

## Concept Review

# Motor Modeling

### Why model motors?

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A motor is a fundamental actuator used in robotics and mechatronics applications requiring both rotational and/or linear actuated degree of mechanical motion. They are rather fundamental in design, and modeling the motor has several benefits from validating controllability to observing motor states that may not be available for sensing. Monitoring the behavior of a physical motor against its digital twin in simulation can also help with identifying faults. This is also the building block upon which advanced systems are built.

## Background

Consider the electromechanical system of a motor as shown in Figure 1. An RL series circuit can be used to model the internal resistance and inductance of the motor.

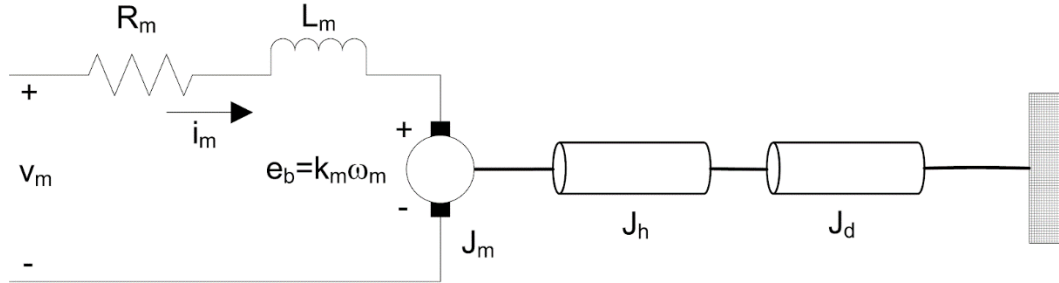


Figure 1. Typical electromechanical motor configuration

## Electrical circuit analysis

In the circuit diagram, Kirchoff's laws can dictate the relationship between the command voltage applied to the motor  $v_m$  as well as the voltage drops across the resistor  $v_r$ , inductor  $v_l$  and motor armature  $e_b$ . The last term reflects the back-emf generated by the spinning motor shaft and core.

$$v_m = v_r + v_l + e_b \quad (1)$$

The voltage drop across a resistor  $v_r$  with resistance  $R_m$  relates to the current flow  $i_m$ ,

$$v_r = i_m R_m \quad (2)$$

The voltage drop across an inductor  $v_l$  with inductance  $L_m$  relates to the rate of change of current,

$$v_l = \frac{di}{dt} L_m \quad (3)$$

Finally, the back-emf  $e_b$  is proportional to the speed of the motor shaft  $\omega_m$ ,

$$e_b = k_m \omega_m \quad (4)$$

Where  $k_m$  is the motor speed constant in  $Vs/rad$ . Substituting equations 2 to 4 back into 1 yields,

$$v_m = i_m R + \frac{di}{dt} L_m + k_m \omega_m \quad (5)$$

Note that some quantities are functions of time as shown below. The inductance term is also often dropped due to small effects on the overall model. The first relevant equation is,

$$v_m(t) = i_m(t) R + k_m \omega_m(t) \quad (6)$$

## Dynamics

Next, we can consider the dynamic equations related to the mechanical motion of the motor shaft. We start with Newton's law applied to rotational systems, The net motor torque  $\tau_{net}$  is,

$$\tau_{net} = J_{eq}\dot{\omega} \quad (7)$$

Where  $J_{eq}$  is the equivalent moment of inertia of the motor shaft, hub and associated load in  $kgm^2$ , and  $\dot{\omega}$  is the angular acceleration of the motor. The equivalent moment of inertia can be calculated as the sum of the individual components,

$$J_{eq} = J_m + J_h + J_d \quad (8)$$

The term  $J_m$  relates to the mass moment of inertia of motor core, shaft coils etc. The term  $J_h$  is an optional term representing a hub or attachment that holds the load to the motor shaft. The final term  $J_d$  represents the moment of inertia of the attached load.

The net torque on the motor is given by,

$$\tau_{net} = \tau_{app} - b\omega \quad (9)$$

Where  $\tau_{app}$  is the applied motor torque and  $b$  represents motor damping. Combining 9 with 8 yields the second relevant equation

$$\tau_{app} = J_{eq}\dot{\omega} + b\omega \quad (10)$$

Finally we note that the applied torque  $\tau_{app}$  is directly proportional to the motor current  $i_m$  generated as a result of the applied voltage command  $v_m$ . The third relevant equation is,

$$\tau_{app} = k_t i_m \quad (11)$$

Where  $k_t$  is the motor torque constant in  $Nm/A$ .



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