Embedded System Design and Modeling

II. Modeling of continuous systems

Actor model of systems

A system can be decomposed as inter-connected building blocks, called "actors"

- Each actor has:
  - 0, 1 or more input ports
  - 0, 1 or more output ports
  - an internal computation / function / what it does
- Connections = Signals

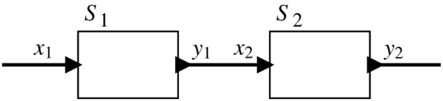

Figure 1: Actor model of systems[1]

[1](Image from Lee&Seshia 2017)

Actor dynamics

How to describe what a component does?

- Continuous dynamics
- Discrete dynamics

Ancient philosophy debate: Heraclitus (continuous) vs Parmenides (discrete)

Continuous dynamics

- **Dynamic system** = system whose state evolves in time
- **Continuous dynamics** = the state is described by continuous functions, its evolution is governed by **differential equations**
- Example: mechanical, electrical physical processes
  - governed by mechanical / electrical differential equations
  - example: $m_1 x''(t) + K(x'(t) - x_0) = 0$
  - unknown $x(t)+$ its derivative + second derivative + ...
- Every electrical/mechanical component defines a certain relation between the unknowns

Electrical systems

Electrical systems:

- Unknown functions = voltage + current in all branches
- Electrical (ideal) elements:
  - resistance: $u(i) = R \cdot i(t)$
  - capacitance: $i(t) = C \cdot \frac{d}{dt} u(t)$
  - etc.
- One big system of linear differential equations (SCS course, basically)
  - Kirchhoff equations <=> equations between currents and voltages <=> linear differential equation system
- Example: an RC system (solve at blackboard)

Mechanical systems

Mechanical systems:

- Unknown functions = coordinates x(t), y(t), z(t)
  - speeds = derivatives of the positions
  - acceleration = derivative of speed = second derivative of positions
  - (forces: $F = m \cdot a = m \cdot \frac{d^2}{dt^2}x(t)$)
- Mechanical (ideal) elements:
  - (Consider just a single dimension $x(t)$, is easier)
  - inertial force: $F = m \cdot a = m \cdot \frac{d^2}{dt^2}x(t)$
  - friction force:
    - sliding friction: $\vec{F_f} = -\mu\vec{N} = -\mu \cdot m \cdot \frac{d^2}{dt^2}x(t)$
    - viscous friction: $\vec{F_v} = -C_v \cdot \vec{v} = -C_v \cdot \frac{d}{dt}x(t)$
  - etc...

Mechanical systems

- Mechanical elements are described by linear differential equations, just like electrical ones
  - they are just idealizations, physical processes can be highly nonlinear (more complex)
  - but wait, so are electrical devices actually, and this hasn't stopped us...
- Example: oscillations after releasing of a loaded spring
  - (solve at blackboard)

Equivalence spring = LC circuit

- A loaded spring oscillates (without any friction) according to the equation:

$$-\frac{1}{m}kx = \frac{d^2x}{dt^2}$$

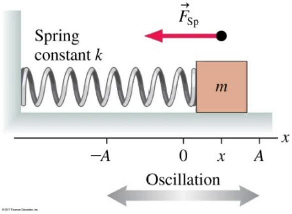

Figure 2: Spring oscillations

- image from *https://www.youtube.com/watch?v=M2m0ALqgcnQ*

Equivalence spring = LC circuit

- A LC circuit oscillates (without any resistance loss) according to the equation:

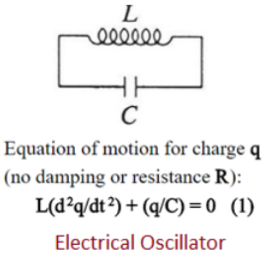

Figure 3: LC oscillations

- image from *https://www.rfwireless-world.com/Terminology/Mechanical-Oscillator-vs-Electrical-Oscillator.html*

Equivalence spring = LC circuit

- Notice the similarities
- Same linear differential equation:

$$\frac{d^2}{dt^2}f(t) + A \cdot f(t) = 0$$

- Same solution
  - $f(t) =$ sinusoidal (why sinusoidal?)
- All kinds of continuous systems can be described in the same way: using linear differential equations

Electrical - mechanical analogies

- Multiple ways to define analogies between electrical and mechanical characteristics
- Here is the one we will use from now on:

Electr.	Mech. (linear)	Mech. (rotational)
Current [A]	Force [N]	Torque ("cuplu") [N.m]
Voltage [V]	Speed [m/s]	Angular speed [rad/s]

Mechanics: linear vs rotational

- Note: there are different quantities for **linear** vs **rotational** movements
  - **Force** in linear movement $\equiv$ **Torque** (cuplu) in rotational movement
  - Linear speed linear movement $\equiv$ Angular speed in rotational movement

Simple model of a DC motor

- Example of continuous system modeling: model of a DC motor
- Motor: gateway between the two electrical and mechanical domains
  - converts electric energy to mechanical energy, and vice-versa
- (Simple) model of a DC motor:

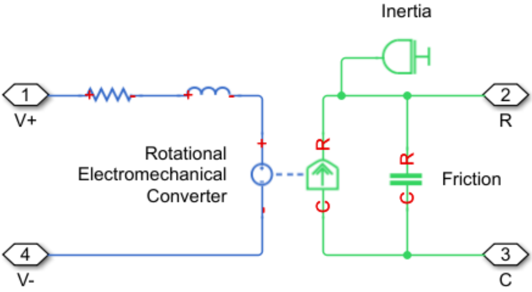

Figure 4: Simple model of a DC motor

DC motor model: electrical side

Electrical side of the DC motor model:

- Resistance: models the resistance of the windings

$$u(t) = R \cdot i(t)$$

- Inductance: models the inductive behavior of the windings

$$u(t) = L \cdot \frac{d}{dt} i(t)$$

- Controlled voltage source:
  - Voltage ("back electro-magnetic force voltage") is proportional to motor angular speed $S(t)$ on the mechanical side (think of a dynamo)

$$u(t) = K_e \cdot S(t)$$

DC motor model: mechanical side

Mechanical circuit of the DC motor model (no load):

- Controlled force/torque source
  - Generates force/torque proportional to the current $i(t)$ on the electrical side
$$T = K_t \cdot i(t)$$
- Inertia: models the inertial force of the moving part of the motor
  - Generates force/torque proportional to acceleration (derivative of speed)
$$T_i = -m \cdot acceleration = -m \cdot \frac{d}{dt} S(t)$$

DC motor model: mechanical side

Mechanical circuit of the DC motor model (no load):

- Friction: models the (viscous) friction force of the moving part of the motor
  - Generates force/torque proportional to speed

$$T_f = -C_v \cdot S(t)$$

- Inertia and Friction forces/torques oppose the force/torque) of the motor, therefore they have minus sign

Laplace transform

- Both electrical and mechanical sides are described by linear differential equations
- The Laplace transform is a useful tool (remember SCS)
  - derivation = multiplication by s
  - integration = multiplication by $1/s$
  - transform function H(s) = output(s)/input(s)
- Exercise: write the equations of all electrical and mechanical elements in Laplace transform

Full electrical model

- All the mechanical elements can be modeled in the electrical domain
  - since they are all just differential equations, basically
  - obtain a full model in the electrical domain only
- Next slides: find electrical correspondent to all mechanical elements

Model of the controlled voltage source

- How to model the controlled voltage source?
- Like this:
  - voltage is proportional to speed: $U(s) = K_e \cdot S(s)$
  - speed = integral of acceleration: $S(s) = S_0 + 1/s \cdot A$
  - acceleration is proportional to force (force(torque) / mass) = $C_{const} \cdot T(s)$
  - force/torque = proportional to current: $T(s) = K_t \cdot I(s)$
- Result:

$$U(s) = K_e \cdot (S_0 + 1/s \cdot C_{const} \cdot K_t I(s))$$

Model of the controlled voltage source

$$U(s) = \underbrace{K_e \cdot S_0}_{Constant} + \underbrace{K_e C_{const}}_{Constant} \cdot \frac{1}{s} \cdot I(s)$$

- Voltage proportional on integral of current, plus a constant initial value
  - what kind of electrical element acts like this?
- The controlled voltage source can be modeled as a **capacitance**
  - Voltage is proportional to integral of current
  - (Current is proportional to derivative of voltage)
  - The first constant term = the initial voltage on the capacity
- The equivalent capacitance value depends on the motor parameters

Model of the inertial force

- Inertia = a force which opposes (i.e. reduces) the motor force, and is proportional to acceleration
- Use the analogy listed before:
  - force = current
  - speed = voltage
  - acceleration = derivative of speed = derivative of voltage
- Inertia = a *current* which opposes (i.e. reduces) the motor *current*, and is proportional to derivative of *voltage*
  - what kind of electrical element acts like this?

Model of the inertial force

- Inertia model = a **capacity in parallel** with the controlled voltage source
  - current proportional to derivative voltage $\Leftrightarrow$ a capacity
  - reduces the motor current $\Leftrightarrow$ is in parallel with the controlled voltage source (steals some of its current)

Model of the friction force

- (Viscous) friction = a force which opposes (i.e. reduces) the motor force, and is proportional to speed
- Use the same analogy:
  - force = current
  - speed = voltage
- (Viscous) friction = a *current* which opposes (i.e. reduces) the motor *current*, and is proportional to *voltage*
  - what kind of electrical element acts like this?

Model of the friction force

- (Viscous) friction model = a **resistance in parallel** with the controlled voltage source
  - current proportional to voltage $\Leftrightarrow$ a resistance
  - reduces the motor current $\Leftrightarrow$ is in parallel with the controlled voltage source (steals some of its current)

Model of the sliding friction force

- There can also exist a sliding friction force = friction force which does not depend on speed, but is a constant
  - that's the friction force you likely encountered in high-school physics ("planul înclinat" etc.)
- Question: how is this force modeled in electrical domain?

Model of the sliding friction force

- Answer: a constant current source in parallel
  - constant current $\Leftrightarrow$ constant source
  - in parallel $\Leftrightarrow$ reduces the motor current

The full electrical model

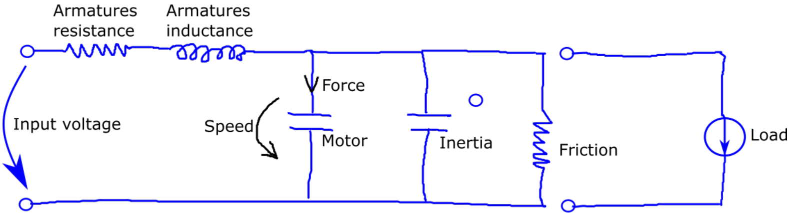

Figure 5: DC Motor electrical equivalent model

- This is **a second order model** (1L, 1C)
  - the two capacities are in parallel, so they can be added into a single one
- The L is the inductance of the armatures $\Rightarrow$ small, often negligible
- Can be approximated by a **first order model**

Transfer function of a DC motor

- We can derive a transfer function
  - input = voltage on motor input $U(s)$
  - output = motor speed $S(s)$ = voltage on equivalent motor capacity
- Transfer function ($2^n d$ degree, approximately 1^{st} degree)

$$
\begin{aligned}
H(s) = \frac{S(s)}{U(s)} &= \frac{R_{Fr}}{R_{Fr} + (R_{Arm} + sL_{Arm})(1 + sC_{M+I}R_{Fr})} \\
&= \frac{b_0}{s^2 + a_1 s + a_0} \\
&\approx \frac{K}{\tau \cdot s + 1}
\end{aligned}
$$

Transfer function of a DC motor

- Take home message:
  - Simple DC motor no-load model = a second order RLC model = approx a first-order RC model (ignoring L small)
  - Behaves like a RC low-pass filter
- Note: This is a no-load model (motor doesn't move anything heavy)
- What happens if motor has a load?
  - e.g. the motor drags/lifts a constant weight
  - i.e. like a crane lifting a big weight from the ground
- How to model the load?

Motor under load

- How to model the load?
- Like a constant force/torque opposing the motor force/torque
  - i.e. like a sliding friction force
  - i.e. like a current source in parallel, stealing lots of current
- In practice, the load force/torque may not be constant
  - depends on mechanical properties
  - e.g. lifting the hatch/liftgate ("portbagaj") of a car: harder when lower, easier when higher

Simulink model

- Simulink has a DC motor model already integrated
- You will use it in the lab (maybe)

What to use the model for?

What to use the motor model for?

Simulate:

- how fast motor starts when supply is first applied
- what happens when supply fluctuates (e.g. PWM)
- what happens when motor parameters change (e.g. temperature rises, friction slows)
- what happens when load varies
- ...

Motor speed controller

Basic problem: how to make sure motor speed stays **exactly** as desired:

- even if parameters vary
- even if load varies
- even if supply varies
- on power on, speed is reached as fast as possible

This is a job for a **motor controller**

- Today's special: the PID motor controller

Motor speed controller

This is a typical embedded system design problem:

- There is a physical process (the actual motor)
- We model it's behavior (use a motor model)
- We want to control it
- We design a controller system which steers the process as we want

Motor controllers

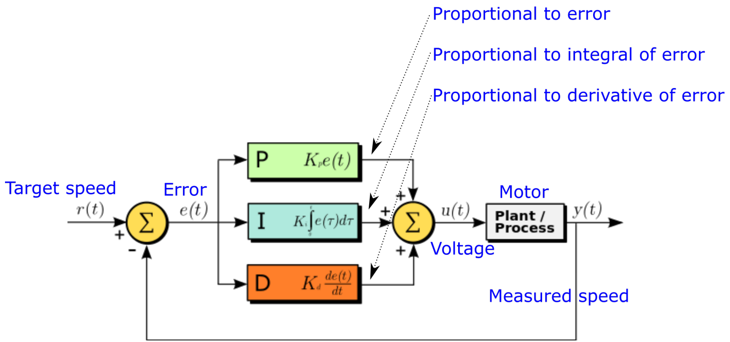

Figure 6: PID speed controller (image from Wikipedia)

- Negative feedback loop
- Can be used for any sort of process, not just motors
- Make output signal $y(t)$ follow the desired input $r(t)$

PID Controller

- PID controller = the simplest solution
- Input = error signal = target speed - actual measured speed
- Output = Sum of three components:
  - **P**roportional: P * input
  - **I**ntegral: I * integral of input
  - **D**erivative: D * derivative of input

PID Controller - P component

- Intuitive role of the P component:
  - If actual speed $<$ target $=>$ increase motor voltage
  - If actual speed $>$ target $=>$ decrease motor voltage
- This is not enough:
  - Non-zero motor voltage requires non-zero speed error $=>$ the motor never actually reaches the target speed
  - There is always a small systematic error ("**bias error**", "steady-state error")

PID controller - only P, systematic error

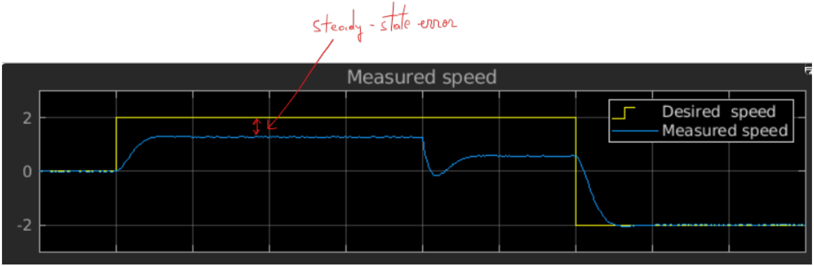

Figure 7: Systematic error for P-only controller

PID Controller - I component

- Intuitive role of the I component:
  - Eliminate the bias error of the P component, by slowly integrating the remaining error signal $=>$ integral slowly increases over time $=>$ motor voltage is pushed towards the correct value
  - Error signal cannot remain constant forever, because the integral would grow large $=>$ force changes to the motor input

PID controller - P and I

no steady-state error !

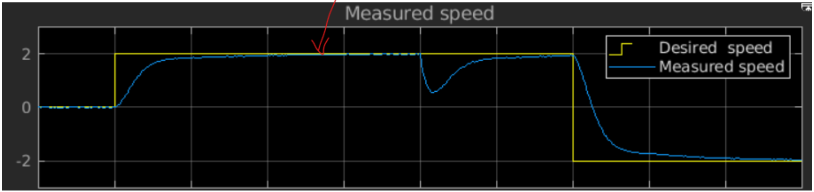

Figure 8: P and I components

PID Controller - D component

- Intuitive role of the D component:
  - make the system react faster (jumpy) to fast input changes
  - improves system reaction time
- Problem:
  - fast reaction time $=$ more oscillation behavior:
    - more overshoot
    - possibly unstable

PID controller - P, I and D

faster response,
but more overshoot /oscillations !

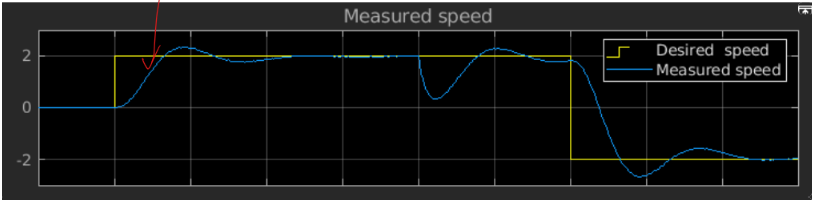

Figure 9: P, I and D components

PID tuning

- PID tuning: find P, I, D values for good behavior
  - Typical requirements:
    - stable system, overall
    - overshoot not larger than X%
    - fastest response in these conditions
- Find out more at the Vehicle Control Systems course (2nd semester, I think)