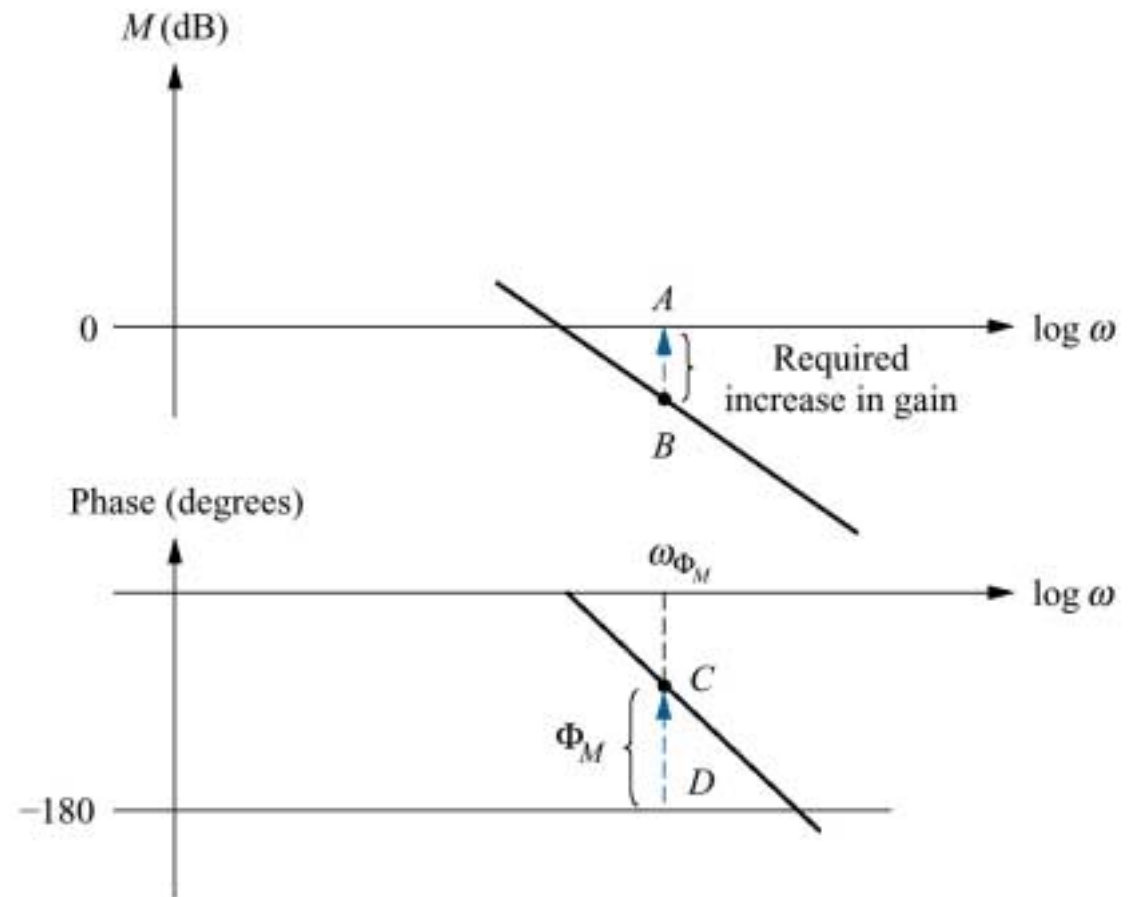


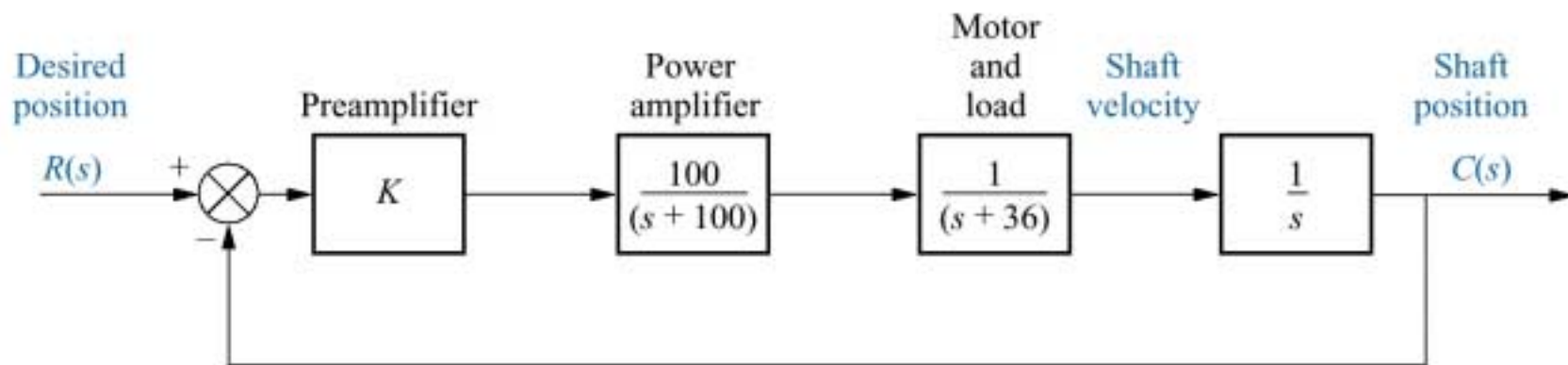
# Chapter 11

## Design via Frequency Response

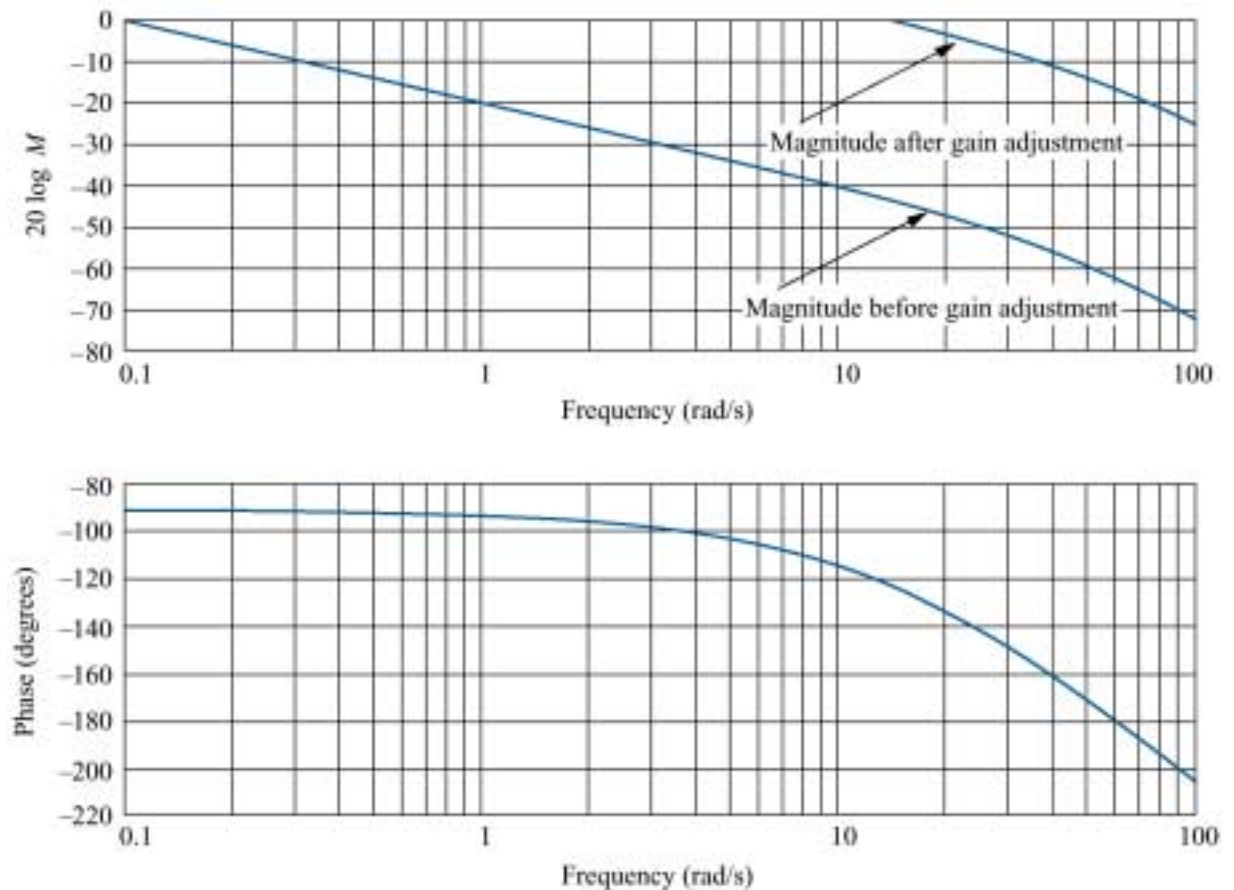
**Figure 11.1**  
Bode plots showing  
gain adjustment for a  
desired phase margin



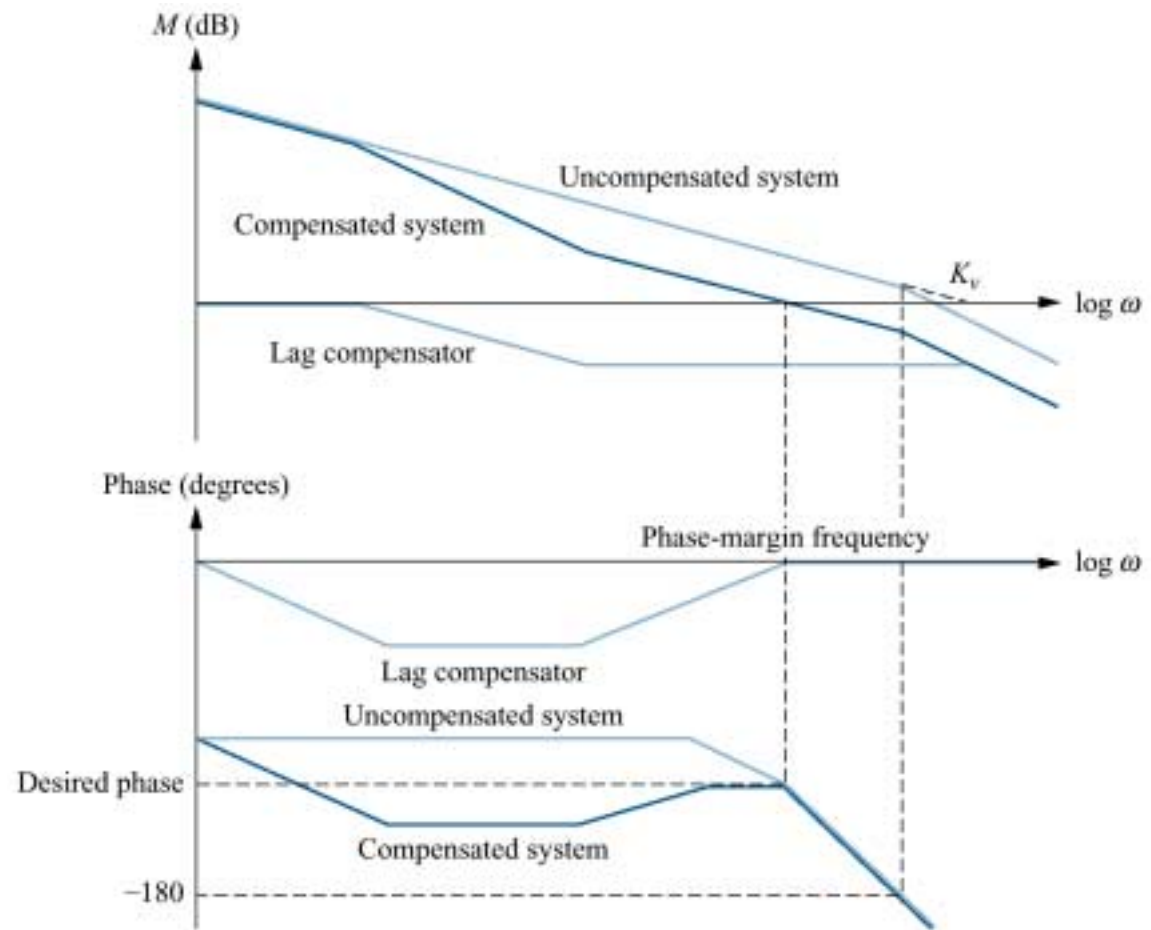
**Figure 11.2**  
System for  
Example 11.1



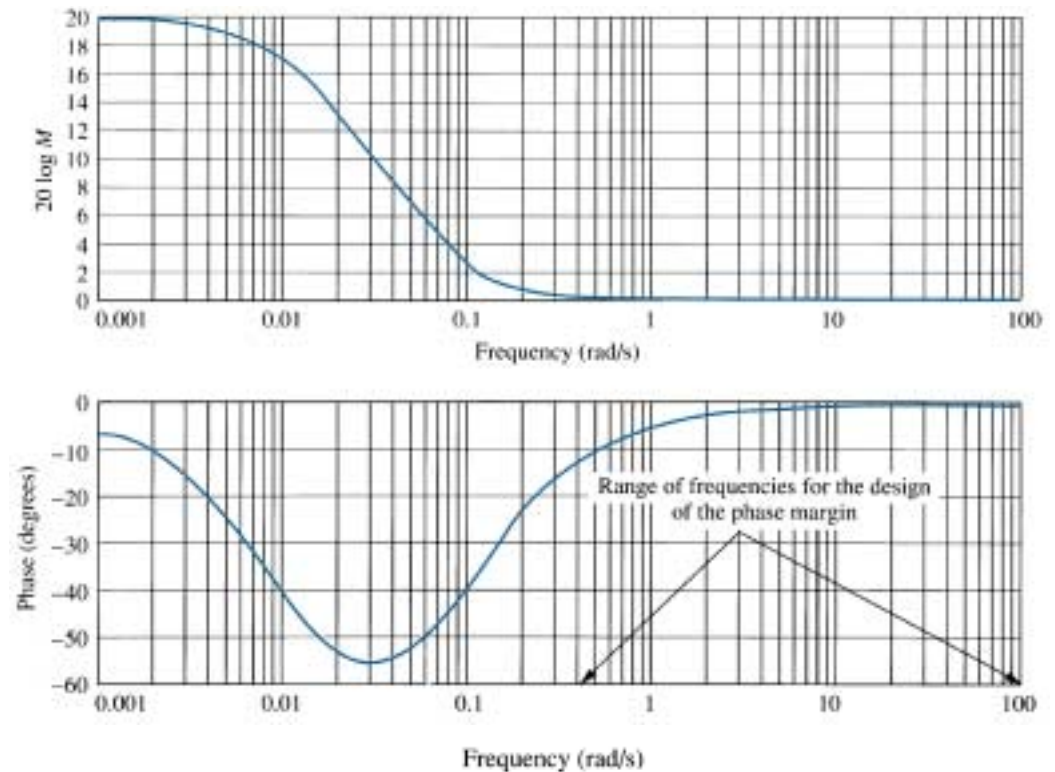
**Figure 11.3**  
Bode magnitude  
and phase plots for  
Example 11.1



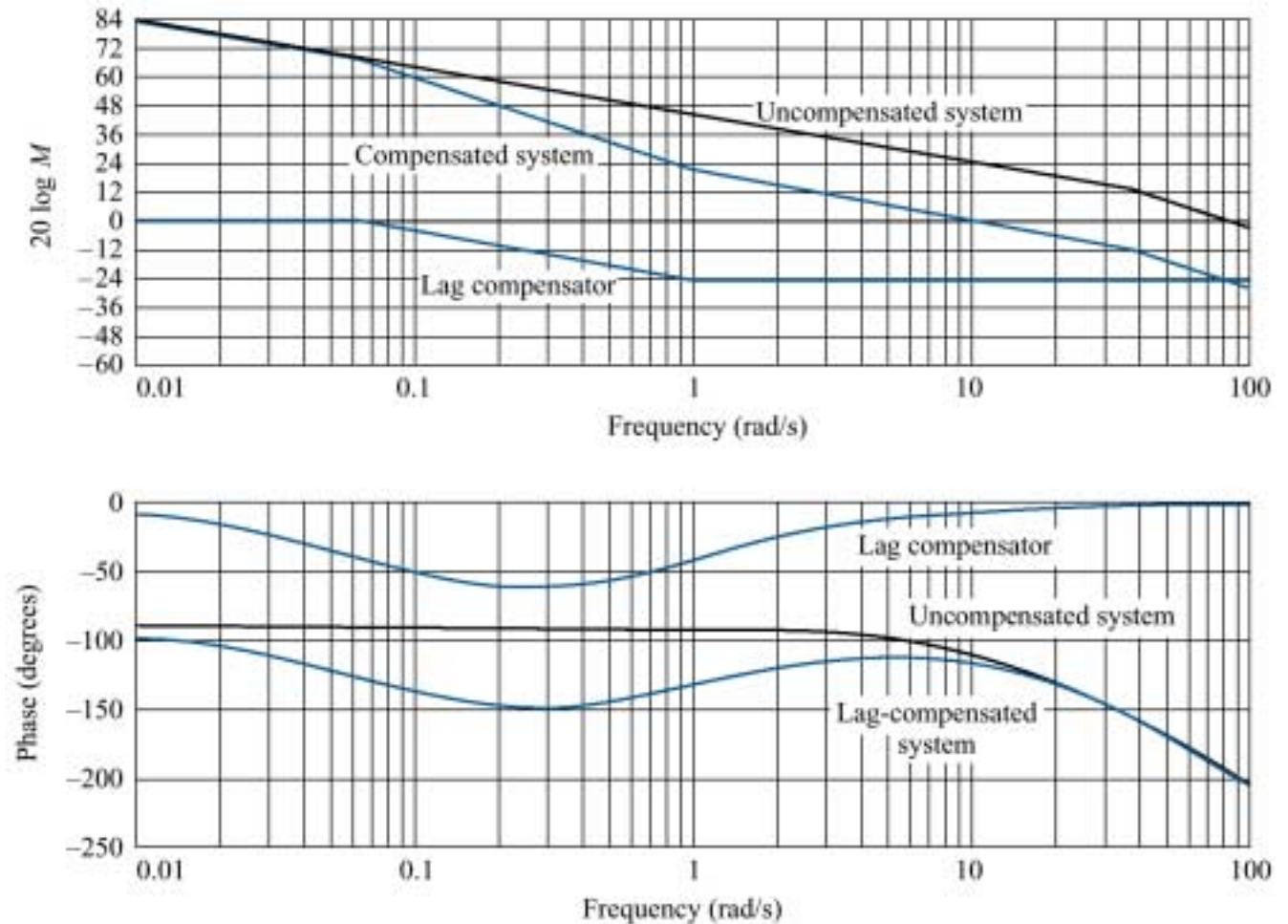
**Figure 11.4**  
Visualizing lag compensation



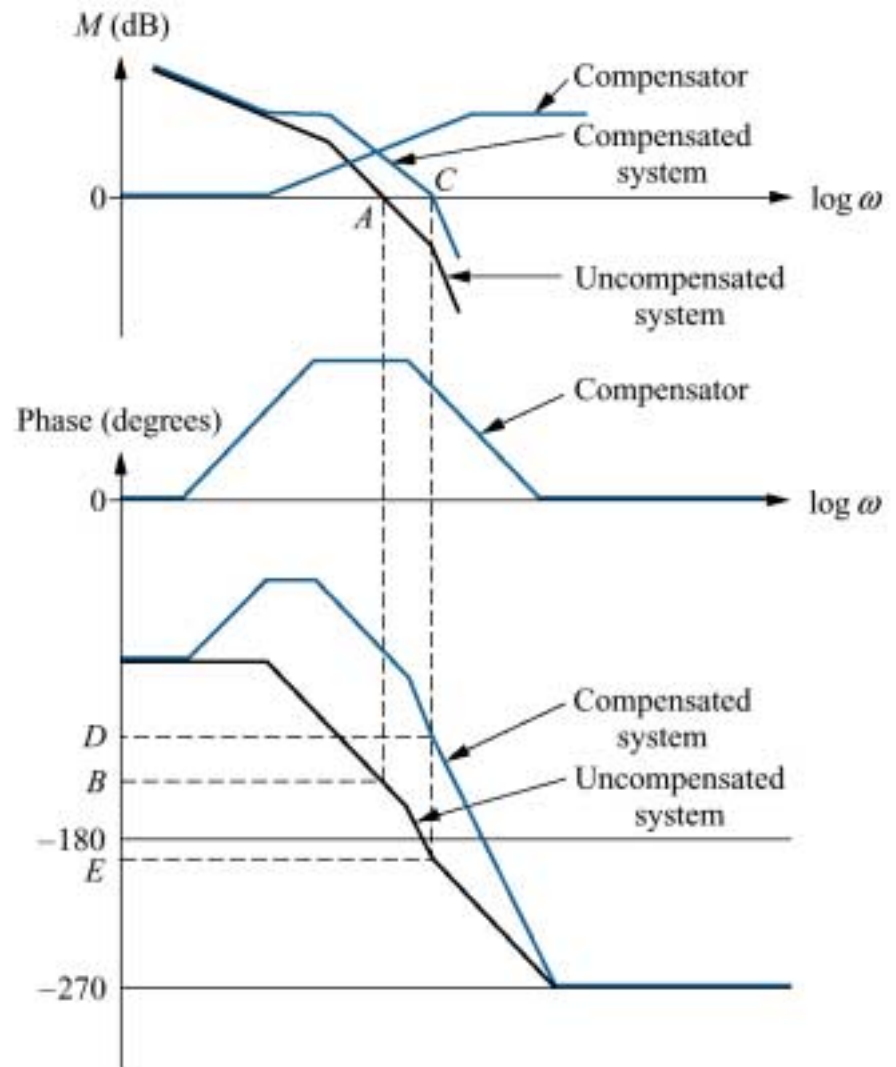
**Figure 11.5**  
 Frequency response  
 plots of a lag  
 compensator,  
 $G_c(s) = (s + .1)/(s + .01)$



**Figure 11.6**  
Bode plots for  
Example 11.2



**Figure 11.7**  
Visualizing lead compensation

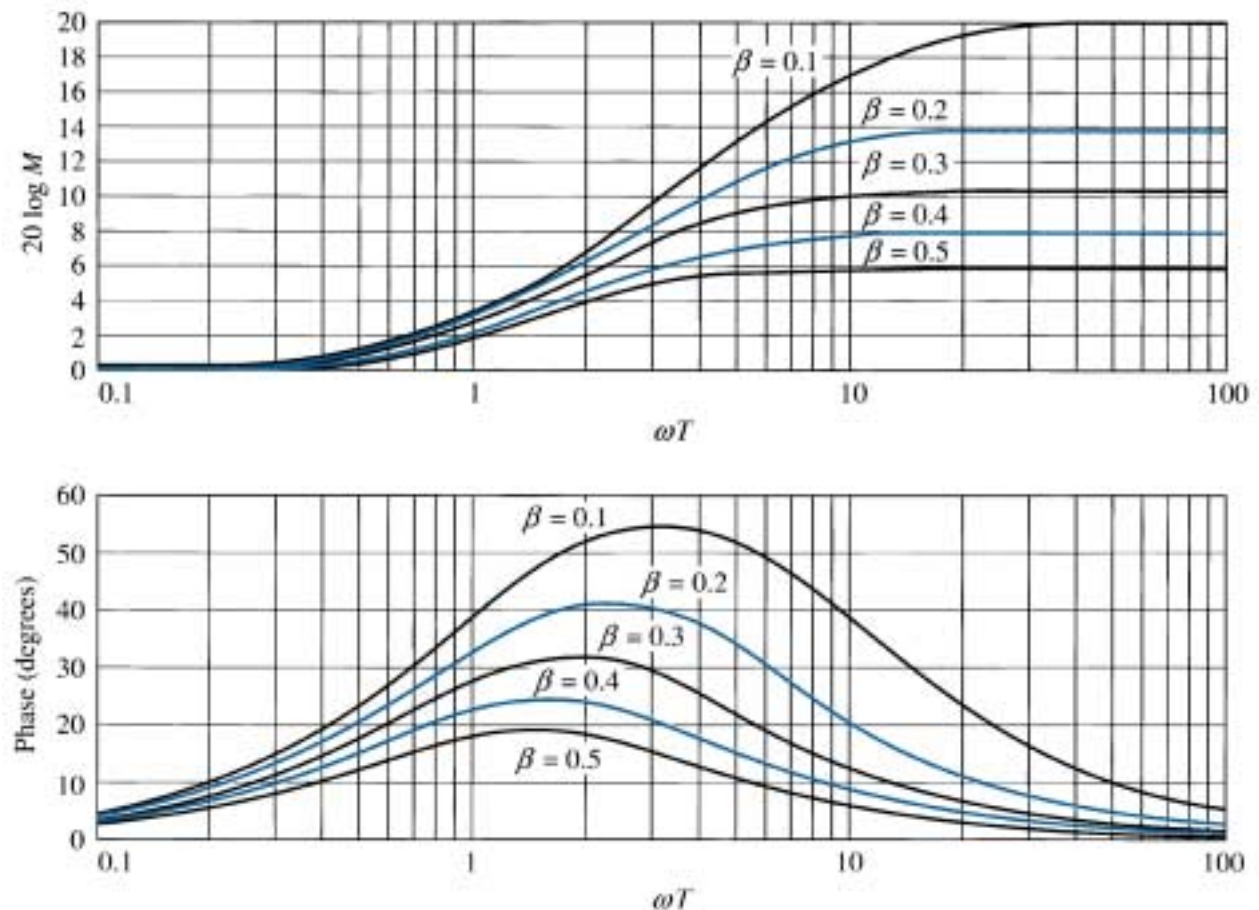




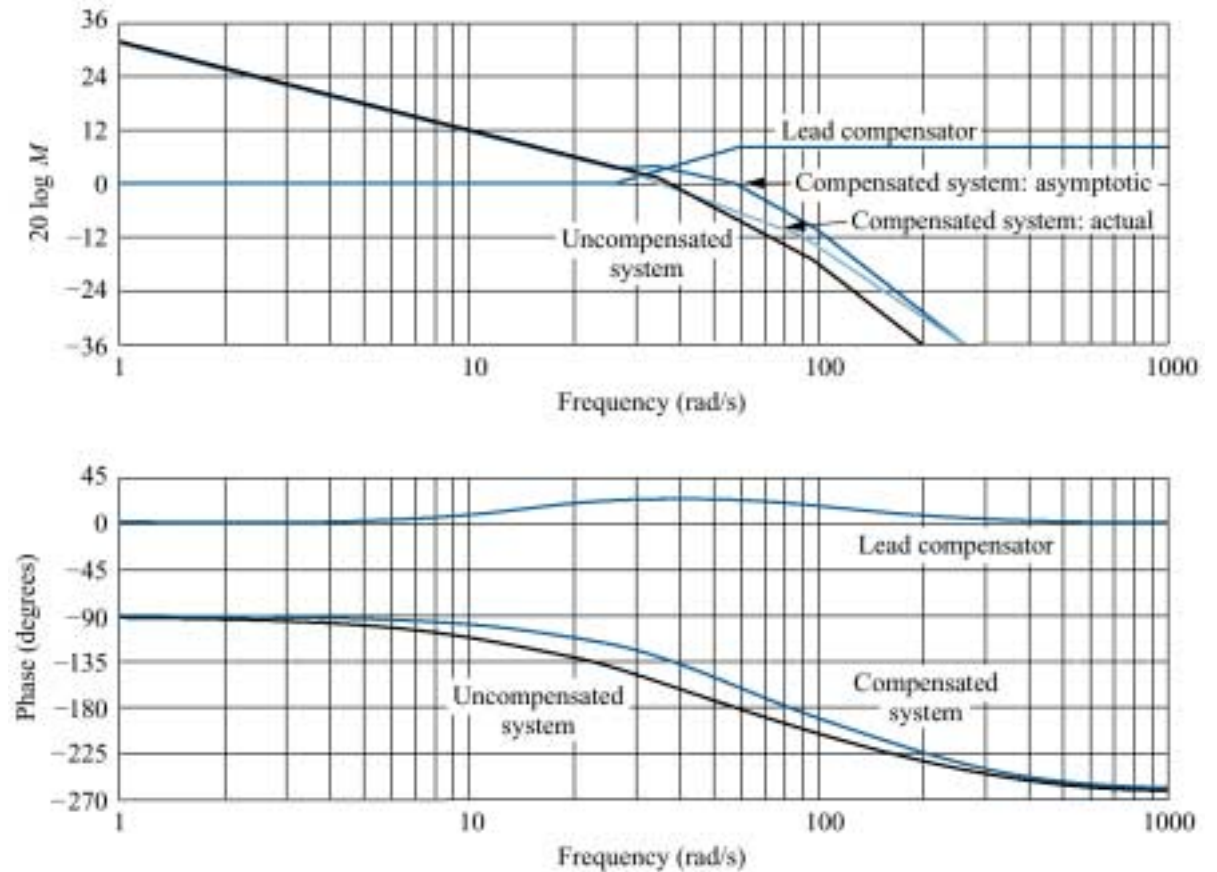
**Figure 11.8**

Frequency  
response  
of  
a lead  
compensator,

$$G_c(s) = [1/\beta][(s + 1/T)/(s + 1/\beta T)]$$



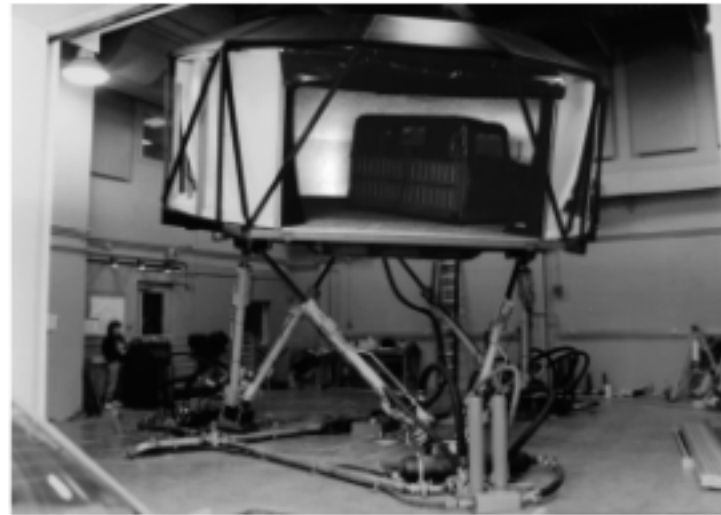
**Figure 11.9**  
Bode plots for lead compensation in  
Example 11.3



**Figure 11.10**

**a.** The Iowa Driving Simulator;

**b.** test driving the simulator with its realistic graphics



(a)

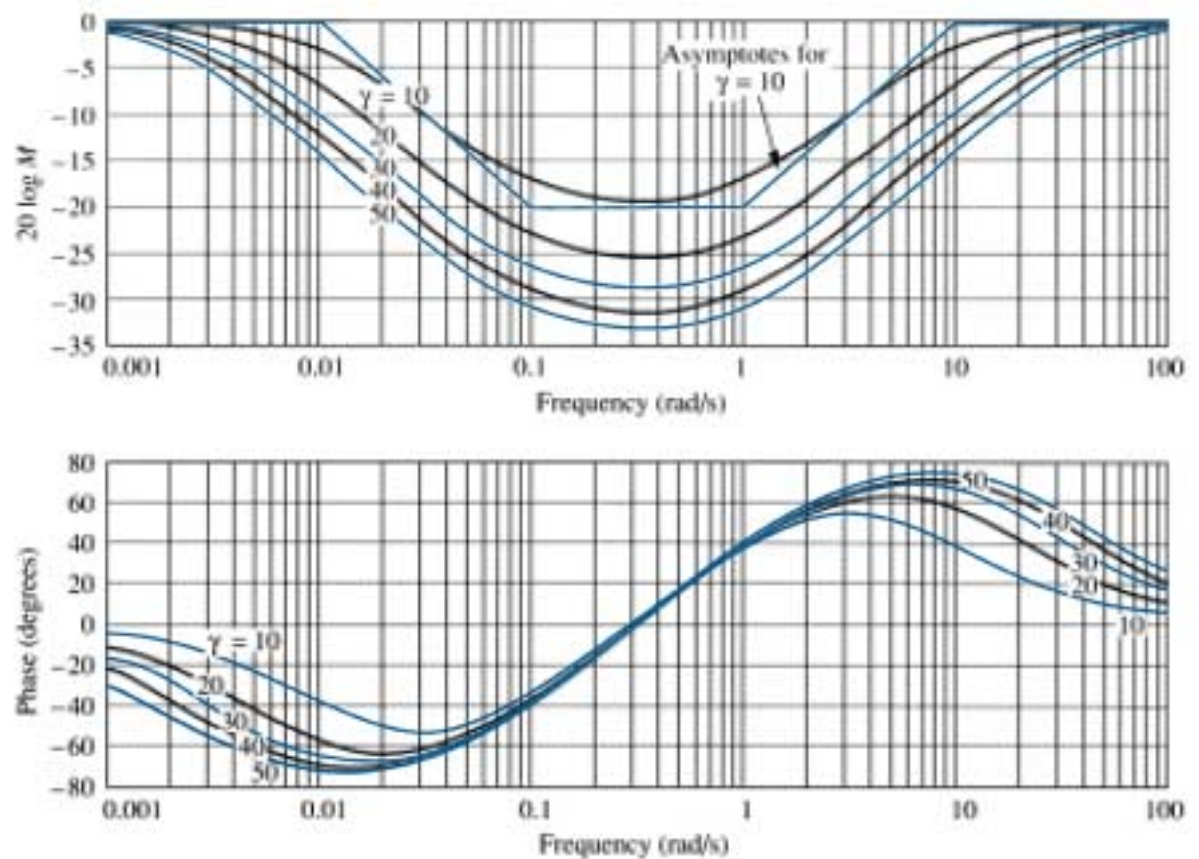


(b)

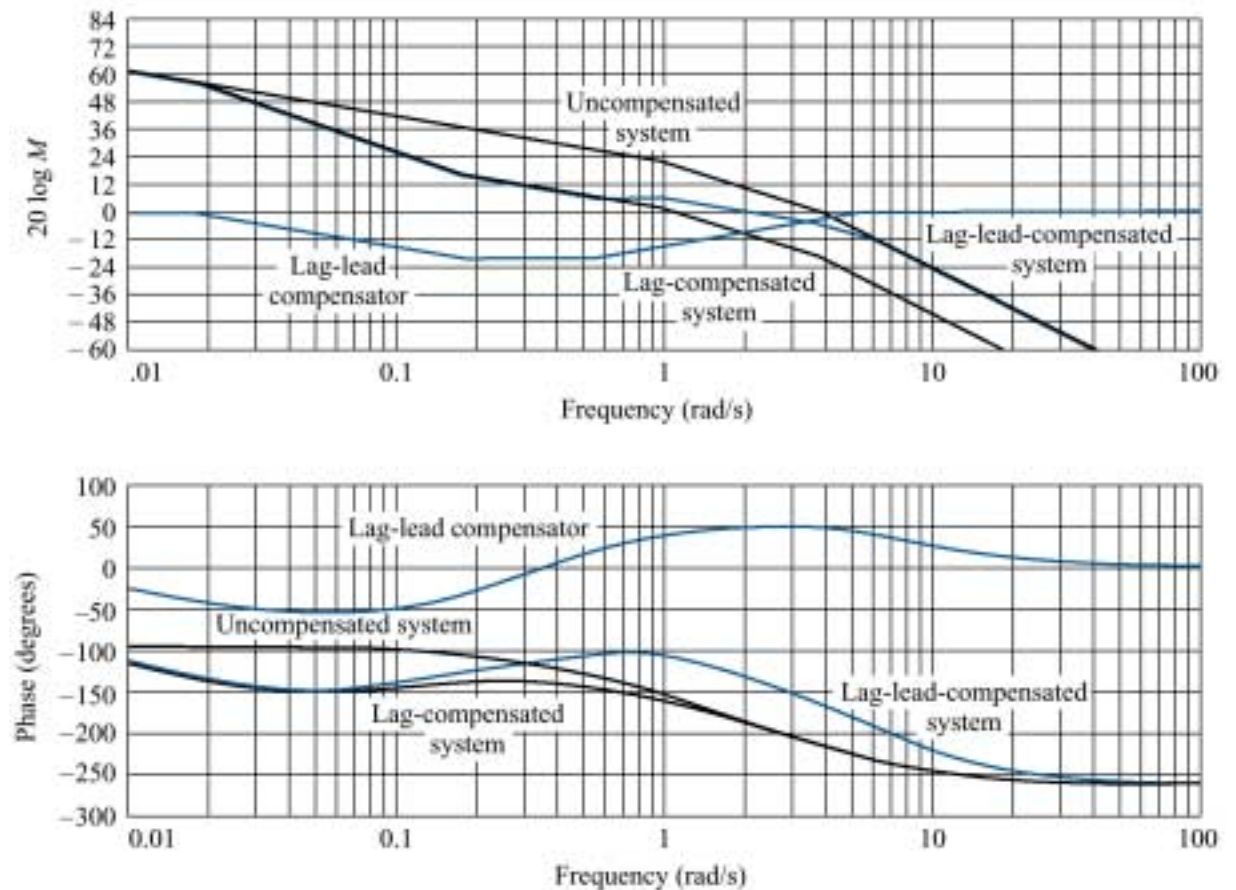
**Figure 11.11**

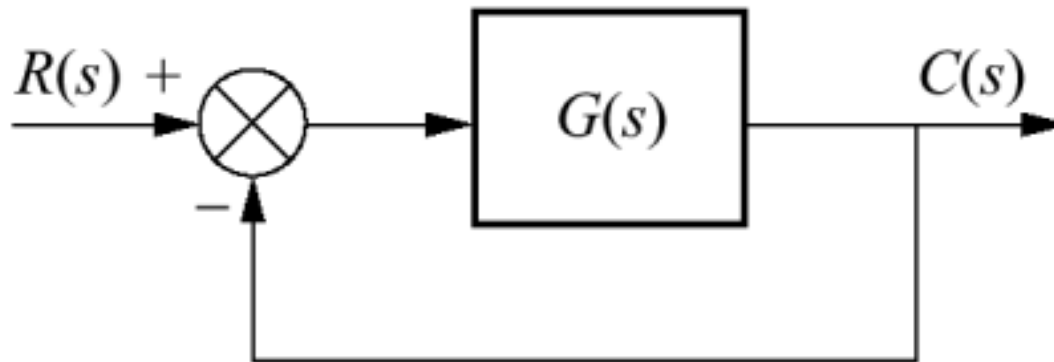
Sample frequency response curves for a lag-lead compensator,  $G_c(s) =$

$$\frac{[(s + 1)(s + 0.1)]}{[(s + \gamma)(s + \frac{0.1}{\gamma})]}$$

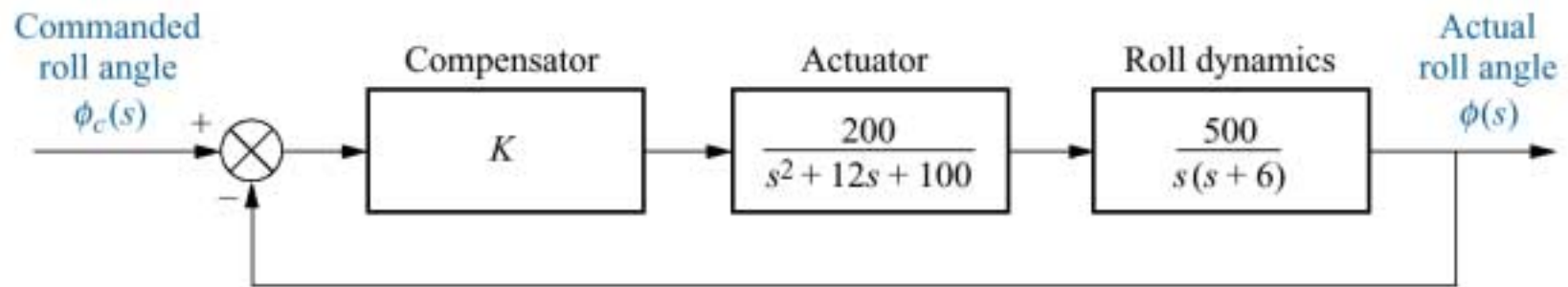


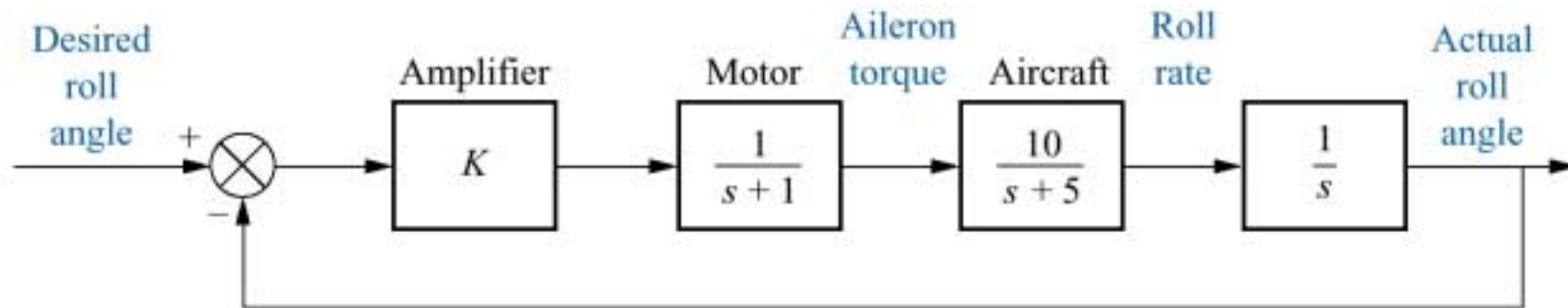
**Figure 11.12**  
Bode plots for lag-lead compensation in Example 11.4



**Figure P11.1**

**Figure P11.2**  
Towed-vehicle roll control



**Figure P11.3**

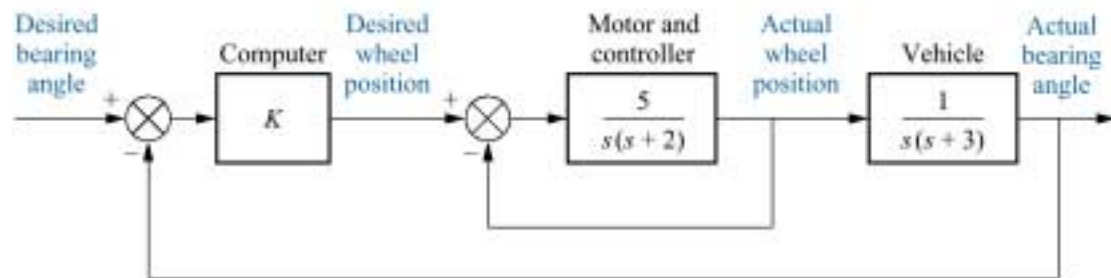


**Figure P11.4**

- a. A self-guided vehicle;  
b. simplified block diagram



(a)



(b)

**Figure P11.5**