

Design Technique of Magnetic Suspension for Vibration Free Table

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Abstract— This paper proposes the design method of a magnetic suspension that is controlled actively on the exterior vibrations by low frequencies. The magnetic suspension is able to compensate the vibrations with individual controls unlike a mechanical suspension. In the magnetic suspension, two characteristics are required. That is, firstly, magnetic motive force (MMF) by armature winding must be increased linearly. Lastly, the other is same output force as direction of MMF. In this paper, response surface method combined with experimental design is applied to investigate the characteristics and optimize the magnetic suspension for vibration free table

I. INTRODUCTION

Fig. 1 shows the principle of compensation and cross section of a inserted permanent magnet (PM) type magnetic suspension that composed of armature winding, PM and steel. Reference force, F_{REF} is produced by PM, and that always exists between two steel bodies. When exterior vibration, $F_{EXT}(-)$, happens during t_1 , input MMF that flows into each magnetization direction creates resultant force, F_{INC} , in the air gap. In the same manner, as exterior vibration, $F_{EXT}(+)$ is generated during t_2 , input MMF that flows into each demagnetization direction brings about resultant force, F_{DEC} , in the air-gap. Thus, in order to operate the suspension, F_{INC} and F_{DEC} should have linearity according to the change of MMF and F_{INC} and F_{DEC} should be same, according to each opposite directions of MMF produced by same current.

The characteristics of the above mentioned magnetic suspension is designed by response surface method (RSM) combined with design of experiment (DOE). The results of the optimal designed magnetic suspension will be verified by comparison with experimental result.

II. ANALYSIS METHOD

Full factorial design (FFD), one of the experimental designs, is performed to investigate the effect with respect to the amplitude of the force and the balance of the force, the ratio between F_{INC} and F_{DEC} , according to variation of design factors. And then, the important factors greatly influenced on the response are selected. The design factors considered in this paper were as follows; A(return path air-gap), B(PM length), C(main path) and D(upper&lower path length). In the end, RSM is applied to optimize magnetic suspension with the factors [1], [2].

III. ANALYSIS RESULT

Fig. 2 shows the characteristic of optimal model designed by proposed method in this paper. According to variation of MMF, output force is changed linearly, and the value of Balance approximates almost 1.

IV. REFERENCES

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- [2] Frederic Fillon and Pascal Brochet, "Screening and Response Surface Method Applied to the Numerical Optimization of Electromagnetic Devices", *IEEE Transaction on Magnetics*, pp. 1162-1167, Vol. 26, No. 4, July 2000.

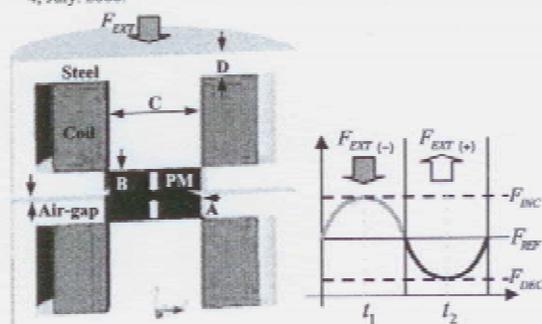


Fig. 1. Cross section of Magnetic suspension and Principle of compensation

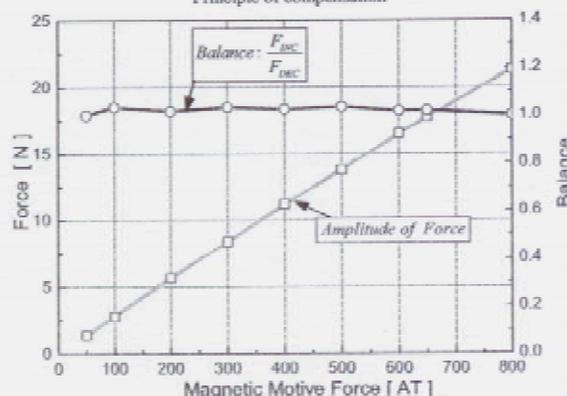


Fig. 2. Characteristics of optimal model

THE TWELFTH BIENNIAL IEEE CONFERENCE ON
ELECTROMAGNETIC FIELD COMPUTATION

Digest Book



April 30th - May 3rd, 2006

IEEE Catalog Number: 06EX1354

ISBN: 1-4244-0319-7

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C7-2	Design of a New Linear Magnetic Damper for Shock-Absorbing From Crash Accident of High Speed Vehicles	237
	<i>Yongdae Kim, Heon Lee, Semyung Wang, and Kyihwan Park</i> Gwangju Institute of Science and Technology, Korea	
C7-3	Design of Flux Barrier for Reducing Torque Ripple and Cogging Torque in IPM type BLDC motor	238
	<i>Byoung-Yull Yang¹, Hyun-Kag Park², and Byung-Il Kwon²</i> ¹ Samsung Electronics, Korea, ² Hanyang University, Korea	
C7-4	Design of Permanent Magnet DC Motor Using FEA --Based Optimization and Parallel Computing Method	239
	<i>Cheol-Gyun Lee¹, Myung-Soo Cho¹, Sang-Yong Jung², Sung-Chin Hahn², Hae-Ryong Chor³, Jae-Kwang Kim⁴, and Hyun-Kyo Jung¹</i> ¹ Dong-Eui University, Korea, ² Dong-A University, Korea, ³ Design Center Hyundai Motor Company, Korea, ⁴ Seoul National University, Korea	
C7-5	Design of the Rotary Magnetic Position Sensor With the Sinusoidally Magnetized Permanent Magnet	240
	<i>Seung-ho Jeong, Se-hyun Rhyu, and Byung-il Kwon</i> Hanyang University, Korea	
C7-6	Design of the Starting Device Installed in the Single-Phase Switched Reluctance Motor	241
	<i>Jun-Ho Kim¹, Eun-Woong Lee², and Jong-Han Lee²</i> ¹ LS Industrial Systems, Korea, ² ChungNam Nat'l University, Korea	
C7-7	Design Technique of Magnetic Suspension for Vibration Free Table	242
	<i>Jae-Woo Jung¹, Sung-Il Kim¹, Jung-Pyo Hong², Ji-Young Lee², and Ju-Hoon Lee²</i> ¹ Changwon National University, Korea, ² Korea Electrotechnology Research Institute, Korea	
C7-8	Development and Analysis of a New Type of Switchgear for High Voltage Gas Circuit Breaker: Electromagnetic Force Driving Actuator	243
	<i>Jong-Ho Kang¹, Sang-Hun Park¹, Woo-Young Lee², Hong-Kyu Kim², Wang-Byuck Suh³, Won-Seok Kim³, and Hyun-Kyo Jung¹</i> ¹ Seoul National University, Korea, ² Korea Electrotechnology Research Institute, Korea, ³ ILJIN Electric Co., Ltd. Korea	

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Devices and Applications VI
May 2, 2006, Tuesday
10:30 - 12:10

C8-1	Dynamic Analysis of Linear Synchronous Machines	244
	<i>H. Yu¹, W. Dai¹, S. Ho², M.Q. Hu¹, S. Yang², K. Cheng², and K.F. Wong²</i> ¹ Southeast University, China, ² Hong Kong Polytechnic University, Hong Kong	