الآية

بسم الله الرحمن الرحيم إقُلْ هُوَ اللّهُ أَحَدٌ (1) اللّهُ الصّمَدُ (2) لَمْ بَلِدْ وَلَمْ يُولَدْ (قُلْ هُوَ اللّهُ أَحَدٌ (1) وَلَمْ يَكُن لّهُ كُفُواً أَحَدٌ (4)}

> صدق الله العظيم سورة الإخلاص

DEDICATION

We dedicate this project to our parents, brothers, sisters and friends, Hose has been constant source of inspiration and support for us.

ACKNOWLEDGEMENT

we wish to express our profound gratitude to our Supervisor Ust.Galal Abd Alraman for his valuable guidance, continuous encouragement and assistant.

Worthwhile suggestions and constructive ideas throughout this project .

ABSTRACT

The Proportional-Integral-Derivative (PID) control is a control strategy that has been successfully used over many years. Simplicity, a wide range of applicability and near-optimal performance are some of the reasons that have made PID control so popular in the academic researches and industry applications. In this research a brief summary of PID theory is given, then some of the most used PID controller tuning methods are discussed, model of using PID to control speed of direct current motor studied with detailing because it is one of the most common actuator used in the control system. Model has been simulated by using MATLAB/SIMULINK. Simulation results have been presented

مستخلص

الحاكمة التناسبية – التفاضلية- التكاملية (PID) استراتيجية استعملت بصورة ناجحة منذ سنوات عديدة. بساطة التشكيل وسعة التطبيق والأداء المثالي جعلت هذه الحاكمة (PID) ذات انتشار واسع جداً في كثير من البحوث الأكاديمية والتطبيقات الصناعية.

هذا البحث اعطى خلاصة قصيره عن هذه الحاكمة مناقشة أكثر الطرق شيوعاً في أنظمة التحكم. النموذج تم محاكاته باستخدام MATLAB/SIMULINK ونتائج المحاكاة تم عرضها.

TABLE OF CONTENTS

الآية	I	
DEDICATION	Ii	
ACKNOWLEDGEMENT	Iii	
ABSTRACT	Vi	
مستخلص	V	
TABLE OF CONTENTS	Iv	
LIST OF TABLES	Ix	
LIST OF FIGURES	X	
LIST OF SYMBOLS	Xii	
LIST OF ABBREVIATIONS	Xiii	
CHAPTER ONE		
INTRODUCTION		
1.1 General Concepts	1	
1.2 Problem Statement	2	
1.3 Objectives	2	
1.4 Methodology	3	
1.5 Project Layout	3	
CHAPTER TW8		
THEORITICAL BACKGROUND		
2.1 Introduction	4	
2.2 Literature Survey	5	
2.3 Control Theory	6	
2.4 Types of Motors	9	
2.4.1 AC motors	9	
2.4.2. Induction motors	10	
2.4.3 Synchronous motor	10	

2.4.4 DC motor	
2.4.4.1 Shunt wound motor	12
2.4.4.2 Series wound motors	
2.4.4.3 Compound wound motors	13
2.5 Proportional –Integral-Derivative Controllers	14
2.6 Tuning of the Proportional-Integral- Derivative	14
Controller	
CHAPTER THREE	
MODELING AND SYSTEM COMPONENT	\mathbf{S}
3.1 Introduction	19
3.2 System Components	19
3.3 DC Motor Modeling	20
3.3.1 S-domain model	22
3.3.2 State-space model	22
3.4 Structure of the PID Controller	22
3.5 PID Control Algorithm	23
3.6 Flow Chart	24
CHAPTER FOUR	
SYSTEM SIMULATION RESULTS AND DISCUS	SSION
4.1 Introduction	25
4.2 System Results	26
4.2.1 Uncontrolled system response to step input	26
4.2.2 System with P controller	27
4.2.3 System with D controller	28
4.2.4 System with I controller	29
4.2.5 System with PI controller	30
4.2.6 System with PD controller	31

4.2.7 ID controller	32	
4.2.8 System response with PID controller to step input	33	
CHAPTER FIVE		
CONLUSION AND RECOMMENDATIONS		
5.1 Conclusion	36	
5.2 Recommendations	36	
REFERENCEES	37	

LIST OF TABLES

Table	Title	Page
		NO.
2.1	DC drive data	21
4.1	Comparison between various parameters for controller.	35

LIST OF FIGURES

Figure	Title	Page
		NO.
2.1	Concept of the feedback loop to control the	7
	dynamic behavior of the reference	
2.2	Closed-loop controller or feedback controller	8
2.3	Induction motor	10
2.4	Typical speed-torque curve for shunt wound	13
	motors	
2.5	Typical speed-torque curve for series wound	13
	motors	
2.6	Typical speed-torque curve for compound wound	14
	motors	
2.7	Basic block diagram of a conventional PID	17
	controller	
3.1	Structure of DC motor circuit	20
3.2	PID control scheme	23
3.3	Flow chart	24
4.1	Simulink model of uncontrolled system open	26
	loop	
4.2	Speed response for uncontrolled system	26
	Open loop	
4.3	Simulink model of uncontrolled system closed	26
	loop	

4.4	Speed response for uncontrolled system	27
	closed loop	
4.5	Simulink model of P controller system	27
4.6	Speed response for P controller system	28
4.7	Simulink model of D controller system	28
4.8	Speed response for D controller system	29
4.9	Simulink model of I controller system	29
4.10	Speed response for I controller system	30
4.11	Simulink model of PI controller system	30
4.12	Speed response for PI controller system	31
4.13	Simulink model of PD controller system	31
4.14	Speed response for PD controller system	32
4.15	Simulink model of ID controller system	32
4.16	Speed response for ID controller system	33
4.17	Simulink model of DC motor using PID	33
	controller	
4.18	Speed response of the system with PID controller	34
4.19	PID tuning	34

LIST OF SYMBOLS

Kp Proportional gain

Ki Integral gain

Kd Derivative gain

Ti Integral time

Td Derivative time

T Motor torque

I Armature current

Kt Motor torque constant

E Electromotive force

 $\dot{\theta}$ Angular velocity of the shaft

Ke Electromotive force constant

K Motor torque and the back emf constant

J Moment of inertia of the rotor

B Motor viscous friction constant

L Electric inductance

R Electric resistance

 θ Gear angle

Y(t) Output of the system

r(t) Reference value

C Controller

P Plant

F Sensor

LIST OF ABBREVIATIONS

DC Direct Current

AC Alternating Current

Emf electromotive force

PID Proportional-Integral-Derivative

SISO Single-Input-Single-Output

MIMO Multi-Input-Multi-Output

PMDC Permanent Magnetic Direct Current

PI Proportional-Integral

P Proportional

D Derivative

I Integral

PD Proportional Derivative

ID Integral Derivative