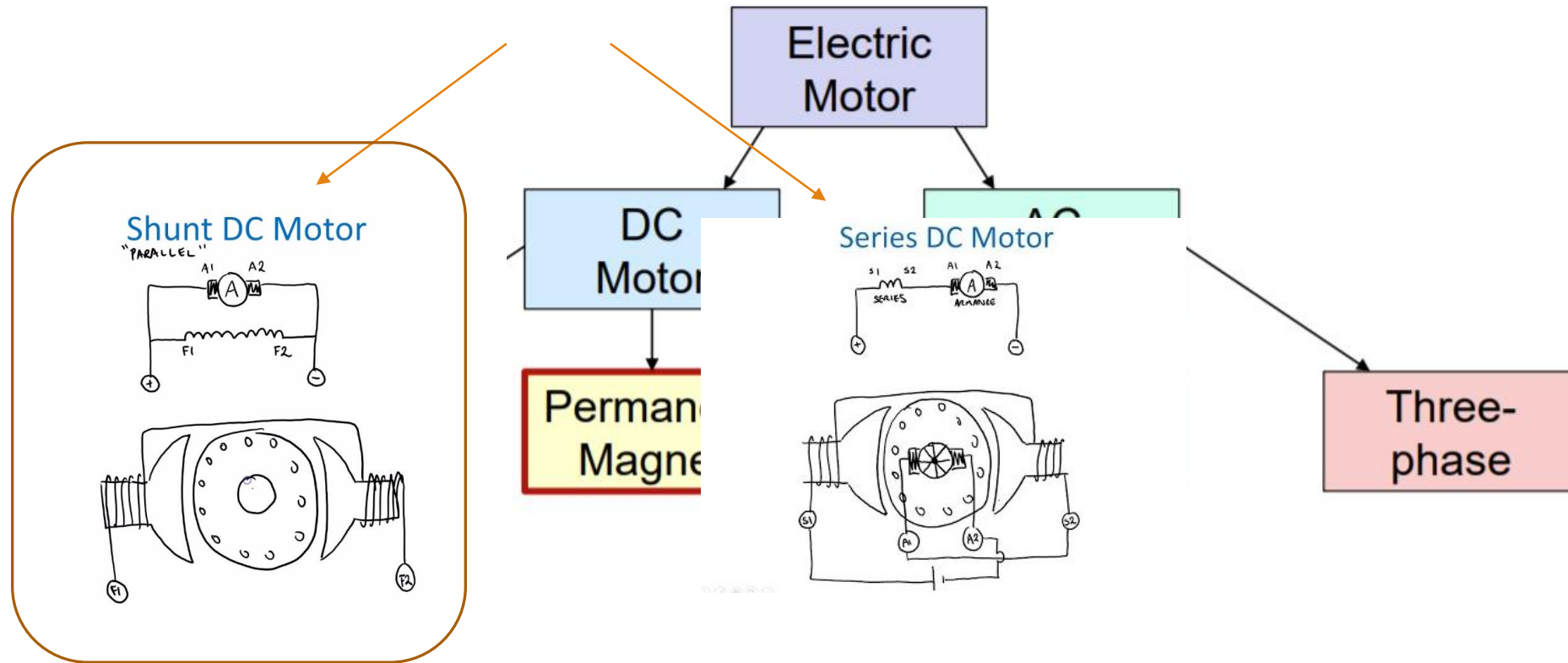




Speed Control of DC Motors

JIANNING ZHUANG

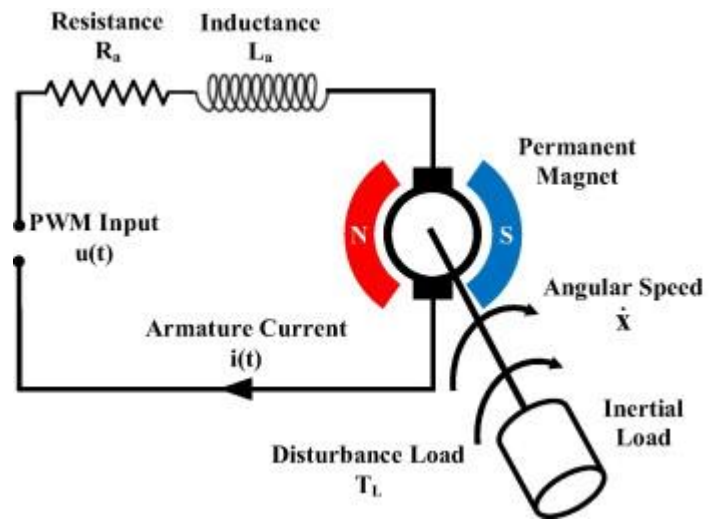
Classification of Motors



[1]

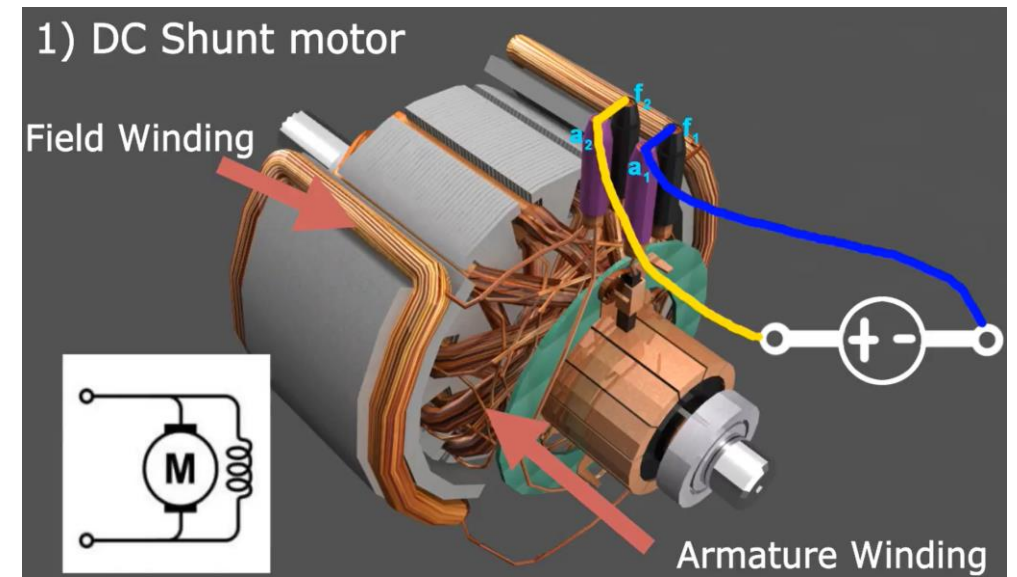
[2]

Permanent Magnet DC Motor



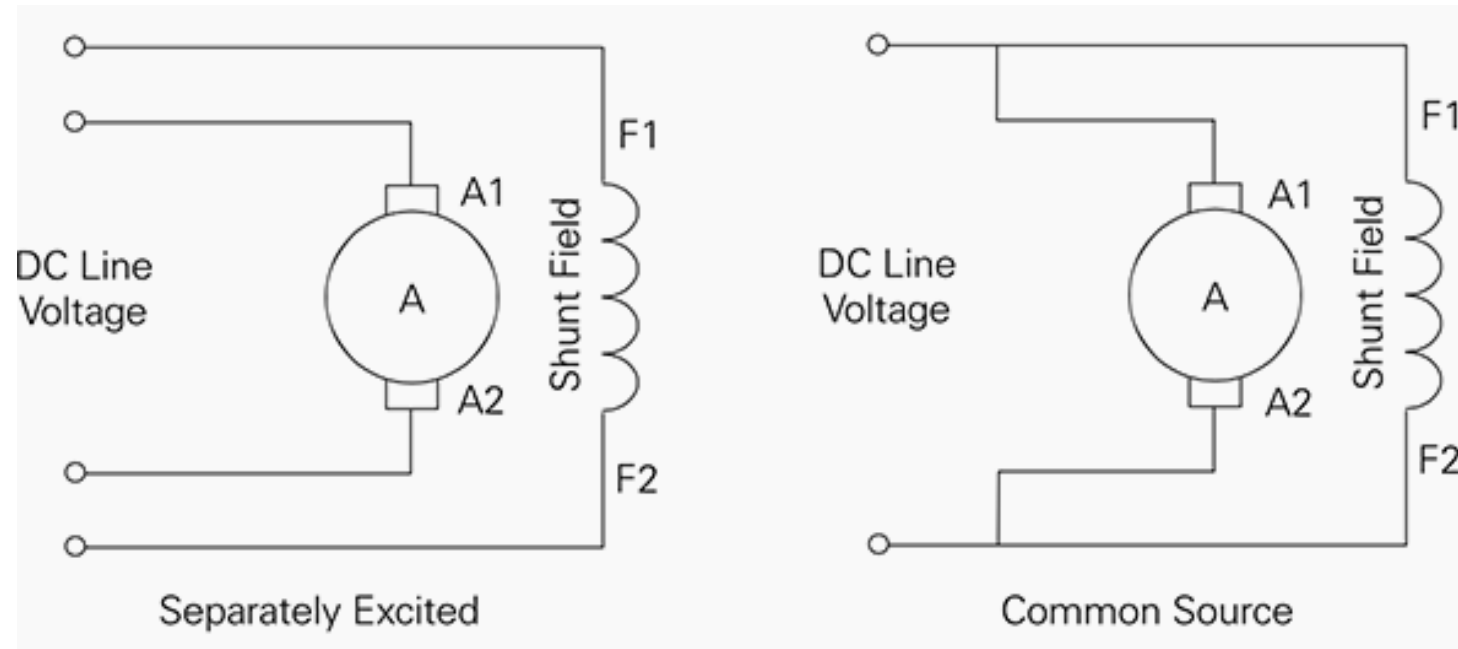
[3]

DC Shunt Motor

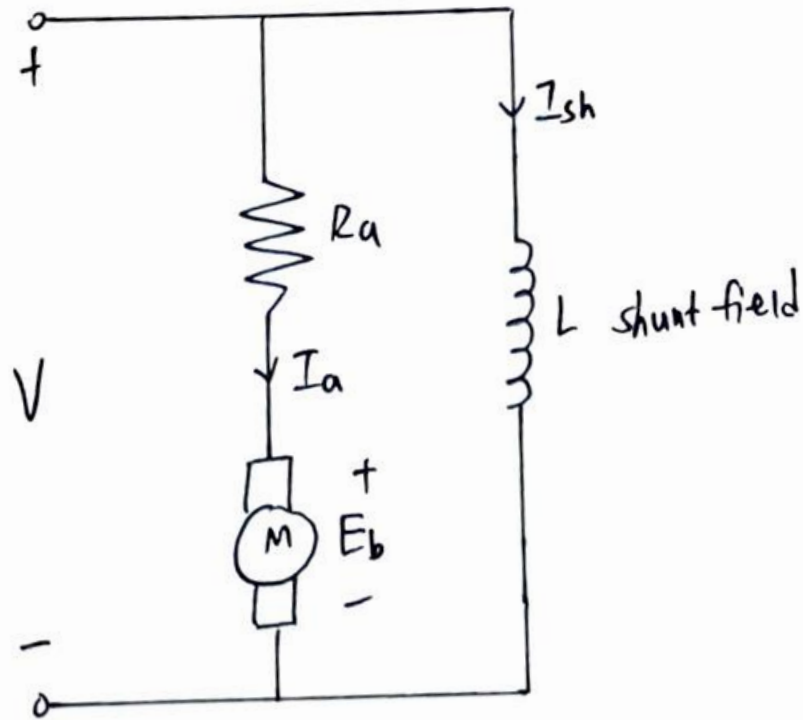


[4]

Circuit Equivalent of DC Shunt Motor



Deriving Speed Equation of DC Shunt Motor



$$V = E_b + I_a R_a$$

$$E_b = k_e \Phi \omega$$

$$\omega = \frac{V - I_a R_a}{k_e \Phi}$$

$$E_b = \frac{P \Phi N Z}{60 A}$$

[6]

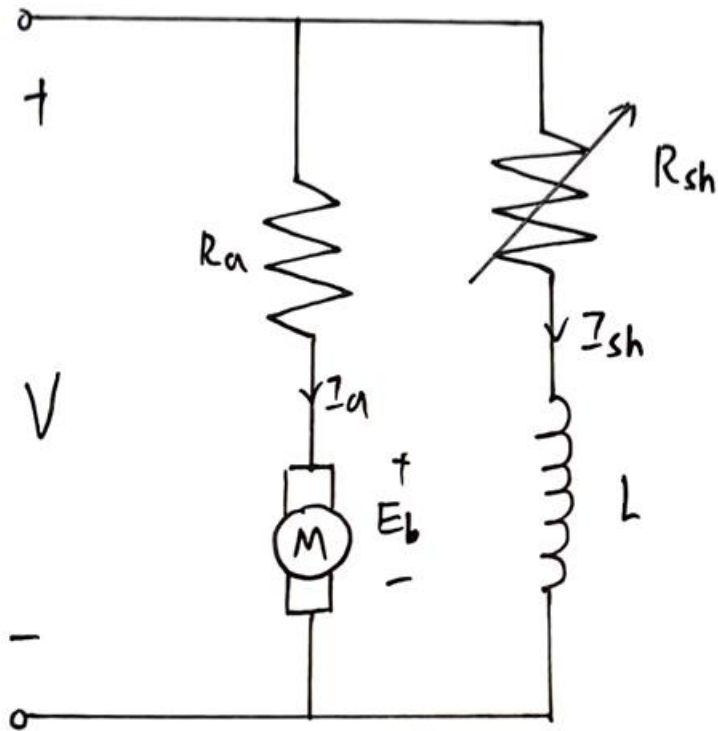
Recall the speed equation for PMDC motors

$$\omega = \frac{V_m}{K_e} - \frac{R_m I_m}{K_e}$$

$$\omega = \frac{\overset{\downarrow}{V} - \overset{\downarrow}{I_a R_a}}{\underset{\uparrow}{k_e \Phi}}$$

1) Flux Control Method

$$\omega = \frac{V - I_a R_a}{k_e \phi}$$



$$R_{sh} \uparrow \quad I_{sh} \downarrow$$

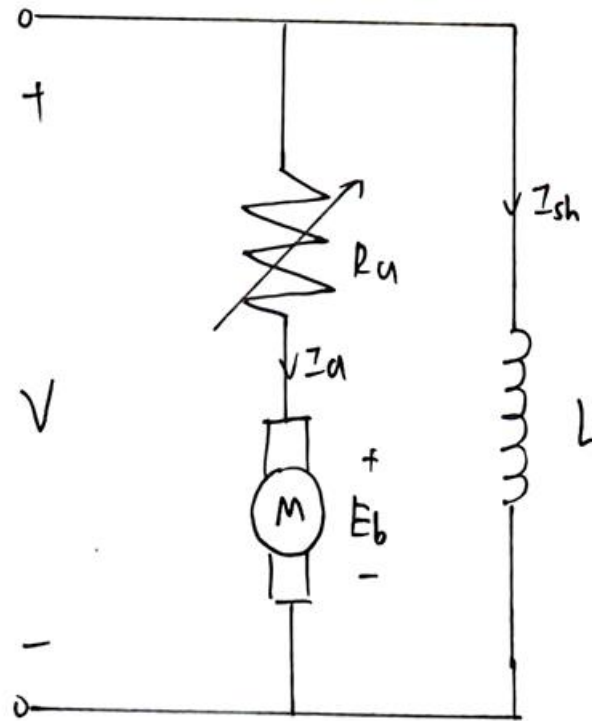
$$I_{sh} \downarrow \quad \phi \downarrow$$

ω inversely proportional to ϕ

$$\phi \downarrow \quad \omega \uparrow$$

2) Armature Control Method

$$\omega = \frac{V - I_a R_a}{k_e \phi}$$



$$T_a = k_T I_a \phi$$

$$\omega = \frac{V}{k_e \phi} - \frac{R_a}{k_e k_T \phi^2} T_a$$

R_a

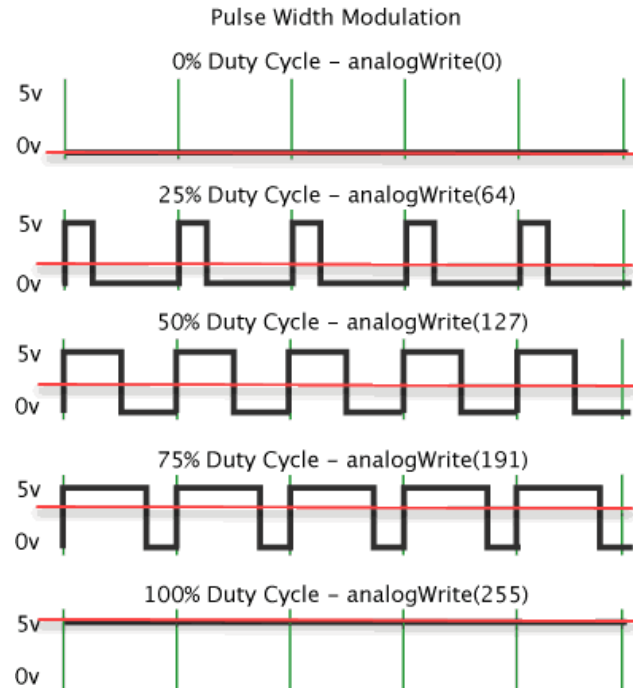


ω



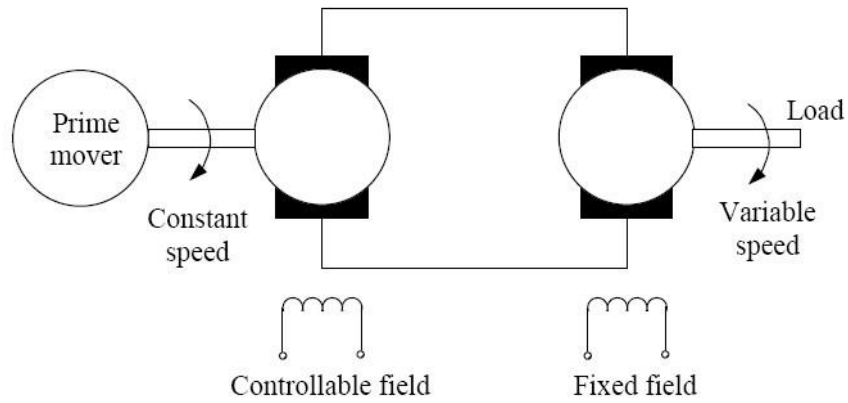
3) Voltage Control Method

$$\omega = \frac{V - I_a R_a}{k_e \Phi}$$

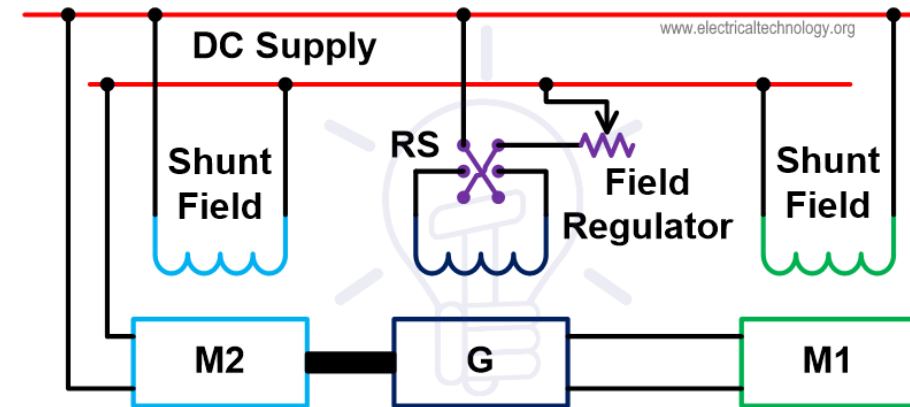


ω is proportional to V

Ward Leonard System



[9]



[10]

Speed Control

Flux Control	Armature Control	Voltage Control
<ul style="list-style-type: none">• Only produce speeds higher than original rated speed• Lowest speed when variable R is 0	<ul style="list-style-type: none">• Only produce speeds lower than original rated speed• Highest speed when variable R is 0	<ul style="list-style-type: none">• Can operate at any speed up to maximum• Bi-directional• Smooth change in speed

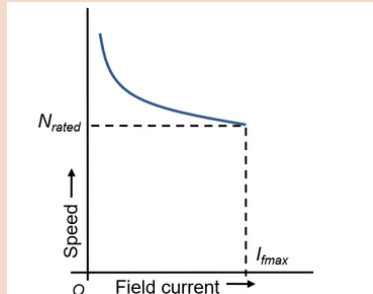
Efficiency

Flux Control	Armature Control	Voltage Control
<ul style="list-style-type: none">• Efficient• Shunt field current I_{sh} is very small• Power loss I^2R is low even with high variable resistance	<ul style="list-style-type: none">• Inefficient• Armature current I_a is much larger• Power loss I^2R is high as variable resistance carries full armature current	<ul style="list-style-type: none">• Efficient• PWM and Ward Leonard have minimal resistance losses

Other Limitations

Flux Control

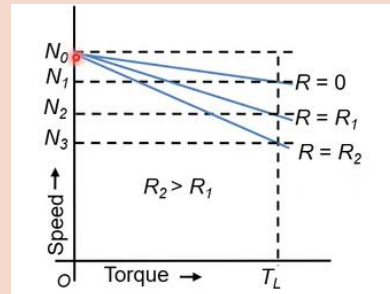
- Limit on maximum speed
- Low current/flux may cause speed to become dangerously high
- Instability and poorer commutation



[11]

Armature Control

- Poor speed regulation



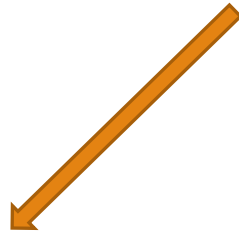
[12]

Voltage Control

- Ward Leonard system requires a special motor-generator set
- Higher cost
- Larger size and weight

Summary

$$\omega = \frac{V - I_a R_a}{k_e \Phi}$$



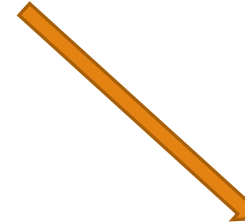
Flux Control Method

Φ



Armature Control Method

R_a



Voltage Control Method

V

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