SGS-THOMSON
MICROELECTRONICS

APPLICATION NOTE

SPEED CONTROL OF DC MOTORS WITH THE L292 SWITCH–MODE DRIVER

Power dissipation in DC motor drive systems can be reduced considerably with an L292 switchmode driver. This application guide describes two speed control systems based on this device ; one voltage controlled and one controlled by a 6-bit binary word. Both examples are designed for 60 W motors equipped with tacho dynamos.

The L292 is a monolithic power IC which functions effectively as a power transconductance amplifier. It delivers a load current proportional to an input voltage, handling up to 2 A at 18-36 V with a bridge output stage. Completely self-contained, it incorporates internal switchmode circuitry and all the active components to form a current feedback loop.

The L292 is designed primarily for use with an L290 and L291 in DC motor servopositioning applications. However, the L292 can be useful in a wide range of applications as the two examples here show. The first is a simple tachometer feedback circuit, the speed of which is controlled by a DC voltage ; direction is controlled by the polarity of this voltage. The second circuit is controlled digitally and includes an L291 D/A converter.

SYSTEM WITH DC CONTROL

In this system the control quantity is a dc voltage variable between

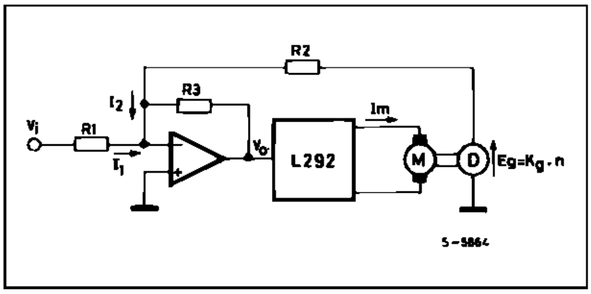
$$+ V_{iM} \text{ and } - V_{iM}$$

Since the quantity under control is the speed of the motor, it is required that it varies linearly in function of the control voltage.

A simplified circuit diagram of the system is shown in fig. 1.

The current I_1, proportional to the set voltage V_i, and the current I_2, proportional to the speed of the motor, are fed to the sum point of the error amplifier. Assuming that the motor does not drain current, the system is in a steady-state condition whenever $I_1 = - I_2$; as a matter of fact, in this case the output from the error amplifier V_o is 0V. During transients, the voltage V_o will assume a value $V_o = - R3\ (I_1 + I_2)$ and consequently, since the L292 integrated circuit operates as a transconductance (G_m), a mean current $I_m = G_m \cdot V_o$ will flow in the motor determining an acceleration proportional to it.

Figure 1 : Simplified Circuit Diagram of DC control System.



CALCULATION OF R1, R2, R3

Let us call :

V_{iM}	the maximum control voltage value
n_M	the maximum speed allowed for the motor
K_g	voltage constant of the dynamo

By imposing that the balance condition be met in correspondance to the maximum rotation speed the following equation is obtained :

$$I_1 = - I_2 \ ; \ \frac{V_{iM}}{R1} = - \frac{K_g \ . \ n_M}{R2}$$

Since R2 is the impedance which the tachometer dynamo is loaded on to and its value is recommended by the manufacturer, it is possible from the previous relationship to determine the value of R1.

Resistor R3 determines the system gain. It's best to keep the gain as high as possible (and consequently R3 as high as possible) to obtain a high response speed of the system, even of for small variations in the control voltage. On the other hand, an excessive gain would cause excessive overshoot around the balance conditions at the end of transients. Consequently, a trade-off must be made between the two opposing requirements in selecting the final gain.

The value for R3 should be theoretically determined by studying the transfer function, by knowing the electrical and mechanical constants of the motor as well as the load applied to it.

A complete diagram of the circuit actually realized is shown in fig. 2, while fig. 3, shows the characteristic n = f (V_i) obtained.

Resistor R2 drawn in the simplified circuit diagram has been split here in two parts and, in addition, a capacitor has been interposed to ground to filter the signal coming from the tachometer dynamo.

The curve n. 1 in fig. 3 refers to the operation of the motor in no-load condition, with a current drain of 200 mA ; the curve n. 2 refers to a motor loaded so as to drain a current of 1A. By disregarding the discontinuity around the origin, it can be noted that the characteristics are linear over the whole control voltage range.

By analyzing the curves around the origin, it can be noted that the motor stands still as long as the input signal does not exceed a certain threshold level, which is as much higher as the current drained by the motor is higher.

Let us call G_m the transconductance of L292, and I the starting current of the motor ; the voltage which must be available at the input of L292 in order that the motor starts turning is :

$$V_o = \frac{I}{G_m} \text{ with } G_m = 220 \ \frac{mA}{V} \text{ (typical value)}$$

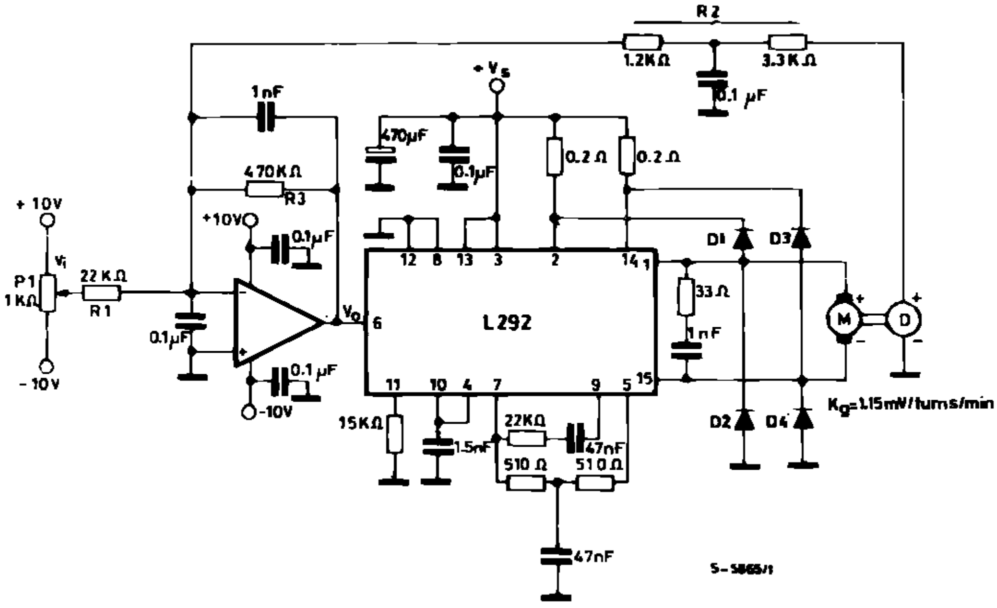
The corresponding control voltage will be :

$$V_i = V_o \cdot \frac{R1}{R3} = \frac{I}{G_m} \cdot \frac{R1}{R3}$$

and it is as much lower as the gain of the error amplifier is higher.

The presence of a control voltage interval in which the motor stands still, can be useful when it is required that, for a certain position of potentiometer P1 (see fig. 2), the motor speed be zero. An other method to hold the motor still is to use the inhibits of L292, for instance by grounding pin 13.

Figure 2 : Complete Circuit Diagram.



D1 ÷ D4 { $V_F \leq 1.2$ V @ I = 2 A
trr ≤ 200 ns

It can be noted from fig. 3 that, by keeping the control voltage V_i constant, the speed varies according to the motor current drain.

Let us call ΔI the current variation ; the voltage variation required at the input of L292 is

$$\Delta V_o = \frac{\Delta I}{G_m}$$

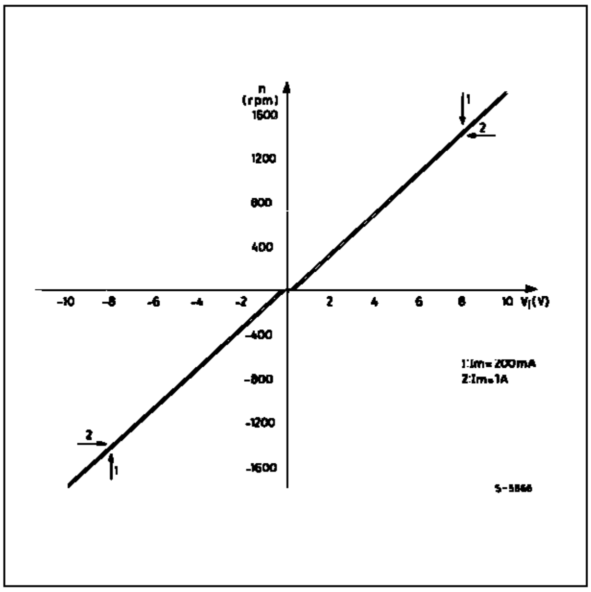
since the control voltage is constant, to generate this ΔV_o it is necessary that the rotation speed be varied by a quantity Δ n such as to have :

$$K_g \cdot \Delta n \cdot \frac{R3}{R2} = \Delta V_o = \frac{\Delta I}{G_m}$$

$$\Delta n = \frac{\Delta I}{G_m K_g} \cdot \frac{R2}{R3}$$

(Δ I shall be taken with its sign)

Figure 3 : Output Characteristics of the Circuit in fig. 2.



In this case too, the variation Δ n is as much lower as the error amplifier gain is higher. With the circuit shown in fig. 2 Δn is approximately 30 turns/min. with Δ I = 800 mA, Δn = 0.037 turns/mA.min approx.

It is possible to adopt a circuit which prevents the variation in the number of turns in function of motor current. The problem is to "sense" the current flowing through the motor and to send a current proportional to it to the sum point of the error amplifier. The complete circuit which includes, beside the voltage feedback loop, also a current feed-back loop, is illustrated in fig. 4.

In the integrated circuit L292, a current proportional to the mean current drained by the motor flows between pin 5 and pin 7.

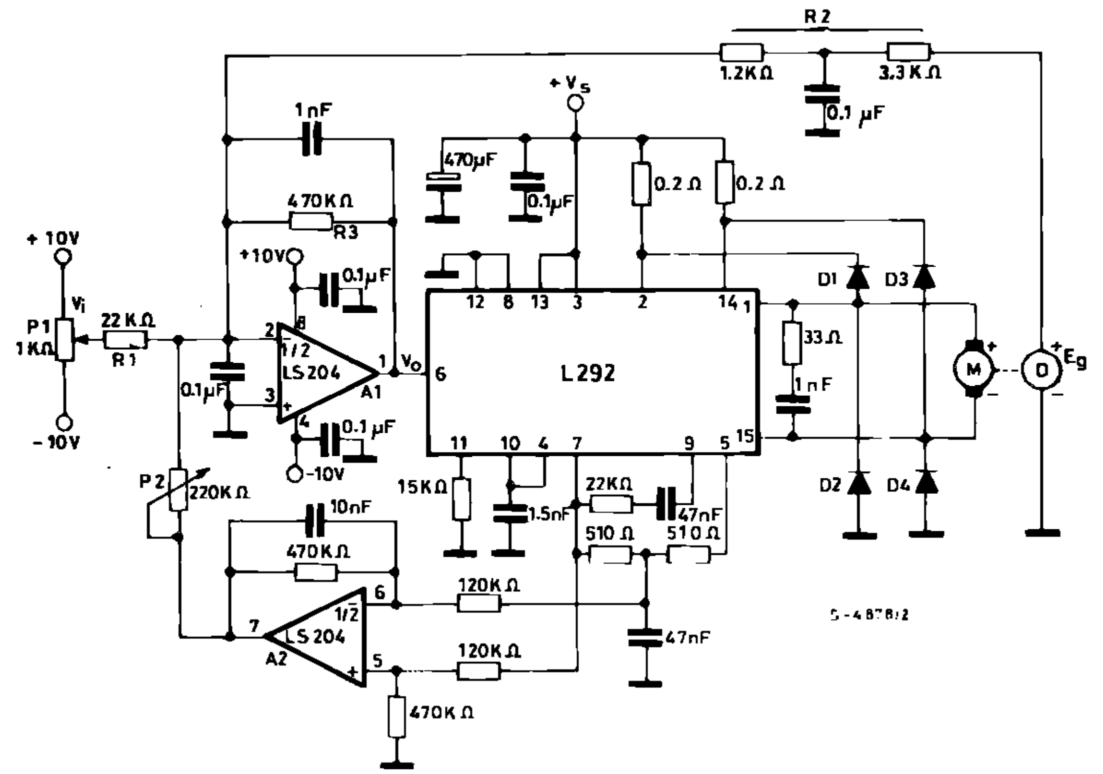
An operational amplifier amplifies the voltage drop provoked by this current across a 510 Ω resistor and sends a current to the sum point which is consequently proportional to the mean current in the motor, the value of which can be made vary by acting on potentiometer P2. By properly adjusting P2, a condition can be achieved in which the speed does not change when the current drained by the motor varies.

The discontinuity around the origin, which was present in the previous circuit (fig. 2), is practically negligible in the circuit shown in fig. 4.

The characteristic n = f (V_i) relevant to the circuit of fig. 4 is shown in fig. 5, and this characteristic does not substantially change over the whole range of currents allowed by the L292 (up to 2A).

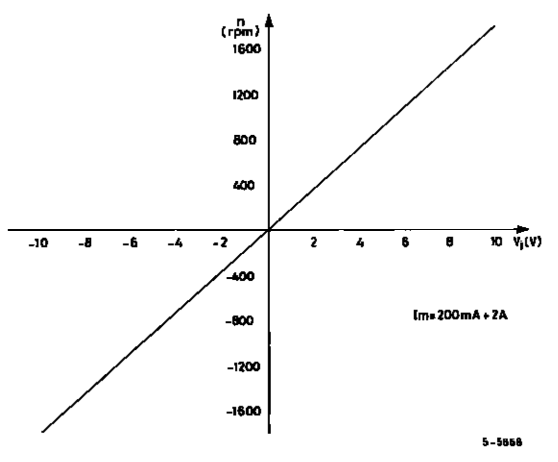
In the circuit described above if the motor stall condition is requested. It is preferable to act on the inhibits of the integrated circuit L292, for instance by grounding pin 13, instead of adjusting potentiometer P1 : as a matter of fact, the exact position of this potentiometer is difficult to obtain, since the characteristic crosses the axis V_i in one only point (this mean that n is only 0 for a very narrow interval of V_i).

Figure 4 : Complete Circuit with Current Feedback.



D1 ÷ D4 { $V_F \leq 1.2$ V @ I = 2 A

Figure 5 : Output Characteristics of the Circuit in fig. 4.

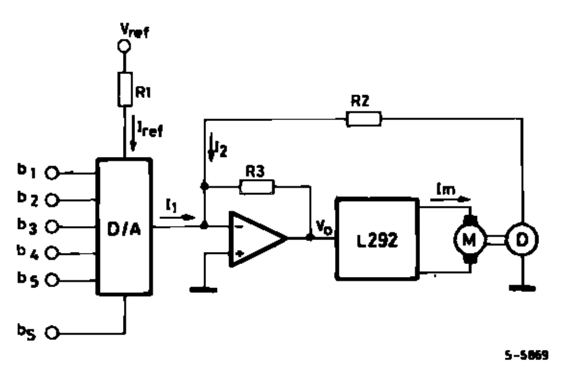


SYSTEM WITH DIGITAL CONTROL

In this system the speed information is given to the circuit by a binary code made up of 5 information bits plus one sign bit, which determines whether the movement shall the clockwise or counter-clockwise. For the circuit implementation, the integrated circuits L291 (which includes a D/A converter and two operational amplifiers) and L292 are used.

A simplified circuit diagram is shown in fig. 6.

Figure 6 : Simplified Circuit Diagram (digital control).



The current value I_1 depends on the value of I_{ref} and on the value of inputs b_1 through b_5, where its sign depends on the b_S input.

The maximum value for I_1, which is obtained whenever inputs b_1 through b_5 are low, is :

$$I_{1\,max} = I_{ref} \frac{31}{16} = \frac{V_{ref}}{R1} \cdot \frac{31}{16}$$

In order to have the system in a steady state condition (no current drained by the motor), it must be :

$$I_1 = -\ I_2$$

By imposing the balance condition at the maximum speed, one obtains : $I_{1\,max} = -\ I_{2\,max}$

$$\frac{V_{ref}}{R1} \cdot \frac{31}{16} = \frac{K_g\ n_M}{R2}$$

where

K_g = dynamo's voltage constant

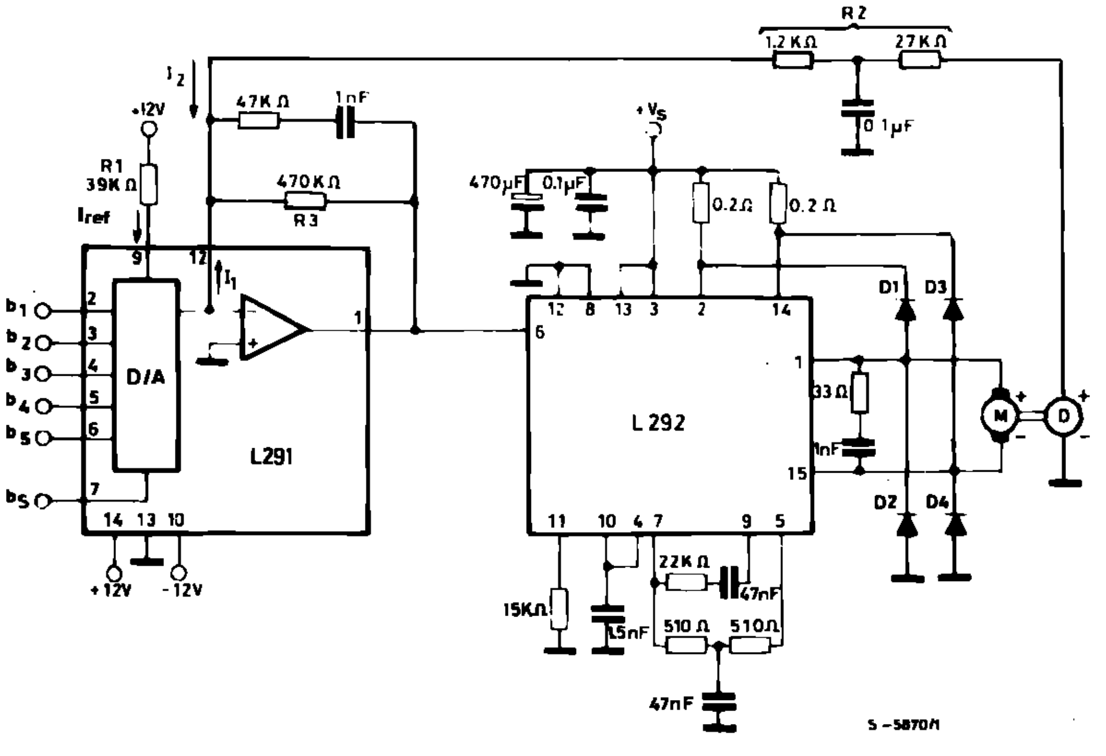
n_M = maximum speed preset for the motor.

The current I_{ref}, and consequently the ratio $V_{ref}/R1$, must lie within a certain range imposed by the D/A converter actually used.

In our case, this range is 0.3 to 1 mA. The values of R1 and R2 can be determined from the previous relationship. The same considerations made in the description of the DC control system apply for the selection of R3.

A complete diagram of the circuit implemented is indicated in fig. 7, while the input versus output characteristics is shown in fig. 8.

Figure 7 : Complete Circuit Diagram.



D1 ÷ D4 { $V_F \leq 1.2$ V @ I = 2 A

In the graph of fig. 8 the rotation speed of the motor is represented on ordinates, while the decimal speed code, corresponding to the binary code applied to inputs b_1 through b_5, is represented on abscissae.

The abscissa 1 corresponds to the minimum speed code, i.e. input b_1 low and remaining inputs high, since the least significant input is b_1 and the active status of inputs is low. The abscissa 31 corresponds to the maximum speed code, i.e. all inputs b_1 through b_5 low. The negative abscissae have been obtained by changing the status of the b_s input. The graph in fig. 8 should have been made up of a number of dots ; these dots have been joined together with an ininterrupted line for convenience. This graph has the same features as the graph in fig. 3, i.e. the curve features a discontinuity around the origin, and it lowers as long as the motor current drain increases. In this case too, the circuit in fig. 7 can be modified in order to prevent that the speed vary in function of the motor load, by adding a current loop in the control circuit, by using the remaining operational amplifier available in the integrated circuit L291.

Since this amplifier has only the inverting input available, while the non-inverting input is grounded, a circuit arrangement as schematically shown in fig. 9 has been adopted in order to have an output signal referred to ground, given an input signal referred to a reference voltage (in L292) of approximately 8 V.

Figure 8 : Output Characteristic of the Circuit in fig. 7.

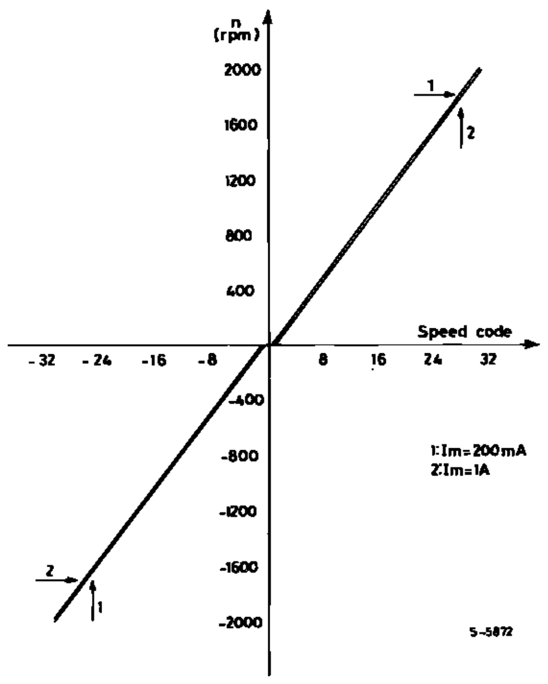
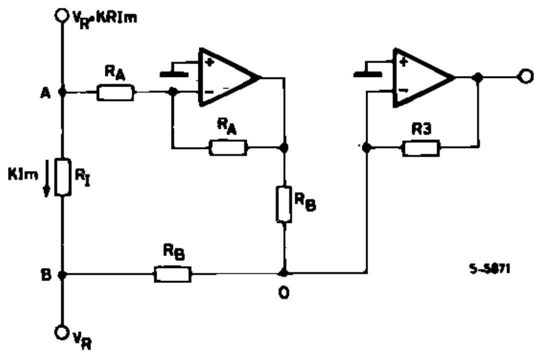


Figure 9 : Translator Circuit.

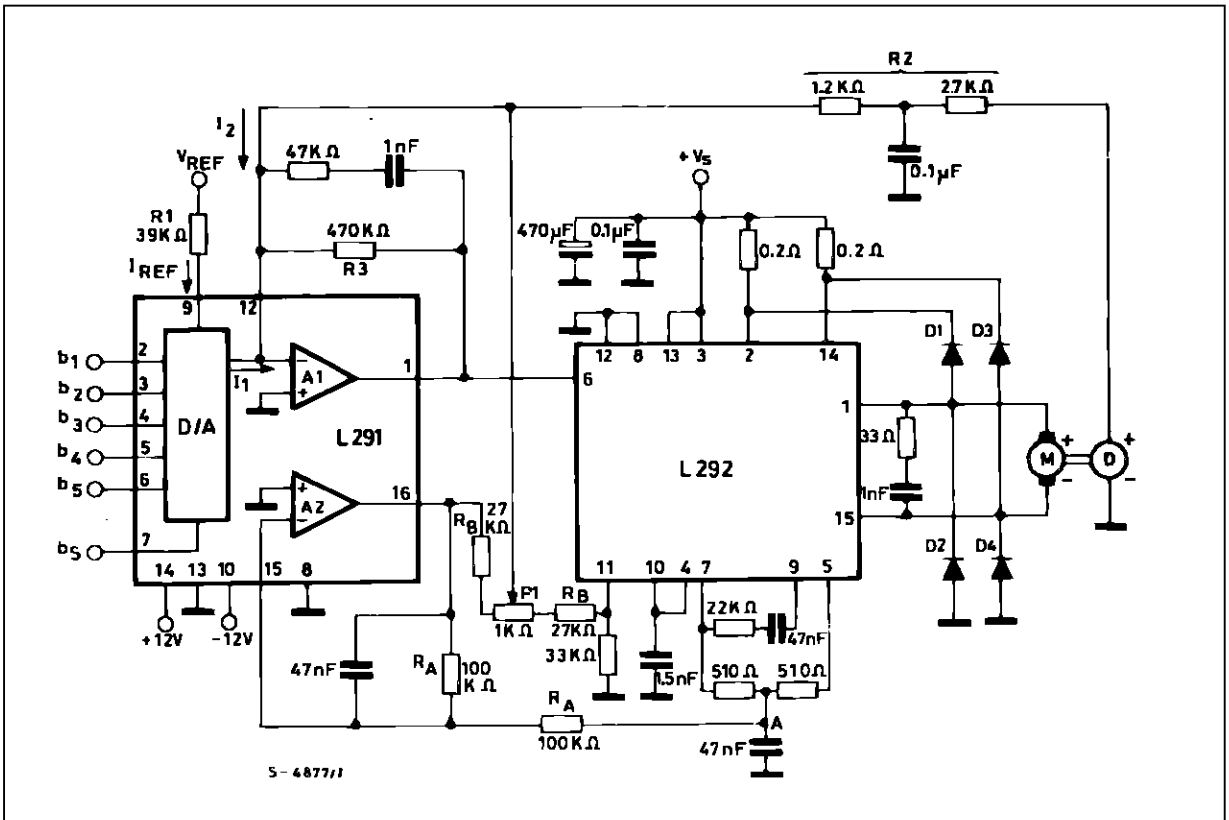


Resistors R_A and R_B must be high-precision resistors in order to have output 0 with no I_m current present. In the practical implementation, resitors with an accuracy of 5 % are used and the ends of a potentiometer are interposed between resitors R_B and the output to the sum point of the error amplifier is made through the cursor. The gain of this current loop is propotional to the ratio $R3/R_B$. A complete circuit diagram is shown in fig. 10.

Since, for reasons of gain, resistor R_B must be 27 kΩ and, if connected to pin 7 of L292, should have subtracted too much current by thus affecting the correct operation of L292, it has been connected to pin 11, having the same potential as pin 7. Consequently, the resistance value between pin 11 and ground has been modified, in order to maintain the switching frequency of L292 unchanged. In order to have a correct adjustment of potentiometer P1, it is enough to set the 0 speed code (b_1 through b_5 high) and turn the cursor until the motor stops.

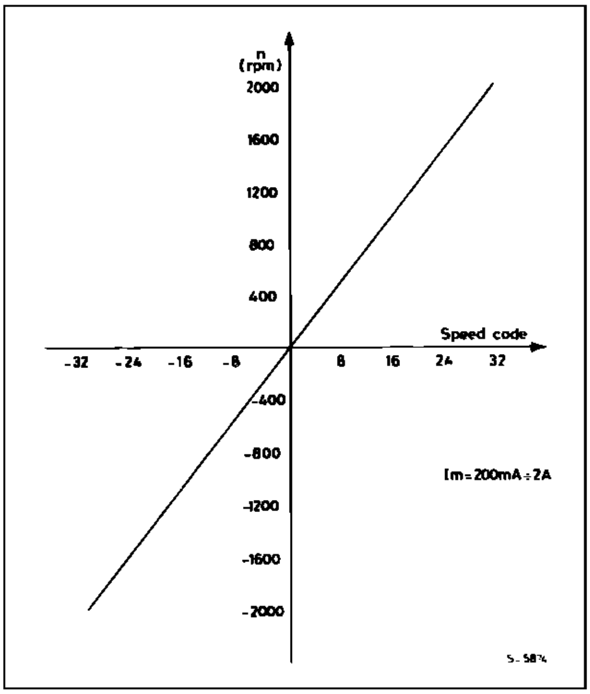
The input versus output characteristic obtained with the circuit of fig. 10 is indicated in fig. 11.

Figure 10 : Complete Circuit with Current Feedback.



D1 ÷ D4 { $V_F \leq 1.2$ V @ I = 2 A

Figure 11 : Output Characteristic of the Circuit in fig. 10.



RESPONSE TO INPUT STEP

Measurements have been taken on the circuits described in the previous paragraphs, in order to analyze how the motor speed varies when a step variation is imposed to the input.

For the system DC control, the control voltage has been changed from 0 to the maximum value V_{iM} and down to 0 again. For the digital system the speed code has been changed from 0 (b_1 through b_5 high) to the maximum value (b_1 through b_5 low) and down to 0 again. When the control quantity changes from 0 to the maximum value, the output voltage of the error amplifier (V_o, fig. 1 and fig. 6) assumes its maximum value, since the feed-back signal coming from the tachometer dynamo initially 0. In these conditions, L292 supplies the motor with the maximum current (2A) and maintains it until the motor speed is sufficiently close to the maximum value.

Since the motor is powered from a constant current, it moves with a constant current, it moves with a constant acceleration and consequently its speed grows linearly from 0 up to the maximum value over the time interval t_a. The time needed for the motor to reach the maximum speed also depends, besides the current, on the electrical and mechanical characteristics of the motor and on the moment of inertial of the load applied to the motor. When the control quantity changes from the maximum value to 0, the output of the error amplifier V_o assumes the maximum value, but with an opposite sign with respect to the previous case, and the current flowing in the motor is also reversed and tends to brake it, by making the speed linearly decrease from the maximum value down to 0 over the time period t_f. The no-load characteristics, relevant to the motor used for the previous tests, are shown in fig. 12. The times t_a and t_f are not equal to each other, which circumstance is basically due to the frictions which, during the acceleration phase, oppose increase of speed, while during the deceleration phase they contribute to make the speed decrease. As a matter of fact, from the movement equation:

$$J\ddot{\Theta} + D\dot{\Theta} + T_f = K_T I_M$$

where :

J = System moment of inertia

D = Coefficient of viscous friction

T_f = Braking couple

K_t = Motor constant

$\dot{\Theta}$ = Angular speed

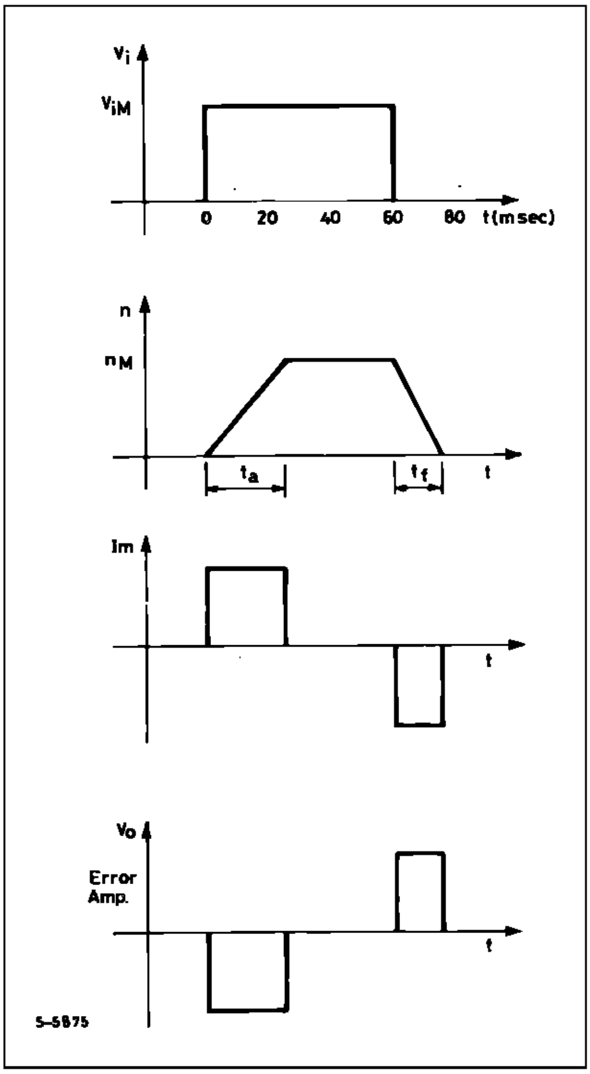
$\ddot{\Theta}$ = Angular acceleration

and by disregarding the term $D\dot{\Theta}$, one obtains:

$$\ddot{\Theta} = \frac{KT \cdot I_M \pm T_f}{J}$$

where from it can be seen that $|\ddot{\Theta}|$ is greater if I_M is negative.

Figure 12 : Pulse Response.



SGS-THOMSON Microelectronics GROUP OF COMPANIES

Australia - Brazil - France - Germany - Hong Kong - Italy - Japan - Korea - Malaysia - Malta - Morocco - The Netherlands - Singapore -
Spain - Sweden - Switzerland - Taiwan - Thaliand - United Kingdom - U.S.A.