

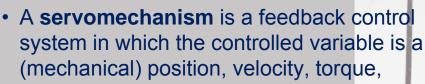
Outline

- Motors
 - Synchronous motor
 - Induction motor
 - DC motor
 - BLDC
 - PMAC
 - PWM principle
 - Driver design

Servo Systems

3

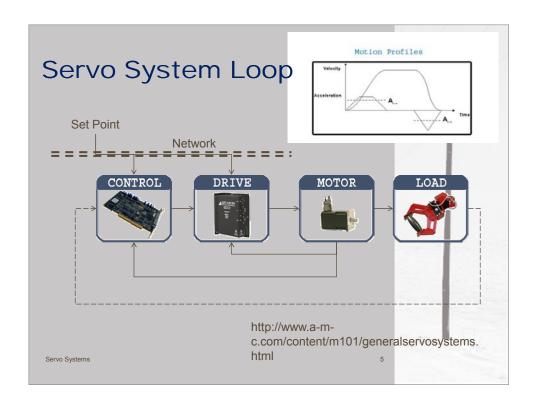
Servo vs. Process System

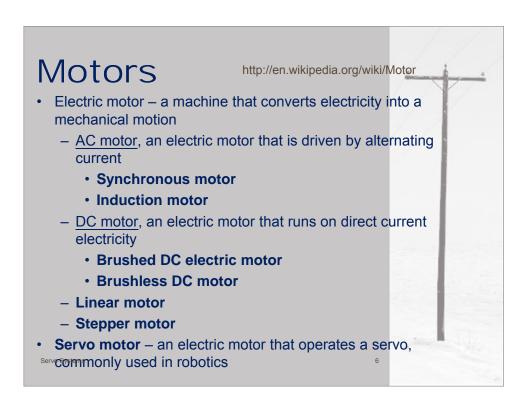


frequency, etc.

 A process control generally refers to control of other variables as liquid level, pressure, temperature, density, concentration, or chemical composition.

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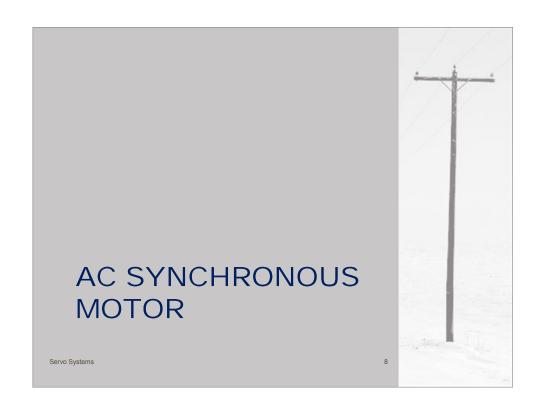


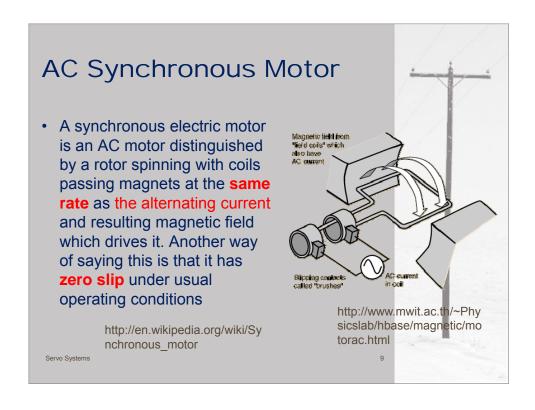


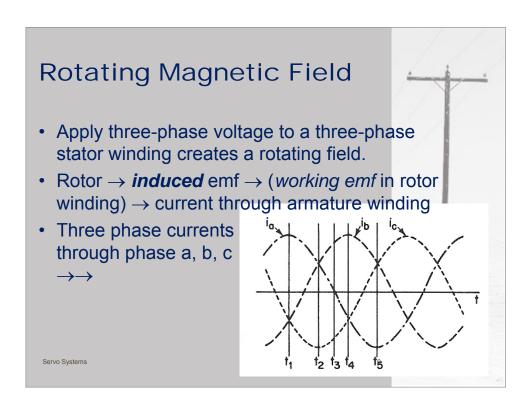
Calculating Magnetic Field

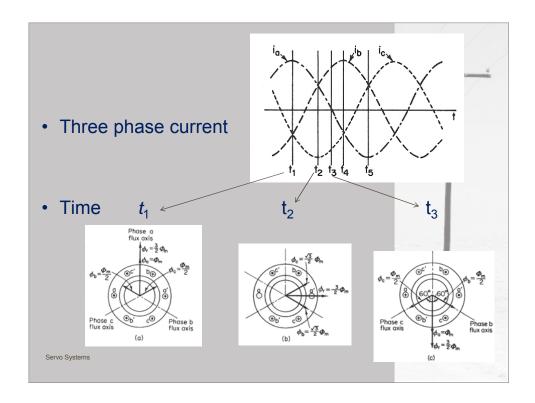
- Magnetic Field Intensity: $H \equiv B/\mu$ where μ is the permeability
- Magnetomotive force (mmf): $\mathcal{F} = \oint Hdl$

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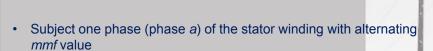








Mathematially



$$\mathcal{F}_{a} = \mathcal{F}_{m} \cos \omega t \cos \alpha$$

- One obtain an alternating field that *behaves* as the **projection** of the magnetomotive force on the axis of phase *a*.
- Phase b and phase c mmf's

$$\mathcal{F}_{\rm b} = \mathcal{F}_{\rm m} \cos(\omega t - 120^{\circ}) \cos(\alpha - 120^{\circ})$$

$$\mathcal{F}_{c} = \mathcal{F}_{m} \cos(\omega t - 240^{\circ}) \cos(\alpha - 240^{\circ})$$

• The total *mmf*

Substitute

$$\cos x \cos y = \frac{1}{2}\cos(x-y) + \frac{1}{2}\cos(x+y)$$

• We get,

$$\mathcal{F}_{r} = \frac{1}{2}\mathcal{F}_{m}[\cos(\omega t - \alpha) + \cos(\omega t + \alpha) + \cos(\omega t - \alpha)$$

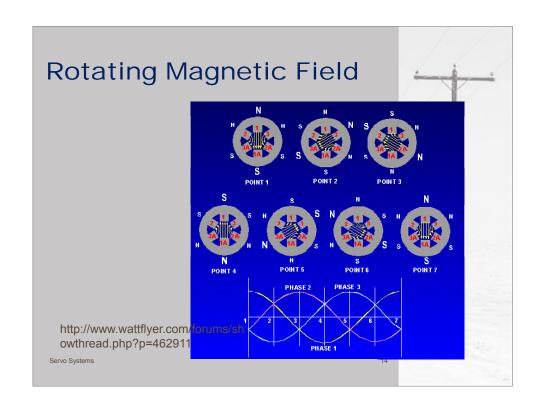
$$+\cos(\omega t + \alpha - 240^{\circ}) + \cos(\omega t - \alpha) + \cos(\omega t + \alpha - 120^{\circ})$$

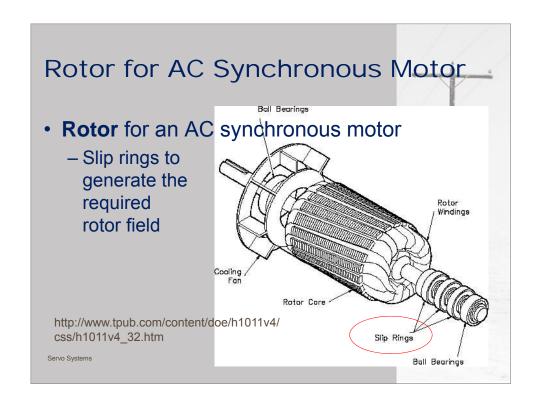
 Taking into account the cos's are 120° apart (sums up to "zero")

$$\mathcal{F}_{r} = \frac{3}{2}\mathcal{F}_{m}\cos(\omega t - \alpha)$$

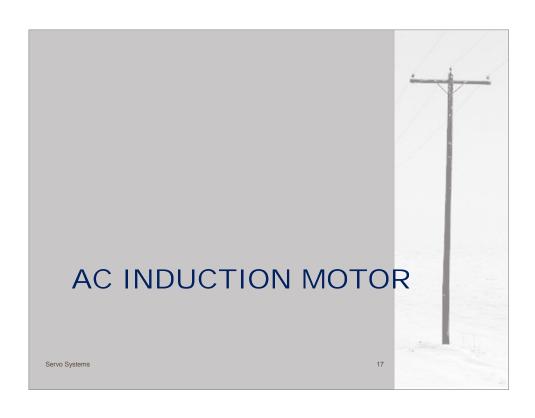
- The projection of a rotating field of constant amplitude

Servo Systems





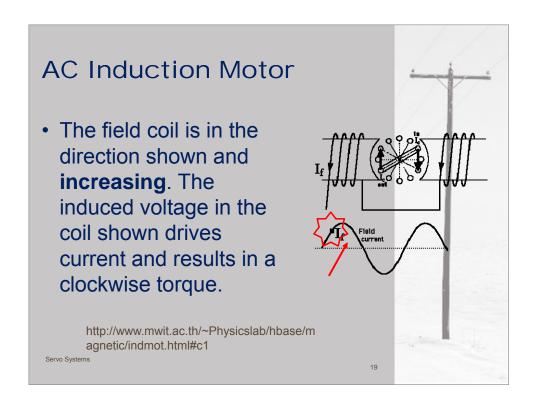


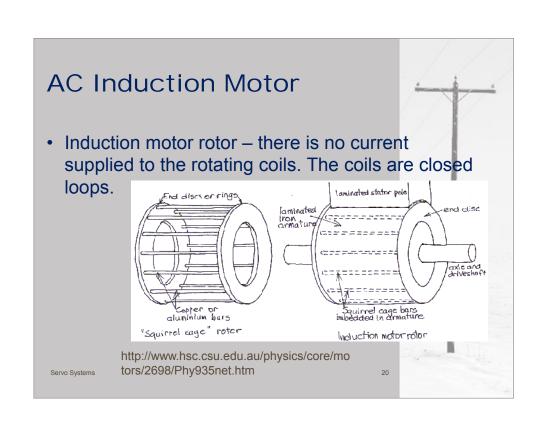


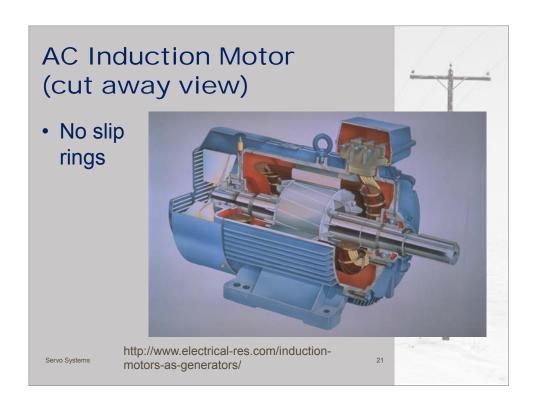
AC Induction Motor

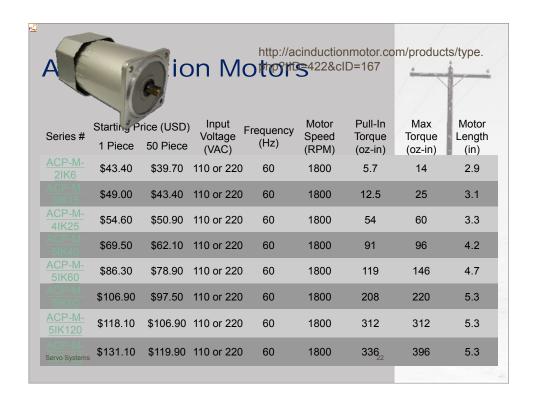
- An induction motor (or asynchronous motor or squirrel-cage motor) is a type of alternating current motor where power is supplied to the rotor by means of electromagnetic induction.
 - Sometimes called a rotating transformer the stator (stationary part) is the primary side the rotor (rotating part) is the secondary side.
 - Induction motors are the preferred choice for industrial motors due to their rugged construction, absence of brushes (which are required in most DC motors) and thanks to modern power electronics
 System ability to control the speed of the motor.

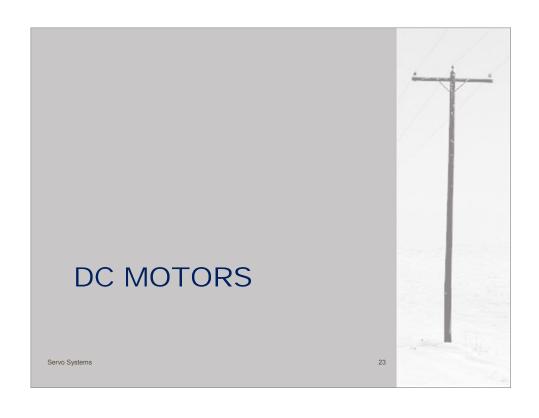
servo Systetine ability to control the speed of the motor.
http://en.wikipedia.org/wiki/Induction_motor

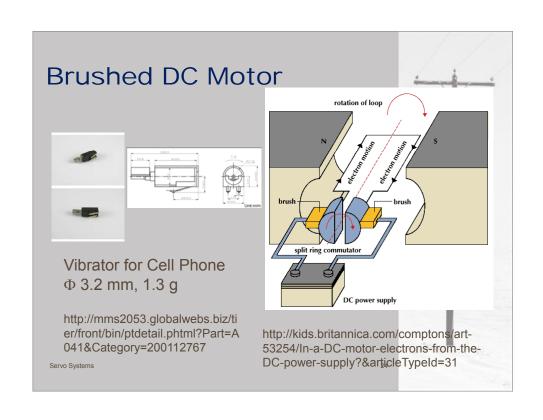










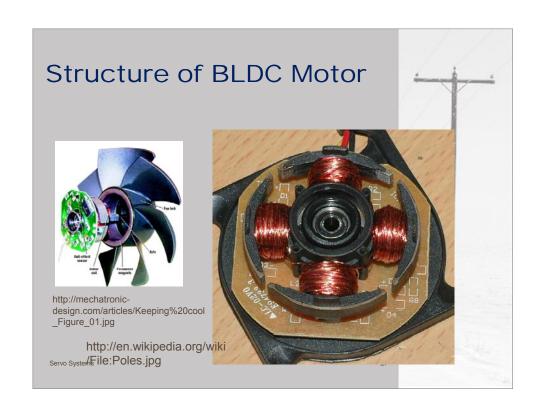


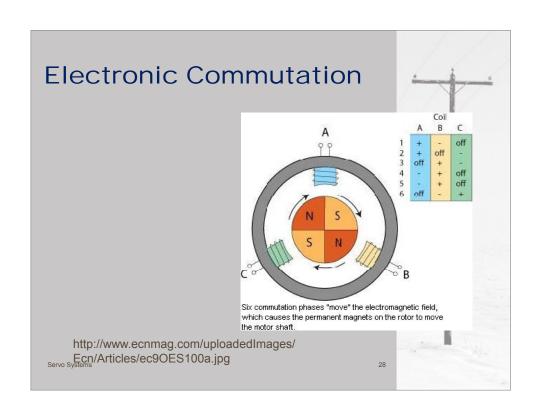


Brushless DC Motor

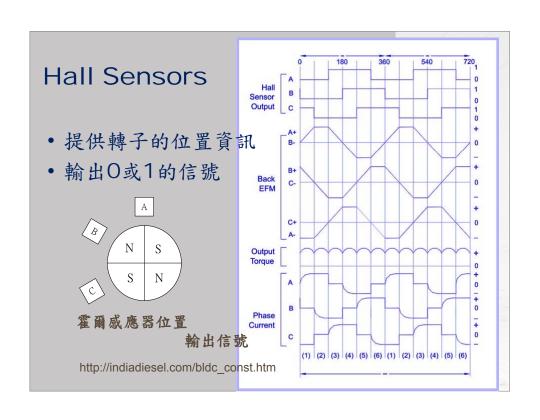
- A brushless DC (BLDC) motor is a synchronous electric motor powered by direct-current (DC) electricity and having an electronic commutation system, rather than a mechanical commutator and brushes.
- In BLDC motors, current to torque and voltage to rpm are linear relationships.

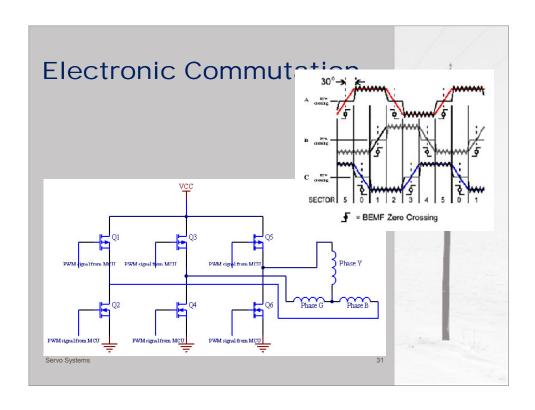
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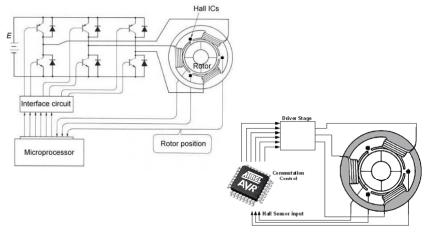






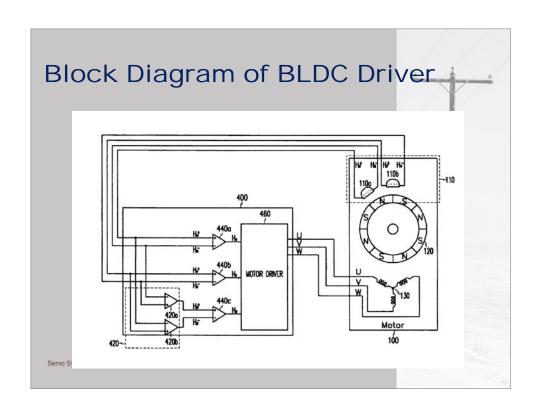


Electronic Commutation



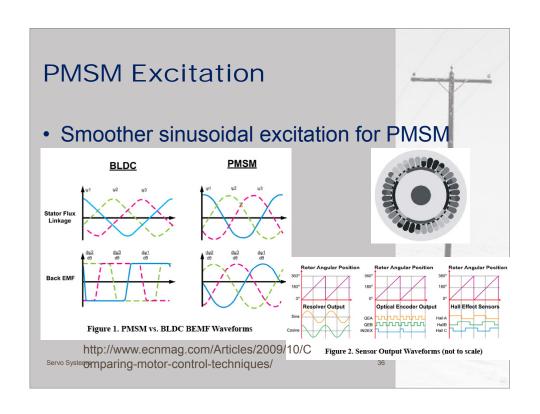
AVR® 8-Bit RISC - Applications - Three-phase Brushless DC Motors

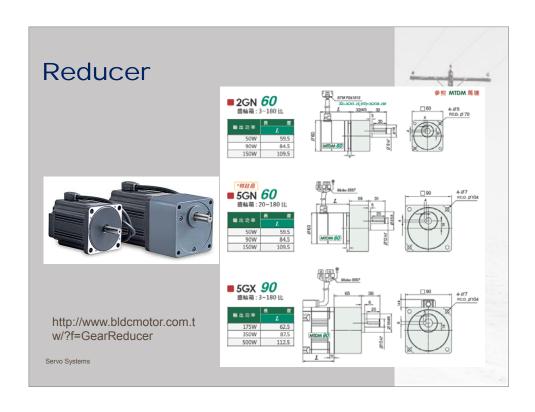
Servo Systems 32

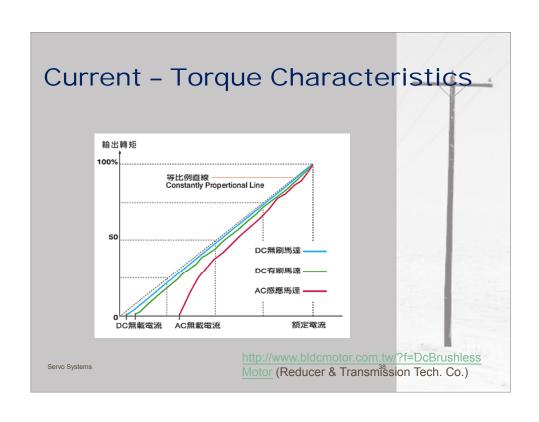




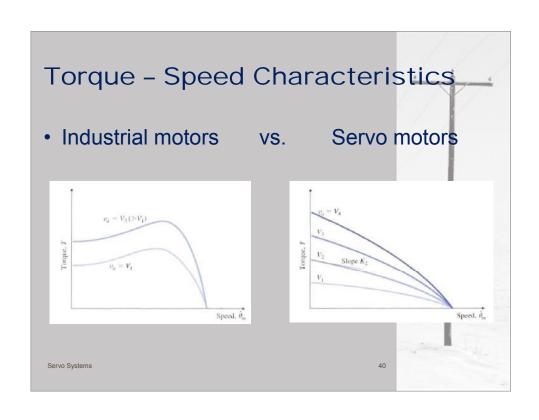




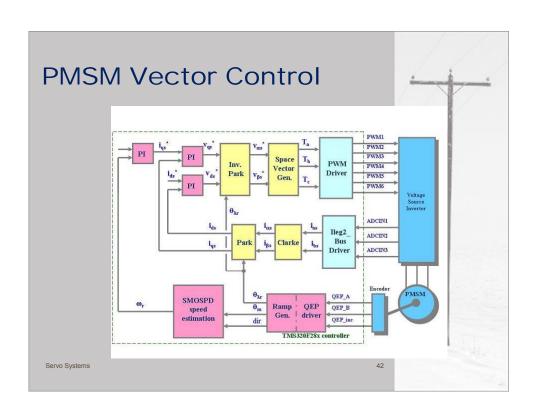


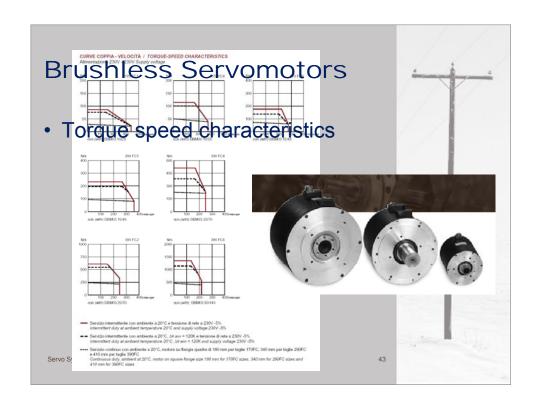


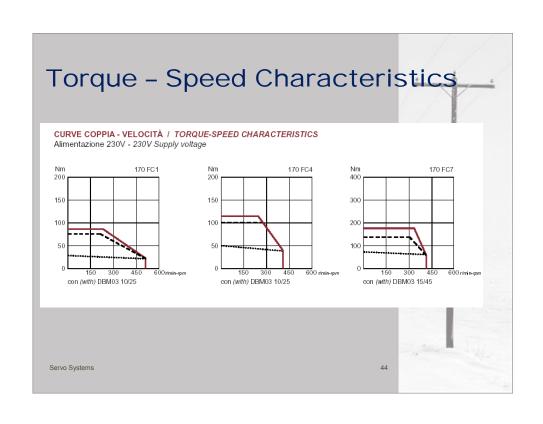


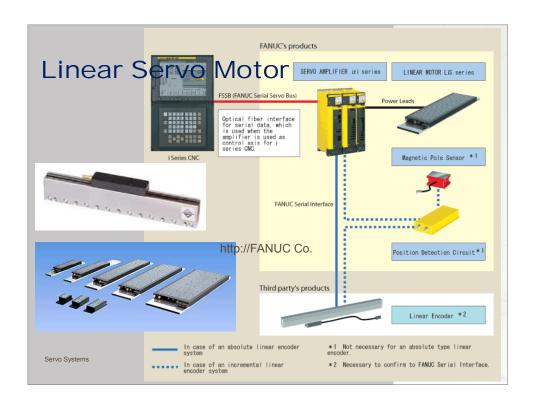






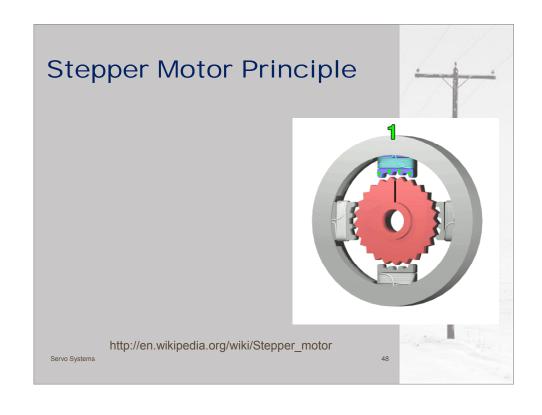


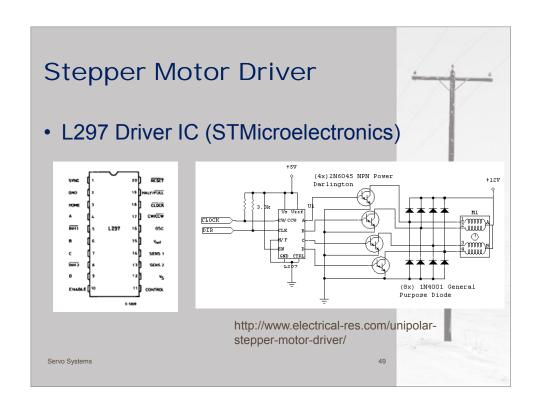


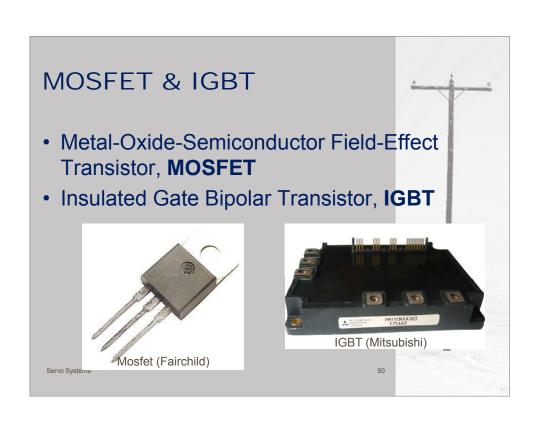


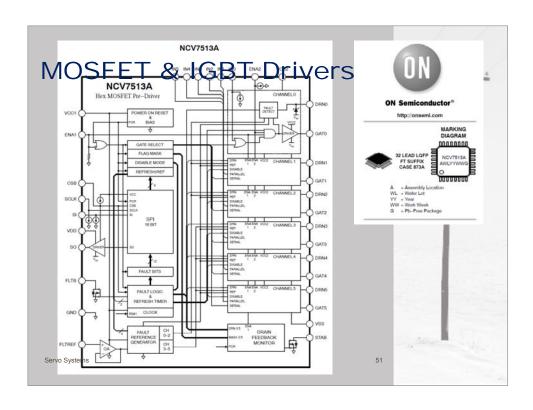




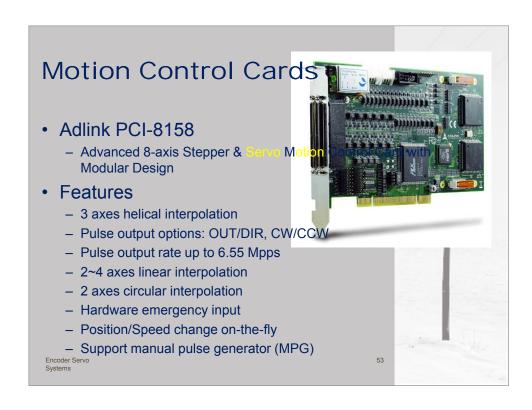




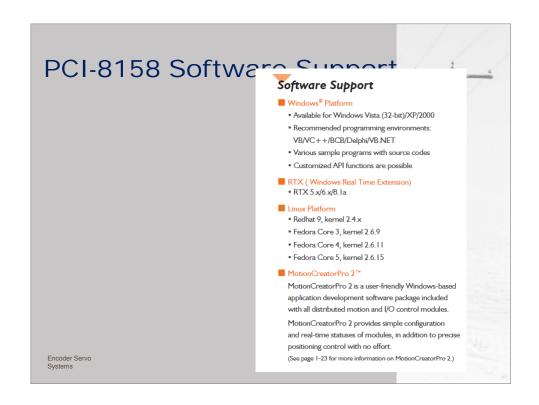


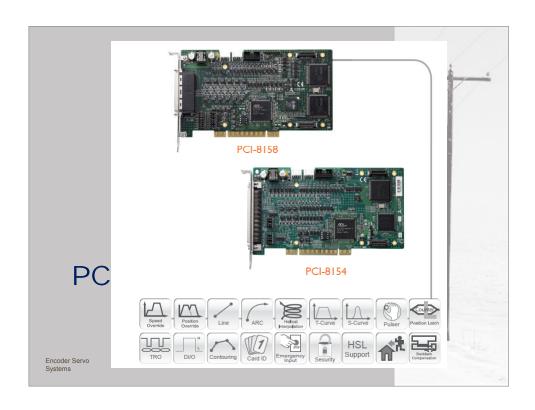


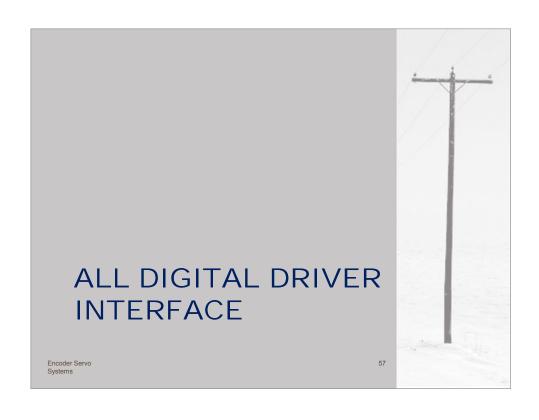


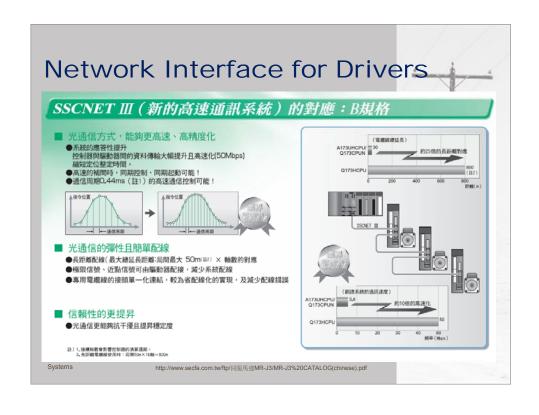












SSCNET



 SSCNET (Servo System Controller Network) is Mitsubishi Electric's dedicated Motion Control bus network. The motion controllers and servo amplifiers can be linked via the SSCNET network that offers the user: ease of connectivity, due to less wiring, high reliablilty and since the encoder output terminals are fitted as standard, greater flexibility for system integration.

Encoder Servo

59

Digital Control Interface I



SERCOS

– SERCOS (SErial Real-time COmmunication System) interface is a globally standardized open digital interface for the communication between industrial controls, motion devices (drives) and input output devices (I/O). It is classified as standard IEC 61491 and EN 61491. The SERCOS interface is designed to provide hard real-time, high performance communications between industrial motion controls and digital servo drives.

Encoder Servo Systems

CAN-bus



- Controller—area network (CAN or CAN-bus) is a vehicle bus standard designed to allow microcontrollers and devices to communicate with each other within a vehicle without a host computer.
 - Development of the CAN-bus started originally in 1983 at Robert Bosch GmbH.[1]
 The protocol was officially released in 1986 at the Society of Automotive
 Engineers (SAE) congress in Detroit, Michigan. The first CAN controller chips,
 produced by Intel and Philips, came on the market in 1987. Bosch published the
 CAN 2.0 specification in 1991.
 - CAN is one of five protocols used in the OBD-II vehicle diagnostics standard, mandatory for all cars and light trucks sold in the United States since 1996, and the EOBD standard, mandatory for all petrol vehicles sold in the European Union since 2001 and all diesel vehicles since 2004.[2]

Encoder Servo Systems

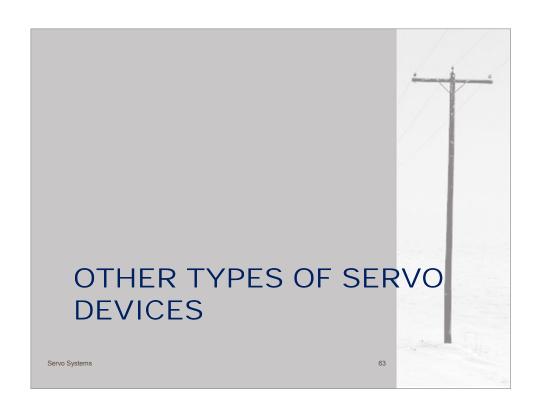
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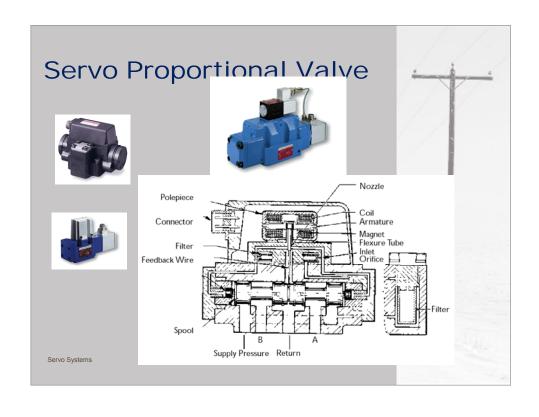
Exercise



- Find the register that holds the up/down count in the interface card in our system.
- Determine what kind of servo motor is used in our lab.
- Hook up the servo motor and try to read the up/down pulse count from the interface card.

Encoder Servo Systems







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Servo Systems