





Rapid Engine Control Prototyping using Simulink Real-Time and Speedgoat Target Hardware

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Cummins Data Classification: Public Information

Agenda

- Introduction to Cummins
- Model-Based Design @ Cummins
- Rapid Engine Control Prototyping
- Simulink Real-Time & Speedgoat
- Summary

Cummins Introduction

■ Engine platforms covering 60 to 4200 horsepower, world wide market 78L 60L 50L 45L 38L 30L More QSK78 23L Power. Displacement 19L 15L 11.9L 11L 10.8L 9L ISX15 8.3L 6.7L 5.9L 4.5L ISF2.8 3.9L 3.8L 3.3L 2.8L

Application Diversity



Bus

Duty/drive cycles











Agriculture



Marine



Defense



Operator characteristics



Powertrain components

Power Gen



Construction



Oil & Gas



Mining



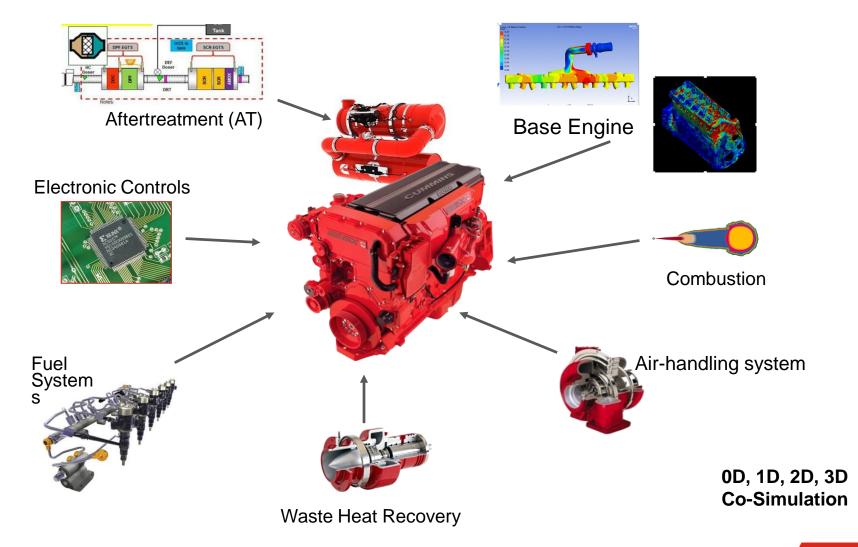




characteristics **Environment**

Powerplant Level Simulation Framework

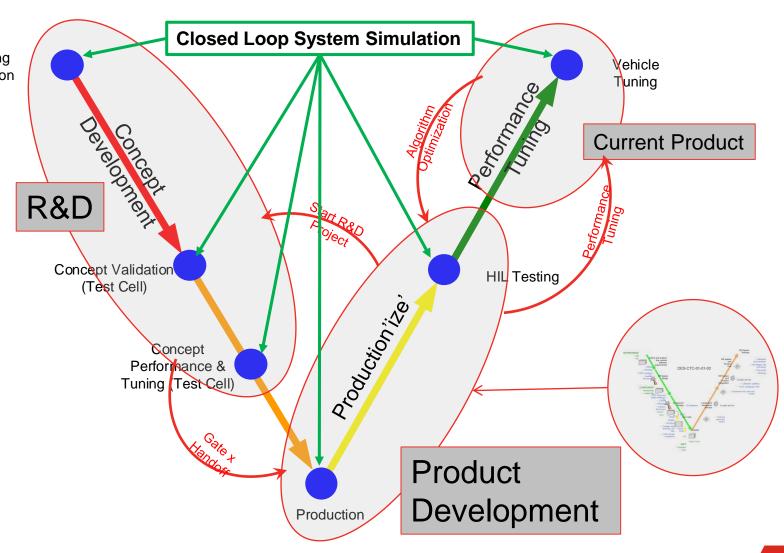
Effective Integration of complex systems requires Model-Based Design Integration



Model-Based Development at Cummins

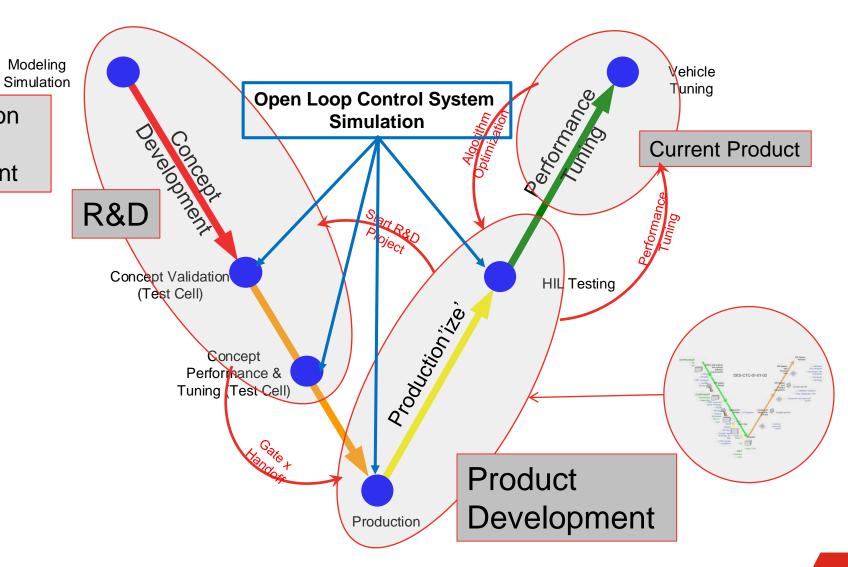
Modeling Simulation

Modeling & Simulation at every stages of Controls Development

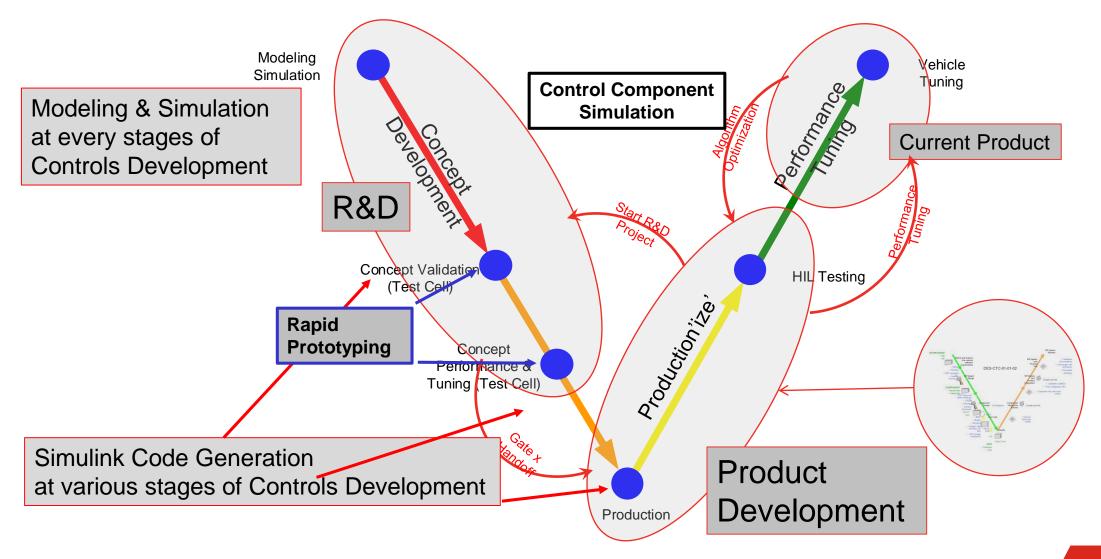


Model-Based Development at Cummins

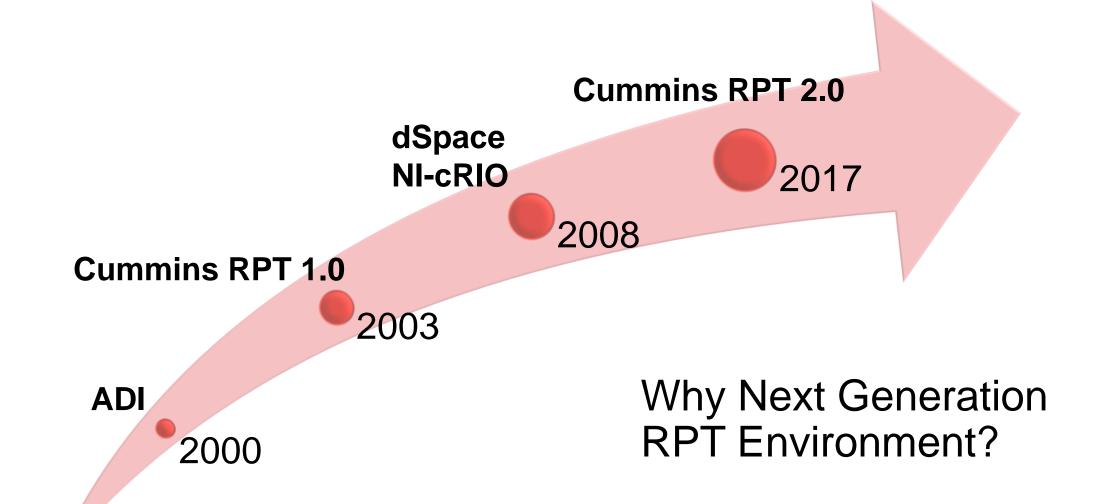
Modeling & Simulation at every stages of Controls Development



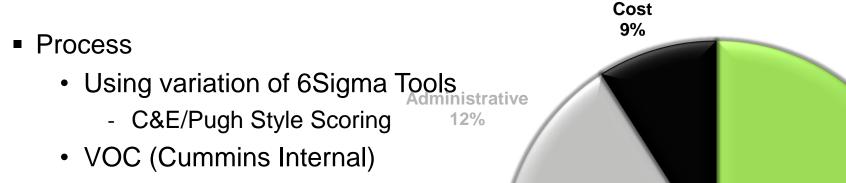
Model-Based Development at Cummins

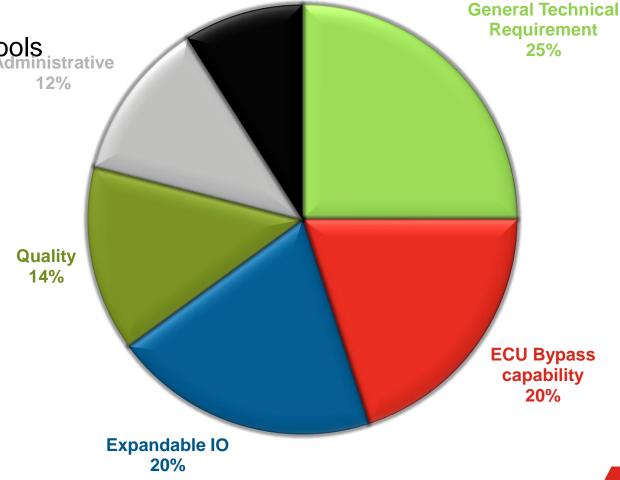


Rapid Control Prototyping



NextGen RPT – Selection Criteria and Process CRITERIA





NextGen RPT Hardware



MATLAB/Simulink Simulink Real-Time



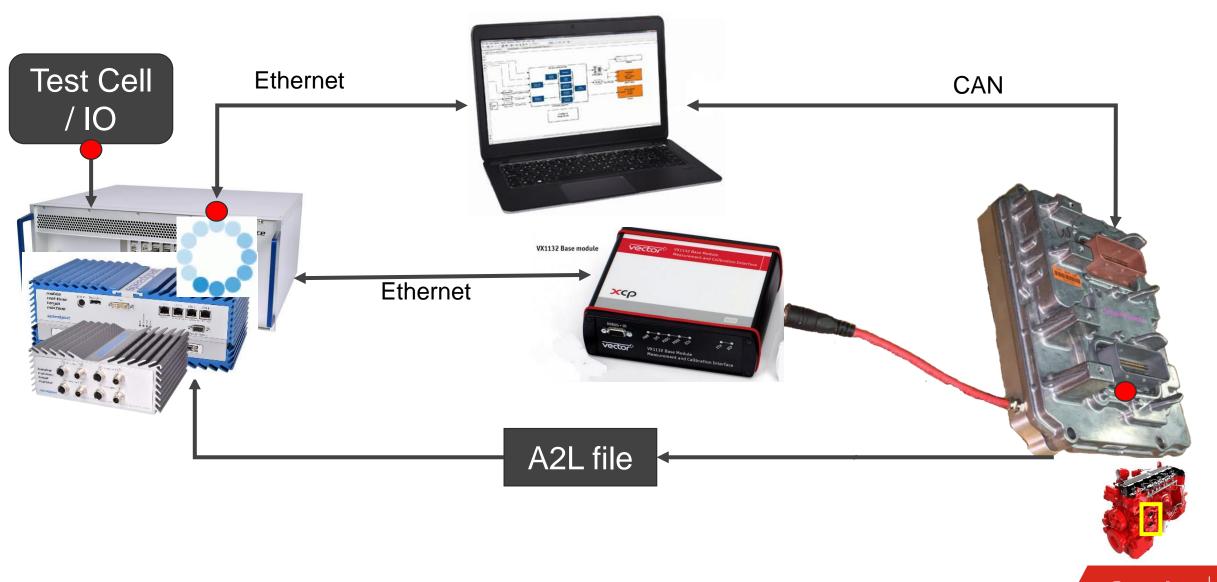
Rapid Control Prototyping



Rapid Control Prototyping - ECM Bypass

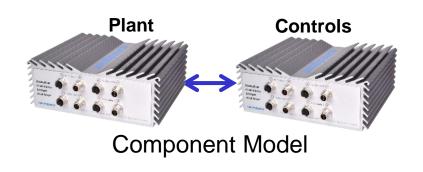


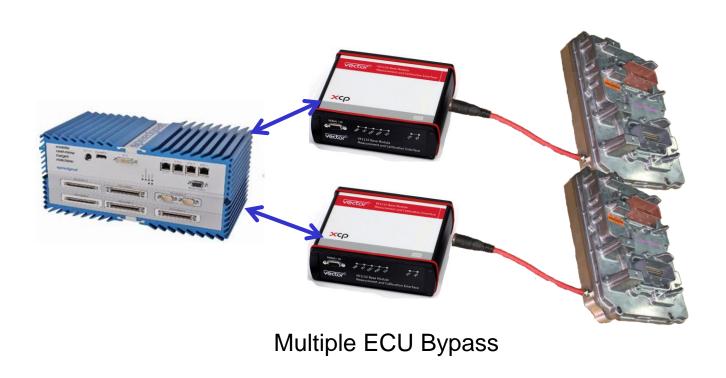
Unified, Robust, Fast Logging



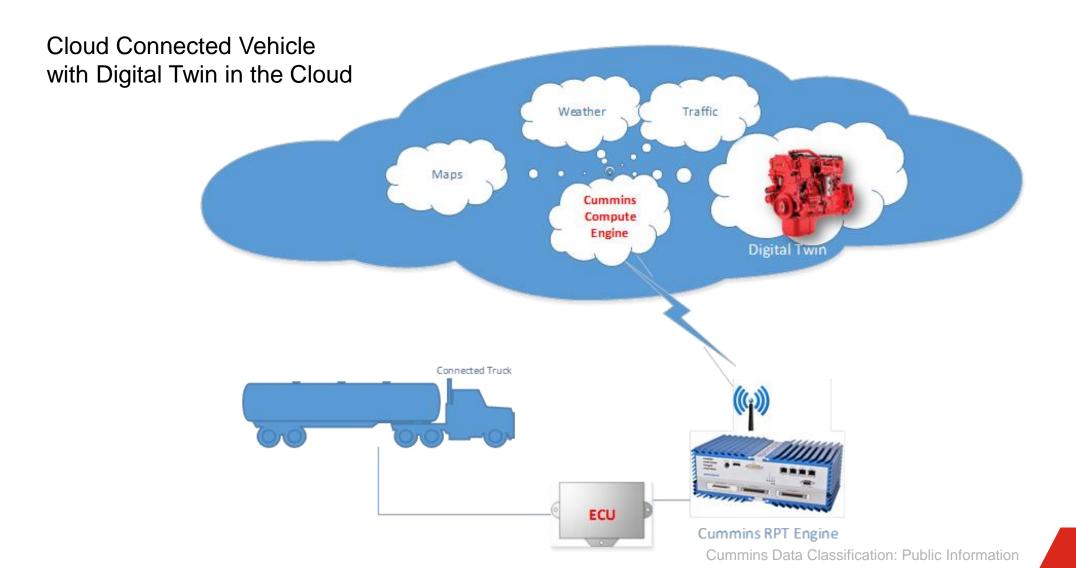
Future use cases







Future use cases



Summary

 After 15 months of continued effort and excellent support from MathWorks & Speedgoat, we established good Rapid Prototyping framework to be used across company.

• Invested in 8+ hardware systems supporting 5 different programs.

Lastly, MATLAB/Simulink, Simulink Real-time and Speedgoat hardware enabled us to fulfil the goal of Digital Twin.

Q+A

