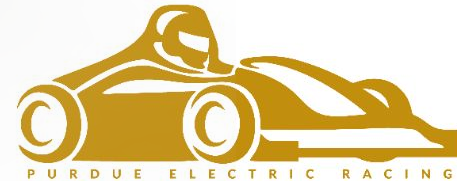
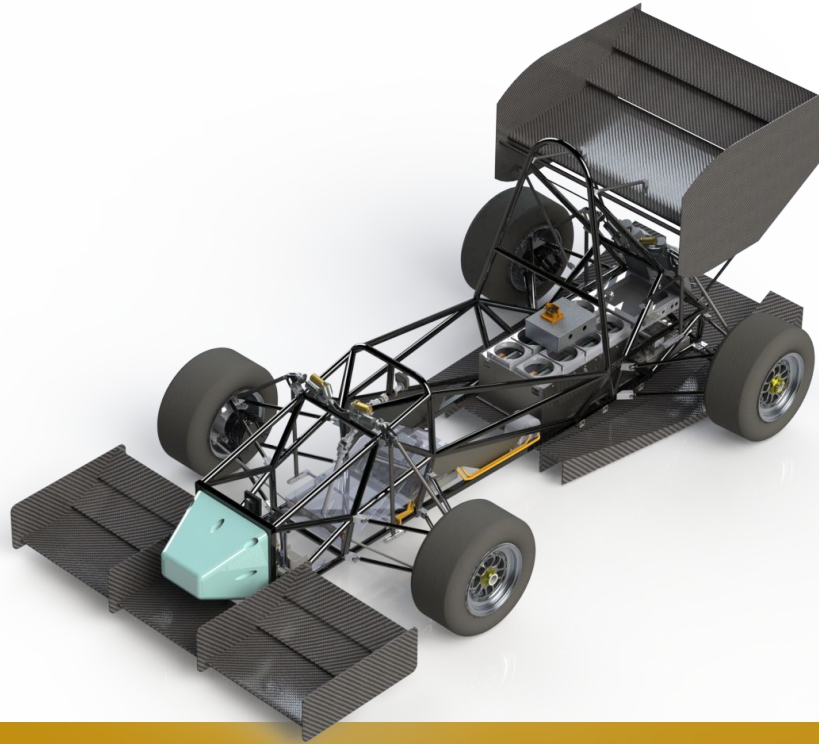


Torque Vectoring Transition

Purdue Electric Racing '22 Controls System

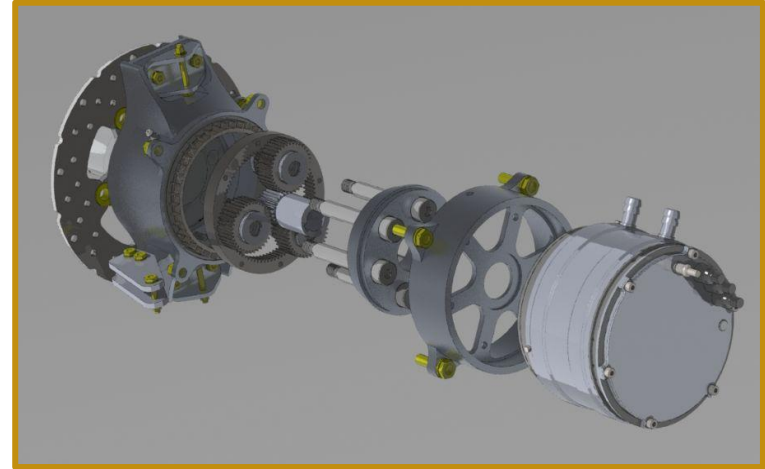


Desired Meeting Outcomes

- Provide vital information sources to facilitate transition
- Outline key components of the simulink model
- Outline discrepancies between simulink model and intended implementation

Motivation

To develop a control scheme for a 4WD hub motor system in Matlab/Simulink to be implemented and validated on PER '22.

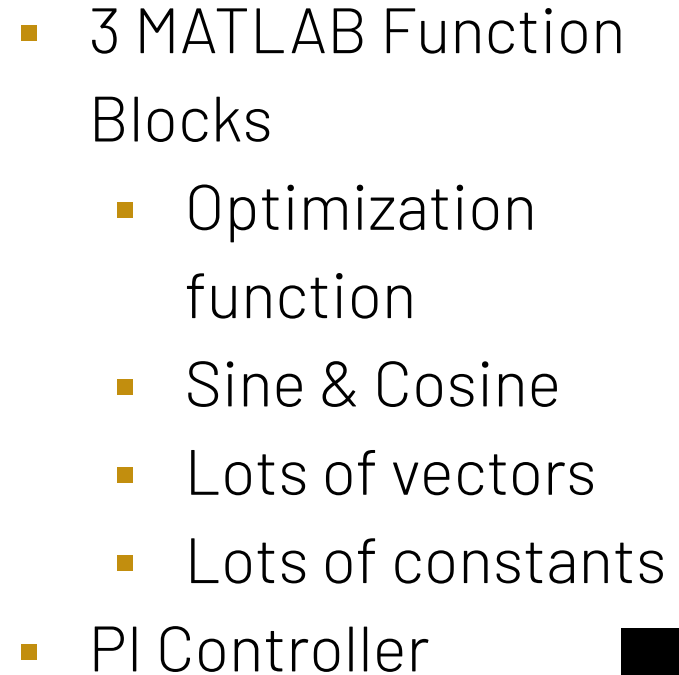


Information Sources

- Basic Documentation is within Simulink MATLAB blocks itself
- Additional Documentation found on GitHub (incomplete, LP Variables Menu)
- Lot of reference documentation (theory, Simulink) can be provided as necessary

Information Links

- [Model GitHub Page](#)
- [Optimization Function MATLAB Documentation](#)
- [PI Controller Theory](#)
- [Torque Vectoring Theory](#)



Development - Discrepancies

- Variables $T2F$, e_term , c_lower & c_upper are constant during runtime. They are dependent on other constants that may change.
- Convert $acker_steer_angles$, F_x , F_y , F_z into mathematical model
- Possibly compute F_{x_max} using a better friction circle

Suggestion

- Suggested Order
 - LP_calc
 - PI Controller
 - Layer 2
 - Layer 1
 - Layer 0

Development – Optimization Statement

Objective:

- Maximize total driving force

Subject to:

- Total power input must not exceed total power available
- Vehicle yaw acceleration must be equal to PID
- Torque per motor must stay between an upper and lower bounds, based on slip, power, and motor defined limits.

- Objective Function
- 1 linear equality
- 1 linear inequality
- 4 boundary constraints (lower and upper) corresponding to 4 torques

Development - PID

- PI Controller, with fixed proportional and integral gains
- Controls the yaw rate based on reference, $\dot{\psi}_{ref}$
- Error: $e = \dot{\psi}_{ref} - \dot{\psi}_{real}$
- Output: Yaw moment, $\propto \ddot{\psi}$

