

# Vibration Suppression of a Handheld Tool Using Intelligent Active Force Control (AFC)

M.F. Hassan, M. Mailah, R. Junid and N.A. Alang

**Abstract**—This paper highlights a simulation study involving the application of an active force control (AFC) strategy to suppress vibration on the rear handle of a handheld tool. The research was carried out to investigate the performance in terms of vibration reduction capability of a feedback controller employing AFC-based schemes on a selected powered portable machine (Hedge Trimmer Maruyama model Ht230D). Four types of control schemes were closely examined and compared involving the classic proportional-integral-derivative (PID) control scheme, the AFC with crude approximation (AFCCA) method, the AFC with iterative learning method (AFCILM) and AFC with fuzzy logic (AFCFL) method. Inherent vibration was measured from the real operation of the handheld tool through operational deflection shape (ODS) experiment. This data was later used in the simulation work together with other forms of modelled disturbances to test the robustness of the control scheme. Results show that the AFC scheme is able to suppress the vibration at the rear handle much better compared to the conventional PID control scheme. The combination of AFC with fuzzy logic scheme provides the best performance for the AFC-based controllers.

**Index Terms**—Active force control, iterative learning method, fuzzy logic, vibration.

## I. INTRODUCTION

Undesired vibration can disturb our comfort, damage to structures, reduction of tools performance and machinery noise level but somehow it can be channeled for producing or extracting energy rather than suppress it. However, the command practice that being implemented is to control and suppress the undesirable vibration because it is creating unwanted sound (noise), the secondary major problem. One of the effects of undesired vibration is the Hand-arm Vibration Syndrome (HAVS). This syndrome involves circulatory disorders (e.g. vibration white finger), sensory and motor disorders, and musculoskeletal disorders, which may occur in workers who use vibrating powered portable tools [1]. A few studies related to hand-transmitted vibration has been revealed and show a very serious phenomenon. The effects on the operator exposed to a high vibration level over

a long period of time are usually permanent in character, and are therefore considered to be an occupational disease leading to invalidity [2]. Goglia in his research reported that under the given measuring condition, the whole-body vibration transmitted to a framesaw operator during an ordinary working day, is exposed to the higher vibration level than the guidelines given in the new ISO 2631-1-1997 [3]. A survey in 1997/98 gave a national prevalence estimate of 301,000 sufferers from vibration white finger (VWF), a vascular disorder caused by hand and arm exposure to vibration [4]. In 2002, European Commission reveals that 17% of the European workers were reportedly being exposed to vibration from handheld tools or machinery for at least half of their working time [5] and the Spanish scenario reveals that 22.8% of the workers that use portable electric and pneumatic tools were reportedly being exposed to vibration. In order to protect the workers from HAVS, different countries have proposed and developed their own criteria. For the example, the European Union (EU) [5] and Sweden National Institute for Working Life [6], and OPERC database [7] have formed Human Vibration Directive and Hand-Arm Vibration Database respectively. Their main objective is to measure a vibration level of handheld powered tools, reveals the effect of HAVS to human body, etc. Different frequencies of vibration interfere with different body parts and systems where whole body vibration occurs at frequencies from 1-30 Hz, while segmental vibration, which interferes with the hand-arm system, is between 30-100 Hz [8]. Above 100 Hz threshold, the hand in particular is affected [9]. Other figures suggest a greater overlap; from 2-100 Hz for whole-body vibration and from 8-1500 Hz for segmental vibration and the current NIOSH guideline recommends measuring vibration up to 5000 Hz [10]. In vibration control, there are typically two approaches of tackling vibration problems; passive and active vibration control. Passive vibration control requires the use of viscoelastic materials while active vibration control involves producing an out-of-phase actuation to cancel the vibration by using active elements along with sensors and controller. When the dynamics of the system and/or frequencies of the disturbance vary with time, passive vibration control becomes ineffective and less functional. Then, AVC is more efficient to be introduced into the systems. There are many control strategies that have been developed by researchers in AVC, mostly involving industrial machineries, vehicles and motors and shafts applications. However, AVC applied to powered portable tools is very seldom found in literature. Researchers are more concern about improving the powered portable's design where natural frequencies are shifted from the operating

M.F. Hassan is with Faculty of Mechanical Engineering, Universiti Malaysia Pahang, 26600, Pekan, Pahang, Malaysia (email: firdaus@ump.edu.my)

M. Mailah is with Department of Applied Mechanics, Faculty of Mechanical Engineering, Universiti Teknologi Malaysia, 81310 Skudai, Johor, Malaysia (email:musa@fkm.utm.my)

R. Junid is with Faculty of Mechanical Engineering, Universiti Malaysia Pahang, 26600, Pekan, Pahang, Malaysia (email: ramli@ump.edu.my)

N.A. Alang is with Faculty of Mechanical Engineering, Universiti Malaysia Pahang, 26600, Pekan, Pahang, Malaysia (email: azuan@ump.edu.my)

frequencies of the system instead of controlling the vibration that generated by its motor or driven. Therefore, AVCs were looked from various kinds of engineering fields and controlling techniques. One of the interesting and successful control techniques is called electromagnetic exciter. Electromagnetic exciter has been applied in active vibration control scheme for controlling transverse vibration of a rotor shaft due to unbalance [11]. In this study, four electromagnetic exciters were mounted on the stator at a plane where it will reduce unbalances response amplitude and also help to increase the stability limit speed of the rotor-shaft system. The underlying principle is achieved by varying the control current in the exciters depending upon a proportional and derivative (PD) control law applied to the displacement of the rotor section fed back by pick-ups with respect to the non-rotating position of the section taken as the reference. Yildirim has presented a neural network scheme for controlling a bus suspension system and comparing it to PID, PI and PD control schemes [12]. The finding shows that neural network scheme gives better robust performance compared to other control schemes. An AVC scheme called Linear Quadratic Gaussian (LQG) control has been implemented in woodcutting machine by Chen to reduce saw blade vibration and sawdust [13]. He found that vibration of the saw blade is the key reason for poor wood recovery. This technique involves the use of magnetic actuator which produces a counter force to suppress the vibration of the saw blade.

## II. CONTROL SCHEMES

In this simulation study, the main controller is based on the active force control (AFC) method while the proportional-integral-derivative (PID) control is the fundamental common controller for all control schemes. The proposed integrated control schemes that have been investigated are namely, the pure PID, AFC with crude approximation (AFC-CA), AFC with fuzzy logic (AFC-FL) and AFC with iterative learning method (AFC-ILM). Some of the control schemes are relevantly described in the following sections.

### A. Active Force Control (AFC)

Active Force Control (AFC) strategy has been introduced and applied by Hewit in the late 70s for controlling a dynamic system [14]. A number of experimental studies have verified that this strategy gave good stability, robustness and effectiveness to the system even in the presence of known/unknown disturbances, uncertainties and varied operating condition. Basically, AFC operates by computing the estimated disturbance force,  $F^*$  via measurement of the mass acceleration,  $a$  and actuator force  $F_a$  and an appropriate estimation of the estimated/virtual mass,  $M^*$  as given by

$$F^* = F_a - M^* a \quad (1)$$

The basic schematic of the AFC scheme applied to a dynamic system is illustrated in Fig. 1. As mentioned previously, two physical quantities which are required to be measured by the sensing elements are the actuating force and acceleration of the system while the system operates. Then the estimated

mass (for translational system while for the rotational system, it is the inertial parameter) of the system with the presence of the disturbances that contributes to the acceleration should be acquired appropriately by using suitable techniques such as crude approximation (CA) method or other intelligent methods (like fuzzy logic, neural network or iterative learning).

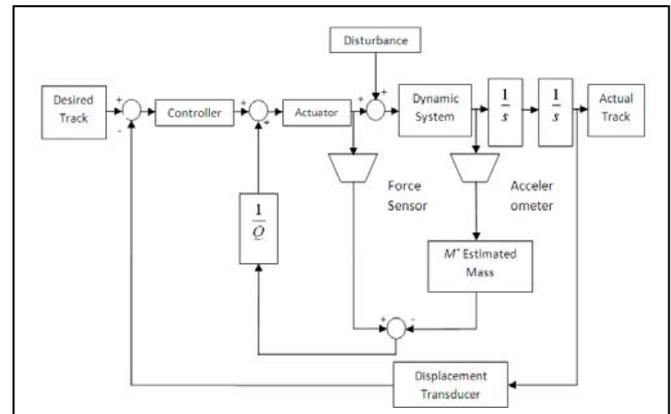


Fig. 1. Basic schematic of an Active Force Control (AFC) scheme

Kwek *et al.* [15] have investigated the efficiency of active force control (AFC) strategies and proved that this method is robust and stable. Three different control strategies have been applied to the biped robot; PD control scheme, PD-AFC-Crude Approximation (PD-AFCCA) and PD-AFC-Iterative Learning (PD-AFCAIL). The performance of the biped robot is measured by making the biped walk on a horizontal flat surface. It is found that for both proposed AFC-based schemes, the performances of the dynamic systems are found to be robust and stable even under the influence of disturbances. Another intelligent method to estimate the inertial parameter is through the use of fuzzy logic (FL) as done by Mailah and Rahim [16]. The FL element is embedded in AFC to control a robot arm where its main function is to compute the inertial parameter,  $I_N$  automatically and continuously while the robot arm is in operation. Comparison has been made between the PD and AFC-FL schemes where it was analyzed through trajectory track errors. A practical AFC scheme applied to a mechanical suspension has been studied by Mohamad *et al.* in order to control unwanted vibration generated by varied disturbances [17]. In this study, three different schemes were compared; PID and AFC-CA scheme as well as a passive system. The suspension rig was built using the MATLAB/Simulink with Real Time Workshop (RTW) tool that was interfaced with a suitable data acquisition card via a personal computer as the main controller. The study verified the excellence of the proposed AFC scheme in suppressing vibration at various disturbance levels.

### B. Proportional-Integral-Derivative (PID)

In a typical feedback control system, the controller takes the error signal (difference between the desired and measured signals) and processes it. The output of the controller is passed as an input to the process. One type of controller which is widely used in industrial applications is the proportional integral derivative (PID) controller. The

proportional part of this controller multiplies the error by a constant. The integral part of the PID controller integrates the error. Finally the derivative part mathematically differentiates the error. The output of the controller is the sum of the above three signals. The transfer function of this controller is

$$G_c(s) = K_p + \frac{K_I}{s} + K_D s \quad (2)$$

where  $K_p$ ,  $K_I$  and  $K_D$  are the controller gains related to the proportional, integral and derivative terms, respectively. Taking into account the error signal,  $e(t)$ , the control signal can be written as

$$h(t) = K_p e(t) + K_I \int e(t) dt + K_D \frac{de(t)}{dt} \quad (3)$$

If the PID controller gains are chosen incorrectly, the controlled process input can be unstable. Tuning a control loop is the adjustment of its control gains to the optimum values for the desired control response. There are several methods for tuning a PID loop. The most effective methods generally involve the development of some form of process model, and then choosing P, I, and D based on the dynamic model parameters. Sometime, manual tune by feel methods can be inefficient.

### C. Fuzzy Logic

Fuzzy logic first introduced by Professor Lotfi Zadeh from University of California in 1965. Fuzzy logic works by executing rules that correlate the controller inputs with the desired output. A static or dynamic system which makes use of fuzzy logic and the corresponding mathematical framework is called a fuzzy system. Three basic steps involved in fuzzy logic controller, the fuzzification of the controller inputs, the execution of the rules of the controller and defuzzification of the output to a crisp value to be implemented by the controller. Fig. 2 shows the example of membership function of fuzzy logic.

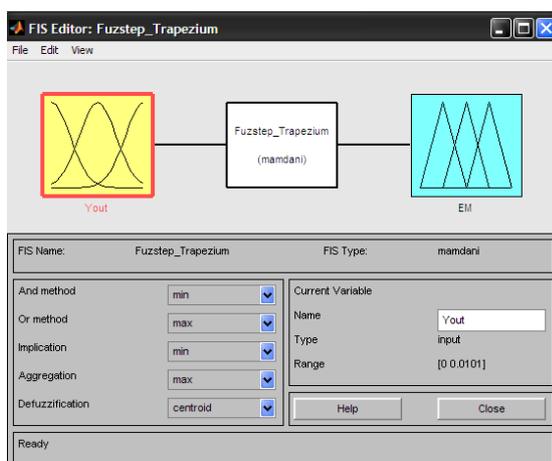


Fig. 2. Membership function of Fuzzy Logic (FL).

### D. Iterative Learning Method

Iterative learning method takes advantage of the repeated behavior of motion system and its goal is to construct a feedforward that suppresses all systematic error to a zero datum. The basic principle of ILM is to make sure error converges to zero as the number of iteration increases and this converging will give the stability to the system. Then, the desired value (in this case: the estimated mass) is obtained. Basic schematic diagram and equation for ILM are shown in Fig. 3 which is based on Equation (4).

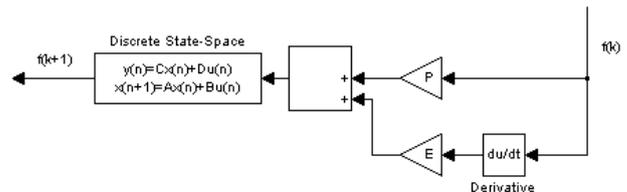


Fig. 3. Schematic for Iterative Learning Method (ILM)

$$f^{k+1} = f^k + (P + E \frac{d}{dt}) Te_k \quad (4)$$

Where,

- $f^{k+1}$  = Next step value
- $f^k$  = Current value
- $P, E$  = Proportional and derivative learning constants, respectively
- $Te_k$  = Current track error

### III. DYNAMIC AND DISTURBANCE MODELS

For controlling purpose, dynamic model of the system (part of the portable handheld machine as shown in Fig. 4) has to be modelled mathematically prior to the simulation work. Dynamic model of the rear handle of the machine can be represented by a spring-mass-damper system, similar to the system considered in a previous study [18]. Equation (5) is related to a single degree-of-freedom (1-DOF) passive system where disturbance of the system comes from the effect of engine's operation.

$$m\ddot{x} + c\dot{x} + kx = F \quad (5)$$

Where,

- $m$  = mass of the handle
- $c$  = damping coefficient
- $k$  = spring coefficient
- $F$  = force



Fig. 4. Rear handle of hedge trimmer.

The actuator plays a main role in order to actively control the dynamic system, e.g. a pneumatic actuator like the one described in [19] and piezo actuator. Desired signal is channelled to the actuator based on what has been computed by the controller/s. In the study, a piezo actuator was proposed because it is considered to be more reliable and can give a response up to nano scale displacement. The dynamic equation of a piezo actuator can be represented as a spring-mass-damper system as follows:

$$F_a = m\ddot{x} + c\dot{x} + k_T x \quad (6)$$

where  $k_T$  is the spring stiffness. The piezo actuator stiffness is an important parameter for calculating the force generation, resonant frequency, full-system behavior, etc compared to its mass and damping parameter. By taking account piezo actuator stiffness only, it becomes linear and can be represented as follows:

$$F_a = k_T x \quad (7)$$

By adding an actuator to the system, the resulting system is transformed to an active system and the equation becomes:

$$m\ddot{x} + c\dot{x} + kx - F_a = F \quad (8)$$

The parameters ( $c$  and  $k$ ) of the proposed model were obtained through an impact test. It requires a few vibration equipments where stiffness and damping coefficients were calculated using basic natural frequency formula and 3dB method respectively. Two types of disturbances were introduced to the system. The first disturbance is an internal disturbance due to the engine's operation measured from Operational Deflection Shape (ODS) experiment. This internal disturbance was introduced to the system during the tuning process of the controller parameters. The appropriate external disturbances were modelled and introduced to the system after tuning process was completed in order to examine whether the system could perform robustly in the presence of external disturbances or conversely. Figs. 5, 6 and 7 show the internal and external disturbances respectively.

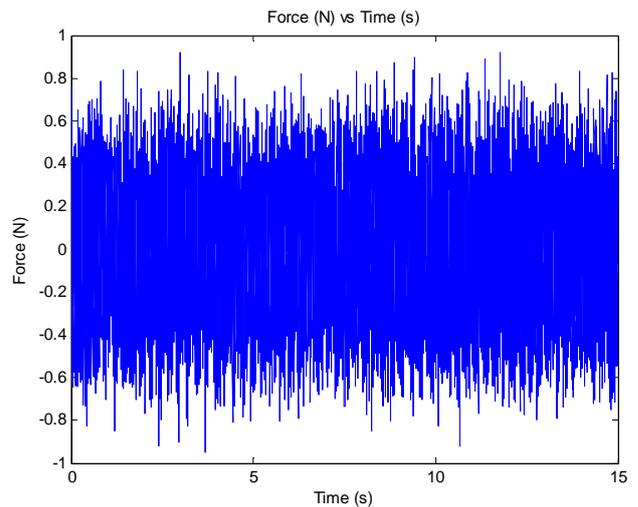


Fig. 5. Internal disturbance due to engine's operation.

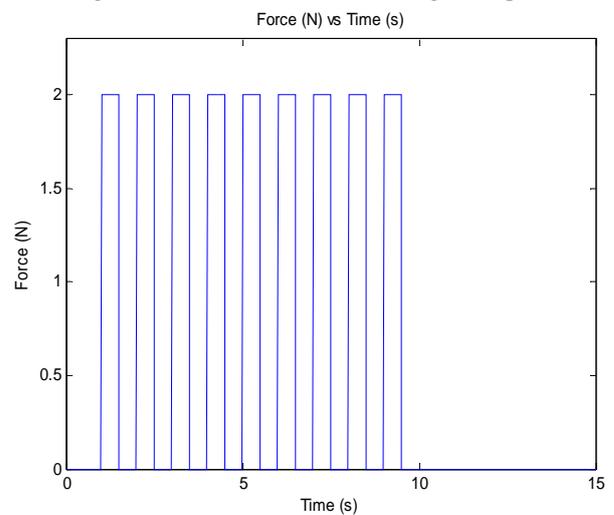


Fig. 6. External disturbance 1.

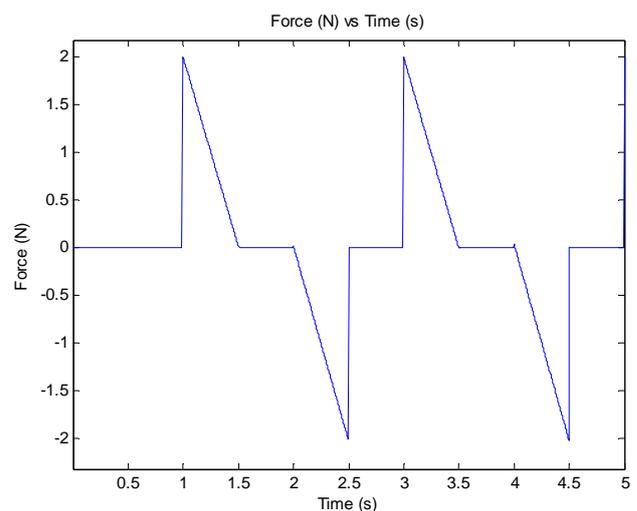


Fig. 7. External disturbance 2.

#### IV. SIMULATION RESULTS AND DISCUSSION

The tuning process of the controller gains is an important task that needs to be done to ensure the control action gives desirable results. The tuning was done by feel technique and a step input signal was used as a reference input signal because the results obtained are easy to evaluate and discuss

in terms of overshoot, steady state error, rise and settling time etc. The forcing frequency of the system constituted from the rotational speed of the engine's operation while the piezo actuator stiffness is 350N/m. During the tuning process, a number of combinations with respect to the PID controller gains were tried. It is found that the system could not be effectively controlled by implementing the P element only (i.e., P controller) because the system would experience high vibration for any  $K_p$  given to the system. Other combinations such as PI and PD also show the same performance. The best combination of the PID-gain is determined as  $K_p = 200$ ,  $K_D = 5$  and  $K_I = 40$ . For AFC, a crude approximation technique was used to estimate the appropriate estimated/virtual mass ( $M^*$ ) and it is a constant value. The best estimated mass is found to be 13 kg where overshoot is very small, rise and settling time is faster while steady state error is almost zero compared to the others  $M^*$  as shown in Fig. 8. For AFCFL, mass displacement was selected as the input of the fuzzy logic controller which was fuzzified using trapezoidal-shaped membership function. Membership function was defined by three linguistic variables; small, medium and large. The range of input is limited between 0 to 0.0101 m based on the output graph of AFCCA. The fuzzification of the controller output was also fuzzified using trapezoidal-shaped membership function and defined by three linguistic variables; small, medium and large. The range of the estimated mass limited between 1 to 13 kg. While for AFCILM, the best initial value and learning parameter of ILM have been obtained as 13 and 200, respectively.

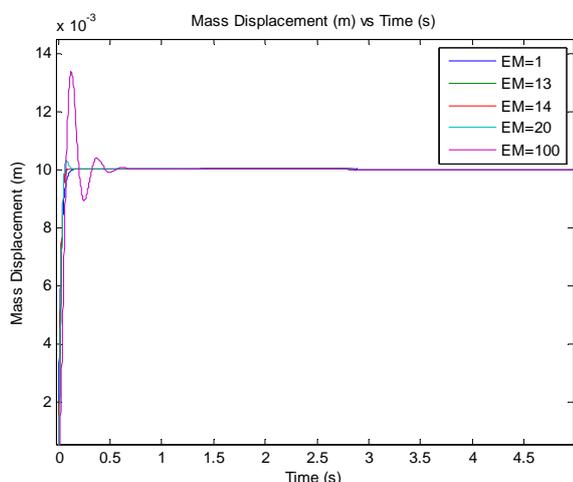


Fig. 8. Mass displacements for different values of the estimated mass ( $M^*$ ) with a step reference input signal for AFCCA scheme.

The parameters obtained from tuning process as discussed above have been used as the selected parameters to investigate the AFC performance in suppressing the vibration that generated at rear handle or not. From Fig. 9, PID control scheme shows the conspicuous vibration (relatively large displacement) while the AFC-based scheme managed to suppress the vibration excellently in which a zero-level vibration is almost achieved. This signifies that by using PID control scheme alone, it will still affect operators' hand-arm when operating the portable machine (e.g. a hedge trimmer).

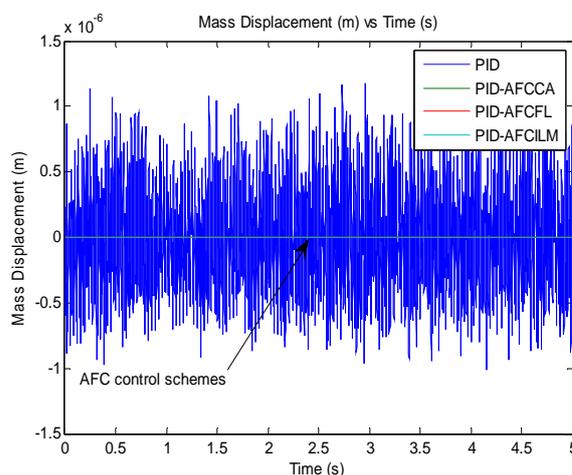


Fig. 9. Mass displacement for PID, PID-AFCCA, PID-AFCFL and PID-AFCILM control scheme in the presence of internal disturbance with a zero reference input signal.

When the external disturbances are introduced to the system, AFC still give the same response as shown in previous figure. All AFC schemes effectively and robustly compensates the external disturbances but not the PID control scheme. Fig. 10 and 11 show the comparative response between the four controllers in the presence of two different external disturbances.

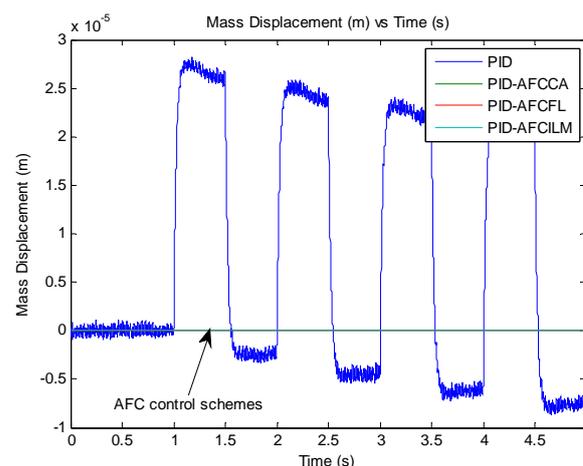


Fig. 10. Mass displacements for the PID, PID-AFCCA, PID-AFCFL and PID-AFCILM control schemes in the presence of internal and first external disturbances with zero reference input signal.

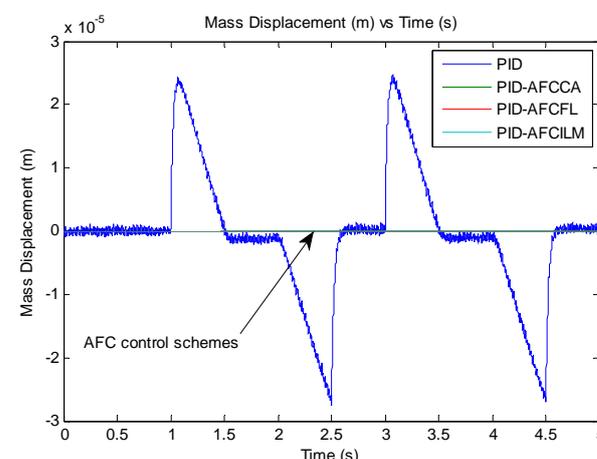


Fig. 11. Mass displacements for the PID, PID-AFCCA, PID-AFCFL and PID-AFCILM control schemes in the presence of internal and second external disturbances with zero reference input signal

To determine the best control scheme among the proposed control schemes, step reference input signal was used. Fig. 12 shows that AFCFL scheme exhibits the best performance because overshoot, steady state error, rise and settling time is very small compare to other control schemes.

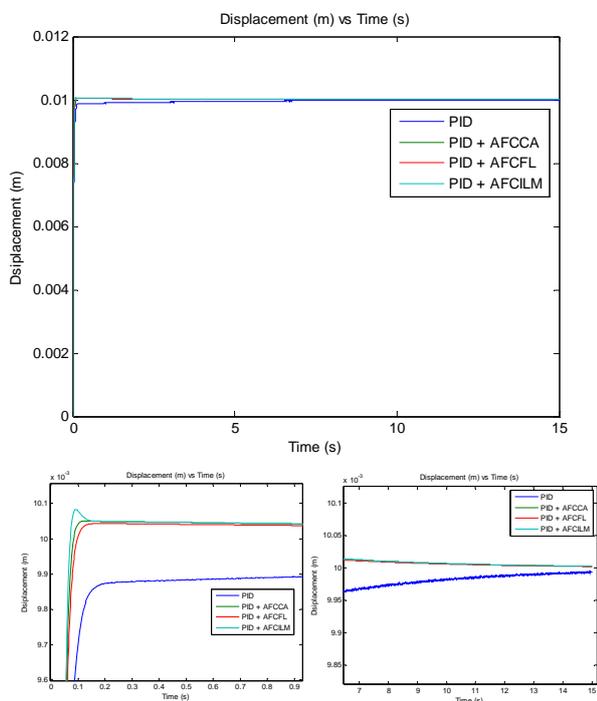


Fig. 12. Mass displacements for the PID, PID-AFCCA, PID-AFCFL and PID-AFCILM control schemes in the presence of second external disturbance with zero reference input signal

## V. CONCLUSION

Vibration that is produced from the rear handle model of a portable handheld machine was effectively suppressed by applying the AFC strategy. From the simulation study, AFC gives the best responses compared to the conventional PID control scheme, by providing a much more robust performance. The fuzzy logic in computing the estimated mass is found to be sufficient in producing the desired performance. A more comprehensive simulation study should be investigated, taking into account complex model involving higher DOF system. Other intelligent methods such as neural network, genetic algorithm and expert system can be tried in the AFC strategy to estimate the virtual mass. Development of an experimental rig using the data/results from the simulation study is also highly recommended to verify and validate the simulated findings.

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