

AEROSPACE INFORMATION REPORT

AIR857™

REV. A

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Superseding AIR857

Speed Variation of D-C Motors

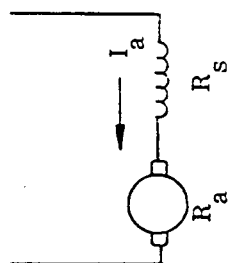
RATIONALE

AIR857A has been reaffirmed to comply with the SAE Five-Year Review policy.

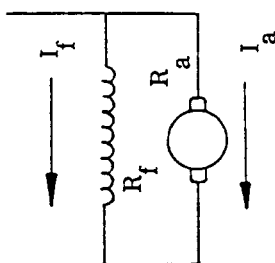
1. SCOPE:

The scope of this SAE Aerospace Information Report (AIR) is a review of the factors contributing to speed variation of d-c motors, a presentation of typical data showing speed variation as a function of certain variables for representative motors, and a recommendation of a means of improving communications between motor users and manufacturers.

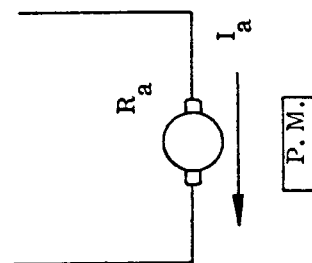
The following analysis is limited to variations in voltage, torque, temperature, and altitude of the same magnitude as in MIL-M-8609.



SERIES



SHUNT



PERMANENT MAGNET

FIGURE 1

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2. APPLICABLE DOCUMENTS:

The following publications form a part of this document to the extent specified herein. The latest issue of SAE publications shall apply. The applicable issue of other publications shall be the issue in effect on the date of the purchase order. In the event of conflict between the text of this document and references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

2.1 U.S. Government Publications:

Available from DODSSP, Subscription Services Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094.

MIL-M-8609
MIL-M-8609A

3. STATEMENT OF PROBLEM:

- 3.1 Many applications of d-c motors require a quantitative knowledge of variations in motor speed and performance under various voltage inputs, ambient temperatures, altitudes, cooling conditions, and manufacturing tolerances. The basic specification, MIL-M-8609, is limited in that it merely requires that speed should be within 10% of the rated value after a heat run at rated voltage and sea level ambient.
- 3.2 The problem facing motor users in preliminary design work is to predetermine what speeds will be encountered at other than rated torque, at other than rated voltage, at various ambient temperatures and atmospheric pressures, for a group of production motors built over a long interval of time.
- 3.3 Additionally, it appears that many users are in need of recommendations as to what parameters to specify, and how to specify them in order to obtain optimum designed motors meeting their requirements in size, weight, and cost.

4. THEORY (GENERAL RELATIONSHIPS):

Basic equations describing the performance of a d-c motor with negligible armature reaction.

$$V_t = E_c + e_b + I_a R_a + I_a R_s \quad (\text{Eq.1})$$

$$E_c = K_e \Phi S \quad (\text{Eq.2})$$

$$\Phi = \frac{a \cdot I_f}{b + I_f} \quad \text{Froelich's equation for the machine saturation curve} \quad (\text{Eq.3})$$

4. (Continued):

where:

a & b	= magnetic circuit constants
I_f	= field excitation current
Φ	= magnetic flux per pole
E_c	= counter voltage developed by armature
K_e & K_t	= winding constants
S	= armature speed
V_t	= line voltage at motor terminals
e_b	= brush contact voltage drop
I_a	= armature current
R_a	= armature resistance
R_s	= series field resistance

Combining and solving for speed yields the expression

$$S = \frac{V_t - e_b - I_a (R_a + R_s)}{K_e} \cdot \frac{b + I_f}{a \cdot I_f} \quad (\text{Eq.4})$$

For a series motor ($I_a = I_f$)

$$S = \frac{V_t - e_b - I_a (R_a + R_s)}{K_e} \cdot \frac{b + I_a}{a \cdot I_a} \quad (\text{Eq.5})$$

For a shunt motor ($R_s = 0$)

$$S = \frac{V_t - e_b - I_a R_a}{K_e} \cdot \frac{b + I_f}{a \cdot I_f} \quad (\text{Eq.6})$$

For a permanent magnet motor $\Phi = K_M$ a constant

$$S = \frac{V_t - e_b - I_a R_a}{K_c} \cdot \frac{1}{K_M} \quad (\text{Eq.7})$$

5. SPEED VARIATION DUE TO TORQUE VARIATIONS:

A d-c motor adjusts itself to an increase or decrease in load torque by drawing increased or decreased armature current in accordance with Equation 8:

$$T = K_t \Phi I_a \quad (\text{Eq.8})$$

Initially, then, changes in torque affect motor speed because of the corresponding change in armature current in accordance with Equations 4, 5, 6, or 7. The series motor is more drastically affected because I_a governs speed inversely, whereas in a shunt or permanent magnet motor I_a appears only as a subtrahend, which in most cases is a small percentage of the net numerator of Equation 6 or 7.

6. SPEED VARIATION DUE TO TEMPERATURE VARIATIONS:

Due to changes in heating occasioned by the change in motor losses accompanying load variations, a further effect on speed will result as winding resistances change. Generally the decrease in shunt field current due to shunt field resistance increase has more effect on speed than a proportionate change in armature or series field resistance. The speed of a shunt motor may, in general, be expected to increase as internal temperatures increase. In a series motor where $I_f = I_a$ and in a permanent magnet motor where the field is practically a constant, the speed will decrease as R_a and R_s increase.

When a shunt motor is operated well beyond the knee of the saturation curve, the expression:

$\frac{a \cdot I_f}{b + I_f}$, Equation 3 becomes more nearly a constant with variations in I_f caused by variations in

temperature. The reciprocal of this expression in Equation 6 also becomes nearly a constant. In this case the shunt motor speed will decrease as temperature increases as in the permanent magnet motor.

Another factor contributing to speed variation with temperature is the effect of increased bearing grease viscosity at low temperatures. The added torque required to overcome such losses results in a reduction of motor speed at low temperatures. This factor is generally more noticeable on miniature and/or high speed motors than on large, lower speed units. Also, it is more noticeable at the beginning of a run than it is after grease viscosity has decreased due to normal heating of the motor.

In the case of extreme temperature motors, another factor affecting speed is reduction of the permeability of steel as the Curie temperature is approached. This effects a reduction in Φ Equation 3 as temperature is increased and appears as a speed increase in Equations 5 and 6. Over the temperature range of MIL-M-8609 this factor is generally negligible.

7. SPEED VARIATIONS DUE TO ALTITUDE VARIATIONS:

Altitude variations may act in three ways to affect motor speed:

- a. Increase in motor temperature in the case of fan-cooled motors, due to reduction in air density which also causes a small reduction in fan power requirements.
- b. Increase in temperature due to change in heat transfer parameters as altitude is increased.
- c. Change in brush contact drop and in brush friction.

Effects of items a. and b. on speed have been discussed previously in Sections 5 and 6.

A discussion of the effects of altitude, and the associated changes in humidity, on brush performance are beyond the scope of this document and are generally negligible on 28 V motors.

8. SPEED VARIATIONS DUE TO INPUT VOLTAGE VARIATIONS:

Equation 7 shows that the speed of a permanent magnet motor is zero until the voltage V_t is greater than the sum of e_b and $I_a R_a$, the brush voltage drop and the voltage drop due to armature resistance. From this point on, the speed-voltage characteristic is practically a straight line up to rated voltage. In some cases this characteristic may extend beyond 50% overvoltage. The deviation from a straight line characteristic is caused by the $I_a R_a$ portion of Equation 7. The armature current will increase gradually as voltage and speed increase with a constant torque load and more rapidly as overspeed conditions are reached. As $I_a R_a$ increases, the speed decreases.

Equation 5 shows that the speed of a series motor is zero until V_t is greater than the sum of e_b and $I_a (R_a + R_s)$. The armature current I_a of a series motor will also increase as voltage and speed increase with a constant torque load. Since I_a appears in two portions of Equation 5 the deviation from a straight line will generally be greater than for a permanent magnet motor. An increase in $I_a (R_a + R_s)$ causes a decrease in speed, and since $\frac{b + I_a}{a \cdot I_a}$ is equal to $\frac{1}{\Phi}$ (from Equation 3), an

increase in I_a will cause Φ to increase $\frac{1}{\Phi}$ to decrease, and the value of S , the motor speed to

decrease. The change in Φ due to the increase in I_a will vary depending on what portion of the field saturation curve the motor is operating.

Similar reasoning can be applied to Equation 6 for the shunt motor except I_f , the shunt field current, will increase in direct proportion to V_t rather than gradually as for I_a . Thus the factor $\frac{b + I_f}{a \cdot I_f}$ will decrease more rapidly and the speed voltage characteristic can be expected to deviate more from a straight line than for a series motor.