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(54) Title: TORQUE CONTROL OF A VEHICLE POWERTRAIN BASED ON A TIME DERIVATIVE FOR A DYNAMIC TORQUE

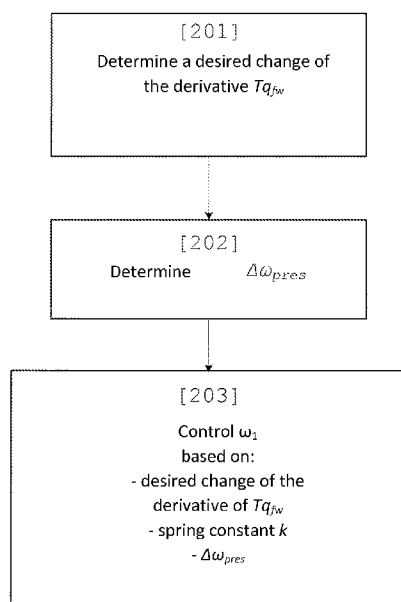


Fig. 2

(57) Abstract: According to the present invention, a desired change of a time derivative of dynamic torque ($\dot{T}_{q_{fw}}$), which is provided to an output shaft from an engine in a vehicle, from a current value to a new desired value is determined. A current rotational speed difference ($\Delta\omega_{pres}$) is determined between a first end of the powertrain in a vehicle, rotating with a first rotational speed (ω_1), and a second end of the powertrain, rotating with a second rotational speed. The first rotational speed (ω_1) is then controlled on the basis of the desired value of the time derivative for the dynamic torque ($\dot{T}_{q_{fw}}$), a spring constant (k) related to a torsional compliance in the powertrain, and the determined current rotational speed difference ($\Delta\omega_{pres}$). Through control of the first rotational speed, the current value for the time derivative for the dynamic torque is also indirectly controlled towards the desired value.



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TORQUE CONTROL OF A VEHICLE POWERTRAIN BASED ON A TIME DERIVATIVE FOR A DYNAMIC TORQUE**Technical field**

The present invention relates to a system arranged for the control of a change in a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque according to the preamble to claim 1. The present invention also relates to a method for the control of a change in a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque according to the preamble to patent claim 14, and a computer program and a computer program product, which implement the method according to the invention.

Background

The following background description constitutes a description of the background to the present invention, which does not, however, necessarily constitute prior art.

Vehicles, such as for example cars, buses and trucks are driven forward by an engine torque produced by an engine in the vehicle. This engine torque is provided to the vehicle's driving wheels through a powertrain in the vehicle. The powertrain contains a range of inertias, torsional compliances and dampening components, meaning that the powertrain, to a varying degree, may have an impact on the engine torque being transferred to the driving wheels. Thus, the powertrain has a torsional compliance/flexibility and a play, which means that oscillations in torque and/or revolutions, so called powertrain oscillations, may occur in the vehicle when the vehicle, for example, sets off once a torque has been requested from the engine. These oscillations in torque and/or revolutions occur when forces, having been built up in the powertrain in the period between the engine providing the torque and the vehicle moving off, are released as the vehicle

moves off. Powertrain oscillations may make the vehicle rock longitudinally, which is described in further detail below. These rocking movements in the vehicle are very disruptive for the driver of the vehicle.

5 Therefore, in some prior art solutions for avoiding these powertrain oscillations, preventive strategies have been used at the request of the engine torque. Such strategies may utilise limited torque ramps when the engine torque is requested, whereat these torque ramps have been adapted so
10 that the requested engine torque is limited in such a way, that the powertrain oscillations are reduced, or do not occur at all.

Brief description of the invention

The torque ramps which are used today when an engine torque is
15 requested thus introduce a limit to how the torque may be requested by the engine in the vehicle. This limitation is necessary under the solutions of prior art, in order to reduce the disruptive powertrain oscillations. Allowing the driver and/or, for example, a cruise control to freely request a
20 torque would, with current art systems, often give rise to considerable and disruptive powertrain oscillations, which is why limiting torque ramps are used.

The limiting torque ramps in current art are normally static. Static torque ramps, which may also be termed static torques,
25 have an advantage in that they are of a very limited complexity, which is one of the reasons why they are so often used. However, static torque ramps have a number of disadvantages, relating to the fact that they are not optimised to all driving events that the vehicle may be
30 exposed to. For certain driving modes, the static and limited torque ramps give rise to a reduction in vehicle performance,

as, due to the torque ramp, the requested torque is unnecessarily low for driving modes, wherein it would have been possible to request more engine torque without the occurrence of powertrain oscillations. For other driving
5 modes, the torque ramp does not limit the requested torque sufficiently, which means that powertrain oscillations occur and therefore rocking movements in the vehicle. Therefore, the use of torque ramps, for certain driving modes, provides non-optimal torques, which may give rise to an unnecessarily
10 reduction in vehicle performance and/or rocking that reduces the comfort, caused by powertrain oscillations.

It is therefore one objective of the present invention to provide a method and a system for the control of a change in a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, which at least
15 partly solves these problems.

This objective is achieved through the above mentioned system in accordance with the characteristics set out in patent claim 1. The objective is also achieved through the above mentioned method according to the characterising portion of claim 14,
20 and the above mentioned computer program and computer program product.

The present invention relates to the control of a change of a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, which is provided to an output shaft from an engine in a vehicle.

25 According to the present invention, a desired change $\Delta \dot{T}q_{fw}$ of the time derivative is determined for the dynamic torque, wherein the change goes from a current value $\dot{T}q_{fw\_pres}$ to a new desired value $\dot{T}q_{fw\_des}$ for the dynamic torque.

A current rotational speed difference $\Delta \omega_{pres}$ is established
30 between a first end of the powertrain in a vehicle, rotating

with a first rotational speed ω_1 , and a second end of the powertrain, rotating with a second rotational speed ω_2 .

The first engine speed ω_1 is then controlled, based on the desired value $\dot{T}q_{fw\_des}$ of the time derivative for the dynamic torque, on a spring constant k related to a torsional compliance in the powertrain, and on the determined current speed difference $\Delta\omega_{pres}$.

By means of the control of the first rotational speed ω_1 , the change in the time derivative $\Delta\dot{T}q_{fw}$ for the dynamic torque is also indirectly controlled in the direction of the desired value $\dot{T}q_{fw\_des}$.

The present invention thus provides a control of the time derivative/gradient $\dot{T}q_{fw}$ for the dynamic torque, by means of providing changes $\Delta\dot{T}q_{fw}$ of this gradient/derivative. The provided changes in the time derivative $\Delta\dot{T}q_{fw}$ for the dynamic torque may be used, in order to achieve a direction/gradient for a graph corresponding to the time derivative $\dot{T}q_{fw}$. This achieved direction/gradient, i.e. the time derivative $\dot{T}q_{fw}$ for the dynamic torque, may then be used as suitable initial values for further control of the dynamic torque Tq_{fw} .

The rapid changes of the time derivative $\dot{T}q_{fw}$ for the dynamic torque may, by means of this present invention, be made substantially instantaneous, which means that the control of the dynamic torque Tq_{fw} may be easier to optimise, in order to increase the performance of the vehicle and/or increase the driver comfort.

These rapid changes of the time derivative $\dot{T}q_{fw}$ for the dynamic torque may, for example, be used in connection with the

ramping down prior to and/or after a shift operation, during ramping up prior to and/or after a shift operation, and/or for other events when the dynamic torque needs to be changed.

According to the present invention, the profile of the requested torque Tq_{demand} is formed in such a manner that the dynamic torque Tq_{fw} has an, at least in part, substantially even and non-oscillating profile, or does at least provide oscillations with significantly lower amplitudes than prior art. The present invention results in oscillations, which do not have a negative impact on the comfort in the vehicle.

In this way, powertrain oscillations may be reduced in number and/or size for a number of driving modes, wherein previous adjustments of the requested torque Tq_{demand} would have resulted in problematic rocking of the vehicle. These driving modes include a commencement of a request for a torque from the engine, a so-called "TIPIN" and a ceasing of a request for a torque from the engine, a so-called "TIPOUT". The present invention also reduces powertrain oscillations for driving modes comprising a play in the powertrain - in other words when, for example, the cogs of two cogwheels in the gearbox for a brief period of time do not engage, in order to later engage again -, which may, for example, occur in the transition between dragging the engine and acceleration/request of torque, when engaging the clutch, or for the above mentioned shift operation. Therefore, for all these driving modes the present invention may prevent rocking of the vehicle caused by powertrain oscillations, whereby the driver's comfort is increased.

Powertrain oscillations caused by external impact, for example caused by a bump in the road, may also quickly be reduced and/or dampened with the present invention.

Furthermore, the use of the present invention also provides a significant reduction in the wear of the powertrain of the vehicle. The reduction in the wear, achieved by the invention, provides an extended life for the powertrain, which of course is advantageous.

Brief list of figures

The invention will be illustrated in more detail below, along with the enclosed drawings, where similar references are used for similar parts, and where:

Figure 1 shows an example vehicle,

Figure 2 shows a flow chart for a method according to one embodiment of the present invention,

Figure 3 shows a control device, in which a method according to the present invention may be implemented,

Figures 4a-b schematically show a block diagram for a prior art fuel injection systems, and a fuel injection system comprising a control system according to the present invention,

Figures 5a-b show a driving mode, wherein a prior art control is applied, and wherein a control according to the invention is applied, respectively.

Description of preferred embodiments

Figure 1 schematically shows a heavy example vehicle 100, such as a truck, a bus or similar, which will be used to explain the present invention. The present invention is, however, not limited to use in heavy goods vehicles, but may also be used in lighter vehicles such as cars. The vehicle 100 shown

schematically in Figure 1 comprises a pair of driving wheels 110, 111. The vehicle furthermore comprises a powertrain with an engine 101, which may be for example a combustion engine, an electrical motor or a combination of these, a so called
5 hybrid. The engine 101 may, for example, in a customary fashion, via an output shaft 102 on the engine 101, be connected with a gearbox 103, possibly via a clutch 106 and an input shaft 109 connected to the gearbox 103. An output shaft 107 from the gearbox 103, also known as a propeller shaft,
10 drives the driving wheels 110, 111 via a final gear 108, such as e.g. a customary differential, and drive shafts 104, 105 connected with said final gear 108. A control device 120 is schematically illustrated as providing control signals to the engine 101. As described below, the control device may contain
15 a first 121 and a second 122 determining device, and a torque control device 123. These devices are described in more detail below.

When a driver of the motor vehicle 100 increases a torque request to the engine 101, for example by inputting via an
20 input means, such as the depressing of an accelerator pedal, this may result in a relatively rapid change in the powertrain's torque. This torque is resisted by the driving wheels 110, 111, due to their friction against the ground and the rolling resistance of the motor vehicle. The drive shafts
25 104, 105 are hereby exposed to a relatively powerful torque.

For reasons of cost and weight, among others, the drive shafts 104, 105 are not normally dimensioned to handle this severe stress without being impacted. In other words, the drive shafts 104, 105 have a relatively great torsional compliance.
30 The propeller shaft 107 may also have a relatively great torsional compliance. The other components of the drive shaft may also have some form of torsional compliance. Due to the

relative torsional compliance of the drive shafts 104, 105, they act as torsion springs between the drive shafts 110, 111 and the final gear 108. In the same way, the other torsional compliances in the powertrain also act as torsion springs
5 between the location of the various components and the driving wheels 110, 111. Once the rolling resistance of the vehicle no longer manages to hold back the torque from the powertrain, the motor vehicle 100 will start to roll, whereby the force in the drive shafts 104, 105 acting as a torsion spring will be
10 released. When the motor vehicle 100 starts to set off, this released force may cause powertrain oscillations, meaning that the motor vehicle starts to rock in a longitudinal direction, i.e. in the driving direction. The driver of the motor vehicle experiences this rocking as very uncomfortable. A driver
15 desires a soft and comfortable driving experience and when such a comfortable driving experience is achieved, this give a sense of the motor vehicle being a refined and well developed product. Therefore, uncomfortable powertrain oscillations should if possible be avoided.

20 The present invention relates to the control of a change of a time derivative $\Delta \dot{T}q_{fw}$ for a torque Tq_{demand} requested from the engine 101. The engine 101 provides a dynamic torque Tq_{fw} in response to a torque Tq_{demand} requested from the engine, where this dynamic torque Tq_{fw} constitutes a torque at the flywheel
25 connecting the engine 101 to its output shaft 102. This dynamic torque is the torque Tq_{fw} , which, through a gear ratio i for the powertrain, relates to a dynamic wheel torque Tq_{wheel} supplied to the driving wheels 110, 111 of the vehicle. The gear ratio i here constitutes the total gear ratio of the
30 powertrain, comprising for example the gearbox ratio for a specific gear. In other words, a requested engine torque

Tq_{demand} results in a dynamic wheel torque Tq_{wheel} at the vehicle's driving wheels 110, 111.

The present invention thus relates to the control of a change of a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, which is
5 provided to an output shaft from an engine in a vehicle.

According to the present invention, a desired change $\Delta \dot{T}q_{fw}$ of the time derivative is determined for the dynamic torque, wherein the change goes from a current value $\dot{T}q_{fw\_pres}$ to a new desired value $\dot{T}q_{fw\_des}$ for the dynamic torque.

10 A current rotational speed difference $\Delta\omega_{pres}$ is established between a first end of the powertrain in a vehicle, rotating with a first rotational speed ω_1 , and a second end of the powertrain, rotating with a second rotational speed ω_2 .

The first rotational speed ω_1 is then controlled, based on the
15 desired value $\dot{T}q_{fw\_des}$ of the time derivative for the dynamic torque, on a spring constant k related to a torsional compliance in the powertrain, and on the determined current rotational speed difference $\Delta\omega_{pres}$.

By means of the control of the first rotational speed ω_1 a
20 current value $\dot{T}q_{fw\_pres}$ for the time derivative for the dynamic torque is also indirectly controlled, in the direction of the desired value $\dot{T}q_{fw\_des}$.

The control of the first rotational speed ω_1 , which also provides an indirect control of the change to the time
25 derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque, may be performed by a system arranged for the control of a change of a time

derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, which is provided to an output shaft from an engine in a vehicle.

The system according to the present invention comprises a first determining device 121, which is arranged to determine a
5 desired change $\Delta \dot{T}q_{fw}$ of the time derivative for the dynamic torque, wherein the change goes from a current value $\dot{T}q_{fw\_pres}$ to a new desired value $\dot{T}q_{fw\_des}$ for the dynamic torque.

The system also comprises a second determining device 122, which is arranged to determine a current rotational speed
10 difference $\Delta \omega_{pres}$ between a first end of the powertrain in a vehicle, rotating with a first rotational speed ω_1 , and a second end of the powertrain, rotating with a second rotational speed ω_2 .

The system also comprises a torque control device 123, which
15 is arranged to control the first rotational speed ω_1 , based on the desired value $\dot{T}q_{fw\_des}$ of the time derivative for the dynamic torque, on a spring constant k related to a torsional compliance in the powertrain, and on the determined current rotational speed difference $\Delta \omega_{pres}$.

20 In addition, the invention relates to a motor vehicle 100, e.g. a car, a truck or a bus, comprising at least a system for the control of a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque according to the invention.

Figure 2 shows a flow chart for the method for control of a
25 change of a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, according to an embodiment of the present invention.

In a first step 201, a desired change $\Delta \dot{T}q_{fw}$ of the time derivative for the dynamic torque is determined, for example

by means of a first determining device 121, wherein the change is made up of a difference between a current value $\dot{T}q_{fw\_pres}$ and a new desired value $\dot{T}q_{fw\_des}$ for the dynamic torque.

In a second step 202, for example using a second determining
5 device 122, a current rotational speed difference $\Delta\omega_{pres}$ is determined between a first end of the powertrain, rotating with a first rotational speed ω_1 , and a second end of the powertrain, rotating with a second rotational speed ω_2 .

In a third step 203, the first rotational speed ω_1 is
10 controlled, for example by means of a torque control device 123, based on the desired value $\dot{T}q_{fw\_des}$ of the time derivative for the dynamic torque, on a spring constant k related to a torsional compliance in the powertrain, and on the determined current rotational speed difference $\Delta\omega_{pres}$. By means of the
15 control of the first rotational speed ω_1 , a current value $\dot{T}q_{fw\_pres}$ for the time derivative for the dynamic torque is also indirectly controlled in the direction of the desired value $\dot{T}q_{fw\_des}$.

Therefore, by using the present invention a change of the time
20 deviate $\Delta\dot{T}q_{fw}$ for a dynamic torque is achieved, which may be used for achieving rapid changes of the time derivative $\dot{T}q_{fw}$ for the dynamic torque. In other words, a desired direction/gradient of a graph corresponding to the time
derivative $\dot{T}q_{fw}$ may rapidly be achieved by the use of the
25 present invention. This direction/gradient, i.e. the time derivative $\dot{T}q_{fw}$, may then be used as suitable initial values for further control of the dynamic torque Tq_{fw} .

The rapid changes of the time derivative $\dot{T}q_{fw}$ for the dynamic torque may, by means of this present invention, be made

substantially instantaneously, which means that the control of the dynamic torque Tq_{fw} may easier be optimised, in order to increase the performance of the vehicle and/or increase the driver comfort, by achieving an in performance terms optimised value for the requested torque Tq_{demand} , which does not result in rocking of the vehicle.

Prior art has controlled the static torque, which has caused powertrain oscillations in the vehicle. By using this present invention, the dynamic torque Tq_{fw} may instead be controlled by means of rapid changes in the time derivative $\dot{T}q_{fw}$, which means that powertrain oscillations may be reduced considerably. The reduction in powertrain oscillations increases the driver's comfort in the vehicle. In other words, a physical torque, which is the result of fuel being injected into the engine and the response by the powertrain due to its characteristics, is here controlled, this being the dynamic torque Tq_{fw} . The dynamic torque Tq_{fw} therefore corresponds to the torque that is provided by the gearbox 103, which also may be expressed as the torque that is provided by a flywheel in the powertrain, whereat the influence from the powertrain - such as the engine's acceleration and its effect -, is comprised within the dynamic torque Tq_{fw} . Thus, a physical control of the dynamic torque Tq_{fw} is achieved when the present invention is used.

The dynamic torque Tq_{fw} may for example be controlled in order to achieve specific torque ramps, such as ramping down or up after shift operations in the gearbox 103. The dynamic torque Tq_{fw} may also be controlled in order to achieve desired specific torque values, which is useful for example for cruise control, that is to say the use of a cruise control device for the control of the speed of the vehicle, or for pedal driving,

that is to say manual control of the vehicle speed. This may be expressed as desired values Tq_{fw_req} and/or desired derivatives $\dot{T}q_{fw\_req}$ for the dynamic torque being possible to achieve through the control according to the present invention.

The dynamic torque Tq_{fw} , provided by the engine 101 to its output shaft 102, may in one embodiment be determined based on a delayed requested engine torque Tq_{demand_delay} , the rotational inertia of the engine J_e and the rotational acceleration $\dot{\omega}_e$ of the engine 101.

The delayed requested engine torque Tq_{demand_delay} has been delayed with a period of time t_{inj} elapsing in order to execute an injection of fuel into the engine 101, i.e. the period of time it takes from the start of the injection until the fuel is ignited and combusted. This injection period t_{inj} is typically known, but its length varies, for example for different engines and/or for different speeds in an engine. The dynamic torque Tq_{fw} may here be determined as a difference between estimated values for a delayed requested engine torque Tq_{demand_delay} and the torque value $J_e\dot{\omega}_e$ comprising measured values for rotational acceleration $\dot{\omega}_e$ of the engine. In one embodiment, the dynamic torque Tq_{fw} may therefore be represented by a signal difference between a signal for an estimated delayed requested engine torque Tq_{demand_delay} and the torque signal $J_e\dot{\omega}_e$ comprising measured values for rotational acceleration $\dot{\omega}_e$ of the engine.

The delayed requested engine torque Tq_{demand_delay} may in one embodiment be defined as a net torque, meaning that losses and/or frictions are compensated, whereby a requested net

engine torque and a delayed requested engine torque are achieved.

The dynamic torque Tq_{fw} , as provided by the motor 101 to its output shaft 102, thus corresponds, according to one embodiment, to the delayed requested engine torque Tq_{demand_delay} less a torque corresponding to the engine's rotational inertia J_e , multiplied with a rotational acceleration $\dot{\omega}_e$ for the engine 101, i.e. $Tq_{fw} = Tq_{demand\_delay} - J_e \dot{\omega}_e$, the delayed requested engine torque Tq_{demand_delay} having been delayed by the injection time t_{inj} .

The rotational acceleration $\dot{\omega}_e$ for the engine 101 may here be measured by generating a time derivative of the engine speed ω_e . The rotational acceleration $\dot{\omega}_e$ is then rescaled to a torque in accordance with Newton's second law, by being multiplied with the rotational inertia torque J_e for the engine 101; $J_e \dot{\omega}_e$.

According to another embodiment, the dynamic torque Tq_{fw} provided by the engine 101 may also be determined by the use of a torque sensor being placed at a suitable arbitrary position along the vehicle's powertrain. Thus, a torque value measured by such a sensor may also be used in the feedback according to the present invention. Such a measured torque, which has been obtained by means of a torque sensor after the flywheel, i.e. somewhere between the flywheel and the driving wheels, corresponds to the physical torque that the dynamic engine torque Tq_{fw} contributes. If a good a torque reporting may be achieved by means of the use of such a torque sensor, the torque sensor should therefore provide a torque signal corresponding to the dynamic torque Tq_{fw} .

As is illustrated in Figure 1, the different parts of the powertrain have different rotational inertias, comprising a

rotational inertia J_e for the engine 101, a rotational inertia J_g for the gearbox 103, a rotational inertia J_c for the clutch 106, a rotational inertia J_p for the propeller shaft and rotational inertias J_d for each drive shaft 104, 105. Generally speaking, all rotating bodies have a rotational inertia J , which depends on the mass of the body and the distance of the mass from the rotational centre. For reasons of clarity, in Figure 1, only the above mentioned rotational inertias have been added, and their significance for the present invention will be described hereafter. A person skilled in the art does, however, realise that more moments of inertia may occur in a powertrain than those listed here.

According to one embodiment of the present invention, the assumption is made that the rotational inertia J_e of the engine 101 is much greater than other rotational inertias in the powertrain, and that the rotational inertia J_e of the engine 101 therefore dominates a total rotational inertia J of the powertrain. That is to say $J = J_e + J_g + J_c + J_p + 2J_d$, but as $J_e \gg J_g$, $J_e \gg J_c$, $J_e \gg J_p$, $J_e \gg J_d$ the total rotational inertia J of the powertrain is more or less equal to the rotational inertia J_e of the engine 101; $J \approx J_e$. A non-limiting example for the values for these rotational inertias may be mentioned: $J_e = 4\text{kgm}^2$, $J_g = 0.2\text{kgm}^2$, $J_c = 0.1\text{kgm}^2$, $J_p = 7 * 10^{-4}\text{kgm}^2$, $J_d = 5 * 10^{-5}\text{kgm}^2$, which means that the assumption that the rotational inertia J_e of the engine 101 dominates the total rotational inertia J of the powertrain; $J \approx J_e$; is correct, as the other parts of the powertrain are much easier to rotate compared with the engine 101. The aforementioned example values are values on the engine side of the gearbox, which means that they will vary along the powertrain depending on the gear ratio used. Regardless which gear ratio is being used, the rotational

inertia J_e of the engine 101 is much greater than other rotational inertias, and therefore dominates the total rotational inertia J of the powertrain.

As the rotational inertia J_e of the engine dominates the total rotational inertia J of the powertrain; $J \approx J_e$; the dynamic wheel torque Tq_{wheel} corresponds to the dynamic torque Tq_{fw} provided by the engine, multiplied with the gear ratio i , $Tq_{wheel} = Tq_{fw} * i$ for the powertrain. This considerably simplifies the control of the requested torque Tq_{demand} according to the present invention, as it is therefore very easy to determine the dynamic torque Tq_{wheel} at the wheels. Hereby, the control of the requested torque Tq_{demand} according to the present invention may continuously be adapted to the dynamic torque Tq_{wheel} provided to the wheels, which means that powertrain oscillations may be reduced significantly, or even be avoided completely. The engine torque Tq_{demand} may then be requested in such a way that a desired dynamic torque Tq_{wheel} is continuously provided at the wheels, which means that an even torque profile is achieved for the dynamic torque Tq_{wheel} of the wheels, and that no oscillations occur for the wheels' torque profile, or that they have considerably lower amplitude than in prior art control of the requested engine torque Tq_{demand} .

The powertrain may be approximated as a relatively weak spring, which may be described as:

$$Tq_{fw} = Tq_{demand\_delay} - J_e \dot{\omega}_e = k(\theta_e - \theta_{wheel}) + c(\omega_e - \omega_{wheel}),$$

(equation 1)

where:

- θ_e is an angle for the engine's output shaft 102, i.e. a total increase of the engine's performance since a

starting point. For example, the angle θ_e 1000 revs, which corresponds to $1000 \cdot 2\pi$ radians, if the engine has been running for a minute at the speed 1000 rpm;

- ω_e is the time derivative of θ_e , i.e. a rotational speed for the shaft 102;

- θ_{wheel} is an angle for one or more of the driving wheels 110, 111, i.e. a total performance increase of the wheels since a starting point;

- ω_{wheel} is the time derivative of θ_{wheel} , i.e. a rotational speed for the wheels;

- k is a spring constant, which is related to a torque required for turning up the spring in order to achieve a certain gradient, for example in order to obtain a certain difference $\Delta\theta$ between θ_e and θ_{wheel} . A low value for the spring constant k corresponds to a weak and swaying spring/powertrain;

- c is a dampening constant for the spring.

A derivation of equation 1 gives:

$$\dot{T}q_{fw} = k(\omega_e - \omega_{wheel}) + c(\dot{\omega}_e - \dot{\omega}_{wheel}) \quad (\text{equation 2})$$

It is reasonable to assume that the powertrain often may be considered as an undamped spring, i.e. that $c = 0$, and that the spring constant k is dominated by the spring constant k_{drive} for the drive shafts 104, 105, i.e. $k = \frac{k_{drive}}{i^2}$ where i is the gear ratio. If $c = 0$ then equation 2 is simplified as:

$$\dot{T}q_{fw} = k(\omega_e - \omega_{wheel}) \quad (\text{equation 3})$$

As stated in equation 3, the derivatives, that is the gradient, for the dynamic torque Tq_{fw} may be considered to be proportional to the difference $\Delta\omega$ between the rotational speed ω_{wheel} for the wheels 110, 111 and the rotational speed ω_e of the engine/shaft 102.

This also means that a desired torque ramp $\dot{T}q_{fw\_req}$, that is a torque with a gradient and therefore changes in value over time, may be achieved by introducing a difference $\Delta\omega$ between the rotational speed ω_{wheel} of the wheels 110, 111 and the rotational speed ω_e of the engine/shaft 102; $\Delta\omega = \omega_e - \omega_{wheel}$:

$$\omega_{ref} = \omega_{wheel} + \frac{\dot{T}q_{fw\_req}}{k}; \quad (\text{equation 4})$$

where ω_{ref} is the reference rotational speed to be requested from engine 101 in order to achieve the torque ramp.

The difference $\Delta\omega$ in the rotational speed has above, for the equations 1-4, been described as a difference between the rotational speeds ω_{wheel} for the wheels 110, 111 and the rotational speed ω_e of the engine/shaft. However, it must be realised that the difference $\Delta\omega$ in more general terms may be described as a difference in rotational speed between a first end of the powertrain, rotating with a first rotational speed ω_1 and a second end of the powertrain, rotating at a second rotational speed ω_2 ; $\Delta\omega = \omega_1 - \omega_2$, wherein the first end, for example, may be a part of the engine 101 or the output shaft 102 from the engine, and the second end, for example, may be the driving wheels 110, 111 or the drive shafts 104, 105. As stated above, a time derivative/gradient for the dynamic torque is proportional to a current rotational speed difference $\Delta\omega_{pres}$ between the first rotational speed ω_1 and the second rotational speed ω_2 .

As described above, the first rotational speed ω_1 is controlled, according to the present invention, based, among others, on the spring constant k . The spring constant k is related to a torsional compliance in the powertrain. In many applications, the spring constant k is dominated by the spring constant k_{drive} for the drive shafts 104, 105, related to the gear ratio for the powertrain, that is $k \approx \frac{k_{drive}}{i^2}$, where i is the gear ratio.

In other applications, for which the spring constant k is not dominated by the spring constant k_{drive} for the drive shafts 104, 105, or for which the actual value of the spring constant k is important and is not permitted to be approximated, a total spring constant k_{tot} is determined for the powertrain, which comprises torsional compliances for substantially all components of the powertrain.

The spring constant k may be determined based on knowledge of which components are included in the powertrain and the torsional compliances of the included components, and how the components of the powertrain are configured. As the configuration of the components and their relationship with the spring constant k is known through measurements made during the construction and/or fitting of the powertrain, it is possible to determine the spring constant k .

The spring constant k may also be determined by means of adaptive estimation when the vehicle is being driven. This estimation may then take place, at least partially continuously, during suitable driving sections. The estimate is based on a difference $\Delta\omega$ between the rotational speed ω_{wheel} of the wheels 110, 111 and the rotational speed ω_e of the engine/shaft 102 during a torque ramp and on the gradient of

the torque ramp, by determining the ratio between the derivative of the dynamic torque and the difference $\Delta\omega$; $k = \frac{Tq_{fw}}{\Delta\omega}$. For example, the spring constant for the derivative 3000 Nm/s and the rotational difference 100 rpm is then $k = \frac{3000}{100} * \frac{\pi}{30} =$
 5 **286** Nm/row. The estimates may advantageously be carried out more than once, and thus an average value for the results is determined.

According to one embodiment of the present invention, the torque control device 123 is arranged to request torque from
 10 the engine 101, wherein at least one significant change ΔTq_{demand} of the requested torque may be used to achieve the desired change of the time derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque. In other words, the torque control device 123 may here indirectly control the first rotational speed ω_1 , which for
 15 example could be the engine's engine speed ω_e , by controlling the requested torque Tq_{demand} .

A significant change ΔTq_{demand} of the torque requested from the engine, is in this document to be understood as a change
 20 ΔTq_{demand} of the torque by an amount being within an interval corresponding to 10%-100% of a total available torque for the engine, wherein this change ΔTq_{demand} takes place during a calculation period for a control device, which performs the control. The length of this calculation period may, for example, depend on a clock frequency for a processor in the
 25 control device. Control devices often determine updated control parameters/control values with a pre-determined frequency, i.e. a certain time interval, wherein the length of the calculation period may correspond to such a time period, sometimes also known as a "tick" for the control system.

The at least one significant change ΔTq_{demand} of the requested torque, which is to provide the change to the time derivative $\Delta \dot{T}q_{fw}$, should extend for a time period $t_{inertia}$, which is longer than one injection time period t_{inj} , required for the injection system to inject fuel into engine 101 and to ignite; $t_{inertia} > t_{inj}$. Hereby, it is ensured that several injections of fuel may be made, which is a condition for the at least one significant change ΔTq_{demand} to take place. Therefore, the requested torque here must be changed from a first value Tq_{demand_1} to a second value Tq_{demand_2} ; $\Delta Tq_{demand} = Tq_{demand\_2} - Tq_{demand\_1}$; and then retain this second value Tq_{demand_2} for a longer period of time than the injection time period t_{inj} . When at least one significant change ΔTq_{demand} thus corresponds to one or more peaks/leaps for the requested torque Tq_{demand} , these peaks/leaps must extend for a longer time period than the injection time period t_{inj} , in order to ensure the desired adjustment with certainty.

Analyses have indicated that the powertrain of the vehicle has a natural oscillation, which is dependent on the components that are part of the powertrain and the configuration/composition of these components. This natural oscillation has a certain natural frequency $f_{driveline\_osc}$, which corresponds to a time period $t_{driveline\_osc}$ for the natural oscillation. According to one embodiment of the present invention, the insight into and knowledge of the powertrain's natural oscillations is used to determine a time period $t_{inertia}$, over which the at least one significant change ΔTq_{demand} of the torque requested from the engine extends. This significant change ΔTq_{demand} of the torque requested from the engine is here to be extended for a time period $t_{inertia}$ that is longer than one injection period t_{inj} and is shorter than a part $\frac{1}{x}$ of the cyclic

duration $t_{driveline\_osc}$ for natural oscillations in the powertrain;
 $t_{inj} < t_{inertia} < \frac{1}{x} t_{driveline\_osc}$. Therefore, the requested torque here
 must be changed from a first value Tq_{demand_1} to a second value
 Tq_{demand_2} ; $\Delta Tq_{demand} = Tq_{demand\_2} - Tq_{demand\_1}$; and then retain this
 5 second value Tq_{demand_2} for a shorter time period than the part $\frac{1}{x}$
 of the cyclic duration $t_{driveline\_osc}$.

If this part $\frac{1}{x}$ is suitably chosen, then the at least one
 significant change ΔTq_{demand} of the requested torque may occur
 during a substantially linear part of the natural oscillation.

10 For example, the part $\frac{1}{x}$ may be an eighth $\frac{1}{8}$; $t_{inj} < t_{inertia} <$
 $\frac{1}{8} t_{driveline\_osc}$; whereby the probability is great that the at least
 one significant change ΔTq_{demand} occurs during a part of the
 cyclic duration $t_{driveline\_osc}$, wherein the sinus-shaped natural
 oscillation has a relatively straight/non-curved shape.

15 In general, adjustments may be said to be more exact when a
 shorter part $\frac{1}{x}$ of the cyclic duration $t_{driveline\_osc}$ is used, that
 is to say, for greater values on x , as a more linear part of
 the natural oscillation is then used for the control. However,
 the part $\frac{1}{x}$ of the cyclic duration $t_{driveline\_osc}$ cannot be made
 20 shorter indefinitely, since, as the amplitude difference
 ΔTq_{demand} for the requested torque, which is required to achieve
 the change of the time derivative $\Delta \dot{T}q_{fw}$ increases, the shorter
 the part $\frac{1}{x}$ of the cyclic duration $t_{driveline\_osc}$ is, and as there
 are limits as to how short this amplitude difference may be
 25 $\Delta Tq_{demand\_min} < \Delta Tq_{demand} < \Delta Tq_{demand\_max}$.

According to one embodiment, a size of the change of the time
 derivative $\Delta \dot{T}q_{fw}$ is related to a size of the significant change

ΔTq_{demand} , i.e. the amplitude difference, of the torque requested from the engine and of a time $t_{inertia\_der}$ it takes to implement the change of the time derivative $\Delta \dot{T}q_{fw}$.

This may be seen as if an area A for a surface being delimited by the change ΔTq_{demand} of the torque requested by the engine and by the time $t_{inertia\_der}$ it takes to perform the change $\Delta \dot{T}q_{fw}$; $A = \Delta Tq_{demand} t_{inertia\_der}$; is required to change the time derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque.

Therefore, in general a corresponding change of the time derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque may be achieved with a greater change ΔTq_{demand} of the requested torque during a shorter period of time $t_{inertia\_der}$ than may be achieved with a smaller change ΔTq_{demand} of the requested torque during a longer period of time $t_{inertia\_der}$, if the area A of the surfaces that these changes delimit is the same size.

The time $t_{inertia\_der}$ it takes to change the time derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque is dependent on the time $t_{inertia}$ it takes to perform the significant change ΔTq_{demand} of the torque requested from the engine 101. As there are limits as to how great the amplitude difference/the change of the requested torque may be $\Delta Tq_{demand\_min} < \Delta Tq_{demand} < \Delta Tq_{demand\_max}$, and as a certain change $\Delta \dot{T}q_{fw}$ of the dynamic torque requires a certain area A , the limitations of the amplitude difference/change of the requested torque $\Delta Tq_{demand\_min} < \Delta Tq_{demand} < \Delta Tq_{demand\_max}$ will sometimes mean that the time $t_{inertia}$ it takes to perform the significant change ΔTq_{demand} is extended, which also means that the time $t_{inertia\_der}$ it takes to change the time derivative $\Delta \dot{T}q_{fw}$ is extended as well.

The control according to the present invention may occur in the direction of a desired gradient/change/derivative $\dot{T}q_{fw\_req}$ for the dynamic torque. The desired derivative $\dot{T}q_{fw\_req}$ for the dynamic torque may be related to a driving mode used in the vehicle. Several such driving modes are defined for vehicles, for example an economic driving mode (ECO), a powerful driving mode (POWER) and a normal driving mode (NORMAL). The driving modes define, for example, how aggressively the vehicle will behave and what feeling the vehicle will convey when being driven, wherein this aggression is related to the derivative $\dot{T}q_{fw\_req}$ for the dynamic torque.

The desired derivative $\dot{T}q_{fw\_req}$ for the dynamic torque may be related to a calibration of at least one parameter, which is related to a risk for jerkiness of the powertrain. For example, a maximum value $\dot{T}q_{fw\_req\_max}$ for the desired derivative may be calibrated to a value compensating for jerks in the powertrain when relatively large changes in the requested torque occur, for example when an accelerator pedal is depressed or released relatively quickly.

The desired derivative $\dot{T}q_{fw\_req}$ for the dynamic torque may be related to, and provide, a ramping down or a ramping up prior to a shift operation in the gearbox 103, or a ramping up or a ramping down after a shift operation in the gearbox.

The desired derivative $\dot{T}q_{fw\_req}$ for the dynamic torque may be related to, and provide, a ramping down before the release of a clutch 106, or a ramping up after the engaging of the clutch 106.

A person skilled in the art will realise that a method for the change of a time derivative $\Delta T \dot{q}_{fw}$ for a dynamic torque according to the present invention, may also be implemented in a computer program, which when executed in a computer will
5 cause the computer to carry out the method. The computer program usually consists of a part of a computer program product 303, where the computer program product comprises a suitable digital storage medium on which the computer program is stored. Said computer readable medium consists of a
10 suitable memory, e.g.: ROM (Read-Only Memory), PROM (Programmable Read-Only Memory), EPROM (Erasable PROM), Flash, EEPROM (Electrically Erasable PROM), a hard disk device, etc.

Figure 3 schematically shows a control device 300. The control device 300 comprises a calculation unit 301, which may consist
15 of substantially a suitable type of processor or microcomputer, e.g. a circuit for digital signal processing (Digital Signal Processor, DSP), or a circuit with a predetermined specific function (Application Specific Integrated Circuit, ASIC). The calculation unit 301 is
20 connected to a memory unit 302, installed in the control device 300, providing the calculation device 301 with e.g. the stored program code and/or the stored data, which the calculation device 301 needs in order to be able to carry out calculations. The calculation unit 301 is also arranged to
25 store interim or final results of calculations in the memory unit 302.

Further, the control device 300 is equipped with devices 311, 312, 313, 314 for receiving and sending of input and output signals. These input and output signals may contain wave
30 shapes, pulses, or other attributes, which may be detected as information by the devices 311, 313 for the receipt of input signals, and may be converted into signals that may be

processed by the calculation unit 301. These signals are then provided to the calculation unit 301. The devices 312, 314 for sending output signals are arranged to convert the calculation result from the calculation device 301 into output signals for transfer to other parts of the vehicle's control system and/or the component(s) for which the signals are intended, for example to the engine.

Each one of the connections to the devices for receiving and sending of input and output signals may consist of one or several of a cable; a data bus, such as a CAN (Controller Area Network) bus, a MOST (Media Oriented Systems Transport) bus, or any other bus configuration; or of a wireless connection.

A person skilled in the art will realise that the above-mentioned computer may consist of the calculation unit 301, and that the above-mentioned memory may consist of the memory unit 302.

Generally, control systems in modern vehicles consist of a communications bus system, consisting of one or several communications buses to connect a number of electronic control devices (ECUs), or controllers, and different components localised on the vehicle. Such a control system may comprise a large number of control devices, and the responsibility for a specific function may be distributed among more than one control device. Vehicles of the type shown thus often comprise significantly more control devices than shown in Figures 1 and 3, as is well known to a person skilled in the art within the technology area.

The present invention, in the embodiment displayed, is implemented in the control device 300. The invention may, however, also be implemented wholly or partly in one or several other control devices, already existing in the

vehicle, or in a control device dedicated to the present invention.

Figures 4a-b show a schematic block diagram for a prior art fuel injection system (Figure 4a) and a fuel injection system comprising a control system according to the present invention (Figure 4b).

In order to determine how much fuel to inject into the engine, information/indications of the torque requested have been used in vehicles for a long time, such as, for example, signals and/or mechanical indications from, for example a driver-controlled accelerator pedal, a cruise control and/or a shifting system. The amount of fuel to be injected into the engine is then calculated based on the information/indications. In other words, a direct re-interpretation/conversion of the information/indication into a corresponding amount of fuel is carried out. This fuel is then injected into the cylinders of the engine in order to operate the engine. This prior art procedure is shown schematically in Figure 4a. Thus, using prior art, a direct transfer of the information/indication from, for example, the accelerator pedal to the static torque achieved by the fuel injection is received and used. In other words, for example the indication from the accelerator pedal $Tq_{from\_acc\_pedal}$, is here directly used to calculate the requested torque Tq_{demand} : $Tq_{demand} = Tq_{from\_acc\_pedal}$.

When the present invention is used in the fuel injection system, a regulator/control system is introduced, as illustrated in Figure 4b, i.e. the system according to the present invention, which is arranged for the control of a torque Tq_{demand} requested from the engine in a vehicle, between the accelerator pedal, the cruise control and/or the shifting

system and the conversion of the torque to fuel. Thus, the regulator/control system, which achieves the requested/desired behaviour/profile for the dynamic torque, is comprised in this system according to the present invention. It is thus this

5 dynamic torque which is calculated/converted to the amount of fuel to be injected into the engine during combustion. In other words, the indication from the accelerator pedal $Tq_{from\_acc\_pedal}$ is here first transformed into a torque request for the dynamic torque, for example by means of the use of an

10 equation, with the indication from the accelerator pedal $Tq_{from\_acc\_pedal}$ introduced into the equation: $Tq_{demand} = Tq_{fw\_pres} + t_{delay\_total} \frac{Tq_{from\_acc\_pedal} - Tq_{fw\_pres}}{\tau}$, whereat fuel corresponding to this torque request Tq_{demand} will be injected into the engine. Here, Tq_{fw_pres} is the current value for the dynamic torque. The total

15 delay time t_{delay_total} corresponds to the time it takes from the determining of at least one parameter value until a change in the dynamic torque Tq_{fw} , based on the determined at least one parameter value, has been performed. The calibration parameter τ is related to a settling in period for the control/regulator and has the time dimension. The calibration parameter τ may be

20 set to a smaller value if a quicker settling in is desirable, and to a greater value if a slower settling in is desirable.

Other control equations could also have been used in the same

25 manner, as the person skilled in the art will realise. This means that the current dynamic torque Tq_{fw_pres} according to the present invention is controlled towards the indication from the accelerator pedal $Tq_{from\_acc\_pedal}$. When the present invention is used, the accelerator pedal, the cruise control, the shift

30 system or another possible torque requester may be used, in

order to request and/or provide a dynamic torque, rather than the static torque requested in prior art systems (Figure 4a).

Figure 5a shows a control according to prior art, wherein a static torque request is implemented for a change of the engine torque for a driving mode, which, for example, may correspond to an increase/decrease of the engine torque 512, i.e. a ramping up, for example after a shift operation, after which the torque should remain substantially at the same level.

The graph 501 shows the dynamic torque Tq_{fw} , which is the result of the control. The graph 502 shows the requested torque Tq_{demand} . It is evident from the figure that the resulting dynamic torque Tq_{fw} 501 oscillates significantly, that is with a great amplitude, both during the ramping up 512 and once the torque has not been changed for a while, which will be experienced as very unpleasant for the driver and/or the passengers in the vehicle.

Figure 5b shows a control according to an embodiment of the present invention, wherein a dynamic torque request is implemented for a driving mode corresponding to the one illustrated in Figure 5a. The graph 501 shows the dynamic torque Tq_{fw} , which is the result of the control. The graph 502 shows the requested torque Tq_{demand} . According to the present invention, significant changes ΔTq_{demand} of the requested torque Tq_{demand} are permitted in the form of peaks, leaps or similar for the requested torque Tq_{demand} , compared with torque requests according to prior art. These significant changes ΔTq_{demand} are here used to achieve changes to the time derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque 501, that is to say in order to "tilt" the gradient for the dynamic torque 501. These changes of the time

derivative $\Delta \dot{T}q_{fw}$ for the dynamic torque 501 may be made substantially instantaneously by means of the present invention.

Examples of such changes of the time derivative $\Delta \dot{T}q_{fw}$ through significant changes ΔTq_{demand} of the requested torque Tq_{demand} may be seen at a first 521 and a second 522 occasion in Figure 5b. At the first occasion 521, the dynamic torque 501 $\Delta \dot{T}q_{fw}$ is angled upwards by the use of a positive peak ΔTq_{demand} of the requested torque Tq_{demand} 502. At the second occasion 512, the dynamic torque 501 $\Delta \dot{T}q_{fw}$ is angled downwards again to an almost horizontal angle by the use of a negative peak ΔTq_{demand} .

By using the present invention, the requested torque Tq_{demand} may achieve, at least in part, a relatively jerky and uneven profile in Figure 5b. This is permitted according to the present invention, as the focus of the control is on providing the dynamic torque Tq_{fw} 501 with a more even and substantially non-oscillating form. As is evident from Figure 5, the result of the control is also that the dynamic torque Tq_{fw} 501 oscillates considerably less, that is to say it has considerably smaller amplitude than the dynamic torque Tq_{fw} 501, as per prior art control in Figure 5a. Thereby a better comfort and also a better performance is achieved through the use of the present invention, at the same time as the dynamic torque Tq_{fw} 501 is reliably controlled in the direction of the desired derivative.

In this document, devices are often described as being arranged to carry out steps in the method according to the invention. This also comprises that the devices are adapted and/or set up to carry out these method steps.

The present invention is not limited to the embodiments of the invention described above, but relates to and comprises all embodiments within the protected scope of the enclosed independent claims.

Claims

1. System arranged for the control of a change of a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, which is provided to an output shaft from an engine (101) in a vehicle (100),

5 **characterised by:**

- a first determining device (121), arranged for the determining of a desired change $\Delta \dot{T}q_{fw}$ of said time derivative for said dynamic torque from a current value $\dot{T}q_{fw\_pres}$ to a new desired value $\dot{T}q_{fw\_des}$;

10 - a second determining device (122), arranged for the determining of a current rotational difference $\Delta \omega_{pres}$ between a first end of a powertrain in said vehicle (100), rotating with a first rotational speed ω_1 , and a second end of said powertrain, rotating with a second rotational speed ω_2 ;

15 - a torque control device (123), arranged in order to perform controls of said first rotational speed ω_1 , wherein said control of said first rotational speed ω_1 is based on said desired value $\dot{T}q_{fw\_des}$ for said time derivative for said dynamic torque, on a spring constant k related to a torsional compliance in said powertrain and on said current rotational speed $\Delta \omega_{pres}$, wherein

20

- said current value $\dot{T}q_{fw\_pres}$ for said time derivative for said dynamic torque indirectly is controlled in the direction towards said desired value $\dot{T}q_{fw\_des}$, through said control of the said first rotational speed ω_1 .

25

2. Method according to claim 1, wherein said first rotational speed ω_1 corresponds to an engine speed ω_e for said engine (101); $\omega_1 = \omega_e$.

3. Method according to any of claims 1-2, wherein said second rotational speed ω_2 corresponds to a geared rotational speed ω_{wheel} for at least one driving wheel in said vehicle (100); $\omega_2 = \omega_{wheel}$.

5 4. System according to any of claims 1-3, wherein said spring constant k is one of the group of:
- a spring constant k_{drive} for driving shafts (104, 105) in said vehicle (100), related to a gear ratio i for said powertrain, which dominates said spring constant k for said powertrain;
10 and

- a total spring constant k_{tot} for said powertrain.

5. System according to any of claims 1-4, comprising a third determining device, arranged for the determining of said spring constant k by means of one or more of the group:

15 - a calculation based on a configuration of one or more components in said powertrain, wherein a relation to said spring constant k is known for said one or more components; and
- an, at least in part, continuously adaptive estimation, which estimates said spring constant k during the driving of
20 said vehicle (100).

6. System according to any of claims 1-5, wherein said torque control device (123) is arranged to achieve said change to said time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque by means of at least one significant change ΔTq_{demand} of a torque requested
25 from said engine (101).

7. System according to claim 6, wherein said torque control device (123) is arranged to indirectly control said

first rotational speed ω_1 by means of control of said requested torque Tq_{demand} .

8. System according to any of claims 6-7, wherein each of said at least one significant change ΔTq_{demand} is of a size within a range corresponding to 10%-100% of a total available torque for said engine (101) during a calculation period for a control device which performs said control.

9. System according to any of claims 6-8, wherein each of said at least one significant change ΔTq_{demand} of the torque requested from said engine (101) extends for a time period $t_{inertia}$, which is longer than an injection period t_{inj} and is shorter than a part $\frac{1}{X}$ of a cyclic duration $t_{driveline\_osc}$ for a natural oscillation in said powertrain; $t_{inj} < t_{inertia} < \frac{1}{X} t_{driveline\_osc}$.

10. System according to any of claims 6-9, wherein a size of said change of said time derivative $\Delta \dot{T}q_{fw}$ is dependent on the size of said significant change ΔTq_{demand} of the torque requested from said engine (101), and of a time $t_{inertia\_der}$ that elapses in order to perform said change to said time derivative $\Delta \dot{T}q_{fw}$.

11. System according to any of claims 6-10, wherein a time $t_{inertia\_der}$ elapsing in order to change said time derivative $\Delta \dot{T}q_{fw}$ is dependent on a time $t_{inertia}$ elapsing in order to perform said significant change ΔTq_{demand} of the torque requested from said engine (101).

12. System according to any of claims 1-11, wherein said time derivative for said dynamic torque is proportional to said rotational speed difference $\Delta \omega_{pres}$.

13. System according to any of claims 1-12, wherein said torque control device (123) is arranged to control said change of said time derivative $\Delta \dot{T}q_{fw}$ for said dynamic torque, in such a way that substantially instantaneous changes of said time derivative $\Delta \dot{T}q_{fw}$ are achieved.

14. Method for the control of a change of a time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque, which is provided to an output shaft from an engine (101) in a vehicle (100),
characterised by:

- determining of a desired change $\Delta \dot{T}q_{fw}$ of said time derivative for said dynamic torque from a current value $\dot{T}q_{fw\_pres}$ to a new desired value $\dot{T}q_{fw\_des}$;

- determining of a current rotational speed difference $\Delta \omega_{pres}$ between a first end of a powertrain in said vehicle (100), rotating with a first rotational speed ω_1 , and a second end of said powertrain, rotating with a second rotational speed ω_2 ;

- controlling said first rotational speed ω_1 , wherein said control of said first rotational speed ω_1 is based on said desired value $\dot{T}q_{fw\_des}$ for said time derivative for said dynamic torque, on a spring constant k related to a torsional compliance in said powertrain and on said current rotational speed $\Delta \omega_{pres}$, wherein

- said current value $\dot{T}q_{fw\_pres}$ for said time derivative for said dynamic torque is indirectly controlled in the direction towards said desired value $\dot{T}q_{fw\_des}$, through said control of said first rotational speed ω_1 .

15. Method according to claim 14, wherein said first rotational speed ω_1 corresponds to an engine speed ω_e for said engine (101); $\omega_1 = \omega_e$.

16. Method according to any of claims 14-15, wherein said second rotational speed ω_2 corresponds to a geared rotational speed ω_{wheel} for at least one driving wheel in said vehicle (100); $\omega_2 = \omega_{wheel}$.

17. Method according to any of claims 14-16, wherein said spring constant k is one of the group of:

- a spring constant k_{drive} for driving shafts (104, 105) in said vehicle (100), related to a gear ratio i for said powertrain, which dominates said spring constant k for said powertrain; and

- a total spring constant k_{tot} for said powertrain.

18. Method according to any of claims 14-17, wherein said spring constant k is determined by means of one or several of the group:

- a calculation based on a configuration of one or more components in said powertrain, wherein a relation to said

spring constant k is known for said one or more components; and

- an, at least in part, continuously adaptive estimation, which estimates said spring constant k during the driving of said vehicle (100).

19. Method according to any of claims 14-18, wherein said control of said change to said time derivative $\Delta \dot{T}q_{fw}$ for a dynamic torque is achieved by means of at least one significant change ΔTq_{demand} of a torque requested from said engine (101).

20. Method according to claim 19, wherein said rotational speed ω_1 is indirectly controlled by said requested torque Tq_{demand} .

21. Method according to any of claims 19-20, wherein each of said at least one significant changes ΔTq_{demand} is of a size within a range corresponding to 10%-100% of a total available torque for said engine (101) during a calculation period for a control device which performs said control.

22. Method according to any of claims 19-21, wherein each of said at least one significant changes ΔTq_{demand} of the torque requested from said engine (101) extends for a time period $t_{inertia}$, which is longer than an injection period t_{inj} and is shorter than a part $\frac{1}{X}$ of a cyclic duration $t_{driveline\_osc}$ for a natural oscillation in said powertrain; $t_{inj} < t_{inertia} < \frac{1}{X} t_{driveline\_osc}$.

23. Method according to any of claims 19-22, wherein a size of said change of said time derivative $\Delta \dot{T}q_{fw}$ is dependent on the size of said significant change ΔTq_{demand} of the torque requested from said engine (101) and of a time $t_{inertia\_der}$ elapsing in order to perform said change to said time derivative $\Delta \dot{T}q_{fw}$.

24. Method according to any of claims 19-23, wherein a time $t_{inertia\_der}$ elapsing in order to change said time derivative $\Delta \dot{T}q_{fw}$ is dependent on a time $t_{inertia}$ elapsing in order to perform said significant change ΔTq_{demand} of the torque requested from said engine (101).

25. Method according to any of claims 14-24, wherein said time $\dot{T}q_{fw}$ derivative for said dynamic torque is proportional to the said rotational speed difference $\Delta \omega_{pres}$.

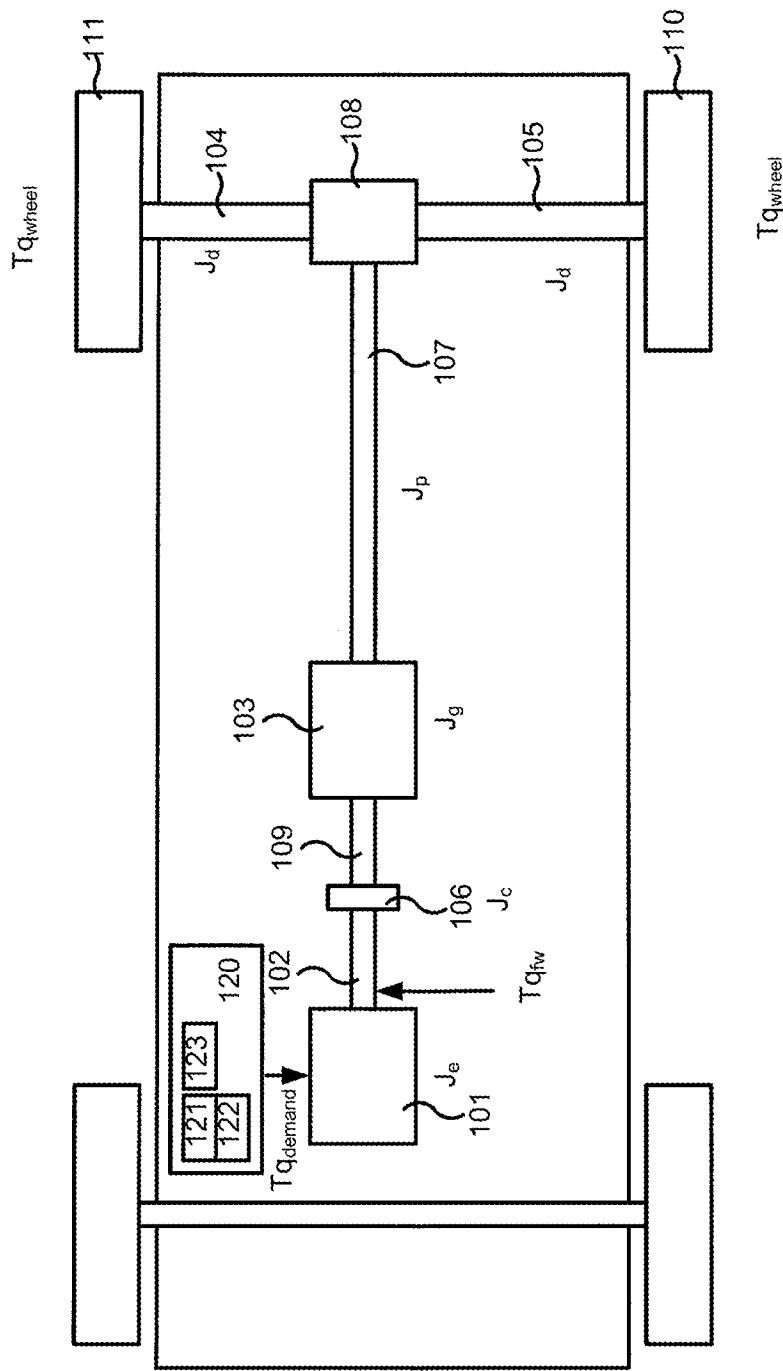
26. Method according to any of claims 14-25, wherein said control of said change of said time derivative $\Delta \dot{T} q_{fw}$ for said dynamic torque provides substantially instantaneous changes of said time derivative $\Delta \dot{T} q_{fw}$.

5 27. Computer program comprising a program code which, when said program code is executed in a computer, achieves that said computer carries out the method according to any of claims 1-26.

10 28. Computer program product comprising a computer readable medium and a computer program according to claim 27, said computer program being comprised in said computer readable medium.

FIG. 1

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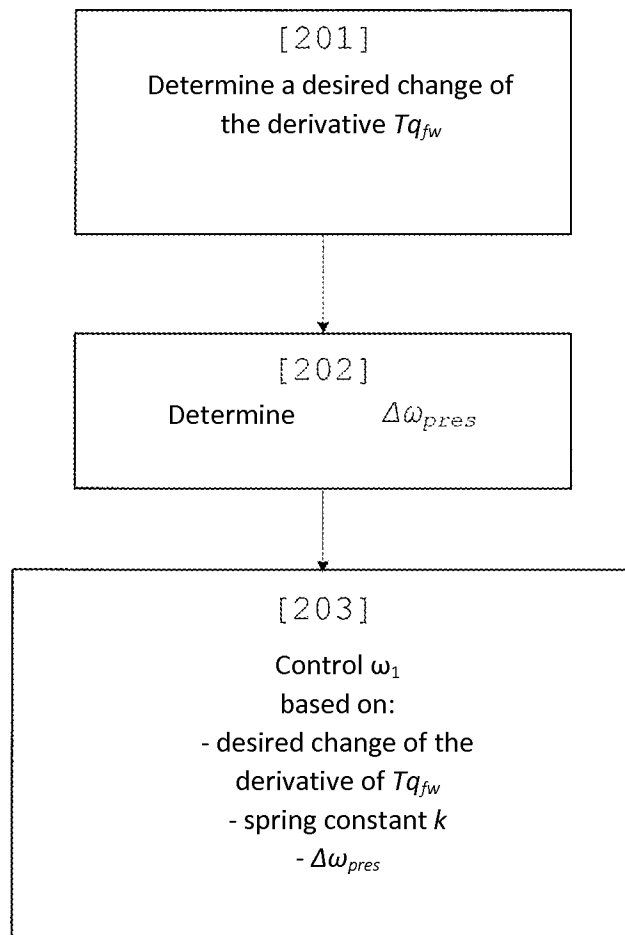


Fig. 2

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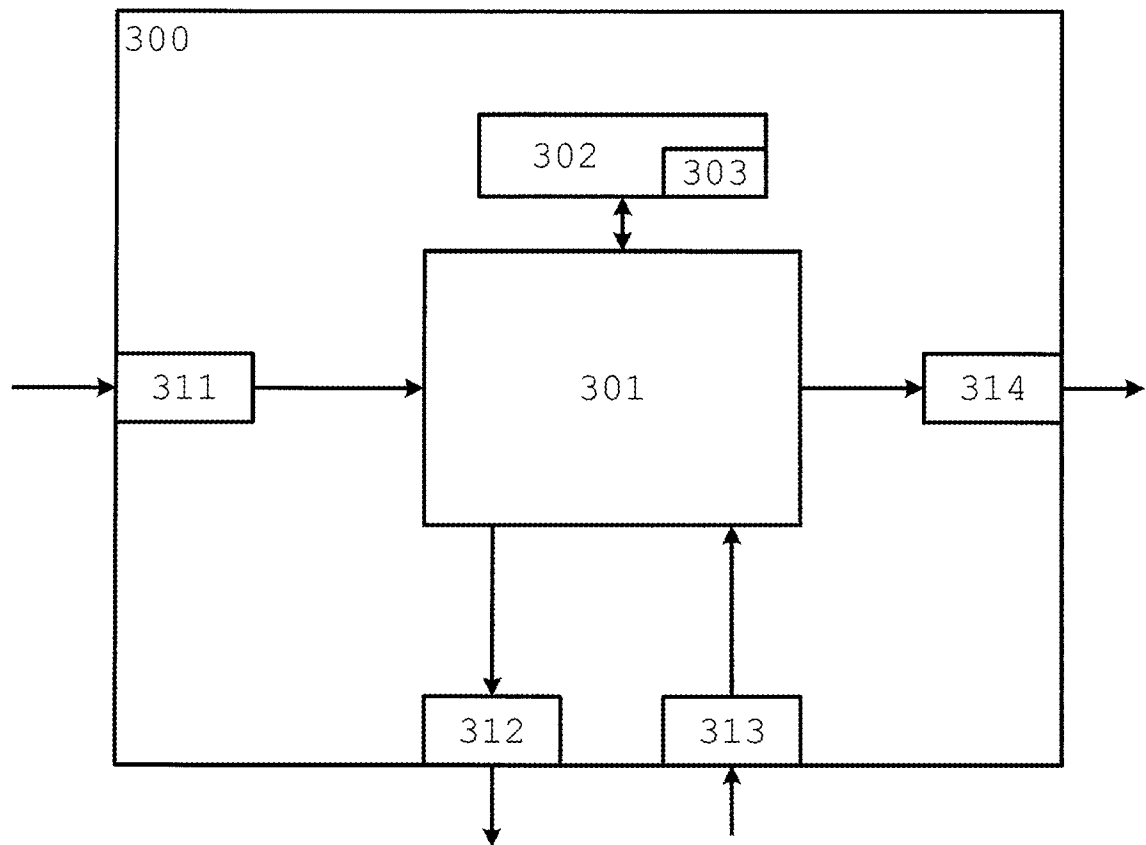


Fig. 3

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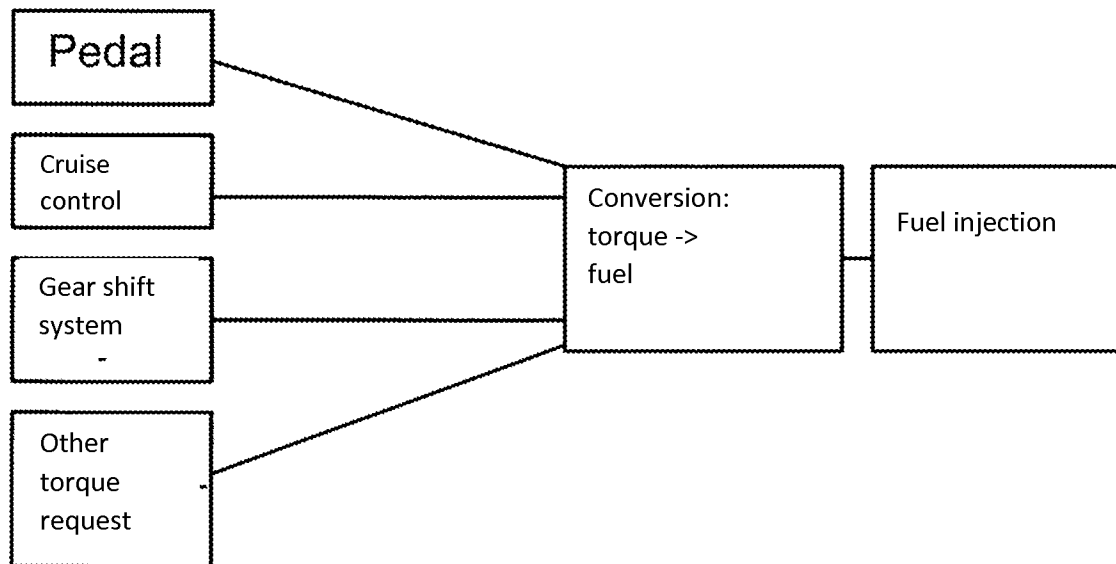


FIG. 4a

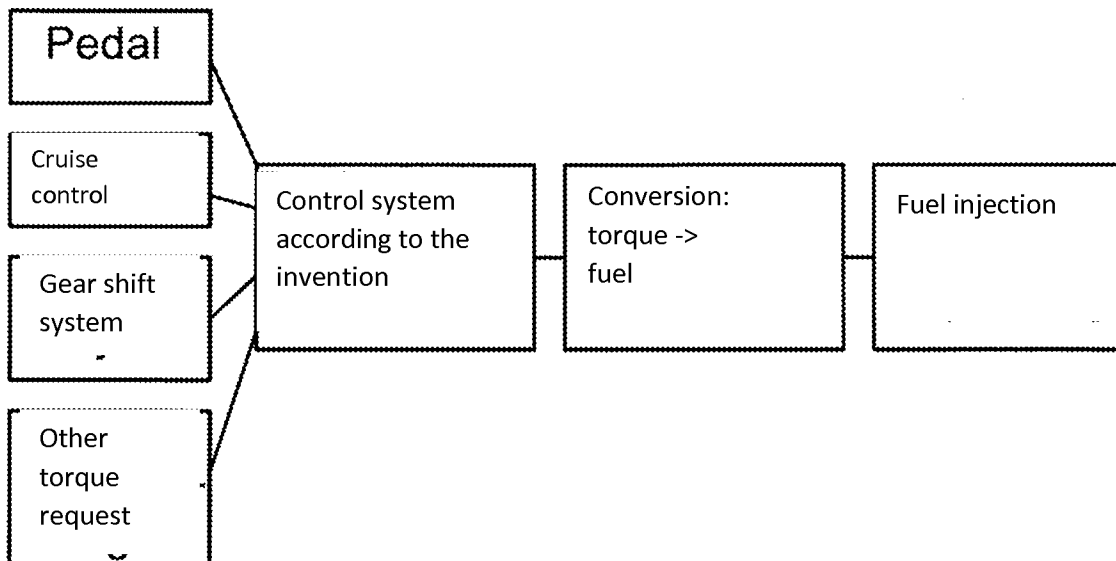


FIG. 4b

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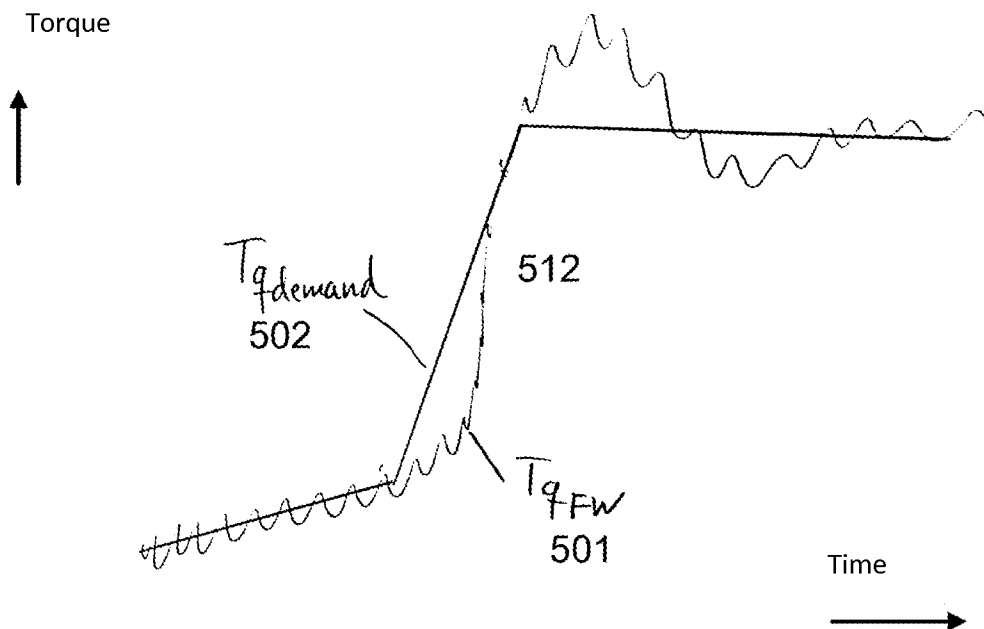


FIG. 5a

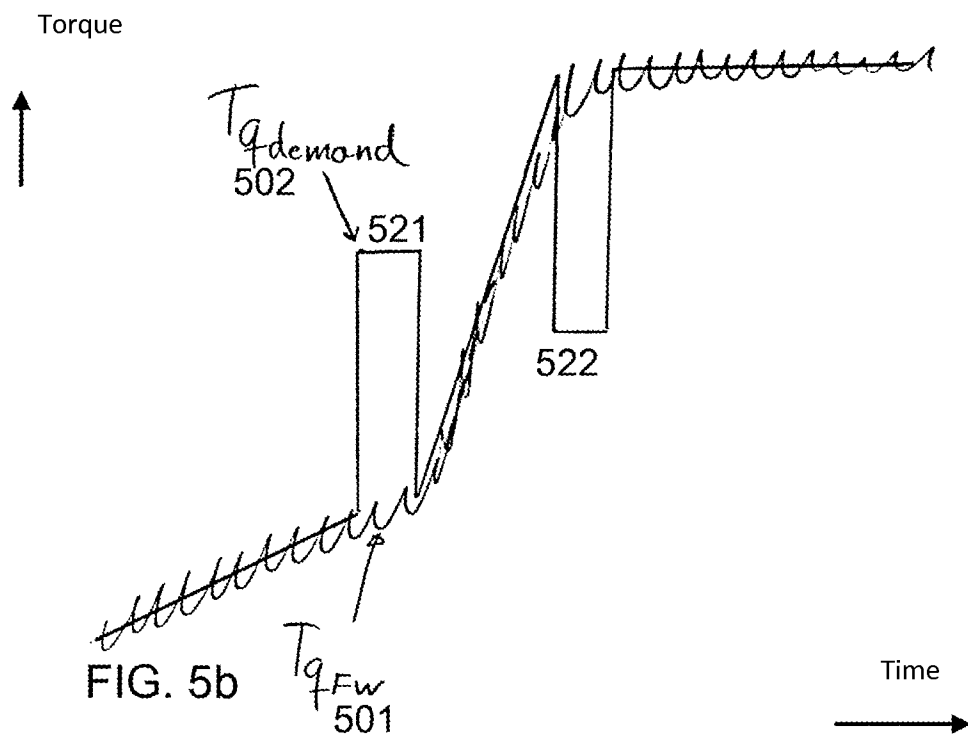


FIG. 5b

INTERNATIONAL SEARCH REPORT

International application No

PCT/SE2015/050598

A. CLASSIFICATION OF SUBJECT MATTER

INV. F02D41/14 F02D41/02 F02D41/10 B60W30/20 B60W50/06
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

F02D B60W

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EP0-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	TEMPLIN P ET AL: "An LQR torque compensator for driveline oscillation damping", CONTROL APPLICATIONS, (CCA)&INTELLIGENT CONTROL, (ISIC), 2009 IEEE, IEEE, PISCATAWAY, NJ, USA, 8 July 2009 (2009-07-08), pages 352-356, XP031542866, ISBN: 978-1-4244-4601-8	27,28
A	page 352, column 2, paragraph 4 - page 356, column 1, paragraph 4; figures	1-26
X	WO 2011/003544 A2 (VOLVO LASTVAGNAR AB [SE]; TEMPLIN PETER [SE]) 13 January 2011 (2011-01-13)	27,28
A	claims; figures	1-26



Further documents are listed in the continuation of Box C.



See patent family annex.

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Date of the actual completion of the international search

12 October 2015

Date of mailing of the international search report

21/10/2015

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Aign, Torsten

INTERNATIONAL SEARCH REPORT

International application No

PCT/SE2015/050598

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
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X	BERRIRI M ET AL: "Active damping of automotive powertrain oscillations by a partial torque compensator", CONTROL ENGINEERING PRACTICE, PERGAMON PRESS, OXFORD, GB, vol. 16, no. 7, 1 July 2008 (2008-07-01), pages 874-883, XP022681084, ISSN: 0967-0661, DOI: 10.1016/J.CONENGPRAC.2007.10.010 [retrieved on 2007-12-03]	27,28
A	page 875, column 2, paragraph 2 - page 879, column 1, paragraph 5; figures 1-6 -----	1-26
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A	paragraph [0011] - paragraph [0026]; figures -----	1-26
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Information on patent family members

International application No

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