Combined LUT Calibration and MTPA Control for BLDC Motors with Hall Sensor Misalignment & Large Stator Inductance

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*Abstract*— Brushless DC (BLDC) motors are extensively utilized in industrial applications, yet they frequently encounter performance limitations due to Hall-sensor misalignment and significant stator inductance. These non-idealities manifest as torque ripple, acoustic noise, and a reduction in torque-per-ampere capability. This paper presents a unified control strategy that uses a lookup-table (LUT) based Hall-sensor calibration with a Maximum Torque Per Ampere (MTPA) Proportional Integral (PI) controller. The proposed calibration routine eliminates introduced by Hall sensor misalignment without introducing filter delays. Additionally, the MTPA controller dynamically compensates for the current phase lag by adjusting the advance firing angle, driving the average d-axis current to zero and achieving MTPA operation. Verification through detailed machine simulations confirms that the combined approach effectively restores balanced commutation and enhances torque generation efficiency compared to uncompensated baselines.

Keywords—BLDC motor, Hall-sensor misalignment, MTPA, Lookup Table (LUT), Advance Angle Control.

# Introduction

Brushless DC (BLDC) motors are widely used in modern industries such as electric mobility, robotics, manufacturing, and industrial automation due to their high-power density, good reliability and efficiency, superior torque-speed characteristics, simplicity, and low cost [3], [4]. Among various motor drive methods, Hall-sensor-controlled BLDC machines are commonly chosen for their ability to operate at a wide range of speeds and in applications where sensorless control may not be preferred [3], [4].

A BLDC motor consists of a permanent magnet synchronous machine (PMSM), which is electronically commuted by a voltage source inverter (VSI). A schematic diagram of a typical BLDC motor drive is shown in Fig. 1, where the VSI is controlled using three Hall sensors that detect the rotor position [5]. Each Hall sensor outputs a square wave signal with a value of 1 or 0, depending on the rotor position. To provide six evenly spaced readings, the three Hall sensors must be spaced apart by 120◦ [5]. In the 120° commutation scheme used in this work, each phase conducts for two-thirds of the electrical cycle [7]. A common control algorithm is MTPA where, if stator inductance is negligible, a 30° shift aligns the fundamental component of the phase current with the phase back electromotive force (EMF). The alignment of the component means all current is being used for torque generation, hence achieving maximum torque-per-ampere (MTPA) operation [8]. However, motors with significant stator inductance require dynamic adjustment of the advance firing angle to maintain MTPA operation.

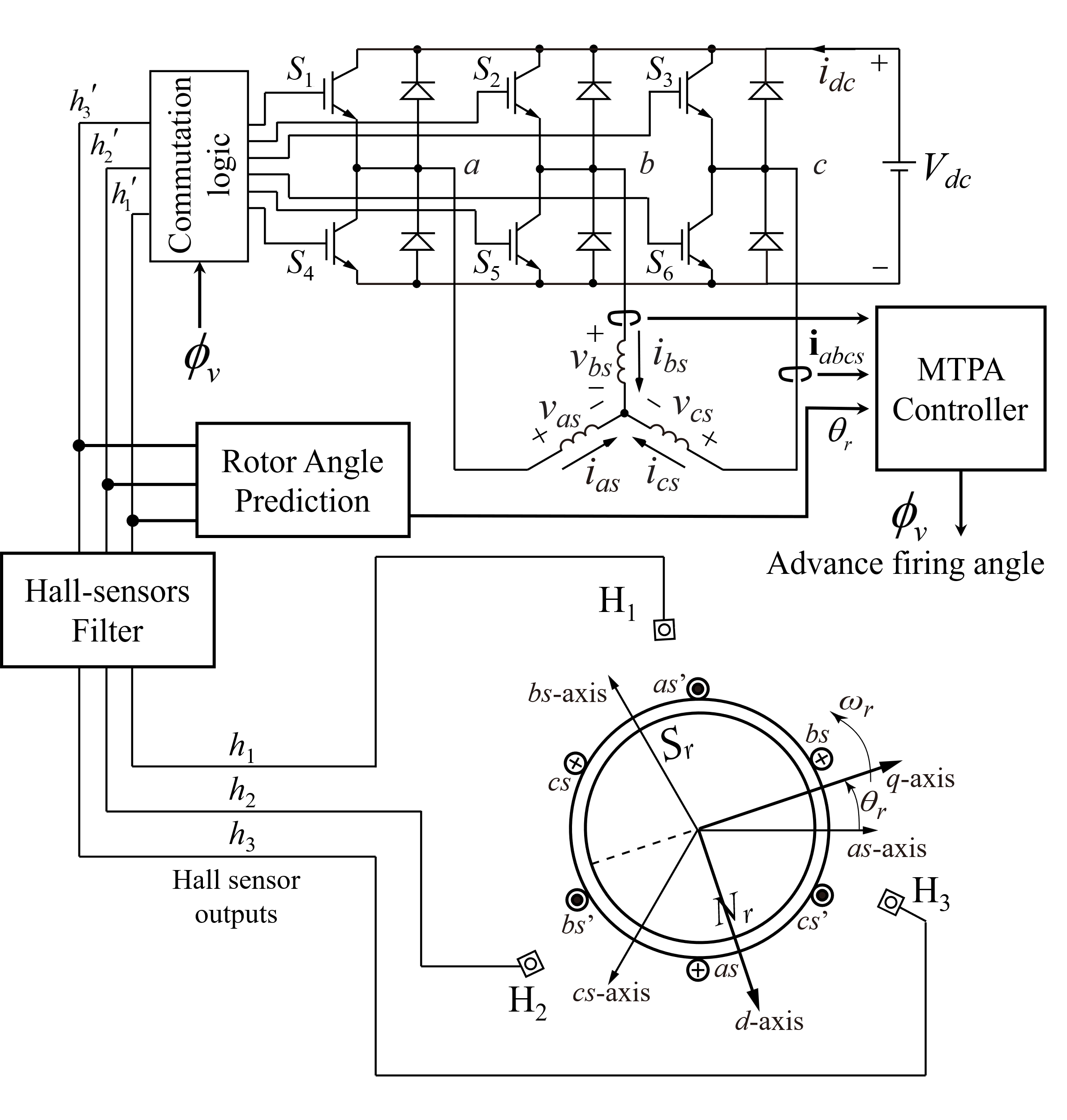
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Fig. 1. Diagram for a Hall-sensor controlled BLDC motor driven by a VSI. The misaligned Hall sensors are passed through the proposed algorithm.

Furthermore, manufacturing imperfections as shown in Fig. 2, cause the Hall sensors to deviate from their intended 120° spacing, resulting in asymmetric commutation timing, demonstrated in Figure 4. This leads to imbalanced currents across phases, elevated torque oscillations, and overall degradation of motor performance [6]–[9]. Signal conditioning techniques, including moving average filters, have been applied to Hall sensor outputs [6], [9], yet these introduce timing delays that further compromise MTPA alignment. In motors with large winding inductance, proportional-integral controllers have been developed to dynamically adjust the commutation advance angle [10]–[12]. However, these compensation strategies rely on accurate rotor position estimation, which becomes unreliable when the Hall sensors themselves are misaligned.

Thus, to combat these problems, this paper builds upon previous work and presents a practical dual-strategy approach combining lookup table (LUT) calibration [2] with dynamic MTPA advance angle control [1] to simultaneously correct for Hall sensor positioning errors and compensate for inductance related phase lag in 120◦ commutation mode. The proposed method is validated through simulation in MATLAB and Simulink on an industrial BLDC motor model exhibiting significant Hall misalignment and high winding time constant.

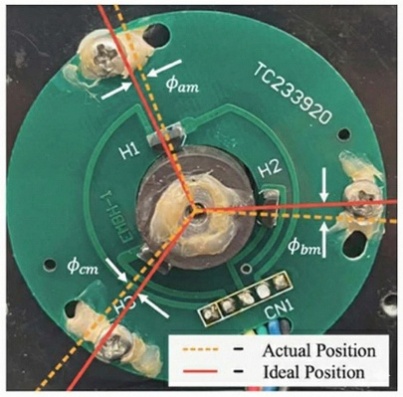


Fig. 2. Misalignment of Hall sensors in a typical BLDC motor.

# Modeling of the BLDC System

## Modeling of the PMSM

The BLDC motor will be modeled as a surface-mounted Permanent Magnet Synchronous Machine (PMSM) [3]. The stator voltage equation in the stationary abc reference frame can be expressed as [3]



whereandare the phase voltage, current, and back-EMF vectors respectively,is the stator resistance and is the synchronous inductance. While the abc frame provides a direct physical representation of the machine quantities, Maximum Torque Per Ampere (MTPA) control design is significantly simplified by converting to the synchronous rotating reference frame. To facilitate MTPA, we transform the system variables into the dq reference frame using the Park transformation matrix,given by



whereis the electrical rotor position.

Applying the Park transformation to (1), we obtain the dynamic equations in the *dq* frame [3]:





whereis the electrical rotor speed,is the permanent magnet flux linkage, and the coupling termsandrepresent the rotational back-EMF components in each axis.

By the principle of electromechanical energy conversion, the mechanical dynamics is defined as



whereis the rotor inertia,**is the mechanical rotor speed,is the load torque,is the viscous friction coefficient, andis the electromagnetic torque. The electrical and mechanical speeds are related by, whereis the number of pole pairs.

The electromagnetic torque for a machine with *P* pole pairs is given by



For this machine topology, the direct and quadrature axis inductances are equal, that is, . Hence (6) reduces to



Notice from (7) that the d-axis currentdoes not contribute to the electromagnetic torque production. To maximize torque efficiency and minimize losses per ampere, the optimal control strategy should maintain, thereby aligning all stator current with the torque-producing q-axis.

In the context of six-step commutation, the controller must regulate the commutation instants to maintain the time average d-axis current magnitude close to zero while maximizing the q-axis current component [1], [7]. This ensures efficient operation and maximum torque output for a given current magnitude.

## Inductive Phase Lag and Angle Compensation

Previous studies have shown that advancing the commutation by 30° from the Hall sensor transition results in fundamental current aligning with the q-axis [7], [8]. This results inand achieves the MTPA condition.

However, for motors with non-negligible stator inductance, the inductive terms in (3) and (4) become significant. [3]. There will be commutation delays caused by the derivative terms, which describe how the phase current must transition from zero to its conducting value for each commutation.

Additionally, the rotational coupling terms in (3) and (4) scale proportionally with rotor speed. At higher speeds, these terms become significant relative to the resistive drops, creating cross-axis voltage coupling that further delays the current response. The combined effect of both the derivative and rotational inductive terms causes the fundamental component of the phase current to lag the back-EMF by an angle, as illustrated in Figure 3.

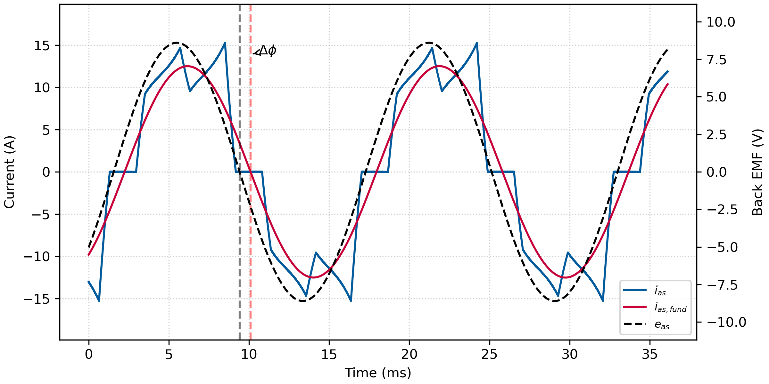


Fig. 3. Phase current fundamental component lags back-EMF.

The consequence of this misalignment is a non-zero average d-axis current Recall from (7) that onlycontributes to electromagnetic torque. When the phase current lags the back-EMF, a portion of the stator current magnitude is directed along the d-axis, which does not produce torque.

To recover MTPA operation, the commutation timing must be advanced by a compensation anglesuch that the effective firing angle becomesThis compensation realigns the current with the back-EMF, forcingand ensuring all stator current contributes to torque production. The required compensation angle is operating point dependent, necessitating a dynamic controller rather than a fixed offset [1], [7].

## Hall Sensor Misalignment and Impact on MTPA Control

Ideally, the three Hall sensors H1, H2, and H3 should be positioned exactly 120° electrical apart to provide six equally spaced rotor position estimates per electrical cycle. However, as illustrated in Fig. 2, practical sensors deviate from ideal positions due to manufacturing tolerances. These angular offsets create distortion as visualized in Fig. 4, creating uneven conduction intervals and distort phase currents.



Fig. 4. Hall sensor misalignment causes uneven switching intervals.

The uneven switching intervals have two detrimental effects on MTPA control. First, the rotor position estimationused in (2) becomes inaccurate. Since the Park transform depends on the rotor angle, errors inpropagate through to the calculated *dq* currents in (3) and (4), introducing oscillations in the measured currents.

Second, and more critically for MTPA operation, the time averaged d-axis current calculation becomes corrupted. The averaging window should ideally span one switching interval of constant duration. However, with misaligned Hall sensors, the switching intervals fluctuate. This fluctuation causesto oscillate even when the motor is in true MTPA condition, making the PI controller respond to measurement artifacts rather than actual d-axis current errors. The result is incorrect firing angle compensation and potential instability in the MTPA loop.

# Hall Sensor Signal Correction via Lookup Table Calibration

Hall sensor misalignment corrupts the switching interval timing, which degrades both steady-state performance and the accuracy of the MTPA controller. This section first reviews conventional averaging filter approaches and their limitations, before presenting the proposed Lookup Table (LUT) calibration strategy that eliminates filter-induced delays while preserving correction accuracy.

## Limitations of Averaging Filter Approaches

Previous research has proposed moving average filters to smooth the irregular Hall intervals caused by sensor misalignment [1]. These filters operate on the sequence of measured time intervalsbetween consecutive Hall transitions and output smoothed valuesthat approximate ideal equal spacing. A typical M-step averaging filter has the form

   
where the coefficientssum to unity. For example, the 3-step and 6-step extrapolating filters from [2] use correction terms of the form





τ(n) denotes the measured time interval for the n-th switching sector. These filters successfully balance the conduction intervals in steady state by attenuating the harmonics in the interval sequence. However, the critical drawback is that any averaging filter with memory introduces a delay [1], [2]. During transients such as rapid accelerations or load changes, this delay causes the estimated rotor speedto lag the actual speed. The result is a mismatch in the calculated rotor positionand corrupts the computed d-axis and q-axis currents.

For the MTPA controller, this lag is particularly problematic. As discussed previously, whenlags the true position due to filter delay, the PI controller make incorrect adjustments which leads to instability in the MTPA loop and degraded transient response, which is unacceptable for applications requiring rapid dynamic performance such as robotics and electric vehicles.

## Proposed LUT-Based Calibration Strategy

To eliminate the delay caused by memories while preserving correction accuracy, this work employs a two-stage Lookup Table (LUT) based approach [2]. The key idea is that Hall sensor misalignment is a fixed geometric error that does not change during operation. Therefore, the correction values can be identified once during a calibration phase and then applied instantaneously during runtime without any filtering.

For this study, a high-order averaging filter such as the 6-step filter from (10) was used. The filter has good steady-state performance in balancing the Hall intervals but has significant delays, thus it does not have a good transient response. As such, it is a good candidate to be compared against the proposed LUT method.

The chosen filter is applied to balance the measured Hall intervals and remove the effects of misalignment by outputting the correction time. The next switching interval is then determined by adding the correction time to the current timestamp to keep an even commutation,



The corrected time represents what the commutation interval duration would be if the Hall sensors were ideally positioned.

The LUT calibration control flow is illustrated in Fig. 5. For each of the six Hall states S ∈ {1,2,3,4,5,6}, the filter would learn the specific time duration for each sector at that specific reference speed, τ¯[S]|ω=ωref. Furthermore, we can get a speed estimate ωˆr at that operating point using the filtered intervals [6]. Where the speed estimate is computed as

where tISRsoftware[n] is the software timestamp of the current Hall transition and tISRsoftware[n−1] is the software timestamp of the previous Hall transition.

The misalignment angle in each state can then be calculated with

The angular corrections for all six Hall states are recorded and stored in a Lookup Table. Note that these corrections represent geometric errors in sensor placement, and thus they remain valid across all operating conditions and speeds. The calibration only needs to be performed once after motor assembly or can be repeated if the Hall sensor PCB is replaced. For subsequent operation, the controller can apply these precomputed corrections during startup and directly without any filtering, eliminating runtime delay as shown in Figure 5.

## Implementation of LUT Calibration and Operation

The overall control flow is illustrated in Figure 5 which simulates the calibration routine in a microcontroller. The interrupt service routine (ISR) is triggered by a change in Hall states, defined as

The ISR calculates and save the time durations τfiltercorr (n) into the memory by using the correction values from the filter of choice. If the calibration flag is still active, the calculated correction values are also stored into the LUT by using the estimated speed from equation (2.4). The next scheduled time for advancing the hall state is then determined by adding the corrected interval to the current timestamp to keep an even commutation,

The values for the LUT are also retained in non-volatile memory so that they can be loaded at startup for all subsequent operations without needing to recalibrate.

Since values for time correction are pre-computed and stored in the LUT, this correction approach eliminates the phase lag from filter approach while correcting the Hall sensor misalignment error [2]. The LUT-based method thus preserves the system’s dynamic response capability while achieving the same steady-state correction accuracy as high-order averaging filters

# MTPA using PI Controller for Dynamic Advance Angle Compensation

With the Hall sensor timing corrected by the LUT-based strategy from Section II, the control system can now implement Maximum Torque per Ampere (MTPA) operation reliably. As discussed in Section I-C, motors with large stator inductance experience phase lag between the phase current and back-EMF. The standard 30° advance angle in COM needs another angle correction term to compensate for this lag,

Since ∆ϕv depends on the operating conditions, this section presents a PI-based controller that dynamically adjusts the firing angle to maintain the MTPA condition across varying speed and load

## d-Axis Current Regulation for MTPA

Recall from (1.7) that maximum torque per ampere is achieved when id = 0. Therefore, the control objective for MTPA is to maintain the time-averaged d-axis current at zero, [10].

Using the corrected rotor position estimate θˆr from the LUT-based Hall correction, the instantaneous stator currents are transformed into the synchronous reference frame. The d-axis current ids is extracted via the Park transformation matrix Krs from (1.2),

The six-step commutation produces discontinuous phase currents, causing ids(t) to contain high-frequency harmonics. To obtain a stable control signal, ids(t) is averaged over one electrical cycle [1]:

where T is the duration of one electrical cycle and tn is the starting time of the n-th electrical cycle. Then a PI Controller When ¯ids = 0, the fundamental component of the phase current is aligned with the back-EMF, achieving MTPA operation [1], [7].

## PI Controller for Dynamic Angle Compensation

A Proportional-Integral (PI) controller drives ¯ids to zero by compensating the advance firing angle through the following process,

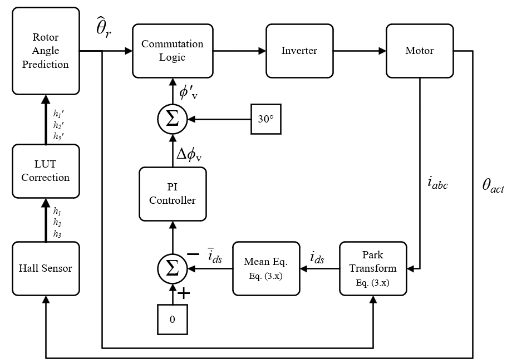


Fig. 4. Hall sensor misalignment causes uneven switching intervals.

The total firing angle combines the COM advance with the dynamic compensation (reference the equation).

This corrected angle adjusts when the VSI commutes relative to Hall transitions. At higher speeds, the inductive lag increases due to the rotational coupling term ωrLsiq in (1.4), requiring larger ∆ϕv. Similarly, at higher torque (larger iq), the current rise time during commutation is longer, also requiring more advance. By using PI controller, the system can automatically find the optimal ∆ϕv for each operating point for MTPA operation.

Together with the LUT-based Hall correction from Section II, this combined control architecture [1] enables BLDC motors with Hall sensor misalignment and large stator inductance to achieve near-optimal MTPA operation. The commutation timing is influenced by both corrections,

where the first correction term τcorr(n) from (2.5) balances the Hall intervals, and the second term applies the MTPA advance compensation. The system dynamically adjusts both corrections in real time to maintain optimal performance.

# Detailed Simulation

The proposed combined control strategy was validated using Simulink and a common industrial BLDC motor. The motor parameters are listed in the Appendix.

## Validation of LUT and MTPA Controller

To validate the effectiveness of the proposed LUT-based Hall correction and MTPA controller, we will compare the method against the model in past literatures [1], [2].

First the motor is simulated with Hall sensor misalignment of +9◦, −1◦, and +7◦ for H1, H2, and H3 respectively. By running the calibration phase with the 6-step averaging filter from (2.3), the LUT correction angles for each sector can be visualized as shown in Figure 7.

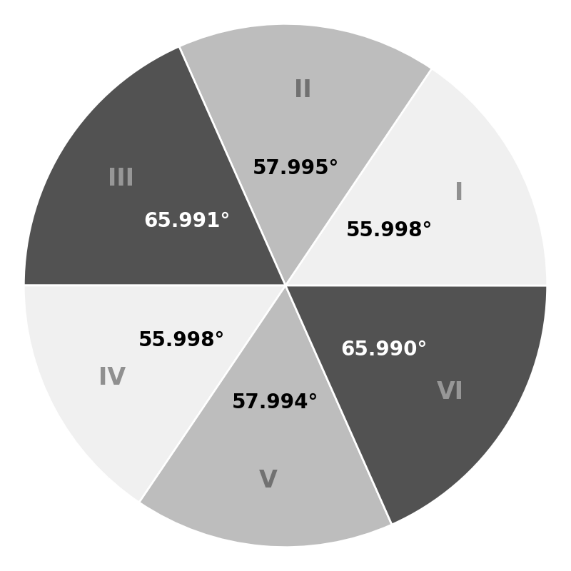


Fig. 9. Visualised LUT correction angles for Hall sensor misalignment.

Then, Figure 8 compares the behaviour of Hall correction either with LUT or filter, along with MTPA. The figure is divided into three sequential stages to illustrate the sequence of operations each controller do. Initially, both methods start with no Hall compensation, resulting in significant oscillations in id and ¯id. Then the Hall correction is enabled either through the filter (a) or LUT (b). Observe that both methods successfully balance the switching intervals as indicated by the symmetric current waveform. Consequently, the oscillations in id and ¯id are eliminated, with ¯id reaching a non-zero constant value. This confirms the validity of using LUT for Hall correction, achieving similar steady-state performance as the filter method in past studies.

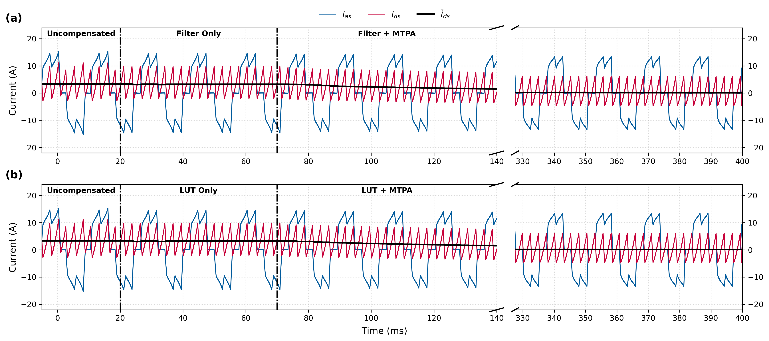


Fig. 9. Simulated phase current ia, d-axis current id, and time averaged d-axis current id¯ for (a) Filter, (b) MTPA.

Since the ¯id is now stable, it is now suitable for MTPA control. Note that after the MTPA is activated, the PI controller quickly drives ¯id to zero, achieving MTPA operation. From Section III we can verify the effectiveness of the MTPA by observing the alignment of phase currents and back-EMF.

Figure 9 compares the uncompensated case (a), the LUT only case (b), and the combined Method (c). The uncompensated waveforms show significant distortion and phase lag. The filter balances the switching intervals, but the phase lag persists. Finally, combining the LUT with MTPA (c), the controller achieves both balanced intervals and aligns fundamental phase current and back-EMF and we achieve MTPA operation

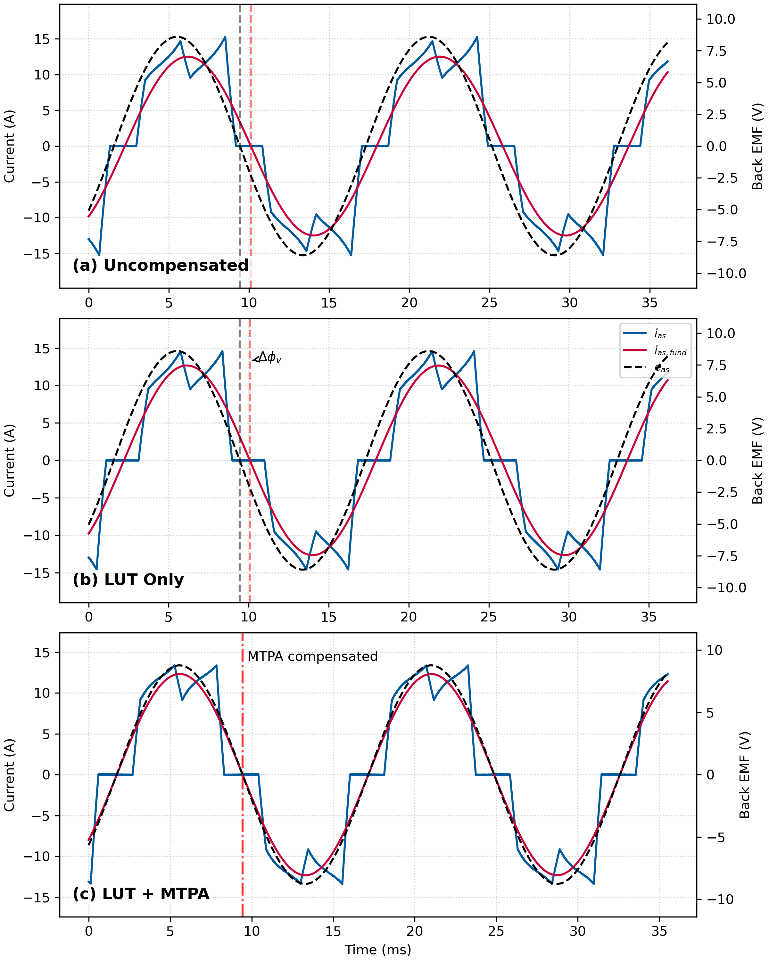


Fig. 9. Alignment of the fundamental phase current and back EMF: (a) uncompensated; (b) LUT only; (c) LUT + MTPA controller.

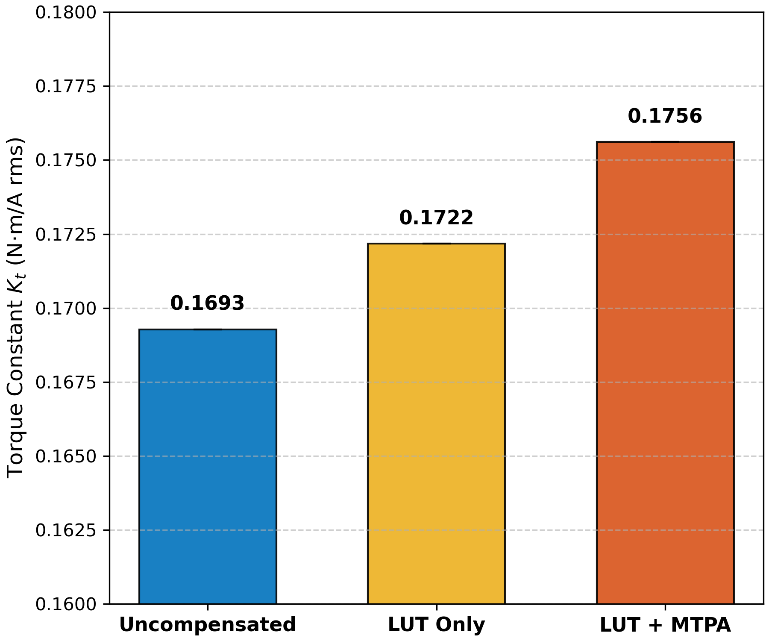


Fig. 9. Alignment of the fundamental phase current and back EMF: (a) uncompensated; (b) LUT only; (c) LUT + MTPA controller.

Figure 10 presents the steady-state performance comparison in terms of torque generation efficiency, defined as the ratio of average torque to RMS phase current (Kt = T¯e/Irms). The uncompensated case exhibits the lowest efficiency due to significant phase misalignment. The filter-only approach improves commutation symmetry but introduces delays that prevent optimal torque production. The proposed combined method (LUT + MTPA) demonstrates the highest torque-perampere ratio, confirming that the algorithm successfully compensates for both Hall sensor placement errors and inductive phase lag, thereby recovering the optimal operating point.

## Transient Performance

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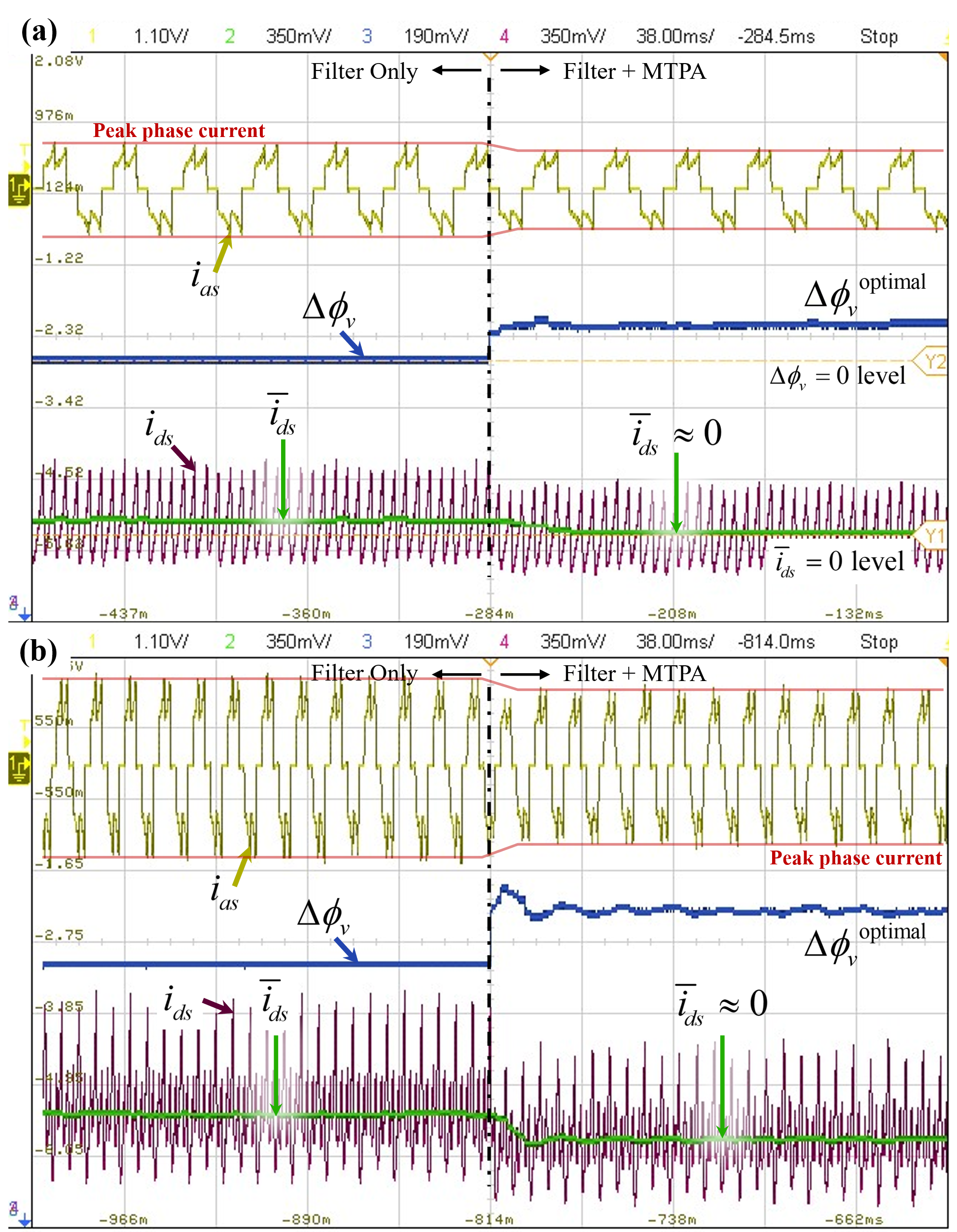


Fig. 10. Responses of phase current*d-*axis currentandand the compensating advance firing angleat the MTPA PI controller enabling time for the considered BLDC motor at: (a) operating point defined by, and (b) operating point defined by  .

Text.

# Conclusion

This paper presented a unified control framework addressing two critical performance bottlenecks in BLDC drives: sensor misalignment and inductive lag. By integrating a LUT-based calibration with a dynamic MTPA controller, the system achieves smooth and efficient operation. Simulation results confirm the method’s ability to eliminate misalignment in Hall sensor signals and achieving maximum torque-per-ampere (MTPA) operation, while maintaining excellent transient response characteristics suitable for dynamic industrial applications. Future research will explore experimental validation through microcontroller implementation

##### Appendix

The main parameters of the BLDC motor used in this study are listed in Table

TABLE I: Motor Parameters

|  |  |  |
| --- | --- | --- |
| Parameter | Symbol | Value |
| Stator Resistance | *Rs* | 0*.*5Ω |
| Stator Inductance | *Ls* | 1*.*2mH |
| Flux Linkage | *ψm* | 0*.*05Wb |
| Pole Pairs | *P* | 4 |
| Rated Speed | *ωrated* | 3000rpm |

The PI controller gains used in the MTPA control are listed in Table II.

TABLE II: PI Controller Gains

|  |  |
| --- | --- |
| Gain | Value |
| Proportional Gain | *Kp* = 0*.*0068 |
| Integral Gain | *Ki* = 0*.*744 |

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