Automatic Control

If you have a smart project, you can say "I'm an engineer"

Lecture 3

Staff boarder

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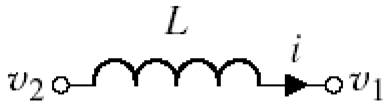
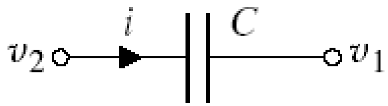
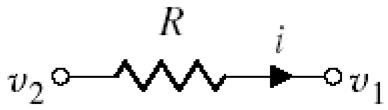
Automatic Control
MPE 424

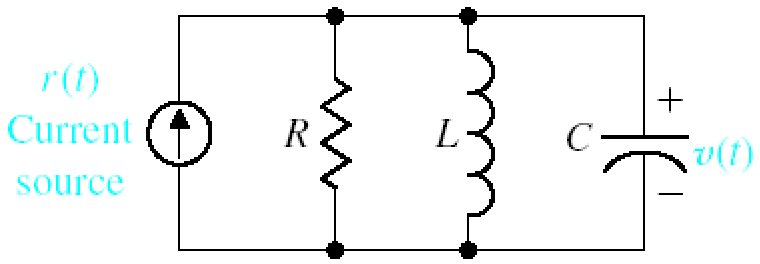
- Lecture aims:
  - Understand the mathematical modeling of all systems and combination

Modeling of electrical system

Element	Describing Equation source (i)	Describing Equation source (v)
Electrical Inductance 	$i = \frac{1}{L}\int v_{21}\, dt$	$v_{21} = L\frac{d}{dt}i$
Electrical Capacitance 	$i = C \cdot \frac{d}{dt} v_{21}$	$v_{21} = \frac{1}{C}\int i\, dt$
Electrical Resistance 	$i = \frac{1}{R} \cdot v_{21}$	$v_{21} = iR$

Modeling of electrical system

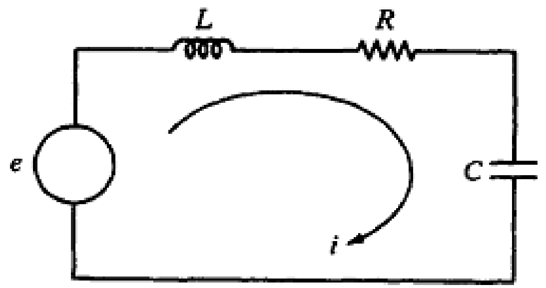
RLC circuit.



$$\frac{v(t)}{R} + C\cdot\frac{d}{dt}v(t) + \frac{1}{L}\cdot\int_0^t v(t)\,dt = r(t)$$

Modeling of electrical system

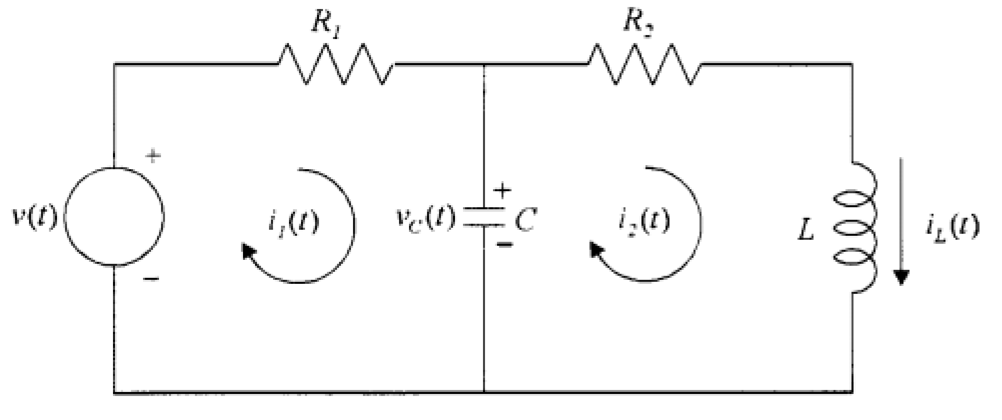
RLC circuit.



$$L\frac{di}{dt} + Ri + \frac{1}{C}\int i\,dt = e$$

Modeling of electrical system

- Kirchhoff's laws:
  1. Kirchhoff's voltage law. The algebraic sum of the voltages in a loop is equal to zero.
  2. Kirchhoff's current law. The algebraic sum of the currents in a node is equal to zero.



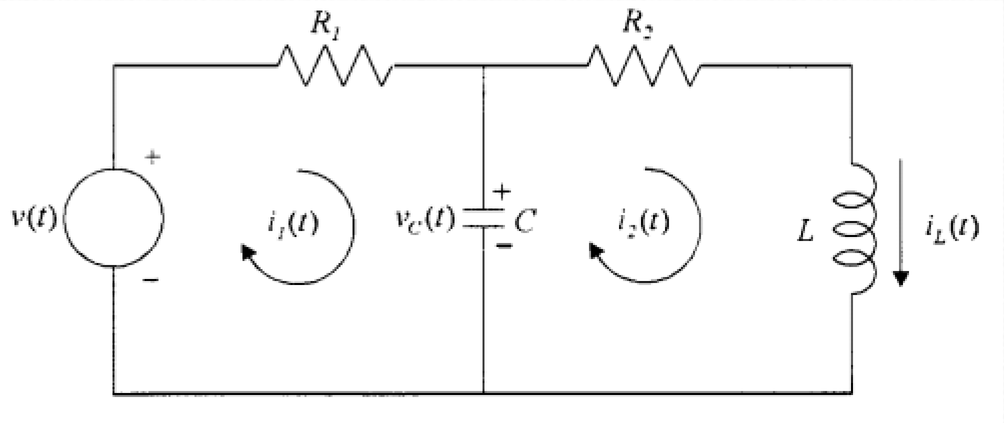
Modeling of electrical system

- Kirchhoff's laws:
  Kirchhoff's voltage law. The algebraic sum of the voltages in a loop is equal to zero.
- Loop (1)
- $V(t) = V_R + Vc$

$$R_1 i_1(t) + \frac{1}{C}\int_0^t i_1(t)\,\mathrm{d}t - \frac{1}{C}\int_0^t i_2(t)\,\mathrm{d}t = v(t)$$

- Loop (2)
- $0 = V_R + Vc$

$$-\frac{1}{C}\int_0^t i_1(t)\,\mathrm{d}t + R_2 i_2(t) + L\frac{\mathrm{d}i_2}{\mathrm{d}t} + \frac{1}{C}\int_0^t i_2(t)\,\mathrm{d}t = 0$$

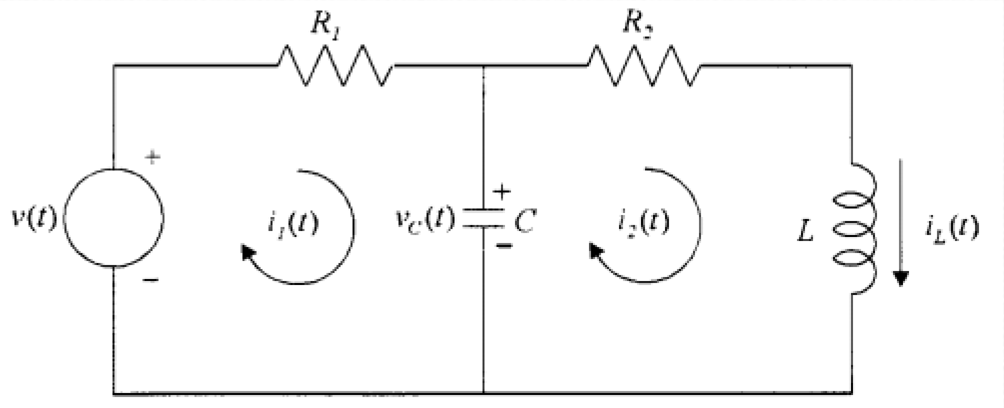


Modeling of electrical system

- Transfer from time domain to frequency domain:

$$R_1 i_1(t) + \frac{1}{C}\int_0^t i_1(t)\,dt - \frac{1}{C}\int_0^t i_2(t)\,dt = v(t)$$

$$\left[R_1 + \frac{1}{Cs}\right] I_1(s) - \frac{1}{Cs} I_2(s) = V(s)$$



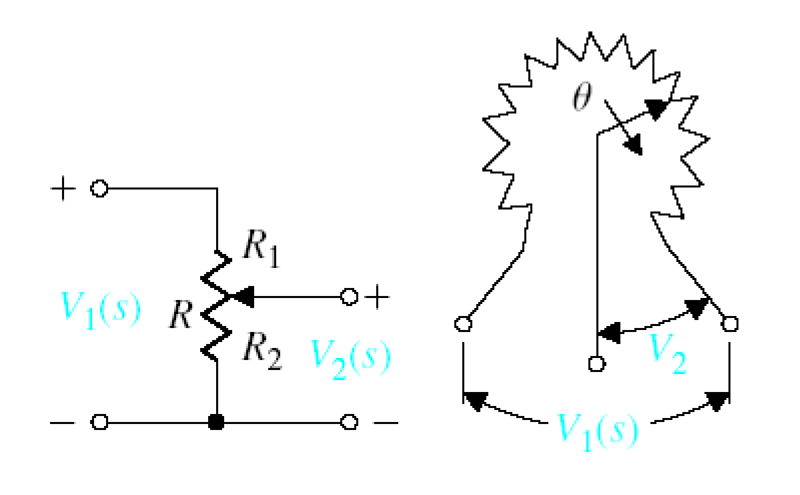
$$-\frac{1}{C}\int_0^t i_1(t)\,dt + R_2 i_2(t) + L\frac{di_2}{dt} + \frac{1}{C}\int_0^t i_2(t)\,dt = 0$$

$$-\frac{1}{Cs} I_1(s) + \left[R_2 + Ls + \frac{1}{Cs}\right] I_2(s) = 0$$

- Transfer function

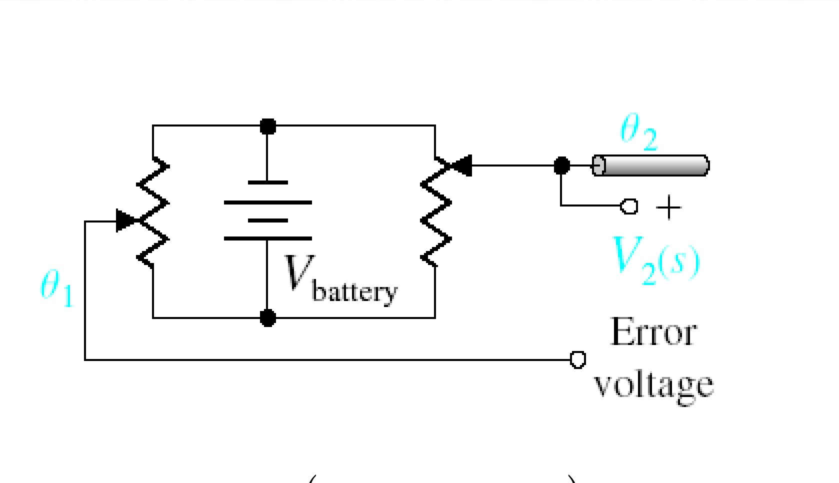
$$\frac{I_2(s)}{V(s)} = \frac{Cs}{(R_1Cs+1)(LCs^2+R_2Cs+1)-1} = \frac{1}{R_1LCs^2+(R_1R_2C+L)s+R_1+R_2}$$

Modeling of electrical system



$$\frac{V_2(s)}{V_1(s)} = \frac{R_2}{R} = \frac{R_2}{R_1 + R_2}$$

$$\frac{R_2}{R} = \frac{\theta}{\theta_{max}}$$



$$V_2(s) = k_s\left(\theta_1(s) - \theta_2(s)\right)$$

$$V_2(s) = k_s \cdot \theta_{error}(s)$$

$$k_s = \frac{V_{battery}}{\theta_{max}}$$

Modeling of electrical system

- Analogous to Kirchhoff's laws for networks is d'Alembert's law for mechanical systems which is stated as follows: D'Alembert's law of forces: The sum of all forces acting upon a point mass is equal to zero.

Element	Physical variable	Linear operator	Inverse operator
Electrical Networks			
Resistor R	Voltage v(t) Current i(t)	$v(t) = Ri(t)$	$i(t) = \frac{1}{R} v(t)$
Inductor L		$v(t) = L \frac{d}{dt} i(t)$	$i(t) = \frac{1}{L} \int_0^t v(t)\, dt$
Capacitor C		$v(t) = \frac{1}{C} \int_0^t i(t)\, dt$	$i(t) = C \frac{d}{dt} v(t)$
Mechanical Systems			
Friction coefficient B	Force f(t) Velocity v(t)	$f(t) = Bv(t)$	$v(t) = \frac{1}{B} f(t)$
Mass m		$f(t) = m \frac{d}{dt} v(t)$	$v(t) = \frac{1}{m} \int_0^t f(t)\, dt$
Spring constant K		$f(t) = K \int_0^t v(t)\, dt$	$v(t) = \frac{1}{K} \frac{d}{dt} f(t)$

Analogy

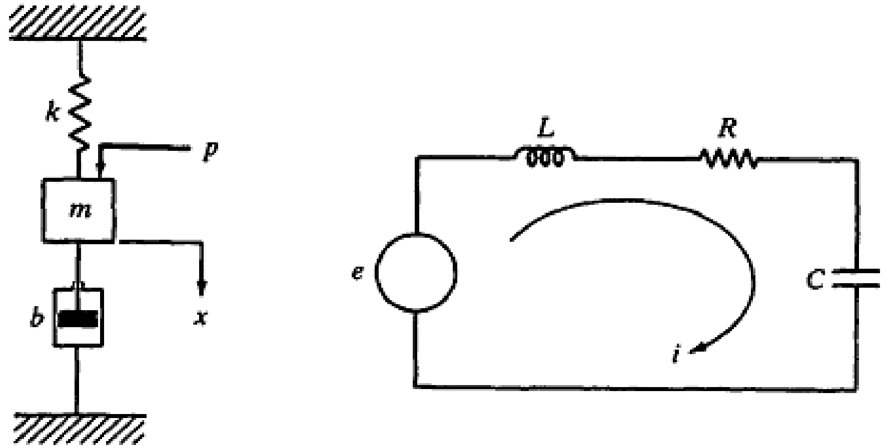
- **Force – voltage analogy**

$$L\frac{di}{dt} + Ri + \frac{1}{C}\int i\,dt = e$$

In terms of the electric charge *q*, this last equation becomes

$$L\frac{d^2q}{dt^2} + R\frac{dq}{dt} + \frac{1}{C}q = e$$

Mechanical Systems	Electrical Systems
Force p (torque T)	Voltage e
Mass m (moment of inertia J)	Inductance L
Viscous-friction coefficient b	Resistance R
Spring constant k	Reciprocal of capacitance, $1/C$
Displacement x (angular displacement θ)	Charge q
Velocity $\dot{x}$ (angular velocity $\dot{\theta}$)	Current i



$$m\frac{d^2x}{dt^2} + b\frac{dx}{dt} + kx = p$$

$$L\frac{d^2q}{dt^2} + R\frac{dq}{dt} + \frac{1}{C}q = e$$

Analogy

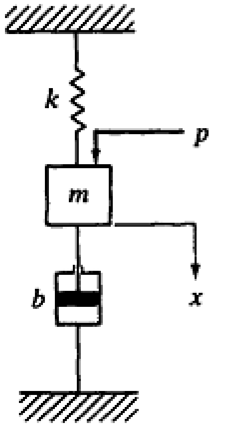
- **Force – current analogy**

$$\frac{1}{L}\int e\,dt + \frac{e}{R} + C\frac{de}{dt} = i_s$$

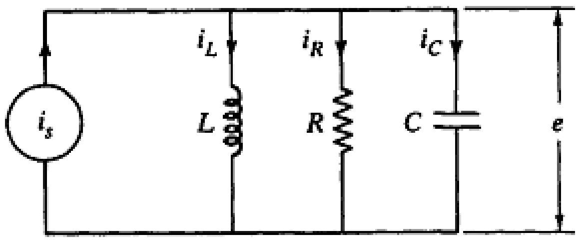
In terms of the magnetic flux ψ, this last equation becomes

$$C\frac{d^2\psi}{dt^2} + \frac{1}{R}\frac{d\psi}{dt} + \frac{1}{L}\psi = i_s$$

Mechanical Systems	Electrical Systems
Force p (torque T)	Current i
Mass m (moment of inertia J)	Capacitance C
Viscous-friction coefficient b	Reciprocal of resistance, $1/R$
Spring constant k	Reciprocal of inductance, $1/L$
Displacement x (angular displacement θ)	Magnetic flux linkage ψ
Velocity $\dot{x}$ (angular velocity $\dot{\theta}$)	Voltage e

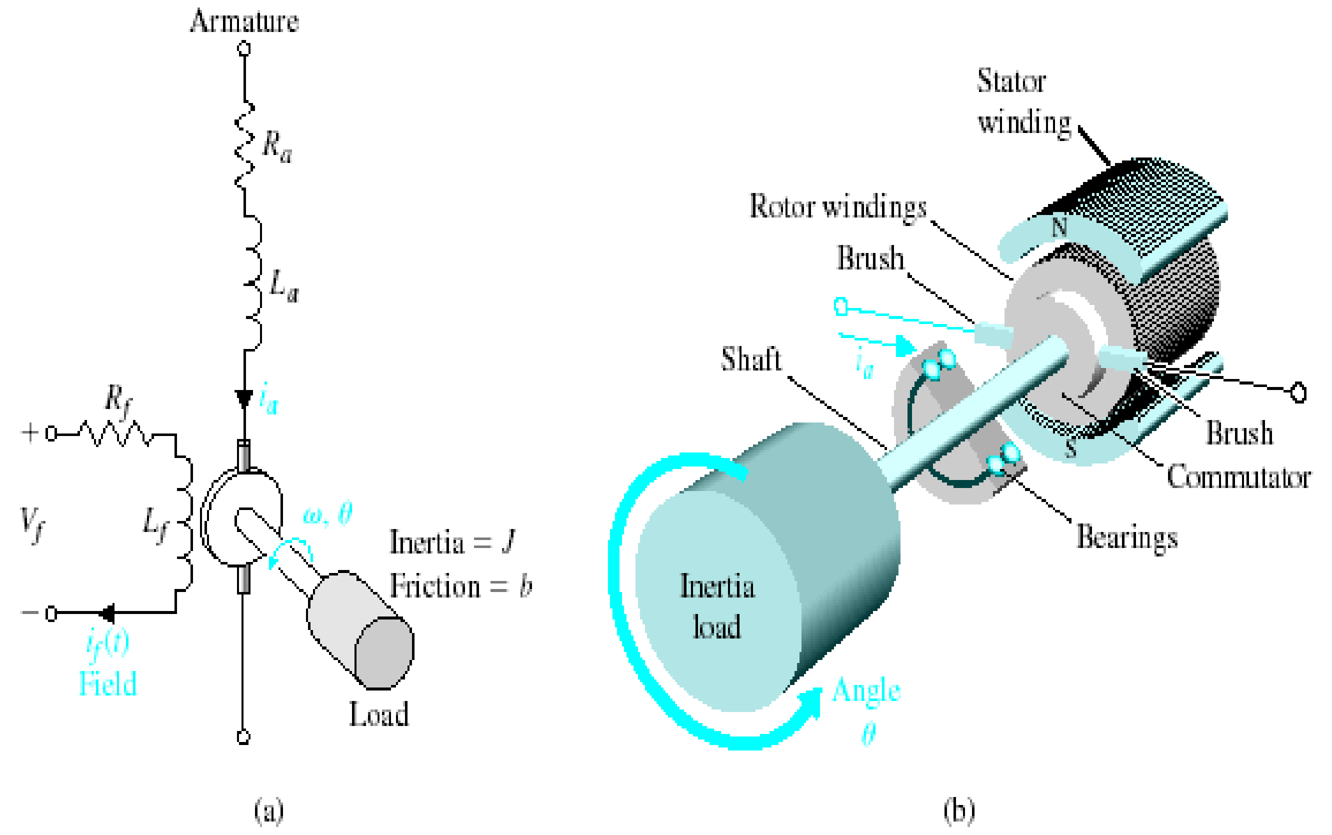


$$m\frac{d^2x}{dt^2} + b\frac{dx}{dt} + kx = p$$



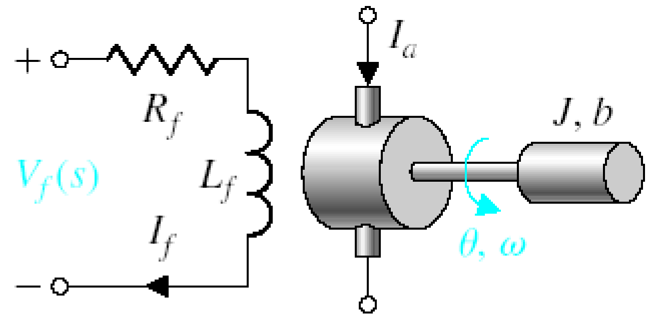
$$C\frac{d^2\psi}{dt^2} + \frac{1}{R}\frac{d\psi}{dt} + \frac{1}{L}\psi = i_s$$

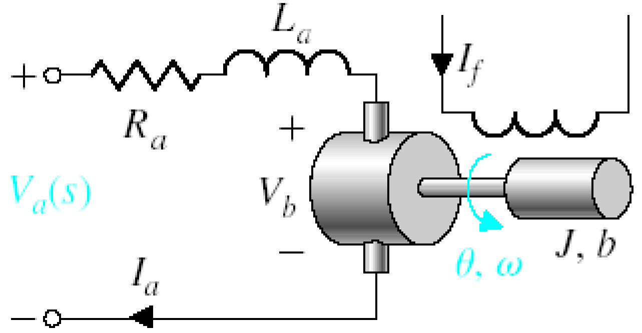
Modeling of Motors



A dc motor (a) wiring diagram and (b) sketch.

Modeling of Motors



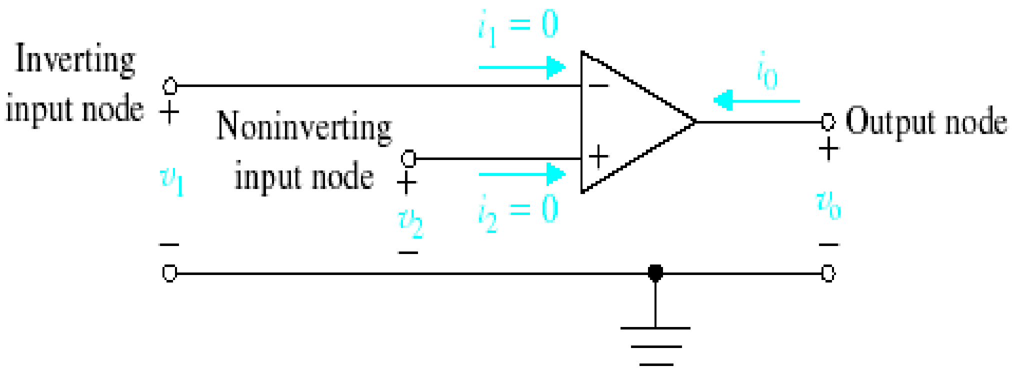


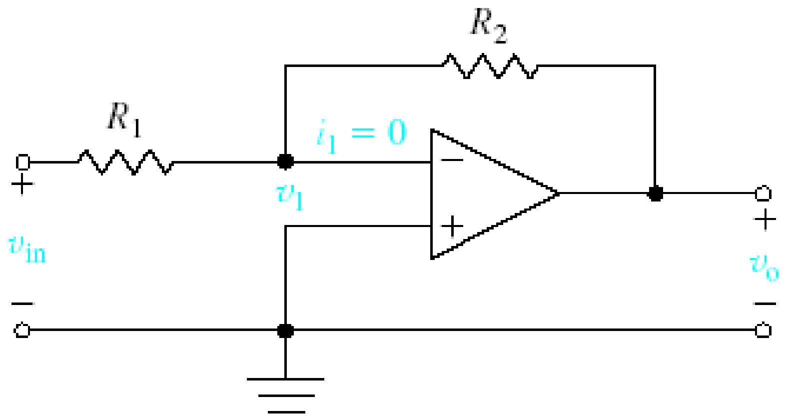
$$\frac{\theta(s)}{V_f(s)} = \frac{K_m}{s\cdot(J\cdot s + b)\left(L_f\cdot s + R_f\right)}$$

$$\frac{\theta(s)}{V_a(s)} = \frac{K_m}{s\cdot\left[\left(R_a + L_a\cdot s\right)(J\cdot s + b) + K_b\cdot K_m\right]}$$

Mathematical Modeling Of Electronic Circuits

The ideal op-amp.



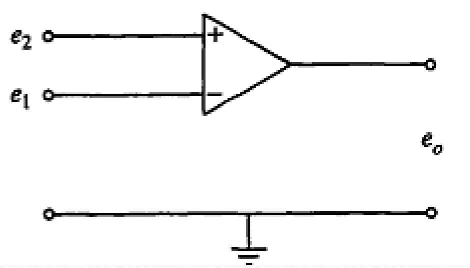


An inverting amplifier operating with ideal conditions.

Mathematical Modeling Of Electronic Circuits

- *Operational amplifiers,* often called *op-amps,* are important building blocks in modem electronic systems. They are used in filters in control systems and to amplify signals in sensor circuits.

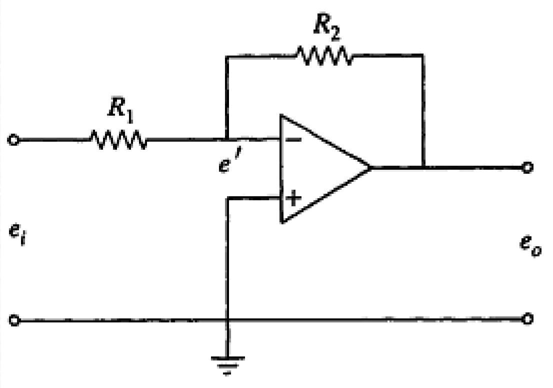
$$e_o = K(e_2 - e_1) = -K(e_1 - e_2)$$



- The input e1 to the minus terminal of the amplifier is inverted; the input e2 to the plus terminal is not inverted.)

Mathematical Modeling Of Electronic Circuits

- Let us obtain the voltage ratio *eolei*. In the derivation, we assume the voltage at the minus terminal as *e*'. This is called an *imaginary short*. Consider again the amplifier system



$$i_1 = \frac{e_i - e'}{R_1}, \qquad i_2 = \frac{e' - e_o}{R_2} \qquad\qquad \frac{e_i - e'}{R_1} = \frac{e' - e_o}{R_2}$$

- $e' = 0$. Hence, we have

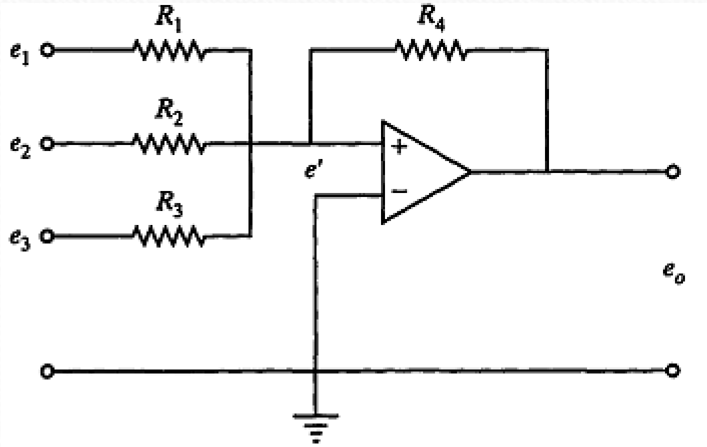
$$\frac{e_i}{R_1} = \frac{-e_o}{R_2} \qquad\qquad e_o = -\frac{R_2}{R_1}e_i$$

Mathematical Modeling Of Electronic Circuits

- Obtain the relationship between the output *eo* and the inputs e1, *e2,* and *e3*

$$i_1 = \frac{e_1 - e'}{R_1}, \qquad i_2 = \frac{e_2 - e'}{R_2}, \qquad i_3 = \frac{e_3 - e'}{R_3}, \qquad i_4 = \frac{e' - e_o}{R_4}$$

$$\frac{e_1 - e'}{R_1} + \frac{e_2 - e'}{R_2} + \frac{e_3 - e'}{R_3} + \frac{e_o - e'}{R_4} = 0$$

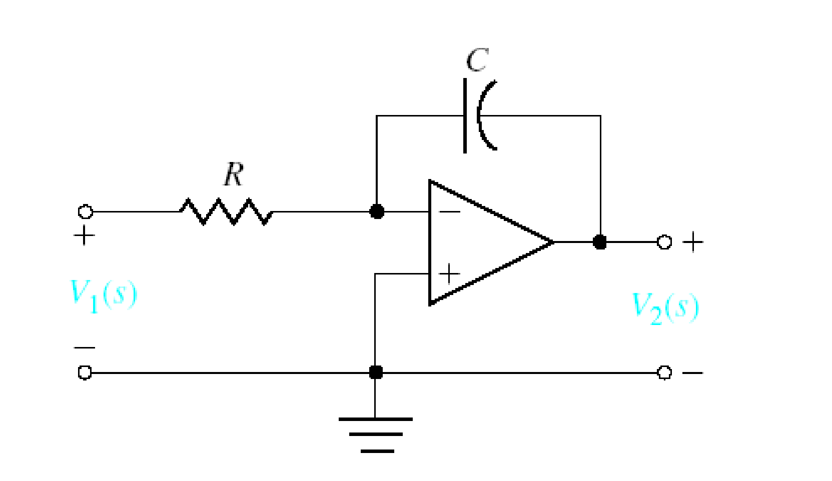


- $e' = 0$. Hence, we have

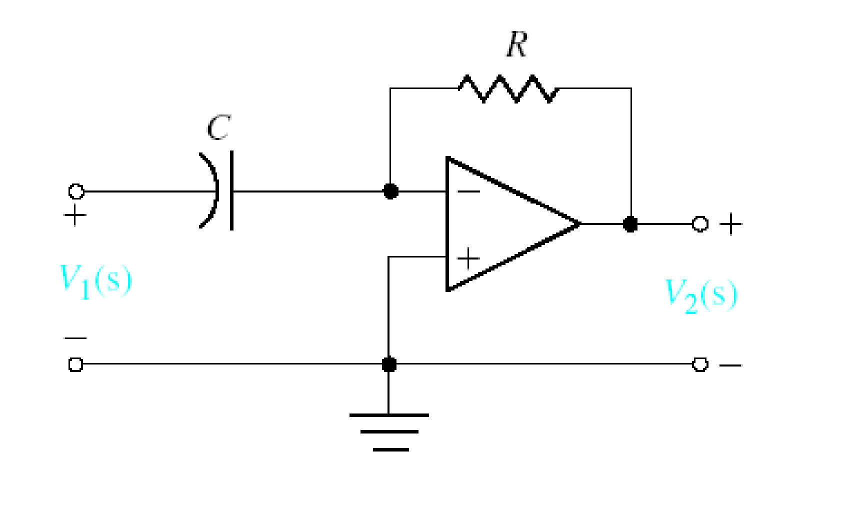
$$\frac{e_1}{R_1} + \frac{e_2}{R_2} + \frac{e_3}{R_3} + \frac{e_o}{R_4} = 0$$

$$e_o = -\frac{R_4}{R_1}e_1 - \frac{R_4}{R_2}e_2 - \frac{R_4}{R_3}e_3$$

Mathematical Modeling Of Electronic Circuits

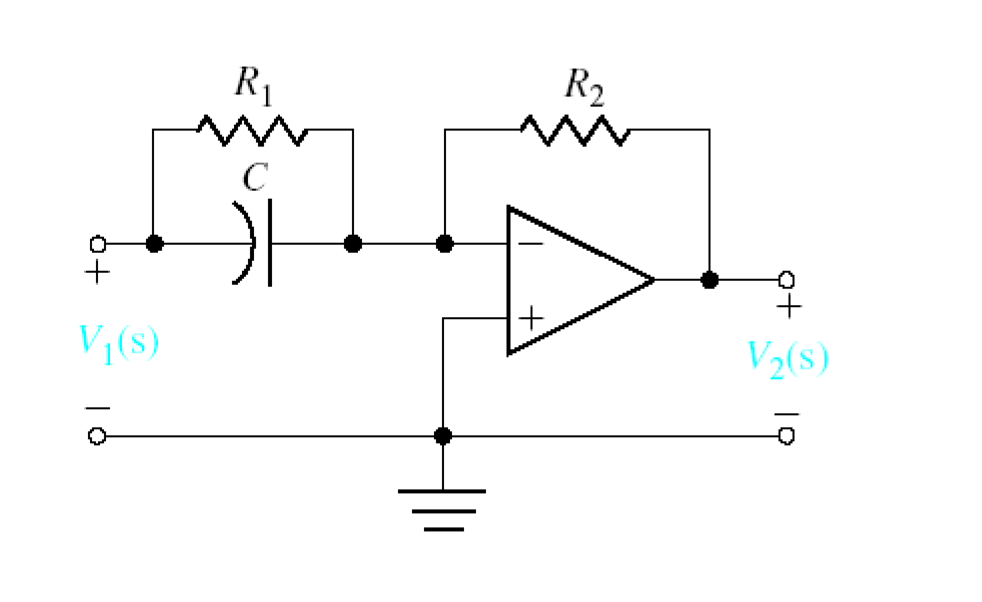


$$\frac{V_2(s)}{V_1(s)} = \frac{-1}{RCs}$$

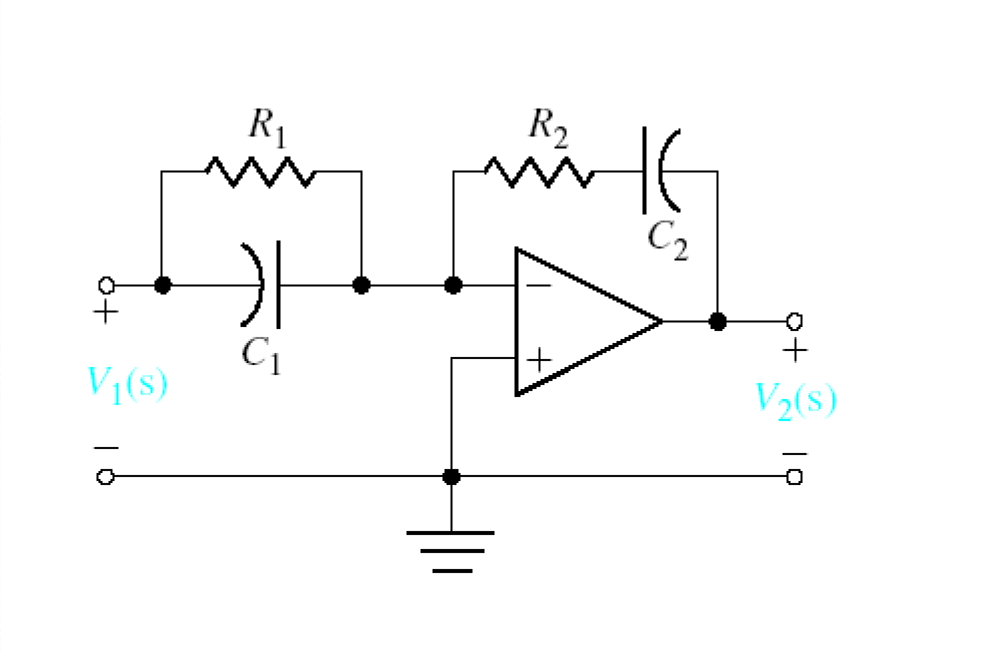


$$\frac{V_2(s)}{V_1(s)} = -RCs$$

Mathematical Modeling Of Electronic Circuits

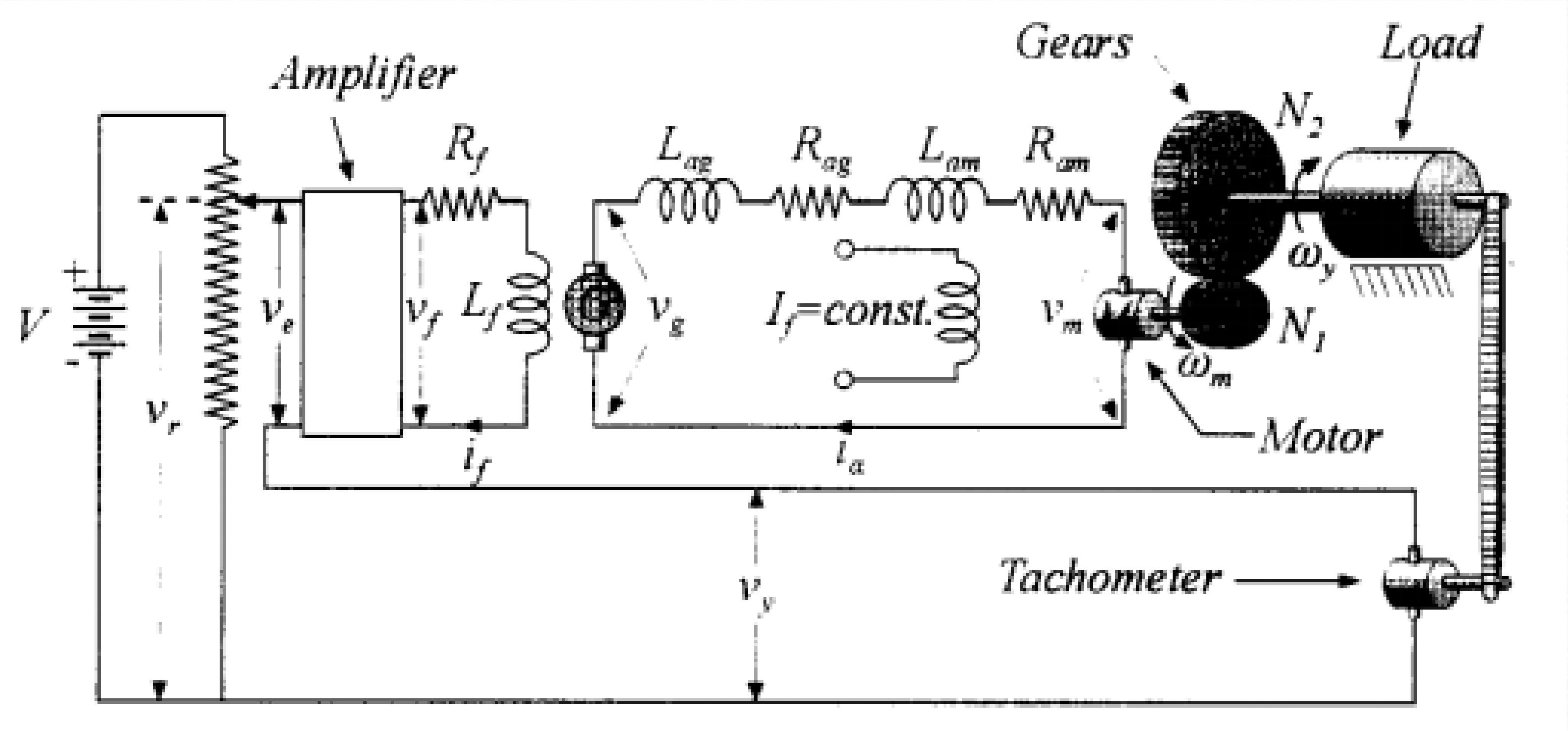


$$\frac{V_2(s)}{V_1(s)} = \frac{R_2\left(R_1 \cdot C \cdot s + 1\right)}{R_1}$$

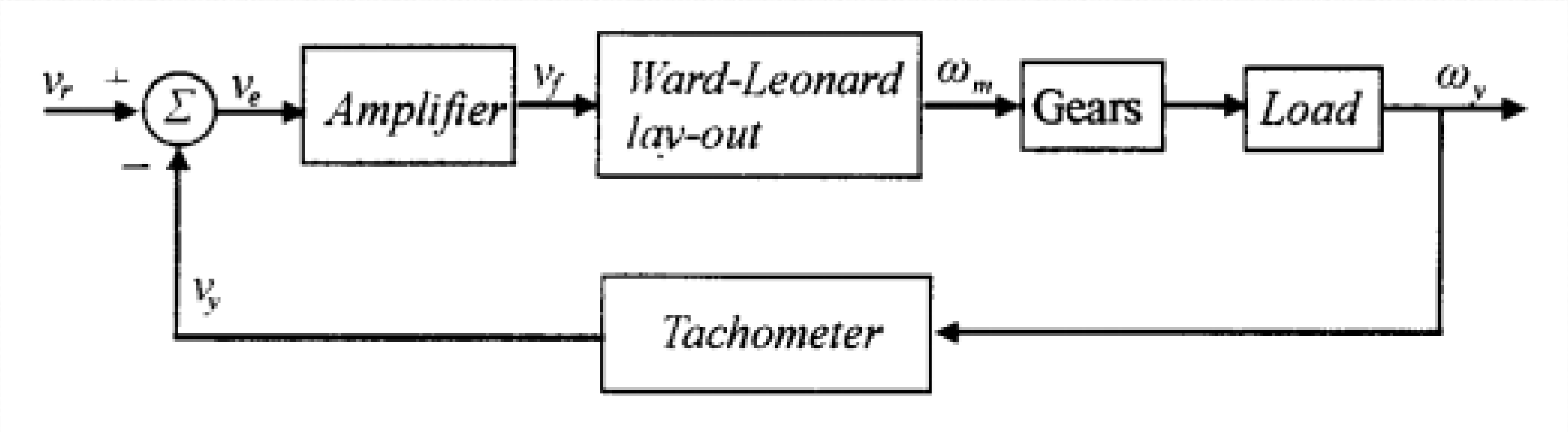


$$\frac{V_2(s)}{V_1(s)} = \frac{-\left(R_1 \cdot C_1 \cdot s + 1\right)\left(R_2 \cdot C_2 \cdot s + 1\right)}{R_1 \cdot C_2 \cdot s}$$

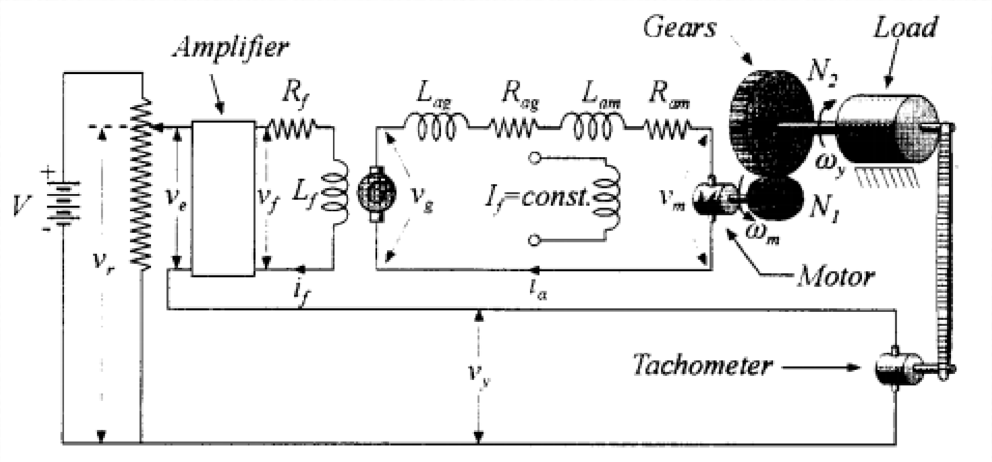
Modeling of Motors

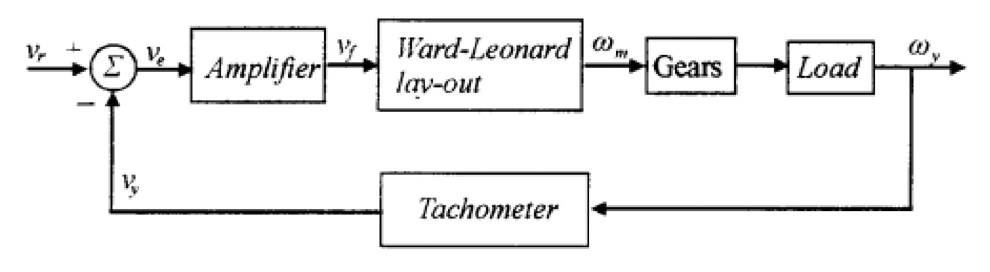


Modeling of Motors



Modeling of Motors





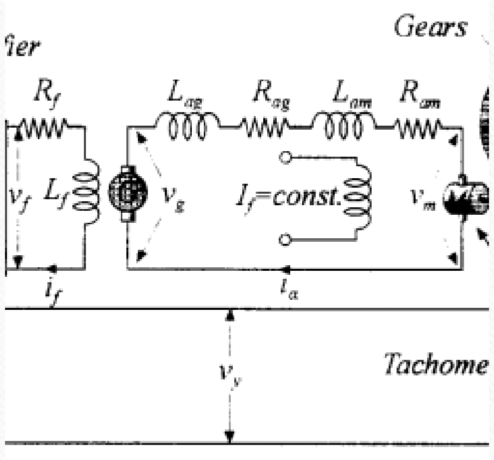
Mathematical Modeling

The equations of the Ward–Leonard layout are as follows . The Kirchhoff's law of voltages of the excitation field of the generator G is

$$v_f = R_f i_f + L_f \frac{di_f}{dt}$$

The voltage v_g of the generator G is proportional to the current i_f, i.e.,

$$v_g = K_g i_f$$



The voltage v_m of the motor M is proportional to the angular velocity ω_m, i.e.,

$$v_m = K_b \omega_m$$

The differential equation for the current i_a is

$$R_a i_a + L_a \frac{di_a}{dt} = v_g - v_m = K_g i_f - K_b \omega_m$$

The torque T_m of the motor is proportional to the current i_a

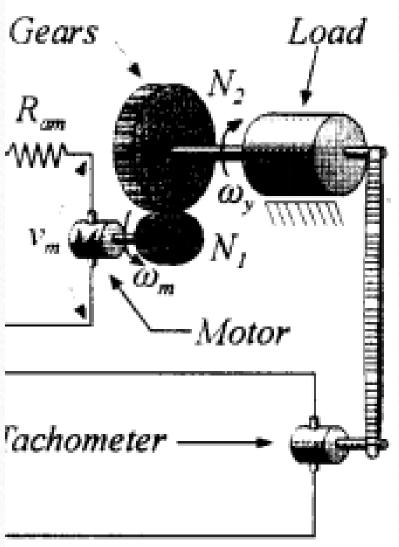
$$T_m = K_m i_a$$

Mathematical Modeling

The equations of the Ward–Leonard layout are as follows . The Kirchhoff's law of voltages of the excitation field of the generator G is

The rotational motion of the rotor is described by

$$J_{\mathrm{m}}^{*}\frac{\mathrm{d}\omega_{\mathrm{m}}}{\mathrm{d}t}+B_{\mathrm{m}}^{*}\omega_{\mathrm{m}}=K_{\mathrm{m}}i_{\mathrm{a}}$$



where J_m*= J_m + N^2J_L and B_m* =B_m + N^2 B_L, where N = N_1/N_2. Here, J_m is the moment of inertia and B_m the viscosity coefficient of the motor: likewise, for J_L and B_L of the load.

where use was made of the relation

$$\omega_{\mathrm{y}}=N\omega_{\mathrm{m}}.$$

The tachometer equation

$$v_{\mathrm{y}}=K_{\mathrm{t}}\omega_{\mathrm{y}}$$

the amplifier equation

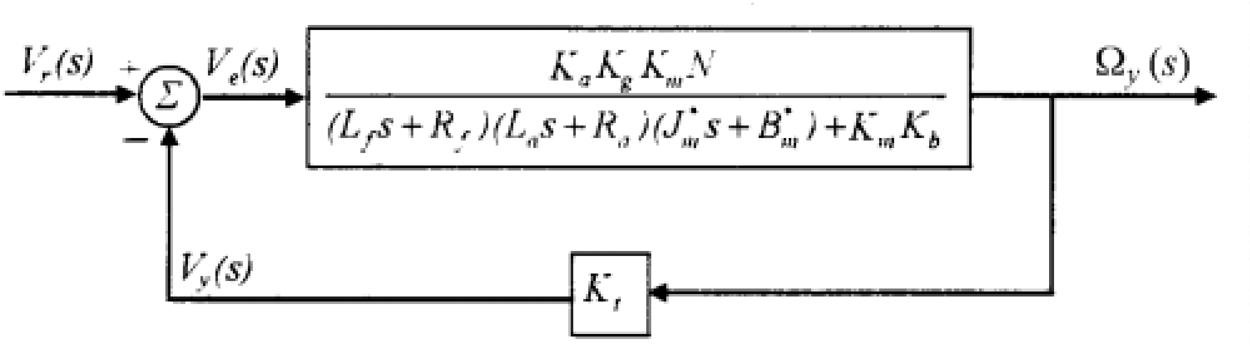
$$v_f = K_a v_e$$

Mathematical Modeling

The mathematical model of the Ward–Leonard layout are as follows .

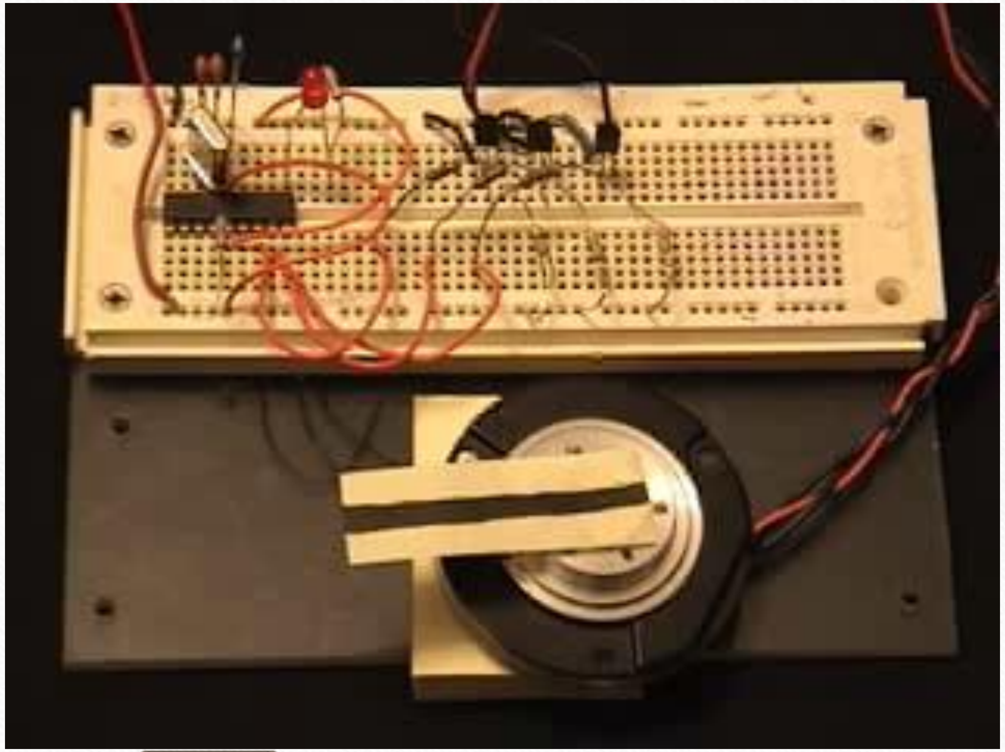
$$\frac{\Omega_y(s)}{V_f(s)} = \frac{K_g K_m N}{(L_f s + R_f)[(L_a s + R_a)(J_m^* s + B_m^*) + K_m K_b]}$$

$$\frac{\Omega_y(s)}{v_e(s)} = \frac{K_a K_g K_m N}{(L_f s + R_f)[(L_a s + R_a)(J_m^* s + B_m^*) + K_m K_b]}$$



Model Examples

- Stepper motor



Thank you