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Nonlinear control of Direct Current Servo Motor

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Abstract

This paper gives a speed control design for a DC servo system based on a newly developed fuzzy system, which is very powerful and has brought about many incredible achievements in the field of fuzzy logic control. The basic advantage of fuzzy control over classical control methods is that it is possible to synthesize the controller without

knowing the exact characteristics of the object in advance. In fact, to make full use of the advantages of each type of fuzzy controller and classical controller, in the process of control often use systems that combine two types of traditional and fuzzy controllers to create a controller, which is the new fuzzy controller.

Keywords: DC Servo Motors, Fuzzy Controller, Fuzzy PID

1. Introduction

Servo motors have lightweight, low-inertia armatures that respond quickly to excitation-voltage changes. The DC motor speed can be adjusted to a great extent to provide easy control and high performance. Several conventional and numeric controller types are intended to control the DC motor speed at executing various tasks: PID Controller, Fuzzy Logic Controller (FLC) [1], or the combination between them: PID-Particle Swarm Optimization, PID-Neural Networks, PID-Genetic Algorithm. One of the problems that might cause unsuccessful attempts to design a proper controller would be the time-varying nature of parameters [2-6], unknown the plants' parameters, and variables that might be changed while working with the speed systems. One of the best-suggested solutions to solve this problem would be the use of the new Fuzzy PID Controller call a hybrid fuzzy PID controller [7-11]. The hybrid fuzzy PID controller is not sensitive to change and yet would have an adequate response to the system variations. The new Fuzzy PID Controller is a computationally efficient analytic scheme suitable for a real-time closed-loop digital control implementation [12-21]. Numerous computer simulations are included to demonstrate the effectiveness of the controller not only in linear but also in nonlinear systems. The hybrid fuzzy PID Controller can achieve a better response than classical methods in terms of shorter settling time, less overshoot and more stability. Thus, the hybrid fuzzy PID controller is adopted in this paper, which is very flexible to control the speed of the DC servo motor.

2 The Hybrid Fuzzy PID controller

The control structure of two loops to stabilize the speed of the DC motor is built in this section. The simulation structure of the DC motor speed stability control system with hybrid fuzzy algorithm is presented as shown in Fig 1.

In the hybrid fuzzy PID simulation structure, the PI controller has a range of operation when the ET error and DET deviation have small absolute values, while the fuzzy controller has a range of operation when the ET error and DET deviation are small. has a large absolute value. Through the switch with two inputs will decide when to allow which controller to work. Thus, in addition to the primary function of the fuzzy controller, which is to synthesize the control signal for the speed loop of the DC motor, it also performs the second function of outputting the comparison signal to the switching switch, helping to the switch can open and close flexibly to coordinate between the two dimming controllers and the PI controllers during the working process.

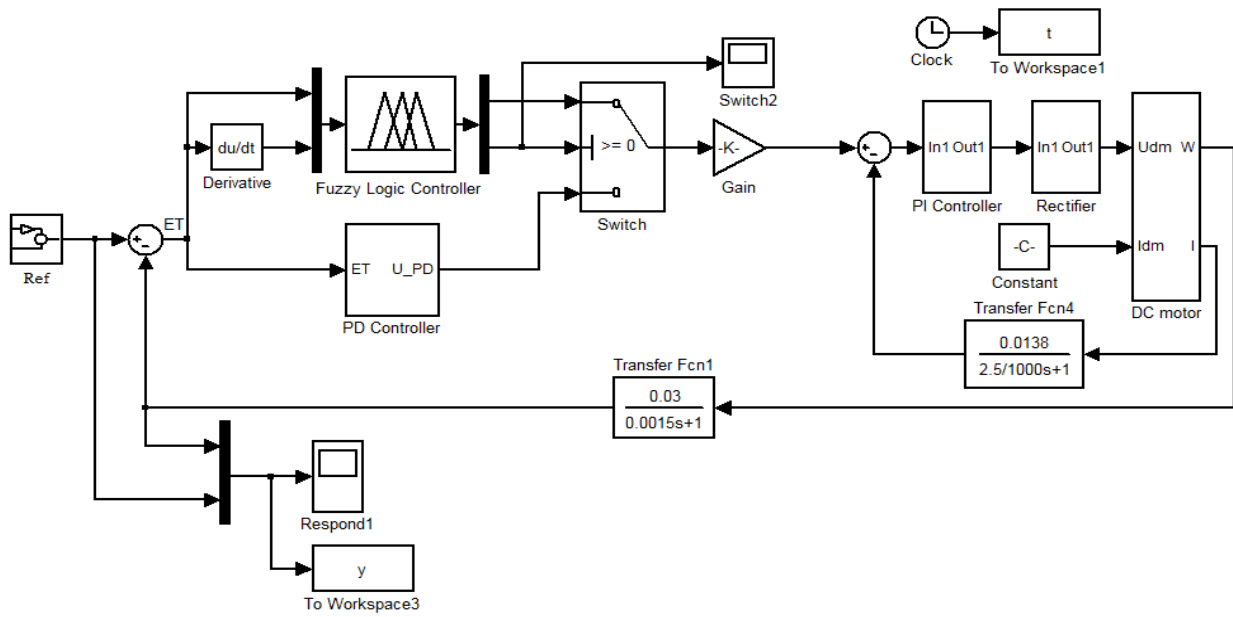


Fig 1: Structural diagram of hybrid fuzzy PID system for DC servo motor

The Hybrid Fuzzy PID Controller algorithm for speed loop is presented in this paper which of input/output language variables as follows:

- + $ET \approx -50$: Small Negative (AN);
- + $ET \approx 0$: Zero (K);
- + $ET \approx 50$: Small Positive (DN);
- + $ET \geq 80$: Big Positive (DL).

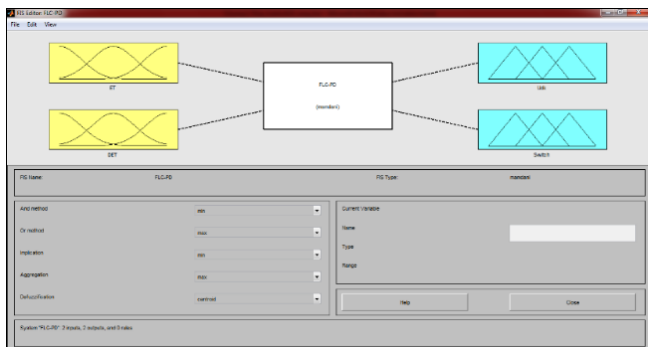


Fig 2: The input and output language variables

The first input language variable: error $ET = [-5 \ 5]$ (V).

- + $ET \leq -4$: Big Negative (AL);
- + $ET \approx -2.5$: Small Negative (AN);
- + $ET \approx 0$: Zero (K);
- + $ET \approx 2.5$: Small Positive (DN);
- + $ET \geq 4$: Big Positive (DL).

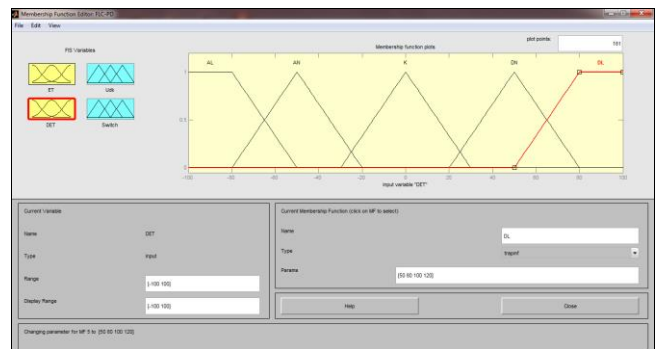


Fig 4: Function for the input language variable DET

The first output language variable: Two-state switching signal

- + $ET \approx -1$: Negative (A);
- + $ET \approx 1$: Positive (D).

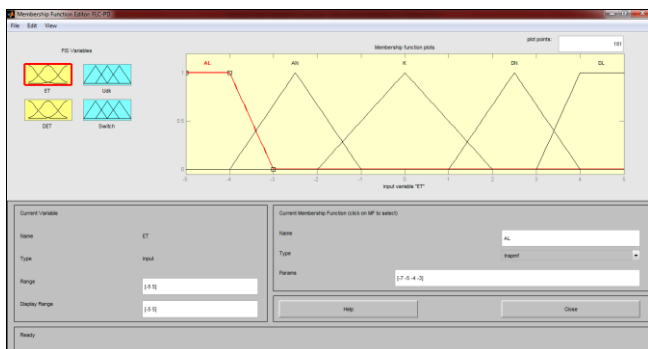


Fig 3: Function for the input language variable ET

The second input language variable: derivative error $DET = [-100 \ 100]$ (V/s).

- + $ET \leq -80$: Big Negative (AL);

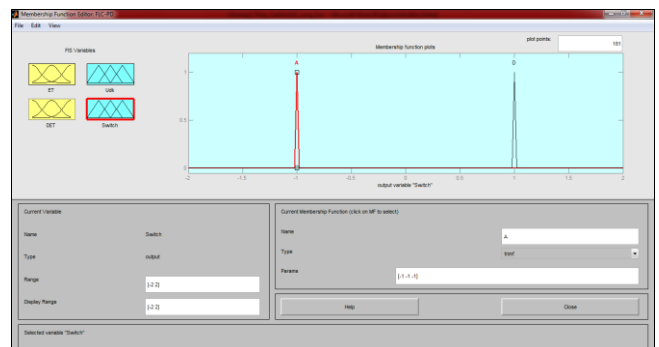


Fig 5: Function for the output language variables switch between PI controller and fuzzy controller

The second output language variable: Control signal $Udk = [0 \ 10]$ (V).

- + $ET \approx 0$: Zero (K);

- + ET ≈ 3: Small (N);
- + ET ≈ 5: Medium (V);
- + ET ≈ 7: Large (L);
- + ET ≈ 10: Very Large (RL).

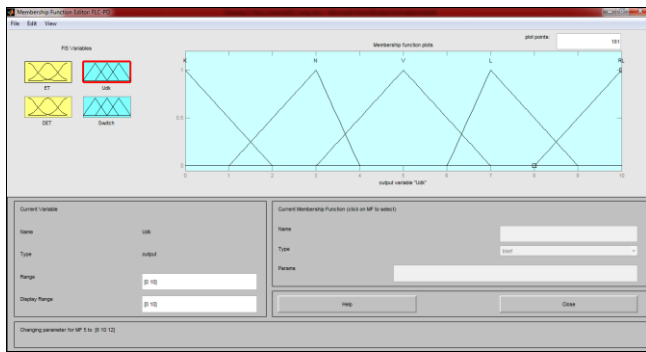


Fig 6: Function for the output language variable Switch switches

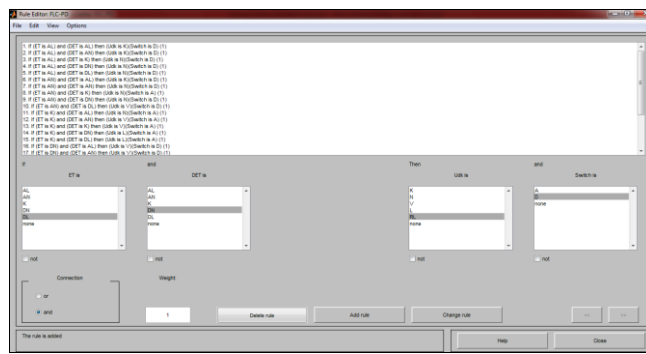


Fig 7: Setting the control law

The construction of a control rule table for fuzzy controllers in the hybrid fuzzy controller structure is based on control thinking between the relationship between the input error ET and the deviation derivative DET, while taking into account the function of the fuzzy controller. The second function of the fuzzy controller is to open and close the switch for the PI controller to work or the fuzzy controller to work.

Table 1: Control rule table for fuzzy controller

U _{dk}		ET				
		AL	AN	K	DN	DL
DET	AL	K/D	K/D	N/A	V/D	V/D
	AN	K/D	N/D	V/A	V/D	L/D
	K	N/D	N/A	V/A	L/A	L/D
	DN	N/D	N/D	L/A	L/D	RL/D
	DL	N/D	V/D	L/A	RL/D	RL/D

3. Conclusion

In this research presented the control structure of a DC servo motor when combining two classical and fuzzy regulators into motor speed control. To make understandable clarify the superiority of the proposed hybrid fuzzy PID controller which is the speed stability control problem with the influencing noise factor. The author has implemented a system simulation structure to compare the simulation results between the classical PID controller and the proposed hybrid fuzzy PID controller for the speed loop in stability control problem for DC motor. Simulation results will be mentioned in next study.

4. Acknowledgements

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5. References

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