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%% load driving cycles
thisPath = strrep(mfilename('fullpath'),mfilename,'');
addpath([thisPath 'images']);
addpath([thisPath 'drivingCycles']);
load eudc;           % simulation time: 1200
load us06;           % simulation time: 600
load udds;           % simulation time: 1380
load hwy;            % simulation time: 780
load mph60;          % simulation time: 10000

%% Simulation Parameters
tstop = 1200;        % simulation run time [sec]
tstep = .01;         % maximum simulation step [sec]

%% Driver model parameters
Ti = 50;             % integral time constant
Kv = 650;            % proportional gain

%% Transmission Parameters
gratio = 7.94;       % Transmission reduction ratio

%% Wheel Parameters
rw = 0.4;            % wheel radius [m]

%% Battery Model Parameters
Capacity = 24e3*60*60; % Battery pack capacity [J] = Wh*60*60
SOC_0 = 100;         % Initial battery state of charge [%]
Vbat = 300;          % battery pack nominal voltage [V]

%% Electric Motor Parameters
load MotorEff;       % Electric Motor Efficiency Data
Ke = 0.407;          % Torque Constant [Nm/A]
Pe_max = 80e3;        % Maximum Motor Power [W]
Vbase = 30*0.44704;   % Base speed [m/s] = MPH * 0.44704
Te_max = Pe_max*rw/gratio/Vbase; % Maximum motor torque [Nm]
Fv_max = Te_max*gratio/rw; % Maximum vehicle tractive force [N]
VbaseMPH = Vbase/0.44704; % Base speed [mph]

%% DC-DC Converter Parameters
eta_DC = .98;        % DC-DC Converter Efficiency (constant)
Vbus_ref = 500;      % DC Bus Voltage Reference (constant) [V]

%% Inverter Parameters
eta_inv = .95;       % Inverter Efficiency (constant)

%% Vehicle physical parameters
Mv = 1620; % Vehicle curb weight + 250 kg passenger and cargo
Cd = 0.29; % Coefficient of Drag
Cr = 0.01; % Coefficient of Friction
Av = 2.75; % Front area [m^2]
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rho_air = 1.204;           % Air density [kg/m^3]
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