**REPORT**

**Automatic Gear Transmission Control**

Week 3 Problem 3 Milestone

Done By

Vignesh Babu A\_2005412

**Table of Contents**

|  |  |  |
| --- | --- | --- |
| **SNO** | **Content** | **Page** |
| 1 | Introduction |  |
| 2 | System Design |  |
| 3 | Solver Selection Strategy |  |
| 4 | Skills Implemented |  |

**INTRODUCTION**

Automatic Transmission Controller is designed in this project. Gear shift happens when there is change in vehicle speed from a specified threshold.

**SYSTEM DESIGN**

Torque converter, gearset, shift mechanism and vehicle dynamics are modelled in differential equations. The figure below shows the power flow in a typical automotive drivetrain. Nonlinear ordinary differential equations model the engine, four-speed automatic transmission, and vehicle. The model discussed in this example directly implements the blocks from this figure as modular Simulink subsystems. On the other hand, the logic and decisions made in the Transmission Control Unit (TCU) do not lend themselves to well-formulated equations. TCU is better suited for a Stateflow representation. Stateflow monitors the events which correspond to important relationships within the system and takes the appropriate action as they occur.

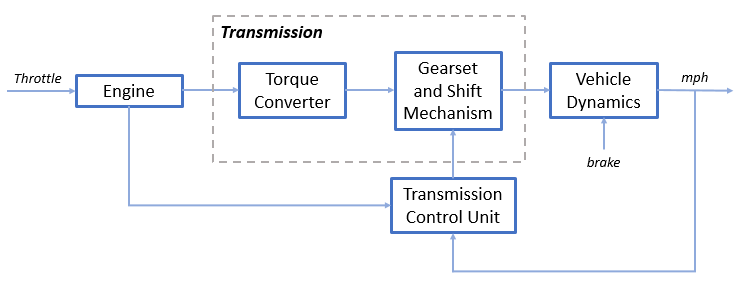
****

Figure Block Diagram of the System

**Equations representing the system:**

The throttle opening is one of the inputs to the engine. The engine is connected to the impeller of the torque converter which couples it to the transmission. (see Figure 2).

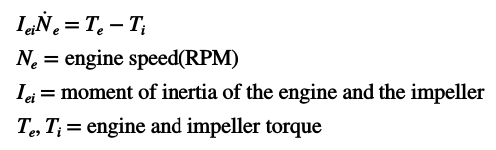


Figure Equation 1

The input-output characteristics of the torque converter can be expressed as functions of the engine speed and the turbine speed. In this example, the direction of power flow is always assumed to be from the impeller to the turbine (see Figure 3).

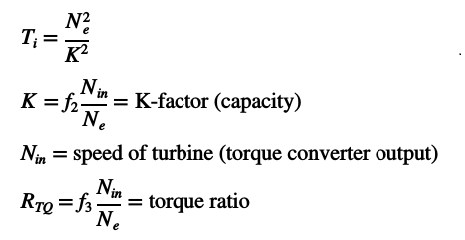


Figure Equation 2

The transmission model is implemented via static gear ratios, assuming small shift times (see Figure 4).

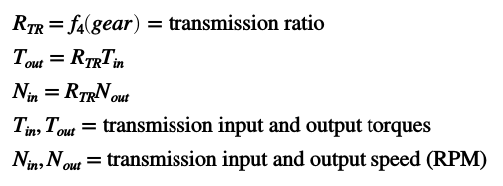


Figure Equation 3

The final drive, inertia, and a dynamically varying load constitute the vehicle dynamics (see Figure 5).

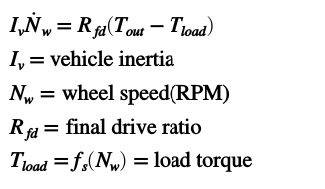


Figure Equation 4

The load torque includes both the road load and brake torque. The road load is the sum of frictional and aerodynamic losses (see Figure 6).

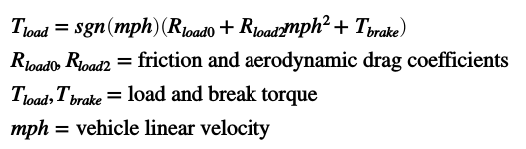


Figure Equatio 5