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Recommended reading:

- FPE, Chap. 1 — some historical background
- K.J. Åström and P.R. Kumar, "Control: a perspective," to appear in Automatica, 2014

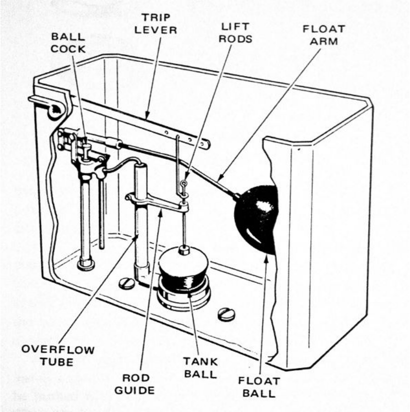
Control All Around Us: The Thermostat

Honeywell T-86 “Round” Thermostat (1953)

Nest 2nd Gen Learning Thermostat (2014)

The thermostat maintains desired (reference) temperature despite disturbances (such as doors opening/closing, variations of outside temperature, number of persons in the house, etc.)

Control All Around Us: The Toilet Tank



The flush toilet employs a control mechanism that ensures that the toilet gets flushed and that the tank is filled to a set reference level. Similar systems are used in other applications where fluid levels need to be regulated.

Components of a Control System

Some terminology:

- the plant is the system being controlled
- the sensors measure the quantity that is subject to control
- the actuators act on the plant
- the controller processes the sensor signals and drives the actuators
- the control law is the rule for mapping sensor signals to actuator signals

Feedback Control: Some History

1788: James Watt patents the centrifugal governor for controlling the speed of a steam engine. The governor combines sensing, actuation, and control.

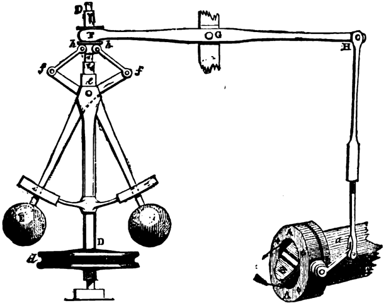


FIG. 4.—*Governor and Throttle-Valve.*

The original governor kept the engine running at (more or less) constant speed via what is known today as proportional control. Many improvements were added to the original design.

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J.C. Maxwell, "On governors," Proc. Royal Society, no. 100, 1868

... [Stability of the governor] is mathematically equivalent to the condition that all the possible roots, and all the possible parts of the impossible roots, of a certain equation shall be negative. ...

I have not been able completely to determine these conditions for equations of a higher degree than the third; but I hope that the subject will obtain the attention of mathematicians.

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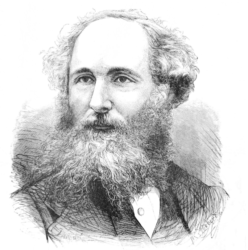

The general stability criterion was found in 1876 by Edward John Routh and, in an equivalent form, independently by Adolf Hurwitz in 1895. We will study their criterion in ECE 486.

Feedback Control: Some History

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Some of the earliest textbooks on control:

- M. Tolle, *Die Regelung der Kraftmaschinen*, Berlin, 1905.
- N.E. Joukowski, *The Theory of Regulating the Motion of Machines*, Moscow, 1909.

Industrial Process Control

Early development of controllers was driven by engineering rather than theory. The effects of integral and derivative action were rediscovered by tinkering.

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Some interesting facts:

- By mid-1930's, there were more than 600 control companies in the U.S.
- In 1931, Foxboro developed the Stabilog — the first general-purpose proportional-integral-derivative (PID) controller, with adjustable gains from 0.7 to 100
- Between 1925 and 1935, about 75,000 controllers were sold in the U.S.

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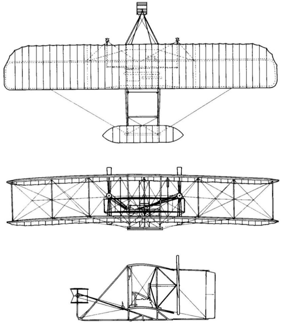
Insights from Flight Control

1905: Orville and Wilbur Wright made the first successful experiment with manned flight.



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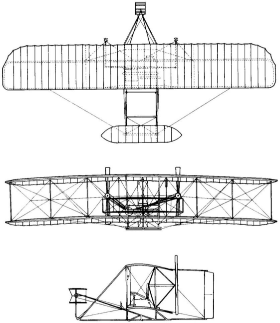

Their main insight was that the airplane itself had to be inherently unstable, which would give the pilot more control and render the overall flying system (pilot and machine) stable. The first autopilot was developed by Sperry Corp. in 1912.

The Benefits of Negative Feedback: The Op Amp

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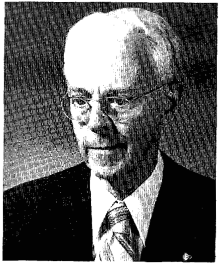

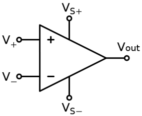

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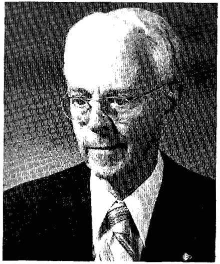

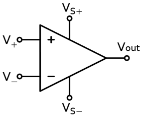

Curious fact: it took nine years (!) for Black's patent to be granted because the patent officers refused to believe that the amplifier could work.

Control at Bell Labs: Frequency-Domain Methods

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We will cover this material in the 2nd half of the semester.

Feedback Control after 1940

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The aerospace industry was at the forefront of control technology because of extreme demands for safety and performance. It was one of the early adopters of state-space methods, e.g., the use of Kalman filter for navigation in the Apollo Project.

Control: The Hidden Technology

These days, control systems are everywhere:

- home comfort (Roomba, thermostats, smart homes, ...)
- communication networks (routing, congestion control, ...)
- automotive and aerospace industry (safety-critical systems, autopilots, cruise control, autonomous vehicles, ...)
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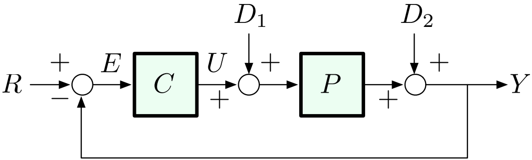
... but the basic analysis and design techniques are still the same as in the early days:

- block diagrams (flow of information)
- Laplace transforms and transfer functions
- graphical techniques: root locus, Bode and Nyquist plots
- state-space methods (linear algebra)

Feedback Control in Five Minutes



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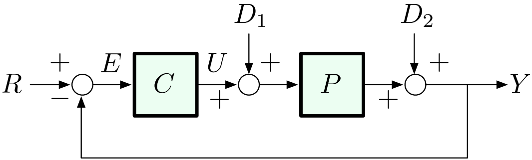

Systems:

C – controller

(or compensator)

P – plant

Variables:

R – reference

E – error

D_1, D_2 – disturbances

U – control (or input)

Y – output

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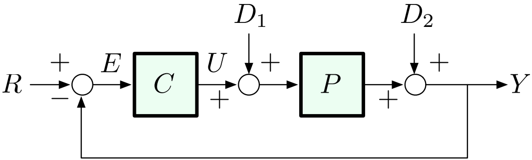

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Key relations:

$$Y = D_2 + P(U + D_1) \quad U = CE \quad E = R - Y$$

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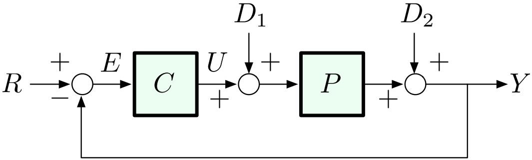

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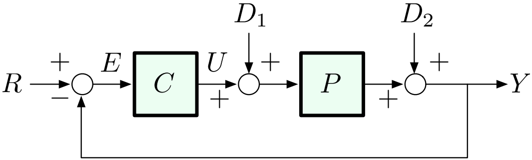

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Let's express Y in terms of R, D_1, D_2:

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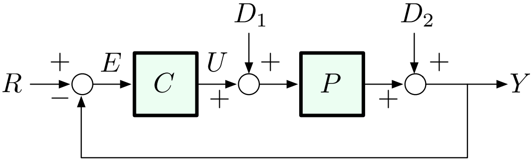

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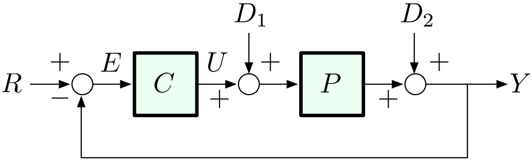

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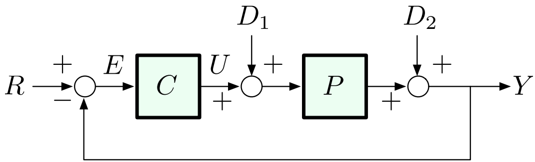
negative feedback!!

Feedback Control in Five Minutes



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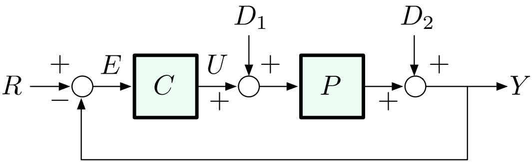
Feedback Control in Five Minutes



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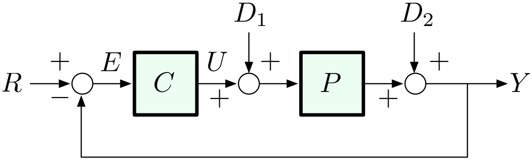

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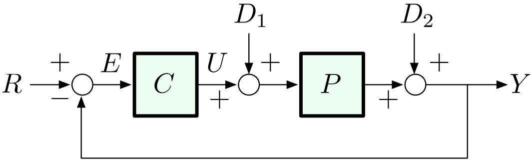

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Suppose C is a large positive *gain*. What happens as $C \to \infty$?

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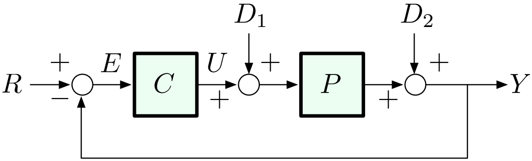

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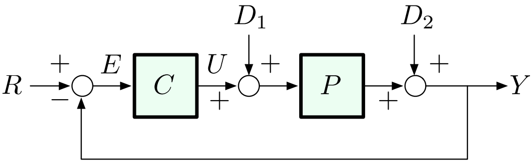
$$\frac{PC}{1+PC}R \xrightarrow{C\to\infty} R$$

reference tracking

Feedback Control in Five Minutes



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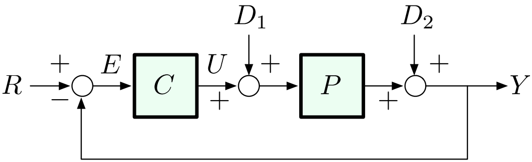

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Bottom line: in the limit $C \to \infty$, $Y = R$

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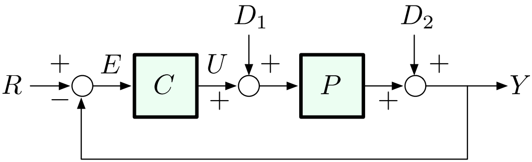

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Bottom line: in the limit $C \to \infty$, $Y = R$

(this "Big Picture" is too good to be true — we will fill in all the details!!)

For the Next Few Lectures ...

... start reviewing:

- complex numbers
- differential equations
- Laplace transforms