7. CONCLUSION

This paper addressed the design of real time implementation of T2FBSMC for a TRMS system in the presence of external disturbances. Firstly, we start by the development of the dynamic model of the TRMS taking into account the different physics phenomena. A highly coupled nonlinear TRMS is decomposed into a set of main and tail subsystems with the coupling effect considered as the uncertainties. Simulation and experimental results are presented to show the effectiveness of the proposed method. In addition the comparative study performed with other works developed in the literature, has shown the effectiveness of the proposed control approach.

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