

The POG Technique for Modeling Planetary Gears and Hybrid Automotive Systems

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Abstract—In this paper the Power-Oriented Graphs (POG) technique is used for modeling planetary gears and hybrid automotive systems. Some basic properties of the POG technique are firstly given. An extended dynamic model of a planetary gear with internal elasticity is presented. Then a POG congruent state space transformation is used to transform and reduce the system when the elasticities or the inertias go to zero. The obtained reduced model is used as central element of an hybrid automotive power structure (endothermic engine, multi-phase synchronous motor and vehicle dynamics). Simulation results will be reported in the final full paper.

I. INTRODUCTION

Nowadays, the planetary gears are key elements for the design of new hybrid power structures in the automotive area. In this paper, some different dynamic models for these systems are obtained using the the POG modeling technique.

(References and a detailed description of the work done in the literature in this field will be given in the final full paper).

The paper is organized as follows: Sec. II describes the basic properties of the POG modeling technique. Sec. III and Sec. IV show, respectively, the POG dynamic models of full and reduced planetary gears, and of an hybrid automotive power structure composed by an endothermic engine, a multi-phase synchronous motor and the vehicle dynamics. Finally, in Sec. V some simulation results are reported.

II. POWER-ORIENTED GRAPHS BASIC PRINCIPLES

The Power-Oriented Graphs technique, see [1] and [2], is suitable for modeling physical systems. The POG block schemes are normal block diagrams combined with a particular modular structure essentially based on the use of the two blocks shown in Fig. 1.a and Fig. 1.b: the *elaboration block* (e.b.) stores and/or dissipates energy (i.e. springs, masses, dampers, capacities, inductances, resistances, etc.); the *connection block* (c.b.) redistributes the power within the system without storing nor dissipating energy (i.e. any type of gear reduction, transformers, etc.). The e.b. and the c.b. are suitable for representing both scalar and vectorial systems. In the vectorial case, $G(s)$ and K are matrices: $G(s)$ is always a square matrix composed by positive real transfer functions; matrix K can also be rectangular. The circle present in the e.b. is a summation element and the black spot represents a minus

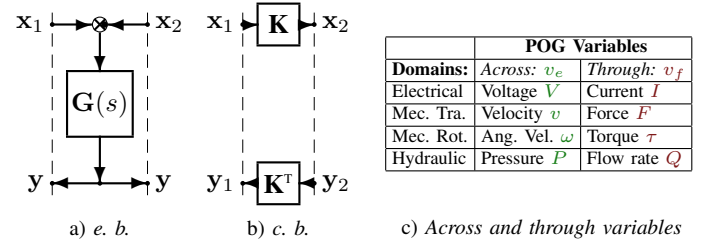


Figure 1. POG basic blocks and variables: a) *elaboration block*; b) *connection block*; c) *across and through variables*.

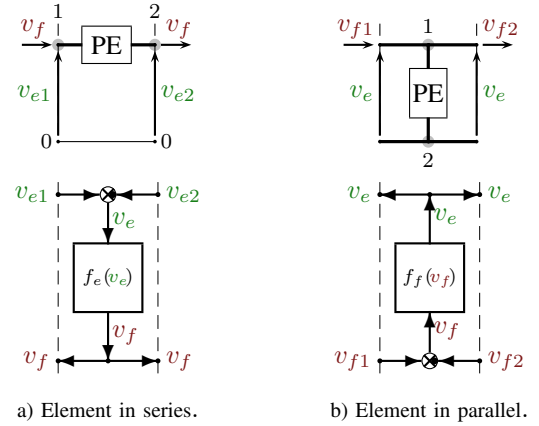


Figure 2. POG representations of Physical Elements (PE): a) connected in series (inputs v_{e1} , v_{e2}); b) connected in parallel (inputs v_{f1} , v_{f2}).

sign that multiplies the entering variable. The main feature of the Power-Oriented Graphs is to keep a direct correspondence between the dashed sections of the graphs and real power sections of the modeled systems: the scalar product $\mathbf{x}^T \mathbf{y}$ of the two *power vectors* \mathbf{x} and \mathbf{y} involved in each dashed line of a power-oriented graph, see Fig. 1, has the physical meaning of *the power flowing through that particular section*. The Bond Graphs technique, see [3], is based on the same idea, but it uses a different and specific graphical representation.

The main energetic domains encountered in modeling physical systems are the electrical, the mechanical (translational and rotational) and the hydraulic, see Fig. 1.c. Each energetic

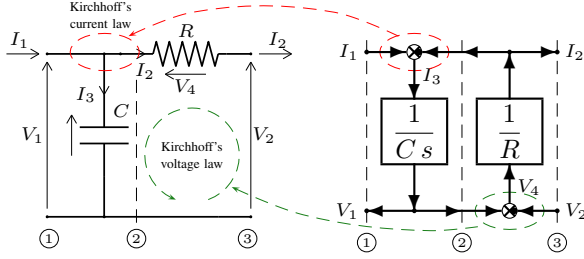


Figure 3. POG modeling of an electrical RC circuit.

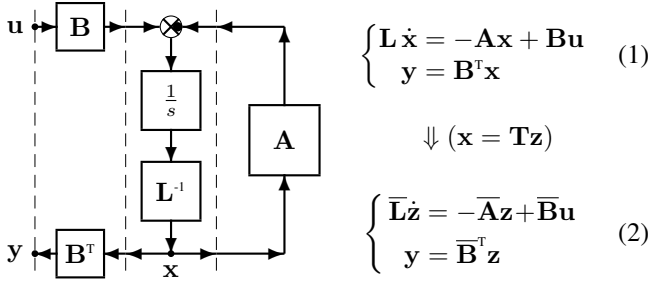


Figure 4. POG block scheme of a generic dynamic system.

domain is characterized by two *power variables*: an *across-variable* v_e defined between two points (i.e. the voltage V), and a *through-variable* v_f defined in each point of the space (i.e. the current I). Each Physical Element (PE) interacts with the external world through the power sections associated to its terminals. A Physical Element is connected *in series* when its terminals share the same through-variable v_f : see the physical element and the corresponding POG scheme in Fig. 2.a. A Physical Element is connected *in parallel* when its terminals share the same across-variable v_e : see the physical element and the POG scheme in Fig. 2.b. An example of POG modeling where a C parallel element is connected with an R series element is shown in Fig. 3. There is a direct correspondence between physical power sections and dashed sections in the POG model. Note: the summation elements present in the elaboration blocks are a mathematical description of the current and voltage Kirchhoff's laws applied to the considered electrical system.

Another important property of the POG technique is the direct correspondence between the POG block schemes and the corresponding state space dynamic equations. For example, the POG scheme shown in Fig. 4 can be represented by the state space equations (1) where the *energy matrix* \mathbf{L} is symmetric and positive definite: $\mathbf{L} = \mathbf{L}^T > 0$. When an eigenvalue of matrix \mathbf{L} tends to zero (or to infinity), system (1) degenerates towards a lower dimension dynamic system. In this case, the dynamic model of the “reduced” system, see (2), can be directly obtained from (1) using a simple “congruent” transformation $\mathbf{x} = \mathbf{T}\mathbf{z}$ (\mathbf{T} is constant) where $\bar{\mathbf{L}} = \mathbf{T}^T \mathbf{L} \mathbf{T}$, $\bar{\mathbf{A}} = \mathbf{T}^T \mathbf{A} \mathbf{T}$ and $\bar{\mathbf{B}} = \mathbf{T}^T \mathbf{B}$.

III. POG MODELING OF A PLANETARY GEAR

Let us consider the planetary gear shown in Fig. 5 together with the main parameters of the system. The extended POG

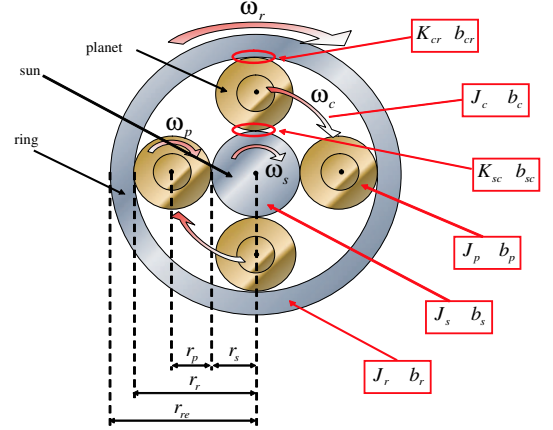


Figure 5. Planetary gear and related parameters.

dynamic model of the considered planetary gear is shown in Fig. 6: the carrier, the planets and the ring interact each other through the two elastic elements K_{cr} and K_{sc} . The corresponding state space dynamic equations are shown in Fig. 7:

$$\bar{\mathbf{L}} \dot{\bar{\mathbf{x}}} = -\bar{\mathbf{A}} \bar{\mathbf{x}} + \bar{\mathbf{B}} \mathbf{u}, \quad \mathbf{y} = \bar{\mathbf{B}}^T \bar{\mathbf{x}} \quad (4)$$

The POG linear systems described in form (4) satisfy the following properties:

1) the energy E_s stored in the system and the dissipating power P_d can be expressed as quadratic functions of matrices $\bar{\mathbf{L}}$ and $\bar{\mathbf{A}}_s$:

$$E_s = \frac{1}{2} \bar{\mathbf{x}}^T \bar{\mathbf{L}} \bar{\mathbf{x}}, \quad P_d = \bar{\mathbf{x}}^T \bar{\mathbf{A}}_s \bar{\mathbf{x}}$$

where $\bar{\mathbf{A}}_s = (\bar{\mathbf{A}} + \bar{\mathbf{A}}^T)/2$ is the symmetric part of the *power matrix* $\bar{\mathbf{A}}$. The skew-symmetric part $\bar{\mathbf{A}}_w = (\bar{\mathbf{A}} - \bar{\mathbf{A}}^T)/2$ of matrix $\bar{\mathbf{A}}$ represents the power redistribution within the system. One can easily verify that all the dissipating parameters of the system appear only in matrix $\bar{\mathbf{A}}_s$, while matrix $\bar{\mathbf{A}}_w$ is completely defined by all the connection parameters;

2) all the loops of the POG schemes contain always an “odd” number of minus signs “-” (i.e. the black spots in the summation blocks);

3) the direction of the power flowing through a section is positive if an “even” number of signs “-” is present along all the paths which link the input and the output of the section. Note, for example, that in Fig. 6 the power is entering the system in section ③ and it is going out in section ④.

For certain applications the POG model of Fig. 6 can be too much detailed. In these cases it can be of interest to find the reduced model when the stiffness coefficients K_{cr} and K_{sc} tend to infinity. Applying to system (4) the following

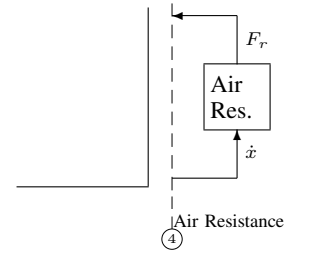


Figure 8. POG graphical representation of the considered hybrid vehicle.

between the state variables: $\mathbf{A}_{31} \mathbf{x}_1 + \mathbf{A}_{32} \mathbf{x}_2 = 0$. Since matrix \mathbf{A}_{32} is invertible, vector \mathbf{x}_2 can be expressed as:

$$\mathbf{x}_2 = \begin{bmatrix} \omega_p \\ \omega_r \end{bmatrix} = -\mathbf{A}_{32}^{-1} \mathbf{A}_{31} \mathbf{x}_1 = \begin{bmatrix} -\frac{r_s}{r_p} & \frac{r_s}{r_p} \\ -\frac{r_s}{r_r} & 1 + \frac{r_s}{r_r} \end{bmatrix} \begin{bmatrix} \omega_s \\ \omega_c \end{bmatrix}$$

Applying the following “rectangular” transformation:

$$\mathbf{x} = \mathbf{T}_2 \mathbf{x}_1 \quad \text{where} \quad \mathbf{T}_2 = \begin{bmatrix} \mathbf{I}_2 \\ -\mathbf{A}_{32}^{-1} \mathbf{A}_{31} \\ 0 \end{bmatrix} = \begin{bmatrix} 1 & 0 \\ 0 & 1 \\ -\frac{r_s}{r_p} & \frac{r_s}{r_p} \\ -\frac{r_s}{r_r} & 1 + \frac{r_s}{r_r} \\ 0 & 0 \\ 0 & 0 \end{bmatrix}$$

to system (5), one obtains the following second order transformed and reduced system:

$$\mathbf{L}_r \dot{\mathbf{x}}_1 = -\mathbf{A}_r \mathbf{x}_1 + \mathbf{B}_r \mathbf{u}, \quad \mathbf{y} = \mathbf{B}_r^T \mathbf{x}_1 \quad (6)$$

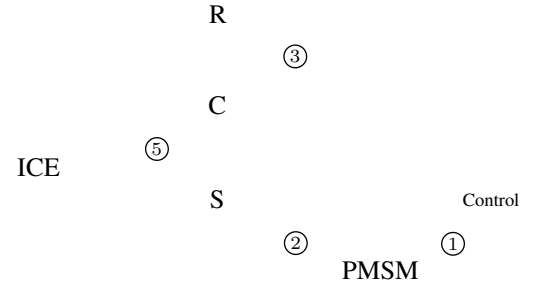


Figure 11. Scheme of the considered power structure of the vehicle

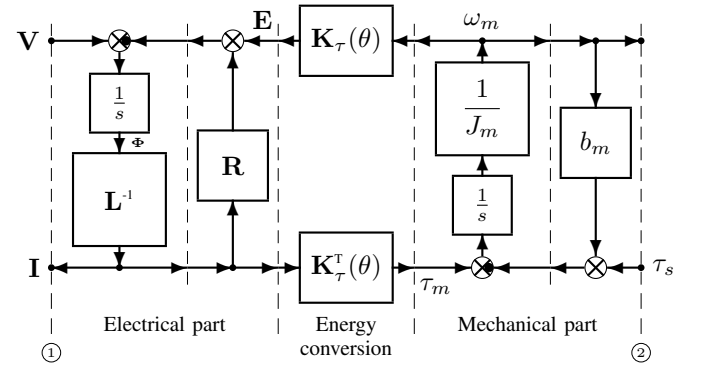


Figure 12. POG scheme of the multi-phase synchronous motor (PMSM).

[5]. The POG model of the Planetary Gear present between sections ② and ③ is given in Fig. 6. The corresponding POG reduced model proposed in Sec. III can also be used. The planetary gear is connected to the driving shaft of the vehicle. The dynamics of the vehicle is described by the POG block present between sections ③ and ④: the details of this POG block can be found in [6]. Finally the resistance of the air is described by the last POG block.

V. SIMULATION

The system shown in Fig. 11 has been implemented in Matlab/Simulink as it is shown in Fig. 10. All subsystems have been modeled with POG and in particular the vehicle subsystem in the right part of the scheme is a bicycle model of a car that includes the tire-road elastic interaction, see [6].

A full set of simulation results of the controlled hybrid system will be given in the final version of the paper.

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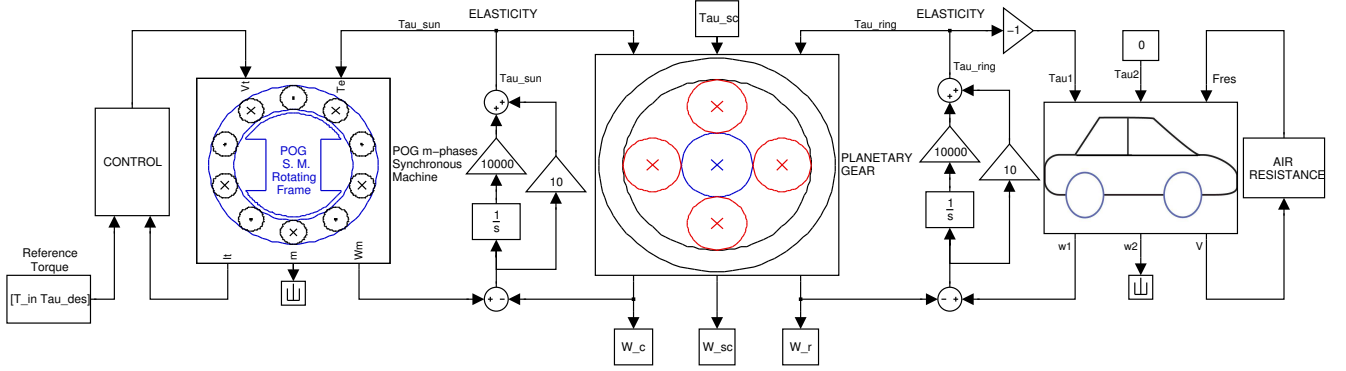


Figure 10. Simulink block scheme of the considered hybrid power structure.

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VI. THE REDUCED ELASTIC MODEL

The reduced elastic model of the planetary gear when inertias J_s , J_c and J_r go to zero is shown in Fig. 13. The corresponding POG state space equations are given in Fig. 14.

The matrices in Fig. 17 have the following meaning:

$$\mathbf{B}_{sr} = \begin{bmatrix} b_s & 0 \\ 0 & b_r \end{bmatrix}, \quad \mathbf{R}_{sr} = \begin{bmatrix} r_s & 0 \\ 0 & r_r \end{bmatrix},$$

$$\mathbf{K}_c = \begin{bmatrix} K_{sc} & 0 \\ 0 & K_{cr} \end{bmatrix}, \quad \mathbf{D}_c = \begin{bmatrix} d_{sc} & 0 \\ 0 & d_{cr} \end{bmatrix},$$

VII. POSITIVE DIRECTION OF THE POWER FLOWS

If the sign of the F_{cr} variable is changed, $\bar{F}_{cr} = -F_{cr}$, the POG model and POG state space description of the considered planetary gear change as shown in Fig. 18.

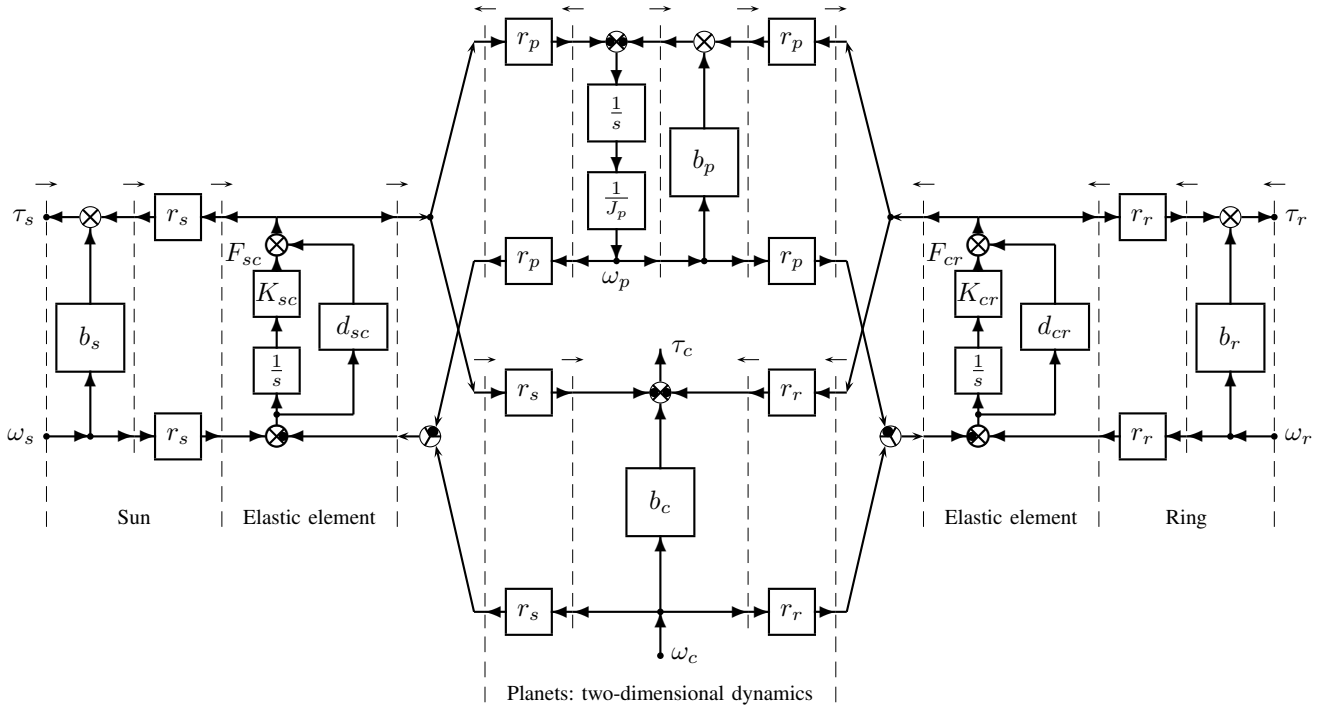


Figure 15. The POG model of the considered elastic planetary gear: the sun, the planets and the ring interact through elastic elements.

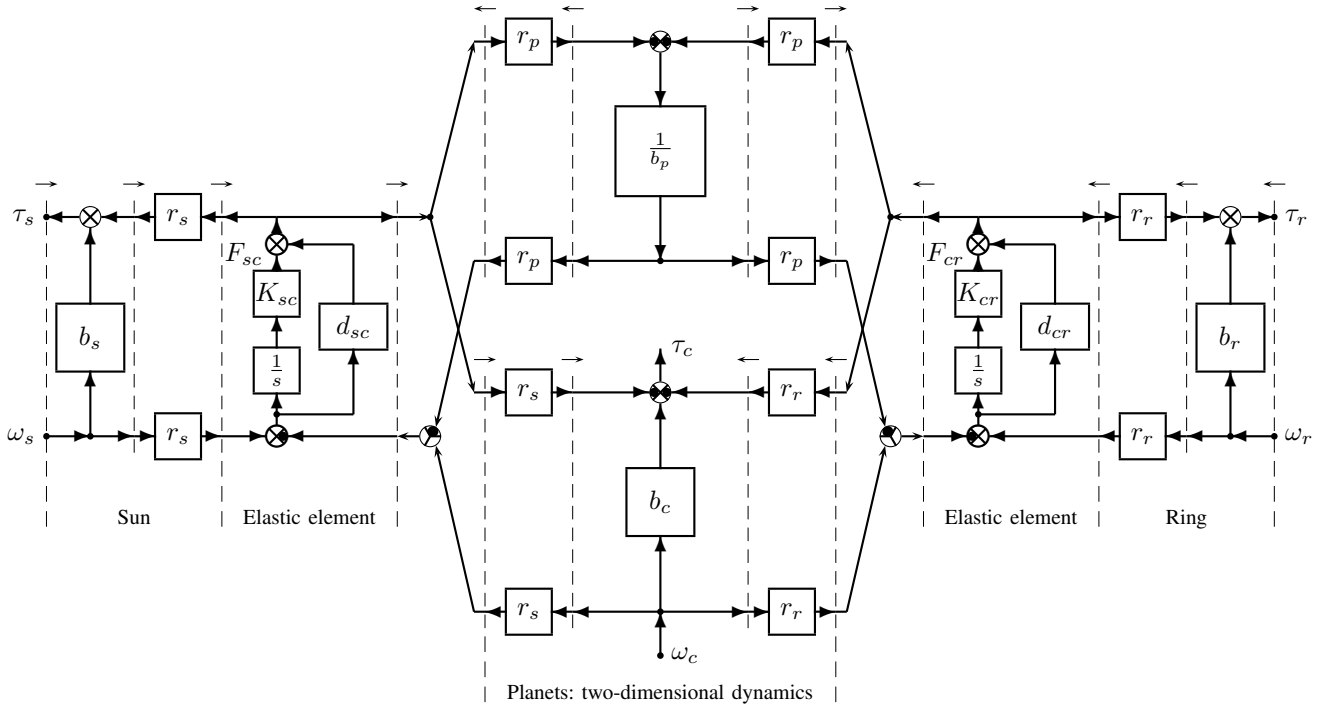


Figure 16. The POG model of the considered elastic planetary gear: the sun, the planets and the ring interact through elastic elements.

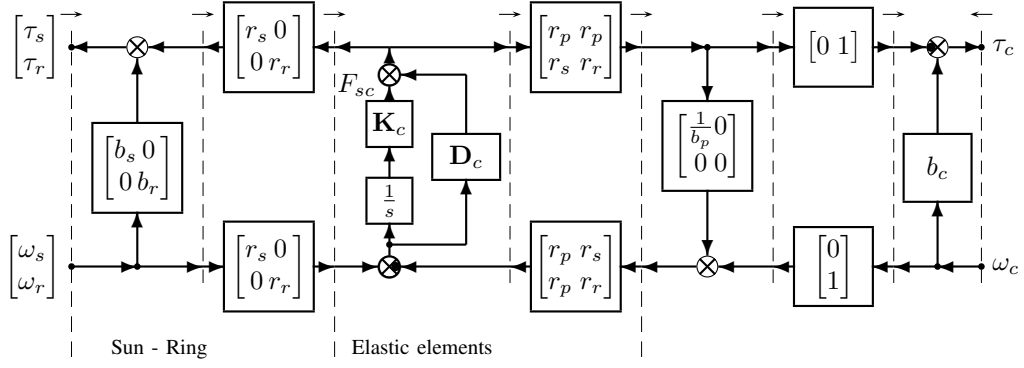


Figure 17. The POG model of the considered elastic planetary gear: the sun, the planets and the ring interact through elastic elements.

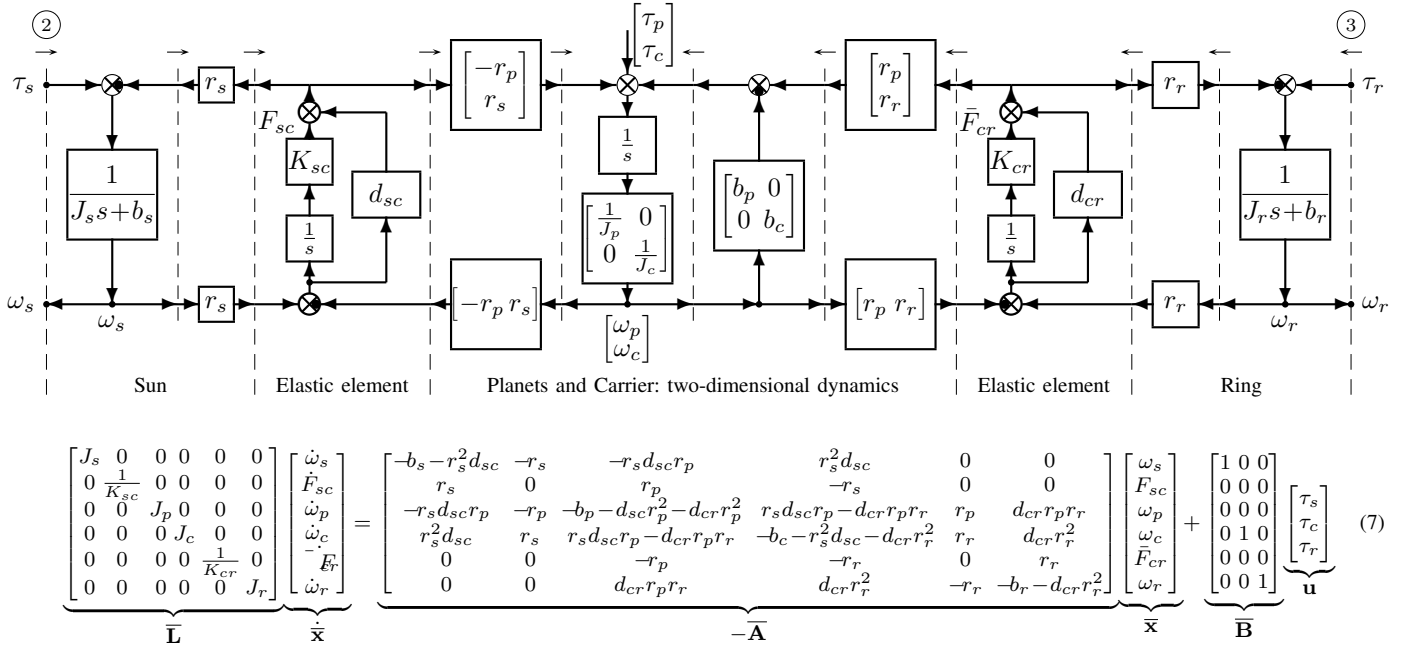


Figure 18. The POG model and POG state space description of the considered planetary gear when the direction of the power flow in the last part of the graph is changed.