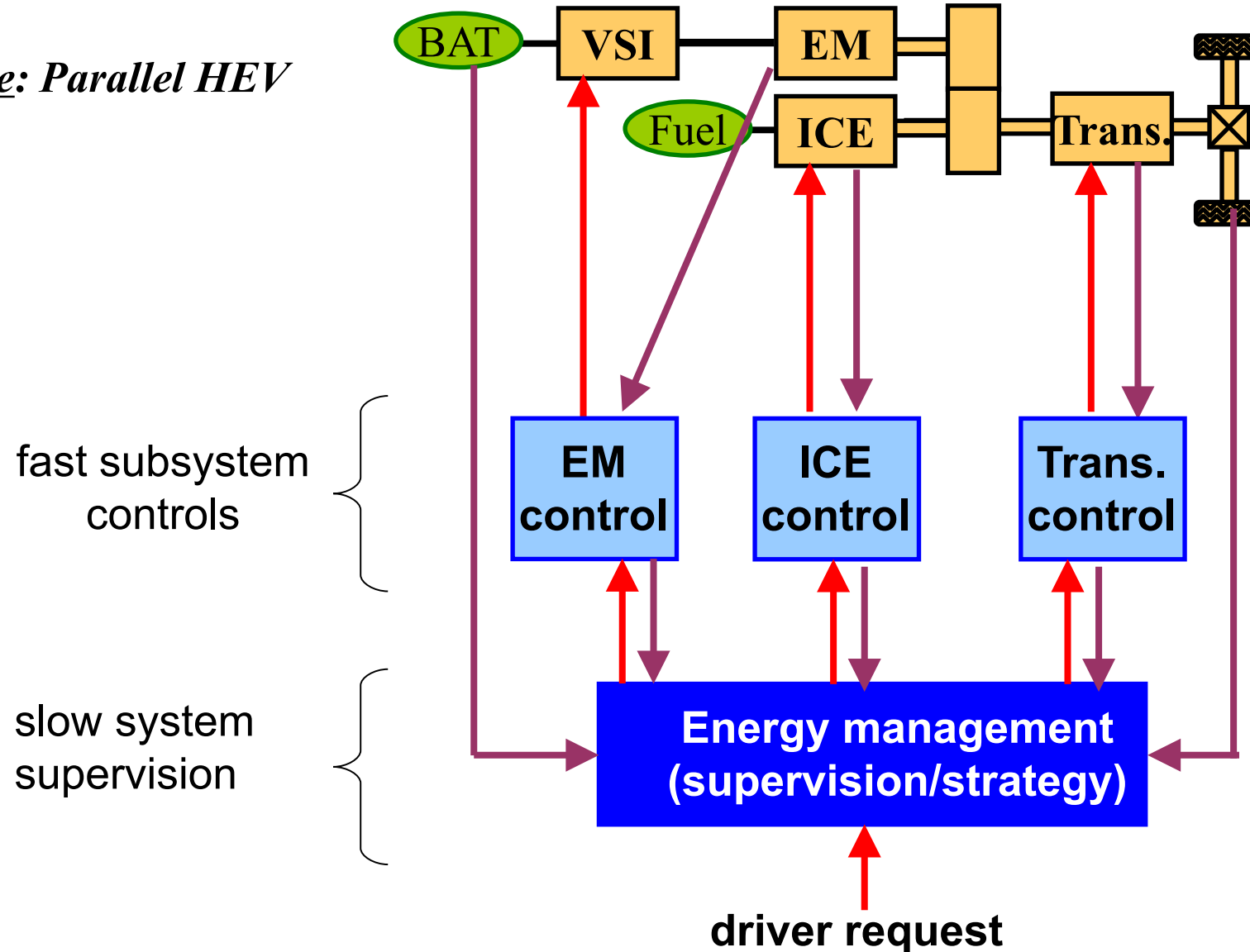


« Inversion-based control deduced from EMR »

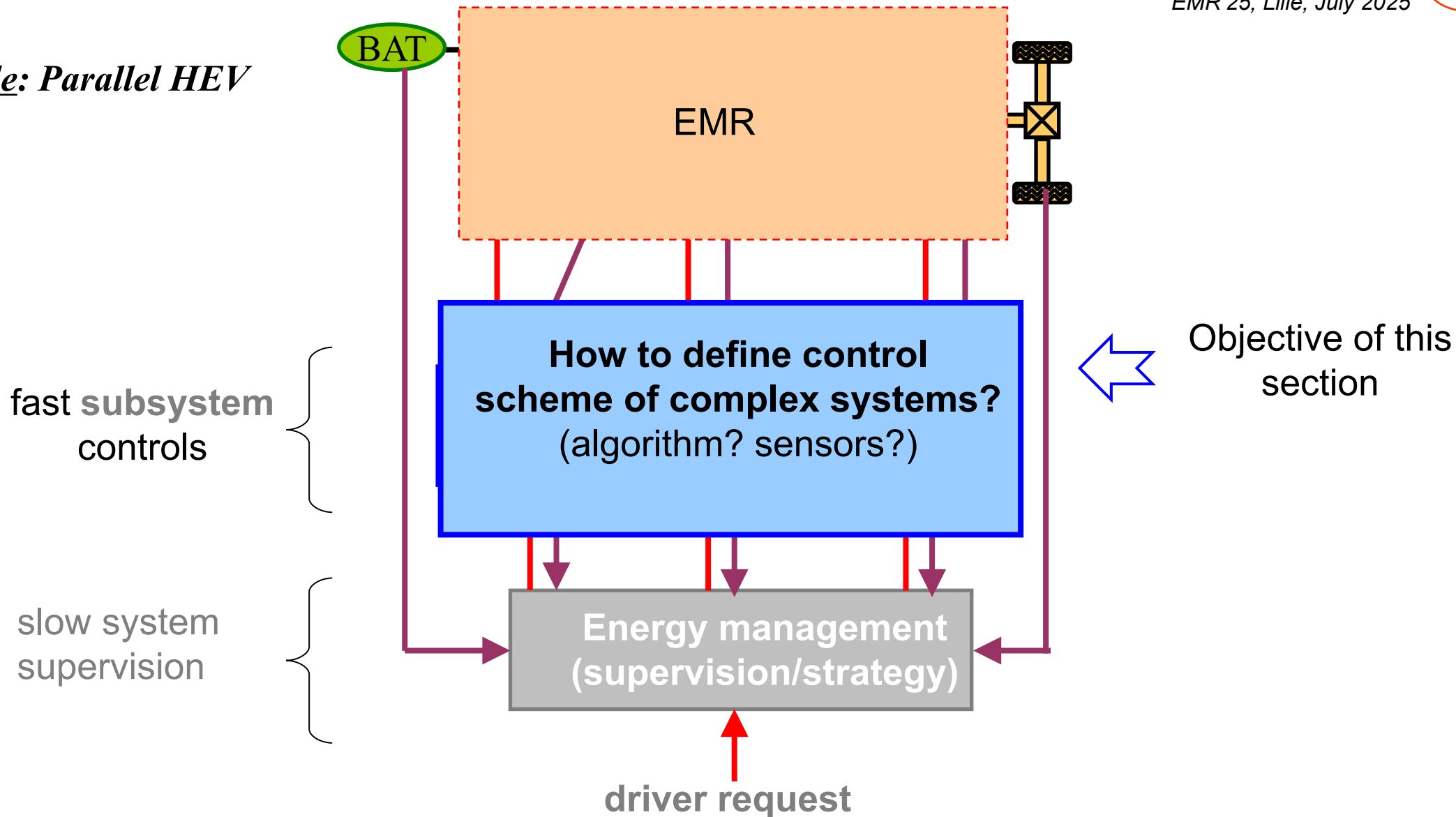
Prof. Betty LEMAIRE-SEMAIL, Prof. Alain BOUSCAYROL, Prof . Pierre SICARD

L2EP, University of Lille, France / Univ. Trois Rivières, Canada

Example: Parallel HEV



Example: Parallel HEV



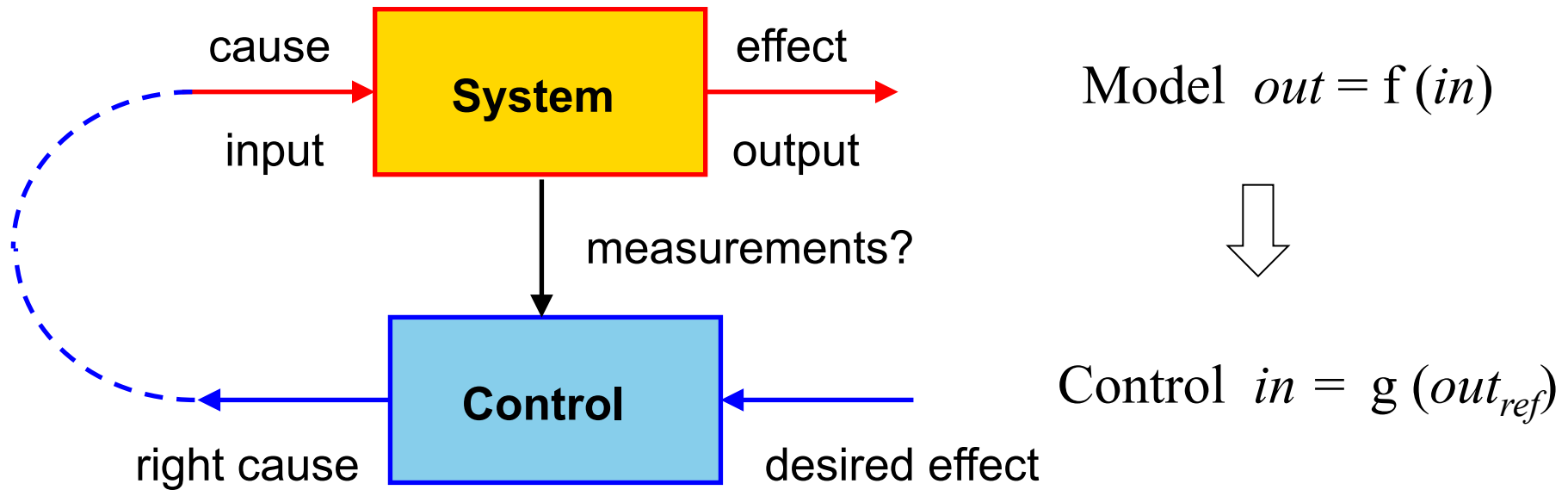
- 1** Principle of Model-Based Control
- 2** Inversion of EMR Elements
- 3** Inversion-Based Control Scheme



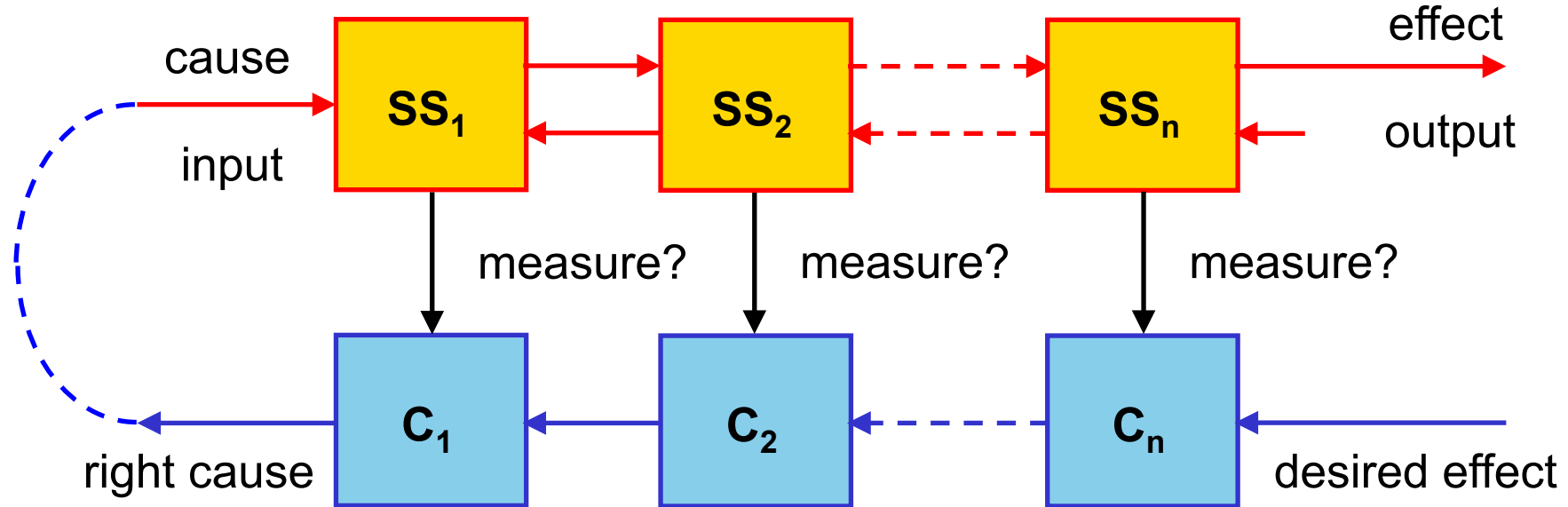
EMR'25, Lille (France)

« Principle of Model-based Control »

[Hautier 96]



control = inversion of the system functionality



EMR = system decomposition in basic energetic subsystems (SS_n)



Remember,
divide and conquer!

Inversion-based control: systematic inversion
of each subsystem



EMR'25, Lille (France)

« Inversion of EMR elements »

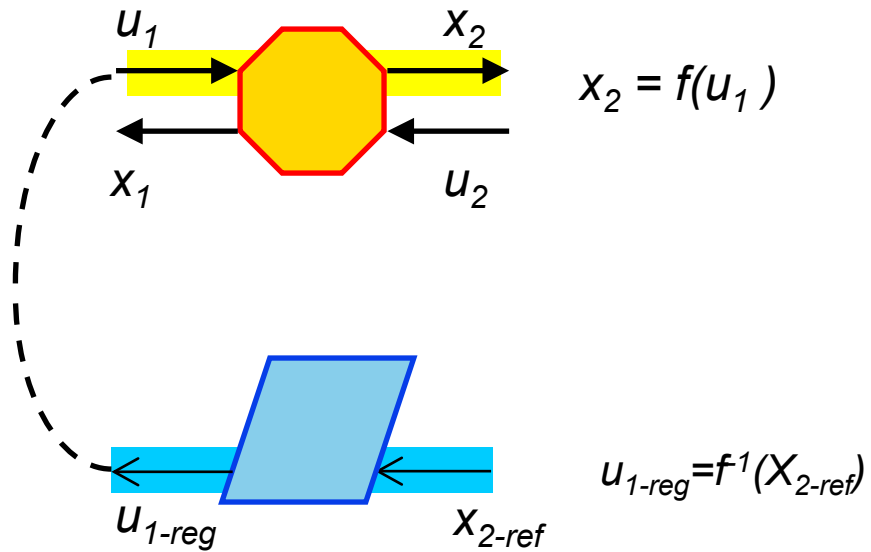
Model $out = f(in)$ $\Rightarrow$ Control $in = g(out_{ref})$

I/O relation without delay $\longrightarrow$ direct inversion

I/O relation with delay $\longrightarrow$ Indirect inversion
(closed-loop control)

I/O relation with multiple Inputs $\longrightarrow$ Multiple solutions

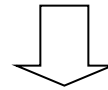
Objective: to control y_2



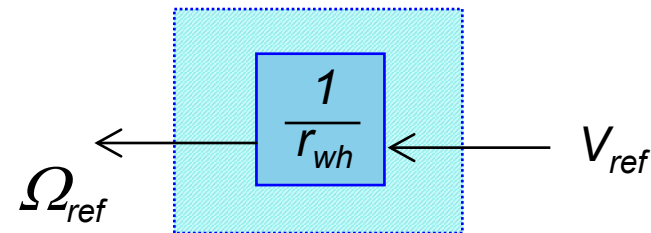
Direct Inversion

Ex : wheel

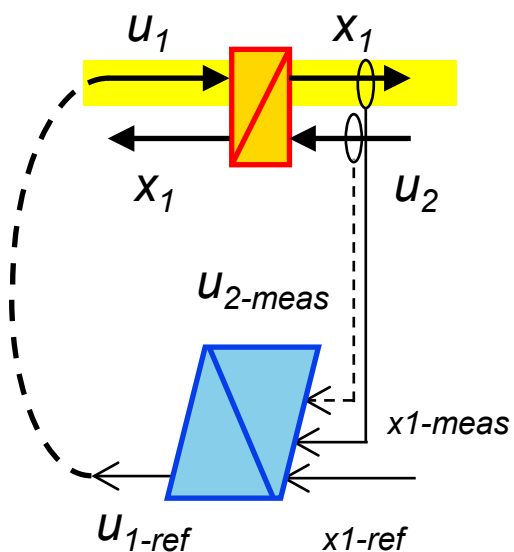
$$\begin{cases} V = r_{wh} \Omega \\ T = r_{wh} F \end{cases}$$



$$\Omega_{ref} = V_{ref} / r_{wh}$$



Objective: to control y_2



$$x_1 = f(u_1, u_2)$$

f is in integral form

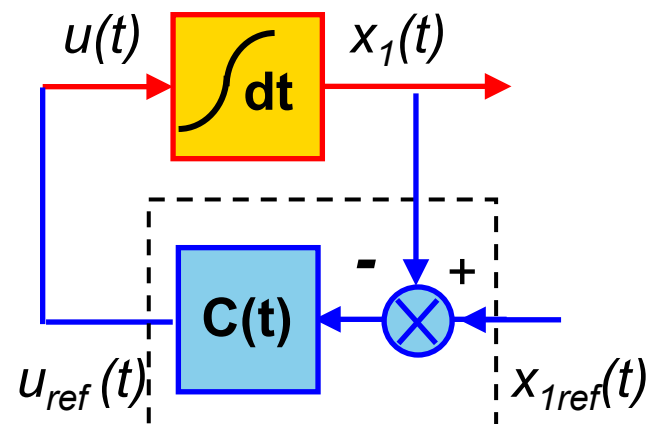
direct
inversion

indirect
inversion

**not possible
in real-time**

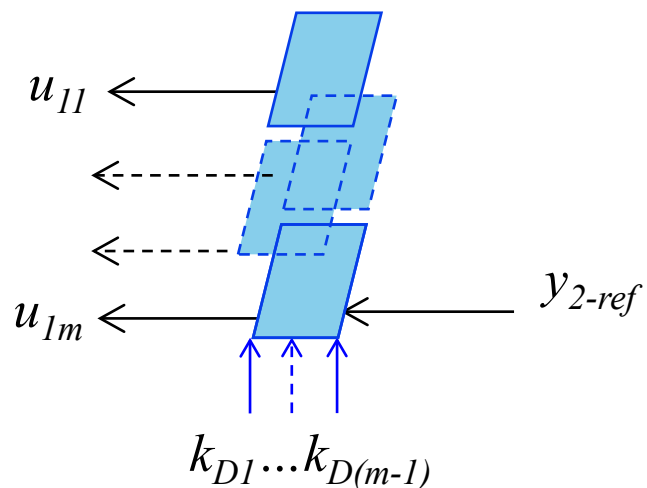
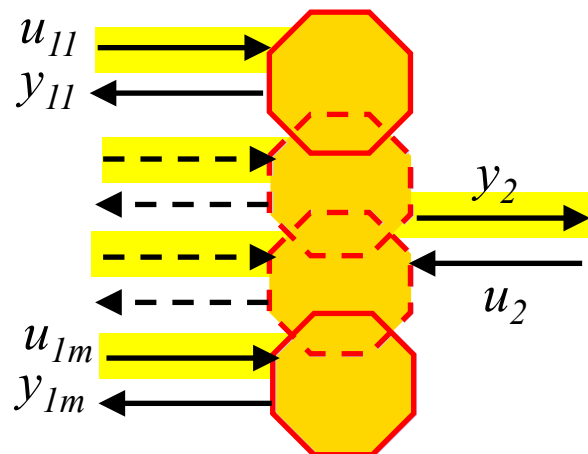
~~$$u_{ref}(t) = \frac{d}{dt} x_{1ref}(t)$$~~

$$u(t) = u_1(t) - u_2(t)$$



$$u_{ref}(t) = C(t)[x_{1ref}(t) - x_{1meas}(t)]$$

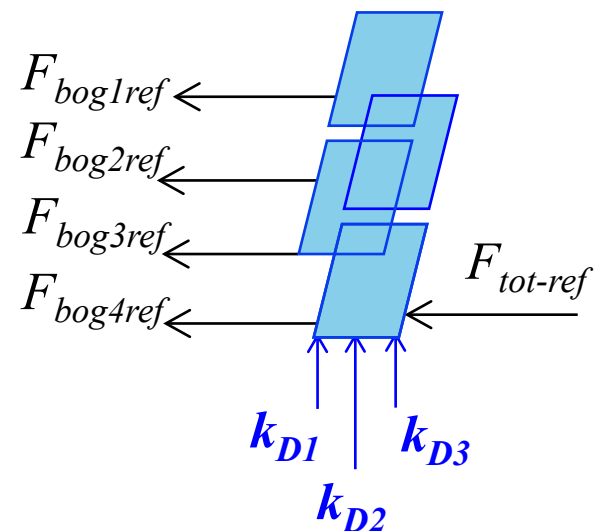
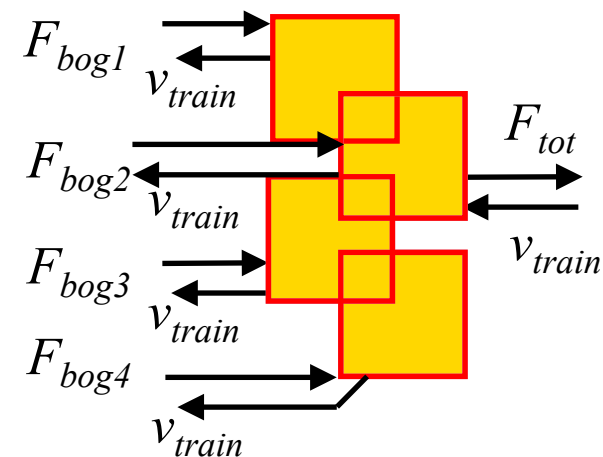
closed loop controller



no measurement
no controller
($m - 1$) **distribution**
variables

$$\begin{cases} u_{11} = k_{D1} y_{2ref} \\ \dots \\ u_{1(m-1)} = k_{D(m-1)} y_{2ref} \\ u_{1m} = (1 - \sum k_{Di}) y_{2ref} \end{cases}$$

Example: chassis of a train



Legend

Control = light blue
Parallelograms
with dark blue
contour



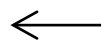
direct
inversion



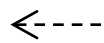
indirect
inversion



sensor

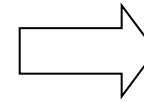
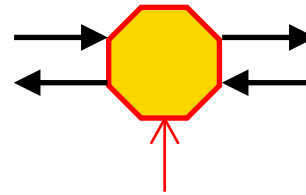


mandatory link

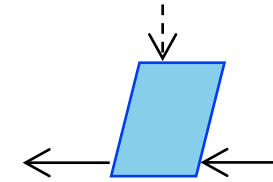


facultative link

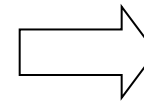
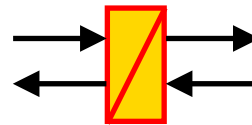
conversion element



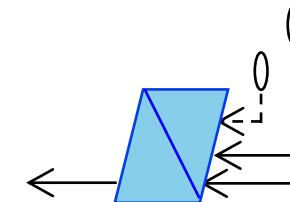
direct inversion +
disturbance rejection



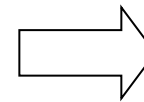
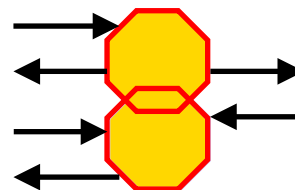
accumulation element



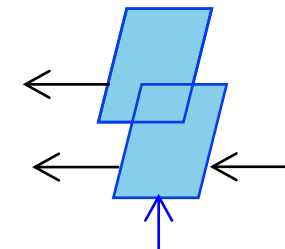
controller +
disturbance rejection



coupling element



distribution criteria

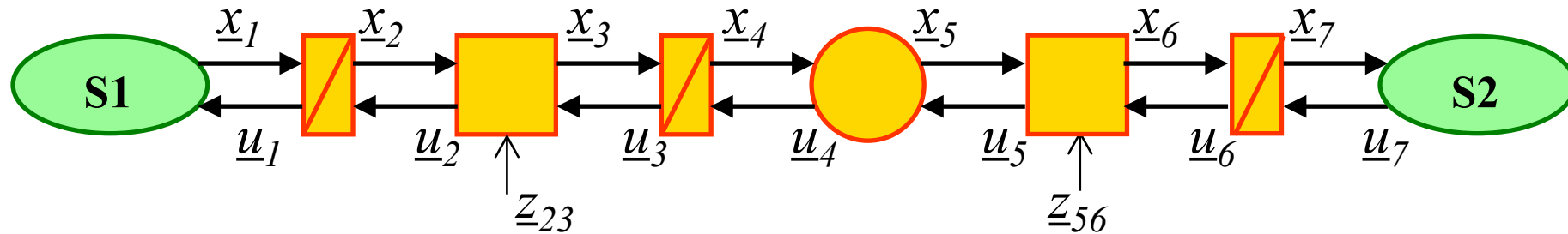




EMR'25, Lille (France)

«Inversion-Based Control Scheme »

1. EMR of the system

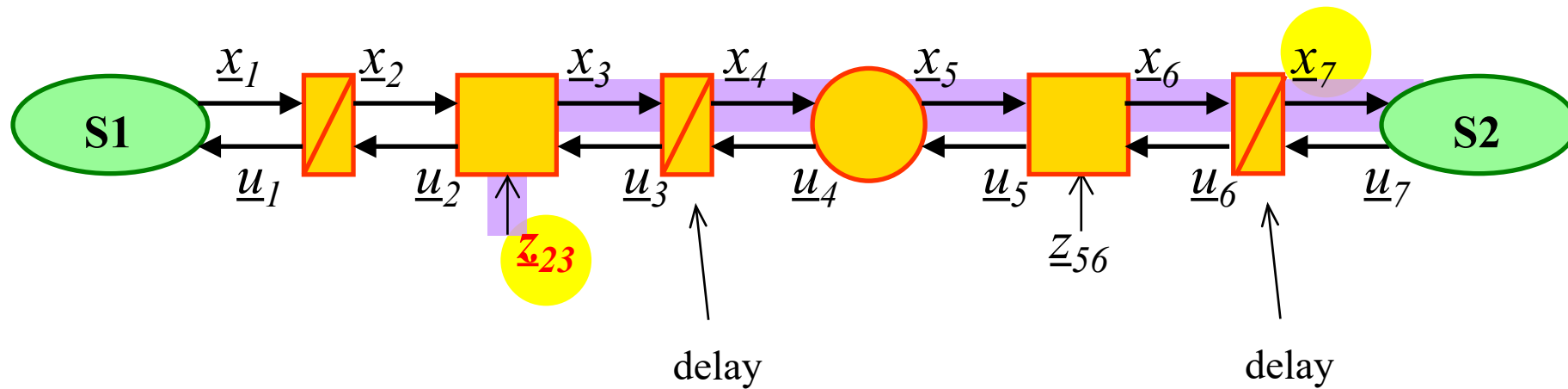


EMR depends on:

- the study objective (limits between system and sources)
- the physical laws of subsystems (physical causality)
- the association of subsystems (systemic approach)

1. EMR of the system

2. Tuning path



The tuning path is:

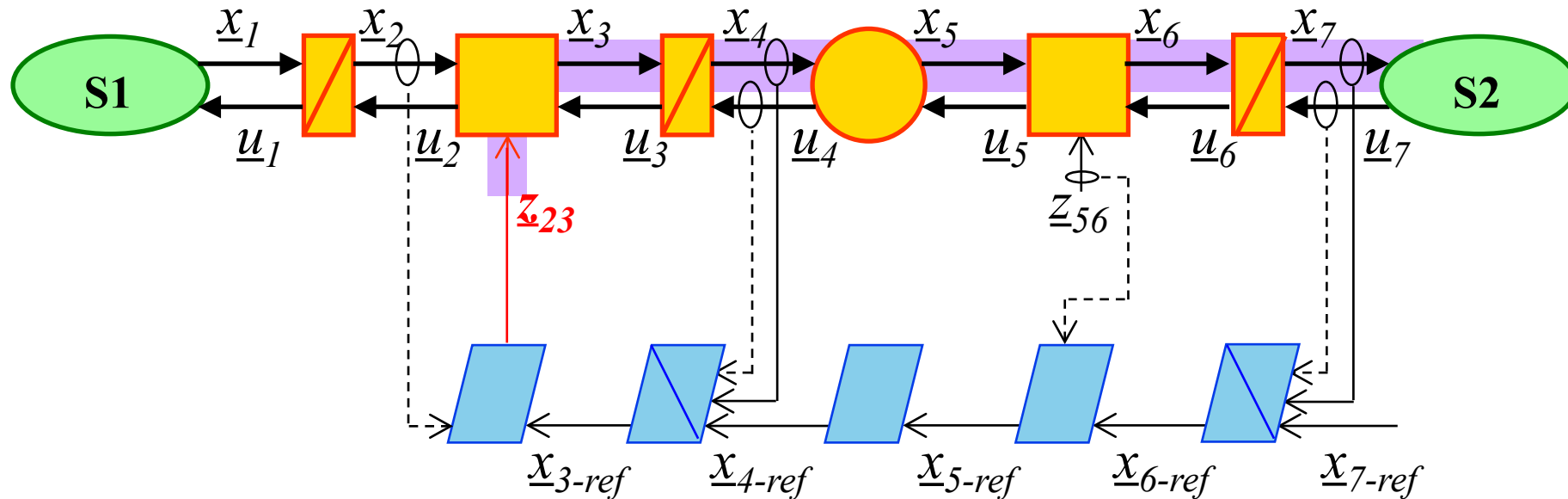
- dependant on the technical requirements (chosen tuning input / output to control)
- **independent of the power flow direction**

1. EMR of the system

2. Tuning path

3. Inversion step-by-step

Strong assumption: all variables can be measured!



Maximal Control Structure (or scheme):

- maximum of sensors
- maximum of operations

Example:

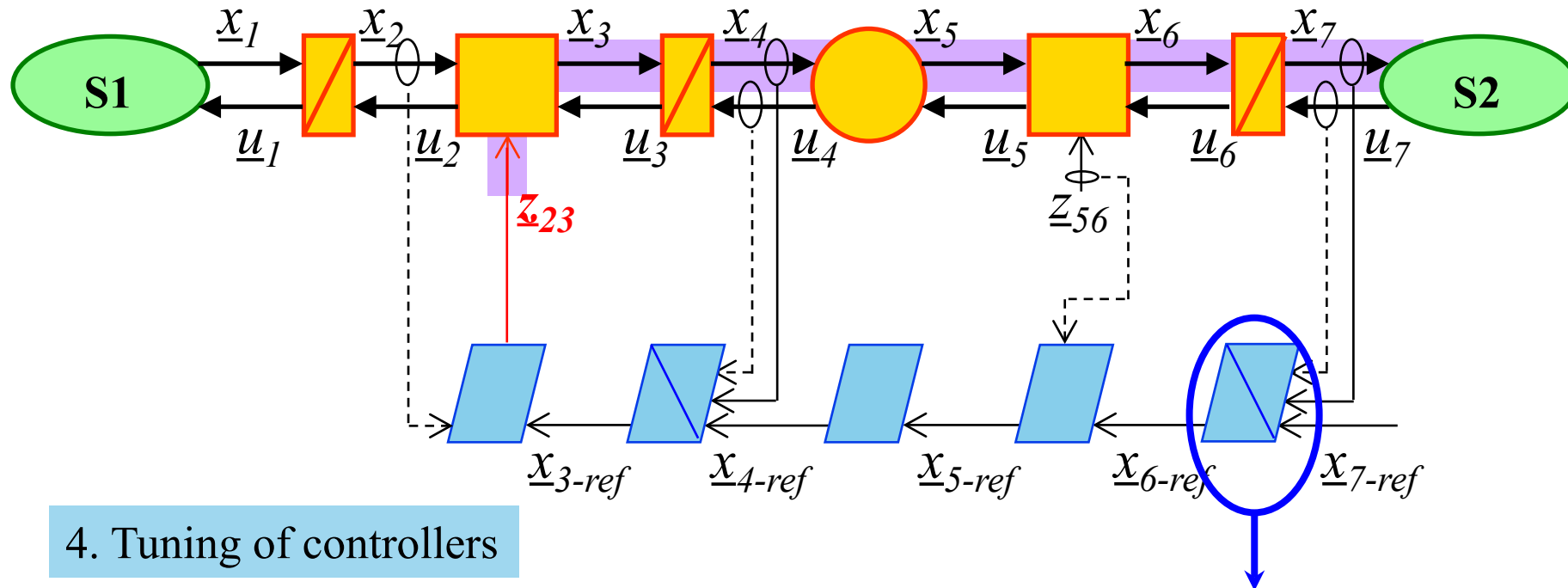
- 6 sensors
- 2 closed-loop controllers

1. EMR of the system

2. Tuning path

3. Inversion step-by-step

Strong assumption: all variables can be measured!



4. Tuning of controllers

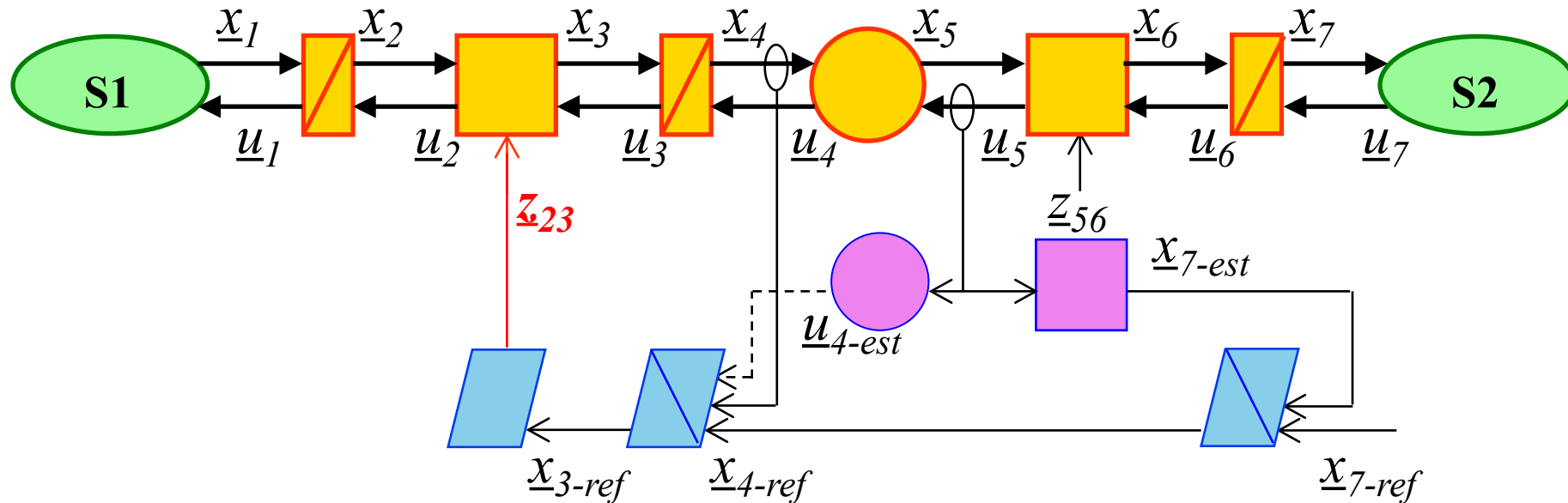
PI / PID / fuzzy controller?
Calculation of parameters?

1. EMR of the system

2. Tuning path

3. Inversion step-by-step

Strong assumption: all variables can be measured!



4. Tuning of controllers

5. Simplification and estimation

« Conclusion »

Inversion based control = inversion of EMR

- based on the cognitive systemic
- and the causality principle (energy)

Inversion rule for control scheme

- closed-loop control to invert accumulation element,
- direct inversion for conversion element,
- degrees of freedom for coupling element

« Biographies and references »

- [Bouscayrol 2000] A. Bouscayrol, & al. "Multimachine Multiconverter System: application for electromechanical drives", *European Physics Journal - Applied Physics*, vol. 10, no. 2, May 2000, pp. 131-147 (common paper GREEN Nancy, L2EP Lille and LEEI Toulouse, according to the SMM project of the GDR-SDSE).
- [Bouscayrol 2012] A. Bouscayrol, J. P. Hautier, B. Lemaire-Semail, "Graphic Formalisms for the Control of Multi-Physical Energetic Systems", *Systemic Design Methodologies for Electrical Energy*, tome 1, Analysis, Synthesis and Management, Chapter 3, ISTE Willey editions, October 2012, ISBN: 9781848213883
- [Bouscayrol 2023] A. Bouscayrol, B. Lemaire-Semail, "Energetic Macroscopic Representation and Inversion-Based Control ", *Encyclopedia of electrical and electronic power engineering*, Vol. 3, pp 365-375, Elsevier, DOI : 10.1016/B978-0-12-821204-2.00117-3, ISBN : 978-0-12-823211-8, 2023
- [Lhomme 2014] W. Lhomme, P. Delarue, A. Bouscayrol, P. Barrade, "La REM, formalismes multiphysique de commande des systèmes énergétiques« (text in French), *Les Techniques de l'Ingénieur*, Référence D3066, Novembre 2014 (text in French, lift example)



Prof. Alain BOUSCAYROL, University of Lille, L2EP,
Head of the Master “Automatic control & Electrical Systems”
Coordinator of the CUMIN interdisciplinary programme
Coordinator of the PANDA European project

Chair of the steering committee of IEEE-VPP Conference of IEEE-VTS

PhD in Electrical Engineering at University of Toulouse (1995)

Research topics: EMR formalism, HIL testing, control & electric and hybrid vehicles



Prof. Betty LEMAIRE-SEMAIL, University of Lille, L2EP,
Head of the Lab of Electrical Energy & Power Electronics, Coordinator of
the GdR TACT national programme, Chair of the Energy Transition SDG
group of Univ. Lille, Involved in the STINTS and MULTITOUCH EU projects
PhD in Electrical Engineering at University Paris VI (1990)
Research topics: piezoelectric actuators and applications using EMR

Prof. Pierre SICARD

Université du Québec à Trois-Rivières, GRÉI, Canada

Professor in electrical engineering

PhD in Electrical Engineering at Rensselaer Polytechnic Institute, USA (1993)

Research topics: EMR, nonlinear control, AI, traction systems, EVs and HEVs





EMR'25, Lille (France)

Thanks for your attention !