# Improved direct torque control strategy performances of electric vehicles induction motor

**Hassane Bachiri, Brahim Gasbaoui, Abdelkader Ghezouani, Nouria Nair**  
SGRE Laboratory, Electrical Engineering Department, Ecole Tahri Mohamed Bechar University, Béchar, Algeria

## ABSTRACT

A three-wheeled electric scooter (3WES) with two control techniques is modeled and simulated in this study. The conventional direct torque control (C-DTC) and the DTC based on a neural network artificial multi layers (ANN-DTC). The objective is to assess the traction system's response to the control approach by 3WES taking into account the dynamics of the scooter, the range and the energy consumption of the battery. The 3WES was simulated numerically using the MATLAB/Simulink environment, which is powered 1.5 kW by two induction motors integrated into the rear wheels. Where the reference speeds of the rear wheels detected using a differential electronic. This can possibly cause it to synchronize the wheel speed in any curve. Each wheel's speed was controlled by two types of regulators, PI and ANN, to increase stability and reaction time (in terms of set point tracking, disturbance rejection and rise time). The proposed ANN-DTC control technique reduces torque, stator flux, and current ripple by roughly 35%. While the range of 3WES has increased by approximately 8.062 m, the battery power consumption has decreased by nearly 0.25%.

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## Corresponding Author:

Hassane Bachiri  
SGRE Laboratory Engineering, Electrical Engineering Department, Tahri Mohamed Bechar University  
JQ38+JWG, Béchar, Algeria  
Email: bachirihassane@yahoo.com

## 1. INTRODUCTION

Air pollution is a major problem in modern society. All contributes to health concerns, while CO2 emissions have an adverse effect on the ecosystem [1]. The transport industry is a significant source of greenhouse gases. The European Union (EU) has developed a plan to increase use of electric vehicles on the continent, in order to minimize pollution produced by passenger transport. In the EU, the emissions associated with the additional power generation necessary for electric transmission are less than those associated with fossil-fueled types of transportation are currently in use. Compared to ICE vehicles, electric vehicles are currently unreasonably expensive, according to studies. Electrification using two-wheel electric technology is a possibility, particularly in metropolitan areas [2]. Within the last year, electric scooters have gained popularity as a more environmentally friendly alternative to regular scooters.

For the most part, industrial applications use the squirrel cage induction machine as their primary electric actuator. the latter is distinguished by its resilience, dependability, low cost, and low maintenance needs. However, as a result of its modeling, a nonlinear, closely coupled system is created. and multivariate equations, its dynamic behavior is frequently rather complicated. Additionally, many state variables, such as flows, are not quantifiable. These restrictions necessitate the development of increasingly sophisticated control algorithms for real-time torque and flow control in these devices. Numerous control techniques for achieving this goal have been presented in the literature. Traditional controls were put to the test in the mid-
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2. MODEL OF THE ELECTRIC MOTORIZATION BY IN-WHEEL IM

An artificial neural network-direct torque control (ANN-DTC) is used to execute direct control of the coupling based on knowledge of stator flux amplitude and location, and as a result, a balance must be struck between modeling complexity and precision when developing control techniques. Based in another on the knowledge of the amplitude and the position of the stator flux, one presents the complete model of the machine in the reference of park linked to the stator reference frame (α-β) is put in the form of following state as shown Figure 1.

\[ \dot{x} = Ax + Bu \]  
\[ x = [i_{sa}i_{sb}\psi_{sa}\psi_{sb}]^T, u = [u_{sa}u_{sb}]^T \]  
\[ A = \begin{bmatrix} -\eta & \omega_r & K & \frac{\sigma}{\sigma_0} \\ \omega_r & -\eta & -\omega_r & \frac{\sigma}{\sigma_0} \\ R_s & 0 & 0 & 0 \\ 0 & R_s & 0 & 0 \end{bmatrix} : B = \begin{bmatrix} 0 & 0 & \frac{1}{\sigma_0} \\ 0 & \frac{1}{\sigma_0} & 1 \\ 1 & 0 & 0 \end{bmatrix} \]

With : \( \sigma = 1 - \frac{M^2}{l_4l_p}, T_s = \frac{L_s}{R_s}, T_r = \frac{L_r}{R_r}, \omega_r = p\Omega_r, K = \frac{1}{\sigma l_4 T_r}, \eta = -\frac{1}{\sigma} \left( \frac{1}{T_r} + \frac{1}{T_s} \right) \)

Figure 1. The configuration of 3WDES three-wheel drive electric scooter
3. WHEEL INDUCTION MOTOR DRIVE BASED ON CONVENTIONAL DTC

A technique for controlling induction motor torque directly was developed in the mid-1980s by I. Takahashi and T. Noguchi [13], [14], as well as Debembrok. DTC stands for direct-to-consumer (direct torque control). The DTC works by measuring the control pulses sent to the voltage inverter’s switches directly. This is done to keep the stator flux and electromagnetic torque within predetermined hysteresis zones. This method’s implementation allows the flow and torque control to be separated. At its output, the voltage inverter reaches seven phase plane positions, which correspond to eight voltage vector sequences: [15]-[19]. Figure 2 illustrates a three-wheeled electric scooter’s induction motor’s DTC block diagram incorporated within the wheels. The flux may be estimated using measurements of the induction machine’s stator current and voltage magnitudes [20].

\[
\varphi_{sa} = \int_0^t (v_{sa} - R_s i_{sa}) \, dt \\
\varphi_{sb} = \int_0^t (v_{sb} - R_s i_{sb}) \, dt
\]

The stator flux modulus is written:

\[
\varphi_s = \sqrt{\varphi_{sa}^2 + \varphi_{sb}^2}
\]

The area \( N_i \) it determines the location of the vector \( \varphi_s \) based on the components \( \varphi_{sa} \) and \( \varphi_{sb} \). The angle \( \theta_s \) between the frame of reference \( (\alpha - \beta) \) and the vector \( \varphi_s \), is equal to [21].

\[
\theta_s = \arctan\left(\frac{\varphi_{sb}}{\varphi_{sa}}\right)
\]

Once the two components of the flux have been determined, the electromagnetic torque may be calculated using the [22]:

\[
T_{em} = \frac{3}{2} p \left[ \varphi_{sa} i_{sb} - \varphi_{sb} i_{sa} \right]
\]

Table 1 illustrates the DTC control truth table [18].

![Figure 2. 3WES conventional direct torque control for in-wheel induction motor drive](image-url)

| Sector \( N_i \) | \( \Delta \varphi_s = 1 \) | \( \Delta T_{em} = 1 \) | \( V_2 \) | \( V_3 \) | \( V_4 \) | \( V_5 \) | \( V_6 \) | \( V_7 \) | \( V_8 \) |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| \( \Delta \varphi_s = 0 \) | \( \Delta T_{em} = 1 \) | \( V_2 \) | \( V_3 \) | \( V_4 \) | \( V_5 \) | \( V_6 \) | \( V_7 \) | \( V_8 \) |}

Table 1. Switching table for conventional direct torque control (CDTC)
4. WHEEL INDUCTION MOTOR DRIVE BASED ON NEURONE ARTIFICIEL ANN

To enhance the speed reference tracking performance of the ANN-DTC control method, the PI controller has been replaced by ANN artificial neuron network type controller as shown in Figure 3. The neural network that we used is a multilayer network with local connection which uses the back-propagation algorithm [22] for their learning [23]-[26]. The figure illustrates the neural network, we used to be a multilayer network with local connection which uses the back-propagation algorithm for their learning [27]. The structure of the neural network used is shown in the Figure 4.

Figure 3. ANN-DTC for the three-wheel electric scooter 3WDES in-wheel induction motor drive

4.1. Design of ANN-DTC controller

The PI controller has been combined by an ANN artificial neuron network type controller to increase the performance of the ANN-DTC control strategy in terms of speed reference tracking. The neural network that we utilized is a multilayer network with local connections that learns using the back-propagation technique [28]. The structure of the neural network used is shown in the Figure 4. To generate the ANN controller by Matlab/Simulink where we have chosen 64 hidden layers and 03 output layers with activation functions of type 'Tansig' and 'Purelin' respectively [29]. This network weights and biases are updated using a back-propagation technique called the Levenberg-Marquardt (LM) algorithm.

Figure 4. Internal structure of the ANN speed controller

5. SPEED CYCLE PROPOSED FOR THE 4WD ELECTRIC VEHICLE

We recommended a ten-second speed cycle. The cycle speed profile is seen in Figure 5. This trajectory is comprised of seven distinct stages. The first phase involves rolling along a straight road at a speed of 30 km / h; the second phase involves imposing a right turn on the scooter via a set point of the steering angle (δ=25 °); as it is illustrated in Figure 6 the third phase involves rolling along a straight road at the same speed; and the fourth phase

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involves imposing a left turn on the scooter via a steering angle ($\delta = -15^\circ$). The sixth step involves the scooter rolling along a straight road at a speed of 30 kilometers per hour. In the sixth phase, the 3WES accelerates to 50Km / h while it climbs a road inclined at a $10^\circ$ inclination (slope). Finally, (07) depicts the deceleration phase, with the scooter traveling at a speed of 5Km / h. The road limitations are listed in Table 2.

| Phase | Time (Sec) | Event information     | Scooter speed Km/h |
|-------|------------|-----------------------|--------------------|
| 01    | 0s < t < 1.5s | Straight road         | 30 Km/h            |
| 02    | 1.5s < t < 2.5s | Curved road side right | 30 Km/h            |
| 03    | 2.5s < t < 4s  | Straight road         | 30 Km/h            |
| 04    | 4s < t < 5s   | Curved road side left | 30 Km/h            |
| 05    | 5s < t < 6s   | Straight road         | 30 Km/h            |
| 06    | 6s < t < 8s   | Climbing slope 10%    | 50 Km/h            |
| 07    | 8s < t < 10s  | Straight road         | 5 Km/h             |

Figure 5. Specify driving road topology  
Figure 6. Steering angle variation

6. SIMULATION RESULTS

The simulations result of an electric scooter’s traction system, which is powered by two 1.5 kW induction motors built into the wheels. Aims of the simulation were to compare and contrast the efficiency of two distinct control strategies on the electric scooter dynamic. The reference wheel speed shown in the topology of Figure 5 was used to simulate this system; The Aerodynamic torque is decreased when ANN-DTC control is used instead of CDTC control, 4.15 NM when using ANN-DTC and 5.82 NM when using CDTC (phase 6, see Figure 7). This number can be explained by the fact that CDTC copied using ANN-DTC has a huge frontal area. As can be observed, ANN-DTC produces a greater total resistive torque than CDTC (see Figure 8).

The driver has control over the steering angle of the front wheel, while the electronic differential has control over the speeds of the wheels that are really driving the car. Turn phase 2 involves the right driving wheel rotating faster than turn phase 1. The Figure 9 present the variation in wheel speed throughout various phases Figure 9(a) with CDTC, and Figure 9(b) with ANN-DTC, you can see how these patterns play out. A
second left turn (phase 4) is taking place on the scooter, and the electronic differential is doing its thing to help it stay stable as it makes this turn.

The evolution of the electromagnetic torque generated by the three-wheeled electric scooter two propulsion motor (IM) is depicted in Figure 10(a) using the conventional DTC and Figure 10(b) using ANN-DTC control methods. The obtained findings demonstrate the proposed ANN-DTC control excellent dynamic performance in terms of torque response. Additionally, torque ripples are significantly reduced as compared to conventional direct torque control (C-DTC). This improvement is summarized in Table 3.

| Electromagnetic Torque | Phase 01 | Phase 02 | Phase 03 | Phase 04 | Phase 05 | Phase 06 | Phase 07 |
|------------------------|----------|----------|----------|----------|----------|----------|----------|
| Left Rear IM C-DTC     | 2.62     | 0.74     | 2.61     | 2.72     | 4.43     | 11.42    | 1.72     |
| ANN-DTC                | 2.06     | 1.18     | 2.04     | 1.67     | 3.94     | 10.72    | 1.74     |
| Right Rear IM C-DTC    | 2.62     | 1.40     | 2.61     | 1.24     | 4.43     | 11.42    | 1.72     |
| ANN-DTC                | 2.06     | 2.36     | 2.04     | 2.27     | 3.94     | 10.72    | 1.74     |

7. CONCLUSION

In this work, a comparative study of two control strategies which are made to improve the dynamics of a three-wheeled electric vehicle 3WES: namely by the classic direct torque control C-DTC and DTC based on the artificial neuron network ANN-DTC, where the switch table and hysteresis regulators have been removed and replaced by artificial neuron network type regulators. Analysis of simulation results show a significant reduction in torque ripple and stator flux, low stator current distortion, thus the dynamic performance of 3WES has been improved. This improvement is clearly visible in the resistive torque responses, aerodynamic torque, distance traveled and SOC of 3WES compared to the conventional C-DTC control method.
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**BIOGRAPHIES OF AUTHORS**

**Bachiri Hassane** He is an Assistant lecturer in Electrical engineering Department of Tahri Mohammed Bechar university, (Algeria). He received B.Eng. and M.Eng degree in Electrical Engineering from Tahri Mohammed Bechar university, (Algeria) in 2010, and 2016, respectively. He contributed to the manufacture of an electric motor with DTC method and the research process in the electric car industry and wireless communications. His research interests include the field of digital design, industrial applications, industrial electronics, power electronics, motor drives, renewable energy, artificial intelligence, intelligent control and digital library. e-mail address: bachirihassane@yahoo.com.

**Brahim Gasbaoui** He received B.Eng. in electrical engineering from the University Ibn-Khaldoun, Tiaret in 1993, and an MSc degree from Tahri Mohammed Bechar university, (Algeria) in 2008. He received Ph.D. degree from same University where he is currently a professor in electrical engineering. His research interests include power electronics robust control for electric vehicle and propulsion system, power electronics, antilock brake systems, anti-skid control for electric vehicles drive e-mail address: gasbaoui_2009@yahoo.fr.

**Abdelkader Ghezouani** He graduated from the University of Telemen, having received L.Sc. and M.Sc degrees in Electrical Engineering in 2009 and 2011 respectively. Since 2015, he has been a Ph.D. Candidate in the Department of Electrical Engineering at the University of Becher, Algeria. His research interests include sliding mode control, Non-Linear Control, especially the control of electrical machines with applications to Electrical Vehicle Drive. e-mail address: gheabd@ymail.com.

**Nair Nouria** She received MSc degree in electrical engineering, in 2001 from Tahri Mohammed Bechar university, (Algeria). She received M. Eng degree in electrical engineering in 2012 from same university, she is preparing Ph.D. degree in the Control of an urban electric vehicle with four driving wheels, using Artificial intelligence as fuzzy logic in its control. She is currently a Research member in the Smart Grid and Renewable energy Laboratory since 2016. Her main Research activity is focused on vehicle electric. Correspondence address: Institute of Science &Technology, University of Becher, BP 417 Route de Kenadsa, 08000 Becher, Algeria; e-mail: nairnouria.2017@gmail.com.