**VIETNAM NATIONAL UNIVERSITY, HO CHI MINH CITY**

**HO CHI MINH CITY UNIVERSITY OF TECHNOLOGY**

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Description automatically generated **OFFICE FOR INTERNATIONAL STUDY PROGRAMS**

**FACULTY OF TRANSPORTATION**

**Bachelor Project**

**Modelling and simulation using Matlab/Simulink and its**

**applications in Electric Power Steering sytem.**

**Instructor: Dr. Ngô Đắc Việt**

**Class:** TR4091 – CC01

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December 22th, 2022, Ho Chi Minh City, Vietnam

**🙦 Semester 221**

**VIETNAM NATIONAL UNIVERSITY OF HO CHI MINH CITY** **SOCIALIST REPUBLIC OF VIETNAM**

**HO CHI MINH UNIVERSITY OF TECHNOLOGY Independence – Freedom – Happiness**

Faculty of Transportation Engineering

Department of Automotive Engineering

**PROJECT MISSION**

1. **Student’s name**: Trịnh Tiến Long - Student ID: 1852047
2. **Major**: Automotive Engineering - Class: CC19OTO1
3. **Thesis title**: Modelling and simulation using Matlab/Simulink and its applications in Electric Power Steering sytem.
4. **Group project title**: Study of Matlab/Simulink and application on simulation and analysis of mechanical components of the (complete) EPS system.
5. **Content:**

* Introduction of the project
* Theoretical basis
* Scope of implementation
* Working conditions and technical requirements

1. **Result**:

* Learning how to use Matlab/Simulink with the Mass-Spring-Damper model
* Simulate the working process of the EPS system using Matlab/Simulink.

1. **Product**:
   * Presentation report.
   * Poster.
   * Simulink simulation.
2. **Assigned day**: October, 2022.
3. **Finished day**: December, 2022.

The content and requirements of the thesis is already approved by the Head of Department of Automotive Engineering.

HCMC, day….... month…… year 2022 HCMC, day… . month…… year 2022

**Head of Department** **Instructor**

**ACKNOWLEDGEMENT**

First and foremost, I want to express my gratitude to my family, who have always been by my side, accompanying, supporting, and assisting me in any way possible so that I can get to where I am now. I want to thank the teachers at Bach Khoa University in general and the Department of Automotive Engineering in particular for their efforts. The knowledge I have gained from teachers over the last four years has assisted me in being brave enough to complete this thesis.

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Finally, I want to thank the reviewer and department lecturers for sharing their knowledge and providing me with feedback and suggestions so that I could finish this thesis.

Wishing health to parents, family, lecturers in the Faculty of Transportation Engineering as well as lecturers in the Department of Automotive Engineering and all of my friends in class CC19OTO1.

**ABSTRACT**

The aim of this study is to study on automotive Electric Power system by evaluating the technical characteristics of the EPS system, but this study will not evaluate the affect of assisted motor, beside that this study will evaluate the dynamic model of the system. To achieve this goal, this study focus on basis knowledge of Matlab/Simulink with an example and them apply to EPS system. In this study, we intend to learn how to build dynamic equation base on theory of Modeling Mechanical Systems and apply to find out EPS dynamic model. Also this work included how to get familiar with Matlab through an example with Mass – Spring – Damper model .Finally, Matlab/ Simulink environment is used to execute dynamic model and simulate the system, also evaluate the change in steering rack when changing wheel angle, which is inputed by an external torque. Creating m file in Matlab to transfer the parameters of EPS system which are required when simulating in Simulink.

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# I/ Introduction:

## Objective:

1. Modeling of Mechanical Systems
2. Electric Power Steering System

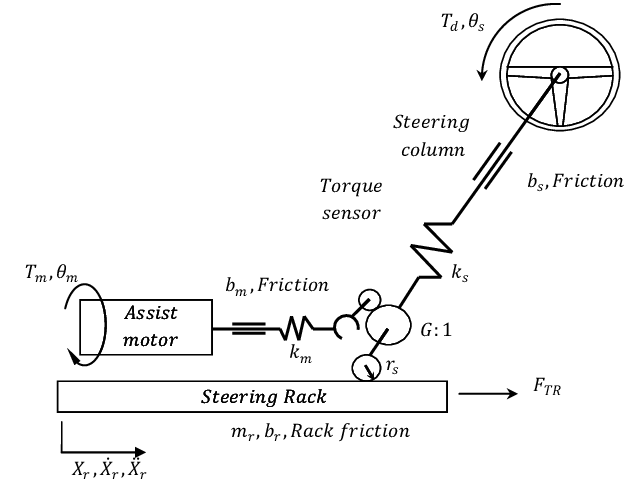
During the past ten years, EPS has been introduced in gradually increasing numbers. Although electric power steering system offer significant advantages over their hydraulic counterparts, electric motor technology and controls had not reached the point where they could be used in this application until just recently. Electrically assisted power steering is replacing the traditional hydraulic system where the pressure is provided via a pump driven by the vehicles engine. The hydraulic system is constantly running and by using the EPS the fuel consumption can be reduced. In electric and hybrid vehicles, the engine does not run continuously so electric power steering is the only possible solution.

1. Matlab/Simulink

Simulink is a simulation and model-based design environment for dynamic and embedded systems, which are integrated with MATLAB. Simulink was developed by a computer software company MathWorks. Furthermore, it allows to incorporate MATLAB algorithms into models as well as export the simulation results into MATLAB for further analysis.

In Simulink, it is very straightforward to represent and then simulate a mathematical model representing a physical system. Models are represented graphically in Simulink as block diagrams. A wide array of blocks are available to the user in provided libraries for representing various phenomena and models in a range of formats. One of the primary advantages of employing Simulink (and simulation in general) for the analysis of dynamic systems is that it allows us to quickly analyze the response of complicated systems that may be prohibitively difficult to analyze analytically. Simulink is able to numerically approximate the solutions to mathematical models that we are unable to, or don't wish to, solve "by hand."

In general, the mathematical equations representing a given system that serve as the basis for a Simulink model can be derived from physical laws. The focus of this project is that we can get used to MATLAB Simulink with some examples and then apply that knowledge to simulate a simple Electric Power Steering system that usually been used in modern vehicles.



*Figure 1: Electric Power Steering system structure*

1. Scope of implementation:

First part of this project focus on learning how to use MATLab Simulink with one physical model: The Mass-Spring-Damper model

Last part of this project focus on Electric Power Steering model which developed to present vehicle behaviour when driving in normal condition of roads and cars, so it may not be reliable in non-linear conditions (When the vehicle is driven up to its limits). The model developed in this project does not represent the steering condition in parking situations . The model is developed by assuming that the wheels are in contact with the road surface. So, the wheel lift phenomenon is assumed negligible in this model.

1. Working condition:

Continuously change to adapt with various conditions.

1. Technical requirement:

Working normally in above condition.

1. Limitation

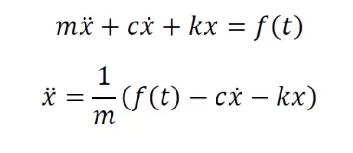
This project skips on the affect of motor that will be finish in next stage of project.

# II/ Theoretical basics:

* + - 1. **Diagram, schematic

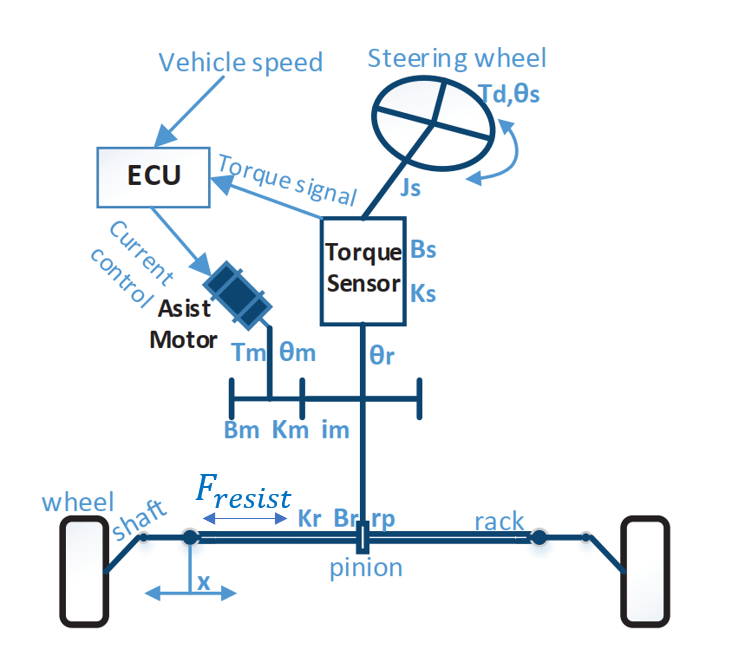
         Description automatically generatedMass damper theory:**

*Figure 2: Mass - damper model*

The Mass-Spring-Damper model is one of the most common models used by engineers to model kinematic systems. From human tissue to bridges, this straightforward model features three mechanisms and can be summarized as the following second-order differential equation:

Here x represents the displacement of the object with mass m away from its resting position. The mass is subject to some spring force characterized by spring constant k and a damping force that resists change in motion with damping coefficient c. The function g here can be thought of as some input to the system that could depend on position, velocity, or time. For this example, we can vary f(t) as an input.

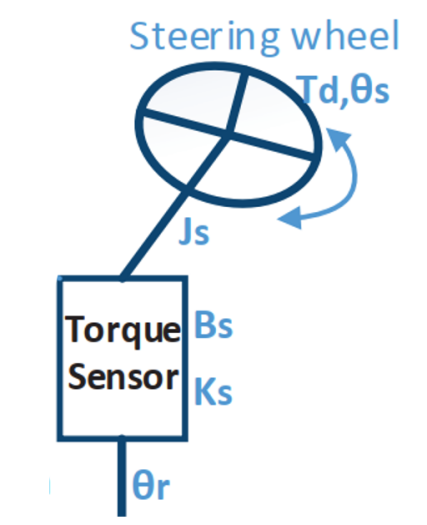
* + - 1. **Electric Power Steering Dynamic equations:**



***Figure 3****: The overall Electric Power Steering dynamic factors*

**Figure 3** illustrates the physical structure of a steering system. The structure components are a column type steering system which include the steering wheel, steering column, the rack and the pinion mechanism. The assistance motor is a permanent magnet synchronous motor, connected to the steering shaft through gears and provides the assisting torque needed by the driver to steer the vehicle. The input torque from the steering wheel is measured by a torque sensor mounted on the steering column and connected to the electronic control unit. The assistance torque produced by the motor act on the wheel via rack and pinion system. Different amount of assistance torque is applied depends on the driving conditions, which is realized with a specific control logic implemented in the ECU.

Using Newton's law and neglecting no necessary factors the equations of EPS can be derived:



***Figure 4****: Overall structure of the steering input*

* The dynamic equations from the steering wheel to steering column:

While:

Inertia of steering wheel and steering column (kg.

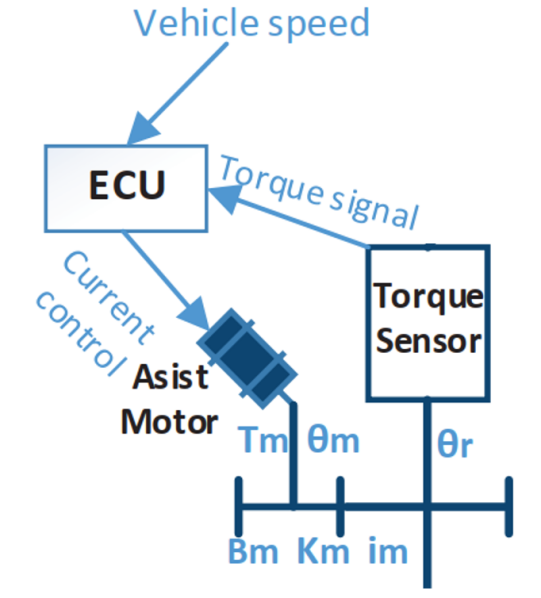
Viscous damping coefficient of steering column (deboost of steering column) (Nm.

Rigidity of torsional bar (Nm.)

Turn angle of steering wheel (rad)

Turn angle of output steering axle (rad)

Input torque of steering wheel (N.m)



**Figure 5**: Overall input, output signal and structure of assist motor section

* The dynamics of assistance section, which is showed in Figure 5, is described by following equation:

While:

the moment of inertia of the motor and clutch section (kg.

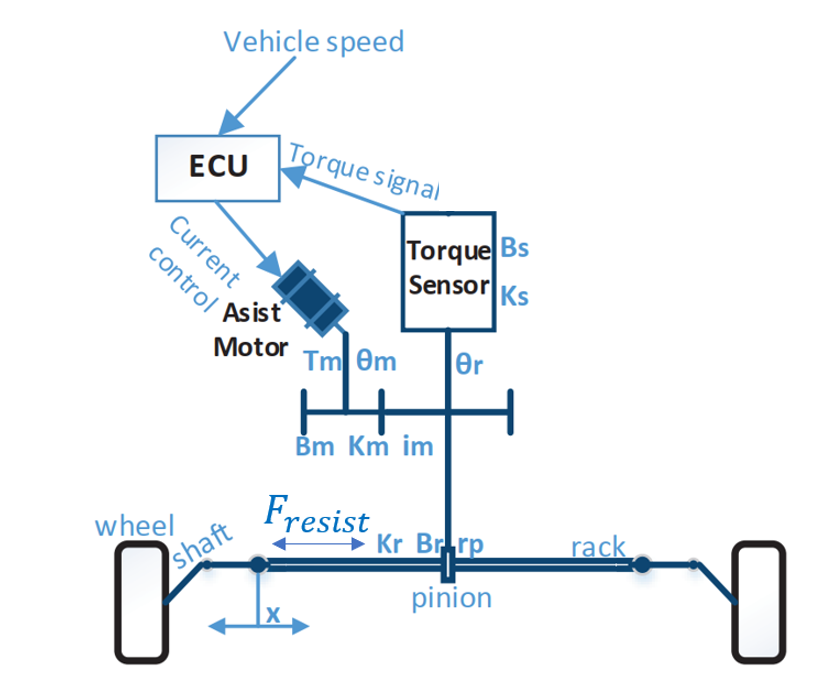
Viscous damping coefficient of the motor (deboost of the motor) (Nm.

Rigidity of the motor and reducer (Nm.)

Turn angle of motor (rad)

Turn angle of output steering axle (rad)

Reduction ratio of reducer



**Figure 6**: Overall Rack and Pinion Dynamics

* Finally, rack and pinion section is illustrated in Figure 6 and governed by the equation:

While:

m: mass of the pinion and rack (kg)

pinion radius (

Viscous damping coefficient of rack and pinion (deboost of the rack and pinion) (Nm.

Rigidity of the motor and reducer (Nm.)

Turn angle of motor (rad)

Turn angle of output steering axle (rad)

Reduction ratio of reducer

Turn angle of steering wheel (rad)

Rigidity of torsional bar (Nm.)

We can see in above equation we have the resist force apply on the rack. This force that resists the motion of the rack when the driver is steering

# III. MATLAB/SIMULINK SIMULATION

Table

Description automatically generatedMass – damper system

Figure Parameter of mass-damper system

### 1.1) Simulink block diagram

Diagram

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Figure : Mass-damper block diagram

### 1.2) Simulation result and discussion

* The position and velocity of the spring-damper system are generated by solving the developed transfer function using MATLAB. The displacement graph is shown in Fig xxx while the velocity graph is shown in Fig xxx.
* For the given parameters of the system, the position vs. time response in MATLAB gives the maximum value equal to 1.961 m. Similarly, the maximum velocity is found to be 9.761 m/s.
* Simulink model uses the solver ode45 for solving the differential equation for the spring-mass-damper system.

Chart

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Figure : Simulation result

1. EPS system

### 2.1) Simulink block diagram

|  |  |  |
| --- | --- | --- |
| Symbols | Value | Name |
|  | 0.0012 [kg] | Inertia of steering wheel and steering column |
|  | 0.26 [Nm] | Viscous damping coefficient of steering column |
|  | 115 [Nm] | Rigidity of torsional bar |
|  | [Rad] | Turn angle of steering wheel |
|  | [Rad] | Turn angle of output steering axle |
|  | [Nm] | Input torque of steering wheel |
|  | [Nm] | Output torque of the motor |
|  | 125 [Nm | Rigidity of the motor and reducer |
|  | [Nm | Viscous damping coefficient of the motor |
|  | 7.225 | Reduction ratio of reducer |
|  | [Rad] | Turn angle of motor |
|  | 91064 [N] | Linear rigidity |
|  | 653.203 [Nm | Viscous damping coefficient of rack and pinion |
|  | 0.007783 [m] | Pinion radius |
| x | m | Rack displacement |
|  | 32 [kG] | Mass of the rack and pinion system |
| m | [kG] | Mass of the vehicle |
|  | [m] | Wheelbase |
|  | 1.684 [m] | Track width |
| g | 9.8 [m | Gravitational acceleration |
|  | 70000 [N] | Cornering stiffness of front axle |
|  | 1.32484 [m] | Distance from front axle to center of vehicle |
|  | 1.532 [m] | Distance from rear axle to center of vehicle |
|  | 0.08 [m] | Disturnbance force moment arm |

Table 1: Electric Power Steering Parameters

Diagram, schematic

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Figure : EPS simulation

### 2.2) Simulation result and discussion

A picture containing table

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Figure : Result of simulation

The inputs to this system are the torque generated by the driver. Since we present a model of the power steering system, details of the tire dynamics are neglected. The outputs of the mechanical subsystem are the displacement of the rack, X, and the rotational displacement of the steering column θS.

As we can see from Fig 11, with θS changed from 0 to nearly 1 rad, x jumped to approximately 7x10-3 m. Input touque at 3s is 5Nm.

# V. CONCLUSION

A dynamic model of a power steering system is developed. The model can be used for performance evaluation and can be easily adapted to fit in a larger vehicle handling model. It can also be used for the design of other power steering systems, where it allows the designer to test changes in dynamic conditions. Other variations, such as pinion radius, stiffness of the torsion bar or piston area can be made as well, and the results tested in the same manner. The simulation results agree to a great extent with the real test results.

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