# Week 3 Update: Wheel Control (Motors & Encoders)

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ME/EE/CS 169

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## 3. Encoders

(a) How many counts per motor shaft rotation (rotation of the magnet disk)?

16

(b) How many counts per wheel shaft (motor output)?

720 on both sides

(c) What is the gear reduction in the motor (hint: it is NOT 48 as labeled)?

GR = 720/16 = 45

## 6. Encoder Processing



Figure 1. Left Wheel Position and Velocity Data Without Filter, Back and Forth Movement

Moving the wheel by hand before filtering, we notice that the unit magnitudes appear correct, however there is a large amount of noise in the velocity graph (Fig. 1).

To avoid the noise in the velocity data, we apply a filter to the velocity measurements. We test three different time constants that correspond to timescales of three measurements , five measurements , and nine measurements (. The results are shown below, with the wheel spun by hand and including slow motions as well as back-and-forth movements.









Figure 2. Filtered Velocity Readings of Left Wheel Encoder for Different Time Constants (

Analysis of the filtered velocity readings for different time constants show that has a velocity plot which is more smooth than the unfiltered, but still includes noise. With this time constant, there is little-to-no delay in the velocity readings with respect to the position data. data shows very little noise, but the delay in the velocity measurements is nearly 0.1s behind the position data, which is large. is smoother than and has minimal delay, but jiter is still apparent with spikes. appears to be a sweet spot between the three, having little noise while maintaining a delay less than 0.01s behind position data. Thus, we will choose as our time constant value for filtering.

## 7. PWM to Motor Speed Curve



 Figure 3. PWM Commands vs. Wheel Speed Curves with Plotted Linear Regression

Plotting the PWM versus wheel speed for a speed up, constant speed, and speed down, we are able to thus correlate the velocity of the wheel (Given by the encoder with filtering) and the PWM commands. For the left wheel, we found the average slope to be: 9.03114 and the right wheel was . We note that at the initial startup we see that static friction causes a non-linear relationship.

## 8. PWM to Motor Speed Curve