Faculty of Automotive and Construction Machinery Engineering

WARSAW UNIVERSITY OF TECHNOLOGY

Theory of Machines and Automatic Control

Winter 2019/2020

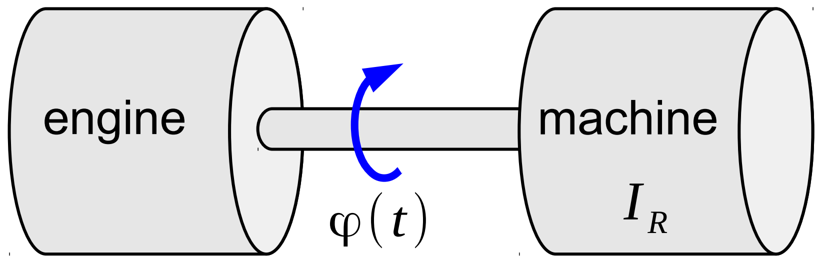
Lecturer: Sebastian Korczak, PhD Eng.

Lecture 7

Non-uniformity of machine motion.
Introduction to automatic control.

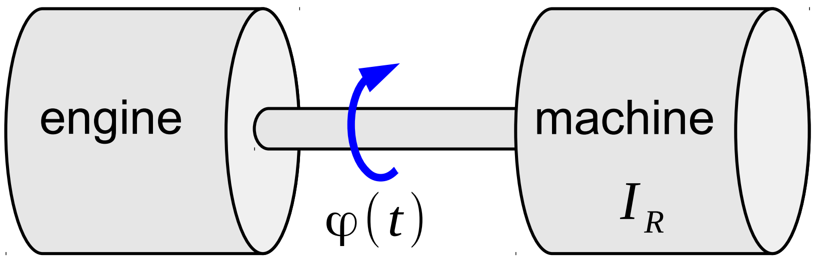
Non-uniformity of machine motion

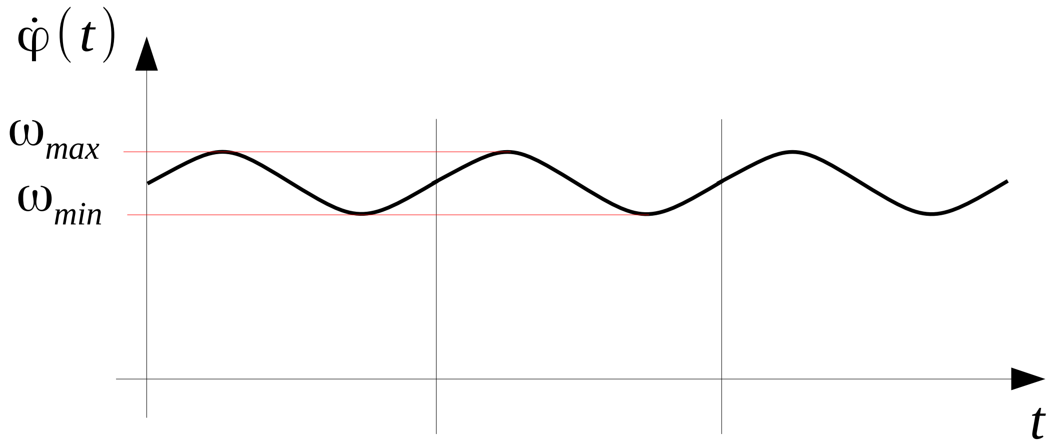
Steady-state motion



Non-uniformity of machine motion

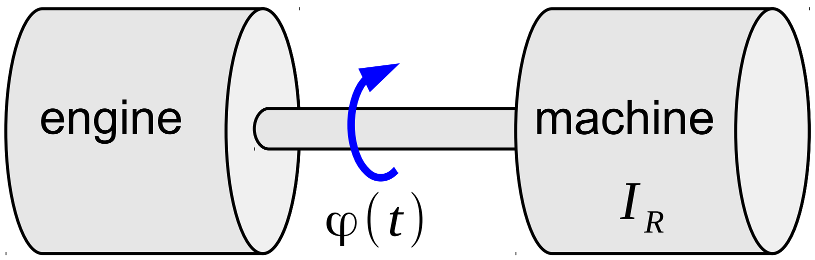
Steady-state motion

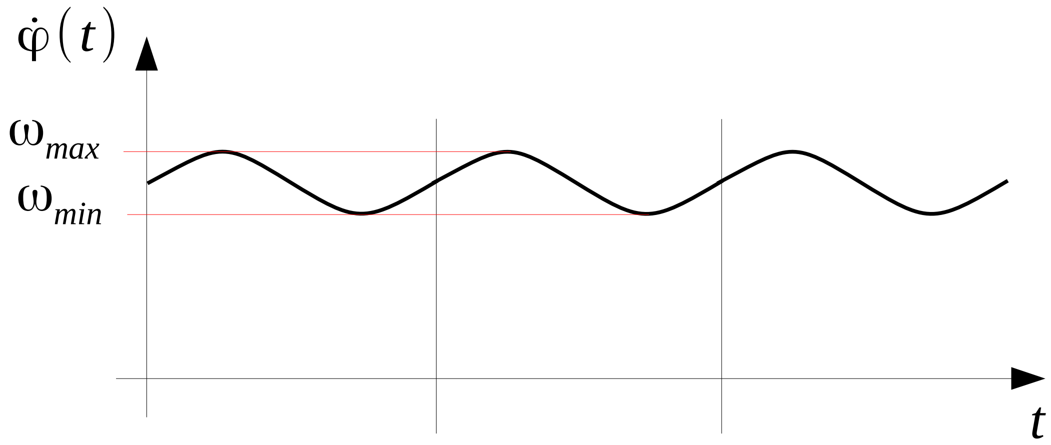




Non-uniformity of machine motion

Steady-state motion



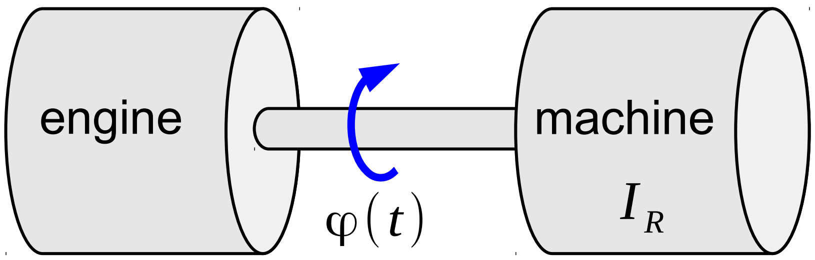


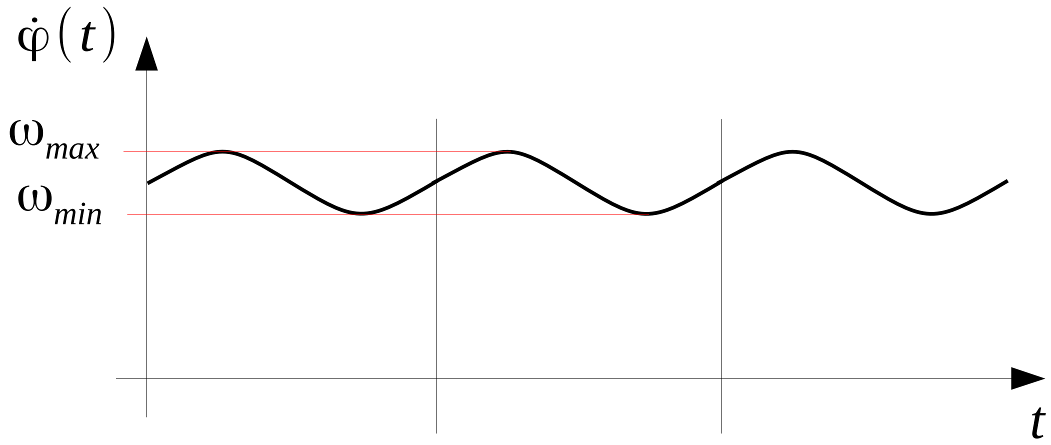
Non-uniformity of machine motion

$$\delta = \frac{\omega_{max} - \omega_{min}}{\omega_{mean}} \qquad \omega_{mean} = \frac{\omega_{max} + \omega_{min}}{2}$$

Non-uniformity of machine motion

Steady-state motion





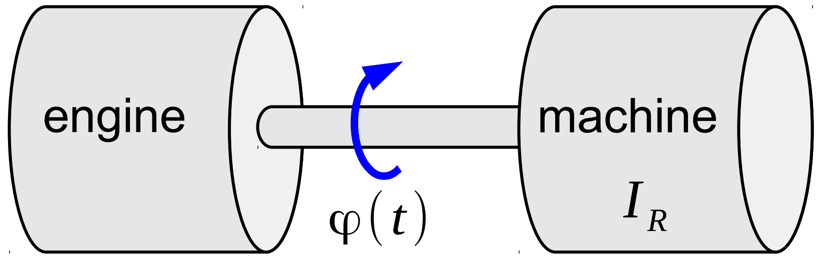
Non-uniformity of machine motion

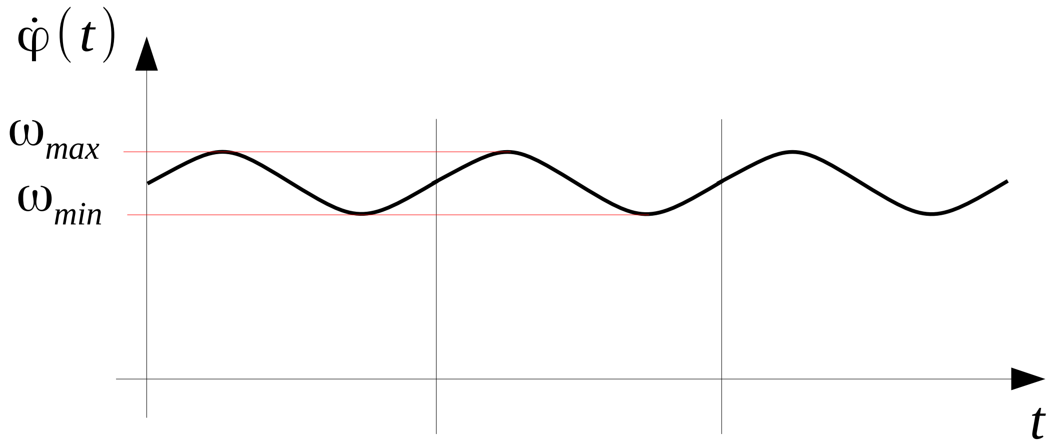
$$\delta = \frac{\omega_{max} - \omega_{min}}{\omega_{mean}} \qquad \omega_{mean} = \frac{\omega_{max} + \omega_{min}}{2}$$

pumps	combustion engines	generators
$\delta = 1/5 \div 1/30$	$\delta = 1/50 \div 1/150$	$\delta = 1/200 \div 1/300$

Non-uniformity of machine motion

Steady-state motion





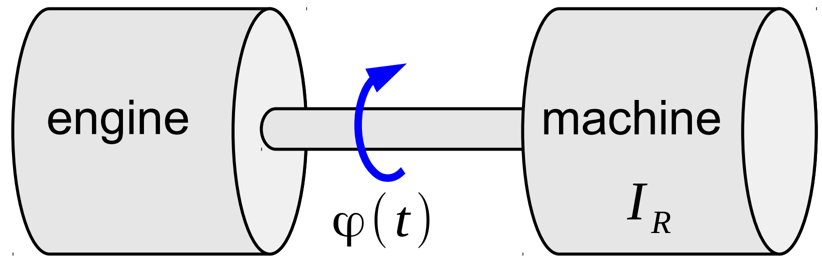
Non-uniformity of machine motion

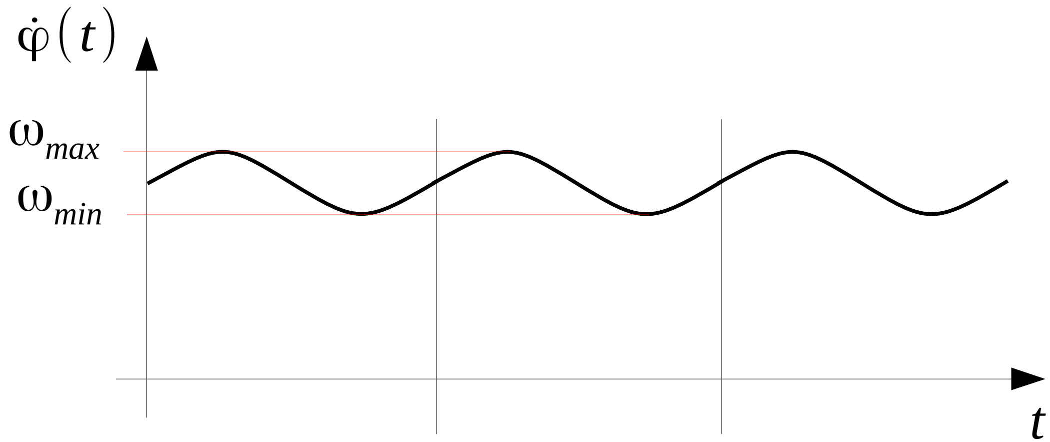
$$\delta = \frac{\omega_{max} - \omega_{min}}{\omega_{mean}} \qquad \omega_{mean} = \frac{\omega_{max} + \omega_{min}}{2}$$

$$T_{max} = \frac{1}{2} I_R \omega_{max}^2 \qquad T_{min} = \frac{1}{2} I_R \omega_{min}^2$$

Non-uniformity of machine motion

Steady-state motion





Non-uniformity of machine motion

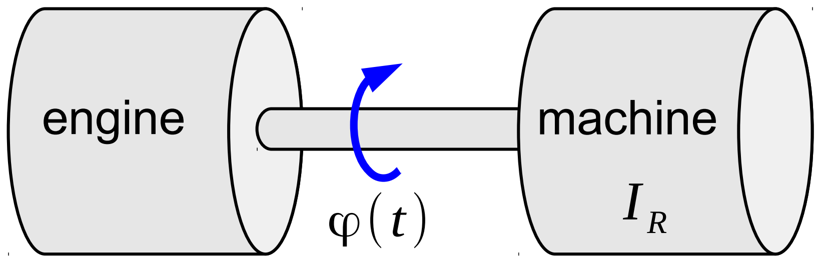
$$\boxed{\delta = \frac{\omega_{max} - \omega_{min}}{\omega_{mean}}} \qquad \omega_{mean} = \frac{\omega_{max} + \omega_{min}}{2}$$

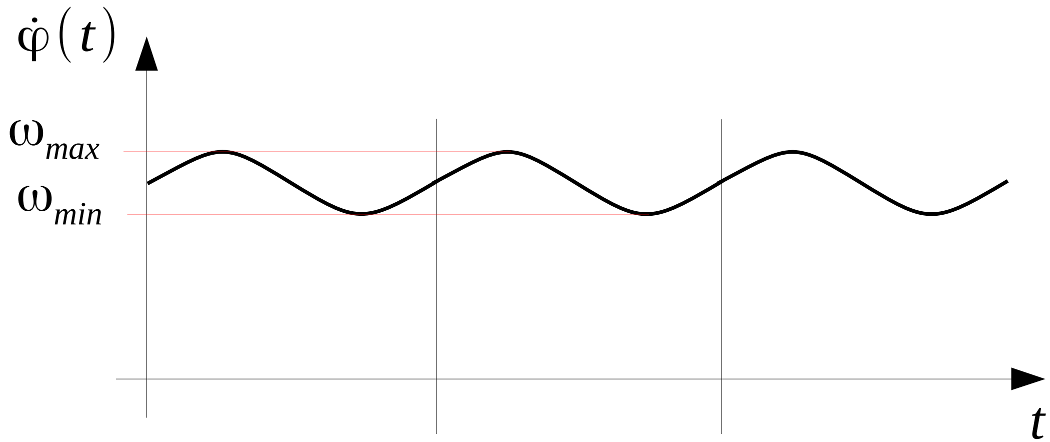
$$T_{max} = \frac{1}{2} I_R \omega_{max}^2 \qquad T_{min} = \frac{1}{2} I_R \omega_{min}^2$$

$$W = T_{max} - T_{min}$$

Non-uniformity of machine motion

Steady-state motion





Non-uniformity of machine motion

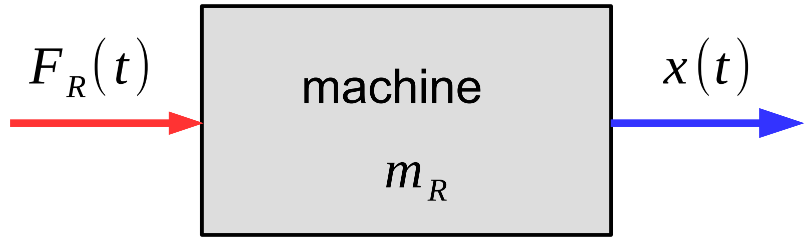
$$\delta = \frac{\omega_{max} - \omega_{min}}{\omega_{mean}} \qquad \omega_{mean} = \frac{\omega_{max} + \omega_{min}}{2}$$

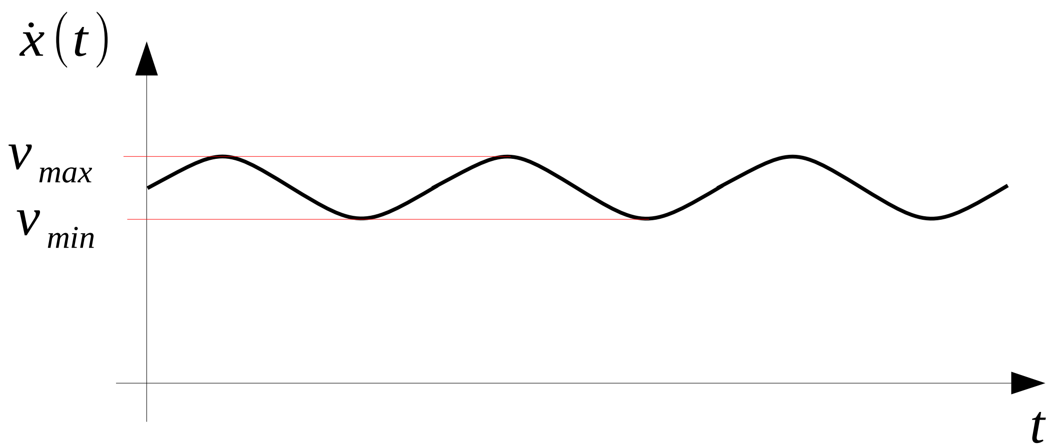
$$T_{max} = \frac{1}{2} I_R \omega_{max}^2 \qquad T_{min} = \frac{1}{2} I_R \omega_{min}^2$$

$$W = T_{max} - T_{min} = \delta I_R \omega_{mean}^2$$

Non-uniformity of machine motion

Steady-state motion





Non-uniformity of machine motion

$$\delta = \frac{v_{max} - v_{min}}{v_{mean}}$$

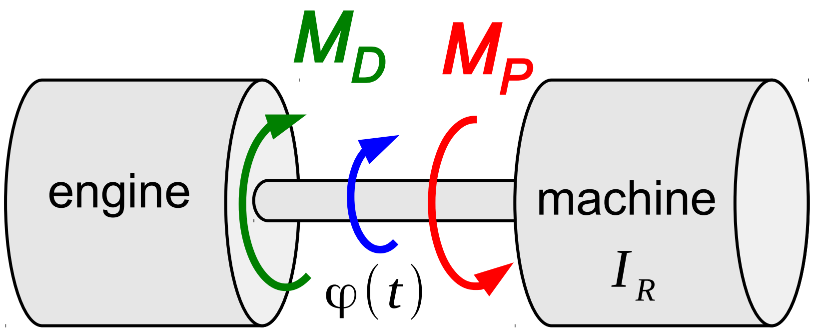
$$v_{mean} = \frac{v_{max} + v_{min}}{2}$$

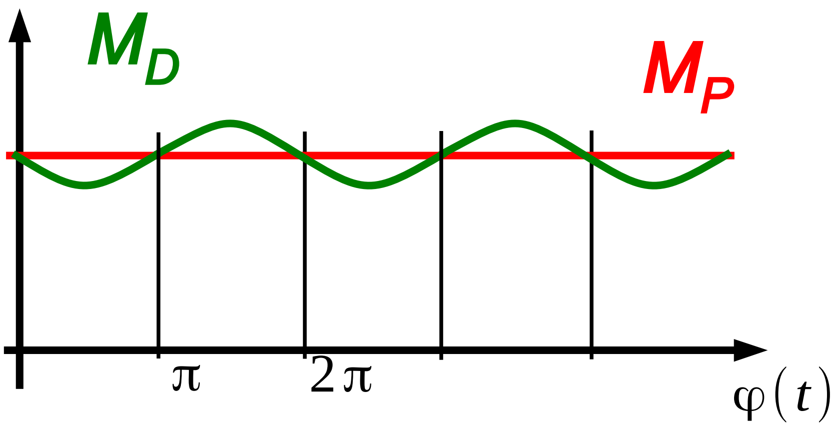
$$W = \delta\, m_R\, v_{mean}^2$$

Non-uniformity of machine motion

Steady-state motion

Example

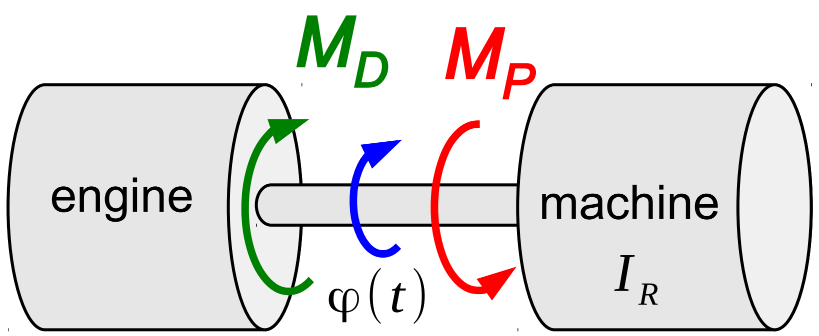


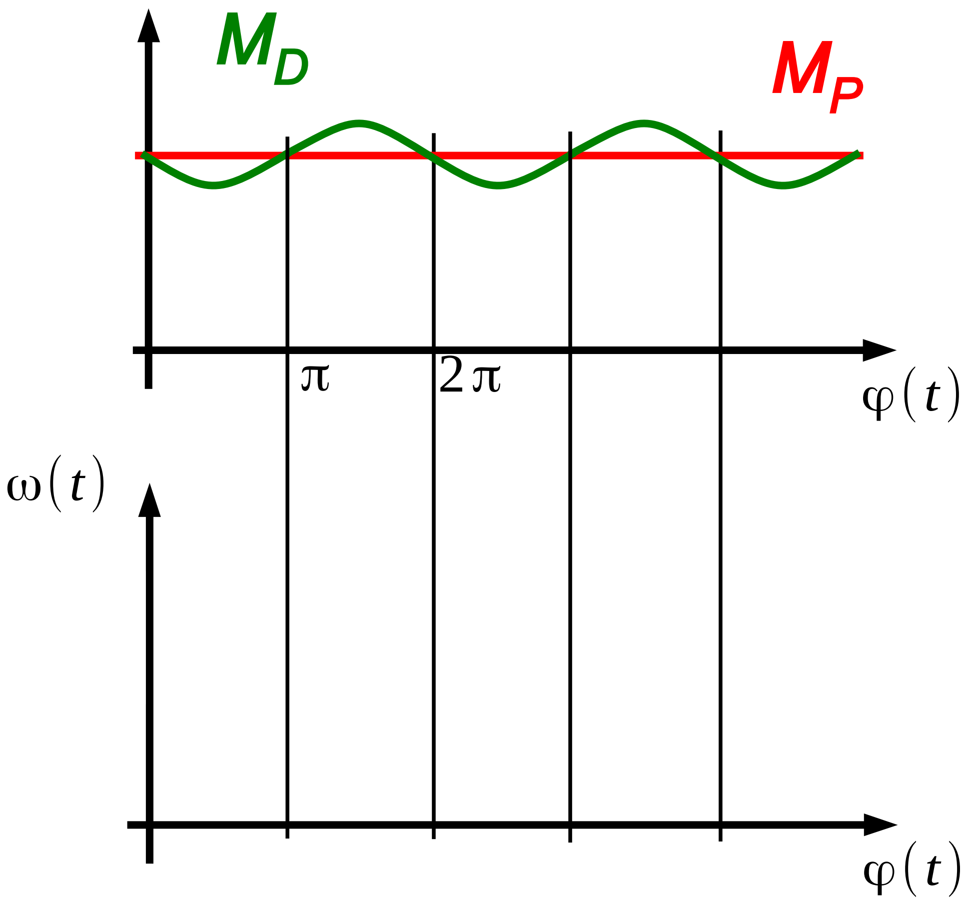


Non-uniformity of machine motion

Steady-state motion

Example

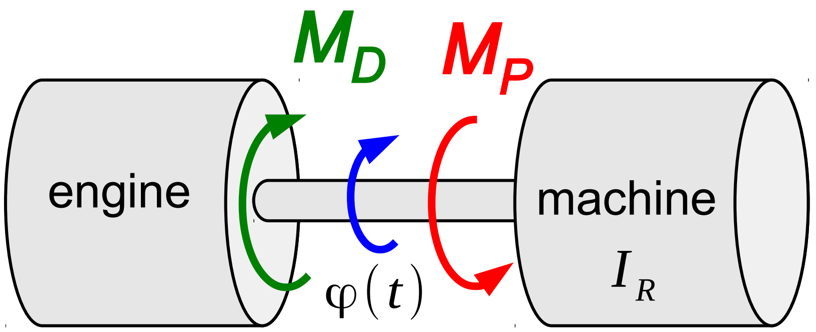


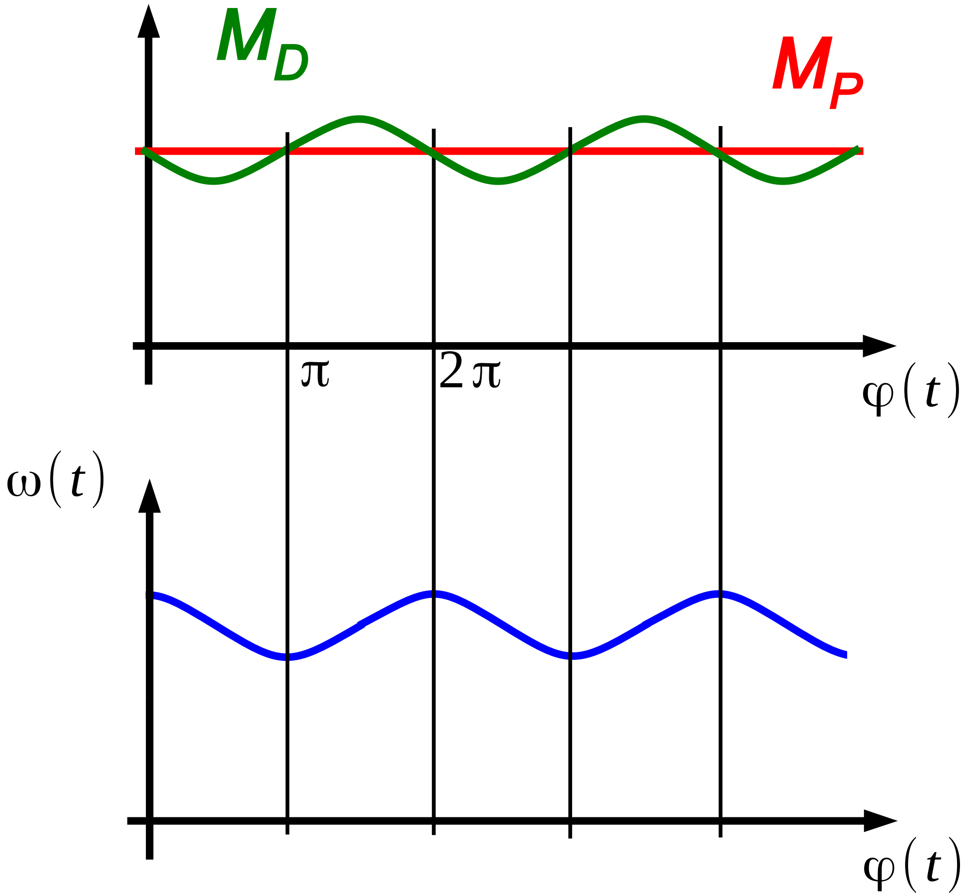


Non-uniformity of machine motion

Steady-state motion

Example

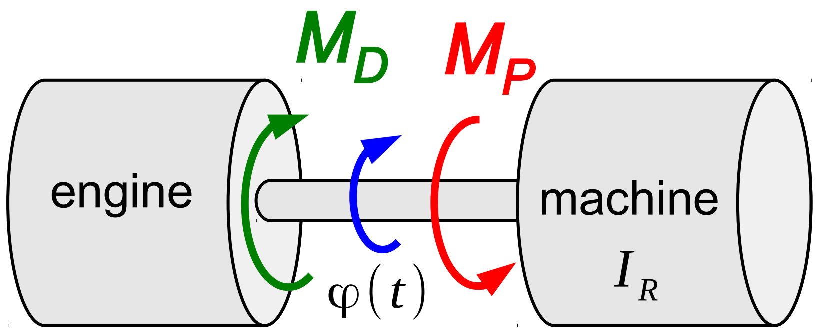


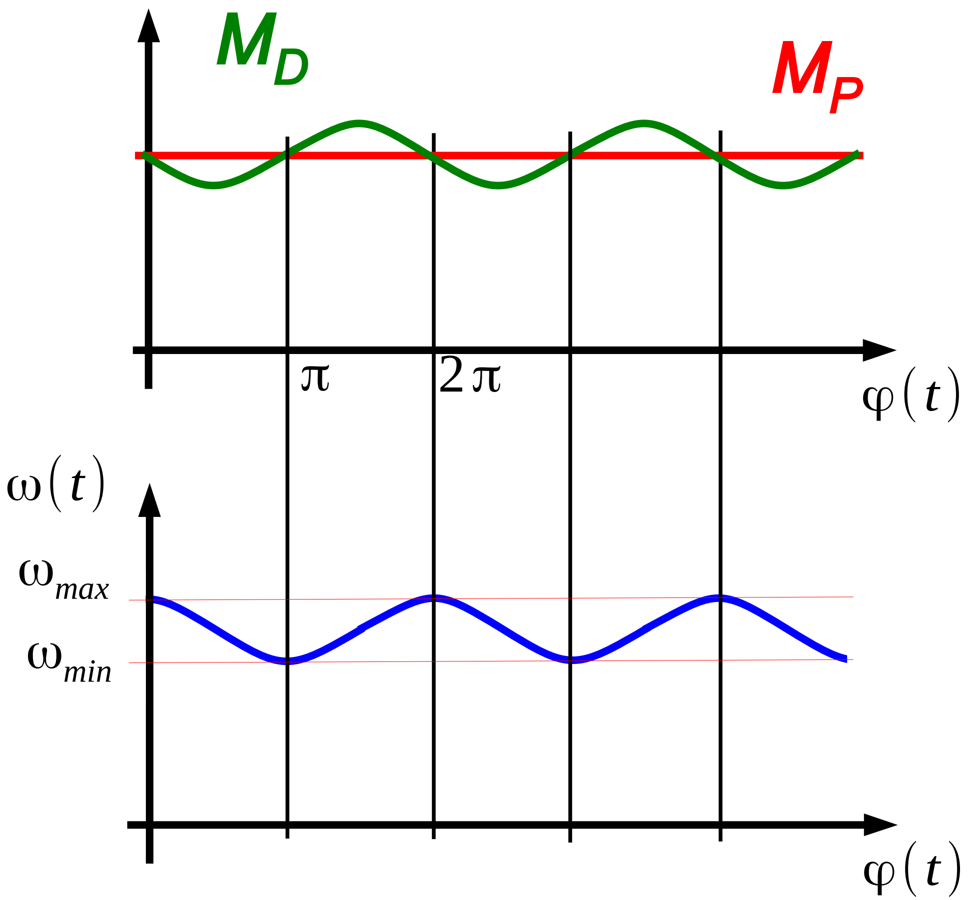


Non-uniformity of machine motion

Steady-state motion

Example

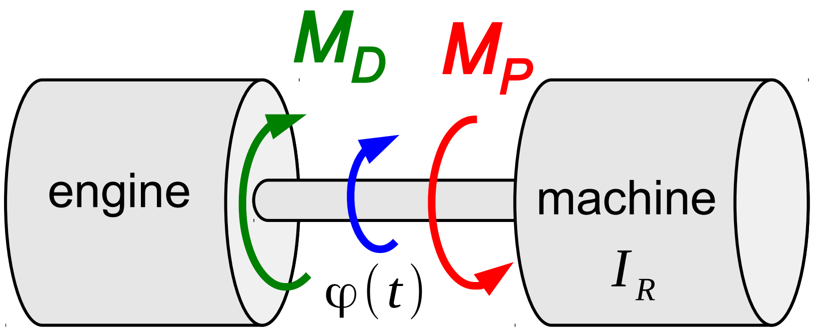




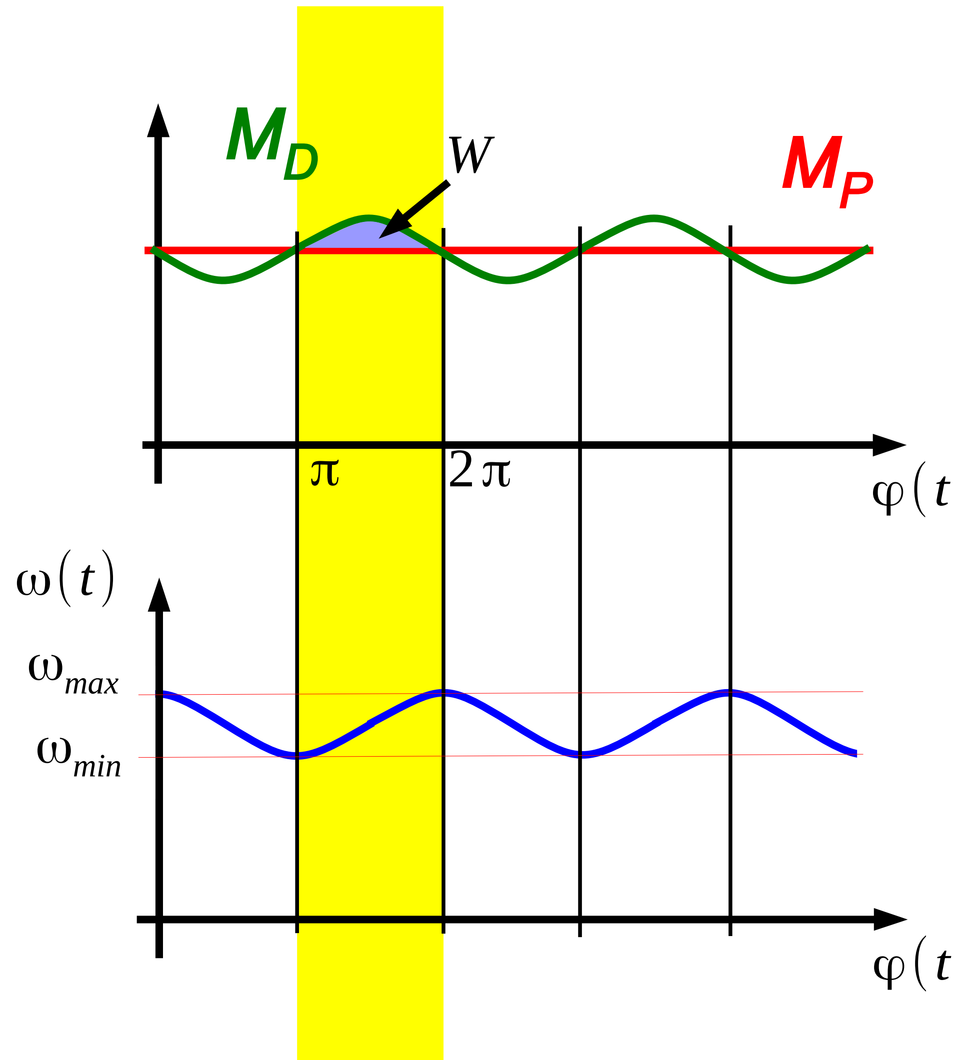
Non-uniformity of machine motion

Steady-state motion

Example



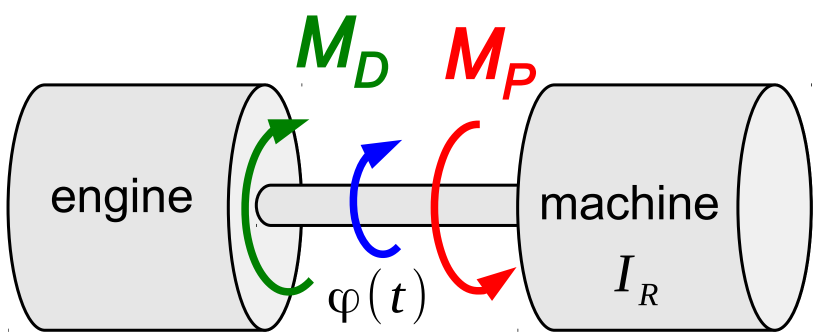
$$W=\int_{\varphi_{min}}^{\varphi_{max}}(M_D-M_P)\,d\varphi$$

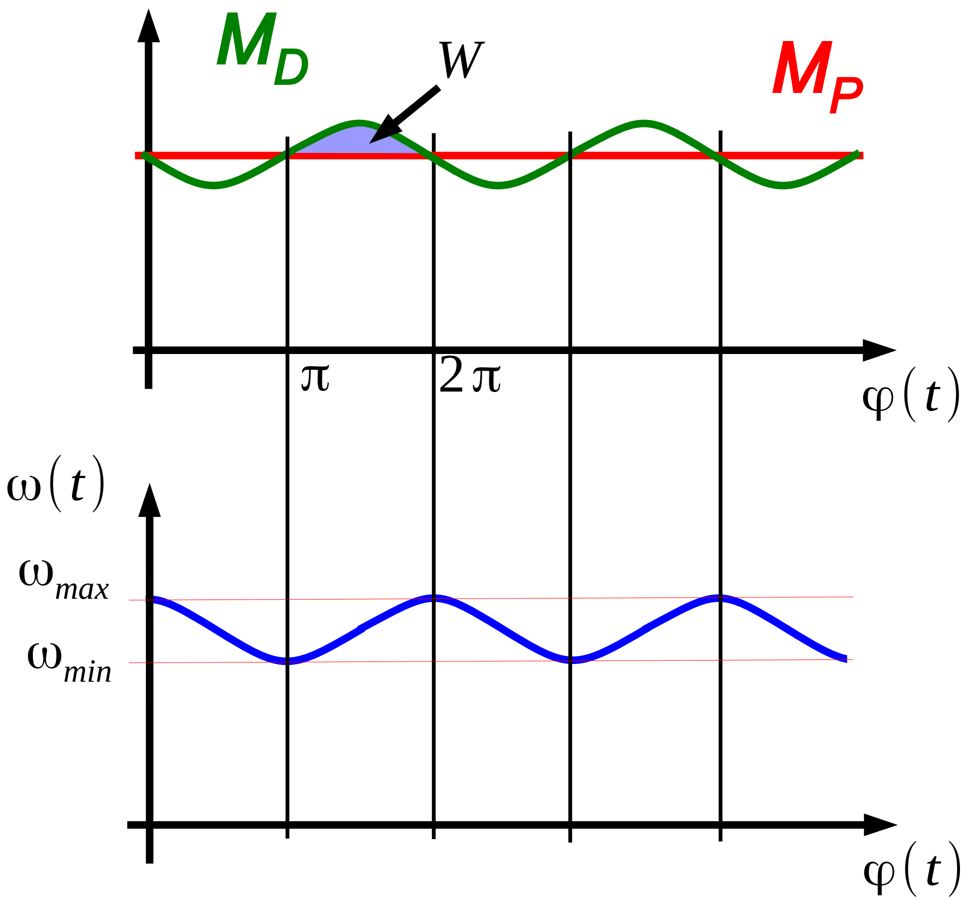


Non-uniformity of machine motion

Steady-state motion

Example





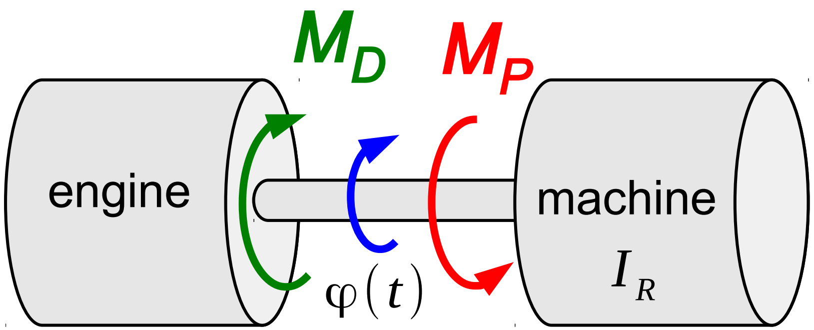
$$W=\int_{\varphi_{min}}^{\varphi_{max}}(M_D-M_P)\,d\varphi$$

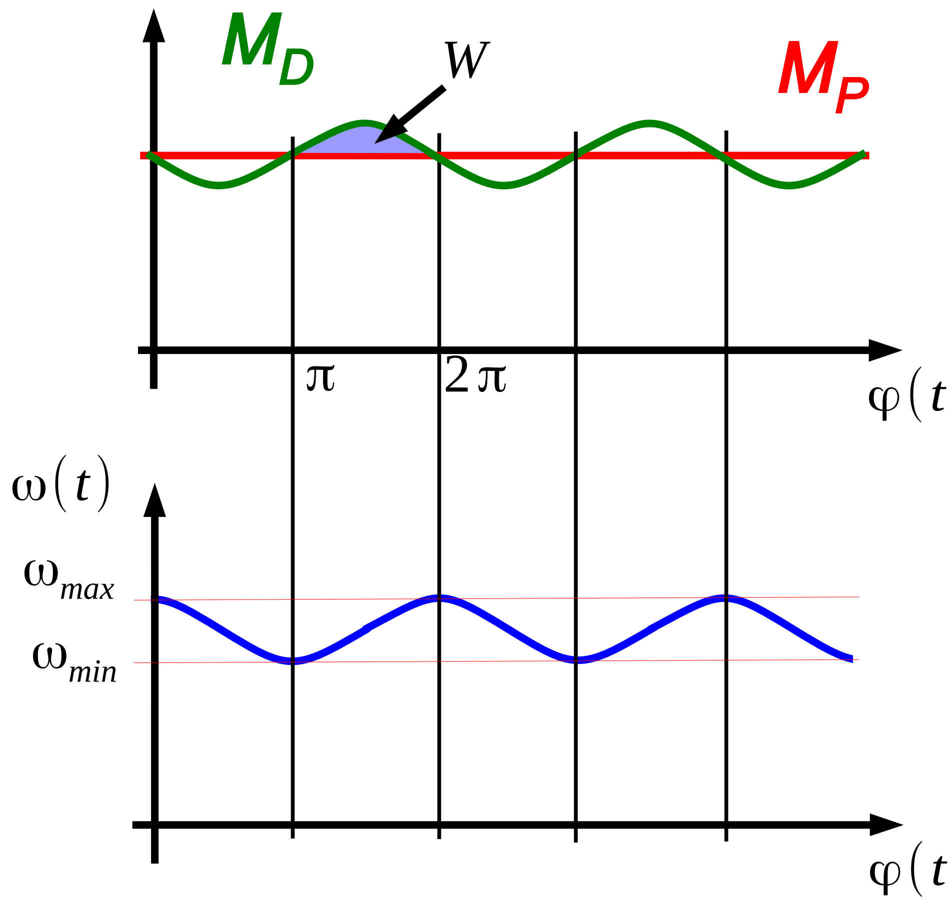
$$W=T_{max}-T_{min}=\delta I_R \omega_{mean}^2$$

Non-uniformity of machine motion

Steady-state motion

Example





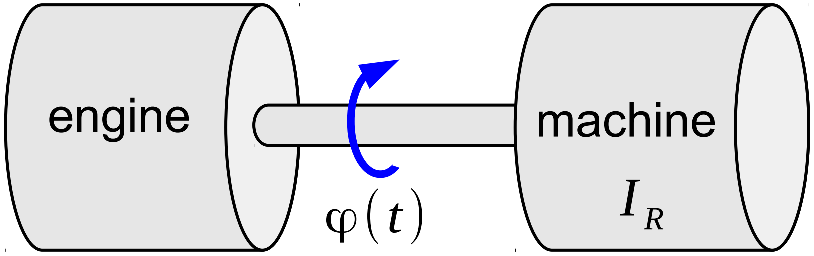
$$W = \int_{\varphi_{min}}^{\varphi_{max}} (M_D - M_P)\, d\varphi$$

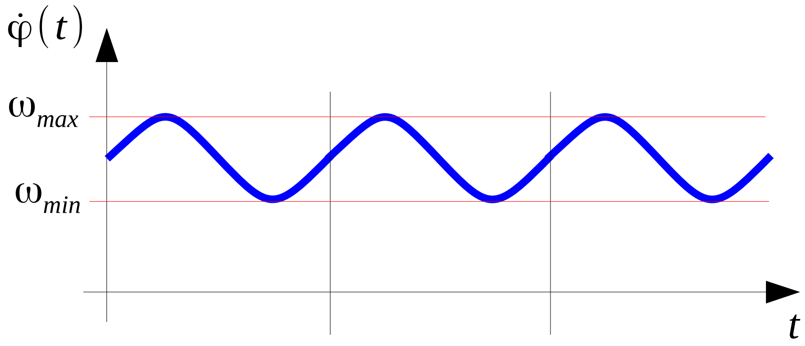
$$W = T_{max} - T_{min} = \delta I_R \omega_{mean}^2$$

$$\delta = \frac{W}{I_R \omega_{mean}^2}$$

Flywheel

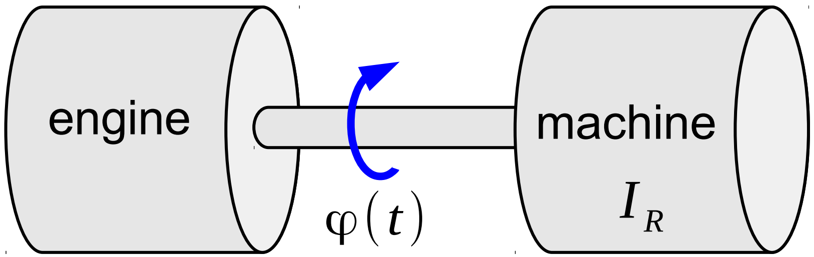
Steady-state motion

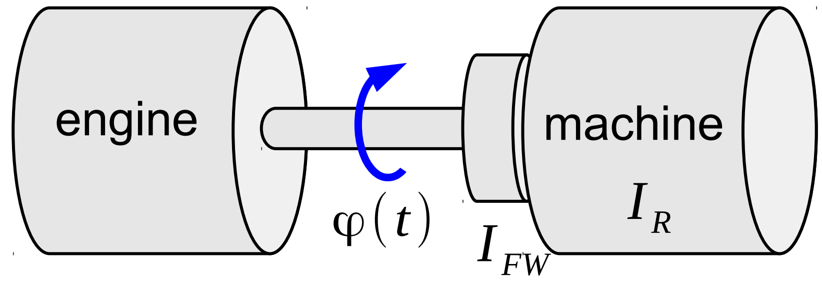


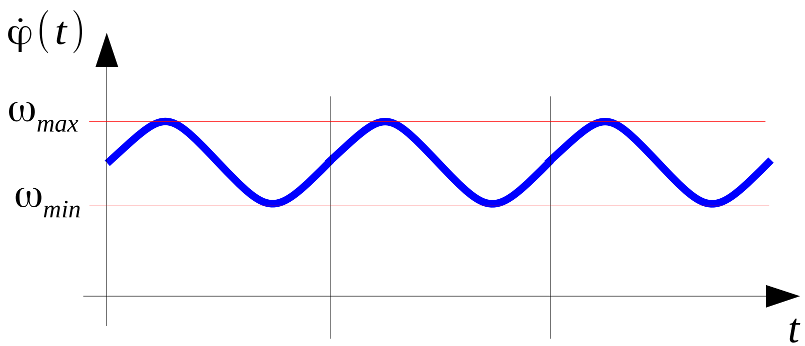


Flywheel

Steady-state motion

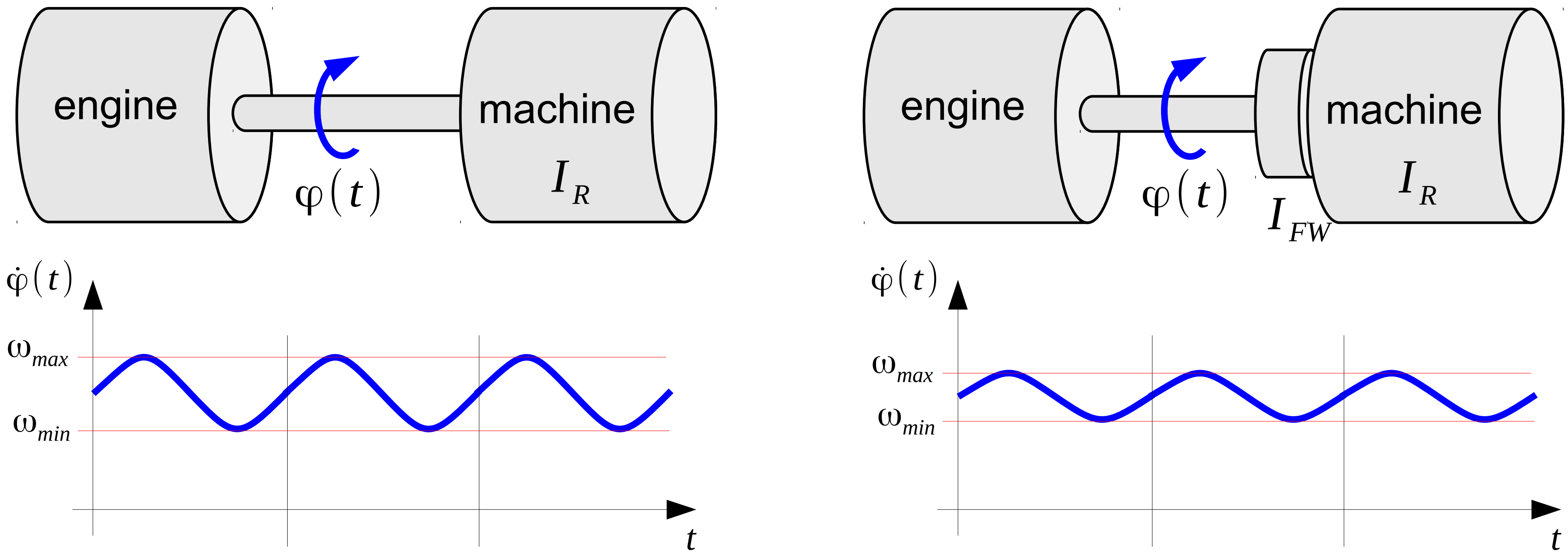






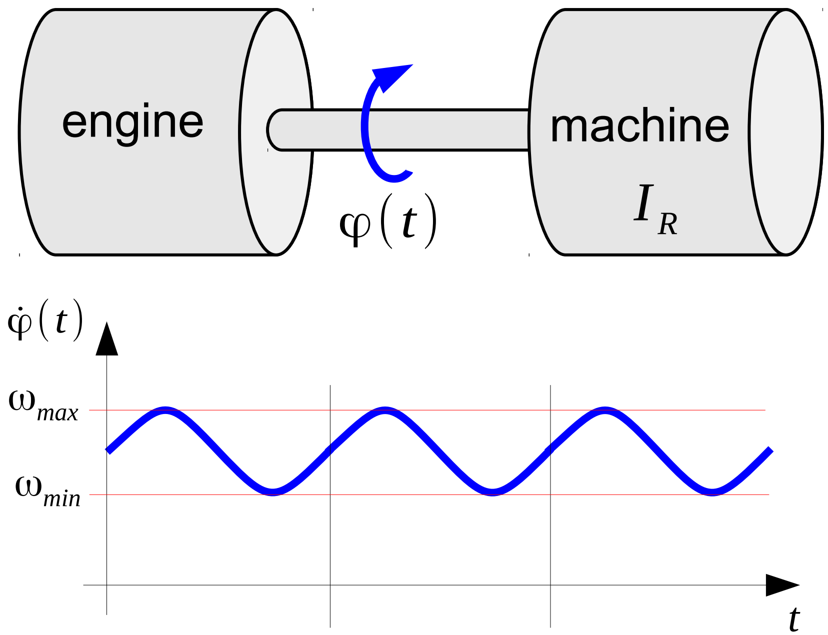
Flywheel

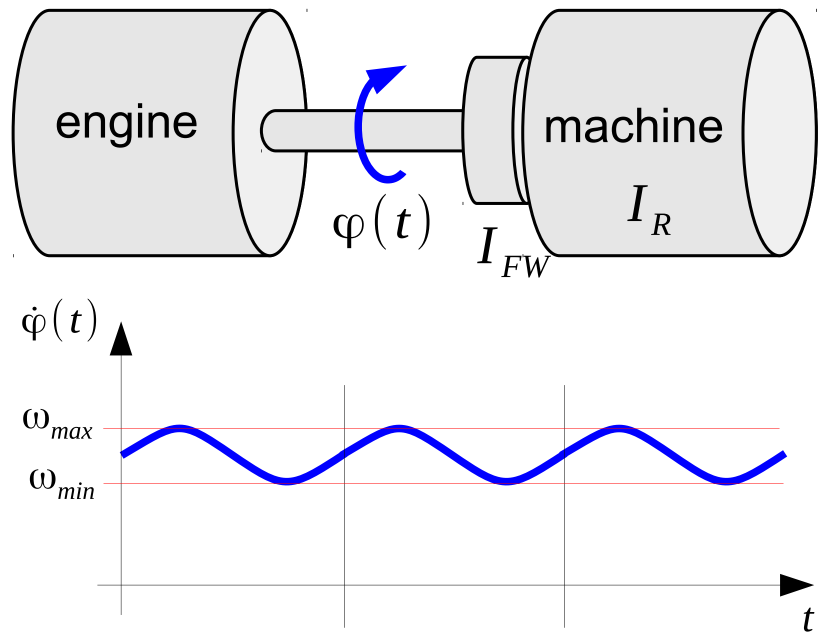
Steady-state motion



Flywheel

Steady-state motion





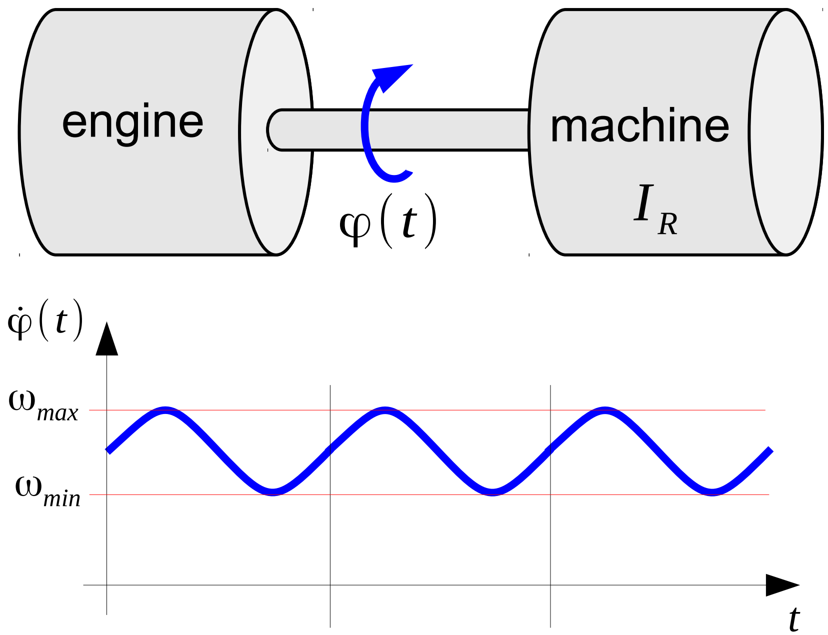
$$W = \delta_1 I_R \omega_{mean}^2$$

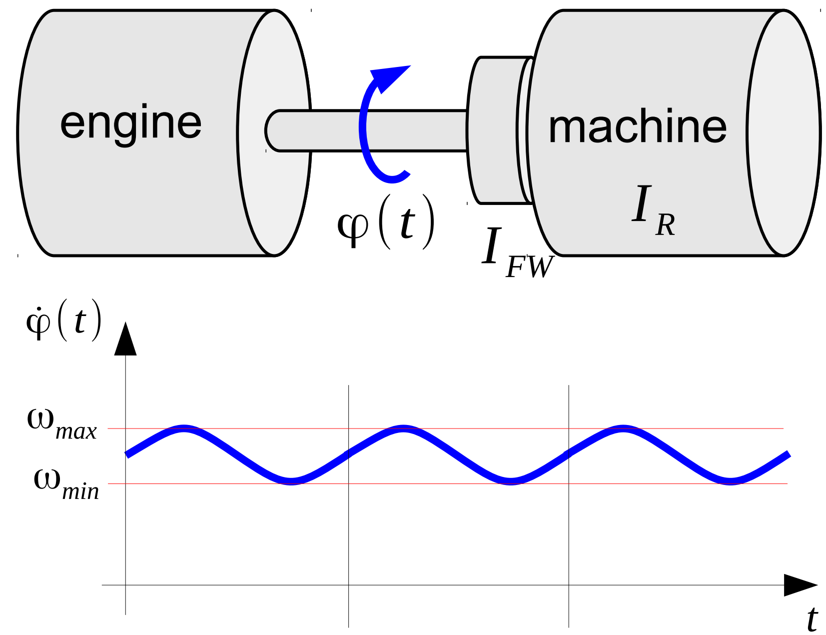
assume

$$I_R \approx const.$$

Flywheel

Steady-state motion





$$W = \delta_1 I_R \omega_{mean}^2$$

assume

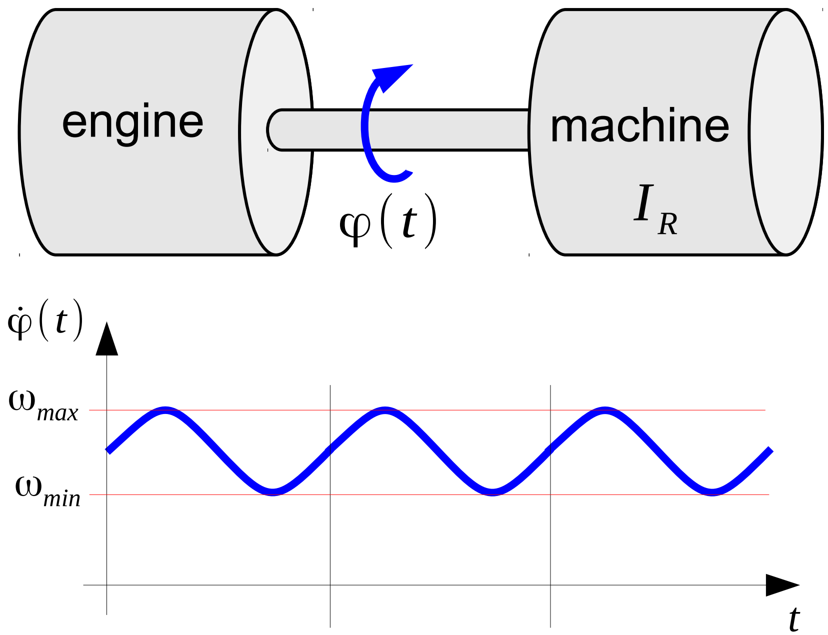
$$I_R \approx const.$$

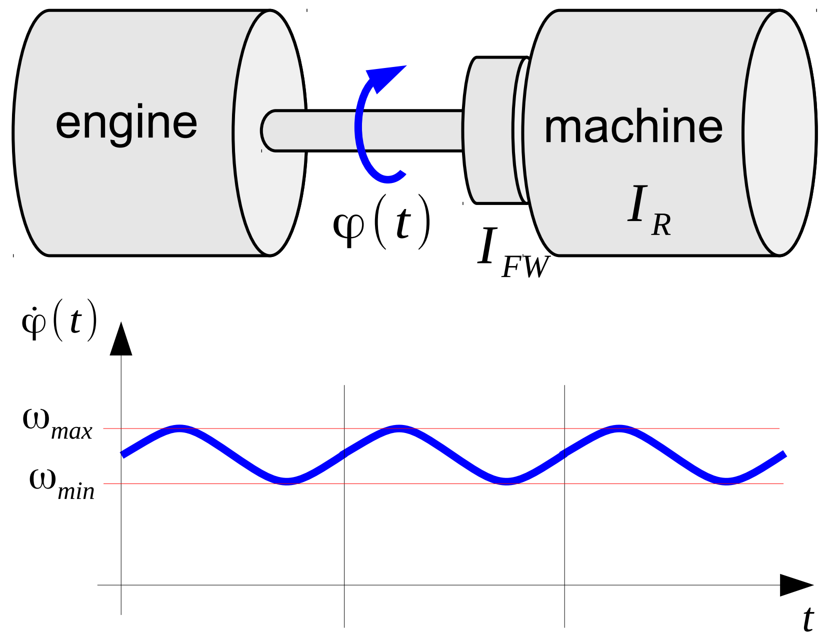
$$W = \delta_2 (I_R + I_{FW}) \omega_{mean}^2$$

(if velocity of a flywheel same as analyzed velocity)

Flywheel

Steady-state motion





$$W=\delta_1 I_R \omega_{mean}^2$$

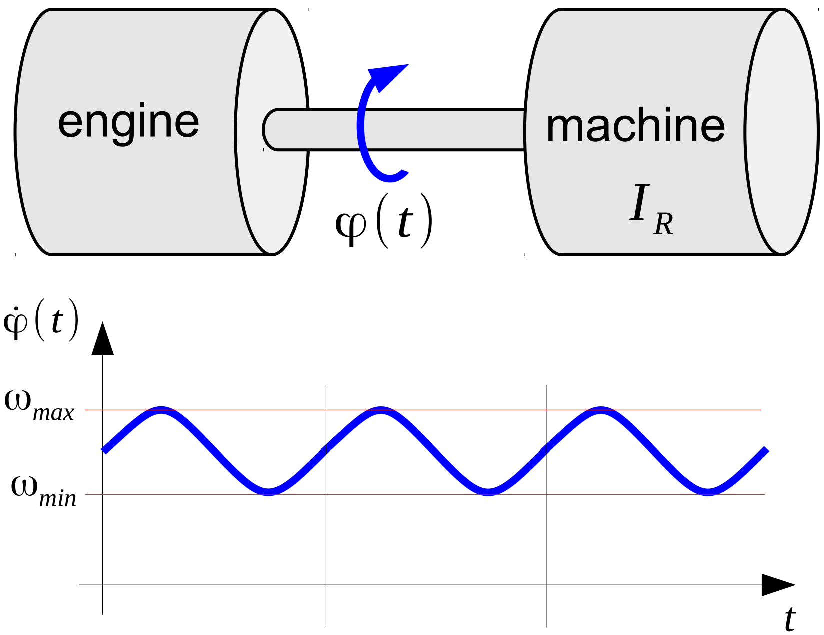
assume $I_R \approx const.$

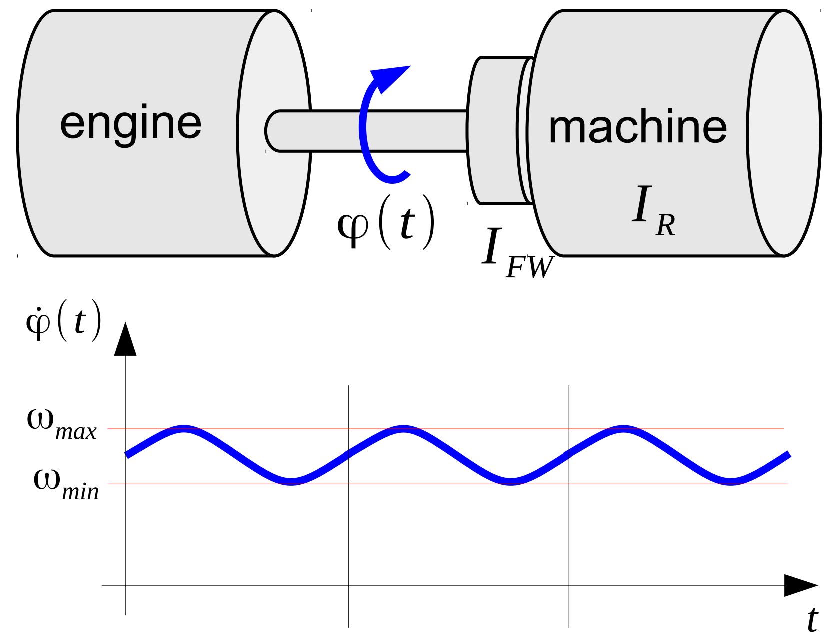
$$W=\delta_2 (I_R+I_{FW}) \omega_{mean}^2$$

$$\delta_1 I_R \omega_{mean}^2=\delta_2 (I_R+I_{FW}) \omega_{mean}^2$$

Flywheel

Steady-state motion





$$W=\delta_1 I_R \omega_{mean}^2$$

assume

$$I_R \approx const.$$

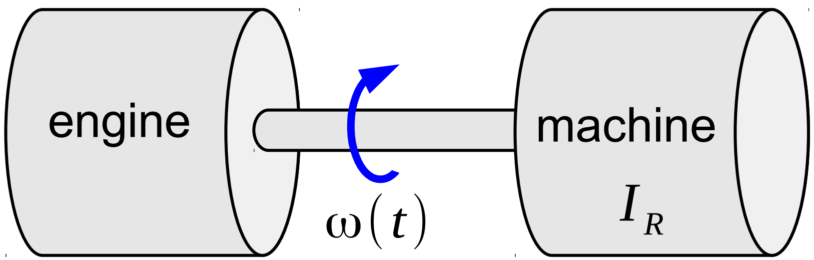
$$W=\delta_2 (I_R+I_{FW}) \omega_{mean}^2$$

$$\delta_1 I_R \omega_{mean}^2=\delta_2 (I_R+I_{FW}) \omega_{mean}^2$$

$$I_{FW}=\left(\frac{\delta_1}{\delta_2}-1\right) I_R$$

Non-uniformity of machine motion

Example 1



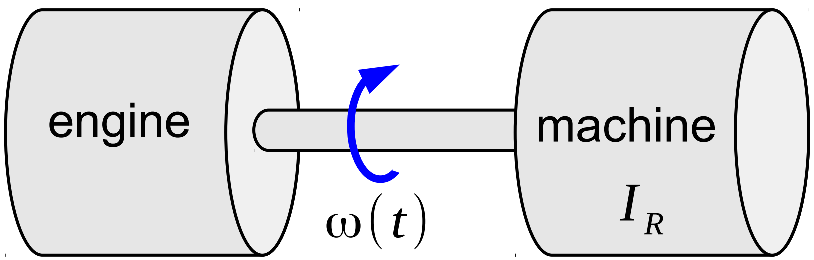
Given:

$$\omega_{max}(t)=1000\,\text{rpm}$$
$$\omega_{min}(t)=950\,\text{rpm}$$
$$I_R=10\,\text{kgm}^2$$

Design flywheel to obtain 10rpm velocity variations.

Non-uniformity of machine motion

Example 1



Given:

$$\omega_{max}(t) = 1000\,\text{rpm}$$
$$\omega_{min}(t) = 950\,\text{rpm}$$
$$I_R = 10\,\text{kgm}^2$$

Design flywheel to obtain 10rpm velocity variations.

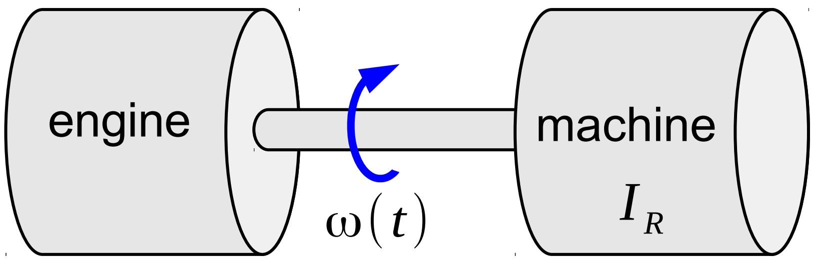
Non-uniformity without a flywheel:

Desired non-uniformity with a flywheel:

Mass moment of inertia of a flywheel:

Non-uniformity of machine motion

Example 1



Given:

$$\omega_{max}(t) = 1000\,\text{rpm}$$
$$\omega_{min}(t) = 950\,\text{rpm}$$
$$I_R = 10\,\text{kgm}^2$$

Design flywheel to obtain 10rpm velocity variations.

Non-uniformity without a flywheel:

$$\delta = \frac{\omega_{max} - \omega_{min}}{\omega_{mean}} = \frac{50}{975} = 0{,}0513$$

Desired non-uniformity with a flywheel:

$$\delta_{FW} = \frac{10}{975} = 0{,}010256$$

Mass moment of inertia of a flywheel:

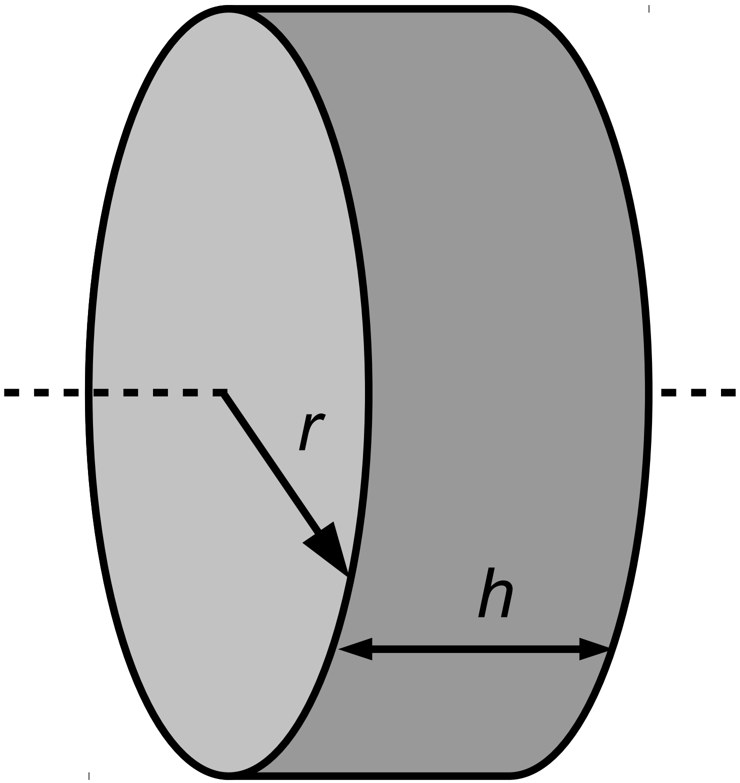
$$I_{FW} = \left(\frac{\delta}{\delta_{FW}} - 1\right) I_R = 40\,kg\,m^2$$

Non-uniformity of machine motion

Example 1

Solid cylinder

$$I_{FW}=\frac{1}{2}m r^2=\frac{1}{2}\rho\pi h r^4$$

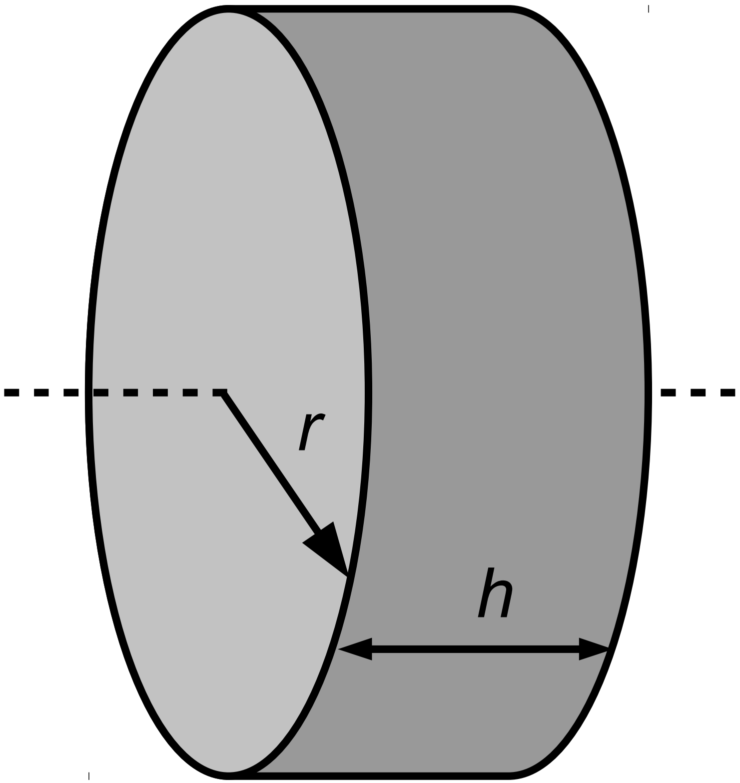


Non-uniformity of machine motion

Example 1

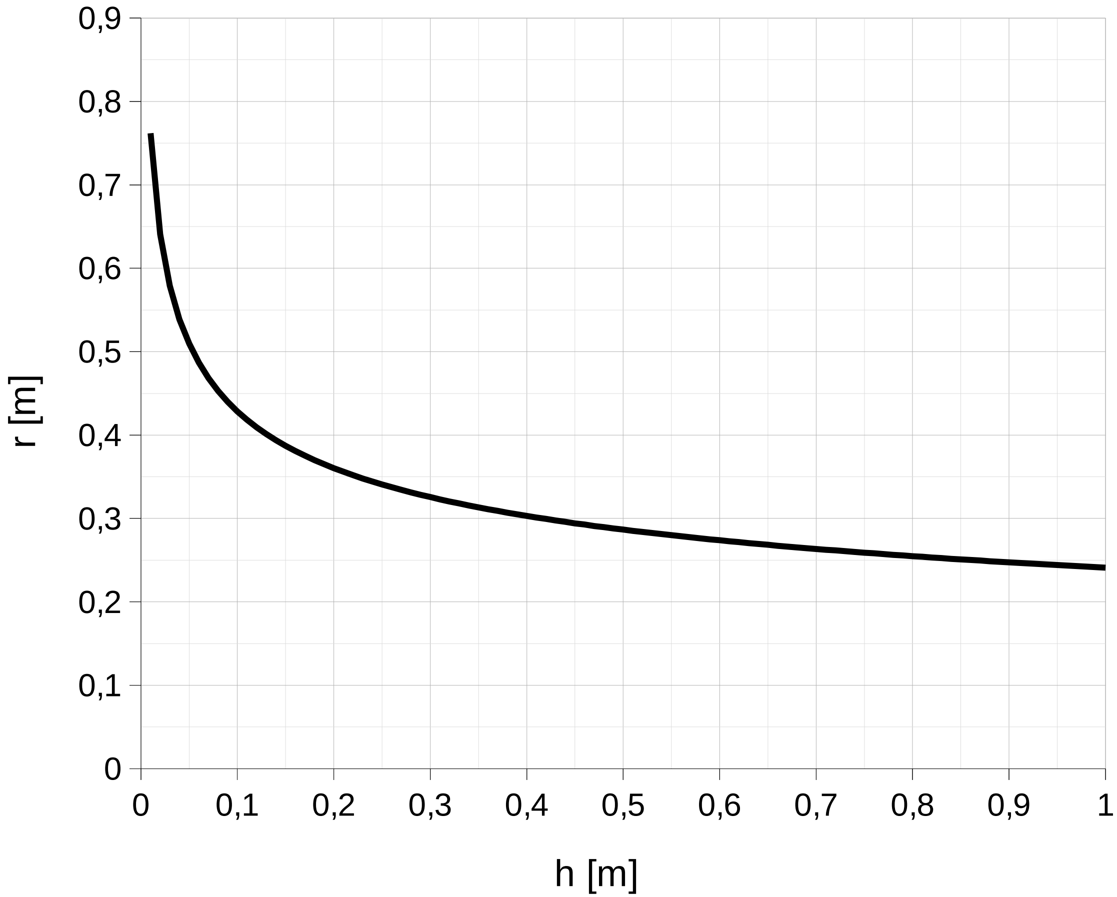
Solid cylinder

$$I_{FW}=\frac{1}{2}m r^2=\frac{1}{2}\rho \pi h r^4$$



$$I_{FW}=40\,\mathrm{kgm}^2$$

$$\rho_{steel}=7800\,kg/m^3$$



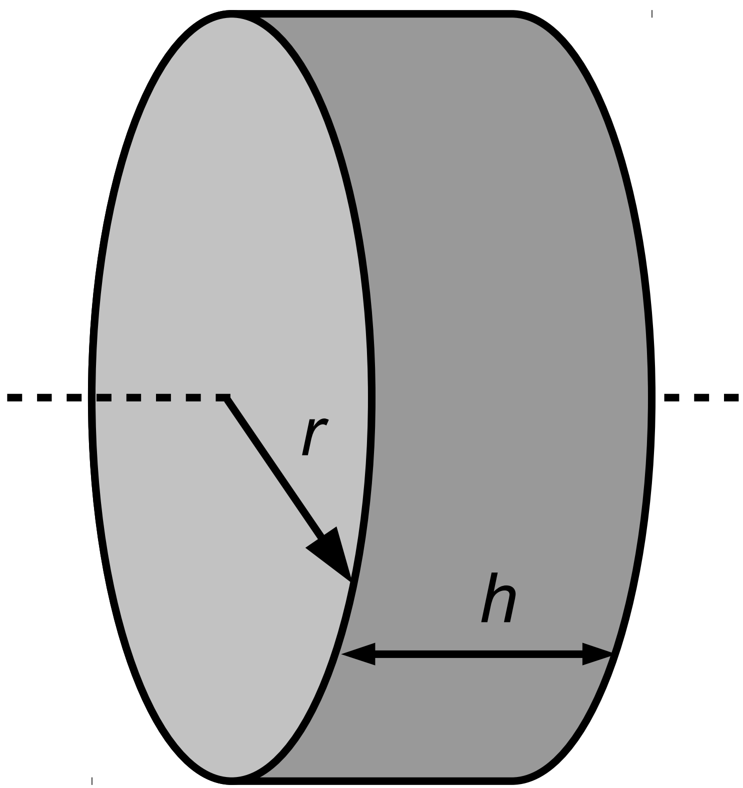
Non-uniformity of machine motion

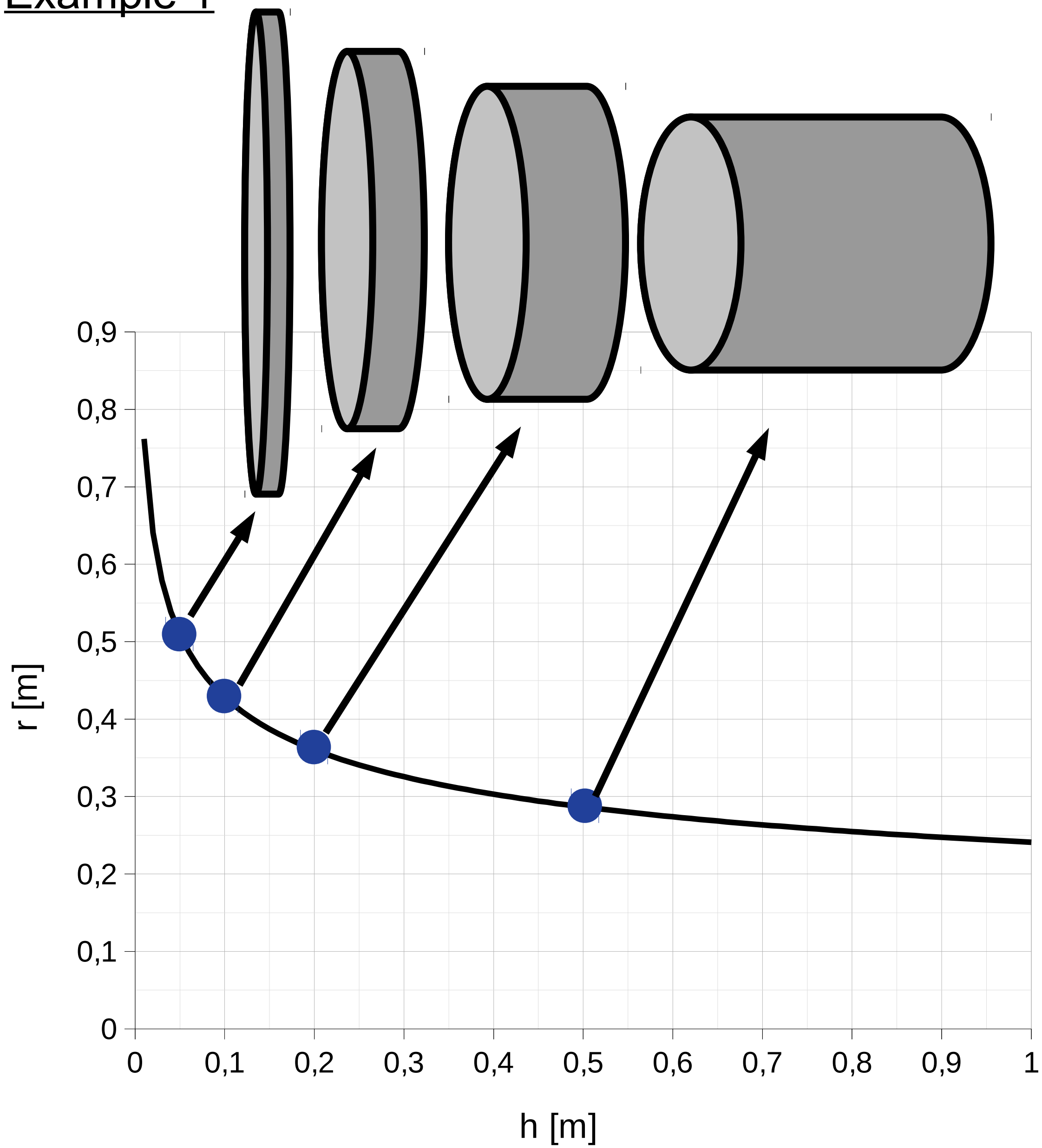
Example 1

Solid cylinder

$$I_{FW}=\frac{1}{2}m\,r^2=\frac{1}{2}\rho\,\pi\,h\,r^4=40\,\mathrm{kgm}^2$$

$$\rho_{steel}=7800\,kg/m^3$$





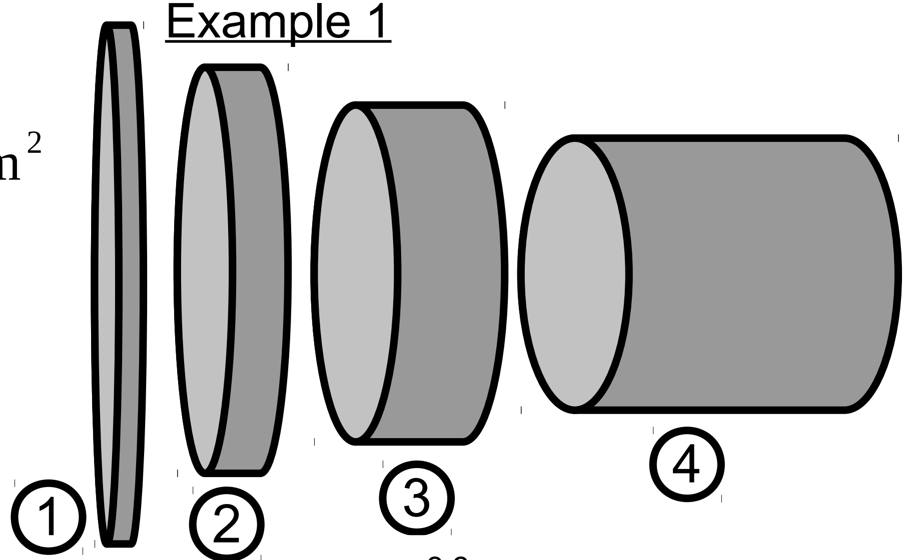
Non-uniformity of machine motion

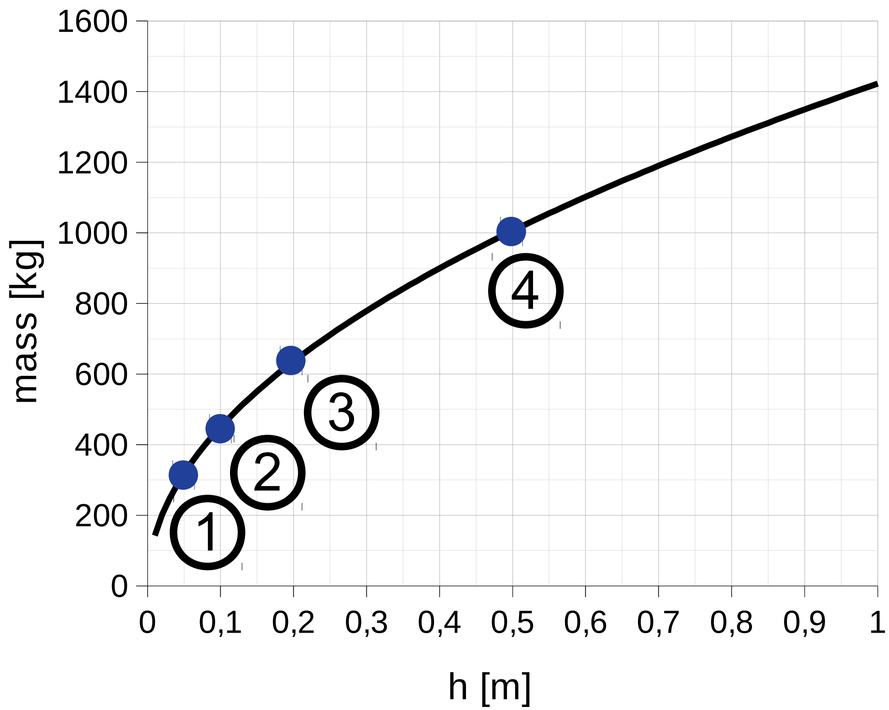
Example 1

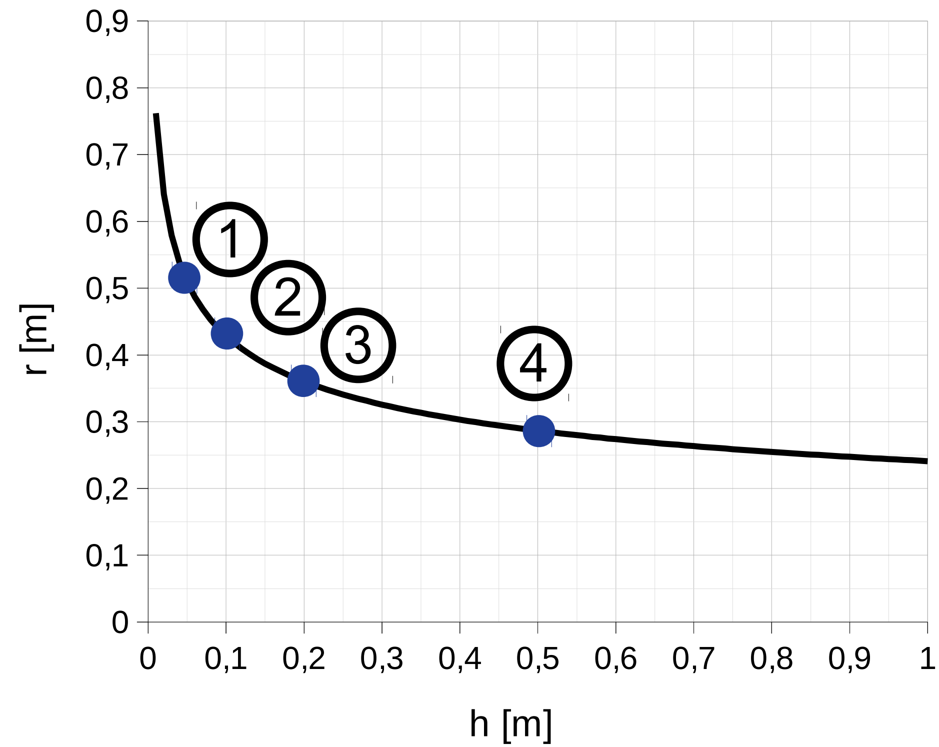
Solid cylinder

$$I_{FW}=\frac{1}{2}m\,r^2=\frac{1}{2}\rho\,\pi\,h\,r^4=40\,\mathrm{kgm}^2$$

$$\rho_{steel}=7800\,kg/m^3$$





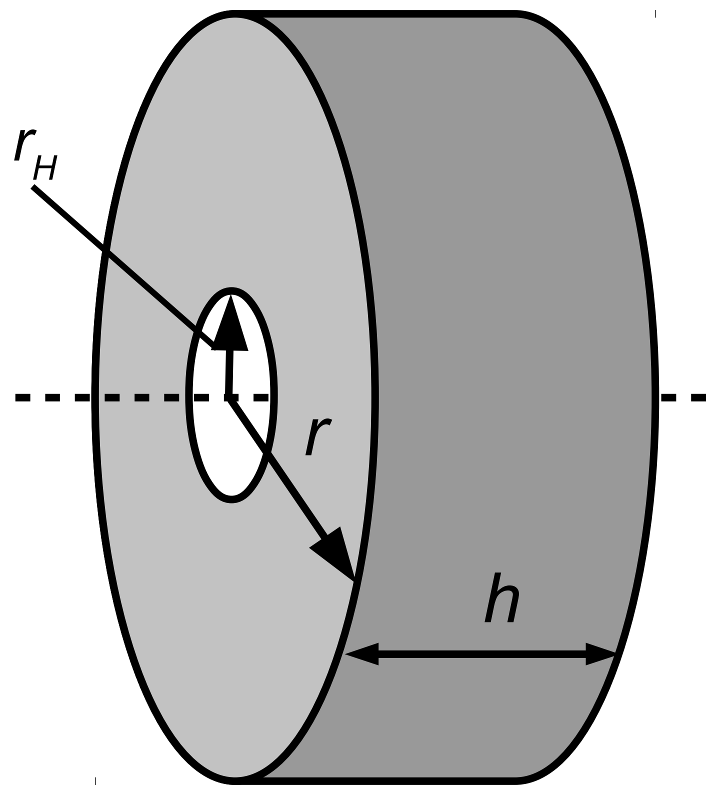


Non-uniformity of machine motion

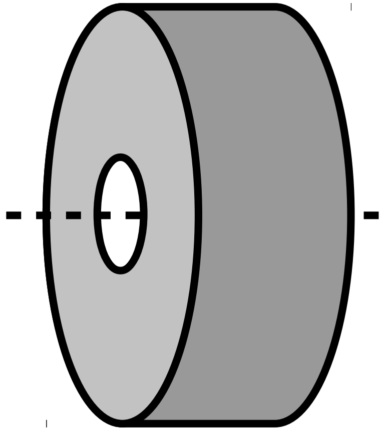
Example 2

Cylinder with a hole

$$I_{FW} = \frac{1}{2}\rho\pi h r^4 - \frac{1}{2}\rho\pi h r_H^4$$

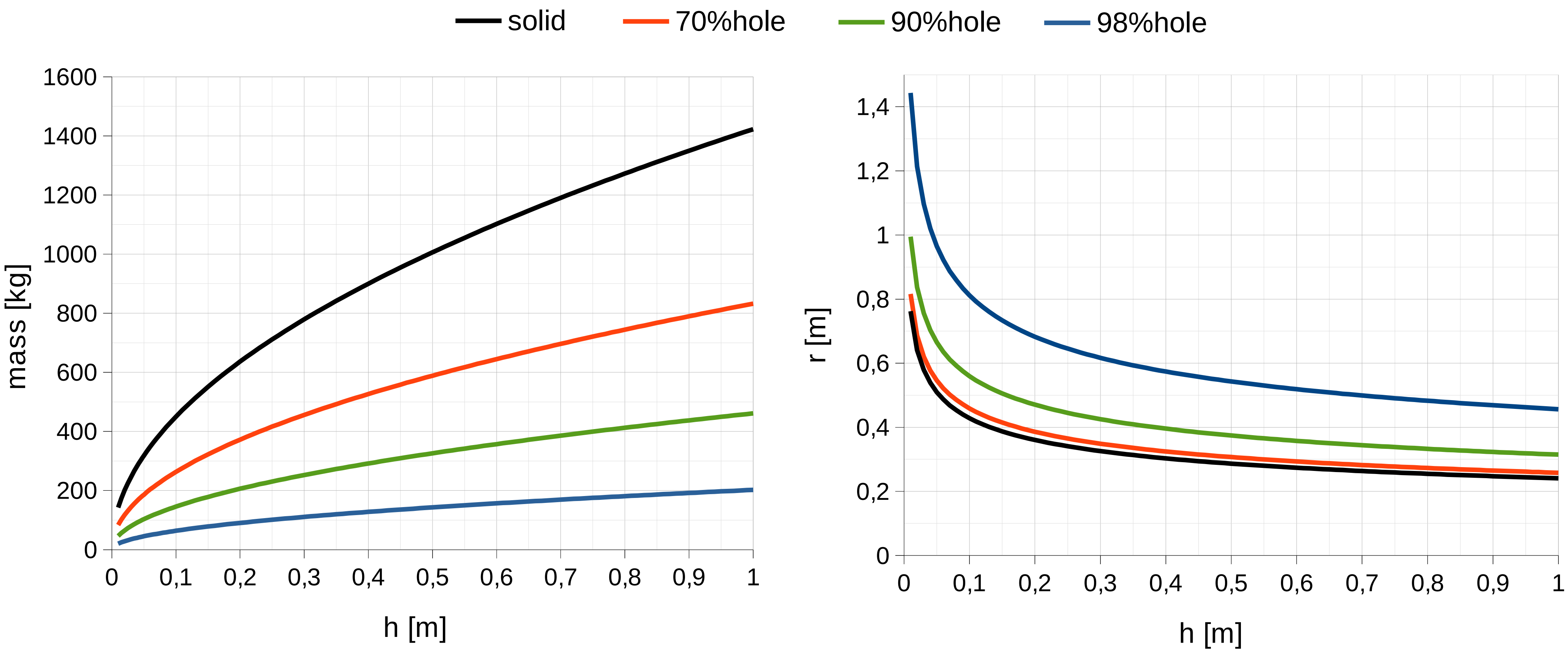


Non-uniformity of machine motion



Example 2 – cylinder with a hole

$$I_{FW} = \frac{1}{2}\rho\pi h r^4 - \frac{1}{2}\rho\pi h r_H^4 = 40\ \mathrm{kgm}^2$$



Non-uniformity of machine motion

Example 2 – cylinder with a hole

$$I_{FW}=\frac{1}{2}\rho\pi h r^4-\frac{1}{2}\rho\pi h r_H^4=40\ \mathrm{kgm}^2$$

	Solid cylinder	Cylinder 90% hole	Solid cylinder	Cylinder 98% hole
h=	10 cm	10 cm	5 cm	5 cm
r=	43 cm	56 cm (+30%)	50 cm	96 cm (+92%)
r_H=	--	50.4 cm	--	94 cm
m=	442.8 kg	143.5 kg (-68%)	313 kg	44.5 kg (-86%)

Non-uniformity of machine motion

To minimize flywheel's mass moment of inertia:

- you should mount a flywheel on a shaft that rotates with the highest angular velocity

- You can add extra transmission to increase angular velocity of a flywheel

Automatic control

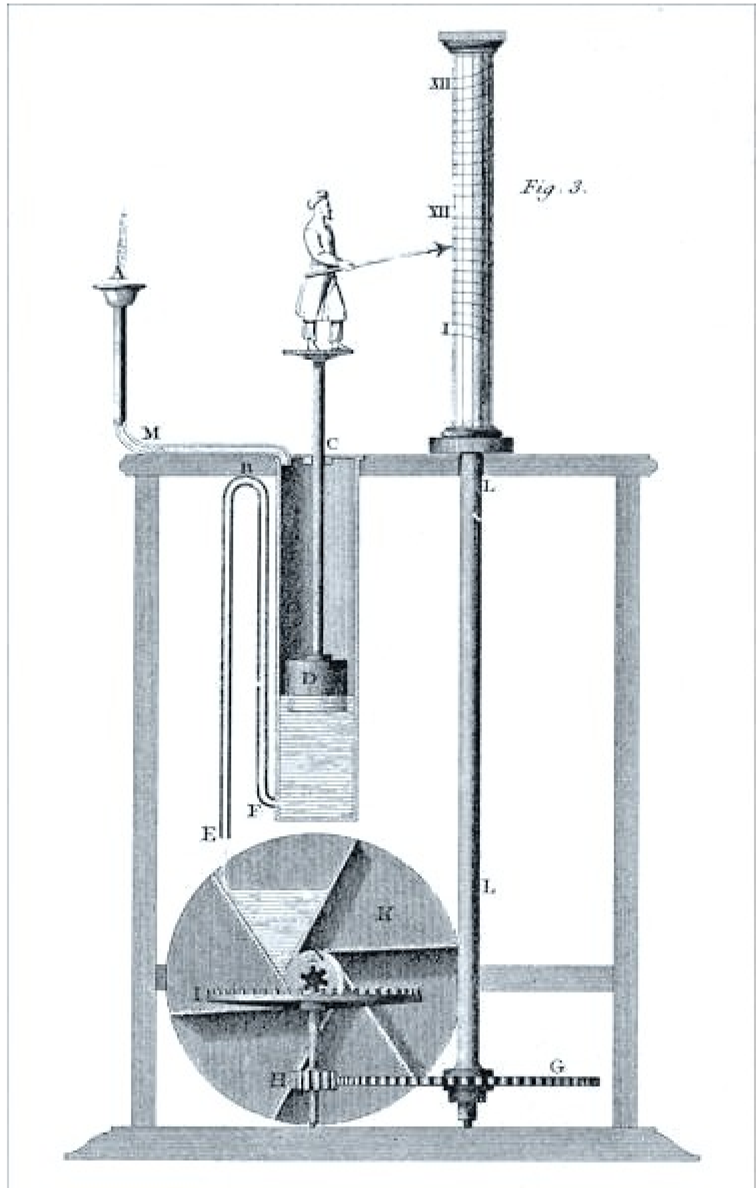
Automatic control

"Automatic control in engineering and technology is a wide generic term covering the application of mechanisms to the operation and regulation of processes without continuous direct human intervention." - *wikipedia*

Control theory – branch of mathematics and cybernetics that deals with analysis and mathematical modeling of objects and processes threated as dynamical systems with **feedback**.

Automatic control history

Ancient Greece, Arabs



water clocks,

automatic wine metering,

door opening in temples

Ctesibius's clepsydra (3rd century BC).

Source-wikipedia: Abraham Rees (1819) "Clepsydra" in Cyclopædia: or, a New Universal Dictionary of Arts and Sciences The image is the JPEG reproduction published 2007-02-01 by the Horological Foundation.

Automatic control history

XVII-XVIII
Temperature regulators for fireplaces and boilers
pressure regulators for pressure cookers

XVIII-XIX
float regulators for water distribution and steam engines
velocity and force regulators for grain mills
Watt's regulator for steam engines (centrifugal governor)

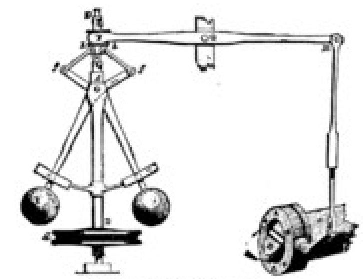


FIG. 4.—Governor and Throttle-Valve.

XIX-XX
Laplace transform and Z-transform
Lyapunov stability theory
Routh stability criterion
Hurwitz stability criterion
Nyquist stability criterion and frequency domain analysis
Bode & Nichols frequency domain analysis
Evans root locus analysis

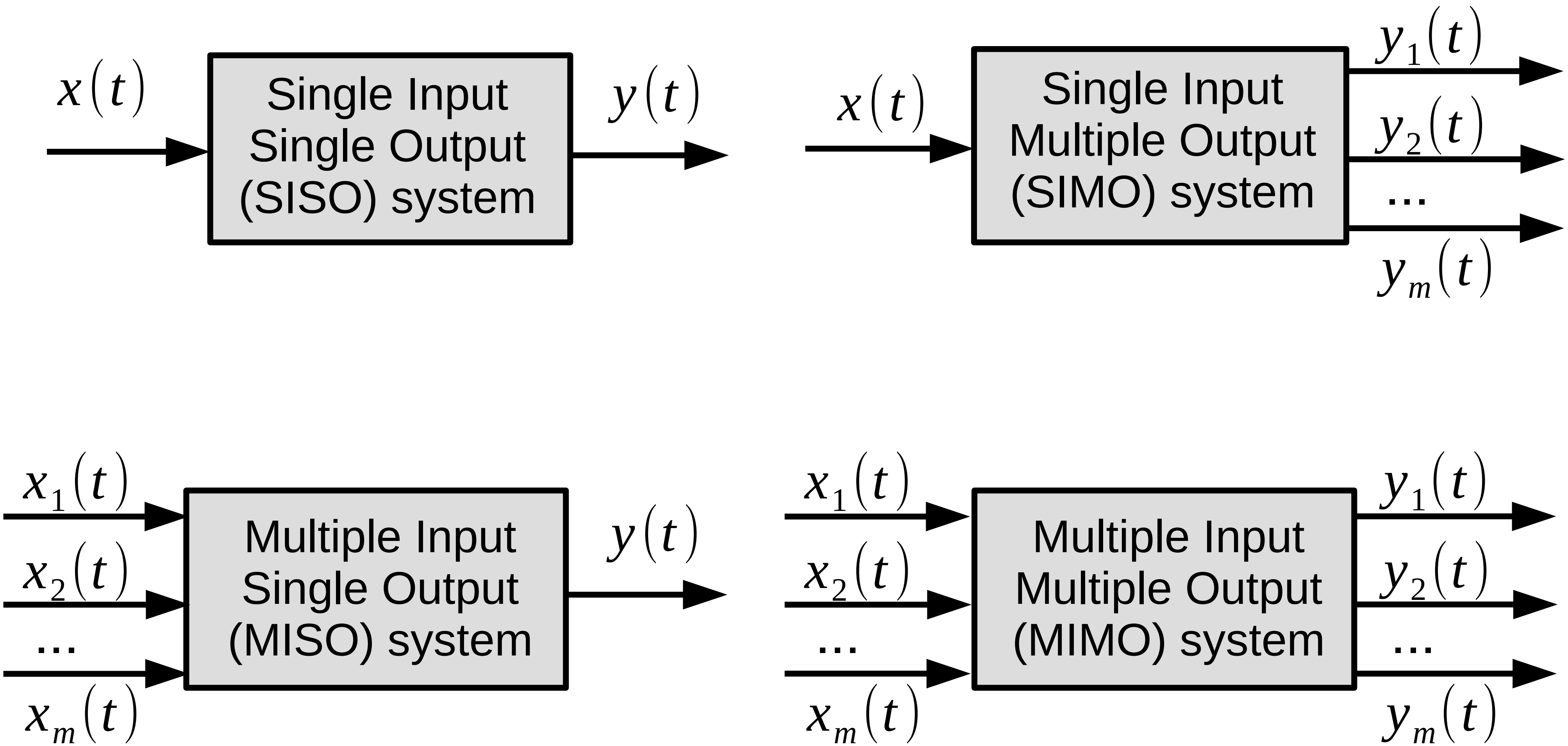
Automatic control

Classical control theory	
single input, single output (SISO)	
usually linear systems	
time independent systems	
description by a transfer functions	
time and frequency domain analysis	
system response is the most important	

Automatic control

Classical control theory	modern control theory (1950-now)
single input, single output (SISO)	multiple input, multiple output (MIMO)
usually linear systems	often nonlinear systems
time independent systems	time dependent systems
description by a transfer functions	description by a state equations
time and frequency domain analysis	time domain analysis
system response is the most important	system state is the most important

Number of inputs and outputs



Linear time-invariant (LTI) system

Linear system

$x(t)$ - input, $y(t) = h(x(t))$ - output

$$h(\alpha x(t)) = \alpha h(x(t)) = \alpha y(t) \quad \text{scaling}$$

$$h(x_1(t) + x_2(t)) = h(x_1(t)) + h(x_2(t)) \quad \text{superposition}$$

Linear time-invariant (LTI) system

Time-invariant system

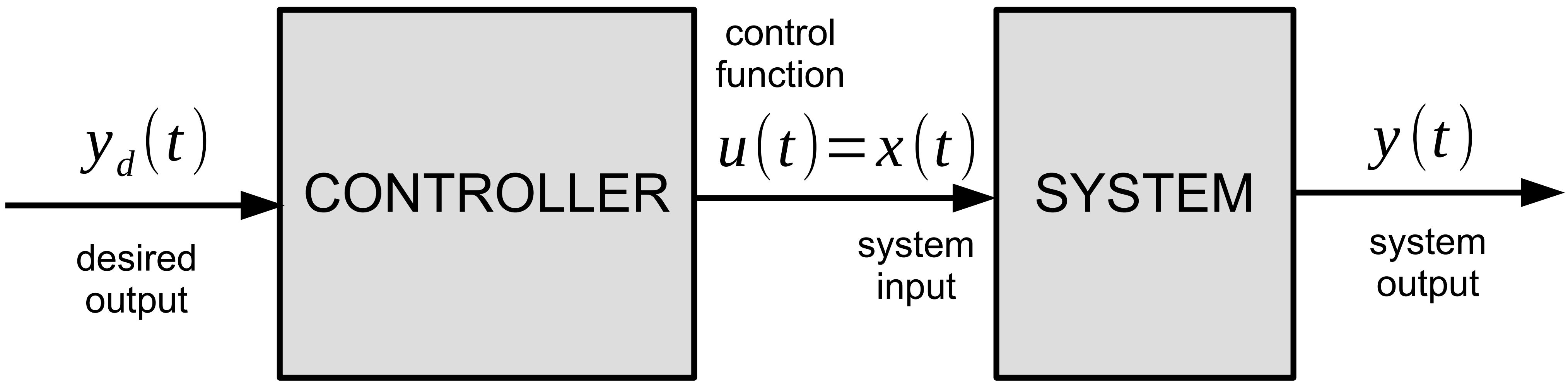
output does not depend explicitly on time

$$\text{if } \; y(t) = h(x(t)) \;\; \text{then} \;\; y(t-\tau) = h(x(t-\tau))$$

Time-varying system

$$\text{if } \; y(t) = h(x(t)) \;\; \text{then} \;\; y(t-\tau) \neq h(x(t-\tau))$$

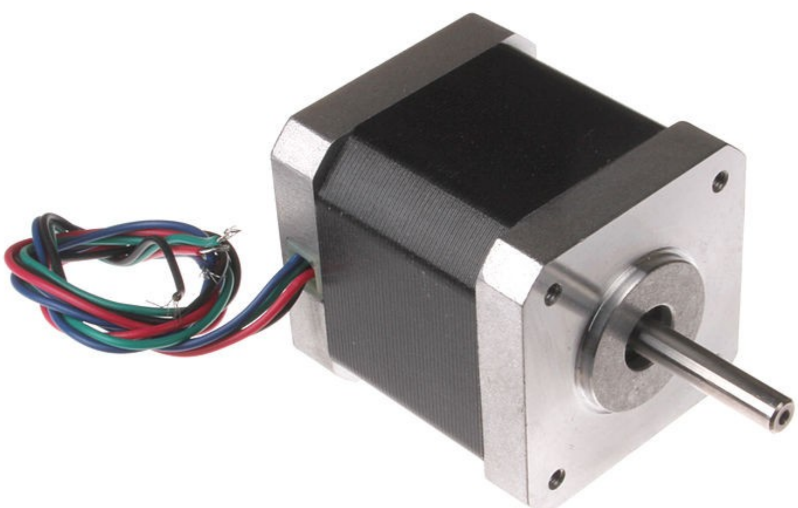
Open loop control



Open loop control

Example usages

stepper motor

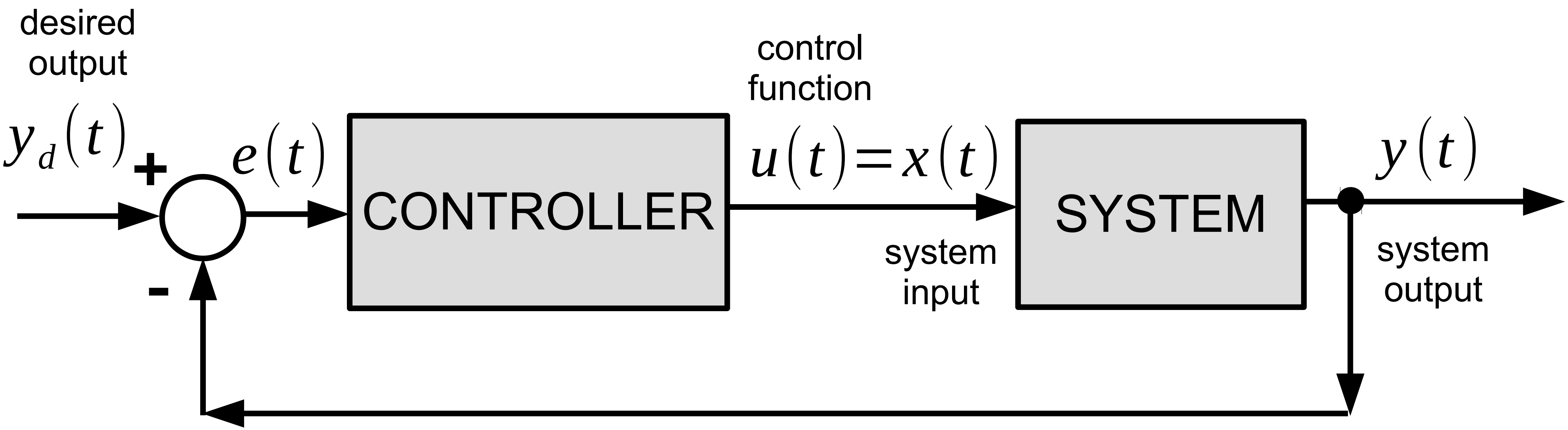


source: wikimedia.org; author: oomlout

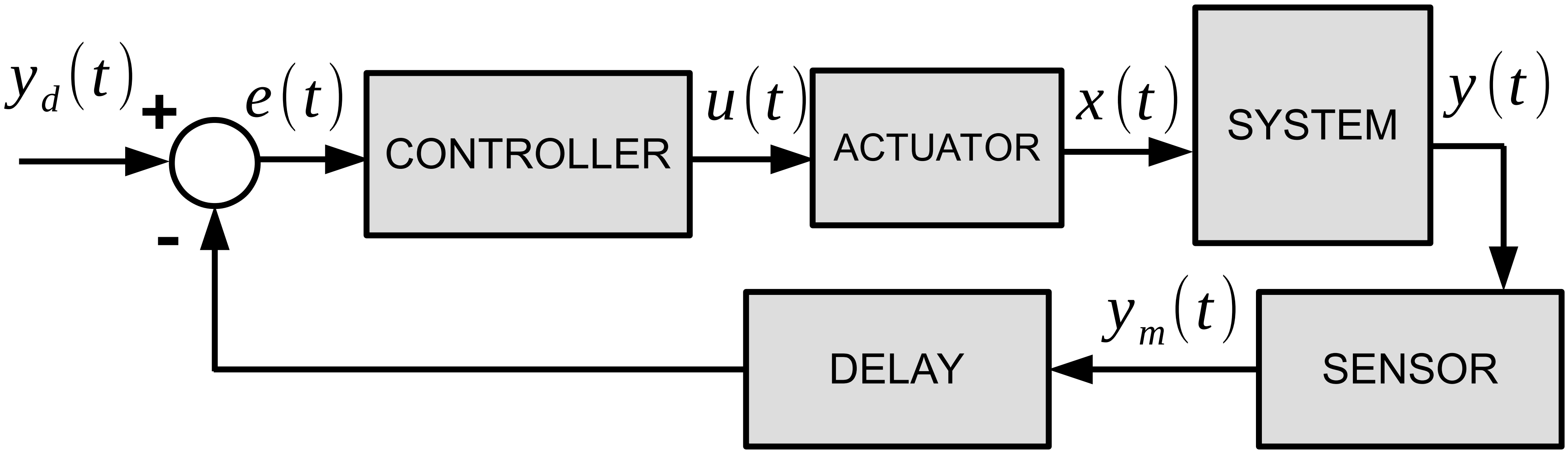
two wheeled platform
(flat surface, no slip)

source: http://www.robotliving.com

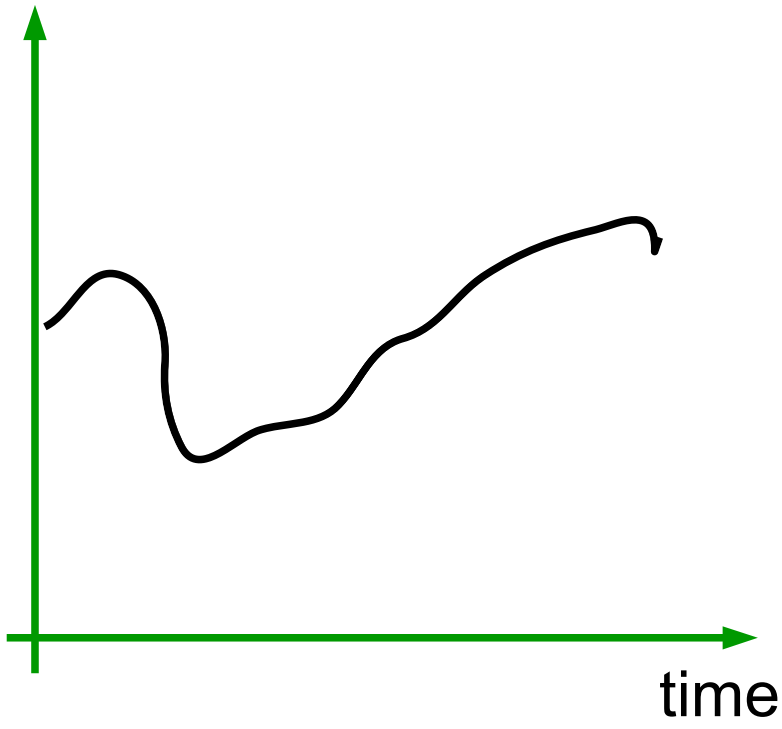
Closed loop control

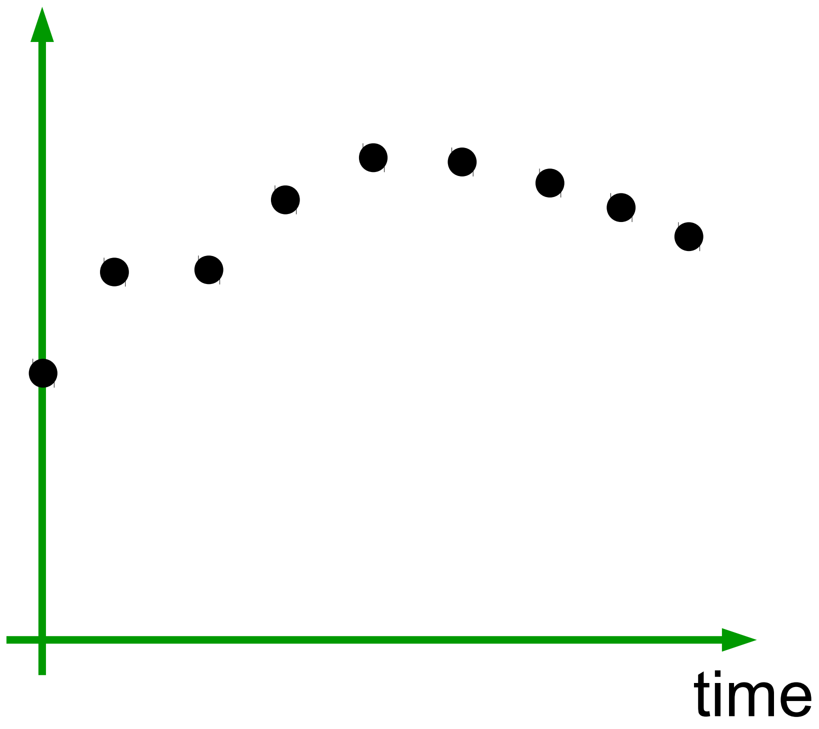


Closed loop control



Continuous/discrete signals



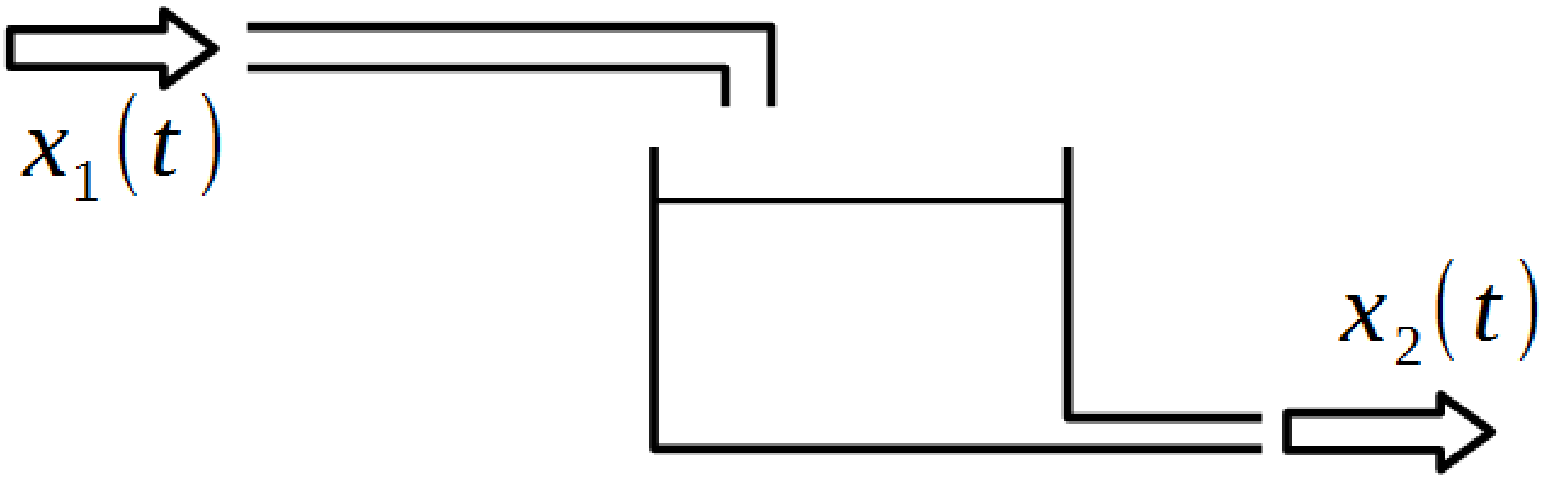


Mathematical modeling of systems

ordinary differential equations (ODEs)
partial differential equations (PDEs)
table representation
recurrence equations
stochastic representation
neural networks
logical
arithmetic
integral equations
combination of above
…

Mathematical modeling of systems

Example 1 – cylindrical tank



$x_1(t)[m^3/s]$ - inflow of a liquid

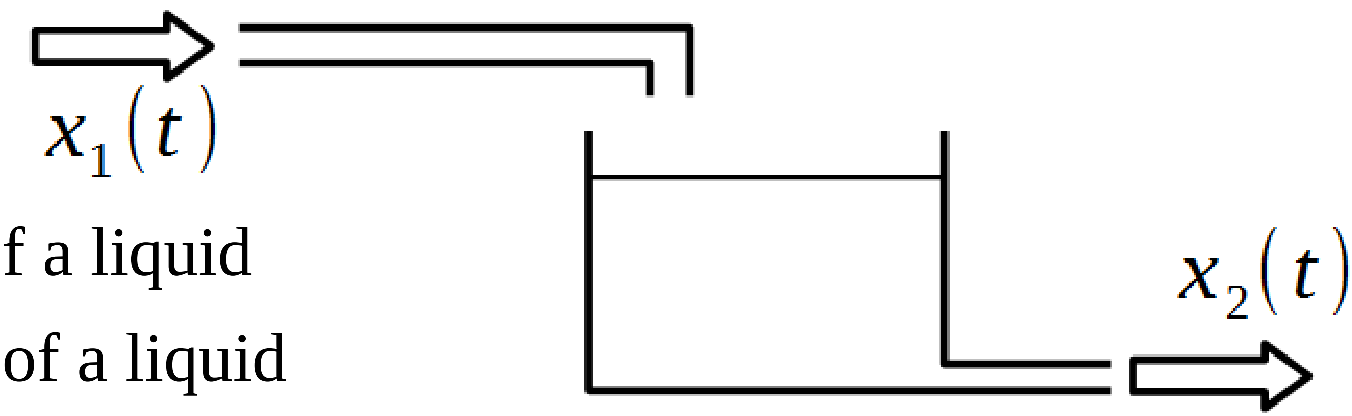
$x_2(t)[m^3/s]$ - outflow of a liquid

$v(t)[m^3]$ - volume of a liquid in a tank

Question: find out a relation between inflow, outflow and volume.

Mathematical modeling of systems

Example 1 – cylindrical tank



$x_1(t)[m^3/s]$ - inflow of a liquid

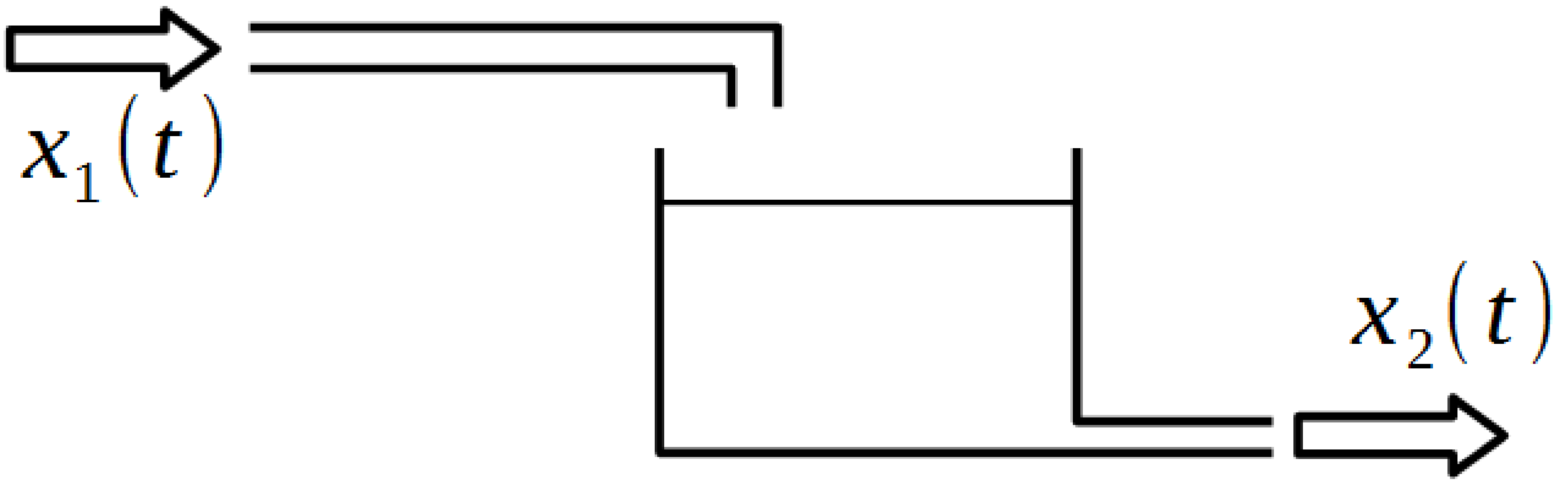
$x_2(t)[m^3/s]$ - outflow of a liquid

$v(t)[m^3]$ - volume of a liquid in a tank

Question: find out a relation between inflow, outflow and volume.

Mathematical modeling of systems

Example 1



$x_1(t)[m^3/s]$ - inflow of a liquid

$x_2(t)[m^3/s]$ - outflow of a liquid

$v(t)[m^3]$ - volume of a liquid in a tank

Question: find out a relation between inflow, outflow and volume.

Answer:

$$t_2 = t_1 + \Delta$$

$$v(t_2) \approx v(t_1) + \Delta(x_1(t_2) - x_2(t_2))$$

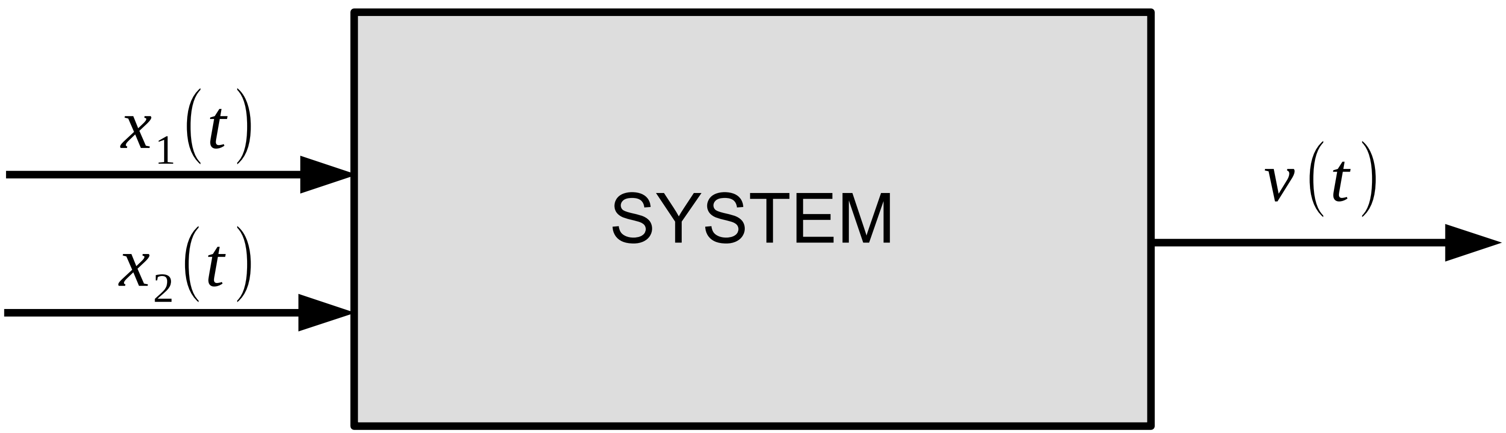
$$\frac{v(t_2) - v(t_1)}{\Delta} \approx x_1(t_2) - x_2(t_2)$$

$$\frac{dv(t)}{dt} = x_1(t) - x_2(t)$$

Mathematical modeling of systems

Example 1

$$\frac{dv(t)}{dt} = x_1(t) - x_2(t)$$



Mathematical modeling of systems

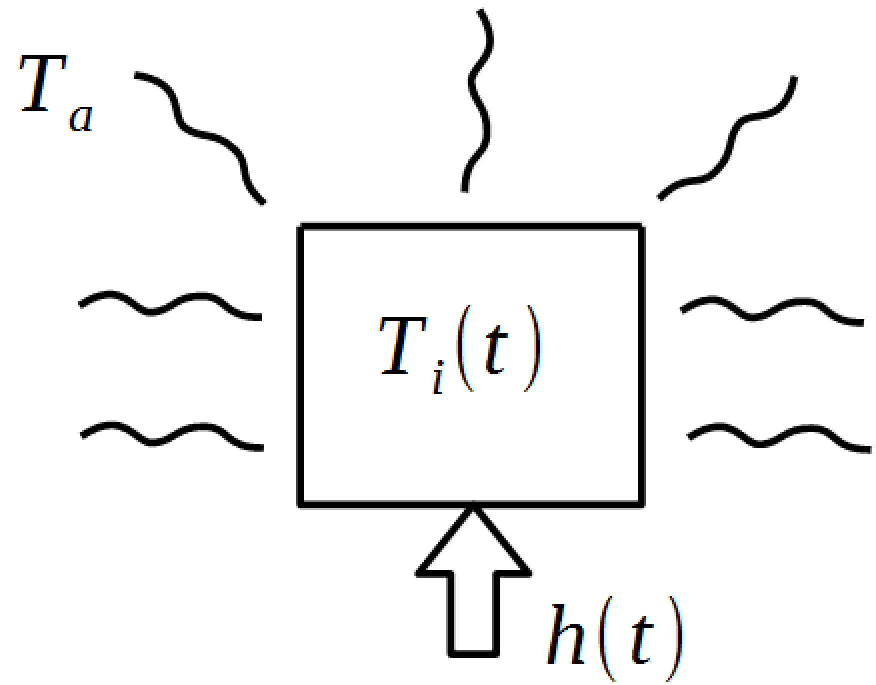
Example 2

$h(t)[W]$ - heater power

$T_a(t)[K]$ - ambient temperature

$T_i(t)[K]$ - object temperature

Question: how to obtain a relation between heater power (input) and object temperature (output)? Assume energy loss only by convection.



Mathematical modeling of systems

Example 2

Answer:

rate of change of heat = heat gain – heat loss

Mathematical modeling of systems

Example 2

Answer:

rate of change of heat = heat gain – heat loss

$$\frac{dQ(t)}{dt} = Q_H - Q_L$$

Mathematical modeling of systems

Example 2

Answer:

rate of change of heat = heat gain – heat loss

$$\frac{dQ(t)}{dt} = Q_H - Q_L$$

$Q[J] = c_p m T_i$ - heat energy inside the object

$c_p[J/kg\,K]$ - specific heat coefficient, $m[kg]$ - mass of the object

Mathematical modeling of systems

Example 2

Answer:

rate of change of heat = heat gain – heat loss

$$\frac{dQ(t)}{dt} = Q_H - Q_L$$

$Q[J] = c_p m T_i$ - heat energy inside the object

$c_p[J/kg\,K]$ - specific heat coefficient, $m[kg]$ - mass of the object

$Q_H[W] = h(t)$ - increase of heat energy caused by the heater

Mathematical modeling of systems

Example 2

Answer:

rate of change of heat = heat gain – heat loss

$$\frac{dQ(t)}{dt} = Q_H - Q_L$$

$Q[J] = c_p m T_i$ - heat energy inside the object

$c_p[J/kg\,K]$ - specific heat coefficient, $m[kg]$ - mass of the object

$Q_H[W] = h(t)$ - increase of heat energy caused by the heater

$Q_L[W] = \alpha(T_i - T_a)$ - heat energy loss caused by convection

$\alpha[W/K]$ - convection coefficient (assume constant)

Mathematical modeling of systems

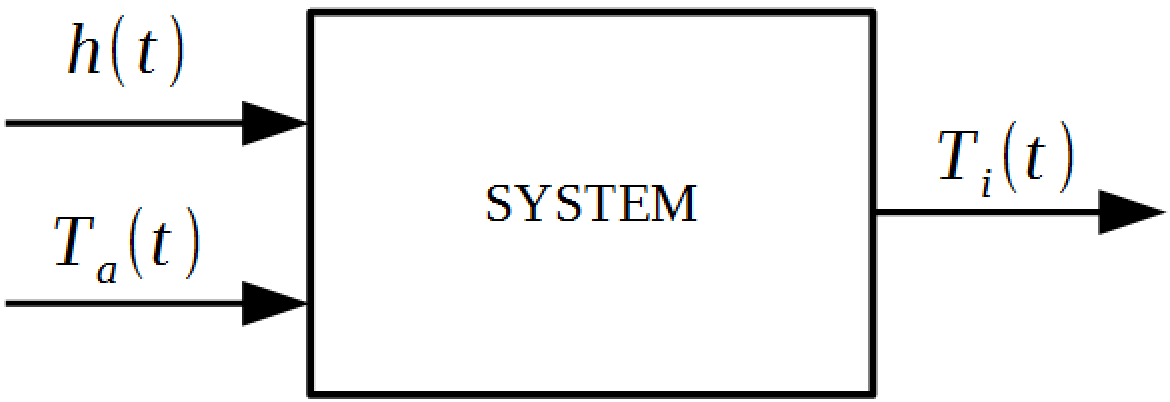
Example 2

$$c_p m \frac{dT_i(t)}{dt} = h(t) - \alpha\left(T_i(t) - T_a(t)\right)$$

Mathematical modeling of systems

Example 2

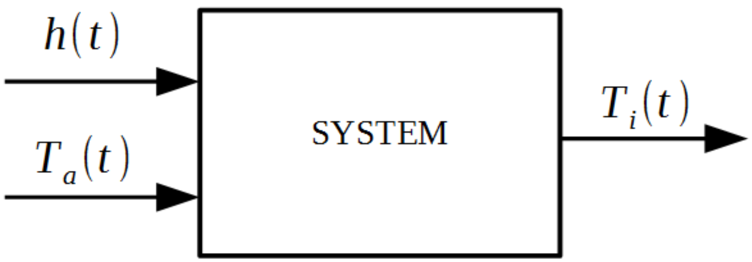
$$c_p m \frac{dT_i(t)}{dt} = h(t) - \alpha\left(T_i(t) - T_a(t)\right)$$



Mathematical modeling of systems

Example 2

$$c_p m \frac{dT_i(t)}{dt} = h(t) - \alpha \left(T_i(t) - T_a(t) \right)$$



Question: Can we convert this MISO model into SISO model?