

13

power system, the auxiliary system, and the at least one electric drive transaxle of the traction system; and an auxiliary control system in communication with the traction controller, the power system, the first AC electric auxiliary motor, and the second AC electric auxiliary motor, the auxiliary control system comprising:

- a first controller;
- a second controller;
- a common interface in communication with the first controller and the second controller;
- a first power inverter in communication with the common interface and the first AC electric auxiliary motor; and
- a second power inverter in communication with the common interface and the second AC electric auxiliary motor;

wherein each of the first controller and the second controller applies field oriented control to the first AC electric auxiliary motor and the second AC electric auxiliary motor and controls the first AC electric auxiliary motor and the second AC electric auxiliary motor via at least one DC control technique.

10. The utility vehicle of claim 9, wherein the first auxiliary mechanism and the second auxiliary mechanism each comprises a cutting blade mechanism.

11. The utility vehicle of claim 9, wherein the first AC electric auxiliary motor and the second AC electric auxiliary motor each comprises an AC PMSM motor.

14

12. The utility vehicle of claim 9, wherein: at least one of the plurality of sensors comprises a Hall effect sensor for detecting a position of a rotor of the first AC electric auxiliary motor and the second AC electric auxiliary motor; and the auxiliary control system is further in communication with the Hall effect sensor.

13. The utility vehicle of claim 9, further comprising a first data bus that provides communication between the traction controller and the auxiliary control system.

14. The utility vehicle of claim 9, further comprising a second data bus that provides communication between the first controller and the second controller.

15. The utility vehicle of claim 9, wherein the first controller of the auxiliary control system is designated as a master and the second controller of the auxiliary control system is designated as a slave that is configured to be subordinate to the first controller.

16. The utility vehicle of claim 9, wherein the plurality of operator interfaces comprises a left drive lever and a right drive lever, the left drive lever and the right drive lever associated with the accelerator system.

17. The utility vehicle of claim 16, wherein the plurality of sensors comprises a left drive lever position sensor associated with the left drive lever and a right drive lever position sensor associated with the right drive lever.

18. The utility vehicle of claim 9, wherein the field oriented control comprises sensorless field oriented control.

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