

Model pro emulaci dynamického chování vozidla

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The diagram illustrates the engine torque control system. It starts with three main inputs: **Throttle_Angle** (labeled 1), **rpm_Engine** (labeled 3), and **Engine_Start** (labeled 2).
 1. **Throttle Path:** **Throttle_Angle** passes through a **Throttle Dynamics** block (transfer function 1/90, zero-pole at 0.06) to produce **Throttle Servo Position**. This signal is then fed into the **EngineTorqueLUT** (Look-Up Table) block.
 2. **Engine Speed Path:** **rpm_Engine** is converted from rpm to rad (rpm/rad) and fed into both the **EngineTorqueLUT** block and the **Engine Torque Scaling** block.
 3. **Starter Path:** **Engine_Start** passes through an **Engine Dynamics** block (transfer function 1/10, zero-pole at 0.001) to produce **StarterTorque**. This signal is then fed into the **Starter** block.
 4. **Engine Torque Calculation:** The **EngineTorqueLUT** block outputs **EngineTorque**. This signal is scaled by the **Engine Torque Scaling** block (gain of 8) to produce **EngineTorque**.
 5. **Final Output:** The **EngineTorque** and **StarterTorque** are summed to produce the final **Torque_Engine** output (labeled 1).

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