Investigation of Energy Efficient Power Coupling Steering System for Dual Motors Drive High Speed Tracked Vehicle

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Abstract

This paper presents an energy efficient power coupling steering system for dual motors drive high speed tracked vehicle. The system consists of a new type of center steering motor, two electromagnetic (EM) clutches, two planetary gear couplers, and two propulsion motors. The motor torque and power required by dynamic steering with different steering radiuses for dual motors drive high speed tracked vehicle were investigated. A motor-speed-based control strategy of dynamic steering is designed to achieve vehicle lateral stability enhancement. The model of the proposed control strategy in RecuDyn and Matlab/Simulink is given. The simulation results of dynamic steering with 0.5B and 2B radius show that understeer in small radius steering can be significantly improved.

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Keywords: Tracked vehicle; Dual motors drive; Dynamic steering; Power coupling; Speed control

1. Introduction

Energy saving in vehicles is becoming more important [1,2]. Electric tracked vehicle is one of the main trends of the future tracked vehicle and developed to solve problems of energy crisis and air pollution [3].

\textbf{Nomenclature}

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2METV</td>
<td>Dual motor drive electric tracked vehicle</td>
</tr>
<tr>
<td>2MIETV</td>
<td>Dual motor independent drive electric tracked vehicle</td>
</tr>
<tr>
<td>ECDS</td>
<td>Electronic controlled differential steering</td>
</tr>
</tbody>
</table>

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It is necessary to have higher manoeuvrability and off-road capability for high-speed tracked vehicles [4]. The power of outer side motor required for the high-speed steering for 2MIETV is more than 2.5 times that of engine in internal combustion engine vehicle, which results in large size and power of motor and inverter. Especially, more power of outer side motor is required for dynamic steering. So an energy efficient power coupling steering system is proposed for the 2METV dynamic steering in the paper.

2. Mathematical Model for Dynamic Steering

The electric drive system configuration of 2MIETV is shown in Figure 1, which is widely used in the 2METV. The torque and power required by dual motors with different steering operation are calculated according to the vehicle parameters as shown in table 1. The tractive force $F_1$, $F_2$, the output torque $T_1$, $T_2$ and the desired rotation speed $n_1^*$, $n_2^*$ can be expressed as follows:

$$T_1 = T_2 = \left(0.5 \cdot f \cdot m \cdot g + \frac{\mu m g L}{4B} + \frac{J}{B} \cdot \frac{d \omega}{dt} \right) \cdot \frac{r_z}{B} \cdot \frac{i_d \cdot \eta}{i_g \cdot \eta} \leq F_z \cdot \frac{r_z}{i_g \cdot \eta}$$

$$n_1^* = n_2^* = \frac{1000 \cdot i_k \cdot \omega^* \cdot \frac{B}{2}}{120 \pi r_z}$$

2.1. Center steering

$$T_1 = T_2 = \left(0.5 \cdot f \cdot m \cdot g + \frac{\mu m g L}{4B} + \frac{J}{B} \cdot \frac{d \omega}{dt} \right) \cdot \frac{r_z}{B} \cdot \frac{i_d \cdot \eta}{i_g \cdot \eta} \leq F_z \cdot \frac{r_z}{i_g \cdot \eta}$$

$$n_1^* = n_2^* = \frac{1000 \cdot i_k \cdot \omega^* \cdot \frac{B}{2}}{120 \pi r_z}$$

2.2. Small radius steering

$$\begin{align*}
T_1 &= F_z \cdot \frac{r_z}{i_g \cdot \eta} = \left[0.5 \cdot f \cdot m \cdot g + \frac{\mu m g L}{4B} + \frac{J}{B} \cdot \frac{d \omega}{dt} \right] \cdot \frac{r_z}{i_g \cdot \eta} \leq F_z \cdot \frac{r_z}{i_g \cdot \eta} \\
T_2 &= F_z \cdot \frac{r_z}{i_g \cdot \eta} = \left[0.5 \cdot f \cdot m \cdot g + \frac{\mu m g L}{4B} + \frac{J}{B} \cdot \frac{d \omega}{dt} \right] \cdot \frac{r_z}{i_g \cdot \eta} \leq F_z \cdot \frac{r_z}{i_g \cdot \eta} \\
n_1^* &= \frac{1000 \cdot i_k \cdot \omega^* \cdot v_{des} \cdot \left(\frac{B}{2} - R_{des}\right)}{120 \pi r_z} \\
n_2^* &= \frac{1000 \cdot i_k \cdot \omega^* \cdot v_{des} \cdot \left(\frac{B}{2} + R_{des}\right)}{120 \pi r_z}
\end{align*}$$

Table 1. Vehicle parameters

<table>
<thead>
<tr>
<th>Parameters</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle tread, B(m)</td>
<td>1.3</td>
</tr>
<tr>
<td>Wheel, 2n</td>
<td>10</td>
</tr>
<tr>
<td>Ground contact length, L(m)</td>
<td>1.7</td>
</tr>
<tr>
<td>Rolling resistance coefficient, f</td>
<td>0.04</td>
</tr>
<tr>
<td>Transmission efficiency, η</td>
<td>0.9</td>
</tr>
<tr>
<td>Drive ratio, ig</td>
<td>7</td>
</tr>
<tr>
<td>Mass of vehicle, m(kg)</td>
<td>2000</td>
</tr>
<tr>
<td>Mass gain coefficient, δ</td>
<td>1.5</td>
</tr>
<tr>
<td>Moment of inertia, J(kg/m2)</td>
<td>3000</td>
</tr>
</tbody>
</table>
2.3.0.5B Steering

\[
\begin{align*}
T_1 &= F_1 r_z / i_g \eta = \left[ \frac{\mu mg L}{4B} + \left( \frac{J}{B} - \delta Rm \right) \frac{d\omega}{dt} \right] r_z / i_g \eta \leq F_s r_z / i_g \eta \\
T_2 &= F_2 r_z / i_g \eta = \left[ \frac{\mu mg L}{4B} + 0.5 f mg + \left( \frac{J}{B} \right) \frac{d\omega}{dt} \right] r_z / i_g \eta \leq F_s r_z / i_g \eta
\end{align*}
\]

(5)

\[
\begin{align*}
\left\{ \begin{array}{l}
n_1^* = 0 \\
n_2^* = \frac{1000 i_g}{120 \pi r_z} \cdot \frac{v_{des}}{R_{des}} \cdot \left( R_{des} + \frac{B}{2} \right)
\end{array} \right.
\]

(6)

2.4. Brake steering

\[
\begin{align*}
T_1 &= F_1 r_z / i_g \eta = \left[ \frac{\mu mg L}{4B} - 0.5 f mg + \left( \frac{J}{B} - 0.5 \delta Rm \right) \frac{d\omega}{dt} \right] r_z / i_g \eta \leq F_s r_z / i_g \eta \\
T_2 &= F_2 r_z / i_g \eta = \left[ \frac{\mu mg L}{4B} + 0.5 f mg + \left( \frac{J}{B} + 0.5 \delta Rm \right) \frac{d\omega}{dt} \right] r_z / i_g \eta \leq F_s r_z / i_g \eta
\end{align*}
\]

(7)

The steering angular speed of tracked vehicle is generally \( \pi/4/s \sim 5\pi/12/s \). If the acceleration time from 0 to \( 5\pi/12/s \) is assumed to be 1s, Table 2 shows steering power and torque required by dual motors during dynamic steering with 0, 0.2B, 0.5B and stationary steering with 0, 0.2B, 0.5B, 2B, 5B, 10B.

Table 2. Dynamic & Stationary steering torque and power required by two motors

<table>
<thead>
<tr>
<th></th>
<th>R</th>
<th>T_in(Nm)</th>
<th>T_out(Nm)</th>
<th>P_1(kW)</th>
<th>P_2 (kW)</th>
<th>n_1 (r/min)</th>
<th>n_2 (r/min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dynamic</td>
<td>0</td>
<td>246</td>
<td>246</td>
<td>9.8</td>
<td>9.8</td>
<td>379</td>
<td>379</td>
</tr>
<tr>
<td></td>
<td>0.2B</td>
<td>228</td>
<td>252.6</td>
<td>5.4</td>
<td>14</td>
<td>227.5</td>
<td>530.8</td>
</tr>
<tr>
<td></td>
<td>0.5B</td>
<td>163.6</td>
<td>233.3</td>
<td>0</td>
<td>18.5</td>
<td>0</td>
<td>758.3</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>174</td>
<td>174</td>
<td>6.9</td>
<td>6.9</td>
<td>379</td>
<td>379</td>
</tr>
<tr>
<td></td>
<td>0.2B</td>
<td>169</td>
<td>169</td>
<td>4</td>
<td>9.4</td>
<td>227.5</td>
<td>530.8</td>
</tr>
<tr>
<td></td>
<td>0.5B</td>
<td>152.6</td>
<td>161.9</td>
<td>0</td>
<td>12.9</td>
<td>0</td>
<td>758.3</td>
</tr>
<tr>
<td>Stationary</td>
<td>2B</td>
<td>-116</td>
<td>134</td>
<td>-13.8</td>
<td>26</td>
<td>1137.5</td>
<td>1895.8</td>
</tr>
<tr>
<td></td>
<td>5B</td>
<td>-82</td>
<td>100</td>
<td>-29</td>
<td>43</td>
<td>3412.5</td>
<td>4170.8</td>
</tr>
<tr>
<td></td>
<td>10B</td>
<td>-53</td>
<td>72</td>
<td>-40</td>
<td>60</td>
<td>7204.1</td>
<td>7962.5</td>
</tr>
</tbody>
</table>

The parameters of the motor was determined by straight running dynamic characteristics: \( P_e=20kW \), \( P_e \) is the rated power; \( P_{max}=40kW \), \( P_{max} \) is peak power; \( T_e=75 \text{ N·m} \), \( T_e \) is the rated power; \( T_{max}=150 \text{ N·m} \), \( T_{max} \) is the peak torque; \( n_e=3000rpm \), \( n_e \) is the rated speed; and \( n_{max}=9000rpm \), \( n_m \) is the peak speed. However table 2 shows that the required maximum torque for each propulsion motor during dynamic steering and the required maximum power for each propulsion motor during stationary steering exceed the maximum torque and maximum power of the motor designed for straight running.

3. Power Coupling Steering Drive System Design

3.1. Power Coupling Steering Drive System
A power coupling steering drive system composed of a new type of center steering motor, two electromagnetic clutches, two planetary gear couplers, and two propulsion motors is designed and shown in Figure 2. There are two steering modes used in 2MIETV. The ECDS mode is adopted when the steering torque and power required for the outer motor is smaller than the maximum torque and power of single propulsion motor, otherwise, the dual motors coupling drive steering (2MCDS) is activated.

3.2. Planetary Gear Coupling Structure Design

The dual motor power coupling steering system is designed as Fig.3. When the 2MCDS is activated, the gear&EM-clutch is controlled to be combined, and the torque generated by both the steering motor and the propulsion motor is coupled through the outer planetary gear coupler to drive the outer sprocket. When the power required exceeds the maximum power of the motor, the reducer&EM-clutch is controlled to be combined, and the power generated by both the steering motor and the propulsion motor is coupled. The power and rotation speed relationship in the planetary gear can be expressed as

\[ P_s = T_p n_p = T_r n_r + T_m n_m = P_r + P_s \]

\[ n_s = i_p n_r + (1-i_p)n_m \]

\[ T_r : T_p : T_c = 1:i_p -1:i_p \]

(8)

Where \( P, T, n \) is the power, torque and rotation speed of the sun gear with subscript \( s \), and that of ring gear with subscript \( r \), planet carrier with subscript \( c \). \( i_p \) is the transmission ratio of planetary gear. The simulation platform is modeled in software ProE and imported into software Recurdyn®. The simulation and experimental platform of 2 METV are shown as Figure 4.

4. Control Strategy of Dynamic Steering
A motor-speed-based close-loop control strategy of dynamic steering is presented in Figure 5. The desired wheel speeds of inner and outer side motors are calculated according to the target vehicle speed and steering radius by the mathematics model of the vehicle. Two slip ratio fuzzy controllers are used to produce the adjusting torques acting on two-side motors to work under the best slip ratio condition and achieve better speed following and steering radius following in real time.

Fig.3. Dual motor power coupling steering schematic
Fig.4. 2METV platform in Recurdyn
Fig.5. A motor-speed-based close-loop control strategy of dynamic steering

5. Modeling and simulation results

The 2MIETV model and ground model are developed in Recurdyn®. Driver model, motor speed calculator, steering motor speed calculator and motor control system model are developed in Simulink. The simulation results of 2MIETV with power coupling steering system in 0.5B and 2B dynamic manoeuvres on the hard pavement are shown in Fig.6. From Fig.6, it can be seen that the tractive torque and power of each sprocket with coupling device are much larger than that without coupling one.

6 Conclusions

An energy efficient power coupling steering system for 2METV is designed to increase the torque and power required for above two steering issues. The total power of two propulsion motors in 2MIETV using this system can decrease by 25%. A motor-speed-based close-loop control strategy of dynamic steering
for 2METV is designed to achieve better trajectory following and vehicle speed following to improve the understeer in small radius steering due to smaller torque and power of each sprocket.

Fig.6. Simulation results (a) 0.5B, (b) 2B

References


Biography

Li Zhai, she received the Ph.D. in 2004 and is an associate professor at the national engineering laboratory for electric vehicle, beijing institute of technology, since 2009. From 2013-2014, she was a visitor scholar at university of missouri-rolla, USA. Her research interests include the integration control of multi-motor drive EVs.