

# ECP MODEL750 USER MANUAL

## 1 Introduction

Welcome to the ECP line of educational control systems. These systems are designed to provide insight to control system principles through hands-on demonstration and experimentation. Seen in Figure 1.1-1, the Model 750 Control Moment Gyroscope system consists of an electromechanical plant and a full complement of control hardware and software. The user interface to the system is via a easy to use PC based environment that supports a broad range of controller specification, trajectory generation, data acquisition, and plotting features. The system is designed to accompany introductory through advanced level courses in control systems and dynamics.

The Model 750 apparatus may be quickly transformed into a variety of dynamic configurations. Torque is applied via direct-acting, reaction, or gyroscopic drive mechanizations. One or two such input torques may be applied simultaneously and the degrees of freedom may be constrained in such a way as to create plants ranging from simple one degree of freedom (DOF) rigid bodies to complex systems with two torque inputs and four angular outputs. The system may be operated in regions where its salient behavior is linear, or in a more global workspace where the behavior is highly nonlinear. Thus this dynamically rich system provides a testbed for experiments ranging from demonstration of fundamental principles to advanced research.

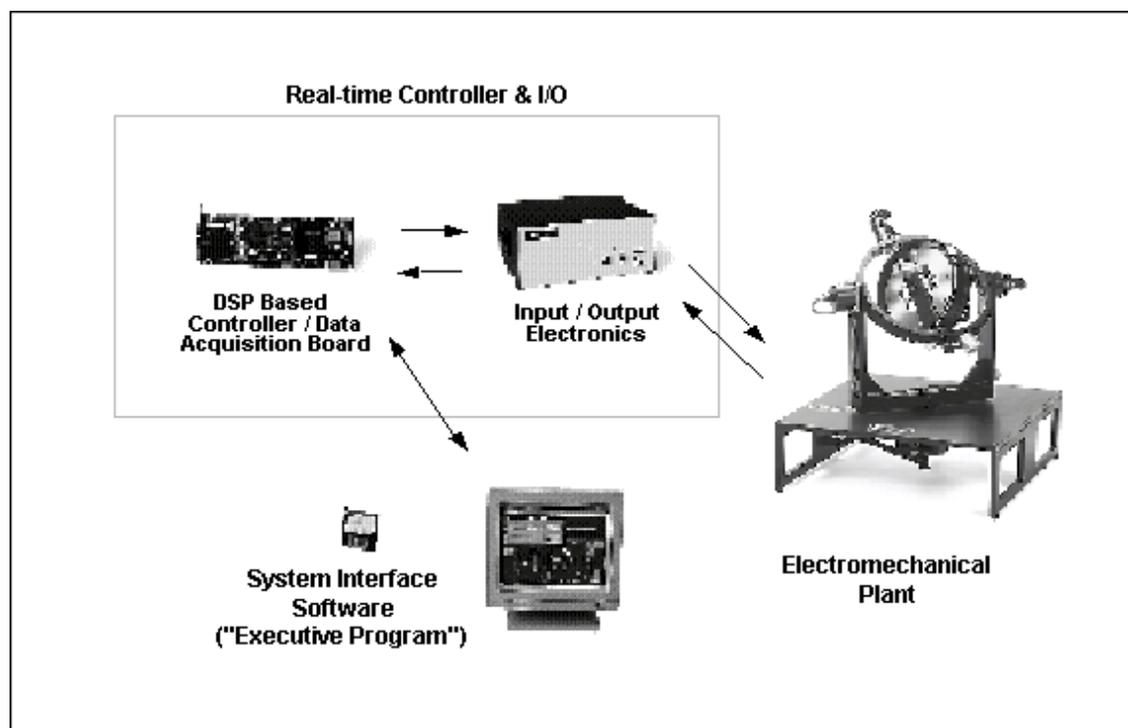


Figure 1.1-1. The Model 750 Experimental Control System

### 1.1 System Overview

The experimental system is comprised of the three subsystems shown in Figure 1.1-1. The first of these is the electromechanical plant which consists of the CMG mechanism and its actuators and sensors. The design features two

high torque density (rare earth magnet type) DC servo motors for control effort transmission, high resolution encoders for gimbals angle feedback, and low friction slip rings for signal and motor power transmission across all gimbals. It also includes inertial switches for high gimbal speed detection and safety shutdown and electromechanical brakes to facilitate changing dynamic degrees of freedom as well as securing the system during safety shutdown.

The next subsystem is the real-time controller unit which contains the digital signal processor (DSP) based real-time controller, servo/actuator interfaces, servo amplifiers, and auxiliary power supplies. The DSP – based on the M56000 processor family - is capable of executing control laws at high sampling rates allowing the implementation to be modeled as being in continuous or discrete time. The controller also interprets trajectory commands and supports such functions as data acquisition, trajectory generation, and system health and safety checks. A logic gate array performs encoder pulse decoding. Two optional auxiliary digital-to-analog converters (DAC's) provide for real-time analog signal measurement. This controller is representative of modern industrial control implementation.

The third subsystem is the Executive program which runs on a PC under the Windows™ operating system. This menu-driven program is the user's interface to the system and supports controller specification, trajectory definition, data acquisition, plotting, system execution commands, and more. Controllers are specified via an intuitive “C-like” language that supports easy generation of basic or highly complex algorithms. A built-in auto-compiler provides for efficient downloading and implementation of the real-time code by the DSP while remaining within the Executive. The interface supports a wide assortment of features that provide a friendly yet powerful experimental environment.

## 1.2 Manual Overview

The next chapter, Chapter 2, describes the system, including the Executive program, and gives instructions for its operation. Section 2.3 contains important information regarding safety and is mandatory reading for all users prior to operating this equipment. Chapter 3 is a self-guided demonstration in which the user is quickly walked through the salient system operations before reading all of the details in Chapter 2. A description of the system's real-time control implementation as well as a discussion of generic implementation issues is given in Chapter 4. Chapter 5 presents dynamic equations useful for control modeling. Chapter 6 gives detailed experiments including system identification and a study of important implementation issues and practical control approaches.

## 2 System Description & Operating Instructions

This chapter contains descriptions and operating instructions for the executive software and the mechanism. The safety instructions given in Section 2.3 must be read and understood by any user prior to operating this equipment.

### 2.1 ECP Executive Software

The ECP Executive program is the user's interface to the system. It is a menu driven / window environment that the user will find is intuitively familiar and quickly learned - see Figure 2.1-1. This software runs on an IBM PC or compatible computer and communicates with ECP's digital signal processor (DSP) based real-time controller. Its primary functions are supporting the downloading of various control algorithm parameters (gains), specifying command trajectories, selecting data to be acquired, and specifying how data should be plotted. In addition, various utility functions ranging from saving the current configuration of the Executive to specifying analog outputs on the optional auxiliary DAC's are included as menu items.

#### 2.1.1 The ECPMV Executive For Windows 95™, 98, & NT

### 2.1.1.1 PC System Requirements

The 32-bit ECPMV Executive code runs best with a Pentium based PC having at least 16 megabytes of memory. The hard drive memory usage is less than 12 Megabytes.

### 2.1.1.2 Installation Procedure

Enter Windows operating system, insert diskette 1 of 4 in the floppy drive of your computer and “Run” SETUP.EXE. Follow the installation dialog boxes. We strongly recommend that you do not modify the default setup of the directory structure used by the installation program.



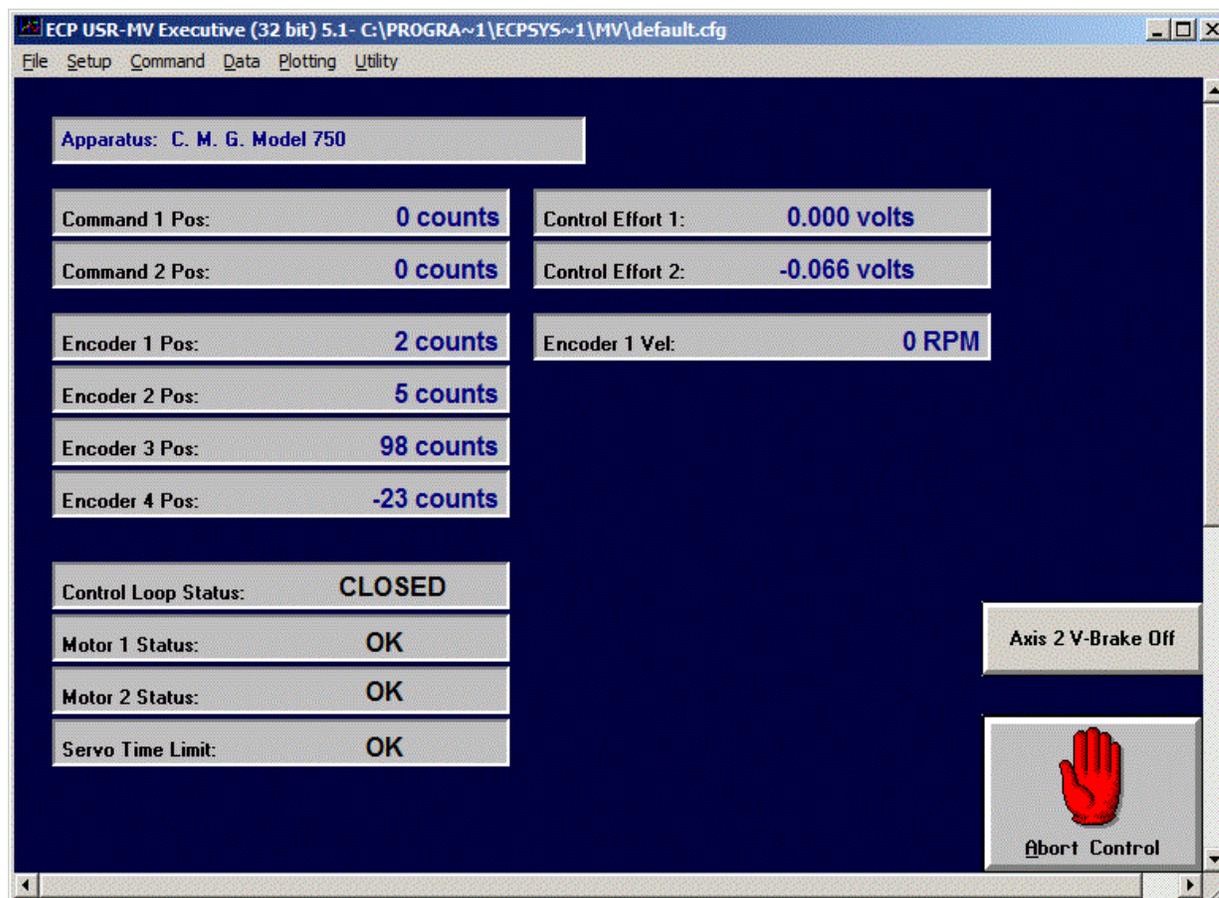


Figure 2.1-1. The Background Screen

### 2.1.3.1 Real-Time Data Display

In the *Data Display* fields, the instantaneous commanded position, the encoder positions, the velocity of the rotor are shown. The units of the displayed data may be changed as described in

### 2.1.3.2 System Status Display

The Control Loop Status indicates *Closed* when a \*.ALG file (an algorithm file) is compiled and downloaded to the DSP board. When it indicates *Open*, the control loop is not active.

The Motor Status fields indicate *OK* unless the current limits of the respective motor amplifier is exceeded or over-speed or over-travel (Axis #2) condition has been detected. If any of these conditions occur, the affected field will indicate *Limit Exceeded*. To clear the current limit condition either the DSP board must be Reset via the Utility menu or a control algorithm must be re-implemented which does not cause a limit to be exceeded.

The Servo Time Limit field will indicate *OK* unless the currently implemented \*.ALG file is too long and/or complex for the chosen sampling period. In such case the *Limit Exceeded* condition will occur and the loop will be automatically opened. The user may then either increase the sampling period or edit the algorithm code to reduce the execution time. In general the combination of high sampling frequency, complex control laws and sine sweep trajectories (these require more intensive real-time processing than the other trajectories) may cause the *Limit Exceeded* condition displayed on the Servo Time Limit indicator

### 2.1.3.3 Abort Control Button

Also included on the Background Screen is the Abort Control button. Clicking the mouse on this button simply opens the control loop. This is a very useful feature in various situations including one in which a marginally stable or a noisy closed loop system is detected by the user and he/she wishes to discontinue control action immediately. Note also that control action may always be discontinued immediately by pressing the red "OFF" button on the control box. The latter method should be used in case of an emergency.

#### 2.1.3.4 Main Menu Options

The *Main menu* is displayed at the top of the screen and has the following choices:

- File
- Setup
- Command
- Data
- Plotting
- Utility

#### 2.1.4 File Menu

The File menu contains the following pull-down options:

- Load Settings
- Save Settings
- About
- Exit

2.1.4.1 The Load Settings dialog box allows the user to load a previously saved configuration file into the Executive. Such file contains all user-specifiable data except for the control algorithm itself. A configuration file is any file with a ".cfg" extension which has been previously saved by the user using Save Settings. Any "\*.cfg" file can be loaded at any time. The latest loaded "\*.cfg" file will overwrite the previous configuration settings in the ECP Executive *but* will not effect the existing controller residing in the DSP real-time control. Any changes to the algorithm will not take place until the new controller is "implemented" – see Section 2.1.5.1. The configuration files include information on the last used control algorithm file, trajectories, data gathering, and plotting items previously saved. To load a "\*.cfg" file simply select the Load Settings command and when the dialog box opens, select the appropriate file from the directory.<sup>[1]</sup> Note that every time the Executive program is entered, a particular configuration file called "default.cfg" (which the user may customize - see below) is loaded. This file must exist in the same directory as the Executive Program in order for it to be automatically loaded.

2.1.4.2 The Save Settings option allows the user to save the current user-specifiable parameters for future retrieval via the Load Settings option. To save a "\*.cfg" file, select the Save Settings option and save under an appropriately named file (e.g. "pid1dsk.cfg"). By saving the configuration under a file named "default.cfg" the user creates a default configuration file which will be automatically loaded on reentry into the Executive program. You may tailor "default.cfg" to best fit your usage.

2.1.4.3 Selecting About brings up a dialog box with the current version number of the Executive program.

2.1.4.4 The Exit option immediately terminates the Executive program.

## 2.1.5 Setup Menu

The Setup menu contains the following pull-down options:

- Control Algorithm
- User Units
- Communications

2.1.5.1 Setup Control Algorithm allows the user to write control algorithms, compile them, and implement them via the DSP based controller. Figure 2.1-2 shows the control algorithm dialog box. The *Sampling Period* field allows the user to change the servo period " $T_s$ " in multiples of 0.000884 seconds (e.g. 0.000884, 0.001768 etc.). The *minimum* sampling period is 0.000884 seconds (1.1 KHz). Note that if the user servo algorithm is long and/or complex the code execution may run longer than the sampling period. In such a case a *Servo Time Limit Exceeded* condition will occur which will cause the control loop to be automatically opened by the Real-time Controller. The user may then either *increase* the sampling time or edit the user servo algorithm to *reduce* execution time. In general, the combination of high sampling frequency, complex control laws and sinusoidal or sine sweep trajectories (which also require significant real-time processing) may cause the *Servo Time Limit Exceeded* condition.

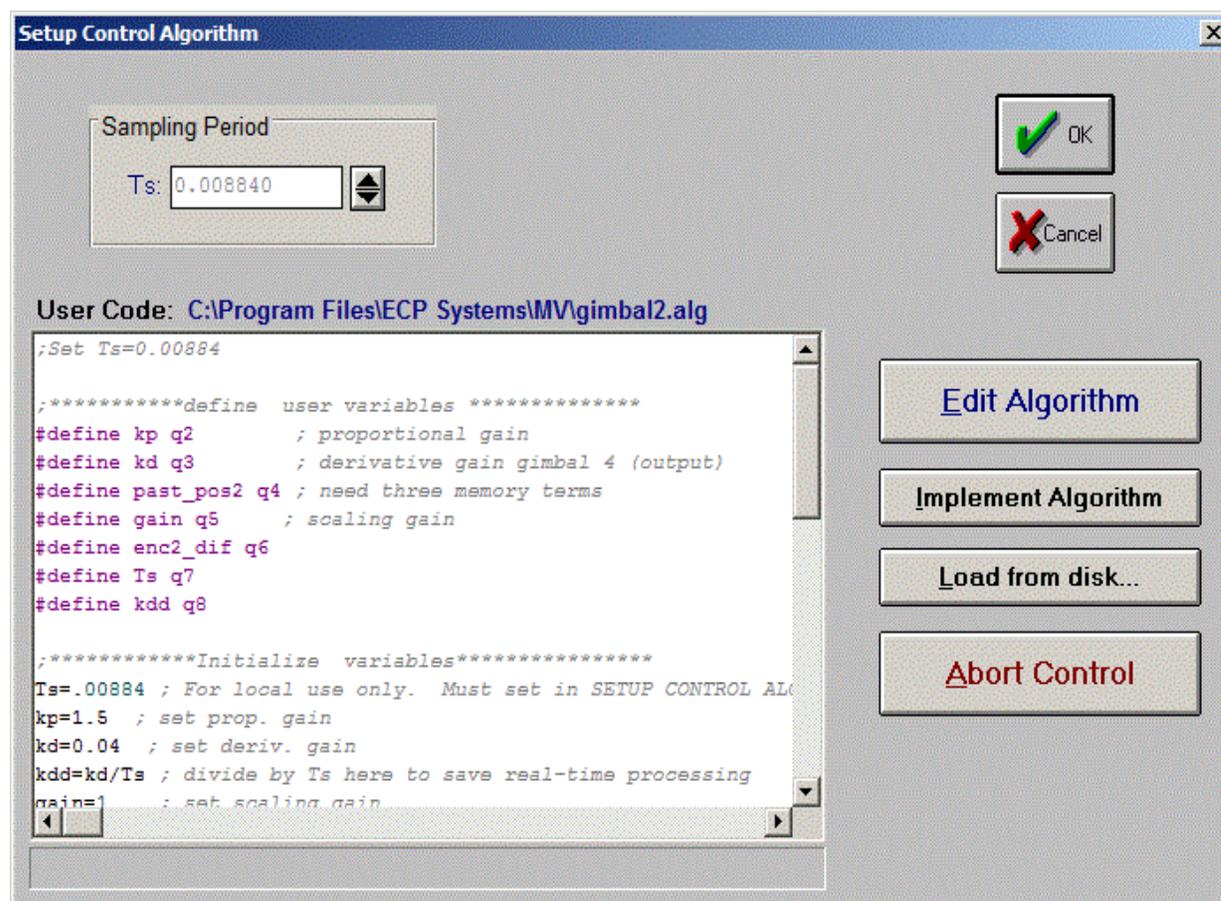


Figure 2.1-2. Setup Control Algorithm Dialog Box

The User Code view box displays the latest user servo algorithm edited or loaded from the disk. You cannot edit the algorithm via the view box. You may however browse it via the arrow keys.

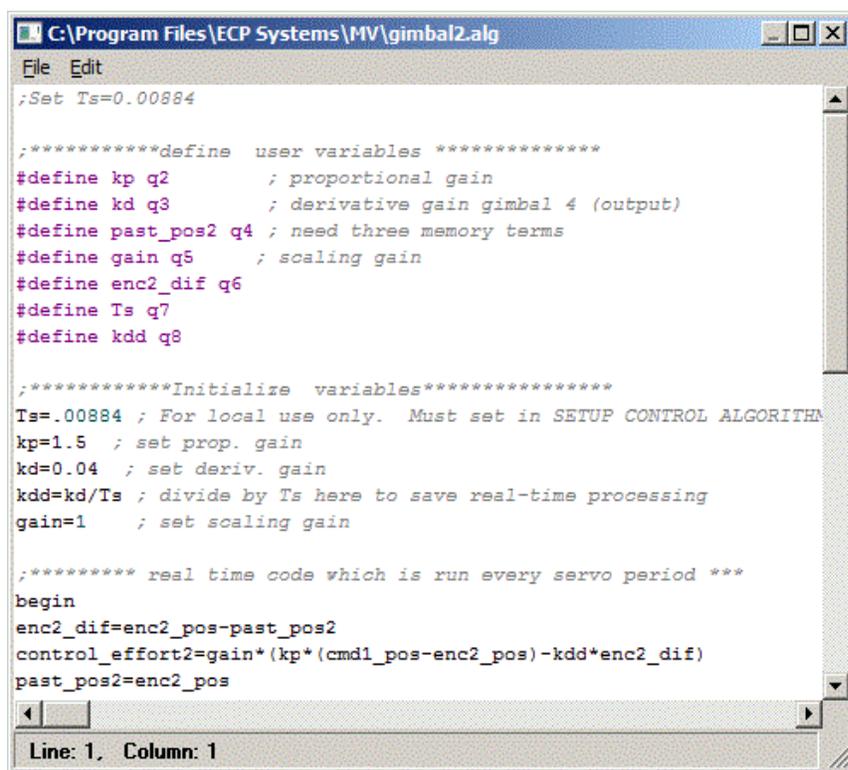
Edit Algorithm opens up the ECPUSR Editor where servo algorithms may be created by the user. Algorithms may also be created using any text editor if saved with a “.ALG” extension. The ECPUSR editor's features are described below.

Implement Algorithm downloads the user's code from the Editor buffer to the Real-time Controller.

Load from Disk allows the user to bring into the Editor previously saved user written algorithms saved as \*.ALG files. The existing algorithm in the Editor will be automatically overwritten.

Once Edit Algorithm is invoked, the Editor Screen (see Figure 2.1-3) is displayed. The user may then enter the servo algorithm text according to the structural format described in the next section. Under the File menu within the Editor Screen, the following options are available:

- New
- Load
- Save
- Save as ...
- Save changes and quit
- Cancel all



```

C:\Program Files\ECP Systems\MV\gimbal2.alg
File Edit
;Set Ts=0.00884

;*****defines user variables *****
#define kp q2 ; proportional gain
#define kd q3 ; derivative gain gimbal 4 (output)
#define past_pos2 q4 ; need three memory terms
#define gain q5 ; scaling gain
#define enc2_dif q6
#define Ts q7
#define kdd q8

;*****Initialize variables*****
Ts=.00884 ; For local use only. Must set in SETUP CONTROL ALGORITHM
kp=1.5 ; set prop. gain
kd=0.04 ; set deriv. gain
kdd=kd/Ts ; divide by Ts here to save real-time processing
gain=1 ; set scaling gain

;***** real time code which is run every servo period ***
begin
enc2_dif=enc2_pos-past_pos2
control_effort2=gain*(kp*(cmd1_pos-enc2_pos)-kdd*enc2_dif)
past_pos2=enc2_pos

```

Line: 1, Column: 1

**Figure 2.1-3. Control Algorithm Editor Window**

The New option enables the user to edit a completely new control algorithm text.

Load allows the user to bring into the Editor previously saved user written algorithms save as \*.ALG files. The existing algorithm in the Editor will be removed.

Save as... provides the user with the ability to save the Editor's content with a new or different name on the disk.

Save changes and quit saves the changes made in the latest editing session and returns to the Control Algorithm dialog box.

Cancel all returns to the Control Algorithm dialog box without updating the previous version of the user code with the

changes made in the latest editing session.

**NOTE:** The Editor is not case sensitive. I.e. "kp" or "Kp" or "KP" will be treated as the same variable.

### 2.1.5.2 Structure of User Written Control Algorithm

Any user written control algorithm code is made up of three distinct sections:

- the definition segment
- the variable initialization segment
- the servo loop or real-time execution segment

When the ECPUSR program down loads the algorithm to the Real-time Controller, it uses the definition segment to assign internal q-variables (q1..q100) to the user variables defined in the definition segment. The variable initialization segment is to be used to assign values to the servo gains and/or coefficients that either remain constant or must be assigned some initial value prior to running the servo loop code. The servo loop code segment starts with a "begin" statement and ends with an "end" statement. All the legitimate assignment and condition statements between these two statements will be executed every Sample Period provided that the execution time of the code does not exceed the Sample Period. (If this occurs the " Servo Time **Limit Exceeded** " condition will be shown on the background screen and the loop will be opened up. The user may then reduce the complexity of the algorithm between the "begin" and the "end" statements. Alternatively, if appropriate, the Sample Period may be increased.)

#### 2.1.5.2.1 Definition Segment

There are 100 *general variables* q1 to q100 which may be used by the user for gains, controller coefficients, and controller variables. These variables are used internally by the Real-time Controller. They are stored and manipulated as 48-bit floating point numbers. For users' convenience, the #define statement may be used to assign to the q-variables text labels appropriate for particular servo algorithms. For example:

```
#define gain_1 q2 ;assigns to the variable q2 the name gain_1
or
#define past_pos1 q6 ;assigns to the variable q6 the name past_pos1
```

Note that all the text beyond the comment delimiter ";" are ignored by the Real-time Controller and may be used for annotation by the user. Also the special variables q10, q11, q12 and q13 may be acquired via the Data menu along with other standard collectable data. This feature allows the users to inspect critical internal variables of their specific control algorithms in addition to the command and sensor feedback positions and control effort(s).

In addition to the 100 general variables, there are eight *global variables* as follows:

```
cmd1_pos
cmd2_pos
enc1_pos
enc2_pos
enc3_pos
enc4_pos
control_effort1
control_effort2
```

The first six of these are predefined to contain the instantaneous commanded positions and actual encoder positions 1 to 4 respectively. The value assigned to the `control_effort` global variables by the user algorithm will be used as the control effort (i.e. outputs to the DAC's → servo amplifiers → motors) for that particular servo cycle - see example below.

Important Note: The above global variable names must not be used as general variable names by users in any definition statement.

### 2.1.5.2.2 Initialization Code Segment

In this segment the user may predefine the algorithm constants (gains and controller coefficients) and initial values of the algorithm's variables. For example:

```
gain_1=0.78 ;assigns to gain_1 the value of 0.78
gain_1=0.78*3/gain_3 ;requires gain_3 to be previously defined
past_pos1=0.0 ; initialize the past position cell
```

Note that the above three examples assume that the `#define` statement was used in the Definition Code segment to relate one general variable `qi` ( $i=1\dots 100$ ) to the text variables such as `gain_1`. Also, all initialization and constant variable assignments should be done outside the servo loop code segment to maximize the servo loop execution speed.

Important Note: If the subsequent user specified servo loop algorithm controls rotor speed (i.e. `control_effort1` is an output) and the rotor speed has been initialized (see Initialize Rotor Speed, Section 2.1.6.4), the initialization code must include the statement "`m136=0`". (Alternatively, the Definition Segment could state "`#define rotorspeedreg m136`", and subsequently the initialization code would state `rotorspeedreg=0`.) This disables the background routine that controls the rotor under Initialize Rotor Speed. If this routine is not disabled, it will take precedence over the user's servo loop routine and the rotor speed will remain constant.

This becomes an issue in routines such as MIMO controllers where some initial momentum bias is required to for gyroscopic torque to be effective, but motor speed control is required to provide reactive torque. The user may wish to Initialize Rotor Speed, then take over control of the rotor torque with his/her algorithm.

### 2.1.5.2.3 Servo Loop Segment

This segment starts with a "`begin`" statement and terminates with an "`end`" statement. All the legitimate assignment and condition statements between these two statements will be executed every *Sample Period* provided that the execution of the code does not exceed the *Sample Period*.

#### An Example

Consider the following user-written control algorithm program:

```
***** Definition code segment*****
#define kpf q1      ;define kpf as general variable q1
#define k1 q2      ;define k1 as general variable q2 and so on
#define k2 q3
#define k3 q4
#define k4 q5
#define past_pos1 q6
#define past_pos2 q7
#define dead_band q8

***** Initialization code segment *****
past_pos1=0      ;initialize algorithm variables
past_pos2=0
kpf=0.93         ;initialize constant gains etc.
k1=0.78
k2=3.14
```

```

k3=0.156
k4=7.58
dead_band=100      ;the size of dead band is set at 100 counts

;***** Servo Loop Code Segment *****
begin
  if ((abs(enc1_pos) !> dead_band)
      k1=k1+0.5
  else
      k1=0.78
  endif
  control_effort=kpf*cmd_pos-k1*enc1_pos-k3*enc2_pos-k3*(enc1_pos-  past_pos1)-k4*(enc2_pos-
past_pos2)
  past_pos1=enc1_pos
  past_pos2=enc2_pos
end

```

This is a simple state feedback algorithm with a conditional gain change based on the size of Encoder 1 position. First the required general variables are defined. Next, their values are initialized. And finally between the "begin" and the "end" statement the servo loop code is written which is intended to run every *Sample Period*. In addition, the "if" and the "else" statements are used to change the value of the k1 gain according to the *absolute* ("abs") value of Encoder 1 instantaneous position.

### 2.1.5.3 Language Syntax For Real-time Algorithms

#### 2.1.5.3.1 Constants

Constants are numerical values not subject to change. They are treated internally as 48-bit floating point numbers (32-bit mantissa, 12-bit exponent) by the Real-time Controller. They must be entered in decimal format as the following examples suggest:

```

1234
3
03      ;(leading zero OK)
-27.656
0.001
.001   ;(leading zero not required)

```

#### 2.1.5.3.2 Variables

There are 100 general variables q1 to q100 which may be used by the user for gains, controller coefficients, controllers variables and program flow flags. Examples:

```

q1=10.05      ;(assign to the variable q1 the values of 10.05)
q2=q1*0.05   ;(assign to the variable q2 the value of q1*0.05)

```

Note that when the define statement is used in the Definition Code segment to give names to the appropriate q variable then the above to examples may be written as:

```

#define gain_1 q1
#define gain_2 q2
.
.
.
gain_1=10.05
gain_2=gain_1*0.05

```

#### 2.1.5.3.3 Arithmetic Operators

The four standard arithmetic operators are:  $+$ ,  $-$ ,  $*$ ,  $/$ . The standard algebraic precedence rules apply: multiply and divide are executed before add and subtract, operations of equal precedence are executed from left to right, and operations inside parentheses are executed first.

There is an additional "%" modulo operator, which produces the resulting remainder when the value in front of the operator is divided by the value after the operator. This operator is particularly useful for dealing with roll over condition of command or actual positions.

#### 2.1.5.3.4 Functions

Functions perform mathematical operations on constants or expressions to yield new values. The general format is:

`{function name} ({expression})`

The available functions are `SIN`, `COS`, `TAN`, `ASIN`, `ACOS`, `ATAN`, `SQRT`, `LN`, `EXP`, `ABS`, and `INT`.

**Note:** All trigonometric functions are evaluated in units of radians (not degrees).

<b>SIN</b>	This is the standard trigonometric sine function
Syntax	<code>sin ({expression})</code>
Domain	All real numbers
Domain Units	radians
Range	-1.0 to 1.0
Range units	none
Possible Errors	N/A
<b>COS</b>	This is the standard trigonometric cosine function
Syntax	<code>cos ({expression})</code>
Domain	All real numbers
Domain Units	radians
Range	-1.0 to 1.0
Range units	none
Possible Errors	N/A
<b>TAN</b>	This is the standard trigonometric tangent function
Syntax	<code>tan ({expression})</code>
Domain	All real numbers except $\pm \pi/2, 3\pi/2, \dots$
Domain Units	radians
Range	-1.0 to 1.0
Range units	none
Possible Errors	divide by zero on illegal domain. (may return max. value.)
<b>ASIN</b>	This is the inverse sine (arc sine) function with its range reduce to $\pm \pi/2$
Syntax	<code>asin ({expression})</code>
Domain	-1.0 to 1.0
Domain Units	none
Range	$-\pi/2$ to $\pi/2$
Range units	radians
Possible Errors	illegal domain

<b>ACOS</b>	This is the inverse cosine (arc-cosine) function with its range reduced to 0 to $\pi$ .
Syntax	<code>acos ({expression})</code>

Domain	-1.0 to 1.0
Domain Units	none
Range	0 to pi
Range units	radians
Possible Errors	illegal domain
<b>atan</b>	This is the inverse tangent function (arc-tangent).
Syntax	<b>atan</b> ( { <b>expression</b> } )
Domain	all reals
Domain Units	none
Range	-pi/2 to pi/2
Range units	radians
Possible Errors	N/A
<b>LN</b>	This is the natural logarithm function (log base e)
Syntax	<b>ln</b> ( { <b>expression</b> } )
Domain	All positive numbers
Domain Units	none
Range	all real
Range units	none
Possible Errors	illegal domain
<b>EXP</b>	This is the exponentiation function ( $e^x$ ). Note: to implement the $y^x$ function, use $e^{x \ln(y)}$ instead. A sample expression would be <b>exp</b> ( <b>q1</b> * <b>ln</b> ( <b>q2</b> ) ) to implement $q2^{q1}$ .
Syntax	<b>exp</b> ( { <b>expression</b> } )
Domain	All real numbers
Domain Units	none
Range	all positive reals
Range units	none
Possible Errors	N/A
<b>SQRT</b>	This is the square root function
Syntax	<b>sqrt</b> ( { <b>expression</b> } )
Domain	All non-negative real numbers
Domain Units	free
Range	All non-negative real numbers
Range units	free
Possible Errors	illegal domain
<b>ABS</b>	This is the absolute value function
Syntax	<b>abs</b> ( { <b>expression</b> } )
Domain	All real numbers
Domain Units	free
Range	all non-negative reals
Range units	free
Possible Errors	N/A

<b>INT</b>	This is a truncation function which returns the greatest integer less than or equal to the argument, e.g. ( <b>int</b> ( 2.5 ) =2 , <b>int</b> ( -2.5 ) =-3)
Syntax	<b>int</b> ( { <b>expression</b> } )
Domain	All real numbers
Domain Units	free
Range	integers

Range units	free
Possible Errors	none

### 2.1.5.3.5 Expressions

An expression is a mathematical construct consisting of constants, variables and functions. connected by operators. Expressions can be used to assign a value to a variable or as a part of condition (see below). A constant may be used as an expression, so if the syntax calls for {**expression**}, a constant may be used as well as a more complicated expression. Examples of expressions:

```
#define variable_1 q1
#define variable_2 q2
.
.
.
512
variable_1
variable_1 -variable_2
1000*cos(variable_1*variable2)
abs(cmd_pos)
```

Note that the define statements should be used to define the user variables in terms of q variables. In additions, these variables should have been initialized.

### 2.1.5.3.6 Variable Value Assignment Statement

This type of statement calculates and assigns a value to a variable. Example:

```
control_effort= kp*(cmd_pos-encl_pos)
```

### 2.1.5.3.7 Comparators

A comparator evaluates the relationship between two values (constants or expressions). It is used to determine the truth of a condition in Servo Loop Code segment via the **--IF** statement (see below). The valid comparators are:

```
=      (equal to)
!=     (not equal to)
>      (greater than)
!>     (not greater than; less than or equal to)
<      (less than)
!<     (not less than, greater than or equal to)
```

**Note:** the comparators **<=** and **>=** are not valid. The comparators **!>** and **!<**, respectively, should be used in their place.

### 2.1.5.3.8 Conditional Statement

In the Servo Loop Code segment between the **begin** and the **end** statements, the **if** statement may be for conditional execution of parts of the control algorithm. The format is as follows:

```
if ( {condition})
    valid expression
```

```

      :
      .
endif

```

Also the **else** statement may be used as follows:

```

if ( {condition})
    valid expression
    .
else
    valid expression
    .
endif

```

If the {condition} is true, with no statement following on the line of the **if** statement, the Real-time Controller will execute all subsequent statements on the following lines down to the next **endif** or **else** statements.

A {condition} is made up of two expressions compared via the comparators described above. For Example:

```

if (control_effort>16000)
    control_effort=16000
endif

```

or,

```

If (enc2_pos>1.1*deadband)
    kp=1.0
else
    kp=1.2
endif

```

The {condition} statement may be in a **compound** form using the **and** and the **or** operators as follows:

```

If (enc2_pos>1.1*deadband and enc1_pos<enc2_pos)
    kp=1.0
else
    kp=1.2
endif

```

Note that the condition in the **if** statement line must be surrounded by parenthesis. Also avoid nesting more than three layers of **if** statements.

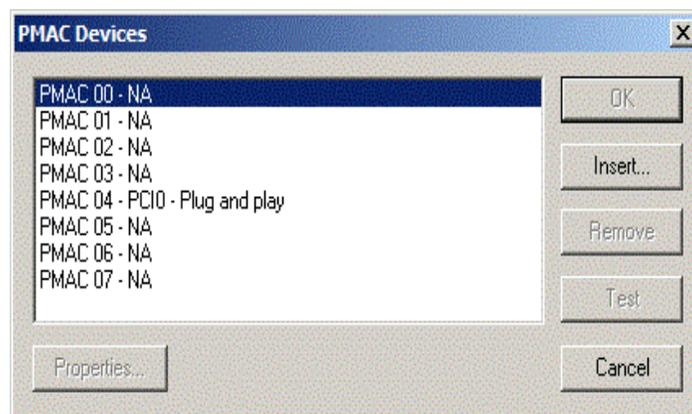
-  
-

2.1.5.2 The User Units dialog box provides various choices of angular or linear units for several ECP systems. For Model 750, the units are fixed. They are “counts” for the gimbal and rotor angles (encoders 1-4) and for the commanded positions; units of rpm for the displayed value of the wheel speed; and units of volts for the displayed control effort values. For Model 750, there are 6667 counts per revolution of the rotor (Axis #1), 24,400 counts per revolution of Axis #2 (Encoder #2), and 16,000 counts per revolution for Axes 3 and 4 (Encoders 3 and 4).

2.1.5.3 The Communications dialog box is usually used only at the time of installation of the real-time controller. The choices are serial communication (RS232 mode) or PC-bus mode – see Figure 2.1-4. If your system was ordered for PC-bus mode of communication, you do not usually need to enter this dialog box unless the default address at 528 on the ISA bus is conflicting with your PC hardware. In such a case consult the factory for changing the appropriate jumpers on the controller. If your system was ordered for serial communication (v. direct installation of the DSP board on the PC bus) the default baud rate is set at 34800 bits/sec. To change the baud rate consult factory for changing the appropriate jumpers on the controller. You may use the Test Communication button to check data exchange between the PC and the real-time controller. This should be done after the correct choice of Communication Port has been made. The Timeout should be set as follows:

ECP Executive For Windows with Pentium Computer:

Timeout  $\geq$  50,000



**Figure 2.1-4. The Communications Dialog Box**

### 2.1.6 Command Menu

The Command menu contains the following pull-down options

- Trajectory1 . . .
- Trajectory2 . . .
- Disturbance . . .
- Execute . . .
- Initialize Rotor Speed (or Disable Rotor Speed Loop)

2.1.6.1 The Trajectory Configuration dialog boxes allow the user to specify the shapes of the reference inputs used in the real time algorithms. Based on the specified shapes, the DSP board generates the variables `cmd1_pos` and `cmd2_pos` that are available to the user-specified algorithm as real-time control inputs. These dialog boxes, shown in Figure 2.1.-5, provide a library of shapes plus the means by which the user may define a custom input. There are two such boxes, one for each of the two available system inputs.

- Impulse
- Step
- Ramp
- Parabolic
- Cubic
- Sinusoidal
- Sine Sweep
- User Defined

A mathematical description of these is given later in Section 4.1.

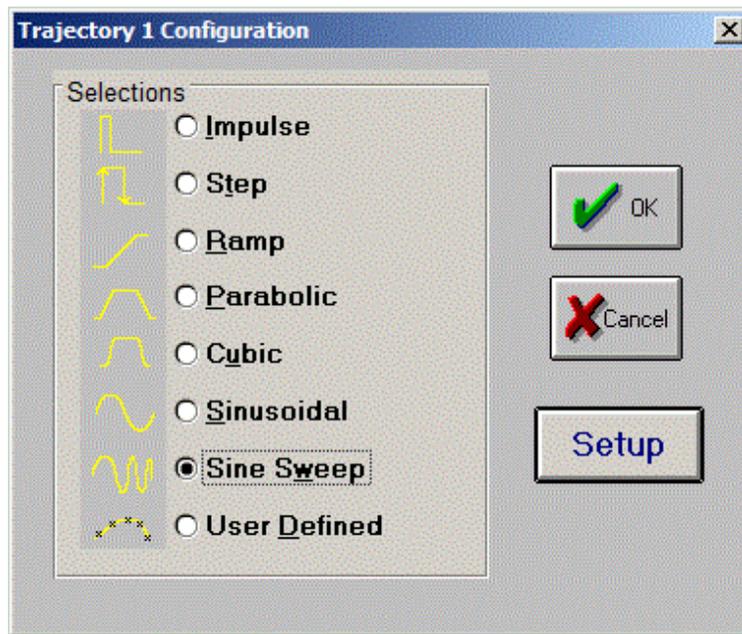


Figure 2.1-5. The Trajectory Configuration Dialog Box

All *geometric* input shapes – Impulse through Cubic – may be specified as Unidirectional or Bi-directional. Examples of these shape types are shown in Figure 2.1-6. The bi-directional option should normally be selected whenever the system is configured to have a *rigid body mode* (one that rotates freely) and the system is operating open loop. This is to avoid excessive speed or displacement of the system.

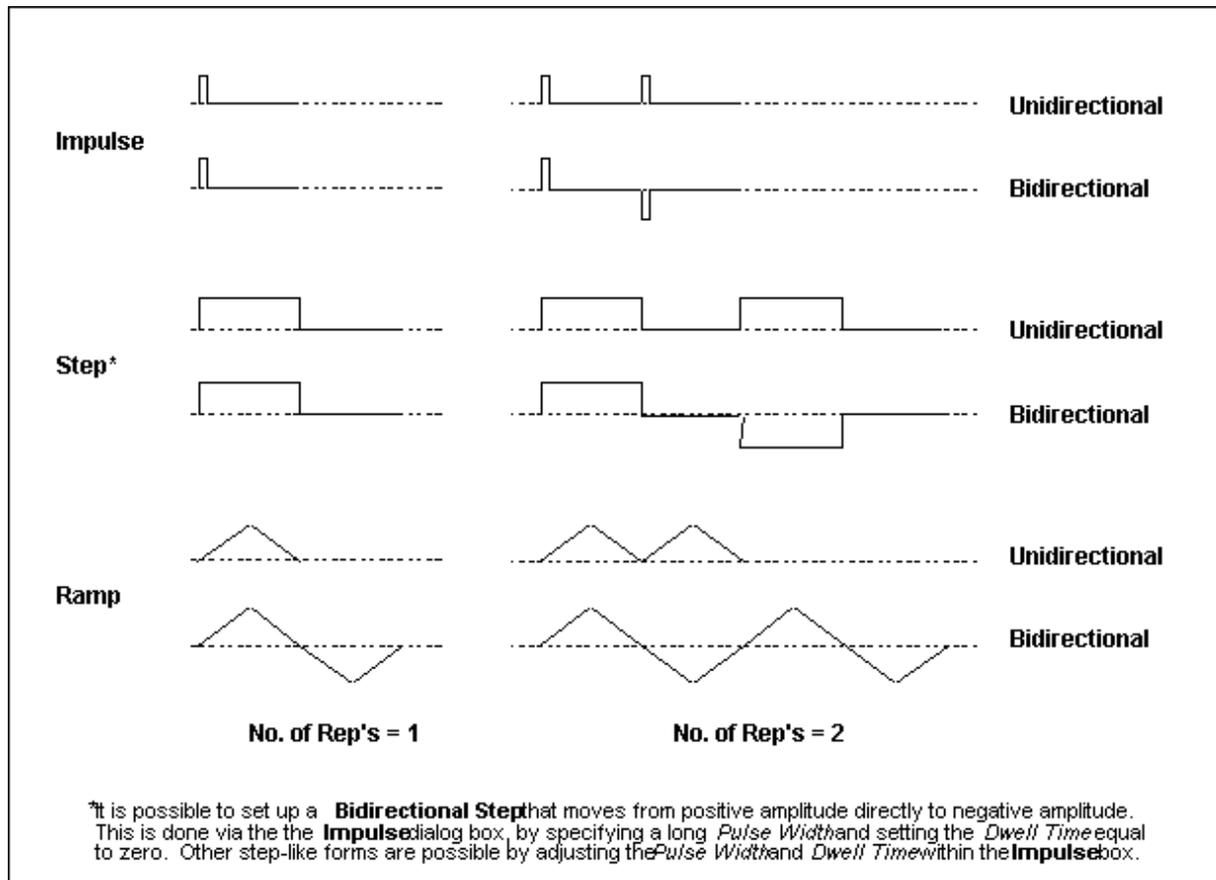
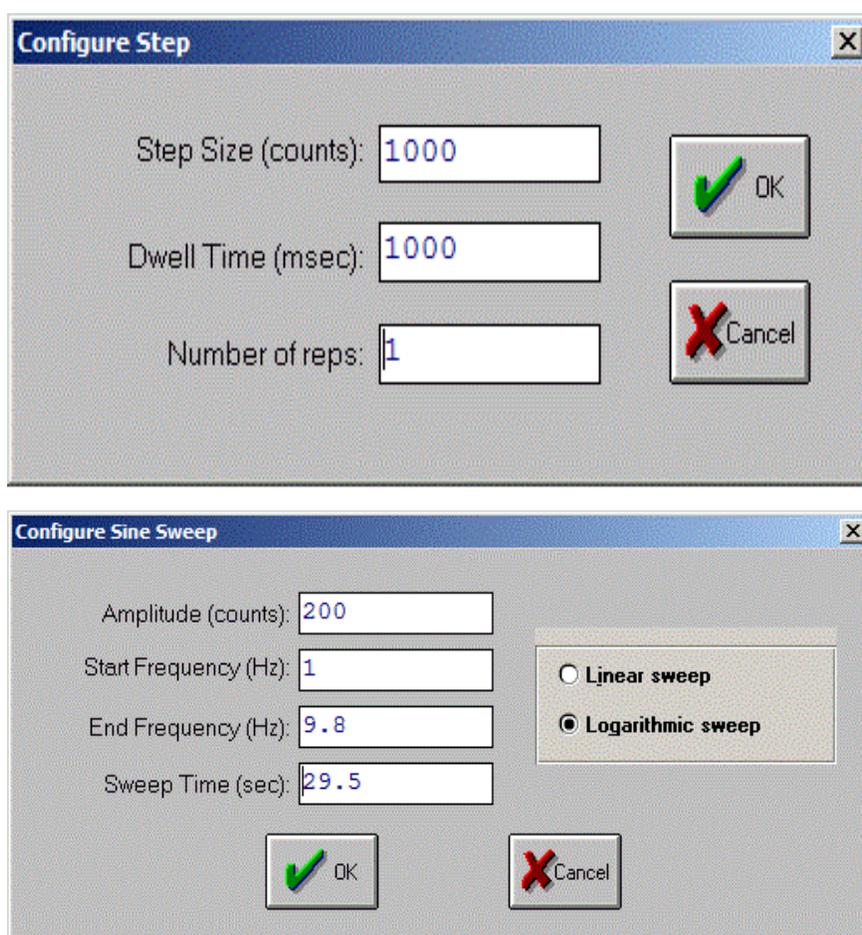


Figure 2.1-6. Example Geometric Trajectories

By selecting the desired shape followed by Setup, one enters a dialog box for the corresponding trajectory. Examples of these boxes are shown in Figure 2.1-7. The amplitude is specified in units consistent with the selected User Units (Setup menu). The characteristic durations of the various shapes are specified in units of milliseconds.

**Important Note:** It is possible to specify amplitudes and/or abruptly changing shapes that exceed the linear range of the servo amplifiers or cause high angular rates or excessive travel in the apparatus. These may result in inaccurate test results and could lead to a hazardous operating condition or over-stressing of the apparatus<sup>[2]</sup>. If in doubt as to whether the drive linear range has been exceeded, you may view Control Effort (either by real-time plotting or via data acquisition/plotting). Firmware in the real-time controller has routines that will cause the output to saturate at  $\pm 10$  V. These are transparent to the user. When specifying an unfamiliar trajectory, the user should generally begin with small amplitudes, velocities, accelerations, and RMS power levels and gradually increase them to suitable safe values. Similarly, when specifying control algorithm parameters, one should begin with conservatively low values; then gradually increase them. See Section 2.3 on safety.



**Figure 2.1-7. Example “Setup Trajectory” Dialog Boxes**

The Impulse dialog box provides for specification of amplitude, impulse duration, dwell duration, and number of repetitions.<sup>[3]</sup> The Step box supports specification of step amplitude, duration, and number of repetitions with the dwell duration being equal to the step duration. The Ramp shape is specified by the peak amplitude, ramp slope (units of amplitude per second), dwell time at amplitude peaks, and number of repetitions. The Parabolic shape is specified by the peak amplitude, ramp slope (units of  $\text{ampl./s}$ ), acceleration time, dwell time at amplitude peaks, and number of repetitions. In this case, the acceleration (units of  $\text{ampl./s}^2$ ) results from meeting the specified amplitude, slope, and acceleration period. The Cubic shape is specified by the peak amplitude, ramp slope (units of  $\text{ampl./s}$ ), acceleration

time, dwell time at amplitude peaks, and number of repetitions. In this case, the "jerk" (units of  $\text{ampl./s}^3$ ) results from meeting the specified amplitude, slope, and acceleration period where the acceleration increases linearly in time until the specified velocity is reached.

Note that the only difference between a parabolic input and a cubic one is that during the acceleration/deceleration times, a constant acceleration is commanded in a parabolic input and a constant jerk is commanded in the cubic input.

Of course, in a ramp input the commanded acceleration/deceleration is infinite at the ends of a commanded displacement stroke and zero at all other times during the motion. For safety, there is an apparatus-specific limit beyond which the Executive program will not accept the amplitude inputs for each geometric shape.

The Sinusoidal dialog box provides for specification of input amplitude, frequency and number of repetitions.

The Sine Sweep dialog box accepts inputs of amplitude, start and end frequencies (units of Hz), and sweep duration. Both linear and logarithmic frequency sweeps are available. The linear sweep frequency increase is linear in time. For example a sweep from 0 Hz to 10 Hz in 10 seconds results in a one Hertz per second frequency increase. The logarithmic sweep increases frequency logarithmically so that the time taken in sweeping from 1 to 2 Hz for example, is the same as that for 10 to 20 Hz when a single test run includes these frequencies. There is an apparatus-specific amplitude limit beyond which the Executive will not accept the inputs.

**Important Note #1:** The logic as to whether to include the Sine Sweep plotting options is driven by the currently selected shape under Trajectory 1. Sine Sweep must be selected in the Trajectory 1 Configuration dialog box in order for these options to be available in Setup Plot. E.g. if a sine sweep is desired for Trajectory 2 only, the user should also select Sine Sweep for Trajectory 1, and then select *Execute Trajectory 2 Only* under Execute – see Section 2.1.6.3. Conversely, if Trajectory 2 is not to be a sine sweep, then Sine Sweep should not be selected under Trajectory 1.

**Important Note #2:** A large open loop amplitude combined with a low frequency may result in an over-speed condition in the corresponding output(s) which will be detected by the real-time controller and the hard-wired inertia switches and will cause the system to shut down (see Section 2.3). In closed loop operations, high frequency, large amplitude tests may also result in a shut down condition. Any of these conditions will cause the test to be aborted and the System Status display in the Background Screen to indicate Limit Exceeded. To run the test again you should reduce the input shape amplitude and then Reset Controller (Utility menu), and re-Implement a stabilizing controller (Command menu). In general, all trajectories that generate either too high a speed, too large a deflection, or excessive motor power will cause this condition – see the safety section 2.3. For a further margin of safety, there is an apparatus-specific amplitude limit beyond which the Executive program will not accept the inputs.

The User Defined shape dialog box provides an interface for the specification of any input shape created by the user. In order to make use of this feature the user must first create an ASCII text file with an extension ".trj" (e.g. "random.trj"). This file may be accessed from any directory or disk drive using the usual file path designators in the filename field or via the Browse button. If the file exists in the same directory as the Executive program, then only the file name should be entered. The content of this file should be as follows:

The first line should provide the number of points specified. The maximum number of points is 923. This line should not contain any other information. The subsequent lines (up to 923) should contain the consecutive set points. For example to input twenty points equally spaced in distance one can create a file called "example.trj" using any text editor as follows

```
20
5
10
```

15  
20  
25  
30  
35  
40  
45  
50  
55  
60  
65  
70  
75  
80  
85  
90  
95  
100

The segment time which is a time between each consecutive point can be changed in the dialog box. For example if a 100 milliseconds segment time is selected, the above trajectory shape would take 2 seconds to complete ( $100 \times 20 = 2000$  ms). The minimum segment time is restricted to five milliseconds by the real-time controller. When Open Loop is selected, the units of the trajectory are assumed to be DAC bits (e.g. +16383 = 4.88 V, -16383 = -4.88 V). In Closed Loop mode, the units are assumed to be the position displacement units specified under User Units (Setup menu). The shape may be treated by the system as a discrete function exactly as specified, or may be smoothed by checking the Treat Data As Splined box. In the latter case the shapes are cubic spline fitted between consecutive points by the real-time controller. Obviously a user-defined shape may also cause over-speed of the mechanism if the segment time is too long or the distance between the consecutive points is too great.

2.1.6.2 The Disturbance dialog box is not used in the Model 750 system.

2.1.6.3 The Execute dialog box (see Figure 2.1-7) is entered after the trajectories are selected. Here the user commands the system to execute the currently specified trajectory(s). The user may select either Normal or Extended Data Sampling. Normal Data Sampling acquires data for the duration of the executed trajectory. Extended Data Sampling acquires data for an additional 5 seconds beyond the end of the maneuver. Both the Normal and Extended boxes must be checked to allow extended data sampling. (For the details of data gathering see Section 2.1.7.1, Setup Data Acquisition). Either *Trajectory 1*, or *Trajectory 2*, or both may be selected for execution, and a time delay between them may be specified as shown in the figure.

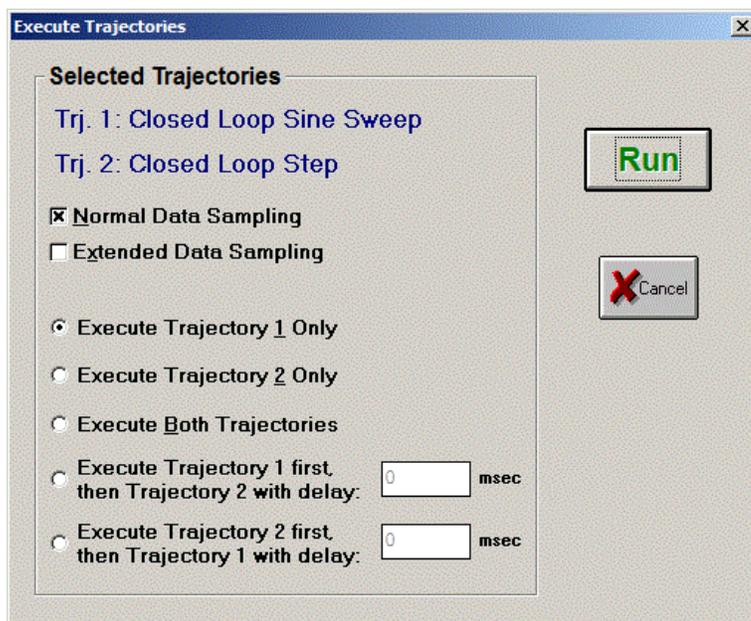


Figure 2.1-7. The Execute Dialog Box

After selecting the trajectory and data gathering options, the user normally selects Run. The real-time controller will begin execution of the specified trajectory(s). Once finished, and provided the Sample Data box was checked, the data will be uploaded from the DSP board into the Executive (PC memory) for plotting, saving and exporting. At any time during the execution of the trajectory or during the uploading of data, the process may be terminated by clicking on the Abort button. If the process is aborted before the trajectory has completed, the associated *Commanded Position(s)* (reference input(s)) will be fixed at its current value(s). Finally, if one trajectory has a longer duration than the other, the maneuver and data collection will continue until completion of the longer trajectory.

2.1.6.4 The Initialize Rotor Speed dialog box is used to specify a spin speed of the rotor in RPM. After specifying the desired speed (between 0 and 800 RPM), and selecting *OK*, the real-time controller implements a routine that accelerates the rotor to the specified speed and maintains it there. The Command menu will now display the option Disable Rotor Speed Loop. If this option is selected, the rotor speed control will be disabled and the rotor will coast to a stop.

**Important Note:** If the user later implements a control algorithm that regulates rotor speed (i.e. `control_effort1` is an output) and the rotor speed has been initialized, the initialization code segment must include the statement `m136=0`. (see Setup Control Algorithm, Initialization Code Segment, Section 2.1.5.2.2) This disables the background routine that controls the rotor under Initialize Rotor Speed. If this routine is not disabled, it will take precedence over the user's servo loop routine and the rotor speed will remain constant.

This becomes an issue in routines such as MIMO controllers where some initial momentum bias is required for gyroscopic torque to be effective, but motor speed control is required to provide reactive torque. The user may wish to Initialize Rotor Speed, then take over control of the rotor torque with his/her algorithm.

## 2.1.7 Data Menu

The Data menu contains the following pull-down options

- Setup Data Acquisition
- Upload Data
- Export Raw Data

2.1.7.1 Setup Data Acquisition allows the user to select one or more of the following data items to be collected at a chosen multiple of the servo loop closure sampling period while running any of the trajectories mentioned above – see Figures 2.1-8 and 4.1-1:

- Commanded Position 1
- Commanded Position 2
- Encoder 1 Position
- Encoder 2 Position
- Encoder 3 Position
- Encoder 4 Position
- Control Effort 1 (output 1 to the servo loop or the open loop command)
- Control Effort 2 (output 2 to the servo loop or the open loop command)
- Variable Q10<sup>[4]</sup>
- Variable Q11
- Variable Q12
- Variable Q13

Here the user adds or deletes any of the above items by first selecting the item, then clicking on Add Item or Delete Item. The user must also select the data gather sampling period in multiples of the servo period. For example, if the sample time ( $T_s$  in the Setup Control Algorithm) is 0.00442 seconds and you choose 5 for your gather period here, then the selected data will be gathered once every fifth sample or once every 0.0221 seconds. Usually for trajectories with high frequency content (e.g. *Step*, or high frequency *Sine Sweep*), one should choose a low data gather period (say 10 ms). On the other hand, one should avoid gathering more often (or more data types) than needed since the upload and plotting routines become slower as the data size increases. The maximum available data size (no. variables x no. samples) is 33,586.

2.1.7.2 Selecting Upload Data allows any previously gathered data to be uploaded into the Executive. This feature is useful when one wishes to switch and compare between plotting previously saved raw data and the currently gathered data. Remember that the data is automatically uploaded into the executive whenever a trajectory is executed and data acquisition is enabled. However, once a previously saved plot file is reloaded into the Executive, the currently gathered data is overwritten. The Upload Data feature allows the user to bring the overwritten data back from the real-time controller into the Executive.

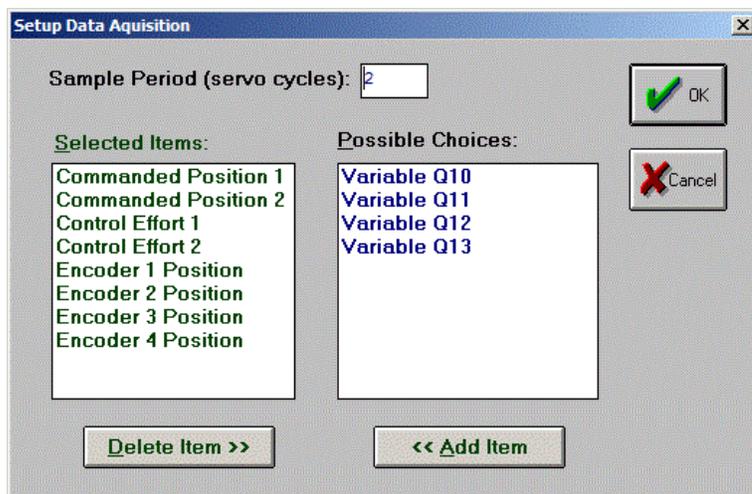


Figure 2.1-8. The Setup Data Acquisition Dialog Box

2.1.7.3 The Export Raw Data function allows the user to save the currently acquired data in a text file in a format suitable for reviewing, editing, or exporting to other engineering/scientific packages such as Matlab®. [5] The first line is a text header labeling the columns followed by bracketed rows of data items gathered. The user may choose the file name with a default extension of ".text" (e.g. lqrstep.txt). The first column in the file is sample number, the next is time, and the remaining ones are the acquired variable values. Any text editor may be used to view and/or edit this file.

## 2.1.8 Plotting Menu

The Plotting menu contains the following pull-down options

- Setup Plot
- Plot Data
- Axis Scaling
- Print Plot
- Load Plot Data
- Save Plot Data
- Real Time Plotting

2.1.8.1 The Setup Plot dialog box (see Figure 2.1-9) allows up to four acquired data items to be plotted simultaneously – two items using the left vertical axis and two using the right vertical axis units. In addition to the acquired raw data, you will see in the box plotting selections of velocity and acceleration for the position and input variables acquired. These are automatically generated by numerical differentiation of the data during the plotting process. Simply click on the item you wish to add to the left or the right axis and then click on the Add to Left Axis or Add to Right Axis buttons. You must select at least one item for the left axis before plotting is allowed – e.g. if only one item is plotted, it must be on the left axis. You may also change the plot title from the default one in this dialog box.

Items for comparison should appear on the same axis (e.g. commanded vs. encoder position) to ensure the same axis scaling and bias. Items of dissimilar scaling or bias (e.g. control effort in volts and position in counts) should be placed on different axes.

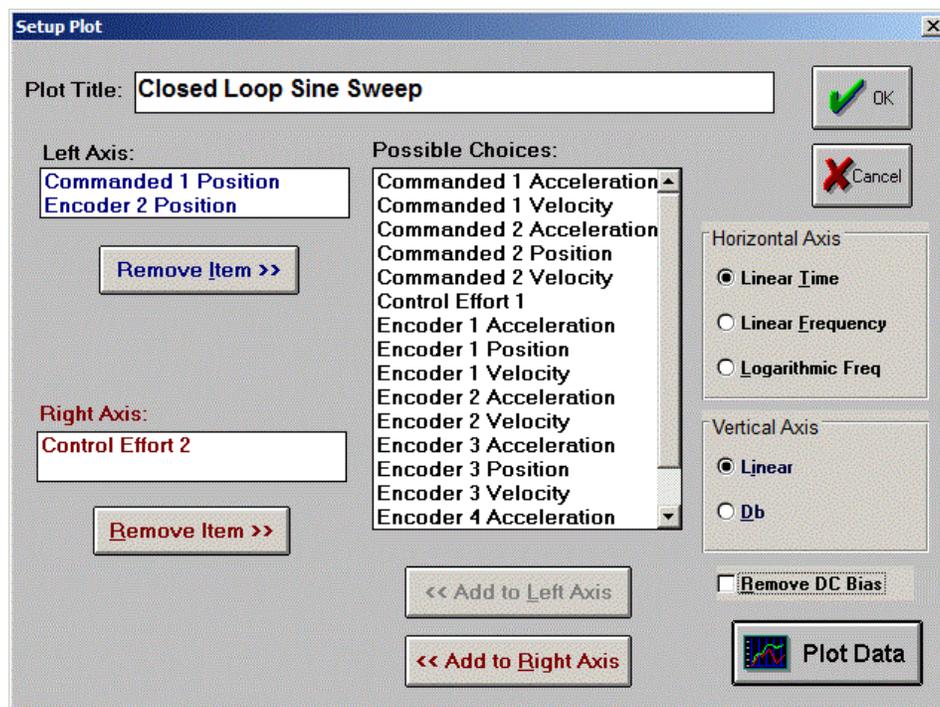


Figure 2.1-9 The Setup Plot Dialog Box

When the current data (either from the last test run or from a previously saved and loaded plot file) is from a Sine Sweep input, several data scaling/transformation options appear in the Setup Plot box. These include the presentation of data with horizontal coordinates of time, linear frequency (i.e. the frequency of the input) or logarithmic frequency. The vertical axis may be plotted in linear or Db (i.e.  $20 \cdot \log_{10}(\text{data})$ ) scaling. In addition, the Remove DC Bias option subtracts the average of the final 50 data points from the data set of each acquired variable. This generally gives a more representative view of the frequency response of the system, particularly when plotting low amplitude data in Db. Examples of sine sweep (frequency response) data plotted using two of these options are given later in Figure 3.2-6TBD.

Important Note: The logic as to whether to include the Sine Sweep plotting options is driven by the currently selected shape under Trajectory 1. Sine Sweep must be selected in the Trajectory 1 Configuration dialog box in order for these options to be available in Setup Plot. E.g. if a sine sweep is desired for Trajectory 2 only, the user should also select Sine Sweep for Trajectory 1, and then select *Execute Trajectory 2 Only* under Execute – see Section 2.1.6.3. Conversely, if Trajectory 2 is not to be a sine sweep, then Sine Sweep should not be selected under Trajectory 1.

2.1.8.2 Plot Data generates a plot of the selected items. A typical plot as seen on screen is shown in Figure 2.1-10.

2.1.8.3 Axis Scaling provides for scaling or “zooming” of the horizontal and vertical axes for closer data inspection – both visually and for printing. This box also provides for selection or deselection of grid lines and data point labels. When Real-time Plotting is used (see Section 2.1.8.7), the data sweep / refresh speed and amplitudes may be adjusted via the Axis Scaling box.

2.1.8.4 The Print Data option provides for printing a hard copy of the selected plot on the current PC system printer. The plots may be resized prior to printing to achieve the desired print format

2.1.8.5 The Load Plot Data dialog box enables the user to bring into the Executive previously saved ".plt" plot files. Note that such files are not stored in a format suitable for use by other programs. For this purpose the user should use the Export Raw Data option of the Data menu. The ".plt" plot files contain the sampling period of the previously saved

data. As a result, after plotting any previously saved plot files and before running a trajectory, you should check the servo loop sampling period  $T_s$  in the Setup Control Algorithm dialog box. If this number has been changed, then correct it. Also, check the data gathering sampling period in the Data Acquisition dialog box, this too may be different and need correction.

2.1.8.6 The Save Plot Data dialog box enables the user to save the data gathered by the controller for later plotting via Load Plot Data. The default extension is ".plt" under the current directory. Note that ".plt" files are not saved in a format suitable for use by other programs.

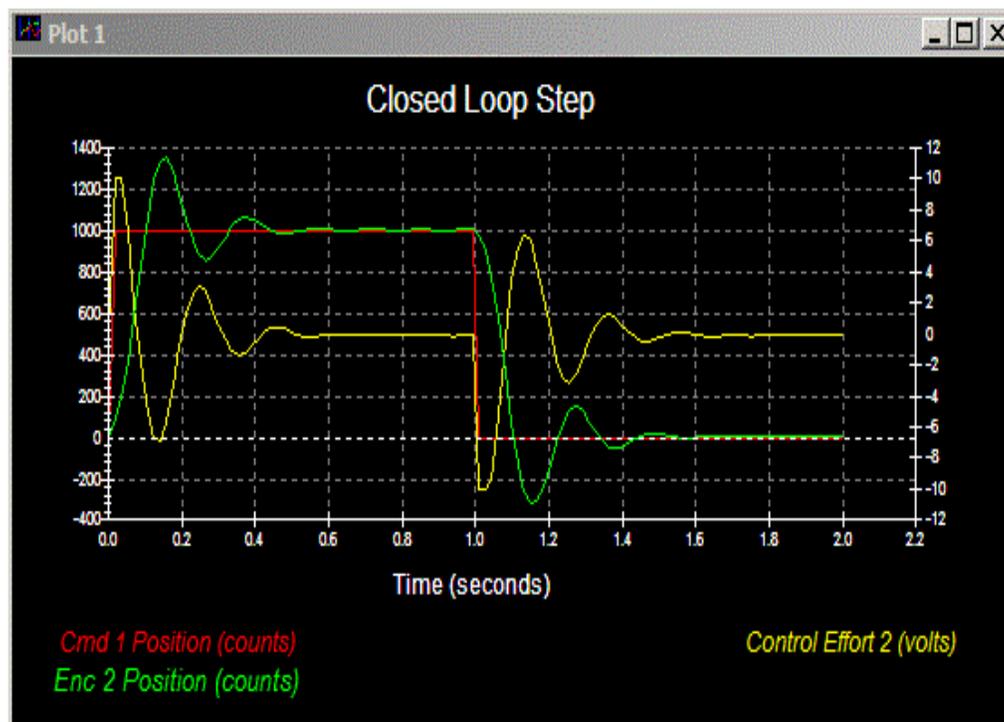


Figure 2.1-10. A Typical Plot Window

2.1.8.7 The Setup Real Time Plotting dialog box enables the user to view data in real time as it is being generated by the system. Thus the data is seen in an oscilloscope-like fashion. Unlike normal (off-line) plotting, real-time plotting occurs continuously whether or not a particular maneuver (via Execute, Command Menu) is being executed<sup>[6]</sup>. The setup for real-time plotting is essentially identical to that for normal plotting (see Section 2.1.8.1). Because the expected data amplitude is not known to the plotting routine, the plot will first appear with the vertical axes scaled to full scale values of 1000 of the selected variable units. These should be rescaled to appropriate values via Axis Scaling. The sweep or data refresh rate may also be changed via Axis Scaling when real-time plotting is underway. A slow sweep rate is suitable for slow system motion or when a long data record is to be viewed in a single sweep. The converse generally holds for a fast sweep rate.

The data update rate is approximately 50 ms and is limited by the PC/DSP board communication rate. Therefore, frequency content above about 5 Hz is not accurately displayed due to numerical aliasing. The real-time display however is very useful in visually correlating physical system motion with the plotted data and is valid for most practical system frequencies. The data acquired via the data acquisition hardware (for normal plotting) may be sampled at much higher rates (up to 1.1 KHz) and hence should be used when quantitative high speed measurements are desired.

## 2.1.9 Utility Menu

The Utility menu contains the following pull-down options:

- Configure Optional auxiliary DACs
- Jog Position
- Zero Position
- Reset Controller
- Rephase Motor
- Down Load Controller Personality File

2.1.9.1 The Configure Auxiliary DACs dialog box (see Figure 2.1-11) enables the user to select various items for analog output on the two optional analog channels in front of the ECP Control Box. Using equipment such as an oscilloscope, plotter, or spectrum analyzer the user may inspect the following items continuously in real time:

- Commanded Position 1
- Commanded Position 1
- Encoder 1 Position
- Encoder 2 Position
- Encoder 3 Position
- Encoder 4 Position
- Control Effort 1
- Control Effort 2
- Variable Q10
- Variable Q11
- Variable Q12
- Variable Q13

The scale factor which divides the item can be less than 1 (one). The DACs analog output is in the range of +/- 10 volts corresponding to +32767 to -32768 counts. For example to output the commanded position for a sine sweep of amplitude 2000 counts you should choose the scale factor to be 0.061 ( $2000/32767=0.061$ ) This gives close to full +/- 10 volt reading on the analog outputs. In contrast, if the numerical value of an item is greater than +/- 32767 counts, for full scale reading, you must choose a scale factor of greater than one. Note that the above items are always in counts (not degrees or radians) within the real time controller and since the DAC's are 16-bit wide, + 32767 counts corresponds to +9.999 volts, and -32768 counts corresponds to -10 volts.

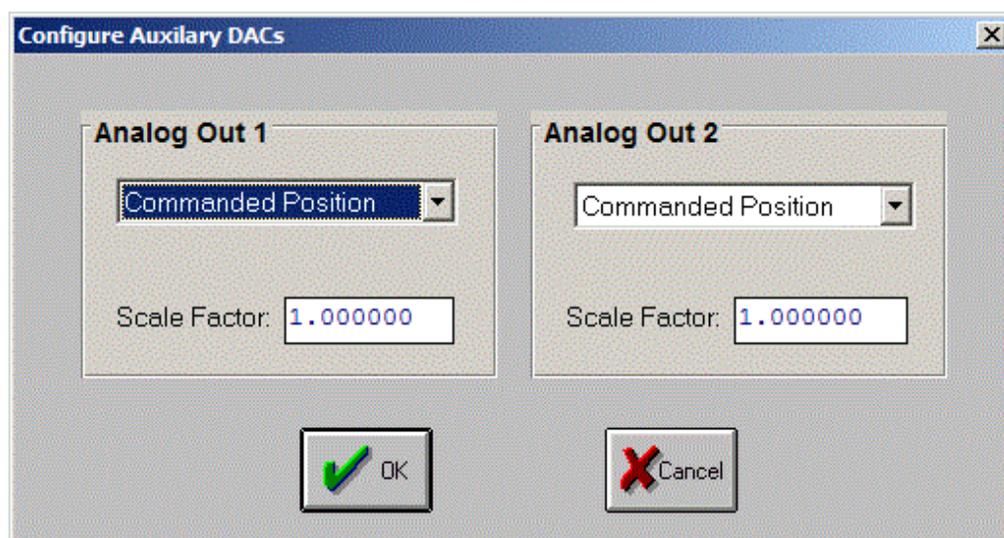


Figure 2.1-11. The Configure Auxiliary DACs Dialog Box

2.1.9.2 The Jog Position option is not used in the Model 750 system.

2.1.9.3 The Zero Position option enables the user to reinitialize the current position as the zero position. Note that if following errors exists (differences between the actual positions and the commanded ones), then the actual positions may be other than zero even though the commanded position is zero. (Since the action is similar to commanding an instantaneous zero valued set point, a sudden small jerk in position may occur).

2.1.9.4 The Reset Controller option allows the user to reset the real-time controller. Upon Power up and after a reset activity, the loop is closed with zero gains and there it behaves in the same way as in the open loop state with zero control effort. Thus the user should be aware that even though the Control Loop Status indicates "closed loop", all of the gains are zeroed after a Reset. In order to implement (or re implement) a controller you must go to the Setup Control Algorithm box.

2.1.9.5 The Rephase Motor option enables a user to simply rephase a brushless motor's commutation phase angle. This feature is not used by the current Model 750 system since its motors are internally commutated.

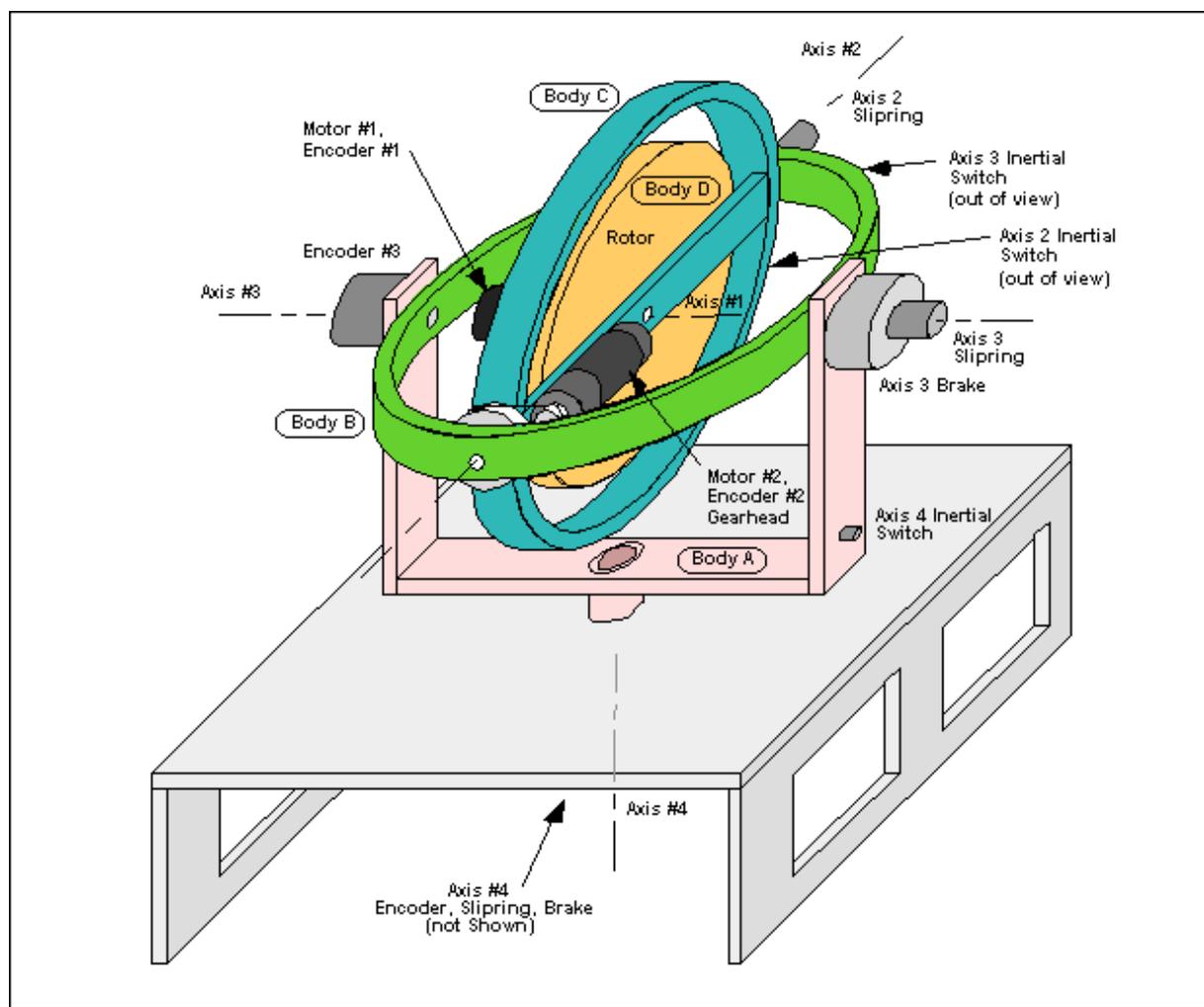
2.1.9.6 The Download Controller Personality File is an option which should not be used by most users. In a case where the real-time controller irrecoverably malfunctions, and after consulting ECP, a user may download the personality file if a ".pmc" file exists. In the case of Model 750, this file is named "m750xxx.pmc". This downloading process takes a few seconds.

## 2.2 Electromechanical Plant

### 2.2.1 Design Description

The plant, shown in Figure 2.2-1, consists of a high inertia brass rotor suspended in an assembly with four angular degrees of freedom. The rotor spin torque is provided by a rare earth magnet type DC motor (motor#1) whose angular position is measured by a 2000 count per revolution optical encoder (encoder #1). The motor drives the rotor through a 3.33:1 reduction ratio which amplifies both the torque and encoder resolution by this factor. The first transverse gimbal assembly (body C) is driven by another rare earth motor (motor #2) to effect motion about axis #2. The motor drives a 6.1:1 capstan to amplify torque between the adjoining bodies C and B. A 1000 line encoder with 4x interpolation is

mounted on the motor to provide feedback of the relative position of bodies C and B with a resolution of 24,400 counts per revolution.



**Figure 2.2-1. Control Moment Gyroscope Apparatus**

The subsequent gimbal assembly, body B, rotates with respect to body A about axis 3. There is no active torque applied about this axis. A brake, which is actuated via a toggle switch on the Controller box, may be used to lock the relative position of A and B and hence reduce the system degrees of freedom. The relative angle between A and B is measured by Encoder #3 with a resolution of 16,000 counts per revolution. Finally, body A rotates without actively applied torque relative to the base frame (inertial ground) along axis 4. The axis 4 brake is controlled similarly to the axis 3 brake and the feedback resolution is again 16,000 counts per revolution.

Inertial switches, or “g-switches” are installed on bodies A, B, and C to sense any overspeed condition in the gimbal assemblies. They are set to actuate at 2.1 g’s. For axis 2, limit switches and mechanical stops are provided at the safe limit of travel. When any of these normally closed switches sense a high angular rate condition, they open and thereby cause a relay to turn off power to the Controller box. When this power is lost, the fail-safe brakes (power-on-to-release type) at axes 3 and 4 engage. Also upon loss of power, the windings of motors 1 and 2 have are shorted, thereby effecting electromechanical damping. Thus all axes are actively slowed and stopped whenever an over-speed or over-travel condition is detected.

Precious metal sliprings are included at each gimbal axis to provide for continuous angular motion. These low noise, low friction, sliprings pass all electrical signals including those of the motors, encoders, g-switches, limit switches, and brakes to the Control Box.

**Important Note #1: The plant gimbals 2 and 3 must be initially oriented as shown in Figure 2.2-1 in order**

for the dynamic equations of Chapter 5 to be correct. Care must be taken to match the particular orientation of the gimbal members (e.g. as seen by the motor orientations) to achieve correct polarity. This may be checked via rotating the respective gimbals in a positive direction as identified in the subsequent Figure 5.1-1 and verifying that the encoder counts are increasing (for systems purchased as “complete systems, this is easily seen on the Executive Program background screen).

**Important Note #2:** After releasing Axis 3 and Axis 4 brakes some residual friction may exist. It is therefore advised to slowly rotate the corresponding assembly (using a ruler or other long slender object) several revolutions to free any excessive friction prior to performing tests.

## 2.3 Safety

This section describes important safety features of the system and cautions regarding its operation. This section must be read and understood by all users and anyone in the physical vicinity of this equipment prior to operating it. If any material in this section is not clear to the reader, contact ECP for clarification before operating the system. This system can possess high kinetic energy and therefore it is vital that the safety notices, instructions and warnings of this section be followed explicitly.

**Important Notice #1:** The system’s safety functions must be verified before each operational session. When used as instructional equipment, this means before or at the beginning of each class in which it is used. For research, it means as a minimum, at the beginning of each day it is used. See instructions 2.3.1 below

**Important Notice #2:** The system must be checked visually before each operational session to verify that the rotor support structure, protective clear rotor cover, brakes, and inertia switches all appear to be undamaged and securely fastened.

**Important Notice #3:** In the event of an emergency, control effort should be immediately discontinued by pressing the red "OFF" button on front of the Control Box.

**Important Notice #5:** Warnings regarding the use of this equipment are provided at the end of this section. All persons in the vicinity of this equipment when the control box is powered must be aware of these warnings.

### 2.3.1 Verifying The System Safety Functions

1. Make sure that there are no connections to the Control Box (e.g. DAC inputs or encoder readouts) or that they are providing no signal voltages to the box if they are connected.
2. Connect the mechanism to the Control Box and plug the control box into an appropriate power source.
3. Verify that there is nothing interfering with the free motion of the gimbals.
4. Turn on power to the Control Box via the red “on” button. With the brakes switched off, verify that axes 2, 3 and 4 rotate freely.

5. Manually rotate axis 2 (inner gimbal ring) slowly to one limit of travel. You should hear a clicking sound, the Control Box should power down, and the axis 3 and 4 brakes should engage. Move assembly off the mechanical stop and turn the power to the Control Box back on. Move the inner ring in the opposite direction until contacting the stop and verify that the Control box powers down and that the brakes engage. If the system fails to automatically shut down after reaching the limit in either direction of travel, do not further operate the system and contact ECP before continuing.
6. Manually rotate axis 3 (outer gimbal ring) slowly to get a feel for how to move it briskly without injuring fingers. Move the gimbal briskly to achieve approximately 100 rpm (1.7 rev/sec). The system should automatically power down and the axis 3 and axis 4 brakes should engage. If the system fails to automatically shut down, do not further operate the system and contact ECP before continuing.
7. Repeat step 5 for the axis 4 gimbal (vertical yoke at the base of the mechanism). Here it will require approximately 120 rpm to cause the automatic shut-down.

### 2.3.2 Other Safety Features.

Relay circuits are installed within the Control Box that cause the brakes to engage and the motors to become shorted across their windings whenever power is turned off. The effect of shorting the motor windings is to cause the motors to operate in the generating mode and hence to provide viscous damping. This in turn decelerates the motion of the connected assemblies.

The g-switches (inertial switches) that sense the excessive gimbal rates are set to 2.1 g's. They are normally closed so that any inadvertent open in the associated circuit will cause the system to power down and the brakes to engage. The brakes are of the "fail-safe" power off type meaning that power must be applied in order for them to be released. Therefore the Control box must be powered and the respective switch "off" before the associated gimbal is free. Any inadvertent open in the brake circuit will cause it to engage.

There are two limit switches and mechanical stops that provide over-travel detection and protection for Axis 2. When an over-travel condition is detected, the normally closed switches open and the controller box is powered off.

The motor rotor speed is limited by the no-load speed of the spin motor and the supply voltage. This speed cannot exceed approximately 1400 rpm. For equipment purchased as a "Complete System", the ECP firmware limits the speed to approximately 825 rpm. For systems sold as "Plant Only" units, the user must furnish speed detection and control effort shutdown software to further limit motor speed to 825 RPM maximum.

### 2.3.3 Safety Checking Your Controller

While it should generally be avoided, in some cases it is instructive or necessary to manually contact the mechanism when motion control is active. This should always be done with caution and never in such a way that clothing or hair may be caught in the apparatus. By staying clear of the mechanism when it is moving or when a trajectory has been commanded, the risk of injury is greatly reduced. Being motionless, however, is not sufficient to assure the system is safe to contact. In some cases an unstable controller may have been implemented but the system may remain motionless until perturbed – then it could react violently.

In order to eliminate the risk of injury in such an event, you should always safety check the controller prior to physically contacting the system. This is done by lightly grasping a slender, light object with no sharp edges (e.g. a ruler without sharp edges or an unsharpened pencil) and using it to slowly move each gimbal from side to side. Keep hands clear of the mechanism while doing this and apply only light force to each gimbal. If the mechanism does not spin up or

oscillate then it may be manually contacted – but with caution. This procedure must be repeated whenever any user interaction with the system occurs (either via the ECP Executive program, the user's data processing hardware or software or the Controller Box) if the mechanism is to be physically contacted again.

#### 2.3.4 Start Up and Shut Down Procedures

The recommended procedure for **start up** is as follows:

**First :** Turn on the PC with the real-time Controller installed in it.

**Second:** Turn on the power to Control Box (press on the black switch).

The recommended **shut down** procedure is:

**First:** Turn off the power to the Control Box.

**Second:** Turn off the PC.

**FUSES:** There are two 3.0A 120V slow blow fuses within the Control Box. One of them is housed at the back of the Control Box next to the power cord plug. The second one is inside the box next to the large blue colored capacitor.

#### 2.3.5 Warnings

**WARNING #1:** Stay clear of and do not touch any part of the mechanism while it is moving, while a trajectory is being executed, or before the active controller has been safety checked – see Section 2.3.3.

**WARNING #2:** The following apply at all times except when motor drive power is disconnected (consult ECP if uncertain as to how to disconnect drive power):

- a) Stay clear of the mechanism while wearing loose clothing (e.g. ties, scarves and loose sleeves) and when hair is not kept close to the head.
- b) Keep head and face well clear of the mechanism.

**WARNING #3:** The rotor should never be operated at speeds above 825 RPM. The user must take precautions to assure that this limitation is not exceeded.

**WARNING #4:** Never leave the system unattended while the Control Box is powered on.

**WARNING #5:** Any modification of the Model 750 mechanism or its electronics box could render the system unsafe. ECP is not responsible for any such modification.

**WARNING #6:** The power cord must be removed from the Control box prior to the replacement of any fuses.

**WARNING #7:** In order for the brakes to remain effective after continued use, the associated gimbals must not be moved repeatedly when the brakes are engaged. The user must minimize forced movement of the gimbals when the brakes are engaged to minimize their wear.

**WARNING #8:** In order for the brakes to remain effective, the brake pads and disks must not become contaminated. The user must assure that no oily or greasy materials are allowed to contaminate the brakes.

### **3. Start-up & Self-guided Demonstration**

This chapter provides an orientation "tour" of the system for the first time user. In Section 3.1 certain hardware verification steps are carried out. In Section 3.2 a self-guided demonstration is provided to quickly orient the user with key system operations and Executive program functions.

All users must read and understand Section 2.3, Safety, Before performing any procedures described in this chapter.

### 3.1 Hardware Setup Verification

At this stage it is assumed that

- a) The ECP Executive program has been successfully installed on the PC's hard disk (see Section 2.1.2).
- b) The actual printed circuit board (the real-time Controller) has been correctly inserted into an empty slot of the PC's extension (ISA) bus.
- c) The supplied 60-pin flat cable is connected between the J11 connector (the 60-pin connector) of the real-time Controller and the JMACH connector of the Control Box<sup>[7]</sup>.
- d) The other two supplied cables are connected between the Control Box and the CMG apparatus;
- e) The mechanism is oriented as shown in Figure 2.2-1. All packing material has been removed and the mechanism is constrained only by the brakes on Axes 3 and 4.
- f) You have read the safety Section 2.3.
- g) You have verified the system safety functions per Section 2.3.1.

Please check the cables again for proper connections.

#### 3.1.1 Hardware Verification (For PC-bus Installation)

**Step 1:** Switch off power to both the PC and the Control Box.

**Step 2:** With power still switched off to the Control Box, switch the PC power on. Enter the ECP program by double clicking on its icon. You should see the Background Screen (see Section 2.1.3). Gently rotate the inner gimbal ring (the one that encloses the brass rotor). You should see changes in the Encoder 2 position and possibly small changes in the Encoder 1 (rotor) position. The Control Loop Status should indicate "OPEN" and the Motor 1 Status, Motor 2 Status, and Servo Time Limit should all indicate "OK". If this is the case skip Step 3 and go to Step 4.

**Step 3:** If the ECP program cannot find the real-time Controller board (a pop-up message will notify you if this is the case), try the Communication dialog box under the Setup menu. Select PC-bus at address 528, and click on the test button. If the real-time Controller is still not found, try increasing the time-out in increments of 5000 up to a maximum of 80000. If this doesn't correct the problem, switch off power to your PC and then take its cover off. With the cover removed check again for the proper insertion of the Controller card. Switch the power on again and observe the two LED lights on the Controller card. If the green LED comes on all is well; if the red LED is illuminated, you should contact ECP for further instructions. If the green LED comes on, turn off power to your PC, replace the cover and turn the power back on again. Now go back to the ECP program and you should see the Encoder 2 position change as you gently rotate the inner gimbal ring.

**Step 4:** Now connect the power cord to the Control Box and press the black "ON" button to turn on the power to the Control Box. You should notice the green power indicator LED lit, but the motors should remain in a disabled state. Turn off the Axis 3 and 4 Brakes via the toggle switches on the Control Box and *safely check* the controller as per Section 2.3.3. Now move Axes 3 and 4. You should see the corresponding Encoder position values change on the Background Screen of the Executive or via the user's own system interface. Encoder 1 position will usually change as you move axis 3.

This completes the hardware verification procedure. Please refer again to Section 2.3 for future start up and shut down procedures.

## 3.2 Demonstration of ECP Executive Program

This section walks the user through the salient functions of the system. By following the instructions below you will actually implement real-time controllers, maneuver the system through various trajectories, and acquire and plot data.

Note: If at any point in this procedure, the mechanism or the controller exceed safety limits as detected by the ECP firmware, the system status display on the Executive Program's background screen will indicate *Limit Exceeded* in one or more fields. You must then select *Reset Controller* (Utility menu) and repeat the steps leading up to the Limit Exceeded condition

**Step 1: Loading A Configuration File.** With the power to the Control box turned off, enter the ECP Executive program. You should see the Background Display. Turn on power to the Control Box (press on the black button). Verify that the system is in the orientation of Figure 2.2-1 with both brakes turned on. If not, turn off both brakes (toggle switches on front of the Control Box), re-orient the system and turn on both brakes. Now in the Executive program, enter the File menu, choose Load Setting and select the file `default.cfg`. This configuration file is supplied on the distribution diskette and should have been copied into the ECP directory by now. In fact, it would have been loaded into the Executive automatically (see Section 2.1.4.1) upon startup. This particular `default.cfg` file contains the controller algorithm file name and other trajectory, data gathering and plotting parameters specifically saved for the activities within this section.

**Step 2: Implementing A Controller.** Now enter the Setup menu and choose Control Algorithm. You should see the sampling time  $T_s = 0.00884$  seconds, and the controller "Gimba12.alg" loaded. (The file name and its path should appear in the "User Code" field of the dialog box.) This controller was designed to close a simple control loop about Axis #2 with the other axes stationary. If this algorithm is not loaded you should find it via "Load From Disk...".

Within the Setup Control Algorithm dialog box, select Implement Algorithm. The control law is now downloaded to the real-time Controller and is immediately effective. Use a ruler or eraser end of a pencil to lightly perturb the inner black gimbal ring to verify that the control is in effect (it should resist the pressure you apply) and that it is stable. (see Sect. 2.3.3, "Safety Checking The Controller") If the gimbal moves freely, click on the Implement Algorithm button again until you notice the servo loop closed.

You may wish to view the real-time algorithm at this point. It implements a simple PD control law about Axis 2 ("`control_effort2`" is always sent to motor #2) according to the real-time algorithm structure given in Section 2.1.5.2. It receives as its reference input "`cmd1_pos`", which is one of two signals available for this purpose. You may view the algorithm by scrolling the viewer within Setup Control Algorithm (the algorithm may be viewed but not edited in this window). In order to get a closer view you may select Edit Algorithm. This

brings you inside the editor in which you will later write real-time routines. If you have entered the editor, select *Cancel* in the *File* menu to exit (do not select *Save Changes and Quit* in case some inadvertent change has been made that would adversely affect the routine).

**Step 3: Setting Up Data Acquisition.** Enter the Data menu and select Setup Data Acquisition. In this box make sure that the following four items are selected: Commanded Positions 1&2, Encoders 2,3 &4, and Control Efforts 1 & 2. *Data sample period* should be 2 which means that data will be collected every second servo cycle (in this case every  $2 \times 0.00884 = 0.01768$  seconds).

**Step 4: Executing A Step Input Trajectory & Plotting.** Enter the Command menu and select Trajectory 1. In this box select Step and then Setup. You should see *step size* = 1000, *dwel time* =1000 ms and *no. of repetitions* = 1. If not, change the values to correspond to this parameter set. Exit this box and go to the Command menu. This time select Execute and with *Normal Data Sampling* and *Execute Trajectory 1 Only* selected, “Run” the trajectory. You should have noticed a step move of 1000 counts, a dwell of 1 second and a return step move<sup>[8]</sup>. Wait for the data to be uploaded from the real-time Controller to the Executive program running on the PC. Now enter the Plotting menu and choose Setup Plot. Select Encoder 2 and Commanded Position 1 for plotting on the left axis and Control Effort 2 for the right axis; then select Plot Data.

You should see a plot similar to the one shown in Figure 3.2-1. The Control Effort data has been shrunk on the plot and placed below the other traces using Axis Scaling (Plotting menu).

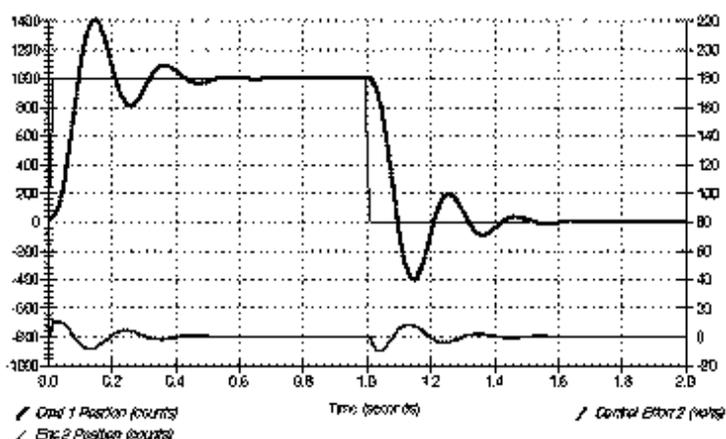
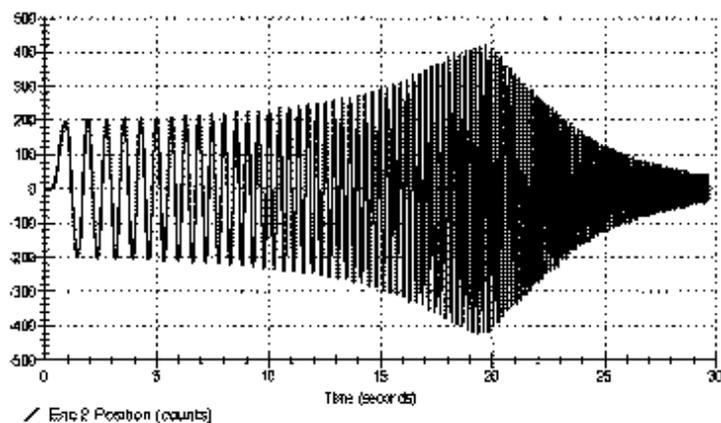


Figure 3.2-1 Step Response at Axis 2 (Encoder 2)

**Step 5: Frequency Response.** Again enter Trajectory and select Sine Sweep then Setup. You should see the *amplitude* = 200 counts, *max. freq.* = 10 Hz, *min. freq.* = 1 Hz, *sweep time* = 29.5 sec., and *Logarithmic Sweep* selected. Again, if different, change the values to correspond this set. Exit this box and go to the Command menu and select Execute and with *Normal Data Sampling* and *Execute Trajectory 1 Only* selected, “Run” the trajectory. While running this trajectory, you should notice sinusoidal motion with increasing frequency for about thirty seconds. Now enter the Plotting menu and choose Setup Plot. You should see a nearly constant amplitude at low frequency followed by a resonance at roughly 4.5 Hz and then attenuation at high frequency. Now enter the Plotting menu and choose Setup Plot. This time select only *Encoder 2* for plotting (you may of course also view *Commanded Position 1* data if you wish). Choose *Linear Time* and *Linear Amplitude* scaling for the horizontal and vertical axes; select *Remove DC Bias*; then plot the data. You should see a plot similar to the one shown in Figure 3.2-2a. Now return to Setup Plot and select *Logarithmic Frequency* and *Db* axis scaling with *Remove DC Bias* selected. Plot the data. Now the plots should appear similar to those shown in Figure 3.2-2b.



a) Linear Time, Linear Amplitude Scaling

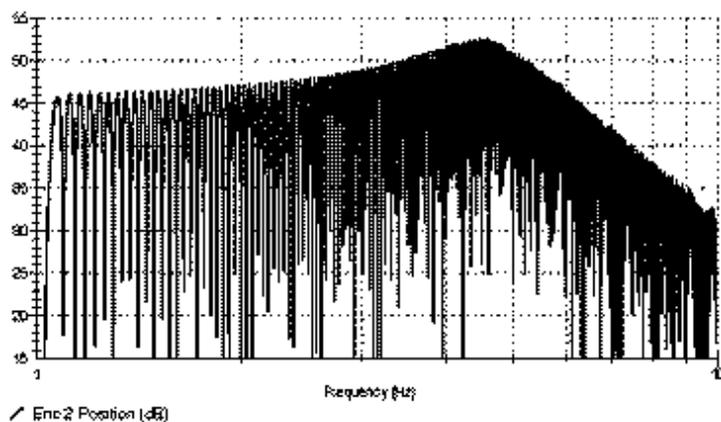
a) Log ( $\omega$ ), Db Amplitude Scaling

Figure 3.2-2 Frequency Response at Axis 2

The linear time / amplitude depiction shows the data in a manner that more directly represents the physical motion of the system as witnessed. The Log( $\omega$ ) / Db scaling presents the data in a way that gives students a physical understanding of the Bode magnitude plots commonly found in the literature. (The upper limit of the data curve is the experimental Bode magnitude plot.) The resonance at  $\omega_r$ , the low frequency constant amplitude and high frequency attenuation of  $-40$  Db/decade are clearly seen from the data.

**Step 6: Demonstration of Gyroscopic Action & Torque Control.** Select *Abort Control* on the background screen to disable the current controller. Turn off Brake #4 via the Control Box (Brake #3 should remain on). Under the Command menu go to Initialize Rotor Speed and verify that 300 RPM is entered. If not enter this amount. Select *OK*. You should see the rotor spin up to 300 RPM. Once the steady state speed is reached – visible as *Encoder 1 Velocity* on the Background Screen – use a ruler or similar object to apply a light horizontal pressure at the upper surface of the inner gimbal ring (i.e. cause a torque about Axis 2). You should see the Axis 4 (vertical axis) *precess* at an angular velocity  $\omega$  in response to your applied torque  $T$  according to the gyroscopic cross product  $T = \omega \times H$  where  $H$  is the momentum vector associated with the spinning rotor. Do not apply pressure long enough for Axis 2 to travel beyond roughly 45 deg. At 90 deg, the system has a singularity and there will be no gyroscopic resistance to your torque input.

Now apply a light but abrupt force at the same location and immediately remove it (attempt to apply a light impulse). You should see a lightly damped oscillation in Axes 2 and 4. This mode of oscillation is referred to as *nutation* and involves the motion at Axes 2 and 4 being 90 degrees out of phase with each other. Now use

the ruler or similar object to apply a light pressure to Encoder #3 and thereby a torque about Axis #4. Again do not cause Axis 2 to move greater than 45 deg. from its initial position. Here you will see the rotor precess about Axis #2 – again according to  $T = wxH$ . Again apply pressure about Axis 4 to return Axis 2 to its initial orientation (see Figure 2.2-1)

**Step 7: Motion Control Using Gyroscopic Torque Actuation.** With the system set up as in Step 6 and oriented as per Figure 2.2-1, enter Setup Control Algorithm and load the controller “Gimbal4.alg”. This algorithm controls motion about the vertical axis (Axis 4) by damping nutation and steering the rotor’s momentum vector using Motor #2. Verify that  $T_s = 0.00884$  seconds, and select Implement Algorithm. Use a ruler or similar object to lightly perturb Encoder #3 and thereby cause a disturbance about Axis #4. You should again see Axis #2 precess, but now the controller is regulating the Axis #4 position such that it does not change. You should also detect no nutation mode. Apply sufficient pressure to return Axis #2 to its original position.

Enter Setup Trajectory 1 and select Step and then Setup. You should see *step size* = 1000, *dwell time* = 1000 ms and *no. of repetitions* = 1. If not, enter these values. Exit, go to the Command menu, and select Execute. With *Normal Data Sampling* and *Execute Trajectory 1 Only* selected, “Run” the trajectory. You should see an abrupt step response of the assembly about Axis #4 and a corresponding rotation of the inner gimbal about Axis #2 at the beginning and end of each step. Now plot Commanded Position 1 and Encoder 4 Position on the left axis and Encoder 2 Position on the right. You should see a trace similar to that of Figure 3.2-3. Note the relatively fast rise time (Encoder #4) for such a large assembly and small motor, and the forward and back nature of the Encoder #2 trace (it is the first derivative of this value that causes the torque applied about Axis #4. The derivative data may also be plotted as Encoder #2 Velocity.)

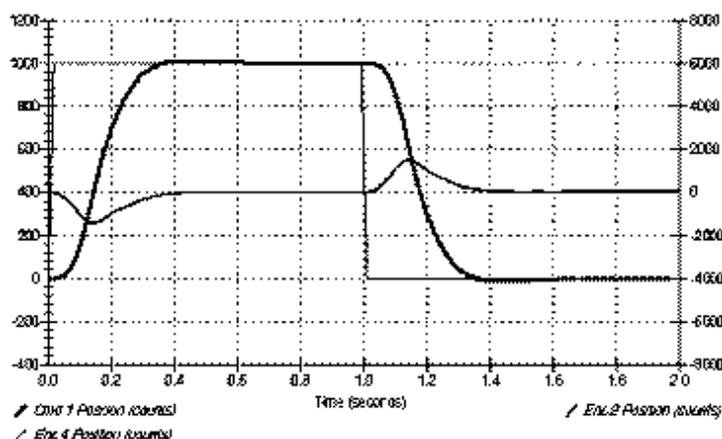


Figure 3.2-3 Axis 4 Step Response Using Gyroscopic Torque Actuation

**Step 8: Tracking Control.** Return to Trajectory 1, verify that *Unidirectional moves* is not checked, then select Ramp and then Setup to enter the *Ramp* dialog box. You should see *Distance* = 8000 counts, *Velocity* = 4000 counts/s, *Dwell Time* = 1000 ms and *Number of Repetitions* = 2. If not, enter these values. Exit this box and go to the Command menu. Again select Execute and with *Sample Data* checked, run the trajectory. You should have seen a constant velocity move of 1/4 turn followed by a 1 second pause then a reverse to the -1/4 turn position, a pause, then return to the starting point.

Now plot Commanded Position 1 and Encoder 4 Position on the left axis and Encoder 2 Velocity on the right. You should see data similar to that of Figure 3.2-4. Note the relatively close tracking of the reference input. The Encoder 2 velocity acts as the control effort signal according to  $T = wxH$ . Its sign is opposite to that of the acceleration of the assembly (e.g. to that of a conventional control torque acting on a rigid body) due to the definition of direction vectors and the cross product relationship.

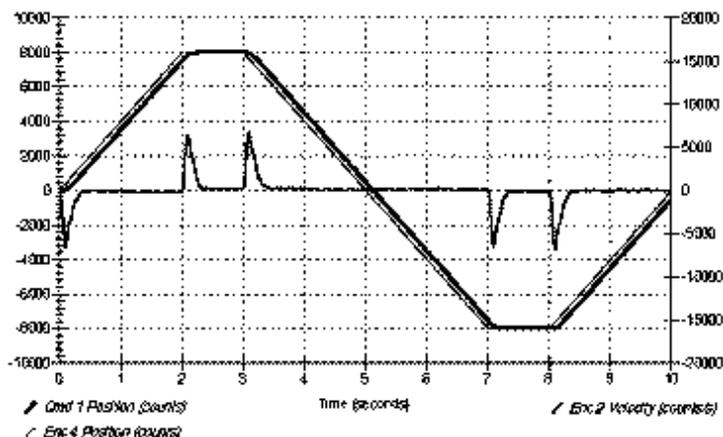


Figure 3.2-4 Axis 4 Ramp Tracking Response Using Gyroscopic Actuation

**Step 9: Motion Control Using Reactive Torque Actuation.** With the system oriented as per Figure 2.2-1, turn on Axis 3 and 4 Brakes. Turn on the “Virtual Brake” for Axis 2 by clicking on the status button “Axis 2 V-Brake Off” on the background screen<sup>[9]</sup>. Now perturb the inner gimbal ring with a ruler or similar object. There should be resistance via a tight regulation loop about Motor/encoder #2 to effectively lock this axis. Enter Setup Control Algorithm and load the controller “Gimbal3.alg”. This algorithm controls motion about the horizontal gimbal ring (Axis 3) by torquing the rotor with Motor #1 and causing a reactive torque about Axis #3. Verify that  $T_s = 0.00884$  seconds, and select Implement Algorithm. Turn off the Axis 3 brake.

Use a ruler or similar object to lightly perturb the horizontally oriented outer ring and thereby cause a disturbance about Axis #3. You should notice the rotor spin up or down as the system regulates to maintain the position of Axis 3. Lightly disturb the outer ring once again to bring the rotor speed back to approximately zero. If you wish, you may setup Trajectory 2<sup>[10]</sup> for a Step of *Size* = 400 counts, *Dwell Time* = 1000 ms and *Number of Repetitions* = 1. To run this trajectory, go to the Command menu. Select Execute and with *Normal Data Sampling* and *Execute Trajectory 2 Only* selected, “Run” the trajectory. A plot of the Commanded Position 2 and Encoder 3 Position data is shown in Figure 3.2-5.

Turn on the Axis 3 brake and select *Abort Control* on the Background Screen. Note: Never leave the system running for extended period of time in the reaction torque mode. Any disturbances (e.g. slight mass imbalance of the assembly) can cause the speed to build up (integrate) over time and lead to an over-speed condition.

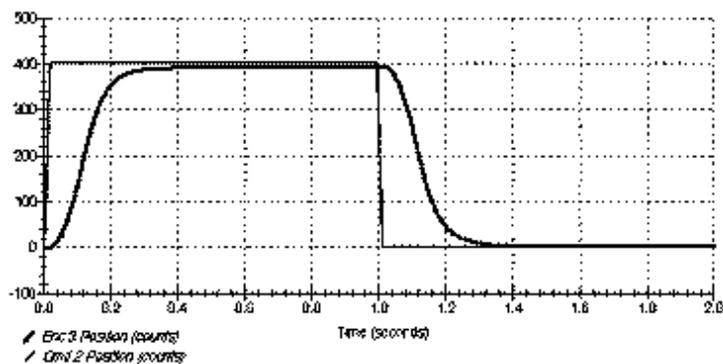


Figure 3.2-5 Axis 3 Step Response Using Reactive Torque Actuation

**Step 10: MIMO Control Using Reactive and Gyroscopic Control (optional).** Steps 1 through 9 above serve to fully verify the operation of the system. The following additional step may be of interest to some users. It provides an interesting demonstration of two axis simultaneous control.

With the system oriented as per Figure 2.2-1 verify that the Axis 3 and 4 brakes are turned on and that the Axis 2 virtual brake is off (the Axis 2 V-Brake status button should indicate “Off”). Return to Trajectory 1, verify that *Unidirectional moves* is not checked, then select Ramp and then Setup to enter the *Ramp* dialog box. Change the amplitude to *Distance* = 4000 counts, and verify that the other parameters are as follows: *Velocity* = 4000 counts/s, *Dwell Time* = 1000 ms and *Number of Repetitions* = 2. Select OK to exit. Enter Trajectory 2 and verify that *Unidirectional moves* is also not checked. Enter the setup box for *Ramp* and verify that *Distance* = 1000 counts, *Velocity* = 1000 counts/s, *Dwell Time* = 1000 ms and *Number of Repetitions* = 3. If not, enter these values.

Under the Command menu go to Initialize Rotor Speed and set it to 300 RPM. Select OK and verify that the rotor spins up to this speed. Enter Setup Control Algorithm and load the controller “Gimbals3&4.alg”. Verify that  $T_s = 0.00884$  seconds, and select Implement Algorithm. Turn off Axis 3 and 4 Brakes. Use a ruler or similar object to lightly apply a light torque about Axes 3 and 4 sequentially. You should see the rotor spin up (or down) and Axis 2 precess as you did in Steps 7 and 9 above. Do not allow the rotor to spin less than 100 RPM. The gain of the Gimbal 4 loop is dependent on rotor speed and therefore excessive Gimbal 2 motion is required when wheel speed is too low. If wheel speed reverses the loop becomes unstable.

Go to the Command menu, and select Execute. Select *Normal Data Sampling* and *Execute Trajectory 2 first, then Trajectory 1 with delay:* and enter *1500 msec.* Before running this maneuver, use a ruler or similar object perturb the system such that the inner gimbal ring is vertical (i.e. according to Figure 2.2-1) and the rotor speed is approximately 300 RPM. Now select *Run* .

You should see controlled motion in a series of constant velocity maneuvers about Axes 3 and 4. This multi-axis tracking maneuver makes a stimulating demonstration for students & colleagues! Plot Commanded Position 1 and Encoder 4 Position of the left axis, and Commanded Position 3 and Encoder 3 Position on the right axis. You should see data similar to that of Figure 3.2-6 which has been scaled to show the motion of one axis above that of the other.

Turn off power to the control box.

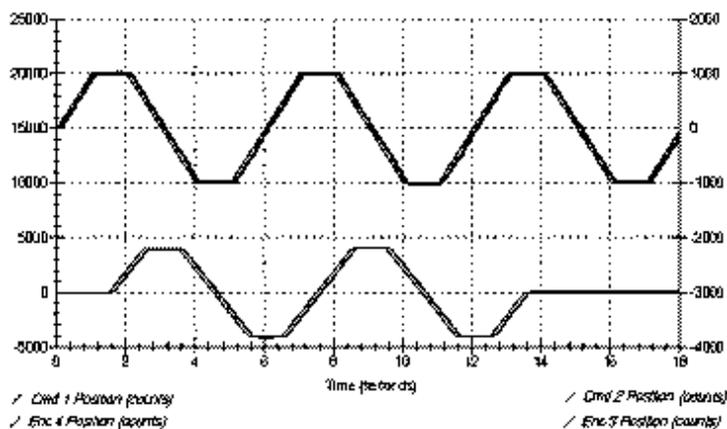
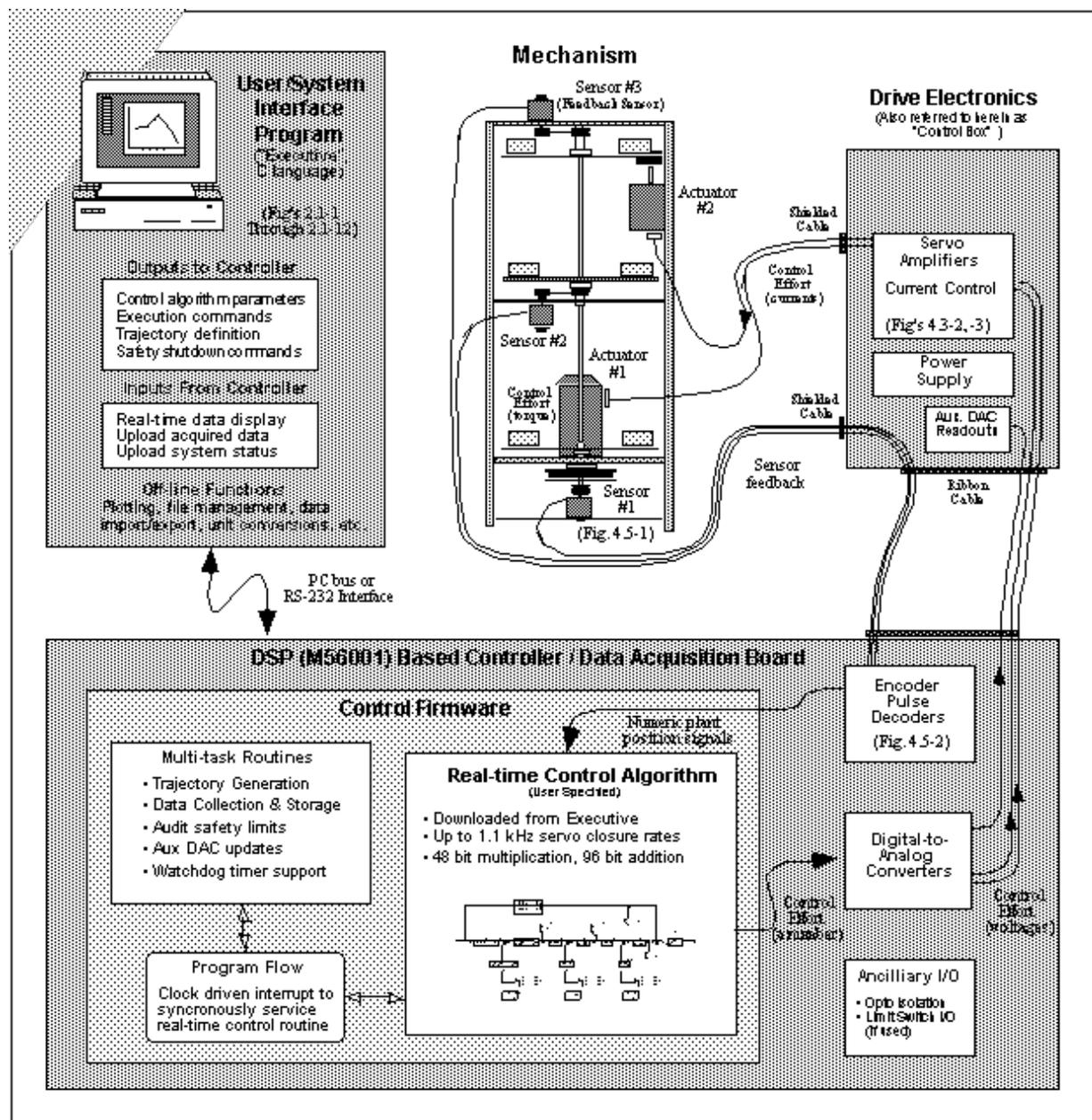


Figure 3.2-6 MIMO Tracking Response Using Gyroscopic and Reactive Actuation

This concludes the Self-Guided Demonstration. Please verify that power to the Control Box is turned off.

## 4. Real-Time Control Implementation

A functional overview of the control system is shown in Figure 4.0-1. The system is comprised of three subsystems: the mechanism including motors and sensors, the real-time controller / drive electronics, and the user/system ("Executive") interface software.



**Figure 4.0-1. Overview of Real-time Control System.**  
This architecture is consistent with modern industrial control implementation.

A brief survey of the system architecture is afforded by tracing the data flow as the system is operated. (An analogous data flow structure exists in the case where the user's own controller/data acquisition hardware and software are utilized.) The user specifies the control algorithm in the Executive program and downloads it (via "Implement Algorithm")

to the DSP based real-time controller board. The DSP immediately executes the algorithm at the specified sample rate. This involves reading the reference input<sup>[11]</sup> and feedback sensor (optical encoders) values, computing the algorithm, and outputting the digital control effort signal to the digital-to-analog converter (DAC). In the case of the Model 750 system, there may be two such reference inputs and control effort outputs.

The DAC converts the resulting stream of digital words to an analog voltage which is transformed to a current by the servo amplifier and then to a torque by the motor. The mechanism transforms the motor input to motion at the desired output according to the plant dynamics (e.g. as approximated by the equations of motion). These plant outputs are sensed by the encoders, which output a stream of pulses. The pulses are decoded by a counter on the DSP board and made available as a digital position word to the real-time control algorithm.

When the user specifies a trajectory and subsequently commands the system to “Execute” the maneuver, the trajectory parameters are downloaded to the controller board. The DSP generates corresponding reference input values for use by the real-time control algorithm. Throughout the maneuver, any data specified by the user is captured and stored in memory on the board. On completion of the maneuver, the data is uploaded to PC memory where it is available for plotting and storage.

Details of these and other salient system functions are given in the remainder of this chapter.

## 4.1 Servo Loop Closure

Servo loop closure involves computing the control algorithm at the sampling time. The real-time Controller executes the user-specified control law at each sample period  $T_s$ . This period can be as short as 0.000884 seconds (approx. 1.1 KHz) or any multiple of this number. The Executive program's Setup Control Algorithm dialog box allows the user to alter the sampling period. All forms of control laws are automatically compiled by the Executive program into the M56000 assembly language prior to downloading to the Controller ("implementing"). The Controller immediately begins executing the algorithm. It uses 96-bit real number (48-bit integer and 48-bit fractional) arithmetic for computation of the control effort. The control effort is saturated in software at +/- 32768 to represent +/- 10 volts on the 16-bit DACs whose range is +/- 10 volts.

## 4.2 Command Generation

*Command generation* is the real-time generation of motion trajectories specified by the user. The parameters of these trajectories are downloaded to the real-time Controller through the Executive program via the Trajectory Configuration dialog box. This section describes the trajectories generated in the current control version.

### 4.2.1 Step Move

Figure 4.2-1a shows a step move demand. The desired trajectory for such a move can be described by

$$c_p(t) = c_p(0) + C \quad \text{for } t > 0$$

$$c_v(t) = 0 \quad \text{for } t > 0$$

$$c_v(0) = \dot{Y}$$

Where  $c_p(t)$  and  $c_v(t)$  represent commanded position and velocity at time  $t$  respectively and  $C$  is the constant step

amplitude. Such a move demand generates a strong impulsive torque from the control actuator. The response of a mechanical system connected to the actuator would depend on the dynamic characteristics of the controller and the system itself. However, in a step move, the instantaneous velocity and its derivatives are not directly controllable. Usually step moves are used only for test purposes; more gentle trajectories are nearly always used for practical maneuvers.

#### 4.2.2 Ramp Move

A ramp demand is seen in Figure 4.2-1b. The trajectory can be described by

$$c_p(t) = c_p(0) + V * t \quad \text{for } t > 0$$

$$c_v(t) = V \quad \text{for } t > 0$$

$$c_a(0) = \ddot{Y}$$

where  $c_a(0)$  represents commanded acceleration at time zero and  $V$  is a constant velocity. Relative to a step demand, a ramp demand is more gentle, however the acceleration is still impulsive. The commanded velocity is a known constant during the maneuver.

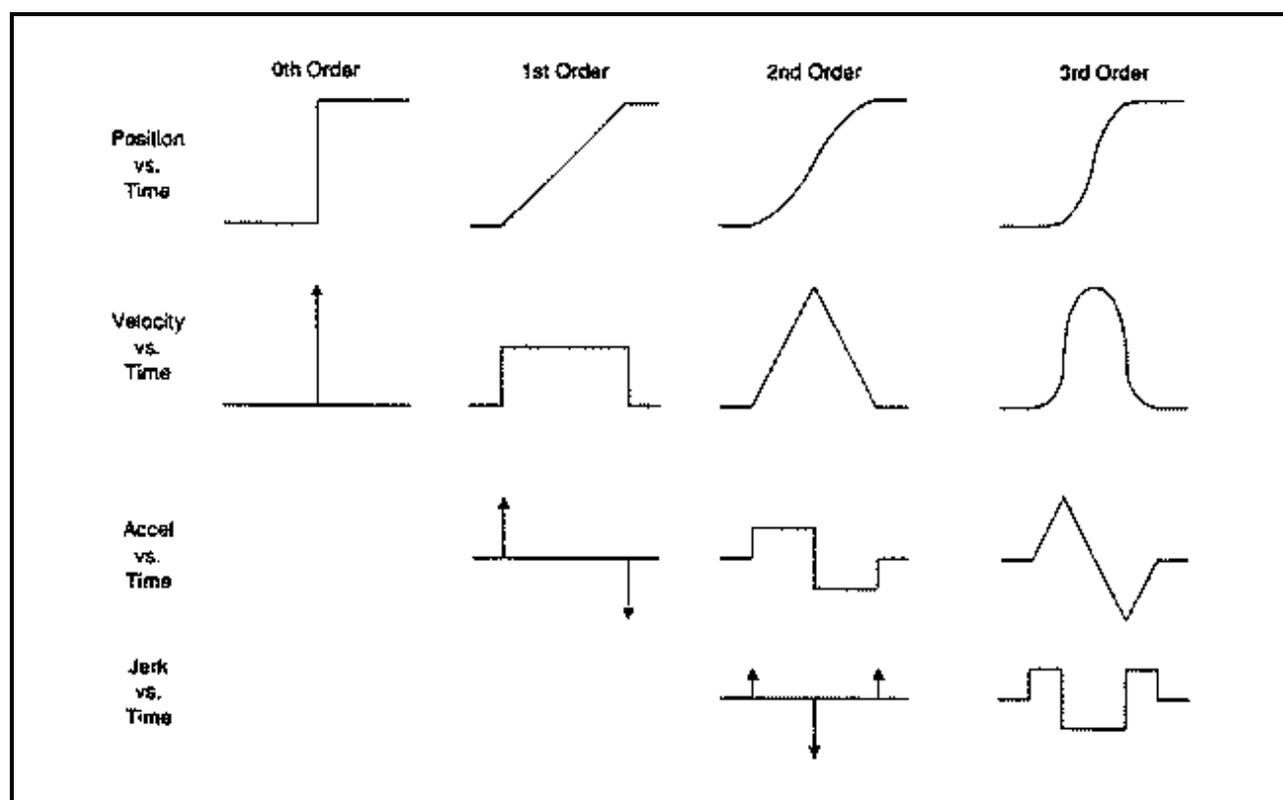


Figure 4.2-1. Geometric Command Trajectories Of Increasing Order

#### 4.2.3 Parabolic Move

Figure 4.2-1c shows a parabolic move demand. Its trajectory can be expressed as:

$$\begin{aligned}c_p(t) &= c_p(0) + c_v(0) \cdot t + 1/2 A \cdot t^2 && \text{for } t > 0 < 1/2 t_f \\c_v(t) &= c_v(0) + A \cdot t && \text{for } t > 0 < 1/2 t_f \\c_a(t) &= A && \text{for } t > 0 < 1/2 t_f \\c_j(0) &= \text{¥} && \end{aligned}$$

where  $c_j(t)$  represents commanded jerk at time  $t$  and  $A$  is a constant acceleration, and  $t_f$  is the final destination time.

Relative to a ramp demand, a parabolic demand is more gentle, however the rate of change of acceleration (jerk) is still impulsive. Note that the commanded acceleration is a known constant during the maneuver. The second half of a parabolic demand uses  $-A$  for deceleration.

#### 4.2.4 Cubic Move

Figure 4.2-1d shows a cubic demand which can be described by

$$\begin{aligned}c_p(t) &= c_p(0) + c_v(0) \cdot t + 1/2 c_a(0) \cdot t^2 + 1/6 J \cdot t^3 && \text{for } t > 0 < 1/4 t_f \\c_v(t) &= c_v(0) + c_a(0) \cdot t + 1/2 J \cdot t^2 && \text{for } t > 0 < 1/4 t_f \\c_a(t) &= c_a(0) + J \cdot t && \text{for } t > 0 < 1/4 t_f \\c_j(0) &= J && \end{aligned}$$

where  $J$  represents a constant jerk. Relative to all the above demands, a cubic demand is more gentle. The commanded acceleration is linearly changing during the three sections of the maneuver. The second half of a cubic demand uses  $-J$  and the third part uses  $J$  again for the jerk input.

#### 4.2.5 The Blended Move

Any time a ramp, a parabolic or a cubic trajectory move is demanded the real-time Controller executes a general blended move to produce the desired reference input to the control algorithm. The move is broken into five segments as shown in the velocity profile of Figure 4.2-2. For each section a cubic (in position) trajectory is planned. Five distinct cubic equations can describe the forward motion. After the dwell time, the reverse motion can be described by five more cubic trajectories. Each cubic has the form:

$$c_{p_i}(t) = c_{p_i}(0) + V_i \cdot t + 1/2 A_i \cdot t^2 + 1/6 J_i \cdot t^3 \quad i = 1, \dots, 5$$

Using a known set of trajectory data (i.e. the requested total travel distance, acceleration time  $t_{acc}$ , and the maximum speed  $v_{max}$ , for each move), the constant coefficients  $V_i$ ,  $A_i$ , and  $J_i$  are determined for each segment of the move by the real-time Controller. This function is known as the "motion planning" task. Note that for a parabolic profile  $J_i = 0$ , and for a ramp profile  $A_i$  is also zero which further simplifies the task. Having determined the coefficients for each section, the real-time Controller uses these values at the servo loop sampling periods to update the commanded position (reference input). For example if the segment is a cubic ( $J \neq 0$ ):

$$\begin{aligned}c_a(k) &= c_a(k-1) + J \cdot T_s \\c_v(k) &= c_v(k-1) + c_a(k) \cdot T_s \\c_p(k) &= c_p(k-1) + c_v(k) \cdot T_s\end{aligned}$$

where  $T_s$  is the sampling period and  $c_a(k)$ ,  $c_v(k)$ ,  $c_p(k)$  represent commanded acceleration, velocity and position at the  $k$ th sampling period.

Figure 4.2-2 Velocity Profile for General Blended Move

#### 4.2.6 Sinusoidal Move

The sinusoidal move is generated using the following equation:

$$c_p(k) = R \cdot \sin(q(k))$$

where  $R$  is the amplitude,  $q(k) = w \cdot k \cdot T_p$  for  $k = 0, 1, \dots$ , and  $w$  is the commanded frequency in Hz.  $T_p$  is set to five milliseconds (i.e.  $k$  is incremented every 5 ms.). To further smooth out the trajectory, a cubic spline is fitted between the points as follows:

$$cp'(k) = (cp(k-1) + 4*cp(k) + cp(k+1))/6$$

For the linear sine sweep,  $w(k) = a * T_p$ , where  $a$  is a constant determined by the difference between the maximum and the minimum frequency divided by the sweep time

$$a = (w_{\max} - w_{\min}) / \text{sweep time}$$

For the logarithmic sweep

$$w = w_{\min} * 10^{(B-A)*(k*T_p)/\text{sweep time}}$$

where  $A$  and  $B$  are defined according to

$$A \triangleq \log_{10}(w_{\min}), B \triangleq \log_{10}(w_{\max})$$

### 4.3 Brush Type DC Servo Motor and Drive Amplifier

The control effort at the  $k^{\text{th}}$  sampling period is the input to a 16-bit DAC which provides an analog signal for the motor amplifier. The amplifier operates in a transconductance mode providing a current (as opposed to voltage) demand to the motor which in turn represents a torque demand from the motor. To provide the current source capability an analog proportional plus integral (PI) controller is implemented within the amplifier for tracking the demanded current. Referring to the block diagram of Fig. 4.3-1, the transfer function between the motor current and the DAC output (control effort) is given by:

$$\frac{i(s)}{u(s)} = \frac{k_A k_c (k_p s + k_i)}{s(Ls + R + k_t k_b G(s)) + k_p s + k_i} \quad (4.3-1)$$

Here  $k_c$  is the DAC gain in volts/count (10 volts per 32767 counts),  $k_A$  is the amplifier forward gain which is dimensionless (V/V),  $R$  is the motor armature and brush resistance in ohms,  $L$  is the motor armature inductance in henrys,  $k_b$  is the motor back emf constant in v/(rad/s),  $k_t$  is the motor torque constant in Nm/ampere,  $k_m$  is the mechanical advantage constant which is the ratio of the force generated by the belt driving the sliding rod to the torque generated by the motor (N/Nm), and  $G(s)$  is the transfer function between current and the motor velocity. In current mode drive amplifier, both the proportional gain  $k_p$  and the integral gain  $k_i$  of the amplifier are chosen to be very high relative the inner back emf loop within the practical range of motor operation. As a result, the effect of the inner loop may be ignored and the transfer function may be simplified to:

$$\frac{i(s)}{u(s)} = \frac{k_A k_c (k_p s + k_i)}{s(Ls + R) + k_p s + k_i} \quad (4.3-2)$$

At steady state this transfer function becomes:

$$\frac{i(s)}{u(s)} = k_A k_c \quad (4.3-3)$$

The force delivered to the sliding rod at steady state then becomes:

$$\frac{F(s)}{u(s)} = k_A k_c k_T k_m \quad (4.3-4)$$

In general, the analog PI controller gains of the amplifier are such that the dynamics of the current loop are much faster relative to the dynamics of the motor and mechanical plant. As a result the steady state value of current is achieved virtually instantaneously relative to changes in velocities and positions. Thus in this transconductance (current feedback) mode, the combined amplifier/ motor combination can be thought of as a force generator.

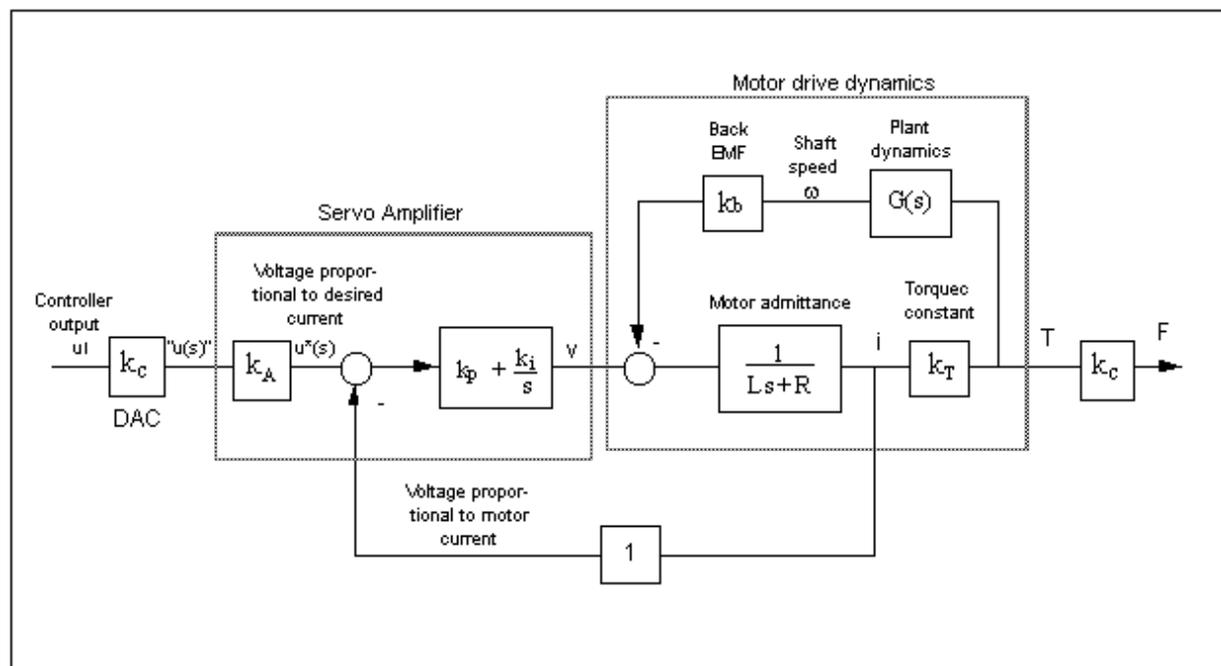


Figure 4.3-1.

Mechanism Drive Block Diagram

#### 4.4 Multi-Tasking Environment

Digital control implementation is intimately coupled with the hardware and software that supports it. Nowhere is this more apparent than in the architecture and timing used to support the various data processing routines. A well prioritized time multi-tasking scheme is essential to maximizing the performance attainable from the processing resources.

The priority scheme for the ECP real-time Controller's multi-tasking environment is tabulated in Table 4.4-1. The highest priority task is the trajectory update and servo loop closure computation which takes place at the maximum rate of 1.131 KHz (minimum sampling period is 0.000884 seconds). In this case, the user may reduce the sampling rate through the Executive Program via changes to  $T_s$  in the Setup Control Algorithm dialog box.

The trajectory planning task has the third highest priority and is serviced at a maximum rate of 377 Hz. Here the parameters for a new trajectory need not be calculated every time this task is serviced by the real-time Controller. Whenever a new trajectory is required (i.e. the current trajectory is near its completion) this task is executed. The lower priority tasks are system house keeping routines including safety checks, interface and auxiliary analog output.

Table 4.4-1 The Multi-Tasking Priority Scheme of the Real-Time Controller

Priority	Task Description	Service Frequency
1	Servo Loop Closure & Command Update	1.1 KHz
2	Trajectory Planning	377 Hz

3	Background Tasks including User Interface, Auxiliary DAC Update, Limit checks etc.	Background (In time between other tasks)
---	---	---

The higher priority tasks always prevail over lower ones in obtaining the computational power of the DSP. This multi-tasking scheme is realized by a real-time clock which generates processor interrupts.

## 4.5 Sensors

There are four incremental rotary shaft encoders used in the Model 750. Encoders 1 and 2 are driven directly off the motor shafts and have an optical resolution of 500 and 1000 lines per revolution respectively.<sup>[12]</sup> The remaining two encoders have a resolution of 4000 pulses per revolution.

The encoders are an optical type whose principle of operation is depicted in Figure 4.5-1. A low power light source is used to generate two 90 degrees out of phase sinusoidal signals on the detectors as the moving plate rotates with respect to the stationary plate. These signals are then “squared up” and amplified in order to generate quadrate logic level signals suitable for input to the programmable gate array on the real-time Controller. The gate array uses the A and B channel phasing to decode direction and detects the rising and falling edge of each to generate 4x resolution – see Figure 4.5-2. The pulses are accumulated continuously within 24-bit counters (hardware registers). The contents of the counters are read by the DSP once every servo (or commutation) cycle time and extended to 48-bit word length for high precision numerical processing. Thus the accumulation of encoder pulses provides an angular position measurement (signal) for the servo routines.

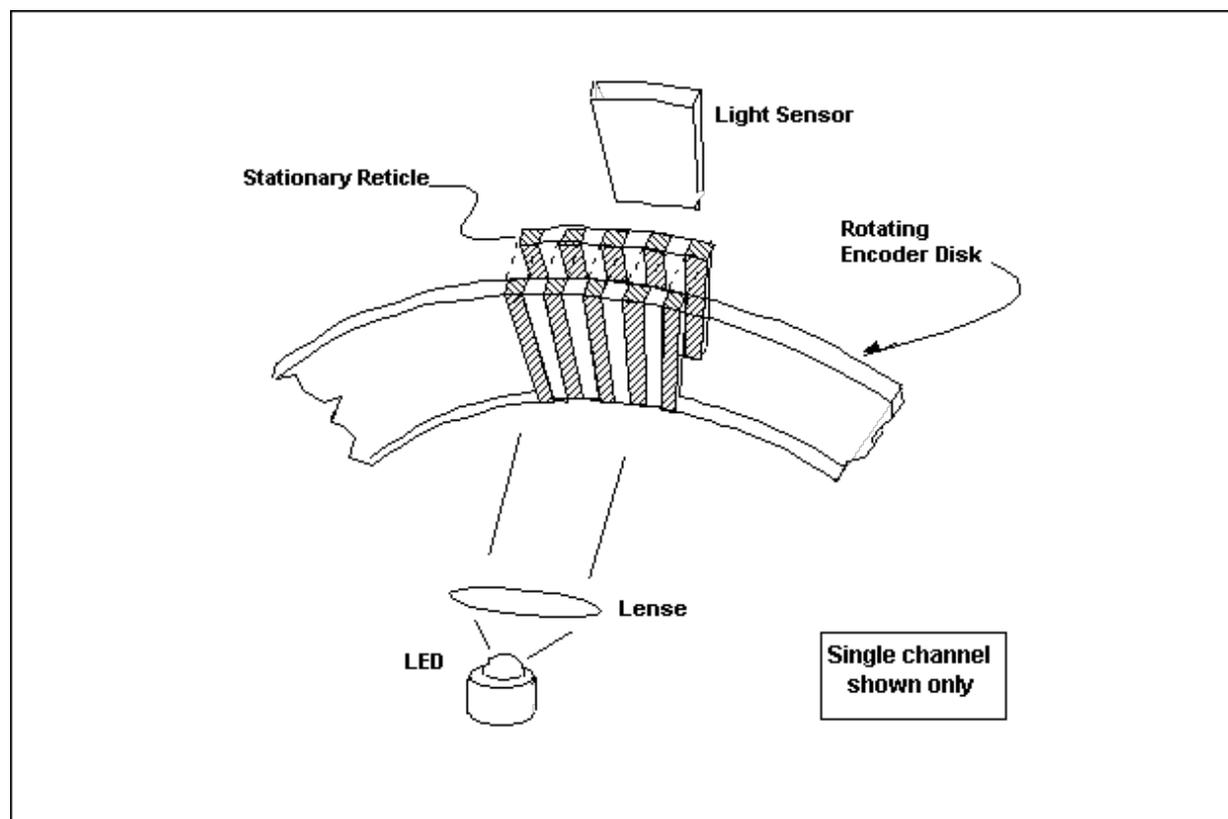
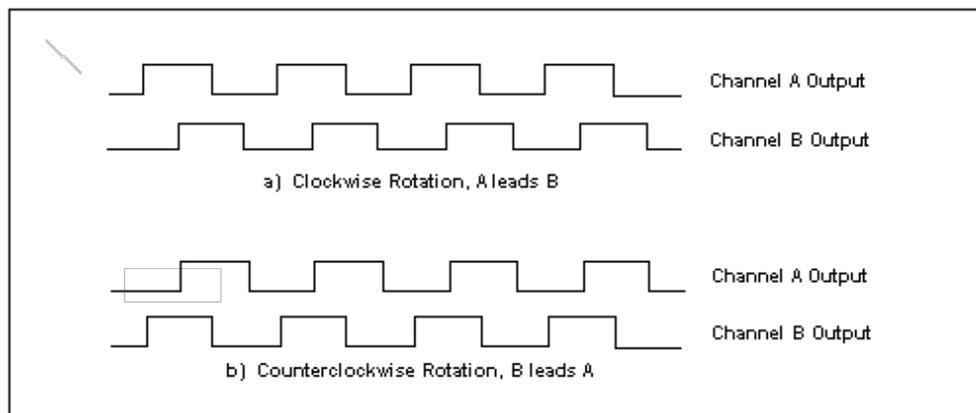


Figure 4.5-1 The Operation Principle of Optical Incremental Encoders



**Figure 4.5-2. Optical Encoder Output**

## 4.6 Auxiliary Analog Output (System Option)

A system option provides two analog output channels in the Control Box which are connected to two 16-bit DACs which physically reside on the real-time Controller. Each analog output has the range of +/- 10 volts (-32768 to +32767 counts) with respect to the analog ground. The outputs on these DACs are updated by the real-time Controller as a low priority task. However, for virtually all trajectories (e.g. for sine sweep up to approx. 25 Hz) the update rate is sufficiently fast for an oscilloscope or other analog equipment to inspect the various internal Controller signals. See the section on the Executive Program's Utility menu for the available signals to output on these DACs.

## 5. Plant Dynamic Models

This chapter develops equations of motion for the four degree of freedom (DOF) gyroscope. - These equations are presented in a form suitable to the subsequent control design and analysis. Coordinate frame and dynamic state conventions are defined to uniquely specify the motion and configuration of the system. Kinematic quantities are also defined as well as the inertia matrices of the rigid bodies comprising the system.

### 5.1.1 Coordinate Frame

Figure 1 shows the 4 DOF gyroscope comprised of gimbals (*A*, *B*, and *C*) along with an axi-symmetric disk (*D*). [\[13\]](#)



Newtonian) reference frame is defined as  $N$ , in which a dextral set of orthogonal unit vectors  $N_i$  ( $i=1,2,3$ ) are fixed. Four angles specify the configuration of the system. The angular travel of  $D$  in  $C$  in the direction  $\mathbf{d}_2$  is defined as  $q_1$ .

However as will be shown later, the displacement of the rotor is typically not used explicitly in the dynamics and control study of this system – rather, the speed of  $D$  in  $C$ ,  $\omega_1$ , will generally be considered. The angle  $q_2$  is defined as the rotation about  $\mathbf{c}_1$  of  $C$  relative to  $B$ . Similarly,  $q_3$  is defined as the angular rotation about  $\mathbf{b}_2$  of  $B$  relative to  $A$ . Finally,  $q_4$  is defined as the angular rotation about  $\mathbf{a}_3$  of  $A$  relative to  $N$ . The configuration shown in Fig. 1 reflects  $q_i=0$  ( $i=1, \dots, 4$ ). See also Section 5.1.3

### 5.1.2 Mass Properties

For this system, the mass centers<sup>[14]</sup> of all the bodies comprising the system are at the center of the disk ( $D$ ) which is also the center of all the gimbal axes. Thus, only rotational dynamics are considered in the following analysis and the effects of gravity are neglected.

The central inertia ~~matricies~~matrices of the bodies comprising the system are given below. Note that each matrix is given in the coordinate frame attached to the respective body. The  $I_x, J_x, K_x$  ( $x = A, B, C$ , and  $D$ ) elements are the scalar moments of inertia about the  $i^{\text{th}}$  ( $i=1,2,3$ ) direction respectively in bodies  $A, B, C$ , and  $D$ .

$$\mathbf{I}^A = \begin{bmatrix} I_A & 0 & 0 \\ 0 & J_A & 0 \\ 0 & 0 & K_A \end{bmatrix} \quad \mathbf{I}^B = \begin{bmatrix} I_B & 0 & 0 \\ 0 & J_B & 0 \\ 0 & 0 & K_B \end{bmatrix} \quad \mathbf{I}^C = \begin{bmatrix} I_C & 0 & 0 \\ 0 & J_C & 0 \\ 0 & 0 & K_C \end{bmatrix} \quad \mathbf{I}^D = \begin{bmatrix} I_D & 0 & 0 \\ 0 & J_D & 0 \\ 0 & 0 & I_D \end{bmatrix} \quad (5.1-1)$$

Note that only moments of inertia are considered while products of inertia are set to zero. The Model 750 mechanism is such that this simplification is valid for most dynamic and control modeling purposes.

### 5.1.3 Kinematics

The rectilinear velocities of the mass centers of all the bodies comprising the system are zero since all the mass centers are fixed in  $N$  (as discussed above). Only angular velocities need to be considered in the present analysis. The angular velocity of  $A$  in  $N$  is given as

$${}^N \boldsymbol{\omega}^A = \omega_4 \mathbf{a}_3 \quad (5.1-2)$$

Adopting this notation, we now define the following quantities

$${}^A \boldsymbol{\omega}^B = \omega_3 \mathbf{b}_2 \quad (5.1-3)$$

$${}^B \boldsymbol{\omega}^C = \omega_2 \mathbf{c}_1 \quad (5.1-4)$$

$${}^C \boldsymbol{\omega}^D = \omega_1 \mathbf{d}_2 \quad (5.1-5)$$

The following kinematic~~al~~ differential equations relate the generalized coordinates to the angular speeds.

$$\dot{q}_2^Y = \omega_2 \quad (5.1-6)$$

$$\dot{q}_3^X = \omega_3 \quad (5.1-7)$$

$$\dot{q}_4^Y = \omega_4 \quad (5.1-8)$$

Finally, the coordinates of any of the body frames may be transformed to the inertial~~frame~~ through the following transformation matrices. These follow from inspection of Figure 5.1-1.

$$\begin{bmatrix} \mathbf{n}_1 \\ \mathbf{n}_2 \\ \mathbf{n}_3 \end{bmatrix} = \begin{bmatrix} \cos(q_4) & -\sin(q_4) & 0 \\ \sin(q_4) & \cos(q_4) & 0 \\ 0 & 0 & 1 \end{bmatrix} \begin{bmatrix} \mathbf{a}_1 \\ \mathbf{a}_2 \\ \mathbf{a}_3 \end{bmatrix} \quad (5.1-10)$$

$$\begin{bmatrix} \mathbf{a}_1 \\ \mathbf{a}_2 \\ \mathbf{a}_3 \end{bmatrix} = \begin{bmatrix} \cos(q_3) & 0 & \sin(q_3) \\ 0 & 1 & 0 \\ -\sin(q_3) & 0 & \cos(q_3) \end{bmatrix} \begin{bmatrix} \mathbf{b}_1 \\ \mathbf{b}_2 \\ \mathbf{b}_3 \end{bmatrix} \quad (5.1-11)$$

$$\begin{bmatrix} \mathbf{b}_1 \\ \mathbf{b}_2 \\ \mathbf{b}_3 \end{bmatrix} = \begin{bmatrix} 1 & 0 & 0 \\ 0 & \cos(q_2) & -\sin(q_2) \\ 0 & \sin(q_2) & \cos(q_2) \end{bmatrix} \begin{bmatrix} \mathbf{c}_1 \\ \mathbf{c}_2 \\ \mathbf{c}_3 \end{bmatrix} \quad (5.1-12)$$

$$\underline{\mathbf{c}_2} \equiv \underline{\mathbf{d}_2} \quad (5.1-13)$$

The simplified expression of Eq.(5.1-13) results from the axial symmetry of  $D$  and by recognizing that only angular velocity of the rotor ( $w_1$ ) - not its position ( $q_1$ ) - is needed in the dynamics and control study of this system.

#### 5.1.4 System Inputs

Two inputs are considered for this system. The first is a torque,  $T_1$ , applied to  $D$  by  $C$  (via the rotor spin motor) which results in the following torques on  $D$  and  $C$

$$\mathbf{T}^D = T_1 \mathbf{d}_2 \quad (5.1-14)$$

$$\mathbf{T}^C = -T_1 \mathbf{d}_2 \quad (5.1-15)$$

The second input is a torque,  $T_2$ , applied to  $C$  by  $B$  (via a gimbal motor/[capstan drive](#)) which results in the following torques on  $C$  and  $B$

$$\mathbf{T}^C = T_2 \mathbf{c}_1 \quad (5.1-16)$$

$$\mathbf{T}^B = -T_2 \mathbf{c}_1 \quad (5.1-17)$$

## 5.2 Nonlinear Dynamics

**Equations (5.1-1) through (5.1-17) uniquely define the dynamic configuration of the system. The equations of motion and may be solved for via Lagrange's equations, Kane's method or other techniques using symbolic manipulation programs such as AUTOLEV™, ST/Fast™, AUTOSIM™, or Mathematica™. The resulting equations are given explicitly in Appendix A and are of the form**

$$T_1 + \mathbf{f}_1(q_2, q_3; a_2, a_3, a_4; a_1, a_2, a_4) = 0 \quad (5.2-1)$$

$$T_2 + \mathbf{f}_2(q_2, q_3; a_1, a_3, a_4; a_1, a_2) = 0 \quad (5.2-2)$$

$$\mathbf{f}_3(q_2, q_3; a_1, a_2, a_3, a_4; a_1, a_2, a_4) = 0 \quad (5.2-3)$$

$$\mathbf{f}_4(q_2, q_3; a_1, a_2, a_3, a_4; a_1, a_2, a_3, a_4) = 0 \quad (5.2-4)$$

These equations are not dependent on the angular positions  $q_1$  and  $q_4$ . This is explained by inspection of Figure 5.1-1 where it is seen that the dynamic description of the system would be identical for any arbitrarily assigned positions of the rotor and base. Certain of the equations are also independent of particular angular velocities and accelerations,  $\dot{a}_1$ , and  $\dot{a}_3$ . In some cases, the physical interpretation of the independence is straightforward. Equation (5.2-1) for example

sums forces acting on the rotor disk in the spin direction. From Figure 5.1-1 and the constraints of the system, it is clear that angular accelerations at the second gimbal,  $\ddot{\alpha}_2$ , do not effect rotor velocity.

### 5.3 Linear Dynamics

#### 5.3.1 Linear Equations About Any Operating Point

The linearized equations of motion are found as the first two terms (zeroeth and first order) in the Taylor's series expansion of Equations (5.2-1 through -4) about the operating point [more explicitly Equations (A.2-3 through -6) are used in the derivation]. The operating point (which is a neutrally stable equilibrium point) is defined as

$$w_1 = W \quad (5.3-1)$$

$$q_2 = q_{2o} \quad (5.3-2)$$

$$q_3 = q_{3o} \quad (5.3-3)$$

Using these definitions, the linearized equations become

$$T_1 - J_D \ddot{\alpha}_1 - J_D \cos(q_{2o}) \ddot{\alpha}_3 - J_D \sin(q_{2o}) \cos(q_{3o}) \ddot{\alpha}_4 = 0 \quad (5.3-4)$$

$$T_2 + J_D W \cos(q_{2o}) \cos(q_{3o}) w_4 + \sin(q_{3o}) (I_C + I_D) \ddot{\alpha}_4 - J_D W \sin(q_{2o}) w_3 - (I_C + I_D) \ddot{\alpha}_2 = 0 \quad (5.3-5)$$

$$J_D W \sin(q_{2o}) w_2 - J_D W \sin(q_{2o}) \sin(q_{3o}) w_4 - J_D \cos(q_{2o}) \ddot{\alpha}_1 - \sin(q_{2o}) \cos(q_{2o}) \cos(q_{3o}) \quad (5.3-6)$$

$$(J_C + J_D - I_D - K_C) \ddot{\alpha}_4 - (J_B + J_C + J_D - \sin(q_{2o})^2 (J_C + J_D - I_D - K_C)) \ddot{\alpha}_3 = 0$$

$$J_D W \sin(q_{2o}) \sin(q_{3o}) w_3 + \sin(q_{3o}) (I_C + I_D) \ddot{\alpha}_2 - J_D W \cos(q_{2o}) \cos(q_{3o}) w_2 - J_D \quad (5.3-7)$$

$$\sin(q_{2o}) \cos(q_{3o}) \ddot{\alpha}_1 - \sin(q_{2o}) \cos(q_{2o}) \cos(q_{3o}) (J_C + J_D - I_D - K_C) \ddot{\alpha}_3 - (I_D + K_A + K_B + K_C + \sin(q_{2o})^2 (J_C + J_D - I_D - K_C) + \sin(q_{3o})^2 (I_B + I_C - K_B - K_C - \sin(q_{2o})^2 (J_C + J_D - I_D - K_C))) \ddot{\alpha}_4 = 0$$

Note that the linear equations do not depend on an operating point for  $q_4$  because they are valid for *any* value of  $q_4$  chosen as an operating point. The above equations are highly useful in that they specify the linear plant dynamics for any arbitrary operating point and for all possible configurations of the Model 750 apparatus.

With [symbolic](#) manipulation, these equations may be expressed in state space form as

$$\begin{bmatrix} q_2 \\ q_3 \\ q_4 \\ \alpha_1 \\ \alpha_2 \\ \alpha_3 \\ \alpha_4 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & A_{45} & 0 & A_{47} \\ 0 & 0 & 0 & 0 & A_{55} & A_{56} & A_{57} \\ 0 & 0 & 0 & 0 & A_{65} & 0 & A_{67} \\ 0 & 0 & 0 & 0 & A_{75} & 0 & A_{77} \end{bmatrix} \begin{bmatrix} q_2 \\ q_3 \\ q_4 \\ \alpha_1 \\ \alpha_2 \\ \alpha_3 \\ \alpha_4 \end{bmatrix} + \begin{bmatrix} 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ B_{41} & B_{42} \\ B_{51} & B_{52} \\ B_{61} & B_{62} \\ B_{71} & B_{72} \end{bmatrix} \begin{bmatrix} T_1 \\ T_2 \end{bmatrix}$$

$$\begin{bmatrix} \ddot{q}_2 \\ \ddot{q}_2 \\ \ddot{q}_3 \\ \ddot{\omega}_1 \\ \ddot{\omega}_2 \\ \ddot{\omega}_3 \\ \ddot{\omega}_4 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & A_{45} & 0 & A_{47} \\ 0 & 0 & 0 & 0 & A_{55} & A_{56} & A_{57} \\ 0 & 0 & 0 & 0 & A_{65} & 0 & A_{67} \\ 0 & 0 & 0 & 0 & A_{75} & 0 & A_{77} \end{bmatrix} \begin{bmatrix} \ddot{q}_2 \\ \ddot{q}_2 \\ \ddot{q}_3 \\ \ddot{\omega}_1 \\ \ddot{\omega}_2 \\ \ddot{\omega}_3 \\ \ddot{\omega}_4 \end{bmatrix} + \begin{bmatrix} 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ B_{41} & B_{42} \\ B_{41} & B_{42} \\ B_{41} & B_{42} \\ B_{41} & B_{42} \end{bmatrix} \begin{bmatrix} T_1 \\ T_2 \end{bmatrix} \quad (5.3-8)$$

A Matlab<sup>®</sup> script is furnished with the Model 750 system that generates the above plant model for a given set of mass properties and nominal states,  $\mathbf{W}$ ,  $q_{2o}$ , and  $q_{3o}$ .

## 5.4 Special Cases

We shall further simplify the dynamics for several special cases that are studied in the Experiments that follow. In all such cases the operating point is about  $q_{2o} = 0$ ,  $q_{3o} = 0$ ,  $\omega_1 = \mathbf{W}$ . Here  $\mathbf{W}$  is the spin speed of the rotor disk ( $D$ ).

Evaluating at this point, Eq's (5.3-4 through -7) become

$$T_1 - J_D \ddot{\omega}_1 - J_D \ddot{\omega}_3 = 0 \quad (5.4-1)$$

$$T_2 + J_D \mathbf{W} \omega_4 - (J_C + I_D) \ddot{\omega}_2 = 0 \quad (5.4-2)$$

$$J_D \ddot{\omega}_1 + (J_B + J_C + J_D) \ddot{\omega}_3 = 0 \quad (5.4-3)$$

$$J_D \mathbf{W} \omega_2 + (I_D + K_A + K_B + K_C) \ddot{\omega}_4 = 0 \quad (5.4-4)$$

### 5.4.1 Special Case #1: All Gimbals Free (Reaction & Gyroscopic Torques Acting)

This is identically the case given by equations (5.4-1 through -4) and is depicted in Figure 5.4-1. In the figure, the unit vectors  $\mathbf{c}_1$  and  $\mathbf{d}_2$  (see Figure 5.1-1) are normal to  $\mathbf{a}_3$  (i.e.  $T_1$  and  $T_2$  are directed horizontally).

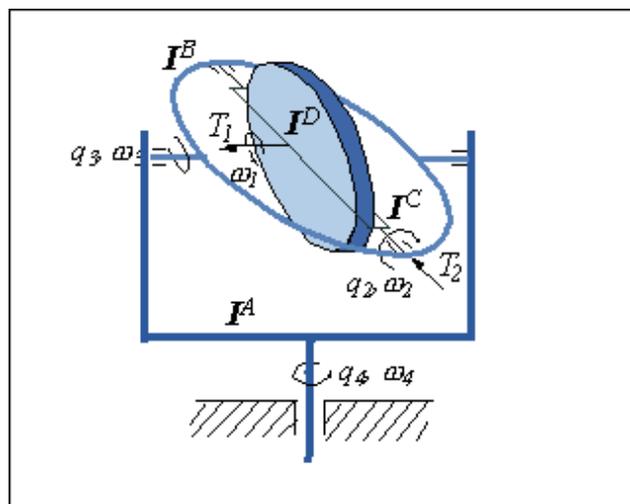


Figure 5.4-1. All Gimbals Free Configuration ( $q_2 = 0$ ,  $q_3 = 0$ )

For the purposes of controls modeling, equations (5.4-1 through -4) may be expressed in state space form as

$$\begin{bmatrix} \dot{q}_2 \\ \dot{q}_3 \\ \dot{q}_4 \\ \dot{w}_1 \\ \dot{w}_2 \\ \dot{w}_3 \\ \dot{w}_4 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & \frac{J_D \Omega}{I_C + I_D} & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & \frac{-J_D \Omega}{I_D + K_A + K_B + K_C} & 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} q_2 \\ q_3 \\ q_4 \\ w_1 \\ w_2 \\ w_3 \\ w_4 \end{bmatrix} + \begin{bmatrix} 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ \frac{J_B + J_C + J_D}{J_D(J_B + J_C)} & 0 \\ 0 & \frac{1}{I_C + I_D} \\ \frac{-1}{J_B + J_C} & 0 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} T_1 \\ T_2 \end{bmatrix} \quad (5.4-5)$$

The system is seventh order<sup>[15]</sup>. An eigenvalue solution of the dynamics matrix will result in one rigid-body mode (two poles at zero)<sup>[16]</sup>, three additional poles at the origin representing the kinematic differential equations, and two complex poles corresponding to the nutation frequency and associated oscillatory mode that couples gimbals  $w_2$  and  $w_4$ .

The transfer function  $q_3(s)/T_1(s)$  is found by solving the Laplace transforms of Eq's (5.4-1, -3) for  $q_3$ . Similarly, the Laplace transforms of Eq's (5.4-2, -4) are solved to find  $q_4(s)/T_2(s)$  and  $q_2(s)/T_2(s)$ . The resulting expressions are:

$$\frac{q_3(s)}{T_1(s)} = \frac{1}{(J_B + J_C)} \quad (5.4-6)$$

$$\frac{q_4(s)}{T_2(s)} = \frac{-\Omega J_D}{(I_C + I_D)(I_D + K_A + K_B + K_C)s^3 + \Omega^2 J_D^2 s} \quad (5.4-7)$$

$$\frac{q_2(s)}{T_2(s)} = \frac{I_D + K_A + K_B + K_C}{(I_C + I_D)(I_D + K_A + K_B + K_C)s^2 + \Omega^2 J_D^2} \quad (5.4-8)$$

#### 5.4.2 Special Case #2: Gimbal #3 Locked (Gyroscopic Torque Only)

In this configuration, gimbal axis 3 is locked ( $w_3 = 0$ ) so that bodies A and B become one in the same. The resulting plant, depicted in Figure 5.4-2, is useful for demonstrations of gyroscopic torque action where the position and rate,  $q_4$  and  $w_4$ , may be controlled by rotating gimbal#2 while the rotor is spinning.

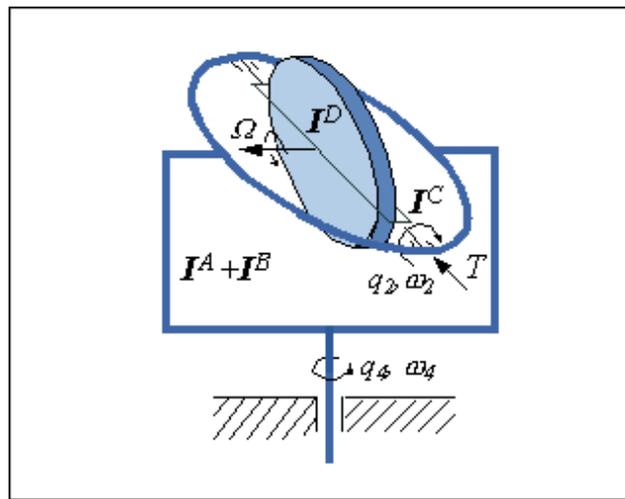


Figure 5.4-2. Gimbal #3 Locked, All Others Free ( $q_{20} = 0, q_3 = 0$ )

The corresponding dynamical expressions may be obtained from equations (5.4-1 through -4) by setting  $\ddot{\alpha}_3 = 0$  in equation (5.4-1) and disregarding equation (5.4-3)<sup>[17]</sup>. These are

$$T_1 - J_D \ddot{\alpha}_1 = 0 \quad (5.4-9)$$

$$T_2 + J_D \omega_4 - (I_C + I_D) \ddot{\alpha}_2 = 0 \quad (5.4-10)$$

$$J_D \omega_2 + (I_D + K_A + K_B + 0K_C) \ddot{\alpha}_4 = 0 \quad (5.4-11)$$

These equations may be expressed in state space form as

$$\begin{bmatrix} \ddot{\alpha}_2 \\ \ddot{\alpha}_4 \\ \ddot{\alpha}_1 \\ \ddot{\alpha}_2 \\ \ddot{\alpha}_4 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & \frac{-J_D \Omega}{I_D + K_A + K_B + K_C} & 0 \end{bmatrix} \begin{bmatrix} q_2 \\ q_4 \\ \omega_1 \\ \omega_2 \\ \omega_4 \end{bmatrix} + \begin{bmatrix} 0 & 0 \\ 0 & 0 \\ \frac{1}{J_D} & 0 \\ 0 & \frac{1}{I_C + I_D} \\ 0 & 0 \end{bmatrix} \begin{bmatrix} T_1 \\ T_2 \end{bmatrix} \quad (5.4-12)$$

Here we see that the kinematic differential equation involving  $q_3$  disappears as does one pole of the rigid body mode. A single pole from the former rigid body pair remains corresponding to the rotor spin speed as does the nutation mode.

In these equations, the rotor spin dynamics are decoupled from those of the second and fourth gimbals. Since the rotor speed may be independently controlled, the salient dynamics become those involving motion at the gimbal locations, i.e.

$$\begin{bmatrix} q_2 \\ q_4 \\ \omega_2 \\ \omega_4 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & \frac{J_D \Omega}{I_C + I_D} \\ 0 & 0 & \frac{-J_D \Omega}{I_D + K_A + K_B + K_C} & 0 \end{bmatrix} \begin{bmatrix} q_2 \\ q_4 \\ \omega_2 \\ \omega_4 \end{bmatrix} + \begin{bmatrix} 0 \\ 0 \\ \frac{1}{I_C + I_D} \\ 0 \end{bmatrix} T_2 \quad (5.4-13)$$

The realization given by Eq. (5.4-13) is non minimal since it has four state variables while the transfer functions  $q_4(s)/T_2(s)$  and  $q_2(s)/T_2(s)$  are respectively third and second order. A minimal realization where  $q_4$  is a state follows by eliminating the rows and columns corresponding to  $q_2$  in Eq.(5.4-13). A minimal realization where  $q_2$  is a state follows by integrating Eq.(5.4-11) – assuming initial values of  $q_2$  and  $w_4$  are zero – and substituting back into Eq.(5.4-10) from which the realization follows by inspection. The resulting systems are

$$\begin{bmatrix} q_4 \\ \omega_2 \\ \omega_4 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 1 \\ 0 & 0 & \frac{J_D \Omega}{I_C + I_D} \\ 0 & \frac{-J_D \Omega}{I_D + K_A + K_B + K_C} & 0 \end{bmatrix} \begin{bmatrix} q_4 \\ \omega_2 \\ \omega_4 \end{bmatrix} + \begin{bmatrix} 0 \\ \frac{1}{I_C + I_D} \\ 0 \end{bmatrix} T_2 \quad (5.4-13a)$$

$$\begin{bmatrix} q_2 \\ \omega_2 \end{bmatrix} = \begin{bmatrix} 0 & 1 \\ \frac{-J_D \Omega^2}{(I_D + K_A + K_B + K_C)(I_C + I_D)} & 0 \end{bmatrix} \begin{bmatrix} q_2 \\ \omega_2 \end{bmatrix} + \begin{bmatrix} 0 \\ \frac{1}{I_C + I_D} \end{bmatrix} T_2 \quad (5.4-13b)$$

The transfer functions  $q_4(s)/T_2(s)$  and  $q_2(s)/T_2(s)$  are identical to Eq's (5.4-7, -8) respectively

#### 5.4.3 Special Case #3: Gimbal #3 Locked. Velocity Regulation of $w_2$

In this configuration, gimbal 3 is again locked and the angular velocity,  $w_2$ , at gimbal 2 is an input to the system. In practice, such a system may be approximated by closing a high authority control loop about  $w_2$ , then using  $w_2$  as the input to the system for control of  $q_4$ . The salient dynamics are given by Eq.(5.4-11) which may be expressed in state space and transfer function forms as

$$\begin{bmatrix} \dot{q}_4 \\ \dot{\omega}_4 \end{bmatrix} = \begin{bmatrix} 0 & 1 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} q_4 \\ \omega_4 \end{bmatrix} + \begin{bmatrix} 0 \\ \frac{-J_D \Omega}{I_D + K_A + K_B + K_C} \end{bmatrix} \omega_2 \quad (5.4-14)$$

$$\frac{q_4(s)}{\omega_2(s)} = \frac{\Omega J_D}{(I_D + K_A + K_B + K_C) s^2} \quad (5.4-15)$$

This is dynamically equivalent to a rigid body plant with torque input  $-w_2 W J_D$  and inertia  $I_D + K_A + K_B + K_C$ .

#### 5.4.4 Special Case #4: Gimbal #2 Locked (Reaction Torque on Bodies B&C)

In this configuration bodies  $B$  and  $C$  become one in the same. The resulting plant, depicted in Figure 5.4-3, demonstrates reactive torque where the torque used to change the rotor speed acts on the combined bodies  $B$  and  $C$  and may be used to control their position,  $q_3$ .

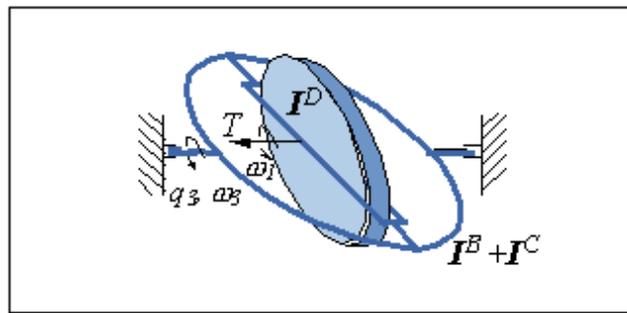


Figure 5.4-3. Gimbal #2 Locked, All Others Free ( $q_2 = 0$ )

In this case, the dynamic expressions may be obtained from equations (5.4-1 through -4) by setting  $\dot{q}_2 = 0$  and  $\dot{q}_4 = 0$ .

This results in

$$\begin{bmatrix} \dot{q}_3 \\ \dot{\omega}_1 \\ \dot{\omega}_3 \end{bmatrix} = \begin{bmatrix} 0 & 0 & 1 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} q_3 \\ \omega_1 \\ \omega_3 \end{bmatrix} + \begin{bmatrix} 0 \\ \frac{J_B + J_C + J_D}{J_D(J_B + J_C)} \\ -1 \\ \frac{-1}{J_B + J_C} \end{bmatrix} T_1 \quad (5.4-16)$$

This system possesses the rigid body mode involving the rotor and gimbal axis 3 and the pole associated with the kinematic differential equation for  $q_3$ . In typical dynamics and control study of this system, the motion of the gimbal,  $q_3$ , is of primary importance and the relevant system is the second order one

$$\begin{bmatrix} \dot{q}_3 \\ \dot{\omega}_3 \end{bmatrix} = \begin{bmatrix} 0 & 1 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} q_3 \\ \omega_3 \end{bmatrix} + \begin{bmatrix} 0 \\ -1 \\ \frac{-1}{J_B + J_C} \end{bmatrix} T_1 \quad (5.4-17)$$

The rotor speed is normally only of concern as it relates to hardware limitations such as maximum safe operational speed or limitations as to the spin motor's torque/speed characteristic. The rotor speed may be found by integrating the expression in the middle row of Eq.(5.4-12), i.e.

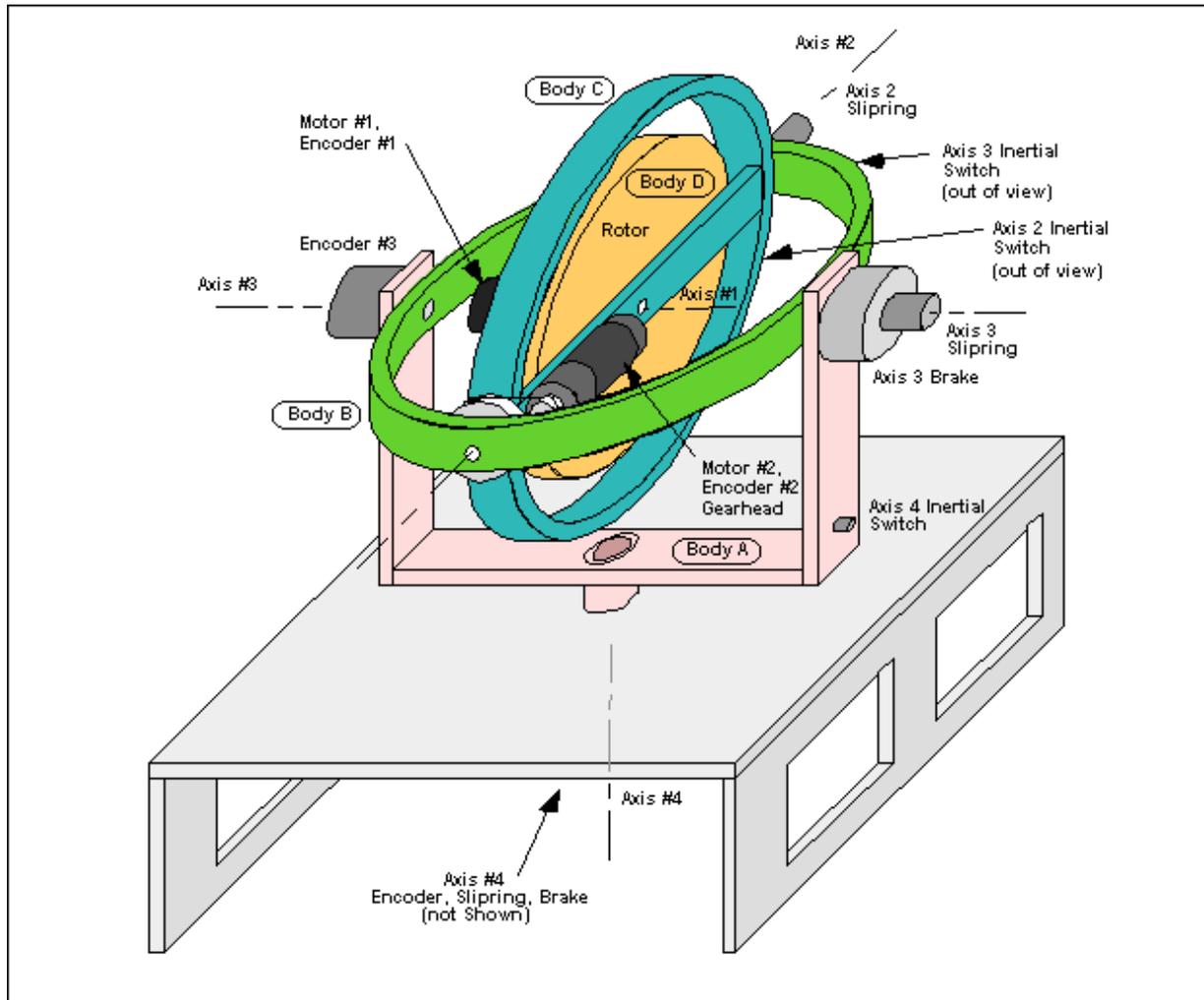
$$\omega_1 = \omega_{10} + \frac{J_B + J_C + J_D}{J_D(J_B + J_C)} \int_0^t T_1(\tau) d\tau \quad (5.4-18)$$

## 6. Experiments

This chapter [details](#) experiments that identify the plant characteristics and parameters; implement a variety of control

schemes; and demonstrate many important **dynamic and control** principles. The versatility of the software / hardware system allows for a much broader range of experimental uses than will be described here and the user is encouraged to explore whatever topics and methodologies may be of interest. The safety portion of this manual, Section 2.3, must be read and understood by any user prior to operating this equipment.

A graphical description of the Gyroscope apparatus is shown in Figure 6.1-1. This should be referred to in following the instructions of this section.



**Figure 6.1-1. Control Moment Gyroscope**

The instructions in this chapter begin at a high level of detail so that they may be followed without a great deal of familiarity with the apparatus and the Executive program's system interface and become more abbreviated in details of system operation as the chapter progresses. To become more familiar with these operations, it is strongly recommended that the user read Chapter 2 in its entirety prior to undertaking the operations described here. Remember here, as always, it is recommended that the user save data and control configuration files regularly to avoid undue work loss should a system fault occur.

## 6.1 System Identification

This section gives a procedure for identifying several of the moments of inertia used in the equations given in Chapter 5. Further tests measure and verify the plant input and output gain values necessary for control modeling. Numerical plant models are then generated. In the course of these tests, certain fundamental dynamic properties are demonstrated that form a basis for the experiments in the sections that follow.

At this point the user must have read and understood the Safety Section 2.3 before proceeding. Here and in all operating sessions, the system safety features must be verified before proceeding.

### 6.1.1 Inertia Measurement

In the following tests, three moments of inertia are measured using the principle of *conservation of angular momentum*. The remaining moments of inertia are provided, but could be measured experimentally using this and other fundamental principles. [\[18\]](#)

#### Procedure

##### Inertia Test #1 ( $J_C$ )

1. Start the ECP Multivariable Executive program. Select *Abort Control* on the Background Screen to disable any controller that may be still running on the DSP board from a previous user. Turn on power to the Control Box. Use a ruler or other non-sharp object to nudge the various elements of the system to verify that there is no unstable control condition and that the system is safe to manipulate. In this and all subsequent experiments, do not move axes 3 and 4 while their brakes are engaged. This leads to premature wearout of the brakes. You should see changes in the encoder counts on the background screen (for the axes that are not locked) as you move the apparatus.
2. **Setup the mechanism as shown in Figure 6.1-2a. The Axis 3 and 4 brakes are turned on and off via toggle switches on the Control Box. The Axis 2 Virtual Brake is engaged via a button on the Executive Program background screen. (This brake is effected via a simple linear control loop that is closed in firmware resident on the DSP board and uses Motor #2 and Encoder #2 as the sensor and actuator.) Select *Zero Position* (Command menu) to zero the incremental encoder values at these gimbal positions.**

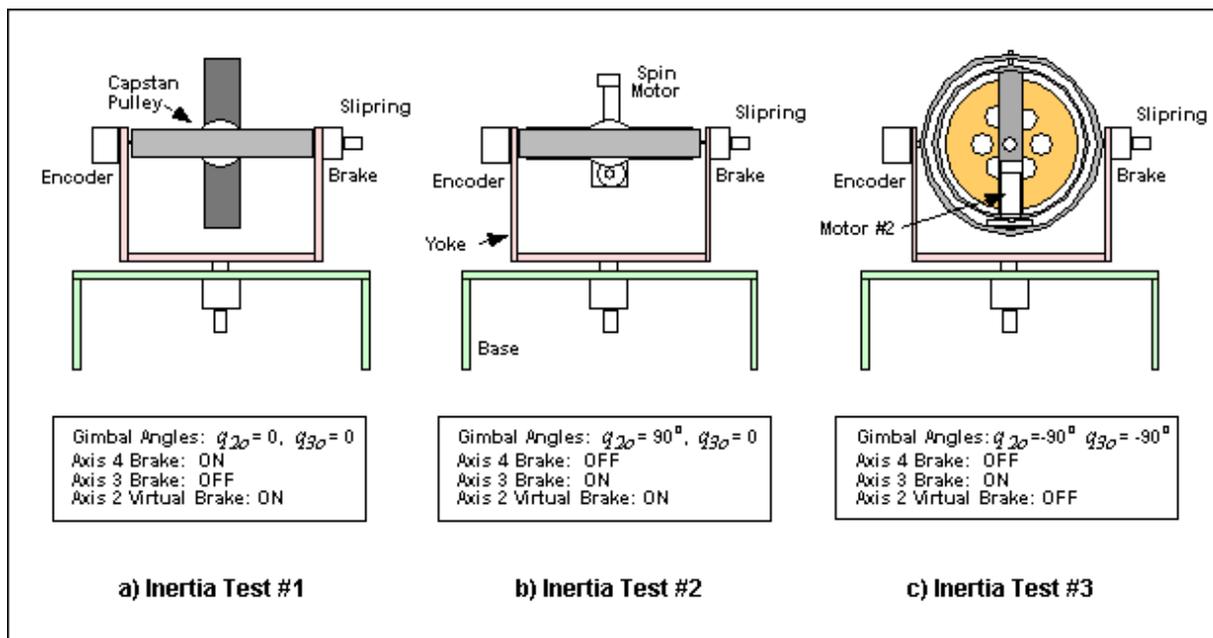


Figure 6.1-2. Configurations For Moment of Inertia Tests

3. Write a simple real-time algorithm to activate Motor #1 (i.e. put control effort values on the DAC) with a *Control Effort* equal to the *(Commanded Position)/32*.<sup>[19]</sup> Use the global real-time variables “control\_effort1” and “cmd1\_pos” for this purpose. (The *Commanded Position* values are subsequently entered via Setup Trajectory to provide the input to the system.) Review the algorithm with your instructor or laboratory supervisor before proceeding to the next step.
4. Implement this algorithm using the following steps:
  - a) Enter Setup Control Algorithm via the Setup menu. Set the *Sample Period* to  $T_s = 0.00442$  sec. and select *Edit Algorithm*. You are now in the control algorithm editor. If the editor contains any text select *New* under *File*.
  - b) Type in your algorithm. Select *Save As...* and choose an appropriate name and directory to save this algorithm in. Close the editor by either selecting *Save Changes and Quit* or simply clicking on the upper right hand button.
  - c) Stay well clear of the apparatus when initially performing the next step. Select *Implement Algorithm* to begin immediate execution of your algorithm. If all is well, there should be no motion of the system.

In this and all subsequent experiments immediately after implementing a controller, you must safety-check the system using a ruler or other non-sharp, slender object as per the instructions of Section 2.3.3.

5. Go to Trajectory 1 Configuration under the Setup menu and deselect Unidirectional Moves (this enables bi-directional trajectories). Enter Impulse[20] and specify a Amplitude of 16000 counts, a Pulse Width of 1000 ms, a Dwell Time of 0 ms, and 2 repetitions (this prepares the controller board to input a 16000 count positive-going step followed immediately by a 16000 count negative-going one.) Select OK, successively and enter Setup Data Acquisition (Setup menu). Specify Sensor 1 Position, Sensor 2 Position, Sensor 3 Position, Sensor 4 Position, Control Effort 1 and Control Effort 2 as data to be acquired with a Sample Period of 2 servo cycles.
6. Go to Execute (Command menu) and verify that the apparatus is in the configuration of Figure 6.1-2a. Select Normal Data Sampling and Execute Trajectory 1 Only and then Run. You should see the rotor

spin up then slow down while the inner assembly (bodies B, C, and D) rotates about Axis 3. Is the motion of the rotor and that of the inner assembly in the same direction or opposite directions? Select OK once the data from the maneuver has been uploaded.

7. Go to Setup Plot (Plotting menu), and plot the Encoder 1 Velocity and Encoder 3 Velocity data. You should see the Encoder 1 velocity increase approximately linearly for one second, then decrease approximately linearly for the following second. The Encoder #3 velocity should show a corresponding characteristic. Save your plot (via Save Plot Data, Plotting menu).

### Inertia Test #2 ( $K_A$ )

8. **Setup the mechanism as shown in Figure 6.1-2b. In order to improve the quality of your result, the following procedure is recommended in setting the initial orientation of the yoke v. the base (i.e.  $q_4$ ). Rotate the yoke relative to the base using a very light touch to find a location where there is least friction (some residual friction from the brake may exist in some locations). Although typically small, any friction may be detected by giving the yoke a very small initial velocity and observing how rapidly it stops. The yoke should be positioned to minimize the travel in any zone of friction for motion in a counterclockwise direction. (E.g. positioned just beyond a zone of friction when moving in a counterclockwise direction).**
9. Go to Trajectory 1 Configuration under the Setup menu, select *Impulse* and change the *Pulse Width* to 2000 ms.. Leave all other parameters the same as in Step 5 above.
10. **Repeat Step 6 to execute the input to the system. You should see the rotor spin and the remaining assembly rotate about the base (Encoder #4). Note the nature of the motion.**
11. Setup and plot Encoder #1 and Encoder #4 velocity data. Save your plot.

### Inertia Test #3 ( $I_C$ )

12. **Setup the mechanism as shown in Figure 6.1-2c. Set the yoke position as described in Step 8.**
13. **Edit your algorithm from Step 13 above to output `cmd1_pos` to `control_effort2`. (i.e. put *Trajectory 1* inputs on DAC2 to drive Motor 2). Select *Save Changes and Quit* to exit the editor. .**
14. **Stay clear of the apparatus and select Implement Algorithm to begin immediate execution of your algorithm. If all is well, there should be no motion of the system. Safety check the system.**
15. Go to Trajectory 1 Configuration, select *Impulse* and change the *Pulse Width* to 200 ms.. Leave all other parameters the same as in Step 5 above.
16. **Repeat Step 6 to execute the input to the system. You should see the inner gimbal ring rotate relative to the outer ring and the remaining assembly rotate about the base (Encoder #4). The inner ring will likely contact the limit switch at the end of the maneuver causing the Control Box to power down. This is normal. If it occurs before completing a satisfactory test, simply re-power the Control Box. It is also possible that the limit switches are contacted during the initial (first 400 ms) portion of the maneuver. If this occurs, reduce the *Pulse Width* duration in Step #15 (to say 150 ms.) and repeat the remainder of the procedure.**
17. Setup and plot Encoder #2 and Encoder #4 velocity data. Save your plot.

## 6.1.2 Control Effort Gain Measurement

In the following tests, the control effort gain for the two plant inputs is measured using Newton's second law (in its rotational form) and the gyroscopic cross product. These relationships have the well-known forms

$$T = Jq \quad (6.1-1)$$

$$T = \omega \times H \quad (6.1-2)$$

where in the first expression,  $T$  is the applied torque,  $J$  is the moment of inertia about an axis parallel to  $T$ ,  $q$  is the angular acceleration of  $J$  about that axis. In the second expression,  $H$  is the momentum of the body,  $w$  is the angular velocity associated with change of direction of the vector  $H$ , and  $T$  is the applied torque necessary to change the direction of  $H$ .

### Control Effort Gain Test #1 ( $k_{g1}$ )

In this test, we measure the acceleration of the rotor disk to a known control effort signal in the positive and negative directions and measure the resulting accelerations. From the accelerations and rotor inertia value, the [-applied torque and hence control effort gain](#) may be calculated.

1. **Setup the mechanism in the configuration of Figure 6.1-3a.**
2. Edit your algorithm from Step 13 above to output `cmd1_pos` to `control_effort1`. (i.e. the same as in Inertia tests 1 and 2). Select *Save Changes and Quit* to exit the editor. Select *Implement Algorithm* and safety check the system.

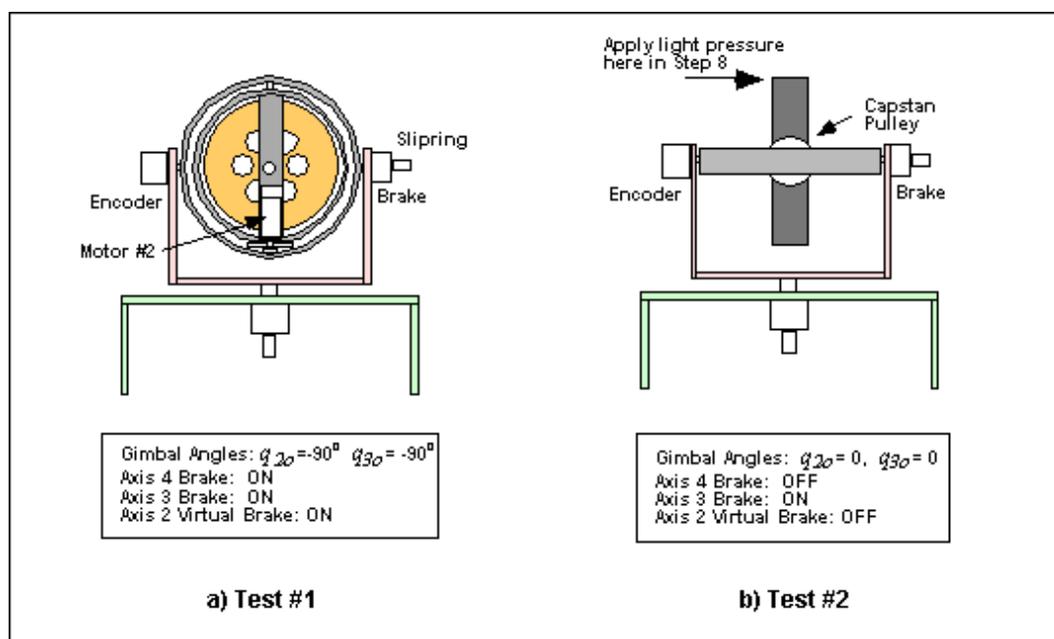


Figure 6.1-3. Configurations For Control Effort Gain Tests

3. Go to Trajectory 1 Configuration and verify that *Unidirectional Moves* is not selected. Enter *Impulse* and specify an *Amplitude* of 16000 counts, a *Pulse Width* of 4000 ms, a *Dwell Time* of 0 ms, and 2 *repetitions*.
4. **Execute this input with *Normal Data Sampling and Execute Trajectory 1 Only* selected. You should see the rotor spin up then slow down and possibly reverse motion.**
5. Plot Encoder #1 velocity and control Effort 1 data. Save your plot.

Control Effort Gain Test #2 ( $k_{g2}$ )

In this test, we measure the torque required to allow the momentum vector,  $H$ , of the spinning wheel to *precess* at some rate  $w$  according to Equation (6.1-2).

6. **Setup the mechanism in the configuration of Figure 6.1-3b.**
7. **Stay clear of the mechanism and Initialize Rotor Speed (Command Menu) to 400 RPM. Safety check the system once the rotor has reached approximately 400 RPM as seen on the Background Screen.**
8. Apply light finger pressure to the upper edge of the inner ring as shown in Figure 6.1-3b. Note what happens to the motion of the assembly about Axis #4 (the vertical axis at the base of the unit)? This is the fascinating phenomenon of gyroscopic precession. Now apply light pressure in the opposite direction. What happens to the motion of the assembly? For a given amount of finger pressure does the motion about Axis #4 remain at constant velocity or does it accelerate?
9. Now apply light finger pressure to the side of Encoder#3 to rotate the assembly about Axis #4. What happens to the inner assembly with respect to Axis #2? Do not exceed  $q_2 = \pm 60$  deg. (If a limit switch is contacted due to excessive motion in  $q_2$ , repeat steps 6-8.) Return the inner ring to the approximate vertical position ( $q_2=0$ ).
10. This time, have a fellow student apply light finger pressure to the encoder to cause a small rotation rate about Axis #4 while you apply a sufficient force on the inner ring (at the location used in Step 8) to keep it approximately vertical ( $q_2=0$ ). How does the force (and hence torque about Axis #2) required to keep the ring vertical vary with the angular rate about Axis #4? You may trade places with the fellow student so that each experiences the nature of the applied force. Return the inner ring to the approximate vertical position ( $q_2=0$ ).
11. In the Setup Control Algorithm dialog box, change sampling period to  $T_s=0.00884$  s. Verify that the mechanism is in the configuration of Figure 6.1-3b. Locate and *Implement* the algorithm “axis2lock.alg” as furnished with the system. This simple routine regulates the position of Axis 2 to keep it at the approximate current position. We shall measure the control effort required to do so in the test that follows. Safety check the controller.
12. Rotate the assembly slowly about the vertical axis and note the *Control Effort 2* values displayed. Do not rotate the assembly at a sufficiently high rate to cause *Control Effort 2* to exceed  $\pm 5V$ . What has changed with regard to resistive torque required to rotate the assembly about the vertical axis (Axis #4) as experienced in Step 9?
13. Change the Impulse amplitude to zero (0) counts and leave all else as specified in Step 3. (This will allow the system to collect data during the “*Execute*” period while maintaining a zero valued reference input)
14. Practice the following procedure: Slowly rotate the assembly about the vertical axis at a rate to cause approximately 4-5 V of control effort; release to let the assembly spin freely; wait for a second or two; reverse direction to achieve  $-4$  to  $-5$  V control effort, then release again. The goal is to measure the control effort required at motor #2 during the free spinning periods of this maneuver. Once this is consistently achieved, prepare to Execute the *Impulse* maneuver from Step 13. Select *Run*, then perform this procedure.
15. Plot the *Encoder 4Velocity* and *Control Effort 2* data. Verify that *Control Effort 2* had at least some values in the range of 4 to 5 V and  $-4$  to  $-5$  V in the portions of the curve when the assembly was spinning freely (the velocity data should be relatively flat during this period). If not, repeat Step 14. Save your final plot.

### 6.1.3 Feedback Sensor (Encoder) Gain Measurement

In these tests, we measure the sensor gain, i.e. the change in sensor signal output per unit of physical position change.

For the Model 750 system, the sensors are all optical encoders and with outputs in counts.

1. Turn on the Control Box and select *Abort Control* in the Background Screen. Turn off the Axis 2 Virtual Brake and the Axis 3 and 4 Brakes.
2. Select a starting position for Axis 4. You may wish to use a piece of masking tape or other nonpermanent item to mark this position as precisely as possible. Select *Zero Position* (Command menu) to zero the incremental encoder values at their current position. Rotate the yoke (Axis 4) through precisely 1 revolution and record the change in encoder counts using a Table similar to Table 6.1-1.
3. Repeat Step 2 for Axis 3 and then for Axis 2. For Axis 2, rotate Body B through one half revolution only (i.e. the limit stops restrict the motion to approximately  $\pm 120$  deg.). The gain for Encoder #1 is provided since the spin rotor is not accessible.
4. For purposes of increasing numerical precision, the controller firmware multiplies the encoder and commanded position signals internally by 32. This factor does not multiply the background display nor plotted data, but does the `encoderi_pos` and `cmdj_pos` ( $i=1,2,3,4; j=1,2$ ) variables as they are processed in the real-time algorithms. Thus you must multiply the measured encoder gains by 32 in order for them to be properly scaled. Complete the third column of Table 6.1-1.

**Table 6.1-1. Encoder Gain Measurements**

Axis Number (Encoder Number)	Output / Rev. (counts/rev)	Gain, $k_{ei}$ (counts/rad)
1	6667	$1061 \cdot 32$
2		
3		
4		

#### Questions / Exercises:

- A. In the tests of Section 6.1.1, there was in each case a torque-applied between two bodies while the combined bodies were free to rotate about some axis. Was the motion of the two bodies in the same or opposite directions? Was the angular velocity of the body with greater apparent inertia greater or less than that of the body with lesser apparent inertia?

Use the principle of *conservation of angular momentum* to explain your answer. ~~s.~~ I.e. for a system of two bodies constrained to move about a single axis with no externally applied moment:

$$J_1 w_1 + J_2 w_2 = C \quad (6.1-3)$$

Where  $J_i$  and  $w_i$  are the respective inertia and velocity of body  $i$  and  $C$  is a constant.

What is the approximate shape of the velocity curve in the positive control effort and negative control effort segments (e.g. constant, linearly increasing, parabolic, etc.)? What would be the approximate shapes of the position and acceleration data? Explain. You may plot these other derivative values to check your answer (the acceleration data will be somewhat noisy due to the numerical differentiation used in calculating it).

- B. Table 6.1-2 gives moments of inertia of bodies A through D. Use the principle of conservation of angular momentum and plotted test results from Section 6.1.1 to complete the table for  $J_C$ ,  $K_A$ , and  $I_C$ . In evaluating Eq.(6.1-3), you should equate the angular momentum at the beginning and end of the first (positive control effort) segment of the input according to

$$J_1 w_{1o} + J_2 w_{2o} = J_1 w_{1f} + J_2 w_{2f} \quad (6.1-4)$$

4)

and solve for the unknown inertia. Repeat this for the second (negative control effort) segment and take the average value of the calculated inertias. This will reduce the effect of asymmetric effects such as bearing friction. (Hints: You will need to use the encoder gain values obtained in Section 6.1.3 to obtain the measured angular velocities, and you may need to add or subtract them in some cases to obtain the angular velocity relative to the inertial frame as per Eq.(6.1-4). For the  $I_C$  tests, the data of the curve at the end of the positive control effort portion and beginning of the negative control effort one may be discontinuous (jagged) due to a slight flexibility in the drive. You should extrapolate the velocity characteristics to find where they intersect and use this value in your calculation.)

- C. In the rotor acceleration tests of Step 5 of the control gain measurement experiment (6.1.2), is the acceleration in the positive control effort segment of greater, less, or approximately equal magnitude to that of the deceleration in the negative control effort segment? If of different magnitude, what non-ideal characteristic is this a result of?

In the gyroscopic torque experiments of Steps 8, 9 and 10, you applied torques to the system and observed the resulting motion. Explain your observations in terms of Eq. (6.1-2). In Step 12 after implementing a regulating controller to maintain Axis 2 at an approximately constant position, how did the assembly respond to your manually applied torque? How does this relate to the control effort required by Motor 2 to keep Axis 2 stationary?

- D. For control design and implementation purposes, it is necessary to include the control effort gain in the system model. For our system, this gain is the ratio of torque at a particular actuator to control effort counts at the output of the real-time control algorithm. I.e.

$$T_i = u_i k_{ui} \quad (6.1-5)$$

( $i=1,2$ )

where  $T_i$  and  $u_i$  are the respective torque and control effort associated with the  $i$ th plant input and  $k_{ui}$  is the control effort gain. This gain is comprised of the following product

$$k_c k_a k_t k_p \quad (6.1-6)$$

where:

$k_c$ , the DAC gain, = 10V / 32,768 DAC counts

$k_a$ , the Servo Amp gain,  $\approx 0.4$  (amp/V)

$k_t$ , the Motor Torque constant  $\approx 0.05$  (#1), (0.1) (#2) (N-m/amp)

$k_p$ , the Drive Pulley ratio = ~~2~~3.33 (#1), 6.1 (#2) (N-m out / N-m in)

In Step 5 of Section 6.1.2, you obtained the acceleration of a known inertia under a known control effort. Use Eq's (6.1-1 & -5) to solve for a more precise, measurement based, value of  $k_{u1}$ . Use the average value obtained by considering the acceleration and deceleration portions of your plot from Step 5. (Hint: in interpreting test data, the acceleration can be most accurately found by taking the change in velocity and dividing by the change in time. The acceleration data is typically noisy and difficult to read with precision.)

In Step 15 of Section 6.1.2, you obtained the control effort associated with an angular rate of change of a known (i.e. calculable) momentum. Use Eq's (6.1-2 & -5) to solve for  $k_{u2}$ . Use the average value obtained by considering the positive and negative Axis #4 velocity portions of your plot from Step 15. Use the flatter portions of the velocity curve where the assembly was rotating freely (i.e. you were not touching it).

**Table 6.1-2. Moment of Inertia Data**

Body	Inertia Element	Value (kg-m <sup>2</sup> )
<b>A</b>	$K_A$	-
<b>B</b>	$I_B$	0.0119
	$J_B$	0.0178
	$K_B$	0.0297
<b>C</b>	$I_C$	-
	$J_C$	-
	$K_C$	0.0188
<b>D</b>	$I_D$	0.0148
	$J_D$	0.0273

You have now obtained all parameters necessary to construct numerical dynamic models of the plant. For control design and implementation purposes, the sensor and actuator gains must be accounted for so that the resulting system is properly scaled. As an example of the application of these gains, Eq.(5.4-1) becomes

$$\underline{u}_1 k_{u1} - J_D \underline{\omega}_1 c / k_{e1} - J_D \underline{\omega}_3 c / k_{e3} = 0 \quad (4.4-1)$$

Where the  $\underline{\omega}_{ic}$ 's ( $i=1,3$ ) are the respective velocities in units of encoder counts. In such an application of system gains, the resulting equations of motion should always have consistent units (e.g. SI units) when the real-time variable units are applied.

**Exercises**

- E. Use the results of this chapter to generate numerical plant models for the “special cases” of Sections 4.1.1 through 4.4-4. Use  $W = 400$  RPM. Express your results in both state space and transfer function forms. For Special Case #2, include both the fourth order and third order (minimal) state space realizations.
- F. Generate a numerical plant model of the system linearized about the operating point for the case where:

$$w_1 = 400 \text{ RPM}$$

$$q_{2o} = 20^\circ$$

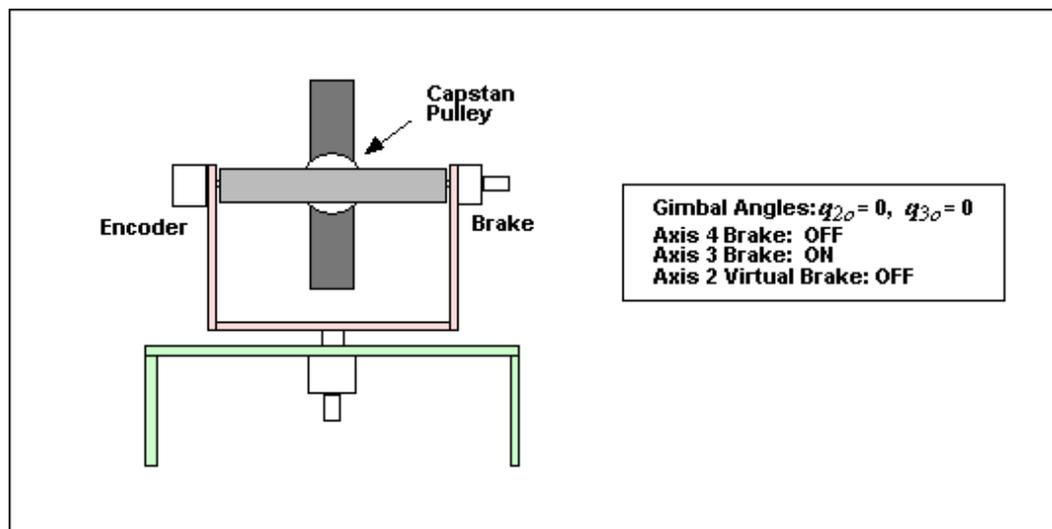
$$q_{3o} = -20^\circ$$

Express your result in state space form. Use the same states as those in Eq. (5.3-8).

**6.2 Gyroscopic Dynamics: Nutation & Precession**

This section measures the nutation and precession of the gyroscope as a function of wheel speed. It also demonstrates the damping of nutation through rate feedback at Gimbal #2, and finally, gives another way of interpreting precession in terms of conservation of angular momentum. All tests in this section are performed with the apparatus in the configuration of Figure 6.2-1.

Important Notice: From this point on in the instructions, no specific reminders to perform the required safety procedures shall be given. The user must follow the safety the Safety guidelines of Section 2.3 at all times when operating this equipment.



**Figure 6.2-1. Configuration For All Tests In This Section**

**6.2.1 Nutation: Frequency & Mode Shapes****Procedure**

1. Setup the mechanism as shown in Figure 6.2-1.
2. Write a simple real-time algorithm to activate Motor #2 (i.e. put control effort values on the DAC) with

a *Control Effort* equal to the (*Commanded Position*)/32. <sup>[22]</sup> Use the global real-time variables “control\_effort2” and “cmd1\_pos” for this purpose.

3. Go to Trajectory 1 Configuration. Enter Impulse and specify an *Amplitude* of 16000 counts, a *Pulse Width* of 50 ms, a *Dwell Time* of 4000 ms, and 1 *repetition*s (this prepares the controller board to input a 16000 count positive-going impulse followed immediately by 4 seconds of zero input during which data is collected).
4. Setup Data Acquisition (Setup menu). Specify *Commanded Position 1*, *Sensor 2 Position*, *Sensor 4 Position*, and *Control Effort 2* as data to be acquired with a *Sample Period* of 4 servo cycles.
5. Enter the ECP Multivariable Executive program. Implement your algorithm from Step 2 above with sampling period set to  $T_s = 0.00442$  seconds.
6. Initialize Rotor Speed to 200 RPM and zero the encoder positions (Utility menu). Execute the maneuver selecting *Normal Data Sampling* and *Execute Trajectory 1 Only*.
7. Plot the Encoder 2 and Encoder 4 Position data and subsequently the velocity data. Note the frequency of the oscillations and the relative amplitude and phase of the Encoder 4 response verses the Encoder 2 response. Save your plots.
8. Disable the rotor speed loop (Command menu). You may also want to turn off the Control Box to more rapidly decelerate the rotor. Wait for the rotor to stop (if you turned off the Control Box, turn it back on at this point). Repeat Steps 6 and 7 for a rotor speed of 400 RPM.
9. Repeat Step 8 for a rotor speed of 800 RPM.

### 6.2.2 Precession

#### Procedure

10. Repeat Steps 1 through 6 of the Section 6.2.1 except in Step 3 setup the *Impulse* trajectory for an *Amplitude* of 6000 counts, a *Pulse Width* of 8000 ms, a *Dwell Time* of 0 ms, and 1 *repetition* (this prepares the controller board to input a 6000 count constant input for 8 seconds). The first maneuver should be at 200 RPM and should result in a initial transient series of attenuating nutation oscillations followed by a steady state response. Plot the position data for Encoders 2 and 4 and also their velocity data. Save your plots.
11. Repeat Step 10 for the 400 and 800 RPM cases. Note the change in steady state velocity for Encoder 4 with rotor speed.

### 6.2.3 Nutation Damping

#### Procedure

12. Augment your algorithm from Step 1 of Section 6.2.1 to add rate feedback damping at Axis 2. I.e. add a term  $u_{2damp}$  of the form

$$u_{2damp} = -k_v q_2 s$$

where  $k_v$  is the rate feedback gain. You may use the backwards difference transformation to implement discrete time differentiation according to

$$s = \frac{1-z^{-1}}{T_s} \quad (6.2-8)$$

where  $T_s$  is the sampling period. Use  $T_s = 0.00884$  s. in this experiment.

Have your laboratory supervisor review and approve your algorithms before proceeding.

13. Set the rotor speed to 400 RPM. Beginning with a value of  $k_v = 0.005$  Implement your algorithm with  $T_s = 0.00884$  seconds.
14. Repeat Step 10 except maintain the rotor speed at 400 RPM rotor speed. Do you see a reduction in the nutation mode amplitude?
15. Repeat Steps 13 and 14 for various increasing values of  $k_v$ . Do not exceed  $k_v = 0.10$ , higher values could lead to excessive numerical noise and damage to the system! How are the nutation oscillations affected by increased rate feedback gain? Save your plot of a case where the nutation is well damped.

### Exercises

- A. From the plotted data of Section 6.2.1, measure the frequency of the nutation mode for the three rotor speeds. (Hint: divide the number of cycles considered [typically between 2 and 5] by the time taken to complete them. Zoom the plot if necessary or export the raw numerical data to get precise readings and make sure that you start and end the evaluation period at the same phase in the respective cycles.) Compare your result with that predicted by the theory (i.e. the eigenvalues of Eq. (5.4-13) or equivalently the characteristic roots of Eq's (5.4-7 & -8)). Assuming the measured and provided moments of inertia are within 10% of their actual values, are your results in agreement with the theory? What is the relationship between rotor speed and nutation frequency?
- B. Consider the position plots versus those of velocity for the data of Section 6.2.1. For a given test, are the oscillation frequencies the same? Are the relative amplitudes of the outputs at encoders 2 and 4 the same? Are the steady state values the same? Explain your answers (you may neglect the effects of friction).
- C. Solve for the eigenvectors in the system matrix of Eq. (5.4-13). Solve for the homogeneous motion solution (Hint: isolate the real and imaginary parts of the homogeneous solution and consider only the real part.) Measure and report the relative amplitudes and phasing of the axis 2 and 4 outputs from the tests of Section 6.2.1. How well do your results compare with theory? What is the relationship between rotor speed and nutation mode shape?
- D. Determine the precession rate (steady state value of  $w_4$ ) for each of the rotor speeds tested. (You may wish to consider the change in position,  $q_4$ , divided by the time taken. This will generally result in greater precision than reading the velocity data directly.) How does this compare with that predicted by the gyroscopic relationship  $T = w \times H$ ? (Recall that in this case,  $T = u_2 k_{u2}$ ). What is the relationship between rotor speed and precession rate?
- E. What is the effect of rate feedback at axis 2 on the nutation mode? Plot a root locus of this system where the closed loop roots are plotted as  $k_v k_{u2} k_{e2}$  is varied. (Here the open loop plant is given by Eq. (5.4-8) with the numerator multiplied by  $s$  to account for the feedback of velocity

rather than position. Note that Eq.(5.4-8) shares the characteristic nutation mode roots with Eq.(5.4-7) – see Figure 6.2-2). For what value(s) of rate feedback,  $k_v k_{u2} k_{e2}$ , are the nutation associated poles most damped? For what value is it most damped subject to the restriction  $k_v \leq 0.08$ ? What are the characteristic roots at that value of  $k_v$ ?

- F. Refer to your data from Section 6.2.3 for the case of greatest damping. Confirm that the steady state precession rate is approximately equal to that of the undamped case at 400 RPM from Section 6.2.1. In the damped case consider the position of gimbal 2 initially as gimbal 4 first reaches steady state velocity<sup>[23]</sup>. Use conservation of angular momentum to predict the gimbal 4 precession velocity based on the displacement of gimbal 2 from the zero position. By way of small angle approximation, you may consider only the inertia about Axis 4 for the nominal ( $q_2=0$ ) position in performing this calculation. Why does the position of gimbal 2 continue to change after  $w_4$  reaches steady state?
- G. Determine the closed loop transfer function of the system  $q_4(s)/r(s)$  for the case of Section 6.2.3 (assuming no friction about Axis 4) - see Figure 6.2-2. Use the *final value theorem* to predict the precession rate for the constant demand,  $r$ , applied in Section 6.2.3. What is the effect of the nutation damping,  $k_v$ , on the precession rate?

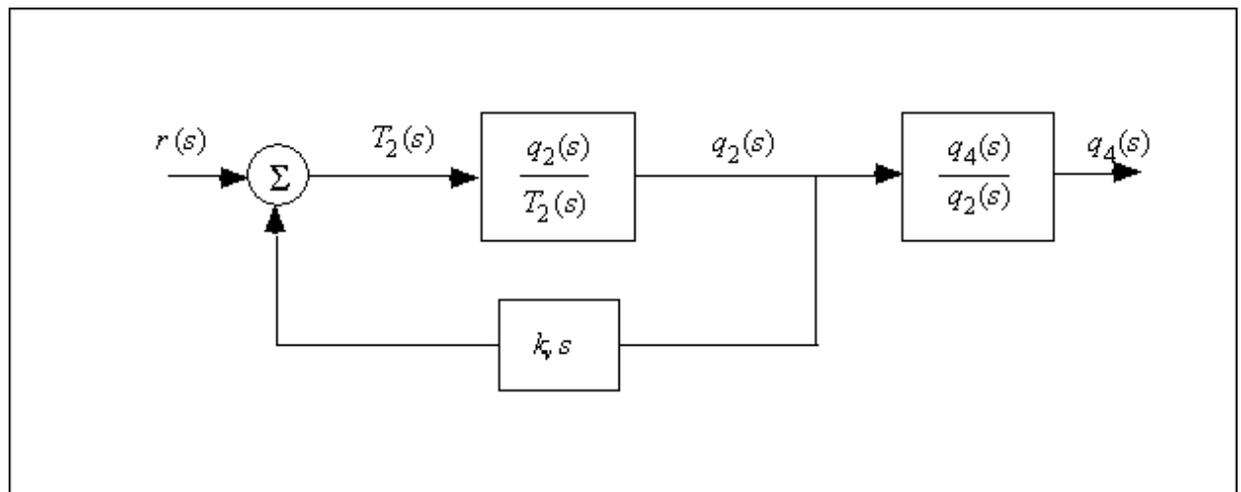


Figure 6.2-2. Block Diagram With Rate Feedback at Axis 2

### 6.3 Reaction Torque Control: Classical Second Order System

In this section we study the control of the inner gimbal assembly about Axis 3. As per Special Case #4 of Section 5.4 and its numerical plant model of Section 6.1, the assembly consisting of Bodies B and C is acted upon by Motor 1 torque,  $T_1$ , to effect controlled motion measured as  $q_3$ . Because this torque also acts on the rotor, Body D, it causes the rotor to accelerate or decelerate as that motion control progresses.

For now we shall consider only the motion of the gimbal assembly which has the identical form as it would have if the motor were connected to an inertially fixed base rather than the brass rotor. The motion of the rotor as it relates to this system is covered as an exercise at the end of this section.

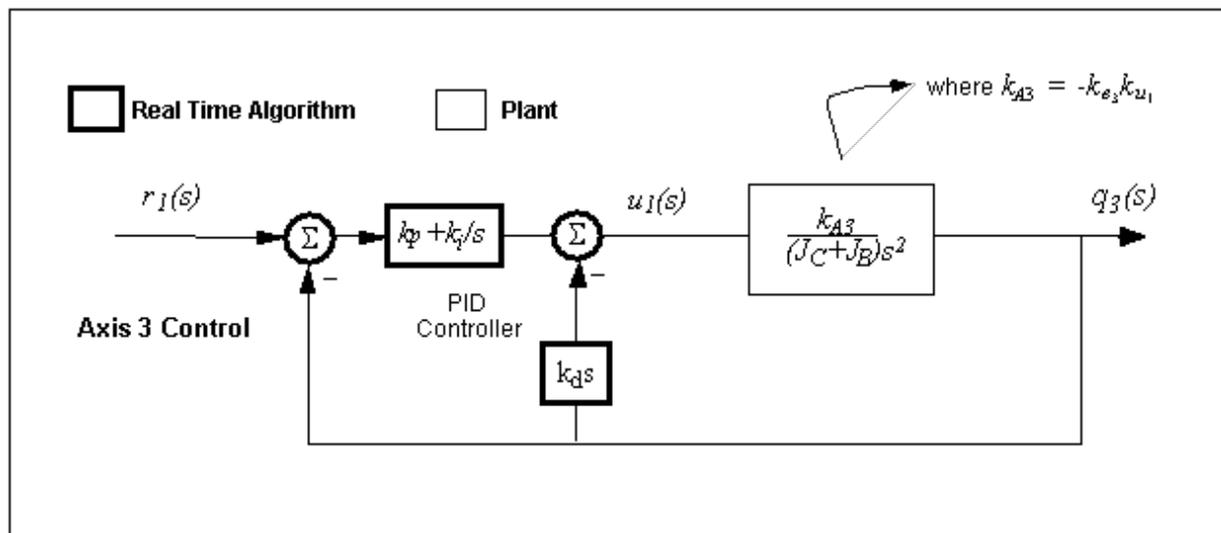


Figure 6.3-1. PID Control of Axis 3

In the dynamic model, the assembly of Bodies B and C is a pure rigid body inertia (e.g. friction is neglected) and the closed loop control block diagram of the system with a PD controller ( $k_d$  in the return path) is shown in Figure 6.3-1. The system hardware and firmware gains are included in the figure. Such a control scheme, acting on plants modeled as rigid bodies finds broader application in industry than any other[24]. It is employed in such diverse areas as machine tools, automobiles (cruise control), and spacecraft (attitude and gimbal control).

The closed loop transfer function is:

$$c(s) = \frac{q_3(s)}{r(s)} = \frac{(k_{A3}/J_3)(k_p s + k_i)}{s^3 + (k_{A3}/J_3)(k_d s^2 + k_p s + k_i)} \quad (6.3-1)$$

where  $J_3 = J_B + J_C$

For the first portion of this section, we shall consider PD control only ( $k_i=0$ ), which reduces the transfer function to:

$$c(s) = \frac{k_p k_{A3}/J_3}{s^2 + (k_{A3}/J_3)(k_d s + k_p)} \quad (6.3-2)$$

By defining:

$$a_n = \frac{\Delta}{J_3} \sqrt{k_p k_{A3}} \quad (6.3-3)$$

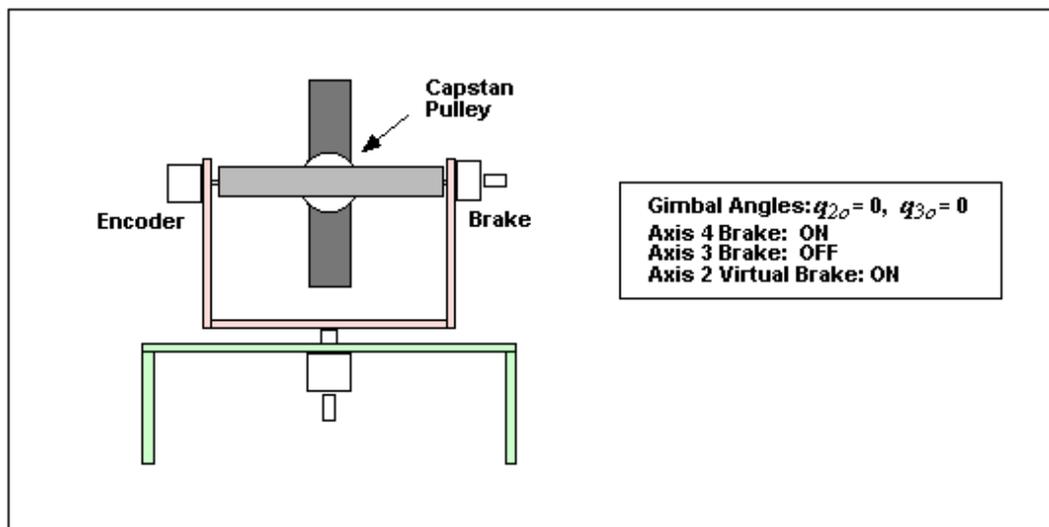
$$\zeta = \frac{k_d k_{A3}}{2J_3 a_n} = \frac{k_d k_{A3}}{2\sqrt{J_3 k_p k_{A3}}} \quad (6.3-4)$$

we may express:

$$c(s) = \frac{a_n^2}{s^2 + 2\zeta a_n s + a_n^2} \quad (6.3-5)$$

The effect of  $k_p$  and  $k_d$  on the roots of the denominator (damped second order oscillator) of Eq (6.2-2) is studied in the work that follows.

All tests in this section are performed with the apparatus in the configuration of Figure 6.3-2.



**Figure 6.3-2. Configuration For Tests In This Section**

## Procedure :

### 6.3.1. Control Algorithm

1. Write a suitable real-time algorithm that implements the control scheme of Figure 6.3-1. Use the backwards difference transformation to approximate the derivative and integral terms in  $s$  using  $T_s \equiv 0.00884$  s. Have your instructor or laboratory supervisor review and approve your routine before proceeding.

### 6.3.2. Proportional & Derivative Control Actions

2. Set-up the plant in the configuration shown in Figure 6.3-2.
3. From Eq (6.3-3) determine the value of  $k_p$  ( $k_d=0$ ) so that the system behaves like a 2 Hz spring-inertia oscillator.
4. Set-up to collect Encoder #1, Encoder #3, Commanded Position 1 and Control Effort 1 data. Set up a closed-loop step of 0 (zero) count amplitude, dwell time = 5000 ms, and 1 (one) repetition. This sets up the system to collect data for 10 seconds with a zero valued input.

In Step 5 below and in all other instances in this section, when a controller is implemented you should do the following: 1) turn on Axis 3 Brake, 2) Implement your controller, 3) Turn off Axis 3 Brake

5. In your algorithm from Step 1, enter the  $k_p$  value determined above for 2 Hz oscillation. Do not input values greater than  $k_p \equiv 5$ . Also enter  $k_d=0.025$ . (The resulting small amount of damping helps stabilize the system, which could become unstable for small  $k_d$  due to unmodeled phase lags and time delays [you may need to increase this value if the subsequent system is excessively oscillatory]). Set  $k_i \equiv 0$ . Follow the procedure described above and implement this controller.

Use a ruler or similar safe object to lightly perturb the assembly about Axis 3. What happens to the rotor speed as you apply the disturbance?

6. Select Execute under Command. Use the ruler to disturb the assembly such that the wheel speed is approximately zero. Prepare to use the ruler to manually lightly rotate the assembly about Axis 3. Select Run, and lightly rotate assembly about Axis 3 and release. You should see the assembly oscillate. Do not rotate the assembly more than 150 encoder counts as seen on the background screen or hold it for longer than 1-2 seconds as this may cause the motor drive thermal protection to open the control loop.
7. Plot encoder #3 output (see Step 6 Section 6.1) during the resulting oscillations. Determine the

frequency of oscillation. Save your plot. What will happen when proportional gain,  $k_p$ , is halved?

Repeat Steps 5 & 6 and verify your prediction. Save your plot.

8. Determine the value of the derivative gain,  $k_d$ , to achieve  $k_d k_{A3} = 0.1 \text{ N-m/(rad/s)}$ . Repeat Step 5, except input the above value for  $k_d$  and set  $k_p$  &  $k_i = 0$ . (Do not input values greater than  $k_d = 0.12$ ).
9. After checking the system for stability by displacing it with a ruler, lightly move the assembly back and forth about Axis 3. Can you feel the effect of viscous damping provided by  $k_d$ ? Do not excessively coerce the assembly as this will again cause the motor drive thermal protection to open the control loop.
10. Repeat Steps 8 & 9 for a value of  $k_d$  twice as large (Again,  $k_d \leq 0.12$ ). Can you feel the increased damping?

### 6.3.3. PD Control Design

11. From Eq's (6.3-3,-4) design controllers (i.e. find  $k_p$  &  $k_d$ ) for a system natural frequency  $\omega_n = 3 \text{ Hz}$ , and three damping cases: 1)  $z = 0.25$  (under-damped), 2)  $z = 1.0$  (critically damped), 3)  $z = 1.6$  (over-damped).

### 6.3.4. Step Response

12. Implement the underdamped controller from Step 11 (set  $k_i = 0$  in your algorithm and verify that  $T_s = 0.00884 \text{ sec.}$ ).
13. Set up a trajectory for a 200 count closed-loop Step with 1000 ms dwell time and 1 rep. Apply a disturbance if necessary to the system to reduce the rotor speed to approximately zero. Execute the trajectory and plot the Commanded Position 1 and Encoder 3 position. Save your plot.
14. Repeat Steps 12 & 13 for the critically damped and over-damped cases. Save your plots for later comparison. Perturb the assembly to cause an initial rotor speed of approximately 300 RPM and repeat the critically damped step response. Does the speed of the rotor appreciably affect the shape of the response in this speed region?

### 6.3.5. Frequency Response

Read the comments at the end of this section, "Viewing Sine Sweep Plots", before proceeding.

15. Implement the underdamped controller from Step 11. Set up a trajectory for a 50 count amplitude Sine Sweep from 0.1 Hz to 10 Hz of 30 seconds duration with Logarithmic Sweep checked. (You may wish to specify Encoder #3 data only via Set-up Data Acquisition. This will reduce the acquired data size.)
16. Bring the rotor speed to near zero by perturbing the assembly. Execute the trajectory. Setup to plot the Encoder 3 Position data using the Linear Time and Linear vertical axes options with Remove DC Bias checked in the Setup Plot dialog box. Now setup and plot the same data using Logarithmic frequency on the horizontal axis and dB on the vertical axis with Remove DC Bias checked. You may wish to rescale the vertical axis so that the lower bound of the data is at 0 dB or so. Save your plot. Can you easily identify the resonance frequency and the high frequency (>5 Hz) and low frequency (<0.8 Hz) gain slopes? (i.e. in dB/decade).
17. Repeat Step 16 for the critically damped and overdamped cases.

### 6.3.6. Adding Integral Action

18. Now compute  $k_i$  such that  $k_i k_{A3} = 50 \text{ N-m/(rad-sec)}$ . Implement a controller with this value of  $k_i$  and the critically damped  $k_p$  &  $k_d$  parameters from Step 11. (Do not input  $k_i > 40$ . Be certain that the Encoder 3 position is within  $0 \pm 100$  counts as seen on the Background Screen prior to implementing.(if not chose Zero Position from the Utility menu). Execute a 200 count closed-loop step of 2000 ms duration (1 rep). Plot the encoder #1 response and commanded position.
19. Manually displace the assembly slightly. Can you feel the integral action increasing the restoring control torque with time? (Do not hold for more than 5 seconds to avoid excessive torque build-up.)

What happens when you let go?

### 6.3.7 Tracking Response

20. Setup *Trajectory 1* as follows: *Ramp* input with *Unidirectional Moves* checked, *Distance* =6,000 counts, *Velocity* = 3000 counts/sec, *Dwell Time* = 500 ms, *2 Repetitions*. Execute this maneuver for the critically damped design and plot the *Commanded Position 1* and *Encoder 3 Position* data. Note the steady state following error during the constant rate portions of the maneuver. Save your plot.

Modify your algorithm to place the derivative term,  $k_d s$ , in the forward path rather than the return path (i.e. the block with  $k_p+k_i/s$  in Figure 6.3-1 becomes  $k_p+k_i/s+k_d s$ , and the existing branch with the block  $k_d s$  in the figure is opened). Have your instructor review and approve your algorithm before proceeding. Implement this algorithm with the same critically damped gains as before and execute and plot the ramp tracking maneuver. Note the differences as compared with the return path  $k_d$  case. Save your plot.

### Viewing Sine Sweep (Frequency Response) Plots

Much insight into frequency response behavior is afforded by viewing the above plots in the various data scaling functions available in the Setup Plot dialog box. By viewing the Linear Time - Linear Amplitude modes the data appears as the system motion was viewed during the sine sweep. Note the large range in amplitudes as frequency changes. In Linear Frequency - Linear Amplitude mode the amplitude is as before but the data is shown with frequency of oscillation as the horizontal coordinate so that amplitude may be associated with a particular frequency.

In Logarithmic Frequency - Linear Amplitude mode the frequency is distributed logarithmically (the sine sweep was executed this way in our case). This is an appropriate frequency scaling function in many cases because magnitude changes of linear systems occur as powers (e.g.  $w$ ,  $w^{-1}$ ,  $w^{-2}$ , etc.) of the excitation frequency and hence often occur over a large dynamic range of frequency. For example the change between 0.1 and 0.5 Hz may be as great as that between 5 and 10 Hz but would be difficult to ascertain in a linear frequency distribution between say 0.1 and 10 Hz because they would constitute only 1% of the plot length. Similarly, phase changes are symmetrically shaped in a logarithmic frequency distribution.

In Logarithmic Frequency - dB mode the frequency is distributed logarithmically and the magnitude is in dB. This method of data presentation, once the user is familiar with it, quickly affords much information about the system. The response magnitude asymptotically tends toward straight lines whose slope is associated with the salient system dynamics (i.e. the powers of  $w$  mentioned above).

In ECP systems, the dB magnitude (see Eq. 6.2-6) of each data point is taken so that the upper bound of the trace represents the cycle-to-cycle maximum amplitude. In virtually all other plots that the engineer may encounter, peak dB magnitude is shown as a pure function of frequency - i.e. it is a single curve on the plot. Thus the mapping of actual test data into the frequency-dB format, as done here, affords physical insight into the meaning of these important analytical and design tools.

$$dB(x) = 20 \log(x) \quad (6.3-6)$$

The methods of Log  $w$  - dB magnitude scaling, and Log  $w$  - linear phase scaling are widely used in industrial and academic practice.

The Remove DC bias check box subtracts the average of the last 50 data points from all points on the curve to provide results that are centered about zero at high frequency. It generally provides better appearance to plots that have low amplitude in the high frequency section (e.g. all  $q_2$  and  $q_4$  sine sweeps in this manual) and is necessary in many cases to obtain useful dB data at high frequency. It may provide misleading results, however, if the bias of the original data or the amplitude in the final 50 points is large.

## Exercises:

- A. What is the effect of the Axis 3 system gain,  $k_{A3}$ , the inertia ( $J_B+J_C$ ), and the control gains,  $k_p$  and  $k_d$  on the natural frequency and damping ratio? Derive the transfer function for the torsional inertia/spring/ damper system shown in Figure 6.3-3. How do the viscous damping constant,  $c$ , and the spring constant  $k$  correspond to the control gains  $k_d$  and  $k_p$  in the PD controlled rigid body of Figure 6.3-1?
- B. Describe the effects of natural frequency and damping ratio on the characteristic roots of Eq's 6.2-1, -5. Use an S-plane diagram in your answer to show the effect of changing  $z$  from 0 to  $\infty$  for a given  $\omega_n$ .
- 4 Compare the step response and frequency response plots for the under-, critical, and overdamped cases ( $k_i = 0$ ). Discuss how the resonance (if present), and bandwidth [25] seen in the frequency response data correlate with features of the step responses.
- D. What is the general shape of the frequency response amplitude (i.e. amplitude vs. time) of the three plots obtained in Step 16 (linear time / linear amplitude) at amplitudes well below and above  $\omega_n$  and in the neighborhood of  $\omega_n$ ? What is the shape when viewing the same data plotted with  $\log(\omega)$  / dB scaling? Explain your answer in terms of the asymptotic properties of the closed loop transfer functions as  $\omega$  tends to zero and infinity.
- E. Review the step response plot obtained by adding integral action (Step 18) with the previous critically damped plot ( $k_i = 0$ ) of Step 14. What is the effect of the integral action on steady state error?
- Imbalance torque at a particular position or Static or Coulomb friction may be modeled as some constant disturbance torque acting on the output as shown in Figure 6.3-4. Assume that this torque to be step function[26], and use the final value theorem to explain the effect of such a step on the PD controlled system with and without the addition of integral action. The static servo stiffness is the constant disturbance torque required at to cause a unit displacement at the output. What is the static servo stiffness with and without the addition of integral action?
- How does integral action effect overshoot (again, compare with the critically damped plot of Step 14). Why?
- F. Solve for the steady state error of the system to a ramp input in the case where  $k_d$  is in the return path and when it is in the forward path. How does this compare with your experimental results? In which case does the response overshoot when the input ramp is abruptly changed? Explain. In which case is the peak control effort largest.
- G. Construct a block diagram that derives from Figure 6.3-1 and adds the dynamics of the rotor, Body D. Show in the diagram where the drive torque,  $T_1$ , enters the dynamics of the rotor with the subsequent output of inertial rate (absolute) of the rotor and the rate measured by Encoder 1.
- From your data for the critically damped step response of Step 11, plot the Control Effort 1, and Encoder 1 Velocity data, and subsequently the Control Effort 1, and

Encoder 1 Velocity data. What is the dynamic relationship between the control effort and  $q_1$  and  $w_1$ ? For an ideal system (as per the models given in Chapter 5) what is the relationship between the initial rotor velocity and final rotor velocity after the bi-directional (forward and back) step maneuver? What affects would cause the physical system to behave differently than the ideal?

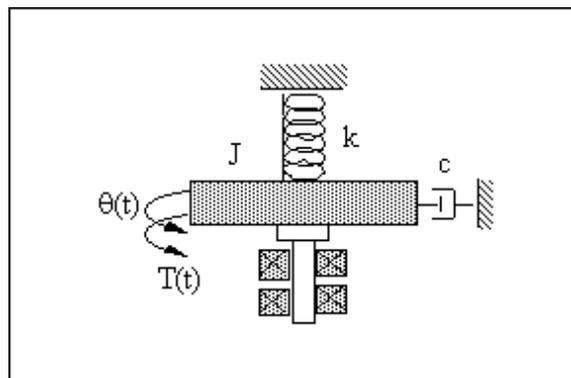


Figure 6.3-3. Classical Torsional Inertia/Spring/Damper

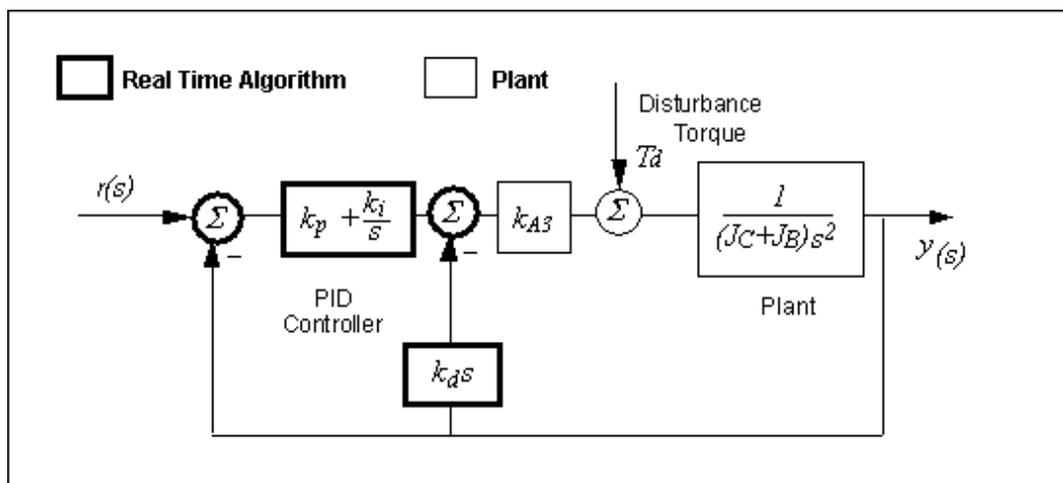


Figure 6.3-4. System of Section 6.3 With Disturbance At Output

#### 6.4 Gyroscopic Torque Control: Successive Loop Closure / PD

This section is the first of three sections where the Axis 4 position,  $q_4$ , is controlled by torquing the Axis 2 motor, i.e. the actuation for  $q_4$  utilizes gyroscopic torque. In the design and analysis in this and subsequent sections, we introduce the following notation

$$\frac{q_4(s)}{T_2(s)} = \frac{N_4}{D(s)} \quad (6.4-1)$$

$$\frac{q_2(s)}{T_2(s)} = \frac{N_2}{D(s)} \quad (6.4-2)$$

where<sup>[27]</sup>

$$D(s) = (I_C + I_D)(I_D + K_A + K_B + K_C)s^3 + \Omega^2 J_D^2 s \quad (6.4-3)$$

$$N_2 = k_{e1} k_{u2} (I_D + K_A + K_B + K_C) s \quad (6.4-4)$$

$$N_4 = -k_{e1} k_{u2} \Omega J_D \quad (6.4-5)$$

For the present section we shall employ a technique known as successive loop closure. This general approach is often employed with single input, multi-output (SIMO) systems and may involve any number of methodologies in designing the controllers for each loop. For our particular approach, we shall first close a rate feedback loop around  $w_2$  to dampen the nutation mode as was done in the previous section. We then close an outer loop about the “new plant”,  $N_4/D^*(s)$ , to control  $q_4$ . The block diagram for this scheme is shown in Figure-6.4-1.

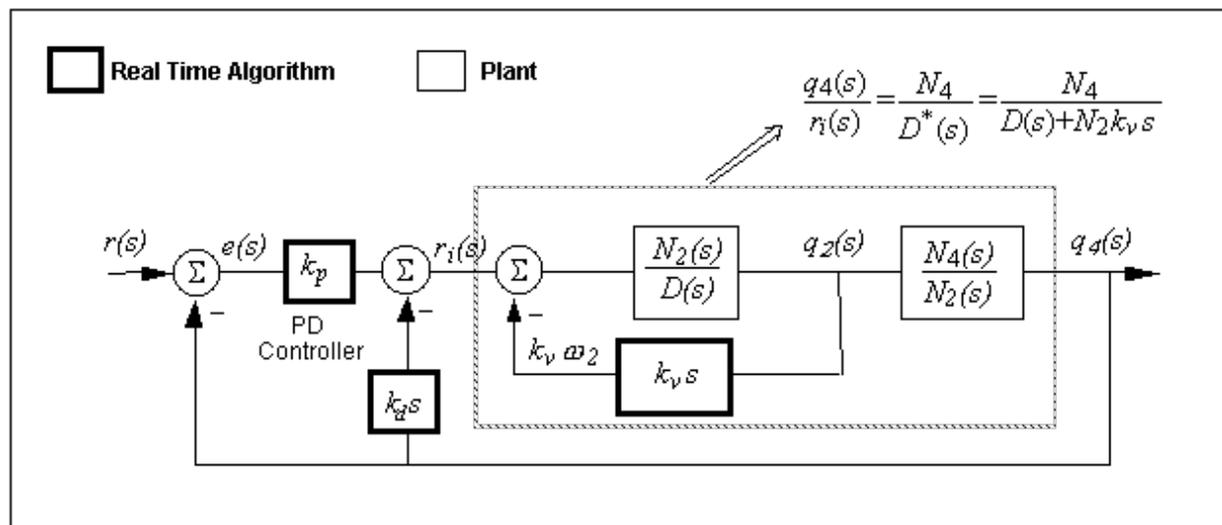


Figure6.4-1. Successive Loop Closure Control Scheme

All tests in this section are performed with the apparatus in the configuration of Figure6.4-2.

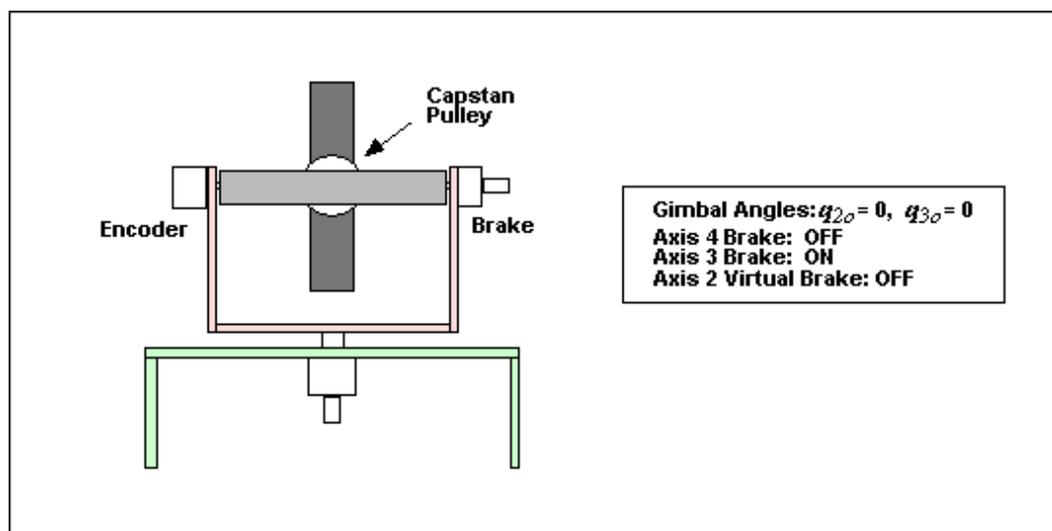


Figure6.4-2. Configuration For Tests In This Section

### 6.36.4.1 Initial Design & Control Algorithm.

#### Procedure

1. Throughout the remainder of this section, use a value of  $k_v$  that provides approximately critical nutation damping (roots have small or zero valued imaginary parts and real parts nearly equal) from

Section 6.2.3 - subject to  $k_v \leq 0.10$ . Rotor speed is 400 RPM.

2. Generate a root locus plot of the outer loop of Figure 6.4-1 with the inner loop closed for each of the following four gain ratios:  $k_d = 0.01k_p$ ,  $k_d = 0.02k_p$ ,  $k_d = 0.05k_p$ , and  $k_d = 0.10k_p$ . (Hint: because  $N_4$  is negative, you will need to make your control gains for the outer loop negative.). Save your plots.
3. From your plots select a value of  $k_p$  and associated  $k_d$  for which the following criteria are satisfied: a) all roots are in the left half plane, b) all roots have modulus  $\geq 1$  Hz &  $< 2$  Hz, and c) any complex roots have imaginary parts of less than twice the magnitude of their real parts.
4. **Using your routine of Section 6.2.3 as a starting point, write a real-time routine that implements the control scheme of Figure 6.4-1. Use “cmd1\_pos” as the reference input. Include your control gain values from Step 3 and use  $T_s = 0.00884$  sec. Verify that  $k_p < 6.0$  and  $k_d < 0.4$ . Have your laboratory supervisor review and approve your routine before proceeding.**

#### 6.4.2 Interactive Gain Selection (“System Tuning”) & Step Response

##### Procedure

5. Setup the apparatus as per Figure 6.36.4-2 and initialize the rotor speed to 400 RPM.
6. Implement your algorithm from Step 4 making sure you set the sample period to 0.00884 sec. After safety checking the system (which you must always do!), use a ruler or similar object to perturb the system about Axis 4. You should notice that the gyro rotates about axis 2 to regulate (maintain the initial position) the assembly about Axis 4. If so, congratulations! You have successfully implemented closed loop control using gyroscopic torque. If not check your algorithm and repeat the above procedure.

In all trials below, use a ruler or similar object to perturb the assembly about Axis 4 so that the rotor disk is oriented vertically before executing any of the maneuvers.

7. Setup *Trajectory 1* as follows: *Step* input, 500 count *Amplitude*, 1000 ms. *Dwell Time*, 1 *Repetition*. Execute this trajectory and plot the *Commanded Position 1* and *Encoder 4 Position, and Control Effort 2* data<sup>[28]</sup>. Reduce the amplitude to 200 counts and repeat this procedure.
8. Adjust your gains to achieve a *rise time* (time taken to achieve 90% amplitude) of  $< 150$  ms, and overshoot  $< 10\%$ . Do not input  $k_p > 6.0$  nor  $k_d > 0.5$ . Do not change gains by more than 25% in going from one trial to the next. Save your step response plot from the last trial that meets the above specifications. We’ll refer to this gain set as your *nominal design*.
9. In order to better see the effects of the various control gains individually reduce the derivative gain,  $k_d$ , from that of your nominal design by 50%. Implement you algorithm with this value and plot the step response. What happens to the response shape? Return the derivative gain to its nominal value and reduce the proportional gain,  $k_p$ , by 50%. Implement this and execute the step trajectory. What happens to the shape of the response? Now return the proportional gain to its nominal value and reduce the velocity feedback gain  $k_v$ , by 25% (e.g. if it was nominally 0.08, make it 0.06). Implement, execute, and plot the step response. What is the effect now? Save your plots.

#### 6.4.3 Frequency Response

10. Setup *Trajectory 1* as follows: *Sine Sweep* input with *Amplitude* = 40 counts, *Start Frequency* = 1.0 Hz, *End Frequency* = 10 Hz, *Sweep Time* = 30 sec, and *Logarithmic Sweep* checked.
11. Implement your nominal design (make sure all gains are returned to their nominal values) and execute this trajectory. Setup to plot the *Encoder 4 Position* data using the *Linear Time* and *Linear* vertical axes options with *Remove DC Bias* checked in the Setup Plot dialog box. Now setup and plot the same data using *Logarithmic frequency* on the horizontal axis and *dB* on the vertical axis with *Remove DC Bias* checked. You may wish to rescale the vertical axis so that the lower bound of the data is at *0dB* or so. Save your plot.
12. Repeat Step 11 for each of the three reduced gain cases from Step 9. Can you correlate features of the step responses to those of the frequency responses?

#### 6.4.4 Tracking Response

13. The step response is useful for system characterization but is seldom used for an actual in-service trajectory because it is excessively harsh (high acceleration and  *jerk* [rate of change of acceleration]). A more common trajectory used for tracking applications is a ramp. Setup a ramp input as follows: *Ramp* input with *Unidirectional Moves* not checked, *Distance* = 6000 count, *Velocity* = 3000 counts/sec<sup>[29]</sup>, *Dwell Time* = 1000 ms, *2 Repetitions*. Execute this maneuver for your nominal design and plot the *Commanded Position 1* and *Encoder 4 Position* data. You may also want to view the *Control Effort 2* and *Encoder 2 Velocity* data. (This should be done in separate plots since the scaling of these two variables is greatly different.)

Note the relatively close tracking and rapid accelerations at each end of the constant velocity sections. This would not be possible for the small actuator of Axis 2 acting on the massive assembly in a conventional fashion. By using gyroscopic control actuation and the associated transfer of momentum stored in the rotor, the high authority control is made possible.

#### Exercises

- A. Submit your root locus plots from Step 2 and indicate the roots corresponding to your initial gain selection.
- B. Consider the value of the inner loop velocity feedback gain,  $k_v$ . Is there a range of  $k_d$  and  $k_p$  for which the system of Figure 6.4-1 is stable when  $k_v=0$ ? Use the Routh-Hurwitz criterion to explain your answer.
- C. Describe and explain differences between the 500 count step response and the 200 count one in terms of the shape of the output,  $q_4$ .

Report the calculated closed loop poles for the following four cases: 1) nominal design, 2)  $k_d$  reduced by 50%, 3)  $k_p$  reduced by 50%, and 4)  $k_v$  reduced by 25%. Describe the change from the nominal pole locations for cases 2, 3, and 4, and the resulting effects on the step response (e.g. change in rise time, or oscillations.) For a given percent reduction in the derivative gains,  $k_v$  and  $k_d$ , which causes a greater effect in driving the poles toward the right half plane. Can you give an explanation in terms of your answer to Exercise B?

- D. Compare the changes from the nominal step response from Exercise C with the changes from the nominal frequency response as the same gains are reduced (e.g. rise time with bandwidth, step amplitude with low frequency response, and oscillations with resonant frequency). What is the theoretical high frequency gain slope (i.e. the high

frequency attenuation in dB/decade)? How does this compare with your sine sweep test data?

- E. What is the following error to a ramp for the system of Figure 6.4-1? What would the following error be if the derivative gain,  $k_d$ , were in the forward path rather than the return path? (e.g. if the block in Figure 6.4-1 that contains  $k_p$  instead contained  $k_p+k_d s$  and the one that contains  $k_d$  were omitted).
- F. What is the transfer function between the disturbance  $T_{d2}$  as shown in Figure 6.4-3<sup>[30]</sup> and the output,  $q_4$ , i.e.  $q_4(s)/T_{d2}(s)$ ? What is  $q_2(s)/T_{d2}(s)$ ? The static torque at the output required to cause a unit displacement in the output is known as the *Static servo stiffness*. What is the static servo stiffness of the system about Axis 2 with respect to disturbances at Axis 2? Because the regulation of Axis 4 is our primary control objective in this scheme, its stiffness is of importance.

What is the static servo stiffness of the system about Axis 4 with respect to disturbances at Axis 4 in units of N-m/rad? (Hint: Solve for the control effort at Axis 2 associated with a unit displacement at Axis 4. Then solve for the angular rate at Axis 2 [note that in this case the dynamics of Body C are simplified because the system is constrained at Axis 4]. Finally solve for the resulting gyroscopic torque at Axis 4.)

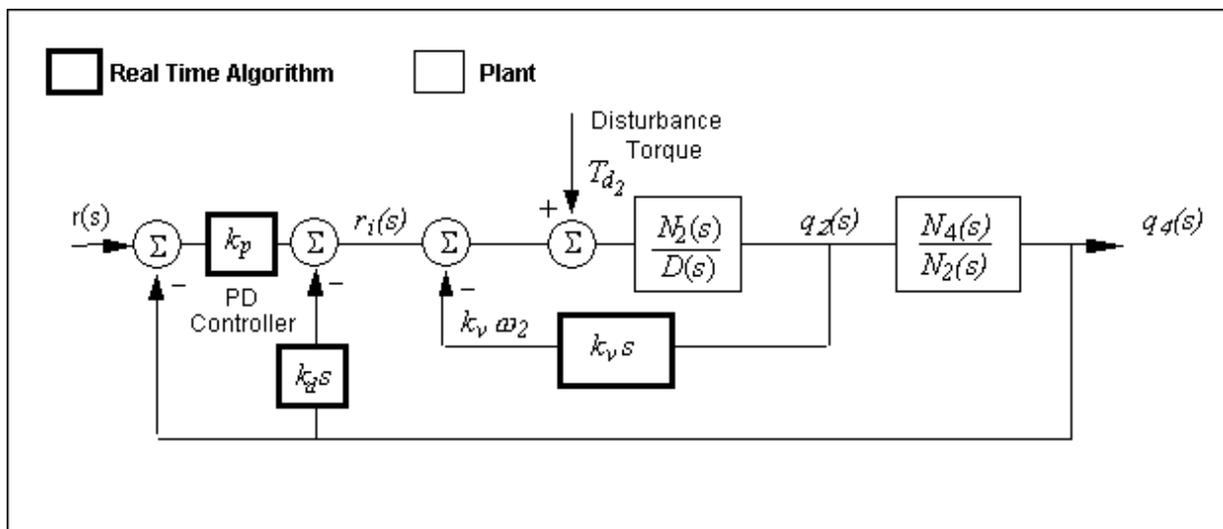


Figure 6.4-3. System of Section 6.4 With Disturbance At Output 2

## 6.5 Gyroscopic Torque Control: Pole Placement

In this section, we use a single loop for the control of the assembly about Axis 4. The controller is designed using classical pole placement methodology. The block diagram of the scheme is given in Figure 6.4.6.5-1.

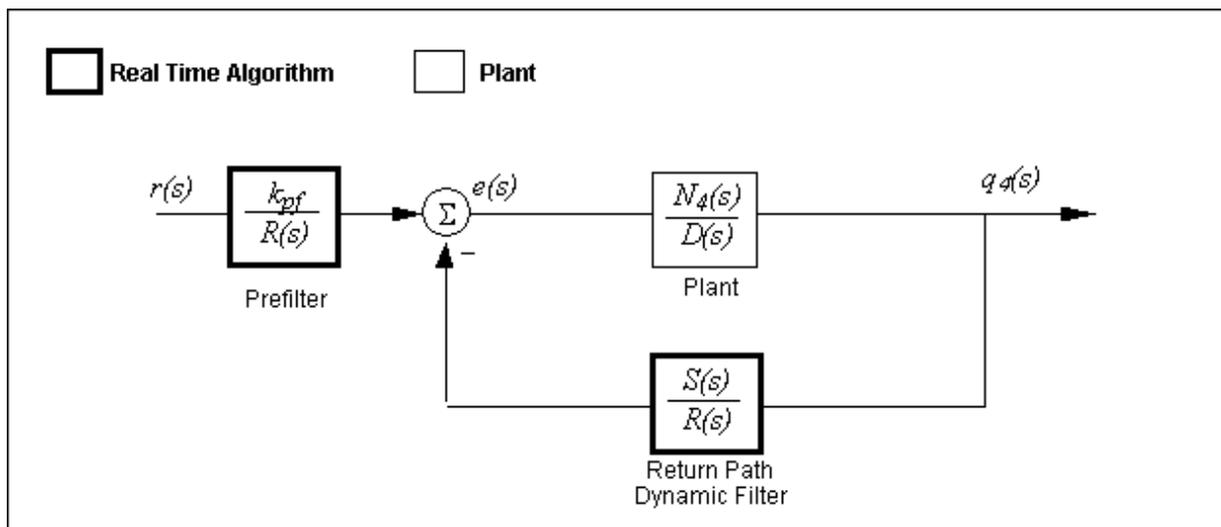


Figure 6.5-1. Pole Placement Control Scheme

All tests in this section are performed with the apparatus in the configuration of Figure 6.5-2.

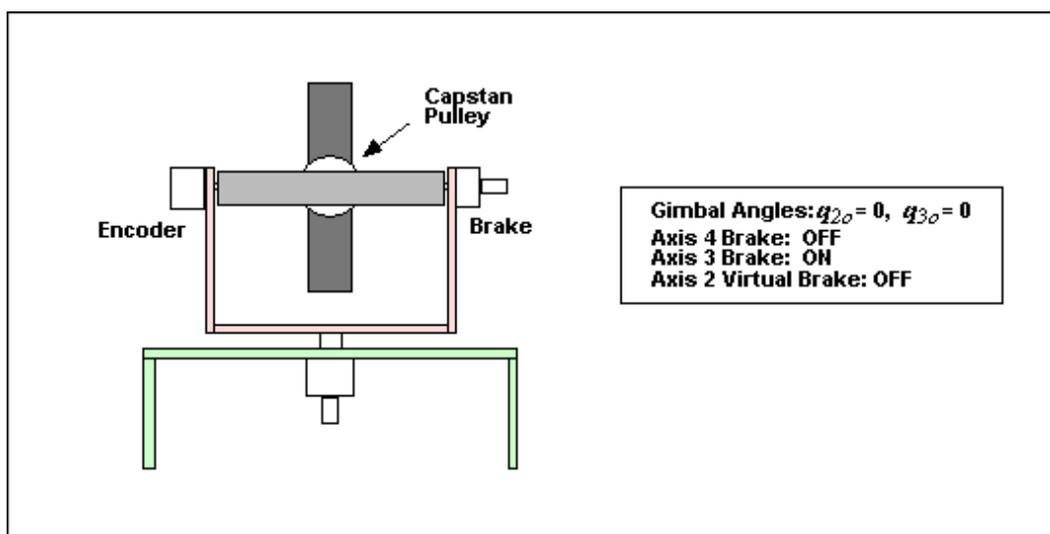


Figure 6.5-2. Configuration For Tests In This Section

In this approach, we seek to find a controller  $S(s)/R(s)$  which will result in a prescribed set of closed loop poles. The closed loop denominator will have the form:

$$D_{cl}(s) = D(s)R(s) + N_4S(s) \quad (6.5-1)$$

which may be expressed as<sup>[31]</sup>

$$D_{cl}(s) = (d_3s^3 + d_2s^2 + d_1s + d_0)(r_2s^2 + r_1s + r_0) + (n_0)(s_2s^2 + s_1s + s_0) \quad (6.5-2)$$

where the  $d_i$ 's and  $n_0$  are the respective coefficients of  $D(s)$  and  $N_4$ . Their values are known from the numerical plant model.

By linear system theory, for coprime  $N^*(s)$ ,  $D^*(s)$  with  $N^*(s)/D^*(s)$  proper, there exists an  $(n-1)$ <sup>th</sup> order  $S(s)$ ,  $R(s)$  that when convolved as per Eq. (6.5-1), form an arbitrary  $(2n-1)$ <sup>th</sup> order  $D(s)$  where  $n$  is the order of  $D^*(s)$ .

Here we shall design to closed loop system to have the following denominator:

$$D_{cl}(s) = \{s+10\pi[\sin(0.1\pi)+j\cos(0.1\pi)]\}\{s+10\pi[\sin(0.1\pi)-j\cos(0.1\pi)]\} \\ \{s+10\pi[\sin(0.3\pi)+j\cos(0.3\pi)]\}\{s+10\pi[\sin(0.3\pi)-j\cos(0.3\pi)]\}\{s+10\pi\} \quad (6.5-3)$$

I.e. the closed loop poles have a fifth order Butterworth distribution at 5 Hz.

### 6.5.1 Design & Control Algorithm.

#### **Procedure**

1. Determine the coefficients of the controller polynomials  $S(s)$  and  $R(s)$  by equating coefficients in the expanded forms of Eq's (6.5-2) and (6.5-3). Solve for the equivalent discrete time polynomials,  $S_d(z)$  and  $R_d(z)$  respectively, using  $T_s = 0.00442$  s.<sup>[32]</sup>, and an appropriate continuous-to-discrete time transformation (e.g. the Tustin bilinear transformation).
2. Calculate the scalar prefilter gain  $k_{pf}$  by referring to Figure 6.5-1. The goal is to have the output  $q_4(s)$  scaled equal to the input  $r(s)$ . Hint: Consider the system in static equilibrium. Set  $q_4 = 1$  and  $r = 1$  and solve for  $k_{pf}$  using only the constant terms in all control blocks.
3. Write a suitable real-time algorithm that implements the control scheme of Figure 6.5-1 using your results from Steps 1 and 2. Again use  $T_s = 0.00442$  s. Have your instructor or laboratory supervisor review and approve your routine before proceeding.

### 6.5.2 Control Implementation and Characterization

#### **Procedure**

4. Setup the apparatus as per Figure 6.5-2 and initialize the rotor speed to 400 RPM.
5. Implement your algorithm from Step 3 making sure you set the sample period to 0.00442 sec. After safety checking the system, use a ruler or similar object to perturb the system about Axis 4. You should notice that the gyro rotates about axis 2 to regulate the assembly about Axis 4. If not check your algorithm and repeat the above procedures.  
In all trials below, use a ruler or similar object to perturb the assembly about Axis 4 so that the rotor disk is oriented vertically before executing any of the maneuvers.
6. Setup to collect *Commanded Position 1*, *Control Effort 2*, *-Encoder 2 Position and Encoder 4 Position data*. Setup Trajectory 1 as follows: *Step* input, 500 count *Amplitude*, 1000 ms. *Dwell Time*, 1 *Repetition*. Execute this trajectory and plot the *Commanded Position 1* and *-Encoder 4 Position* data<sup>[33]</sup>. You may notice oscillations in the rotor assembly about Axis 2. Rerun the maneuver with a 2000 ms. Dwell Time and plot Encoder 2 Position data. Note the frequency of this oscillation. Save your plots.
7. Setup a *Sine Sweep* input with *Amplitude* = 50 counts, *Start Frequency* = 1.0 Hz, *End Frequency* = 10 Hz, *Sweep Time* = 30 sec, and *Logarithmic Sweep* checked. Execute this and plot the Encoder 4 data in *log(w)*, *dB* format with *Remove DC bias* checked. Save your plot
8. Setup a *Ramp* input with *Unidirectional Moves* not checked, *Distance* = 6000 count, *Velocity* = 3000 counts/sec<sup>[34]</sup>, *Dwell Time* = 1000 ms, 2 *Repetitions*. Execute this trajectory and plot the *Commanded*

*Position 1* and *Encoder 4 Position* data. Execute this maneuver for your nominal design and plot the *Commanded Position 1* and *Encoder 4 Position* data. You may also wish to view the *Control Effort 2* and *Encoder 2 Velocity* data. Save your plots.

### Exercises

- A. From the block diagram of Figure 6.5-1, determine the overall closed loop transfer function  $q_4(s)/r(s)$  in symbolic form. Explain how the given form of the *prefilter* effects and simplifies the form of the overall transfer function.
- B. Concerns relating to pole placement approaches are that they can in certain cases lead to unstable poles in the controller or to near pole/zero cancellation with the plant. Unstable poles in the controller are undesirable because they require the plant to stabilize the controller (assuming the closed loop system is indeed stable). Pole zero cancellation is undesirable because it leads to uncontrollable or unobservable states. Both of the unstable controller and near pole/zero cancellation conditions may result in a system that is nonrobust to changes in the plant dynamics and to modeling uncertainty. Report the roots of  $S(s)$  and  $R(s)$  for your design and state whether any are in the left half plane and whether any near pole/zero cancellations with the plant exist.
- C. Simulate the step response of a fifth order Butterworth denominator scaled such that the steady state output is unity. Compare the shape of this response with that of the experimental step response from Step 6. Is your implementation effective in causing the system to behave as a fifth order Butterworth system?
- D. From your experimental frequency response plot, at what frequency does the response attenuate (e.g. become less than 6 dB below its low frequency value)? This frequency is commonly referred to as the system bandwidth. Does this generally agree with the 5 Hz -characteristic of the design numerator polynomial? What is the expected high frequency asymptotic gain slope? Does this agree with the experimental result?
- E. What is the following error to a ramp input for this design?
- F. What is the transfer function between the disturbance  $T_{d2}$  as shown in Figure 6.5-3 and the output,  $q_4$ , i.e.  $q_4(s)/T_{d2}(s)$ ? What is  $q_2(s)/T_{d2}(s)$ ?

You may have noticed some oscillations in the system about Axis 2 for this control scheme. From your Step or Ramp response data, what frequency are these oscillations and how do they relate to the rotor speed? (You wish to plot the *Encoder 2 Position* data from your Ramp following test to more clearly see the oscillation signature over an extended length of time)? Compare the frequency response amplitude of the disturbance transfer functions  $q_2(s)/T_{d2}(s)$  for this scheme with that of the previous section and explain in what relevant way they are different.

What is the static servo stiffness of the system about Axis 2 with respect to disturbances at Axis 2 (see Exercise F of the previous section for

definitions)? What is the static servo stiffness of the system about Axis 4 with respect to disturbances at Axis 4?

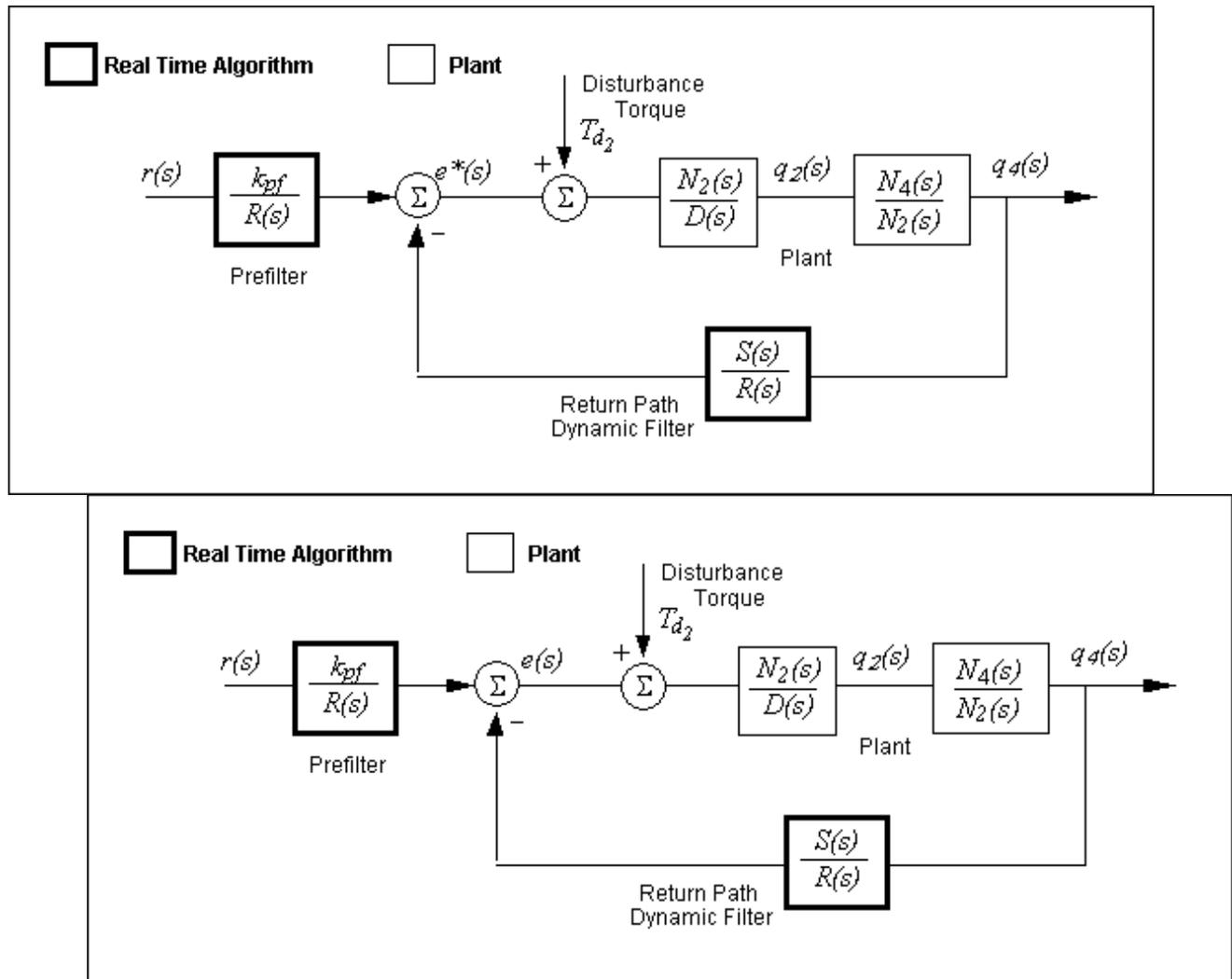


Figure 6.5-3. System of Section 6.5 With Disturbance At Axis 2

## 6.6 Gyroscopic Torque Control: Full State Feedback Linear Quadratic Regulator

In this section, we employ a linear quadratic regulator (LQR) to the system using full state feedback<sup>[35]</sup> for the control of the assembly about Axis 4. The block diagram of the scheme is given in Figure 6.6-1.

As in the previous two sections, all tests in this section are performed with the apparatus in the configuration of Figure

## 6.6-2.

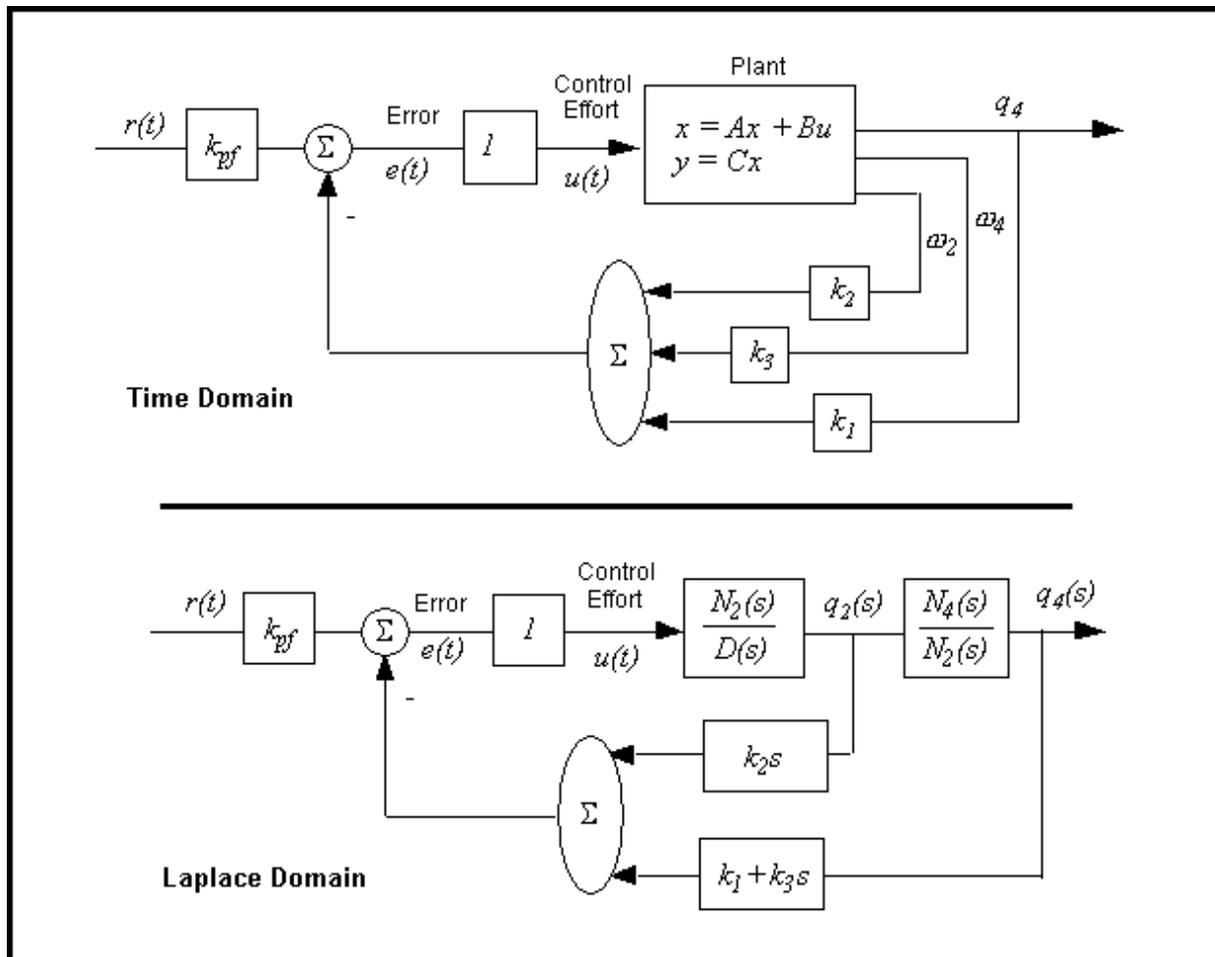


Figure 6.6-1. LQR Control Scheme

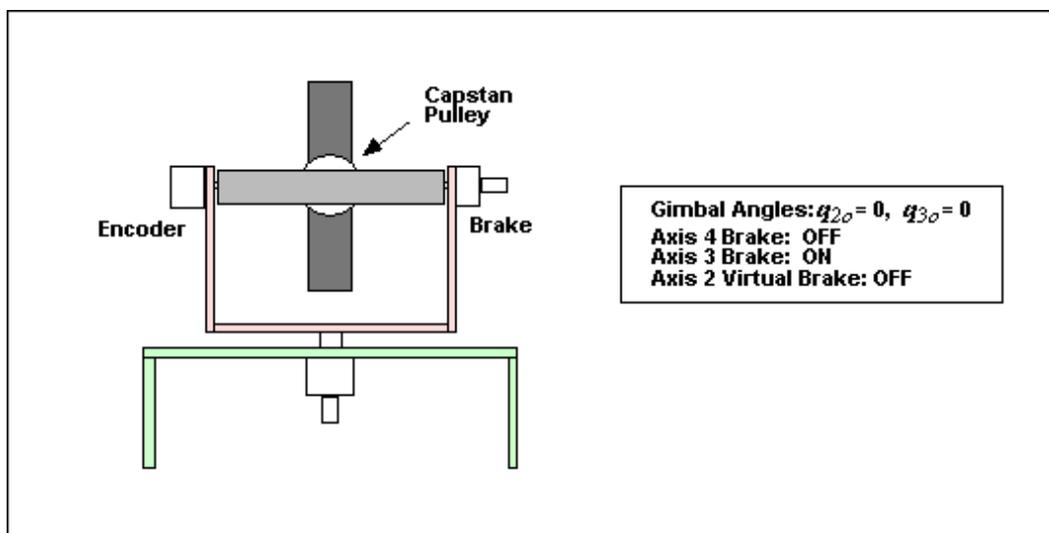


Figure 6.6-2. Configuration For Tests In This Section

In order for the synthesis to converge to a unique solution and for there to be no unobservable or uncontrollable states, the plant model must be minimal. In the present case, the plant is 3<sup>rd</sup> order and therefore three states are selected. The equations of motion for this system involve time derivatives of positions about Axes 2 and 4. Because we are

controlling motion about Axis 4, we select two states as  $q_4$  and  $w_4$ . Furthermore since the system is actuated via rate about Axis 2, we choose  $w_2$  as the third state. The state and output vectors then become

$$X = \begin{bmatrix} q_4 \\ w_2 \\ w_4 \end{bmatrix}, \quad C = [1 \ 0 \ 0] \quad (6.6-1)$$

where regulation of the position about axis 4 is the control objective and hence is the only state included in  $C$  for control synthesis purposes. Thus the plant model is that of Eq.(5.4-13a) properly scaled for the control effort and encoder gains as was done in Section 6.1. (i.e. the model of Exercise E for the minimal realization of Special Case #2)

### 6.6.1 Design & Control Algorithm.

1. The following notation shall be used for LQ optimization:

Feedback law:

$$u = -Kx \quad (6.6-2)$$

where

$$K = [k_1 \ k_2 \ k_3] \quad (6.6-3)$$

Perform LQR synthesis via the Riccati equation solution<sup>[36]</sup> or numerical synthesis algorithms to find the controller  $K$  that minimizes the cost function (scalar control effort):

$$J = \int_0^{\infty} (x' Q x + u^2 r) dt \quad (6.6-4)$$

In this synthesis choose  $Q=C'C$  so that the error at the intended output,  $q_4$ , is minimized subject to the control effort cost. Perform synthesis for control effort weight values:  $r = 100, 10, 1.0,$  and  $0.01$ . Calculate the closed loop poles for each case as the eigenvalues of  $[A-BK]$

2. From this data, select a control effort weight to put the lowest pole frequency between 2.25 and 2.75 Hz. Use one of the above obtained  $K$  values if it meets this criteria, or interpolate between the appropriate  $r$  values and perform one last synthesis iteration. Do not use  $k_1$  values greater than 6, or  $k_2$  values greater than 0.08, or  $k_3$  values greater than 0.25<sup>[37]</sup>.

3. Calculate the scalar prefilter gain  $k_{pf}$  by referring to Figure 6.6-1. As in the previous section, the goal is to have the output  $q_4(s)$  scaled equal to the input  $r(s)$ .

4. Write a suitable real-time algorithm that implements the control scheme of Figure 6.6-1 using your results from Steps 1, 2 and 3. Use  $T_s = 0.00884$  s. Have your instructor or laboratory supervisor review and approve your routine before proceeding.

### 6.6.2 Control Implementation and Characterization

#### Procedure

5. Setup the apparatus as per Figure 6.6-2 and initialize the rotor speed to 400 RPM.

6. Implement your algorithm from Step 3 making sure you set the sample period to 0.00884 sec. Safety check the system and verify that it is regulating about Axis 4. If not check your algorithm and repeat the above procedures.

In all trials below, use a ruler or similar object to perturb the assembly about Axis 4 so that the rotor disk is oriented vertically before executing any of the maneuvers.

7. Setup to collect *Commanded Position 1*, *Control Effort 2*, *Encoder 2 Position* and *Encoder 4 Position* data. Setup *Trajectory 1* as follows: *Step* input, 500 count *Amplitude*, 1000 ms. *Dwell Time*, 1 *Repetition*. Execute this trajectory and plot the *Commanded Position 1* and *Encoder 4 Position* data on the left axis, and *Control Effort 2* data on the right. Repeat this procedure for a 200 count step. Look closely at the shape of the curves in the first 250 ms. Is there a difference between the two cases? If so can you explain why? Save your plots.

8. Setup a *Sine Sweep* input with *Amplitude* = 50 counts, *Start Frequency* = 1.0 Hz, *End Frequency* = 10 Hz, *Sweep Time* = 30 sec, and *Logarithmic Sweep* checked. Execute this and plot the *Encoder 4* data in *Log(w)*, *dB* format with *Remove DC bias* checked. Save your plot

9. Setup a *Ramp* input with *Unidirectional Moves* not checked, *Distance* = 6000 count, *Velocity* = 3000 counts/sec<sup>[38]</sup>, *Dwell Time* = 1000 ms, 2 *Repetitions*. Execute this trajectory and plot the *Commanded Position 1* and *Encoder 4 Position* data. Execute this maneuver for your nominal design and plot the *Commanded Position 1* and *Encoder 4 Position* data. You may also wish to view the *Control Effort 2* and *Encoder 2 Velocity* data. Save your plots.

### Exercises

A. From the block diagram of Figure 6.6-1, determine the overall closed loop transfer function  $q_4(s)/r(s)$  in symbolic form. Describe how this form relates to the successive loop design of Section 6.4. How do the design methodologies compare?

B. Simulate the step response of the LQR controlled system. Compare your simulation results with those of the 500 and 200 count experimental step responses. Which of the two experimental responses more closely matches the ideal? Explain.

C. From your experimental frequency response plot, what is the system bandwidth? Does this generally agree with the closed loop pole locations calculated in Step 1? What is the theoretical high frequency asymptotic gain slope of the frequency response for the LQR controlled system? Does this agree with experimental data? As compared with the system of the previous section, which has the greater bandwidth? Which has the faster rise time in a step response? Explain.

D. What is the following error to a ramp input for this design?

E. What is the transfer function between the disturbance  $Td_2$  as shown in Figure 6.6-3 and the output,  $q_4$ , i.e.  $q_4(s)/Td_2(s)$ ? What is  $q_2(s)/Td_2(s)$ ? Compare the frequency response amplitude of the disturbance transfer functions  $q_2(s)/Td_2(s)$  for this scheme with that of the previous two sections.

What is the static servo stiffness of the system about Axis 2 with respect to disturbances at Axis 2 (see Exercise F of the previous section for

definitions)? What is the static servo stiffness of the system about Axis 4 with respect to disturbances at Axis 4?

F. Construct a table as per Table 6.6-1 and fill in the blank entries comparing the control systems of this and the previous two sections. Which of these would be the most costly to implement based on the minimal required equipment? Which would be the most resistant to constant disturbances at the Axis 4 output? Which is most sensitive to rotor imbalance torques?

Which design methodology would you be inclined to use if you had substantial uncertainty in your plant model but had access to the system to perform preliminary trials of your controller? Which would you use if you had relatively accurate model of the plant but no access to the system during the control design phase?

Which is most suitable for rapidly following abrupt changes in the input (assume that these are not sufficiently large in amplitude that they cause drive saturation and that 10% overshoot is allowable)? Which is most suitable for following constant velocity inputs with minimal error?

**Table 6.6-1. Comparison Of Three Experimental Control Systems**

	<b>Successive Loop</b>	<b>Outer Loop Pole Placement</b>	<b>Full State Feedback</b>
<u>Design Methodology</u>	<u>Inner loop collocated rate feedback via root locus (to find <math>k_1</math>), outer loop PD gains, <math>k_2</math> and <math>k_3</math> by interactive tuning</u>	<u>Solution of diophantine equation for numerator and denominator controller polynomials <math>S(s)</math>, <math>R(s)</math></u>	<u>LQR synthesis via Riccati equation solution to generate full state feedback controller gain vector, <math>K = [k_1, k_2, k_3]</math></u>
<u>Performance Specification</u>	<u>Step rise time &amp; overshoot of physical system</u>	<u>Prescribed closed loop transfer function denominator</u>	<u>Magnitude of smallest closed loop pole</u>
<u>Required Number Of Sensors &amp; Actuators*</u>			
<u>Attenuation of wheel imbalance at Axis 2, at rotor speed (dB)</u>			
<u>Step response rise time (0-90% of input amplitude, ms)</u>			
<u>Following error to ramp input (rad/(rad/s))</u>			
<u>Static servo stiffness (N-m/rad)</u>			

\*Assume rate measurements derivable from position sensors

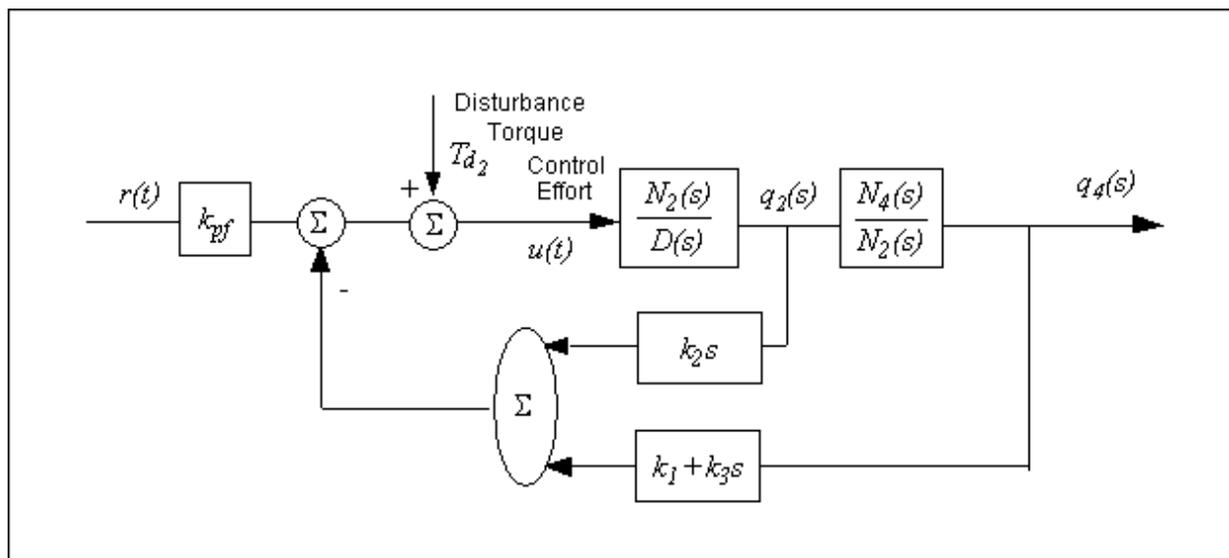


Figure 6.6-3. System of Section 6.6 With Disturbance At Output 2

## 6.7 Dual Axis Control Using Reactive & Gyroscopic Actuation

In this section, we simultaneously employ the reactive torque control from Section 6.3 and the gyroscopic torque control of Section 6.6 to control Axes 3 and 4. The block diagram of these control schemes is replicated in Figure 6.7-1 for convenience. We implement the control and characterize system performance in nominal and off-nominal positions of the respective gimbals. Tests in this section are performed with the apparatus in the configuration of Figure 6.7-2.

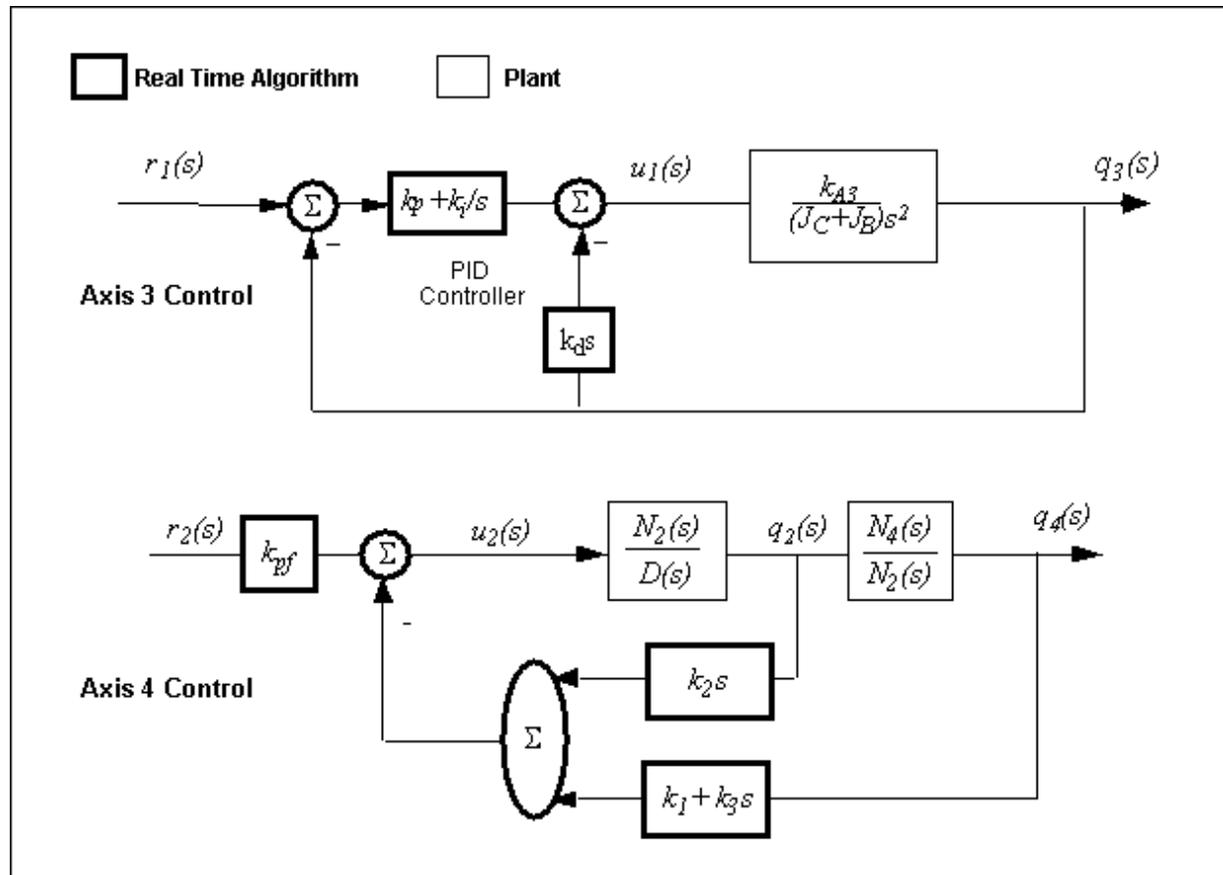
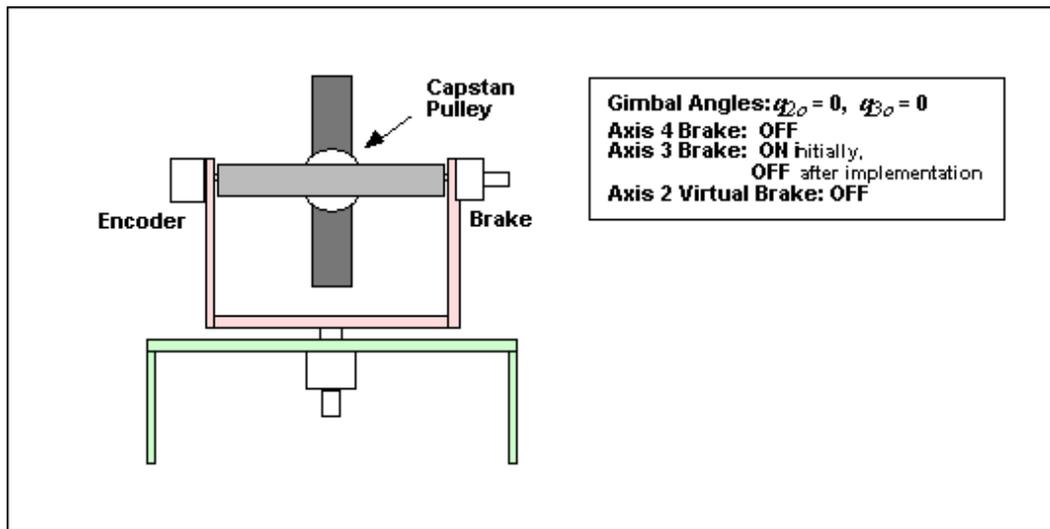


Figure 6.7-1. Block Diagram of Dual Axis Independent Control Scheme



**Figure 6.7-2. Configuration For Initial Step and Ramp Tests In This Section**

### 6.7.1 Control Implementation and Characterization

1. Write a suitable real-time algorithm that combines the algorithms of Sections 6.3 and 6.6 as per Figure 6.7-1. Use the gain set from Section 6.3 that corresponds to critical damping with no integral action. Modify the portion from Section 6.7 so that `cmd2_pos` is the reference input for control of Axis 4 (rather than `cmd1_pos`) and set  $T_y = 0.00884$  s. Have your instructor or laboratory supervisor review and approve your routine before proceeding.

### 6.7.2 Step and Ramp Responses @ Nominal Gimbal Angles

2. Setup the apparatus as per Figure 6.7-2 and initialize the rotor speed to 400 RPM with the Axis 3 brake on.
3. Implement your algorithm from Step 1 making sure you set the sample period to 0.00884 sec. Immediately turn off Axis 3 brake. (There may be a slight noisy sound in the control system until the Axis 3 brake is turned off. This is associated with dynamic interaction between the control system and the brake and, if not excessive, is normal). Safety check the system and verify that it is regulating about both Axes 3 and 4. If not, check your algorithm and repeat the above procedures.
4. In all trials below, use a ruler or similar object to perturb the assembly about Axes 3 and 4 so that the rotor disk is oriented vertically and the wheel speed is approximately 400 RPM before executing any of the maneuvers. You will probably also need to do this periodically to account for drift in the uncontrolled states  $q_2$  and  $w_1$ .
5. Setup to collect the following data: *Commanded Position 1, Commanded Position 2, Control Effort 1, Control Effort 2, Encoder 2 Position, Encoder 3 Position and Encoder 4 Position.*
6. Single Step Tests: Setup *Trajectory 1* as follows: *Step input, 200 count Amplitude, 1000 ms Dwell Time, 1 Repetition.* Setup *Trajectory 2* with the same parameters as *Trajectory 1*. Set the system to the nominal configuration as per Step 4, and *Execute* the *Trajectory 1* (only) maneuver. Plot *Commanded Position 1* and *Encoder 3 Position* on one axis and *Commanded Position 2* and *Encoder 4 Position* on the other. Save your plot. Repeat this procedure to obtain, plot and save the *Trajectory 2* response. Can you detect cross-coupling between the output axes during either of these two tests?
7. Step Series Tests: Setup *Trajectory 1* as follows: *Step input, 200 count Amplitude, 1000 ms Dwell Time, 7*

Repetitions, Unidirectional Moves unchecked. Setup Trajectory 2 as follows: Step input, 200 count Amplitude, 3000 ms Dwell Time, 2 Repetitions, Unidirectional Moves unchecked. Set the system to the nominal configuration as per Step 4.

Execute this maneuver with Trajectory 1 leading Trajectory 2 by 2500 ms. Note the interaction if any between the two output axes during the series of steps. Note also the motion of the two controlled axes ( $q_3$  and  $q_4$ ) and the uncontrolled states ( $q_2$  and  $w_1$ ). Plot Commanded Position 1 and Encoder 3 Position on one axis and Commanded Position 2 and Encoder 4 Position on one the other. Save your plot.

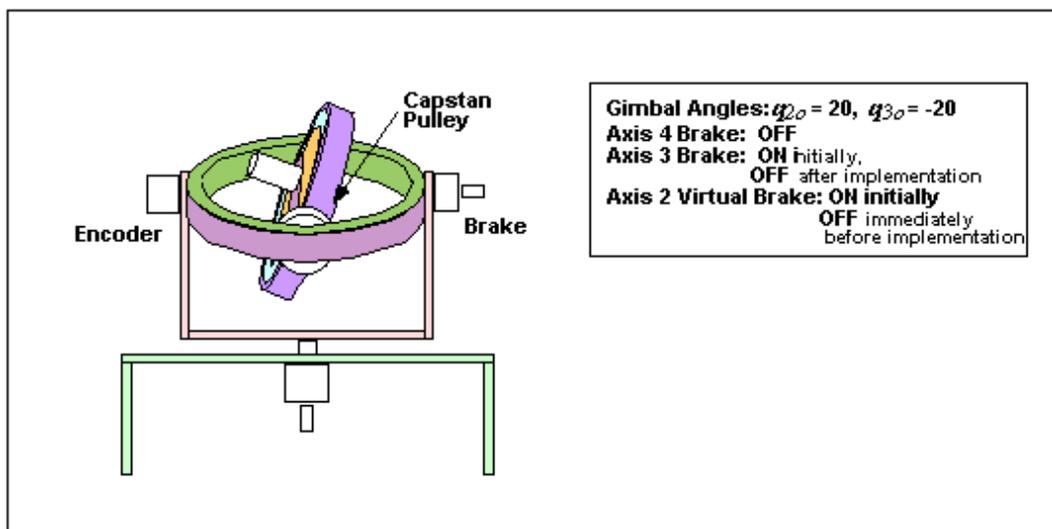
#### 8. Ramp Series Tests:

Setup Trajectory 1 as follows: Ramp input, 600 count Amplitude, 600 count/rev Velocity, 500 ms Dwell Time, 4 Repetitions, Unidirectional Moves unchecked. Setup Trajectory 2 as follows: Ramp input, 4000 count Amplitude, 2000 count/rev Velocity, 2000 ms Dwell Time, 1 Repetition, Unidirectional Moves unchecked. Set the system to the nominal configuration as per Step 4.

Execute this maneuver with Trajectory 1 leading Trajectory 2 by 2500 ms. Note the nature of the motion during the series of ramps. As before, plot Commanded Position 1, Encoder 3, Commanded Position 2, and Encoder 4 Position. Save your plot.

### 6.7.2 Step and Ramp Responses @ Off-Nominal Gimbal Angles ( $q_{20}=20^\circ, q_{30}=-20^\circ$ )

9. The configuration for these tests is shown in Figure 6.7-3. First, set the mechanism gimbal axes to the  $q_2=0, q_3=0$  position as shown in Figure 6.7-2. (Use a bubble level if necessary to set this initial position). Select Zero Position in the Utility menu. Calculate the number of encoder counts equivalent to  $q_2=20^\circ, q_3=-20^\circ$ .



**Figure 6.7-3. Configuration For Off-Nominal Gimbal Angle Test**

**(Same configuration for Section 6.7.3 except  $q_{20}=20^\circ, q_{30}=-20^\circ$ )**

Release the Axis 3 brake and move the assembly to the calculated position in  $q_3$  as seen on the Background Screen, and re-engage the brake. Move the assembly to the calculated position in  $q_2$  and engage the Axis 2 Virtual Brake. The system should now be in the configuration of Figure 6.7-3.

Initialize the rotor speed to 400 RPM. (The assembly may rotate about Axis 4 during spin-up – you may manually rotate it back to any convenient position after constant rotor speed is reached)

Disengage the Axis 2 Virtual Brake and go to *Setup Algorithm*. Drag the *Setup Algorithm* dialog box to a lower position so that you may view the Encoder 2 position. If the mechanism drifts more than 100 encoder counts about Axis 2, from the  $q_2=20^\circ$  value, manually manipulate it so that it is at approximately the correct value and *Implement* your algorithm. Immediately turn Axis 3 brake off.

Note that the encoder values are all reset to zero upon selecting *Implement* so that the  $q_{2o}=20^\circ$ ,  $q_{3o}=-20^\circ$  positions are represented by the respective encoder counts being zero.

10. In the trials below, before executing any of the maneuvers, use a ruler or similar object to perturb the assembly about Axes 3 and 4 so that the Encoder 2 reading is  $0 \pm 100$  counts and the wheel speed is approximately 400 RPM. You will probably also need to do this periodically to account for drift in the uncontrolled states  $q_2$  and  $w_1$ .
11. Single Step Tests: Execute the  $q_3$  and  $q_4$  step response maneuvers as per Step 6 above, referring to Step 10 to initialize the system. How do the responses compare to those of the nominal plant in Step 6?
12. Step Series Test: Execute the step series as per Steps 7 and 10. Have the responses changed from those of the nominal plant?
13. Ramp Series Test: Execute the ramp series as per Steps 8 and 10. How do the responses compare with those of the nominal plant?

### **6.7.3 Step and Ramp Responses @ Off-Nominal Gimbal Angles ( $q_{2o}=30^\circ$ , $q_{3o}=-30^\circ$ )**

14. Repeat Steps 9 through 13 for the case of  $q_{2o}=30^\circ$ ,  $q_{3o}=-30^\circ$ . In the ramp series test, the system may not complete the entire maneuver without causing a *Limit Exceeded* condition. If this occurs, save and plot the data for the portion completed.

#### **Exercises**

- A. For the  $q_{2o}=0$ ,  $q_{3o}=0$  tests, compare your single step responses (Step 6) for outputs  $q_3$  and  $q_4$  to those of the single axis controllers of Sections 6.3 and 6.6. Describe qualitatively the degree of cross coupling in  $q_4$  when a step is commanded in  $q_3$  and vice versa. Which axis exhibits the most cross coupling? Why? From the step series plot of Step 7, for which commanded gimbal step is cross-coupling most apparent and for which set is it least apparent? How does the ramp series maneuver compare with the step series in terms of apparent cross-coupling? Explain.
- B. Construct a root locus of the closed loop poles as a function of gimbal angles  $\{q_2=a, q_3=-a\}$  for  $a=0, 20, 40, 60, 80, \& 90$  degrees. Is the system stable for the two test cases  $a = 20$  and  $30$  degrees? What is the effect on stability as  $a$  approaches  $90$  degrees?
- C. Compare your single step, step series, and ramp series responses for the case of  $a=20$  to those of  $a=0$ . Is the step rise time and shape effected by the change in gimbal angles from the nominal position ( $a=0$ )? Is the closeness of tracking effected (Ramp test)? Explain.

- D. Repeat Exercise C comparing the results for  $\omega = 30$  to those of  $\omega = 0$  and  $\omega = 20$ . If the ramp series maneuver in Step 14 resulted in a *Limit Exceeded* condition, can you explain why?
- E. Explain why cross-coupling is not expected when  $q_2 = 0, q_3 = 0$  and is expected whenever  $q_2 \neq 0, q_3 \neq 0$ . Make your explanation in terms of the structure of the controller (Figure 6.7-1) and the nature of the plant equations of motion (you need only consider the Eq's 5.4-9, -10, & -11, and 5.3-4 & -5 in your answer.)

## 6.8 Multivariable Control in Dynamically Coupled Configurations

In this section, we employ full multi-variable control of the plant while in nonzero gimbal axis orientations of  $\{q_{20} = 20^\circ, q_{30} = -20^\circ\}$  and  $\{q_{20} = 30^\circ, q_{30} = -30^\circ\}$ . As was seen in the previous section, the cross coupling between the inputs and outputs – as compared with the decoupled case of  $\{q_{20} = 0, q_{30} = 0\}$ – increases with these gimbal angles. The state space block diagram of the control scheme is shown in Figure 6.7-1. The initial tests in this section are performed with the apparatus in the configuration of Figure 6.7-2.

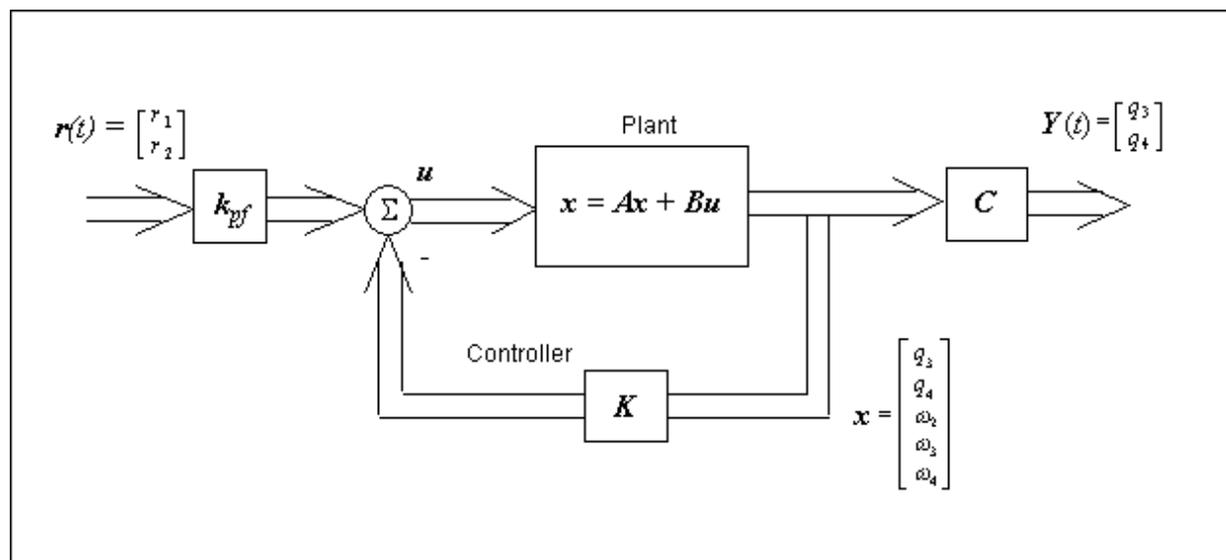


Figure 6.8-1. Multivariable System Block Diagram

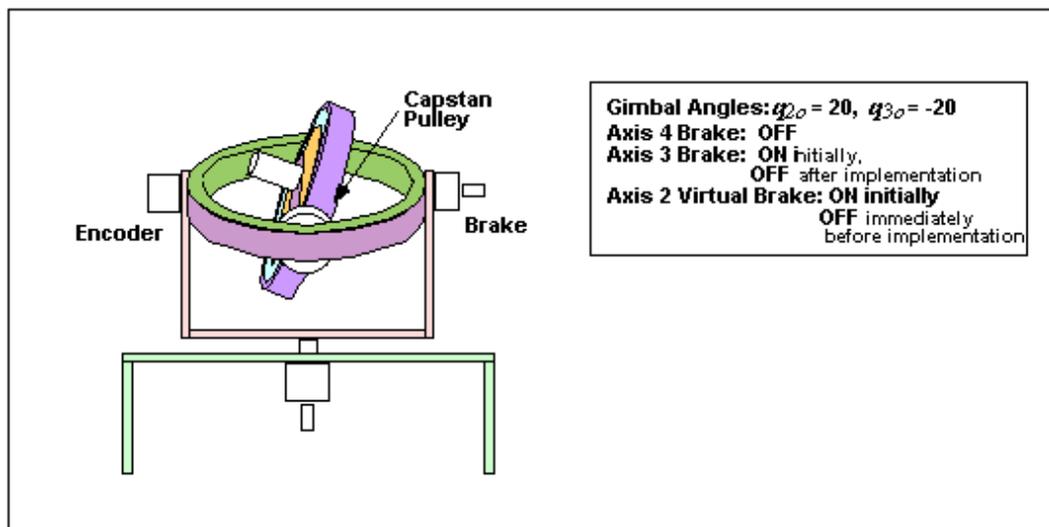


Figure 6.8-2. Configuration For Initial Tests In This Section

A minimal state space realization of the plant useful for the control of  $q_3$  and  $q_4$  includes the state vector and output matrix

$$X = \begin{bmatrix} q_3 \\ q_4 \\ \omega_2 \\ \omega_3 \\ \omega_4 \end{bmatrix}, \quad C = \begin{bmatrix} 1 & 0 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & 0 \end{bmatrix} \quad (6.8-1)$$

The numerical state space plant model for  $\{q_{2o} = 20^\circ, q_{3o} = -20^\circ\}$  is a subset of the nonminimal model obtained in Section 6.1 for this set of gimbal angles. (You will also need to generate the model for  $\{q_{2o} = 30^\circ, q_{3o} = -30^\circ\}$  if this was not done in Section 6.1).

### 6.8.1 Design & Control Algorithm.

1. The following notation shall be used for LQ optimization:

Feedback law:

$$u = -Kx \quad (6.8-2)$$

where

$$K = \begin{bmatrix} k_{11} & k_{12} & k_{13} & k_{14} & k_{15} \\ k_{21} & k_{22} & k_{23} & k_{24} & k_{25} \end{bmatrix} \quad (6.8-3)$$

For the plant model corresponding to  $\{q_2 = 20^\circ, q_3 = -20^\circ\}$ , perform LQR synthesis via the Riccati equation solution<sup>[39]</sup> or numerical synthesis algorithms to find the controller  $K$  which minimizes the cost function:

$$J = \int \{x' Q x + u' R u\} dt \quad (6.7-4)$$

In this synthesis choose  $Q=C'C$  so that the error at the intended outputs,  $q_3$  and  $q_4$ , is minimized subject to the control effort cost  $R$ . Choose a diagonal weighting<sup>[40]</sup>

$$R = r \begin{bmatrix} 0.1 & 0 \\ 0 & 1 \end{bmatrix} \quad (6.7-5)$$

where  $r$  is scalar. Perform the synthesis for control effort weight values:  $r = 100, 10, 1, 0.1,$  and  $0.01$ .

Calculate the closed loop poles for each case as the eigenvalues of  $[A-BK]$

2. From this data, select a control effort weight to put the lowest pole frequency between 2 and 2.5 Hz and the highest pole frequency not greater than 5 Hz (absolute value if complex). Use one of the above obtained  $K$  values if it meets this criteria, or interpolate between the appropriate  $r$  values and perform one last synthesis iteration.
3. Calculate the prefilter gain matrix  $K_{pf}$  by referring to Figure 6.8-1. As in previous sections, the goal is to have the outputs  $Y = [q_3(t) q_4(t)]'$  scaled equal to the input  $R(t) = [r_1(t) r_2(t)]'$ .
4. Write a suitable real-time algorithm that implements the control scheme of Figure 6.8-1 using your results from Steps 1, 2 and 3. Use  $T_s = 0.00884$  s. Have your instructor or laboratory supervisor review and approve your routine before proceeding.
5. Repeat Steps 1 through 4 for the case of  $\{q_{20} = 30^\circ, q_{30} = -30^\circ\}$ .

### **6.8.2 Step and Ramp Responses @ $q_{20} = 20^\circ, q_{30} = -20^\circ$**

6. Follow the procedure of Steps 9-13 of Section 6.7.2 (previous experiment) except use the control algorithm of Steps 1-4 in this section. Save all data plots. How do the step and ramp tracking responses of the present system compare with those of the independent controller based system of the previous section? How do their cross-coupling characteristics compare?

### **6.8.3 Step and Ramp Responses @ Off-Nominal Gimbal Angles ( $q_{20}=30^\circ, q_{30}=-30^\circ$ )**

7. Follow the procedure of Steps 9-13 of Section 6.7.2 (previous experiment) except use the control algorithm of Step 5 in this section. Save all data plots. How do the responses of the present system compare with those of the  $\{q_2 = 20^\circ, q_3 = -20^\circ\}$  system?

#### **Exercises**

- A. Compare the single step, step series, and ramp response of Section 6.8.2 with those of the previous section (e.g. compare their step response rise times, overshoot, and cross-coupling and their ramp response closeness of tracking. Compare the responses of Section 6.8.3 with those of Section 6.8.2 and of the previous section.
- B. Simulate step responses for  $q_3^* (q_4^* = 0)$  and for  $q_4^* (q_3^* = 0)$  where  $q_3^* = q_3 - q_{30}$  and  $q_4^* = q_4 - q_{40}$  for the present system using your controller for the case of  $\{q_{20} = 30^\circ, q_{30} = -30^\circ\}$ . How does the simulation compare with your experimental results?

Repeat the LQR synthesis of Steps 1-3 except change the form of the control effort weight to

$$R = r \begin{bmatrix} 0.01 & 0 \\ 0 & 1 \end{bmatrix} \quad (6.8-1)$$

while keeping the same closed loop pole selection criteria. (The design may not meet both the high and low frequency criteria. If this is the case, use  $r$  to satisfy the high frequency criteria and meet the low frequency criteria as closely as possible). Repeat this for

$$R = r \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \quad (6.8-1)$$

Simulate the same step responses for these two cases and compare them with those of your original design. Does the relative diagonal weighting of the original design provide “better behaved” and more practical results than the others? Explain by considering the shape of the response and the controller gain matrix,  $K$ , for each case. (Consider a practical limit to the magnitude of position state gains – those that multiply  $q_3$  and  $q_4$  – to be 15, the  $w_2$  associated gains to be 0.12, and the  $w_3$  and  $w_4$  associated gains to be  $1.0^{[41]}$ ).

C. Determine the analytical margin in the system gain by increasing  $K$  uniformly for your design with  $\{q_{20} = 30^\circ, q_{30} = -30^\circ\}$ . Is a gain increase of 2 result in a stable system? Does it result in a practical system design as defined in the above exercise?

## Appendix A. Plant Model Details

### A.1 Derivation of Equations of Motion.

In this section we derive the equations of motion for a simplified system using Lagrange’s equations. Making the assumption that the gimbals are massless, we can write the kinetic energy of the rotor as

$$KE = \frac{1}{2} {}^N \boldsymbol{\omega}^D I^{DD} \boldsymbol{\omega}^D \quad (A.1-1)$$

where  ${}^N \boldsymbol{\omega}^D$  is the angular velocity of  $D$  in  $N$ , and  $I^{DD}$  is the central inertia dyadic of  $D$  as defined below.

$${}^N \boldsymbol{\omega}^D = \omega_4 \mathbf{a}_3 + \omega_3 \mathbf{b}_2 + \omega_2 \mathbf{c}_1 + \omega_1 \mathbf{c}_2 \quad (A.1-2)$$

$$I^{DD} = I_D \mathbf{c}_1 \mathbf{c}_1 + J_D \mathbf{c}_2 \mathbf{c}_2 + I_D \mathbf{c}_3 \mathbf{c}_3 \quad (A.1-3)$$

The kinetic energy of the system under consideration may be written as

$$KE = 0.5 I_D w_2 (w_2 - \sin(q_3) w_4) + 0.5 J_D w_1 (w_1 + \cos(q_2) w_3 + \sin(q_2) \cos(q_3) w_4) + 0.5 I_D \sin(q_2) w_3 (\sin(q_2) w_3 - \cos(q_2) \cos(q_3) w_4) + 0.5 J_D \cos(q_2) w_3 (w_1 + \cos(q_2) w_3 + \sin(q_2) \cos(q_3) w_4) + 0.5 J_D \sin(q_2) \cos(q_3) w_4 (w_1 + \cos(q_2) w_3 + \sin(q_2) \cos(q_3) w_4) - 0.5 I_D \sin(q_3) w_4 (w_2 - \sin(q_3) w_4) - 0.5 I_D \cos(q_2) \cos(q_3) w_4 (\sin(q_2) w_3 - \cos(q_2) \cos(q_3) w_4)$$

(A.1-4)

Since the system center of mass is fixed in inertial space and it is a conservative mechanical system, the kinetic energy is also the Lagrangian,  $L$ . Thus,

$$L = KE \quad (\text{A.1-5})$$

Lagrange's equations for this mechanical system can be written as

$$\frac{d}{dt} \frac{\dot{L}}{\dot{q}_r} - \frac{\dot{L}}{q_r} = T_r \quad r = 1, \dots, 4 \quad (\text{A.1-6})$$

where

$$q_r = \alpha_r$$

Substituting  $L$  into Lagrange's equations written above yields the following equations of motion.

$$T_1 - J_D(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2)\cos(q_3)w_2w_4 - \ddot{\alpha}_1 - \cos(q_2)\ddot{\alpha}_3 - \sin(q_2)\cos(q_3)\ddot{\alpha}_4) = 0 \quad (\text{A.1-7})$$

$$\begin{aligned} &0.5J_Dw_1(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4) + 0.5J_D\sin(q_2)w_3(w_1 + \cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4) + 0.5J_D\cos(q_2)w_3(\sin(q_2)w_3 \\ &w_3 - \cos(q_2)\cos(q_3)w_4) + 0.5I_D\cos(q_2)\cos(q_3)w_4(\cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4) + 0.5J_D\sin(q_2)\cos(q_3)w_4(\sin(q_2)w_3 - \\ &\cos(q_2)\cos(q_3)w_4) + I_D(\ddot{\alpha}_2 - \cos(q_3)w_3w_4 - \sin(q_3)\ddot{\alpha}_4) - T_2 - 0.5I_D\sin(q_2)w_3(\cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4) - 0.5I_D \\ &\cos(q_2)w_3(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4) - 0.5I_D\sin(q_2)\cos(q_3)w_4(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4) - 0.5J_D\cos(q_2)\cos(q_3)w_4 \\ &(w_1 + \cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4) = 0 \end{aligned} \quad (\text{A.1-8})$$

$$\begin{aligned} &0.5w_4(I_D\cos(q_3)w_2 + I_D\cos(q_3)(w_2 - \sin(q_3)w_4) - I_D\sin(q_3)\cos(q_2)(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4) - \sin(q_2)\sin(q_3)(I_D \\ &\cos(q_2)w_3 + I_D\sin(q_2)\cos(q_3)w_4 - J_Dw_1 - J_D\cos(q_2)w_3 - J_D\sin(q_2)\cos(q_3)w_4 - J_D(w_1 + \cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4))) + \\ &0.5J_D\ddot{\alpha}_3 + 0.5J_D\cos(q_2)\ddot{\alpha}_1 - T_3 - 0.5J_D\sin(q_2)w_1w_2 - 0.5J_D\sin(q_2)w_2(w_1 + \cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4) - 0.5\cos(q_2) \\ &w_2(J_D\sin(q_2)w_3 + I_D\cos(q_2)\cos(q_3)w_4 - I_D\sin(q_2)w_3 - J_D\cos(q_2)\cos(q_3)w_4 - I_D(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4)) - 0.5J_D \\ &\cos(q_2)(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2)\cos(q_3)w_2w_4 - \ddot{\alpha}_1 - \cos(q_2)\ddot{\alpha}_3 - \sin(q_2)\cos(q_3)\ddot{\alpha}_4) - 0.5\sin(q_2)(J_D \\ &\cos(q_2)w_2w_3 + J_D\sin(q_2)\cos(q_3)w_2w_4 + J_D\sin(q_3)\cos(q_2)w_3w_4 + J_D\sin(q_2)\ddot{\alpha}_3 + I_D\cos(q_2)\cos(q_3)\ddot{\alpha}_4 - I_D\cos(q_2)w_2w_3 - \\ &I_D\sin(q_2)\cos(q_3)w_2w_4 - I_D\sin(q_3)\cos(q_2)w_3w_4 - I_D\sin(q_2)\ddot{\alpha}_3 - J_D\cos(q_2)\cos(q_3)\ddot{\alpha}_4 - I_D(\cos(q_2)w_2w_3 + \sin(q_2)\cos(q_3) \\ &w_2w_4 + \sin(q_3)\cos(q_2)w_3w_4 + \sin(q_2)\ddot{\alpha}_3 - \cos(q_2)\cos(q_3)\ddot{\alpha}_4) = 0 \end{aligned} \quad (\text{A.1-9})$$

$$\begin{aligned} &0.5I_D\sin(q_2)\cos(q_3)w_2(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4) + 0.5I_D\sin(q_3)\cos(q_2)w_3(\sin(q_2)w_3 - \cos(q_2)\cos(q_3)w_4) + 0.5I_D\ddot{\alpha}_4 \\ &+ 0.5\sin(q_2)(J_D\cos(q_2)w_2w_4 + I_D\sin(q_2)\cos(q_3)w_2w_3 + I_D\sin(q_3)\cos(q_2)w_3^2 + J_D\sin(q_2)\ddot{\alpha}_4 + J_D\cos(q_3)\ddot{\alpha}_1 + J_D\cos(q_2) \\ &\cos(q_3)\ddot{\alpha}_3 - I_D\cos(q_2)w_2w_4 - J_D\sin(q_3)w_1w_3 - J_D\sin(q_2)\cos(q_3)w_2w_3 - J_D\sin(q_3)\cos(q_2)w_3^2 - J_D\sin(q_3)w_3(w_1 + \cos(q_2) \\ &w_3 + \sin(q_2)\cos(q_3)w_4) - I_D\sin(q_2)\ddot{\alpha}_4 - I_D\cos(q_2)\cos(q_3)\ddot{\alpha}_3 - J_D\cos(q_3)(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2) \end{aligned}$$

$$\begin{aligned}
& \cos(q_3)w_2w_4 - \ddot{\alpha}_1 - \cos(q_2)\ddot{\alpha}_3 - \sin(q_2)\cos(q_3)\ddot{\alpha}_4) - T_4 - 0.5\cos(q_3)w_3(I_D w_2 + I_D(w_2 - \sin(q_3)w_4) - (I_D - J_D)\sin(q_3) \\
& \sin(q_2)^2 w_4) - 0.5\cos(q_2)w_2(I_D \sin(q_2)w_4 + I_D \cos(q_2)\cos(q_3)w_3 - J_D \sin(q_2)w_4 - J_D \cos(q_3)w_1 - J_D \cos(q_2)\cos(q_3)w_3 - J_D \\
& \cos(q_3)(w_1 + \cos(q_2)w_3 + \sin(q_2)\cos(q_3)w_4)) - 0.5I_D \cos(q_2)\cos(q_3)(\cos(q_2)w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 + \sin(q_3)\cos(q_2) \\
& w_3w_4 + \sin(q_2)\ddot{\alpha}_3 - \cos(q_2)\cos(q_3)\ddot{\alpha}_4) - 0.5\sin(q_3)(I_D \ddot{\alpha}_2 + I_D(\ddot{\alpha}_2 - \cos(q_3)w_3w_4 - \sin(q_3)\ddot{\alpha}_4) - (I_D - J_D)\sin(q_2)(\sin(q_2) \\
& \cos(q_3)w_3w_4 + 2\sin(q_3)\cos(q_2)w_2w_4 + \sin(q_2)\sin(q_3)\ddot{\alpha}_4)) = 0
\end{aligned} \tag{A.1-10}$$

## A.2 Full Order Equations of Motion

The equations of motion given below were derived via Kane's method using the relationships given in equations (4.1-1 through -13). These equations are generalized for torques that may be applied at gimbals 3 or 4 given as  $T_3$  and  $T_4$  respectively. By defining torques acting on  $A$  and  $B$  as

$$T^B = -T_2c_1 + T_3b_2 \tag{A.2-1}$$

$$T^A = T_4a_3 - T_3b_2 \tag{A.1-2}$$

the system definition is complete. Note that  $T_3$  and  $T_4$  may be defined as a variety of physical inputs such as friction or additional control inputs. The nominal Model 750 mechanism model is found by simply neglecting  $T_3$  and  $T_4$  in the equations below.

$$\begin{aligned}
& T_1 + I_D \sin(q_2)w_3(w_2 - \sin(q_3)w_4) + J_D(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2)\cos(q_3)w_2w_4) + I_D(\sin(q_2)\sin(q_3)w_3 \\
& w_4 + \cos(q_2)\cos(q_3)w_2w_4 - \sin(q_2)w_2w_3 - \sin(q_3)\cos(q_2)\cos(q_3)w_4^2) - I_D \cos(q_2)\cos(q_3)w_4(w_2 - \sin(q_3)w_4) - J_D \ddot{\alpha}_1 - J_D \\
& \cos(q_2)\ddot{\alpha}_3 - J_D \sin(q_2)\cos(q_3)\ddot{\alpha}_4 = 0
\end{aligned} \tag{4.2-3}$$

$$\begin{aligned}
& T_2 + I_C \cos(q_3)w_3w_4 + J_C \cos(q_3)w_3w_4 + J_D \cos(q_3)w_3w_4 + J_D \cos(q_2)\cos(q_3)w_1w_4 + I_D(\cos(q_3)w_3w_4 - w_1(\sin(q_2)w_3 - \\
& \cos(q_2)\cos(q_3)w_4)) + \sin(q_2)(K_C \cos(q_2)w_3^2 + 2K_C \sin(q_2)\cos(q_3)w_3w_4 + J_C \cos(q_2)\cos(q_3)^2 w_4^2 - J_C \cos(q_2)w_3^2 - 2J_C \\
& \sin(q_2)\cos(q_3)w_3w_4 - K_C \cos(q_2)\cos(q_3)^2 w_4^2) + (I_C + I_D)\sin(q_3)\ddot{\alpha}_4 - I_D \cos(q_3)w_3w_4 - K_C \cos(q_3)w_3w_4 - I_D \cos(q_2)\cos(q_3) \\
& w_1w_4 - \sin(q_2)(J_D w_1w_3 + J_D \cos(q_2)w_3^2 + 2J_D \sin(q_2)\cos(q_3)w_3w_4 + I_D \cos(q_2)\cos(q_3)^2 w_4^2 - I_D w_1w_3 - I_D \cos(q_2)w_3^2 - 2 \\
& I_D \sin(q_2)\cos(q_3)w_3w_4 - J_D \cos(q_2)\cos(q_3)^2 w_4^2) - (I_C + I_D)\ddot{\alpha}_2 = 0
\end{aligned} \tag{4.2-4}$$

$$\begin{aligned}
& T_3 + (I_B - K_B)\sin(q_3)\cos(q_3)w_4^2 + J_C \cos(q_2)(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2)\cos(q_3)w_2w_4) + J_D \cos(q_2) \\
& (\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2)\cos(q_3)w_2w_4) + I_D \cos(q_2)(\sin(q_2)\sin(q_3)w_3w_4 + \cos(q_2)\cos(q_3)w_2w_4 - \\
& \sin(q_2)w_2w_3 - \sin(q_3)\cos(q_2)\cos(q_3)w_4^2) + J_C \sin(q_2)(\cos(q_2)w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 - \sin(q_3)\cos(q_2)w_3w_4 - \sin(q_2)
\end{aligned}$$

$$\begin{aligned}
& \sin(q_3)\cos(q_3)w_4^2) + K_C\cos(q_2)(\sin(q_2)\sin(q_3)w_3w_4 + \cos(q_2)\cos(q_3)w_2w_4 - \sin(q_2)w_2w_3 - \sin(q_3)\cos(q_2)\cos(q_3)w_4^2) + \\
& \sin(q_2)(J_Dw_1w_2 + I_D\sin(q_3)w_1w_4 + J_D\cos(q_2)w_2w_3 + J_D\sin(q_2)\cos(q_3)w_2w_4 - I_Dw_1w_2 - J_D\sin(q_3)w_1w_4 - J_D\sin(q_3) \\
& \cos(q_2)w_3w_4 - J_D\sin(q_2)\sin(q_3)\cos(q_3)w_4^2) - I_C\cos(q_3)w_4(w_2 - \sin(q_3)w_4) - I_D\cos(q_3)w_4(w_2 - \sin(q_3)w_4) - K_C\sin(q_2) \\
& (\cos(q_2)w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 + \sin(q_3)\cos(q_2)w_3w_4) - I_D\sin(q_2)(\cos(q_2)w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 + \sin(q_3) \\
& \cos(q_2)w_3w_4 - w_1(w_2 - \sin(q_3)w_4)) - J_D\cos(q_2)\ddot{\theta}_1 - (J_C + J_D - I_D - K_C)\sin(q_2)\cos(q_2)\cos(q_3)\ddot{\theta}_4 - (J_B + J_C + J_D - (J_C + \\
& J_D - I_D - K_C)\sin(q_2)^2)\ddot{\theta}_3 = 0
\end{aligned}
\tag{4.2-5}$$

$$\begin{aligned}
& T_4 + 2K_B\sin(q_3)\cos(q_3)w_3w_4 + I_C\cos(q_3)w_3(w_2 - \sin(q_3)w_4) + I_D\cos(q_3)w_3(w_2 - \sin(q_3)w_4) + K_C\cos(q_2)\cos(q_3)(\cos(q_2) \\
& w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 + \sin(q_3)\cos(q_2)w_3w_4) + J_C\sin(q_2)\cos(q_3)(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2) \\
& \cos(q_3)w_2w_4) + J_D\sin(q_2)\cos(q_3)(\sin(q_2)w_2w_3 + \sin(q_2)\sin(q_3)w_3w_4 - \cos(q_2)\cos(q_3)w_2w_4) + I_D\cos(q_2)\cos(q_3)(\cos(q_2) \\
& w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 + \sin(q_3)\cos(q_2)w_3w_4 - w_1(w_2 - \sin(q_3)w_4)) + I_D\sin(q_2)\cos(q_3)(\sin(q_2)\sin(q_3)w_3w_4 + \cos(q_2) \\
& \cos(q_3)w_2w_4 - \sin(q_2)w_2w_3 - \sin(q_3)\cos(q_2)\cos(q_3)w_4^2) + K_C\sin(q_2)\cos(q_3)(\sin(q_2)\sin(q_3)w_3w_4 + \cos(q_2)\cos(q_3)w_2w_4 - \\
& \sin(q_2)w_2w_3 - \sin(q_3)\cos(q_2)\cos(q_3)w_4^2) + \sin(q_3)(K_C\cos(q_3)w_3w_4 - J_C\cos(q_3)w_3w_4 - \sin(q_2)(K_C\cos(q_2)w_3^2 + 2K_C \\
& \sin(q_2)\cos(q_3)w_3w_4 + J_C\cos(q_2)\cos(q_3)^2w_4^2 - J_C\cos(q_2)w_3^2 - 2J_C\sin(q_2)\cos(q_3)w_3w_4 - K_C\cos(q_2)\cos(q_3)^2w_4^2)) + (I_C + \\
& I_D)\sin(q_3)\ddot{\theta}_2 - 2I_B\sin(q_3)\cos(q_3)w_3w_4 - I_C\sin(q_3)\cos(q_3)w_3w_4 - I_D\sin(q_3)(\cos(q_3)w_3w_4 - w_1(\sin(q_2)w_3 - \cos(q_2)\cos(q_3) \\
& w_4)) - J_C\cos(q_2)\cos(q_3)(\cos(q_2)w_2w_3 + \sin(q_2)\cos(q_3)w_2w_4 - \sin(q_3)\cos(q_2)w_3w_4 - \sin(q_2)\sin(q_3)\cos(q_3)w_4^2) - \cos(q_2) \\
& \cos(q_3)(J_Dw_1w_2 + I_D\sin(q_3)w_1w_4 + J_D\cos(q_2)w_2w_3 + J_D\sin(q_2)\cos(q_3)w_2w_4 - I_Dw_1w_2 - J_D\sin(q_3)w_1w_4 - J_D\sin(q_3) \\
& \cos(q_2)w_3w_4 - J_D\sin(q_2)\sin(q_3)\cos(q_3)w_4^2) - \sin(q_3)(J_D\cos(q_3)w_3w_4 + J_D\cos(q_2)\cos(q_3)w_1w_4 - I_D\cos(q_3)w_3w_4 - I_D \\
& \cos(q_2)\cos(q_3)w_1w_4 - \sin(q_2)(J_Dw_1w_3 + J_D\cos(q_2)w_3^2 + 2J_D\sin(q_2)\cos(q_3)w_3w_4 + I_D\cos(q_2)\cos(q_3)^2w_4^2 - I_Dw_1w_3 - I_D \\
& \cos(q_2)w_3^2 - 2I_D\sin(q_2)\cos(q_3)w_3w_4 - J_D\cos(q_2)\cos(q_3)^2w_4^2)) - J_D\sin(q_2)\cos(q_3)\ddot{\theta}_1 - (J_C + J_D - I_D - K_C)\sin(q_2)\cos(q_2) \\
& \cos(q_3)\ddot{\theta}_3 - (I_D + K_A + K_B + K_C + (J_C + J_D - I_D - K_C)\sin(q_2)^2 + \sin(q_3)^2(I_B + I_C - K_B - K_C - (J_C + J_D - I_D - K_C)\sin(q_2)^2)) \\
& \ddot{\theta}_4 = 0
\end{aligned}
\tag{4.2-6}$$

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[1] Its fastest to simply double-click on the desired file.

[2] The system contains safeguards to prevent unsafe operations in most cases. If a software limit is exceeded, the Controller Status displays on the Background Screen will indicate Limit Exceeded. In this event, the user should Reset Controller (Utility menu), specify *Calibrate Sensor* (via Setup Sensor Calibration – if this is the intended sensor mode) and re-Implement (Command menu) using an appropriate (safe) set of control coefficients.

[3] If the specified "impulse" duration becomes long enough, the resulting torque becomes more step-like than impulsive. Thus the Setup Impulse dialog box may also be used for Step input shapes where the dwell (zero excitation) period may be specified independently of the step duration.

[4] Q10 through Q13 are special real-time algorithm variables that may be specified for data acquisition. Any values (e.g. control constants or dynamic variables) may be acquired, exported, or plotted by assigning Q10 through Q13 to be equal to their value in the user-written algorithm.

[5] The bracketed rows end in semicolons so that the entire file may be read as an array in Matlab by running it as a script once the header is stripped i.e. the script should be: <array name>= [exported data file]. Variable values over time are the columns of this array; the rows are the variable value set at successive sample numbers.

[6] In some cases, you will need to “drag” the Execute trajectories box out of the way to see the plot during the maneuver. This is practical for longer duration maneuvers.

[7] This applies to the PC-bus installation only. For the controller in the Control Box, the RS-232 cable must be connected between the Control Box

and the PC.

- [8] The response will be somewhat oscillatory. The controller is designed to be lightly damped for the purposes of this demonstration.
- [9] The label on the Axis 2 Virtual Brake on/off button displays status of the brake and has toggle logic. Accordingly, in order to turn it on, click on the button when it indicates “Axis 2 V-Brake Off”; if it indicates “Axis 2 V-Brake On” the brake is already on.
- [10] The real-time routine Gimbal3.alg uses cmd2\_pos (Trajectory 2) as its reference input.
- [11] Since no trajectory is being input at this point, the system is regulating about a reference input value of zero.
- [12] The resolution of each encoder is then multiplied by the output gear ratio of the respective actuator. The final resolution is further multiplied by four as a product of the A-quad-B phase interpolation
- [13] In implementing control on the Model 750 plant, it is important to configure the gimbals (rotating them through 180° if necessary) such that the polarity of the encoder feedback sensors agrees with that shown in Figure 5.1-1.
- [14] For body A, this assumption is not strictly true. This member is constrained to have motion through the center of D however, so that for analytical purposes, the assumption is valid.
- [15] It would be eighth order if the expression for the position of the rotor  $D$  were defined as a state variable. This ~~variable~~ however is generally unimportant the study of this system
- [16] The rigid body mode involves rotation of  $B$  and  $C$  about axis 3 and a corresponding and opposite change in rotor speed.
- [17] This equation is the d’Alembertian expression for body B (the one that has no motion relative to A in the present case) and is not consistent with the constraint of gimbal #3 being locked. In this case, the term that includes  $\dot{\theta}_3$  is replaced by the torque acting at the axis 3 brake.
- [18] The inertia values measured here are those that are less amenable to mass property calculation (e.g. via mechanical geometries, ~~s~~ and material densities and component weights) and vary the greatest from apparatus to apparatus.
- [19] The “/32” factor accounts for a firmware gain that multiplies all commanded position and encoder signals by 32 for increased internal resolution. These control effort counts are converted to a voltage via a digital-to-analog converter (DAC), then to a current via the servo amplifier, to a torque by the motor, and finally to a different torque magnitude via the gear reduction. The scaling of all of these transformations ~~all~~ affect the system gain and will be examined in more detail in ~~Section TBD~~ the section that follows. See also Chapter 4 for a description of the control hardware and software functionality.
- [20] Here the “Impulse” general form is used to generate a step-like shape. The impulse dialog box is may be used for step-like forms when the pulse-width is specified to be relatively long.
- ~~[21] Here  $T_{tc}$  is the same as  $n_f$  in Eq.(6.1-5)~~
- [22] The “/32” factor accounts for a firmware gain that multiplies all commanded position and encoder signals by 32 for increased internal resolution.
- [23] There will be some small variations in  $w_4$  due to friction and other non-ideal properties of the system.
- [24] In may such applications, the derivative control term is in the forward path (along with the proportional and integral terms) rather than in the return path. The stability properties of such a system are identical to those of Figure 6.6-1, but transient response is different. This will be addressed in the exercises in the end of this section. The form shown here is more directly related to the fundamental properties of the classical second order system.
- [25] For the purposes here, consider *bandwidth* to be the frequency in the sine sweep data at which the system attenuates below 1/2 (-6. ~~dB~~dB) of its low frequency amplitude
- [26] In practice, friction and its effect on system response are much more complex. This assumption however is valid in discussing the effect of the integrating term.
- [27] For explicit control design,  $N_2$  and  $N_4$  must be scaled by the encoder and control effort gains as per the models generated in Section 6.1.
- [28] You may also wish to plot the *Control Effort 2* data as this is always of concern in practical control implementation. Control effort beyond 10 V. constitutes drive saturation in the Model 750 system. This is generally of little consequence if it is of short duration but can lead to qualitatively different behavior than the ideal and even instability for longer durations.
- [29] Do not input velocities greater than 3000 counts/sec. Recall from Section 6.1 that the torque in Motor #2 is proportional to rate about axis 4 (and to rotor speed). Velocities greater than 3000 counts/sec. ~~At at~~ 400 RPM can cause excessive motor current and potentially damage the drive amplifier. Sustained driving at 3000 ~~counts/sec.~~RPM is also stressful to the drive system.
- [30] The disturbance torque as shown in the figure is scaled in units of DAC counts. For units of Newtons, multiply  $T_{d2}$  by  $k_{u2}$
- [31] The notation here is the obvious one.
- [32] Here we choose a shorter sampling period than in previous schemes to minimize discrete-time sampling effects (e.g. time delay / phase lag). A longer period is selected in cases involving numerical differentiation of the sensor signals to reduce quantization noise.
- [33] You may also wish to plot the *Control Effort 2* data.
- [34] Do not input velocities greater than 3000 counts/sec. ~~Recall from Section 6.1 that the torque in Motor #2 is proportional to rate about axis 4 (and to rotor speed). Velocities greater than 3000 counts/sec. At 400 RPM can cause excessive motor current and potentially damage the drive amplifier.~~-Sustained driving at 3000 ~~RPM~~ counts/s ~~is may~~ also ~~be~~ stressful to the drive system.
- [35] In a strict sense, the velocity states are observed rather than measured directly since they result from differentiation of the position feedback

signals. In practice, however, the position signal resolution and sample rate are high enough that the rate signal behaves as a direct measurement.

<sup>[36]</sup> See for example Kwakernaak and Sivan, "Linear Optimal Control Systems", Wiley & Sons, 1972.

<sup>[37]</sup>  ~~$K_1$ ,  $k_1$  and  $K_3$  scales control effort proportional to position error and  $K_2$ ,  $k_2$  and  $K_4$ ,  $k_4$  scale control effort proportional to the respective velocities. Excessive values of  $K_1$ ,  $k_1$  or  $K_3$  can lead to low stability margin and in the presence of time delays, instability. Large  $K_2$ ,  $k_2$  or  $K_4$ ,  $k_4$  cause excessive noise propagation and lead to "twitching" of the system. — see Section 6.8~~

<sup>[38]</sup> Do not input velocities greater than 3000 counts/sec. ~~Recall from Section 6.1 that the torque in Motor #2 is proportional to rate about axis 4 (and to rotor speed). Velocities greater than 3000 counts/sec. At 400 RPM can cause excessive motor current and potentially damage the drive amplifier.~~ Sustained driving at 3000 RPM counts/s is ~~may~~ also be stressful to the drive system.

<sup>[39]</sup> See for example Kwakernaak and Sivan, "Linear Optimal Control Systems", Wiley & Sons, 1972.

<sup>[40]</sup> An exercise at the end of this section examines this ratio of diagonal weights

<sup>[41]</sup> For this control scheme, the practical limitations for the position related gains are due to drive saturation in cases of abrupt motion (e.g. step response). The velocity related gain limitations are due to noise induced by numerical differentiation of the quantized position sensor signals and are a function of sensor resolution, sample rate, and in some cases, attached inertia. (I.e. such noise occurs at lower gain with lower sensor resolution, higher sample rate, and in some cases, lower inertia.)