

ES3J1 Group 3 Report

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Question 1

The output produced by the motor is not smooth, so to obtain its model that can be analysed using control system theory, a filter needs to be designed.

The filter (and thus, the model) tuning was done according to the brief. The process followed the steps outlined below:

1. The filter coefficient was set to the simplest low-pass transfer function $\frac{1}{0.1s+1}$ to start smoothing the motor output, obtained by applying the step input. An example filter performance is shown in *Figure 1*.

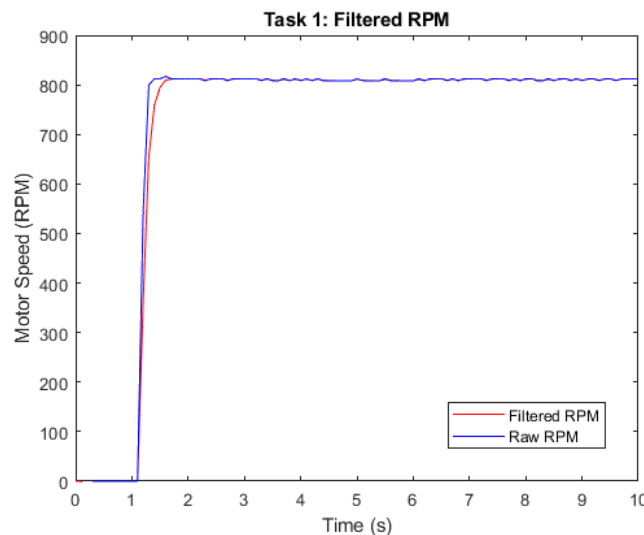


Figure 1: Low-pass filter's impact on the signal.

2. The motor circuit, as set up in the brief, was assembled; the motor and Arduino were connected to the circuit and a link was established to the Simulink workspace.
3. The motor was run using the MATLAB hardware add-on. The signal could be traced as going from the workspace input, through the PWM converter block and into the Arduino. The PWM signal generated by the Arduino then propagated through the circuit to power the motor, which had its encoder linked to the Arduino – this signal was then converted into motor revolutions per minute (RPM) in the workspace and the obtained results were designated as the output. The input into the system and the output of the motor (in RPM) was saved to the workspace for further analysis.
4. System Identification Toolbox (SIT) was used, with the input being the signal prior being processed by the PWM block and the output being the motor's RPM.
5. In SIT the analysis was set for the transfer function to have no zeroes and one pole – this was identified by inspection, using the unfiltered transfer function output, as the step input produced a first order response.

6. The obtained transfer function was scaled by dividing both the numerator and the denominator by the step time ($T_s = 0.1$).
7. The obtained transfer function was plotted against the unfiltered motor output to verify the model accuracy. If proven significantly inaccurate, the design process was repeated until a fitting filter that produced a smooth transfer function was obtained.

The resulting transfer function's step response is shown in *Figure 2* (titled as "Computed (SIT)").

An alternative method for tuning the transfer function was also explored, as the steady state value of the produced function did not exactly match the motor output on the graph. The new tuning approach was found in [1] and was executed in the following steps:

1. Steps 1-3 were repeated from the previous method: a simple low-pass filter was set up, the motor circuit was assembled and the motor response to a step input was saved to the workspace.
2. Find the maximum gain reached by the output. This is regarded as the absolute – or steady state – gain. The value recorded was 834.
3. The time constant for the response was calculated. This was defined as the time to reach 63.2% of the steady-state value. In this case, a value of 528.76 RPM needed to be reached. The time to reach this value was calculated to be 1.185s. As the step was applied at $t = 1$ s, the time constant was therefore $\tau = 1.185 - 1 = 0.185$ s.
4. Using the standard first order transfer function model:

$$G(s) = \frac{Y(s)}{X(s)} = \frac{K}{\tau s + 1}$$

and substituting the values calculated, a final transfer function was obtained:

$$G(s) = \frac{834}{0.185s + 1}$$

The resulting transfer function's step response is shown in *Figure 2* (titled as "Graphical").

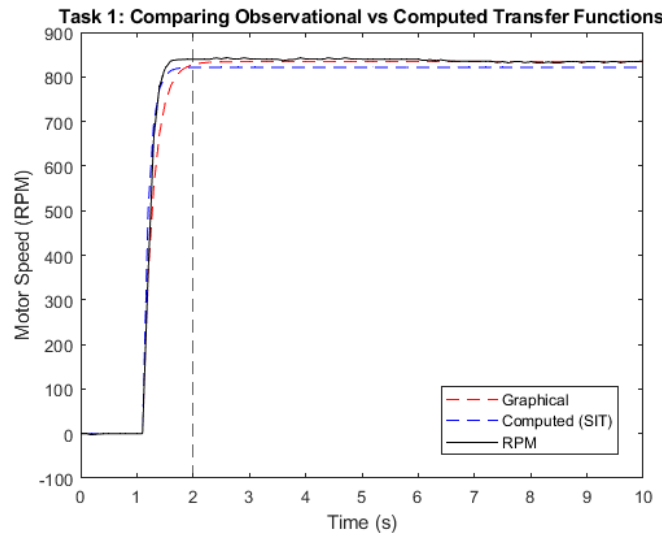


Figure 2: Step responses of transfer functions

The performance of the both functions were compared by calculating the mean-squared errors (MSEs) ϵ for each in a given timeframe:

method was chosen due to its ease of implementation.

An initial PI system was created with K_p and K_i both set to zero. K_p was slowly increased in increments of 0.001, until consistent oscillations were produced in response to a step input. At $K_p = 0.016$, constant oscillations occurred. The system response using the oscillatory K_p is shown in *Figure 4*.

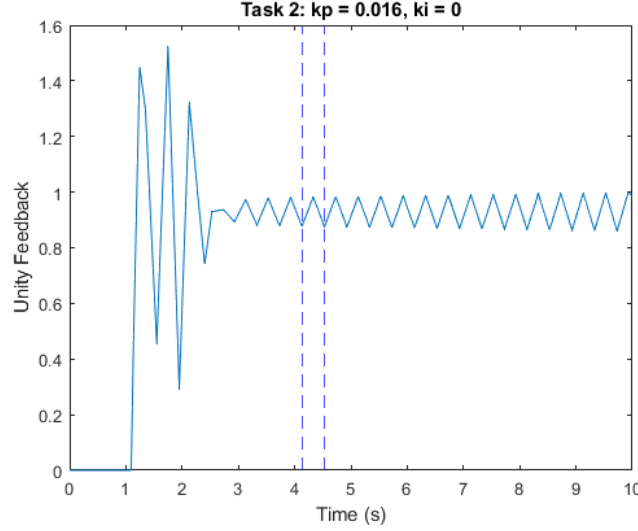


Figure 4: The oscillatory graph used in the Ziegler-Nichols tuning

The peak-to-peak time was measured to obtain the ultimate time period $P_u = 0.407$ s, giving an ultimate gain of $K_u = 0.016$.

The Ziegler Nichols tuning equations were applied to obtain the controller values of K_p and K_i . The response of the system using the calculated K_p and K_i is shown in *Figure 5*. An important consideration is that the produced K_i value produced unstable step responses, so it was scaled down by an order of magnitude of two to obtain a stable plot.

$$K_p = 0.45 * K_u = 0.45 * 0.016 = 0.0072$$

$$K_i = 0.83 * P_u = 0.83 * 0.407459 = 0.338$$

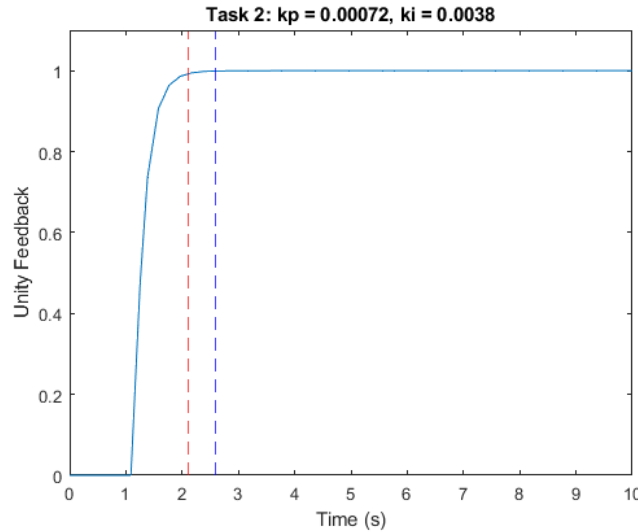


Figure 5: The step response with scaled K_i , obtained from Ziegler-Nichols method.

The K_p and K_i values were then adjusted by multiplying both by the sample time $T_s = 0.1$ s to

produce $K_p = 0.00072$ and $K_i = 0.0338$.

Upon testing these values, the output displayed violent oscillations. Hence, K_i was once again scaled down by a magnitude of 10. When implemented, this produced the step response depicted in *Figure 6*.

Whilst the settling time was within the required parameters, the peak time exceeded the 1 second requirement, hence K_i was increased to 0.005.

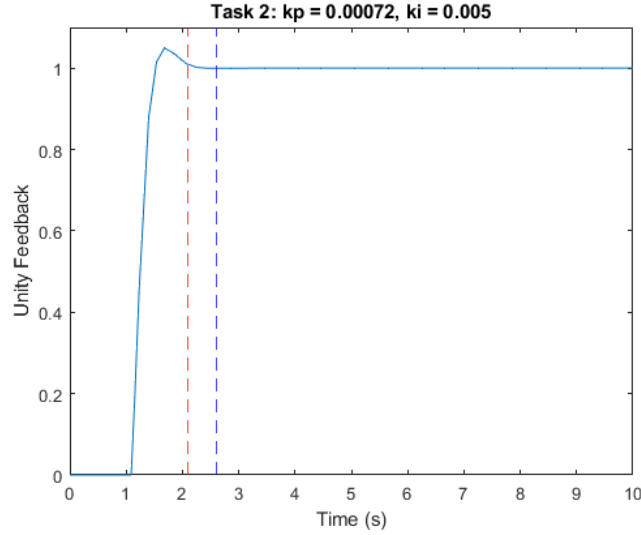


Figure 6: Step response of an adjusted K_i to meet the response requirements.

Finally, for open loop analysis, a step input of magnitude 1 was used. However, in a closed-loop system a reference speed was required. Hence, a block of gain $K = 834$ (the steady state gain, observed in open loop analysis) was used to scale the output. The step response of the tuned model is shown in *Figure 7*.

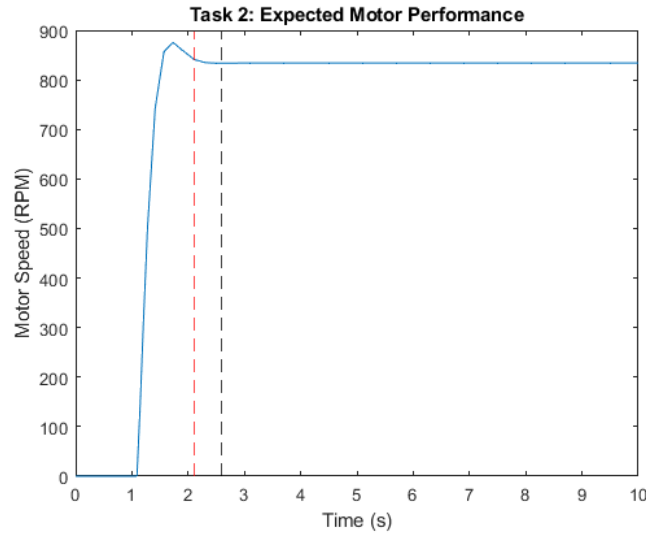


Figure 7: Step response, expected from the motor.

The Simulink model that was used to generate the plots is presented in *Figure 8*.

Question 3

After having the simulated model working, the next step was to integrate it on the Arduino to check against the posed requirements and physical constraints.

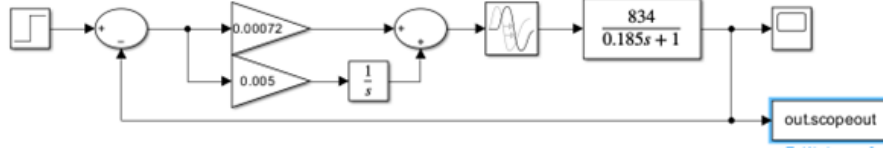


Figure 8: The model used to obtain the plots.

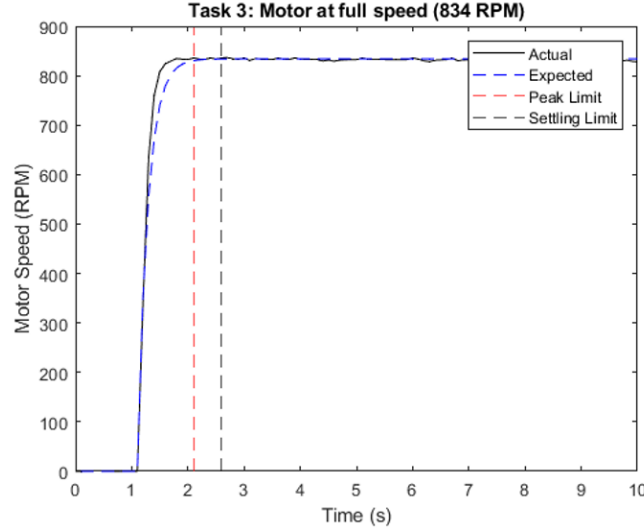


Figure 9: The step response of the motor at full speed with a PI controller.

As observed *Figure 9*, the response in simulation was very close to the actual response generated by the motor. The response stabilised well within the peak limit and settling limit and showed no overshoot of the steady-state value. In fact, it reached the steady-state faster than the simulated response, with a settling time of around 0.8 seconds, compared to 1.28 seconds for the simulated response. This confirmed that the chosen values for the PI controller were accurate and produced the desired results. In order to further verify the accuracy of the controller, different motor speeds were tested. These produced more varied results as shown in *Figures 10 and 11*.

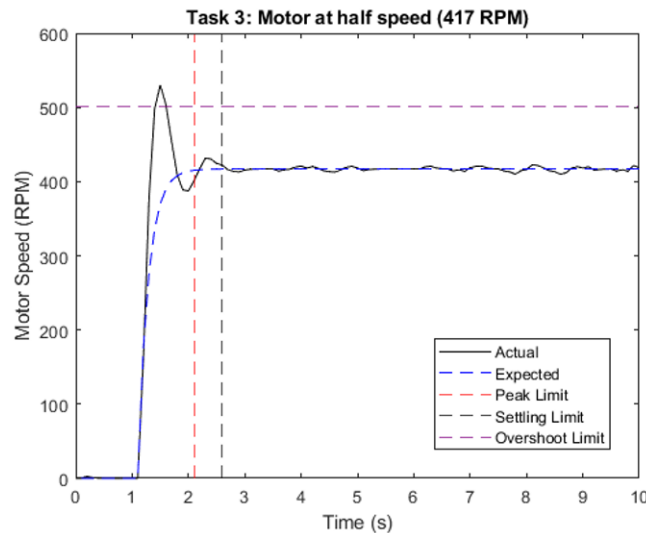


Figure 10: The motor's response to a half step input.

Comparing the performance of the motor to the simulated response with PI control applied, there appeared to be significant overshoot when run at half speed which was not present in the full speed response. As shown in *Figure 10*, a peak value of 524 RPM was reached, which

exceeded the overshoot limit of 20%, and only just stabilised within the settling time limit. This proved that at lower speeds, the PI controller did not perform as robustly in real-life as it did in simulation, and showed that there was still room for improvement of the controller. To confirm these findings, the motor was also tested at a quarter speed. The results of this experiment are below.

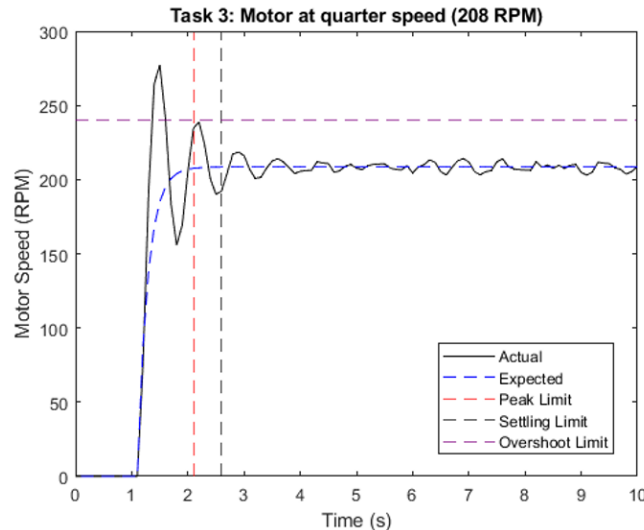


Figure 11: The motor's response to a full step input.

The results in *Figure 11* show that the PI controller did not meet any of the specifications when the motor was run at a quarter speed. The overshoot of 275 RPM was far too high, and showed much more oscillation before a steady-state was eventually reached. This was far from the predicted response gained using the transfer function, and prompted exploration into why these discrepancies might have occurred.

The primary reason for a difference between the performance of the motor in simulation and in the real-world is due to the fact that the mechanical properties of the device are difficult to model in simulation. Electrical properties can be modelled with greater accuracy, but parameters such as friction which could act against the rotor torque, thereby reducing the motor speed and limiting the current through the coils, is much more difficult to predict. Typically, friction effects are less noticeable at higher speeds, and have a much greater impact at lower speeds. Coulomb friction and viscous friction are two such examples. Coulomb friction opposes motion and is always present, and is independent of velocity. Viscous friction is dependent on velocity, and therefore increases as velocity increases [2].

Additionally, non-linearities inherent in the behaviour of the motor are assumed to be negligible when designing the model and generating a linear transfer function. This is because it is more convenient and is often sufficient for conventional control problems. However, this non-linear behaviour in certain regions of operation, make the PI controller difficult to tune for real-world usage, as the effects of friction are highly varied and dependent on parameters which are not easily modelled. Once such example of this is demonstrated well by the graphs at lower motor speeds, where static friction is particularly challenging to overcome. Static friction is an effect which occurs when a component has been inactive for a certain period of time, and therefore requires a greater force to start the relative motion than the force which is required to sustain this motion. This effect is demonstrated well by the longer settling time shown at lower motor speeds than that of the motor running at full speed, proving that more force was required to start the motor and overcome the static friction [3].

Question 4

Using what you have learned throughout this module (and beyond such as non-linearities effect, etc), try to improve the performance of the DC motor whether from the modelling side or the control design side. Feel free to explore and be adventurous in this exercise (as long as the safety precaution is adhered to ensure you do not damage the DC motor and the Arduino Uno). If required, revisit back all the steps from Tasks 1 to 3. Remember that in an actual engineering work, there is always room for improvement and the process is always iterative.

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References

- [1] “Control Tutorials for MATLAB and Simulink - PI Control of DC Motor Speed — ctms.engin.umich.edu,” https://ctms.engin.umich.edu/CTMS/index.php?aux=Activities_DCmotorB, [Accessed 01-May-2023].
- [2] I. Virgala and M. K. Peter Frankovský, “Friction effect analysis of a DC motor,” *American Journal of Mechanical Engineering*, vol. 1, no. 1, pp. 1–5, Jan. 2013. [Online]. Available: <https://doi.org/10.12691/ajme-1-1-1>
- [3] “Study of Nonlinear Behavior of DC Motor Using Modeling and Simulation — ijsrp.org,” <http://www.ijsrp.org/research-paper-0313.php?rp=P15939>, [Accessed 01-May-2023].