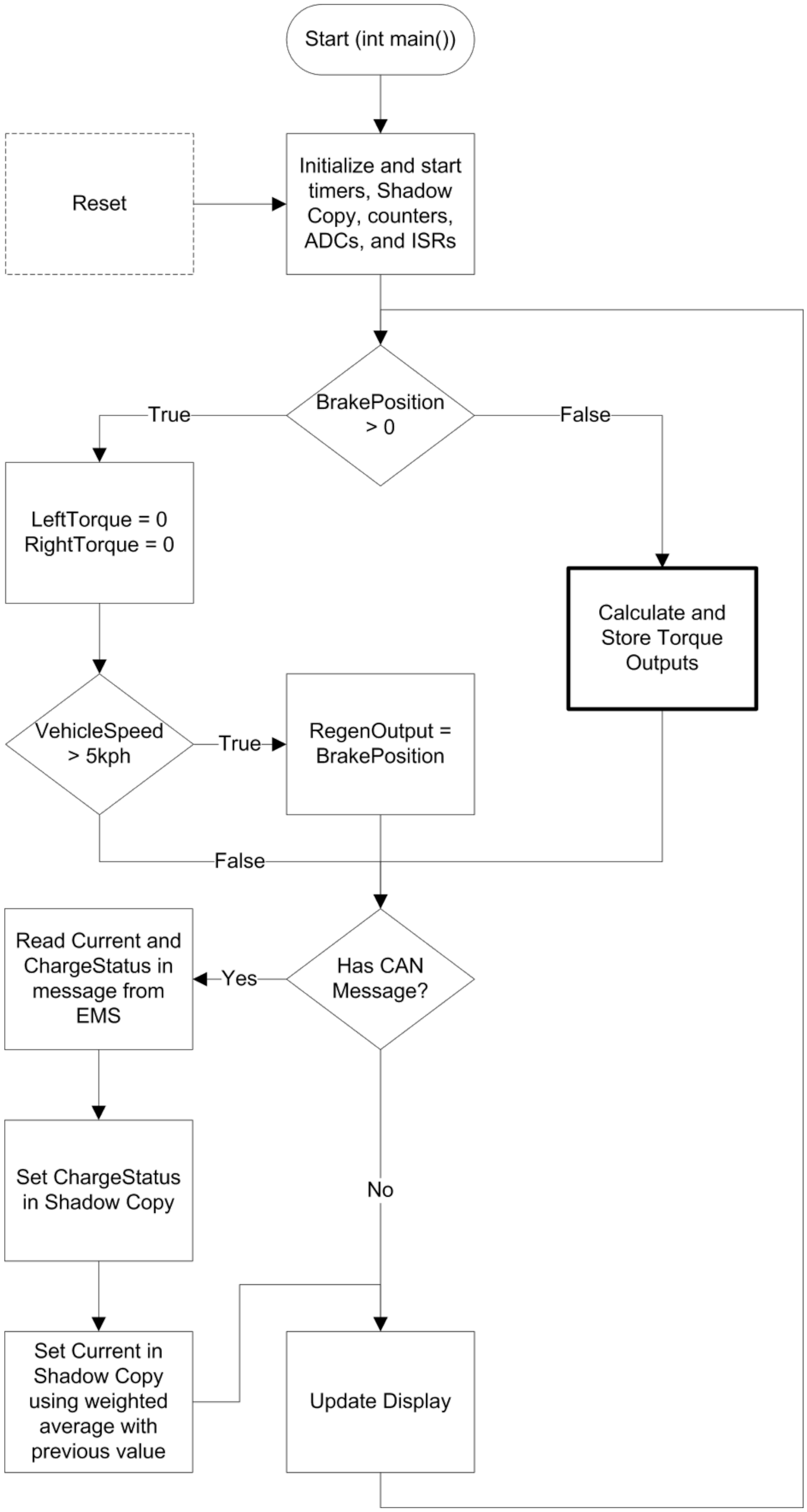

Figure 19: Control Logic flow chart

The main control loop is running constantly in the main function. Before it begins looping, it has to initialize everything. It will initialize the Shadow Copy, setup and start the timers for the input and output routines, configure the ADCs and DACs for those outputs, configure and start the counter for the wheel speed calculations.

This control loop also checks the CAN peripheral for any messages from the EMS. The main purpose of this loop though, is to calculate and store the torque outputs. The torque calculation has a darker border because it is detailed below in the pseudocode.

The torque calculations are based off of steering angle, throttle position, and vehicle speed. If the current has been higher than it should be, the torque will also be reduced by some multiplier based on how far above spec the current has been.

The exact process for determining the torque to apply to each wheel will be dependent on the decisions made by the steering and suspension teams on different aspects of the handling of the vehicle. It will also depend somewhat on driver style; whether they want more oversteer or understeer. Because of these dependencies, the process has not yet been determined, but the general approach will be to reduce power to the inside wheel by a certain amount, and increase the power on the outside wheel by the same amount. Through this "torque vectoring," the vehicle will deliver the same force to the wheels regardless of steering angle, but will bias it towards one side or the other to help steer the vehicle. This will make it more predictable, as a particular throttle position will always deliver the same total force, and it will also be able to turn more effectively, but using motor power to assist in steering.

In addition to the torque vectoring, these calculations also implement the traction control in the vehicle. The controller will cut power to a drive wheel if it is spinning more than 10% faster than the front wheel on that side. A drive wheel spinning faster that it's corresponding front wheel indicates that it does not have traction, and is not delivering power to the road and will slide laterally more easily. Thus, a spinning wheel will lose power until it is rolling normally at the same speed as the other wheels, and then power delivery will resume.

The control loop also implements one of the safety rules regarding the redundant throttle sensors. If the two throttle positions differ by more than 10%, the motors are not powered.

```
#define SLIP_RATIO 1.1 // Adjustable amount of slipping/error to allow in wheel speed
measurements

void CalculateAndStoreTorques()
{
	float LfWheelSpeed, RfWheelSpeed, LrWheelSpeed, RrWheelSpeed;
	// TODO: Copy wheel speeds from Shadow Copy to these local variables
	float SteeringAngle, ThrottlePosition1, ThrottlePosition2;
	// TODO: Copy from Shadow Copy to these local variables

	float ThrottleDiff = ThrottlePosition1 - ThrottlePosition2;
	ThrottleDiff /= ThrottlePosition1 + 1; // +1 to avoid division by zero

	float ThrottlePosition = (ThrottlePosition1 + ThrottlePosition2) / 2; //Average
throttle position for calculations
	float VehicleSpeed = (LfWheelSpeed + RfWheelSpeed) / 2; //Speed of the vehicle. Rear
wheels are more likely to be slipping, so not used.

	float PowerManagementMultiplier = GetPowerLimit(Current); // Get multiplier to limit
torque based on battery current

	if (ThrottleDiff >= 0.1) // Safety check for disparity in throttle sensors
	{
		//No torque if the throttle sensors dont agree within 10%
		LeftTorque = 0;
		RightTorque = 0;

		// TODO: Alert the driver
		return;
	}

	if (LfWheelSpeed < LrWheelSpeed / SLIP_RATIO) // If the left drive wheel is slipping,
don't apply torque
	{
		LeftTorque = 0;
	}
	else
	{
		//Calculate torque based on steering angle, throttle position, and vehicle speed
		LeftTorque = GetLeftTorque(SteeringAngle, ThrottlePosition, VehicleSpeed);
		LeftTorque = LeftTorque * PowerManagementMultiplier;
	}

	if (RfWheelSpeed < RrWheelSpeed / SLIP_RATIO) // If the right drive wheel is slipping,
don't apply torque
	{
		RightTorque = 0;
	}
	else
	{
		//Calculate torque based on steering angle, throttle position, and vehicle speed
		RightTorque = GetRightTorque(SteeringAngle, ThrottlePosition, VehicleSpeed);
		RightTorque = RightTorque * PowerManagementMultiplier;
	}

	// TODO: Store the torque outputs
}
```

Figure 20: Torque calculation pseudocode

Parts List

Qty.	Part Num.	Description	Unit Cost	Total Cost
3	PB-8	Curtis PB-8 Potentiometer Box	$95.00	$285.00
1	LM340LAZ-5.0/NC	IC REG LDO 5V .1A TO92-3	0.95	0.95
1	TD32003APG(O,N	IC DRIVER DARL SNK TTL 7CH 16DIP	0.92	0.92
4	NBB8-18GM30-E2	Inductive Sensors		
2	KDZ J1	KDZ J1 Cable	19.00	38.00
2	KDZ J2	KDZ J2 Cable	19.00	38.00
2	KDZ72551	KDZ PM Motor Speed Controller	459.00	918.00
2	ZJW400A	Main Contactor ZJW 72VDC Coils 400A	69.00	138.00
1	CNN	800A Fuse	15.00	15.00
1		Fuse Holder	7.00	7.00
1		USB to RS232 Converter	29.00	29.00
1	SP22E-1K	Precision Potentiometer 1W 1KΩ	19.23	19.23
1	KTY83/122	Temperature Sensor	1.02	1.02
			Total	$1,490.12

Table # Revised Material Cost

Project Schedules

Task Name	Duration	Start	Finish	Pred	Resource Names
Project Design	**75 days**	**Fri 8/31/12**	**Wed 11/14/12**		
Preliminary Design Report	**14 days**	**Fri 8/31/12**	**Fri 9/14/12**		
Problem Statement	14 days	Fri 8/31/12	Fri 9/14/12		
Need	7 days	Fri 8/31/12	Fri 9/7/12		Nick Gatta
Objective	7 days	Fri 8/31/12	Fri 9/7/12		Tyler Zoner
Background	7 days	Fri 8/31/12	Fri 9/7/12		Nick Gatta
Marketing Requirements	7 days	Fri 8/31/12	Fri 9/7/12		Tyler Zoner
Objective Tree	14 days	Fri 8/31/12	Fri 9/14/12		Alex Spickard
Preliminary Design Gantt Chart	14 days	Fri 8/31/12	Fri 9/14/12		Alex Klein
Block Diagrams Level 0 w/ FR tables	14 days	Fri 8/31/12	Fri 9/14/12		
Hardware modules (identify designer)	14 days	Fri 8/31/12	Fri 9/14/12		Alex Spickard
Software modules (identify designer)	14 days	Fri 8/31/12	Fri 9/14/12		Alex Klein
Preliminary Design Presentation 3:15PM ASEC 120	**0 days**	**Fri 9/14/12**	**Fri 9/14/12**	13	Alex Klein,Alex Spickar
Midterm Report	########	**Sat 9/15/12**	**Mon 10/15/12**		
Design Requirements Specification	13 days	Sat 9/15/12	Fri 9/28/12		Nick Gatta
Midterm Design Gantt Chart	13 days	Sat 9/15/12	Fri 9/28/12		Alex Klein
Design Calculations	########	Sat 9/15/12	Mon 10/15/12		
Electrical Calculations	########	Sat 9/15/12	Mon 10/15/12		
Communication	**30 days**	**Sat 9/15/12**	**Mon 10/15/12**		**Alex Klein**
Sensor Communication	30 days	Sat 9/15/12	Mon 10/15/12		Nick Gatta
Communication with BMS	30 days	Sat 9/15/12	Mon 10/15/12		Alex Klein
Computing	**30 days**	**Sat 9/15/12**	**Mon 10/15/12**		**Alex Klein**
Develop control algorithms	30 days	Sat 9/15/12	Mon 10/15/12		Alex Klein
Control Systems	20 days	Sat 9/15/12	Fri 10/5/12		Tyler Zoner
Power, Voltage, Current	########	**Sat 9/15/12**	**Mon 10/15/12**		**Alex Spickard**
Lap power and energy simulation	30 days	Sat 9/15/12	Mon 10/15/12		Alex Klein
High voltage wiring diagram	30 days	Sat 9/15/12	Mon 10/15/12		Alex Spickard
Radiation	20 days	Sat 9/15/12	Fri 10/5/12		Alex Spickard
Thermal	**30 days**	**Sat 9/15/12**	**Mon 10/15/12**		**Alex Spickard**
Work with mechanicals to cool motors and controllers	30 days	Sat 9/15/12	Mon 10/15/12		Alex Spickard
Mechanical Calculations	30 days	Sat 9/15/12	Mon 10/15/12		
Structual Considerations	20 days	Sat 9/15/12	Fri 10/5/12		Nick Gatta
System Dynamics	30 days	Sat 9/15/12	Mon 10/15/12		Nick Gatta
Block Diagrams Level 1 w/ FR tables & ToO	13 days	Sat 9/15/12	Fri 9/28/12		
Hardware modules (identify designer)	**13 days**	**Sat 9/15/12**	**Fri 9/28/12**		**Tyler Zoner**
Power Delivery	13 days	Sat 9/15/12	Fri 9/28/12		Tyler Zoner
Safety systems	13 days	Sat 9/15/12	Fri 9/28/12		Alex Spickard
Sensors	13 days	Sat 9/15/12	Fri 9/28/12		Nick Gatta
Software modules (identify designer)	**13 days**	**Sat 9/15/12**	**Fri 9/28/12**		**Alex Klein**
Signal Processing	13 days	Sat 9/15/12	Fri 9/28/12		Alex Klein
Control Algorithm	13 days	Sat 9/15/12	Fri 9/28/12		Alex Klein
Block Diagrams Level 2 w/ FR tables & ToO	20 days	Sat 9/15/12	Fri 10/5/12		
Hardware modules (identify designer)	20 days	Sat 9/15/12	Fri 10/5/12		Tyler Zoner
Software modules (identify designer)	20 days	Sat 9/15/12	Fri 10/5/12		Alex Klein
Block Diagrams Level N+1 w/ FR tables & ToO	30 days	Sat 9/15/12	Mon 10/15/12		
Hardware modules (identify designer)	30 days	Sat 9/15/12	Mon 10/15/12		Tyler Zoner
Software modules (identify designer)	30 days	Sat 9/15/12	Mon 10/15/12		Alex Klein
Project Poster	**11 days**	**Mon 10/15/12**	**Fri 10/26/12**	17	Alex Klein,Alex Spickar
Final Design Report	**30 days**	**Mon 10/15/12**	**Wed 11/14/12**	50	
Abstract	30 days	Mon 10/15/12	Wed 11/14/12		
Software Design	30 days	Mon 10/15/12	Wed 11/14/12		
Modules 1…n	30 days	Mon 10/15/12	Wed 11/14/12		
Simulation	30 days	Mon 10/15/12	Wed 11/14/12		Alex Klein
Psuedo Code	30 days	Mon 10/15/12	Wed 11/14/12		Alex Klein
Hardware Design	30 days	Mon 10/15/12	Wed 11/14/12		
Modules 1…n	30 days	Mon 10/15/12	Wed 11/14/12		
Work with Mechanicals to fit in car	30 days	Mon 10/15/12	Wed 11/14/12		Nick Gatta
Schematics	30 days	Mon 10/15/12	Wed 11/14/12		Tyler Zoner
Performance Analysis of Motors	30 days	Mon 10/15/12	Wed 11/14/12		Alex Spickard
Parts Request Form	30 days	Mon 10/15/12	Wed 11/14/12		Alex Spickard
Budget (Estimated)	30 days	Mon 10/15/12	Wed 11/14/12		Alex Spickard
Implementation Gantt Chart	30 days	Mon 10/15/12	Wed 11/14/12		Nick Gatta
Conclusions and Recommendations	30 days	Mon 10/15/12	Wed 11/14/12		Tyler Zoner
Final Design Presentation Part 1 3:15PM ASEC 120	**0 days**	**Fri 11/16/12**	**Fri 11/16/12**		
Final Design Presentation Part 2 3:15PM ASEC 120	**0 days**	**Fri 11/30/12**	**Fri 11/30/12**		
Final Design Presentation Part 3 3:15PM ASEC 120	**0 days**	**Fri 12/7/12**	**Fri 12/7/12**		

Table 37: Final Design Gantt

ID		Task Name	Duration	Start	Finish	Prede	Week	Resource Names
1		**Revise Gantt Chart**	8 days	Mon 1/14/13	Tue 1/22/13		1	
2		**Implement Project Design**	**28.5 days?**	**Sun 1/13/13**	**Mon 2/11/13**			
3		Order Kelly controllers	1 day?	Mon 1/14/13	Tue 1/15/13			
4		Order cabling for motors and controllers	1 day?	Mon 1/14/13	Tue 1/15/13			
5		Order sensors	1 day?	Mon 1/14/13	Tue 1/15/13			
6		Order connectors and wires for sensors	1 day?	Mon 1/14/13	Tue 1/15/13			
7		**Hardware Implementation**	**28.5 days?**	**Sun 1/13/13**	**Mon 2/11/13**			
8		**Sensor implementation**	**28.5 days?**	**Sun 1/13/13**	**Mon 2/11/13**			
9		Wire wheel sensors to controller	1 day?	Mon 1/14/13	Tue 1/15/13			Nick Gatta
10		Test wheel sensors with controller	10 days	Sun 1/13/13	Wed 1/23/13			Nick Gatta
11		Develop program for traction control	28 days	Mon 1/14/13	Mon 2/11/13			Alex Klein
12		Wire potentiometers to controller	1 day?	Mon 1/14/13	Tue 1/15/13			Nick Gatta
13		Test potentiometers with controller	10 days	Sun 1/13/13	Wed 1/23/13			Nick Gatta
14		Develop programs for regenerative brakein	28 days	Mon 1/14/13	Mon 2/11/13			Alex Klein
15		**Motor implementation**	**21 days?**	**Mon 1/14/13**	**Mon 2/4/13**			
16		Wire serial I/O connector	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
17		Test motors with motor controllers	21 days	Mon 1/14/13	Mon 2/4/13			Tyler Zoner
18		**Safety implementation**	**18.5 days?**	**Mon 1/14/13**	**Fri 2/1/13**			
19		Wire voltage regulators	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
20		Test voltage regulators	14 days	Fri 1/18/13	Fri 2/1/13			Tyler Zoner
21		Wire temperature sensors	1 day?	Mon 1/14/13	Tue 1/15/13			Nick Gatta
22		Test temperature sensors	14 days	Fri 1/18/13	Fri 2/1/13			Nick Gatta
23		Wire ground fault indicator	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
24		Test ground fault indicator	14 days	Mon 1/14/13	Mon 1/28/13			Tyler Zoner
25		Wire emergency switches	1 day?	Mon 1/14/13	Tue 1/15/13			Alex Spickard
26		Test emergency switches	14 days	Mon 1/14/13	Mon 1/28/13			Alex Spickard
27		**Software Implementation**	**8 days?**	**Mon 1/14/13**	**Tue 1/22/13**			
28		**Develop Software**	**1 day?**	**Mon 1/14/13**	**Tue 1/15/13**			
29		**Control Loop**	**1 day?**	**Mon 1/14/13**	**Tue 1/15/13**			**Alex Klein**
30		CAN messaging with EMS	1 day?	Mon 1/14/13	Tue 1/15/13			Alex Klein
31		Torque vectoring	1 day?	Mon 1/14/13	Tue 1/15/13			Alex Klein
32		Safety shutoffs	1 day?	Mon 1/14/13	Tue 1/15/13			Alex Klein
33		Input Timer ISR	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
34		Output Timer ISR	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
35		**Wheel Sensor ISR**	**1 day?**	**Mon 1/14/13**	**Tue 1/15/13**			**Tyler Zoner**
36		Calculating speeds from period	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
37		**Test Software**	**1 day?**	**Mon 1/14/13**	**Tue 1/15/13**		**5**	
38		In lab (with oscilloscopes and manual sens	1 day?	Mon 1/14/13	Tue 1/15/13			Alex Klein
39		In car	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
40		**Revise Software**	**1 day?**	**Mon 1/14/13**	**Tue 1/15/13**		**7**	
41		Fix any problems from test	1 day?	Mon 1/14/13	Tue 1/15/13			Tyler Zoner
42		Tune torque vectoring with ME team	1 day?	Mon 1/14/13	Tue 1/15/13			Alex Klein
43		MIDTERM: Demonstrate Software	7 days	Tue 1/15/13	Tue 1/22/13	42	8	All
44		**Vehicle Integration**	**80 days?**	**Tue 1/22/13**	**Fri 4/12/13**	**43**		
45		**High voltage wiring**	**8 days**	**Tue 1/22/13**	**Wed 1/30/13**			
46		Mount high voltage componenets	8 days	Tue 1/22/13	Wed 1/30/13			Tyler Zoner
47		Cut cables appropriately	1 day	Tue 1/22/13	Wed 1/23/13			All
48		Wire components	3 days	Tue 1/22/13	Fri 1/25/13			Nick Gatta,Tyler Zone
49		Integrate safety components	8 days	Tue 1/22/13	Wed 1/30/13			All
50		**Low voltage wiring**	**14 days**	**Wed 1/30/13**	**Wed 2/13/13**			
51		Mount motors in vehicle	7 days	Wed 1/30/13	Wed 2/6/13			All
52		Mount motor controllers in vehicle	7 days	Wed 1/30/13	Wed 2/6/13			All
53		Wire the motors to motor controllers	3 days	Fri 2/8/13	Mon 2/11/13	52		Nick Gatta,Tyler Zone
54		Run ignition wire through vehicle	1 day	Mon 2/11/13	Tue 2/12/13	53		Alex Spickard
55		Develop a wiring harness	2 days	Mon 2/11/13	Wed 2/13/13			Alex Spickard
56		**Battery System Integration**	**80 days**	**Tue 1/22/13**	**Fri 4/12/13**			
57		Work Closely with BMS Team	80 days	Tue 1/22/13	Fri 4/12/13			All
58		Insert Batteries in to Electric vehicle	7 days	Mon 2/11/13	Mon 2/18/13			All
59		Install CAN Communication system into vehicle	3 days	Tue 2/19/13	Fri 2/22/13			Tyler Zoner
60		Verify CAN Communication is operational	1 day	Mon 2/25/13	Tue 2/26/13			Tyler Zoner
61		**Vehicle Testing**	**39 days?**	**Wed 2/20/13**	**Sun 3/31/13**			
62		Modify Motor Controller Parameters	7 days	Wed 2/20/13	Wed 2/27/13			Alex Spickard
63		Check Safety System	6 days	Mon 2/25/13	Sun 3/3/13			Nick Gatta
64		Tune Torque Vectoring Parameters	15 days	Fri 3/1/13	Sat 3/16/13			Alex Klein
65		Test Regenerative Braking	15 days	Fri 3/1/13	Sat 3/16/13			Alex Klein
66		Assemble Complete System	14 days	Tue 2/26/13	Tue 3/12/13			All
67		Test Drive Race Car	1 day?	Tue 3/12/13	Wed 3/13/13	66		All
68		Test Complete System	18 days	Wed 3/13/13	Sun 3/31/13	67	10	All
69		Revise Complete System	18 days	Tue 3/12/13	Sat 3/30/13	66		All
70		Demonstration of Complete System	0 days	Sat 3/30/13	Sat 3/30/13	69	13	All
71								
72		**Develop Final Report**	**93 days**	**Mon 1/14/13**	**Wed 4/17/13**			
73		Write Final Report	93 days	Mon 1/14/13	Wed 4/17/13			
74		Revise final report	3 days	Sun 4/14/13	Wed 4/17/13			
75		Submit Final Report	0 days	Wed 4/17/13	Wed 4/17/13	74	15	
76								
77		**Martin Luther King Day - University closed**	1 day	Mon 1/14/13	Tue 1/15/13			
78		**Spring Recess**	6 days	Mon 3/25/13	Sun 3/31/13			
79		**Project Demonstration and Presentation**	1 day	Fri 4/12/13	Sat 4/13/13		12	
80		**Faraday Banquet**	1 day	Fri 4/26/13	Sat 4/27/13		15	
81		**Senior Design Expo**	1 day	Wed 4/24/13	Thu 4/25/13		15	
82		**Go to Formula SAE Competition**	**3 days**	**Wed 6/19/13**	**Sat 6/22/13**			
83		**Win Formula SAE Competition**	3 days	Wed 6/19/13	Sat 6/22/13			

Table 38: Proposed Implementation Gantt Chart

Design Team Information

Nick Gatta, Electrical Engineer, Archivist
Alex Klein, Computer Engineer, Software Manager
Alex Spickard, Electrical Engineer, Team Leader
Tyler Zoner, Electrical Engineer, Hardware Manager

Conclusion

Producing a functioning Formula SAE Electric Vehicle is a complex process. Research, calculations, and simulations were conducted during the course of the semester to produce the components of a functioning drive system. Based on discussions with the mechanical engineers of the Formula SAE team, the motor and motor controllers were selected and verified using the Matlab simulations from the report. Many Matlab codes were written & simulated to ensure the correct motors were chosen. The simulations also produced results ensuring the regenerative braking and torque vectoring features of the system will function correctly. The wheel, steering, and pedal sensors all provide vital information to the system, and research and calculations produced the information for selecting the sensors. In conclusion, the drive control will provide a safe, efficient, and effective system to the formula SAE racecar. All in all, the drive control design has been a great success! It is our hope to in the next couple months work towards ordering parts and implementing the system we have designed.

References

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Appendix

Data Sheets

Sensors

Inductive (x's4)

http://files.pepperl-fuchs.com/selector_files/navi/productInfo/edb/087743_eng.pdf

Cable(x's4)

http://files.pepperl-fuchs.com/selector_files/navi/productInfo/edb/191108_eng.pdf

Encoder

http://files.pepperl-fuchs.com/selector_files/navi/productInfo/edb/t49170_eng.pdf

Encoder cable

Potentiometers(x's3)

http://www.electroauto.com/catalog/potbox.shtml

Temperature sensor

http://www.nxp.com/documents/data_sheet/KTY83_SER.pdf

Microcontroller

http://www.freescale.com/webapp/sps/site/prod_summary.jsp?code=TWR-K40X256&fpsp=1&tab=Documentation_Tab

MATLAB Simulations for Power Profile

Acceleration Event

PowerSimulation.m

```
clear all
FrontArea = 1.1148; %sq meters
AirDensity = 1.2250; %kg/cubic meters
DragCoeff = 1.5;
MphPerMs = 2.236936;
WheelRadius = 0.254; %meters (10 inches)
PeakTorque = 50; %NM
```

```
MaxRpm = 4850; %RPM
MechanicalEfficiency = 0.95;
Mass = 320; %kg
GR = 5;
Distance = 75;
TimeDelta = 0.01;
EndTime = 100;

Acceleration = 0; %M/s/s
Velocity = 0; %M/s
Position = 0; % M

MaxSpeed = ((MaxRpm/GR/60) * (WheelRadius*2*pi))

i = 1;
while (i <= 100/.01)
        ForceDrag = (0.5)*AirDensity*DragCoeff*FrontArea*(Velocity.^2);
        ForceAtWheels = 2 * PeakTorque/WheelRadius * GR *
MechanicalEfficiency

        if (Velocity >= MaxSpeed)
            ForceAtWheels = ForceDrag;
            Velocity = MaxSpeed;
            Acceleration = 0;
        else
            Acceleration = (ForceAtWheels - ForceDrag)/Mass;
            Velocity = Velocity + (Acceleration * TimeDelta);
        end
        Accel(i) = Acceleration;
        Position = Position + (Velocity * TimeDelta);

        Power(i) = ((ForceAtWheels * Velocity) / 0.9) / 0.95; %taking
into account motor efficiency and drivetrain losses

        if(Position > Distance)
            fprintf('%f GR: %f seconds at %f mph (Max = %f)\n', GR,
i/100, Velocity * MphPerMs, MaxSpeed * MphPerMs)
            break;
        end
        i = i + 1;
    Times(i) = i*TimeDelta;
end
subplot(2,1,1), plot(Times, Power)

title('Power Consumption on Acceleration (75m)')
xlabel('Time (s)')
ylabel('Power (W)')
axis([0 6 0 75000])
grid on
subplot(2,1,2), plot(Times, Accel)
axis([0 6 0 6])
title('Acceleration vs Time')
xlabel('Time (s)')
ylabel('Acceleration (m/s^2)')
grid on
```

Autocross Event

TrackSimulation.m

```
clear all
clc;
%% Universal Constants
AirDensity = 1.2250; %kg/cubic meters
MphPerMs = 2.236936;
Gravity = 9.81; %m/s/s
%% Car constants
FrontArea = 1.1148; %sq meters
DragCoeff = 1.5;
WheelRadius = 0.254; %meters (10 inches)
PeakTorque = 50; %NM
MaxRpm = 4850; %RPM
MechanicalEfficiency = 0.95;
Mass = 320; %kg
GR = 5;
%Distance = 85;
TimeDelta = 0.01;
EndTime = 100;
BrakingDecel = 1.77 * Gravity;
FrictionCoefficient  = 1.5;
RollingCoefficient = 0.01;
MotorEfficiency = .9;
Wheelbase = 1.524; % wheelbase 5 ft
TrackWidth = 1.2192; % track 4 ft
LateralForceConstant = 4855; %NM
%% Track Definitions
%%%%%   All segments of the track
% A-B
[Distance, Radius, Type, Segment] = autocrossTrack();

NumberSegments = length(Segment);
SpeedLimits = inf;
SteeringAngles = 0;
%% Build SpeedLimits
for i = 1 : NumberSegments
    if (Type(i) == 2)
        Radius(i) = Radius(i);
        Distance(i) = Distance(i);
        SpeedLimits = [SpeedLimits SpeedLimitVector(Radius(i),
Distance(i), FrictionCoefficient)];
        steeringAngle = asin(Wheelbase/(Radius(i) - TrackWidth/2));
        SteeringAngles = [SteeringAngles constants(Distance(i),
steeringAngle)];
    else
        Distance(i) = Distance(i);
        SpeedLimits = [SpeedLimits SpeedLimitVector(inf, Distance(i),
FrictionCoefficient)];
        SteeringAngles = [SteeringAngles constants(Distance(i), 0)];
    end
end

%% Simulate Lap
```

```
Position = 0;
Velocity = 0;
Acceleration = 0;
TimeStep = 0;
EnergyLog = 0;
CurrentLog = 0;
PositionLog = 0;
VelocityLog = 0;
AccelerationLog = 0;
PowerLog = 0;
while (true)
    %look ahead for braking
    tempPosition = Position + (Velocity * TimeDelta);
    tempVelocity = Velocity;

    isBraking = 0;
    targetVelocity = inf;

    while (tempVelocity > 0)
        if (round(tempPosition) + 1 > length(SpeedLimits))
            isBraking = 0;
            break;
        else if (SpeedLimits(round(tempPosition) + 1) < tempVelocity)
            targetVelocity = Velocity - (tempVelocity -
SpeedLimits(round(tempPosition) + 1));
            isBraking = 1;
            break;
            end
        end
        if (targetVelocity > Velocity - (tempVelocity -
SpeedLimits(round(tempPosition) + 1)))
            targetVelocity = Velocity - (tempVelocity -
SpeedLimits(round(tempPosition) + 1));
        end
        tempPosition = tempPosition + (tempVelocity * TimeDelta);
        tempVelocity = tempVelocity - (BrakingDecel * TimeDelta);
    end

    DesiredAcceleration = ((targetVelocity - Velocity) * TimeDelta);
    ForceDrag = (0.5)*AirDensity*DragCoeff*FrontArea*(Velocity.^2);
    fractionSpeedLimit = (Velocity /
SpeedLimits(min(round(Position)+1,numel(SteeringAngles))));
    LateralForce = LateralForceConstant * (fractionSpeedLimit^2);
    ForceTurning =
abs(sin(SteeringAngles(min(round(Position)+1,numel(SteeringAngles))))*(
LateralForce/2));
    ForceRollingResist = RollingCoefficient * Gravity * Mass;
    DesiredForceAtWheels = (targetVelocity - Velocity) * Mass /
TimeDelta + ForceDrag + ForceTurning + ForceRollingResist;

    AccelerationMultiplier = sqrt(1-(fractionSpeedLimit^2));

    ForceAtWheels = min(2 *
AccelerationMultiplier*PeakTorque/WheelRadius * GR *
MechanicalEfficiency, DesiredForceAtWheels);
```

```
    if (isBraking == 1)
        ForceAtWheels = 0;
        BrakingForce = Mass * BrakingDecel;
        BrakingForce = min(abs(DesiredForceAtWheels), BrakingForce);
        Acceleration = - (BrakingForce + ForceDrag + ForceTurning +
ForceRollingResist)/Mass;
    else
        Acceleration = (ForceAtWheels - ForceDrag - ForceTurning -
ForceRollingResist)/Mass;
    end

    Velocity = Velocity + Acceleration * TimeDelta;
    Position = Position + Velocity * TimeDelta;

    TimeStep = TimeStep + 1;

    if (Position > length(SpeedLimits))
        break;
    end

    PositionLog(TimeStep) = Position;
    VelocityLog(TimeStep) = Velocity;
    AccelerationLog(TimeStep) = Acceleration;
    PowerLog(TimeStep) = Velocity * max(ForceAtWheels, 0);
    CurrentLog(TimeStep) = ((PowerLog(TimeStep) / 72) / 0.9) / 0.95;
    EnergyLog(TimeStep) = EnergyLog(max(TimeStep - 1,1)) +
(PowerLog(TimeStep) / 0.9) / 1000 / 3600 * TimeDelta ;
end

x = TimeDelta: TimeDelta : length(VelocityLog) * TimeDelta;
figure(1)
subplot(3, 2, 1)
plot(x, VelocityLog)
title('Velocity');
xlabel('Time (s)');
ylabel('m/s')
subplot(3, 2, 2)
plot(x, PowerLog)
title('Power');
xlabel('Time (s)');
ylabel('kW')
subplot(3, 2, 3)
plot(x, AccelerationLog)
title('Acceleration');
xlabel('Time (s)');
ylabel('m/s^2')
subplot(3, 2, 4)
plot(x, EnergyLog)
title('Energy Used');
xlabel('Time (s)');
ylabel('kWh (sum)')
subplot(3, 2, 5)
plot(x, CurrentLog)
title('Battery Current');
xlabel('Time (s)');
```

```
ylabel('Amps')
subplot(3, 2, 6)
x = 1: length(SpeedLimits);
plot(x, SpeedLimits)
title('Speed Limits');
xlabel('Position (m)');
ylabel('m/s')

fprintf('Friction Coeff: %f completed in %f seconds with %f kWh with
average power: %f kW, average battery current: %f Amps\n\n',
FrictionCoefficient, length(VelocityLog) * TimeDelta,
EnergyLog(TimeStep-1), mean(PowerLog)/1000, mean(CurrentLog))
```

constants.m

```
function y = constants( length, value )
%UNTITLED Summary of this function goes here
%   Detailed explanation goes here

temp(1:round(length)) = value;

y = temp;
end
```

SpeedLimitVector.m

```
function [ y ] = SpeedLimitVector( radius, distance, friction)
%UNTITLED2 Summary of this function goes here
%   Detailed explanation goes here
MaxSegmentSpeed = sqrt( friction * 9.81 * radius );

y = constants(distance, MaxSegmentSpeed);
end
```