



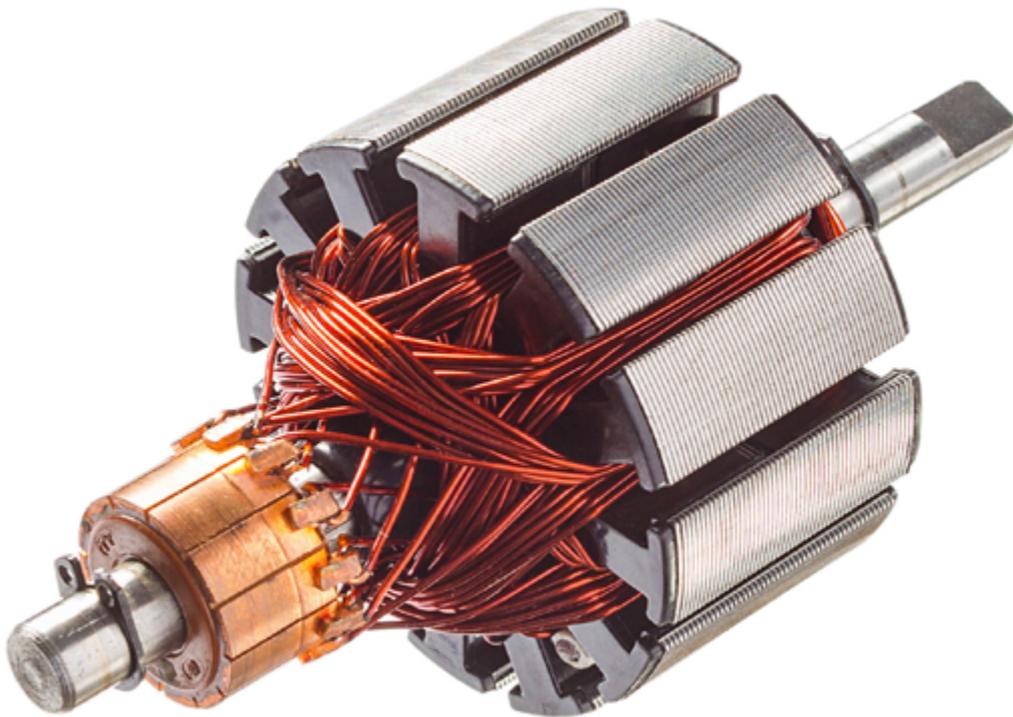
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TOSHIBA

ESSENTIAL GUIDE

TO BRUSHED MOTOR

CONTROLLERS/DRIVERS



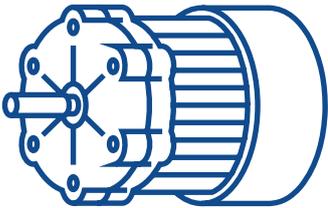
Introduction

Brushed motors are one of several types of DC motors used in a wide range of electrical and electronic products. While the motor specifications are important, it is the electronic control circuitry that is the secret to achieving the desired performance. This white paper addresses the brushed motor control function and introduces an integrated circuit (IC) that can provide the desired control for many common applications.

Introduction to Brushed Motors

Motors are everywhere. Stop a minute and think about all the motors in your home, office, and car. Dig deep and list as many as you can. Probably more than you thought. And if you are reading this white paper, chances are that you are working on a motor project.

When choosing a small motor for use in an industrial, business, or consumer product, the first design decision is the type of motor. Of course, the two main categories are AC and DC motors.



If the power source is DC, you have three basic categories of DC motor from which to choose: brushed, brushless (BLDC), and stepper motors. These create a shaft rotation produced by the interaction of a permanent magnet and an electromagnet. The method of applying and controlling the power to the motor determines the choice for a given application.

Brushed motors and their control – and the way their rotational speed and direction can be controlled electronically – are the subjects of this paper.

Brushed Motor Operation

Brushed DC motors are available in several forms. The smaller motors are sometimes called fractional horsepower motors since their maximum output is usually $\frac{3}{4}$ horsepower (hp) or less.

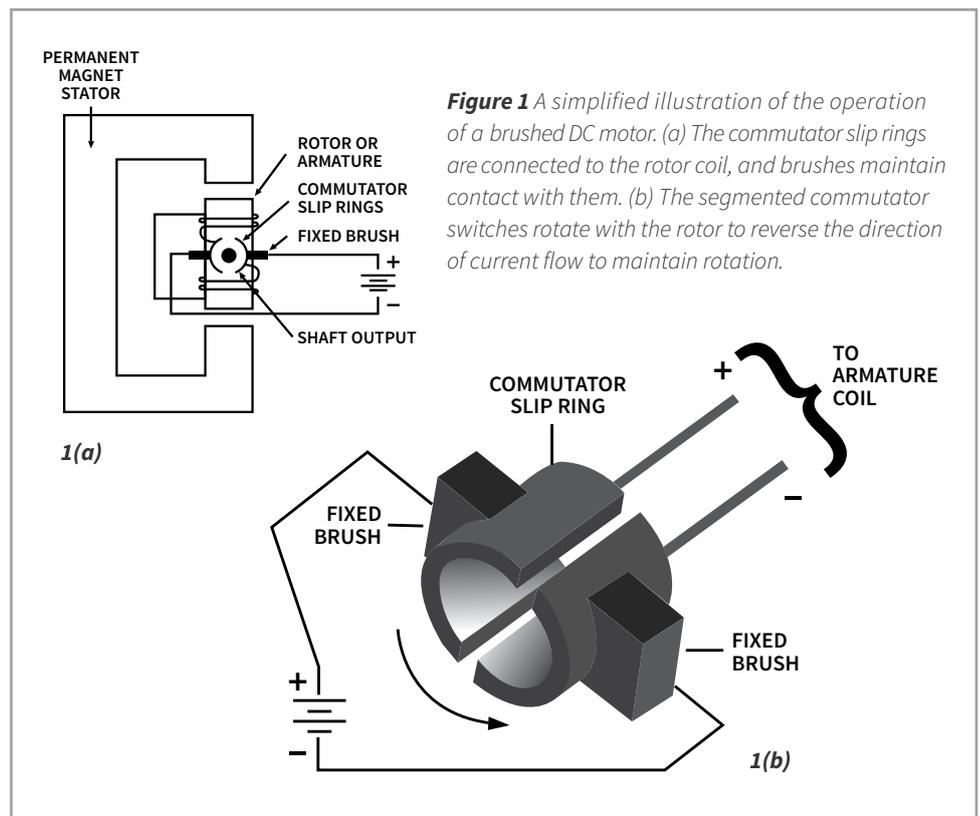
One version is made up of a permanent magnet (PM) stator, a wound rotor called an armature, and a commutator. Another more powerful ($> \frac{3}{4}$ hp) version consists of a wound electrical stator that can create a stronger magnetic field, a wound rotor or armature, and the commutator. The PM motors are usually smaller while the wound-field motors are larger and more powerful. In all cases, the magnetic field produced by the armature interacts with the fixed magnetic field of the stator to produce shaft rotation.



The Fundamentals. As a refresher, here is an introduction to brushed motor operation. **Fig. 1a** shows a greatly simplified concept of a PM DC motor. The stator is a permanent magnet with fixed magnetic poles. Centered between the stator poles is the rotor or armature. The armature is an electromagnet that is energized by the external DC power source.

Applying voltage to the armature produces a magnetic field of a specific magnetic orientation. Remember, like magnetic poles repel one another while unlike magnetic poles attract. The armature reacts to the magnetic field of the PM stator and rotation begins. When the rotor gets aligned vertically with the stator, the rotation slows. To maintain rotation, the direction of current flow in the rotor must be periodically changed as it rotates. This keeps the magnetic fields attracting and opposing one another such to maintain rotation.

This process of repeatedly reversing current in the rotor every 180 degrees is solved by connecting the DC voltage to the rotor by way of a rotating switch called a commutator. It does this through slip rings and brushes that contact the commutator (**Fig. 1b**). The switching action repeatedly reverses the magnetic polarity in the rotor and keeps the shaft turning in one direction.





One key difference between smaller fractional horsepower and the larger more powerful motors is the stator.

All brushed motor operation is based on this concept. One key difference between smaller fractional horsepower and the larger more powerful motors is the stator. Large motors have an electromagnetic stator. The stator field is produced by a coil winding on a magnetic core that forms the poles. It is powered by the same DC voltage applied to the armature. Two common connections are shown in **Fig. 2**.

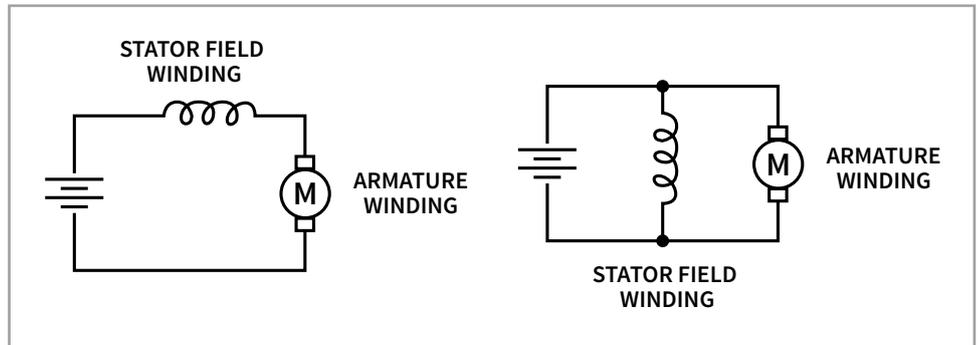
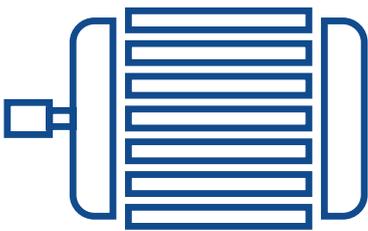


Figure 2 Larger brushed motors use an electromagnetic field powered by the DC input. Two common arrangements are the series-wound motor (left) and the shunt-wound motor (right).



Motor Characteristics. There are two characteristics of the DC motor that are paramount. First, the direction of rotation depends upon the polarity of the applied DC voltage. Reversing the direction of current flow through the rotor reverses the direction of the shaft rotation.

Second, the speed of the motor is proportional to the amount of DC applied to the rotor. The higher the current in the rotor, the stronger the magnetic field and more rapid the rotation. Brushed DC motors are high-speed devices with rotation speeds from several thousand revolutions per minute (rpm) to over 25,000 rpm. And if low speed is a desired trait, a gear motor can be used. Gear motors are brushed DC motors with a set of gears attached to the shaft to reduce the speed to a value required by the application.

The two main control functions to be applied to a DC motor are speed and direction. Electronic circuits readily address these functions.

Directional Control with an H-Bridge

Not all applications require a reversal of shaft rotation. But those that do could use a manual switch to change directions. However, in most cases an electronic solution is preferred.

Changing the direction of rotation of the motor shaft is generally achieved by simply reversing the current direction in the motor coils. One superior method of reversing the current in a motor is to use an H-bridge. This is a bridge circuit made with semiconductor (MOSFET) switches arranged in an H configuration (**Fig. 3**).

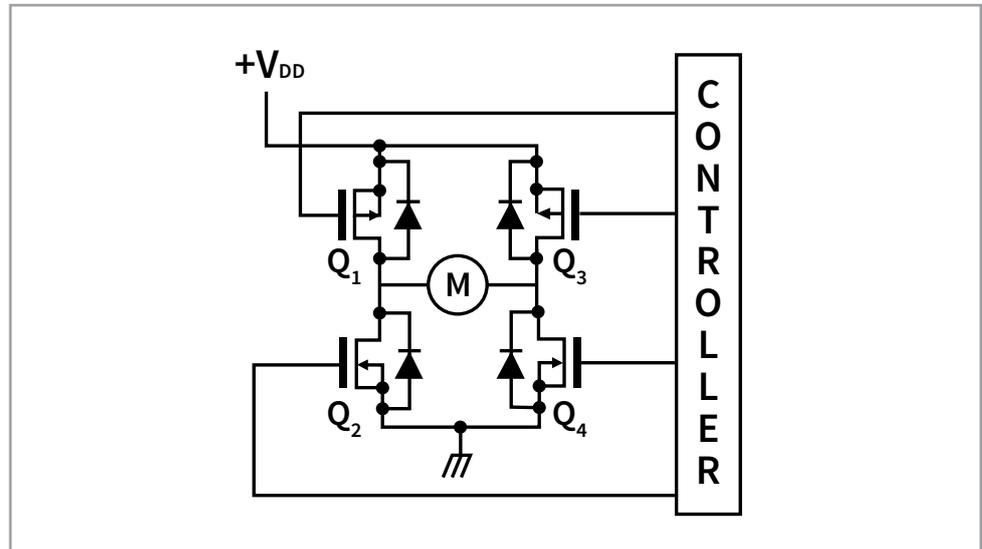


Figure 3 The H-bridge is an effective solution to controlling the direction of current flow in the load like a brushed motor.

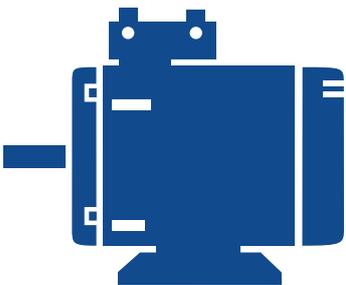
The bridge is made up of MOSFET switches. DC voltage V_{DD} is applied to the bridge as shown. The motor (M) is connected across the bridge. Control logic is used to turn the MOSFETs off or on. If Q_1 and Q_4 are turned on, electron current flow will be through Q_4 , then the motor from right to left and through Q_1 . Q_2 and Q_3 are off at this time.

To reverse the current flow through the motor, Q_1 and Q_4 are turned off and Q_2 and Q_3 are turned on by the controller. Electron flow is then through Q_2 , the motor from left to right and Q_3 .

While the H-bridge is mainly used to control motor direction of rotation, it can be used for other functions. Pulse width modulation (PWM) pulses may be applied to the MOSFETs via the controller for speed control.

Speed Variation with PWM

The rotational speed of a brushed motor is proportional to the amount of DC voltage applied. As it turns out, that DC does not have to be continuous. It can just be an average voltage. With that being the case, PWM has become the standard method of controlling the speed of a DC motor.



PWM is a method of generating rectangular pulses at a fixed frequency but providing a way to change the duty cycle of the pulses. The duty cycle (D) is the ratio of the pulse ON time (T_{ON}) to the period of the pulses (T). This fraction is often multiplied by 100 and expressed as a percentage.

$$D = T_{ON}/T$$

$$T = 1/f$$

Fig. 4 illustrates the PWM concept. The pulses are applied to the motor, but what the motor sees and reacts to is the average voltage. With narrow pulses, the average is low, so speed is lower. Wider pulses produce a higher average voltage and a faster speed.

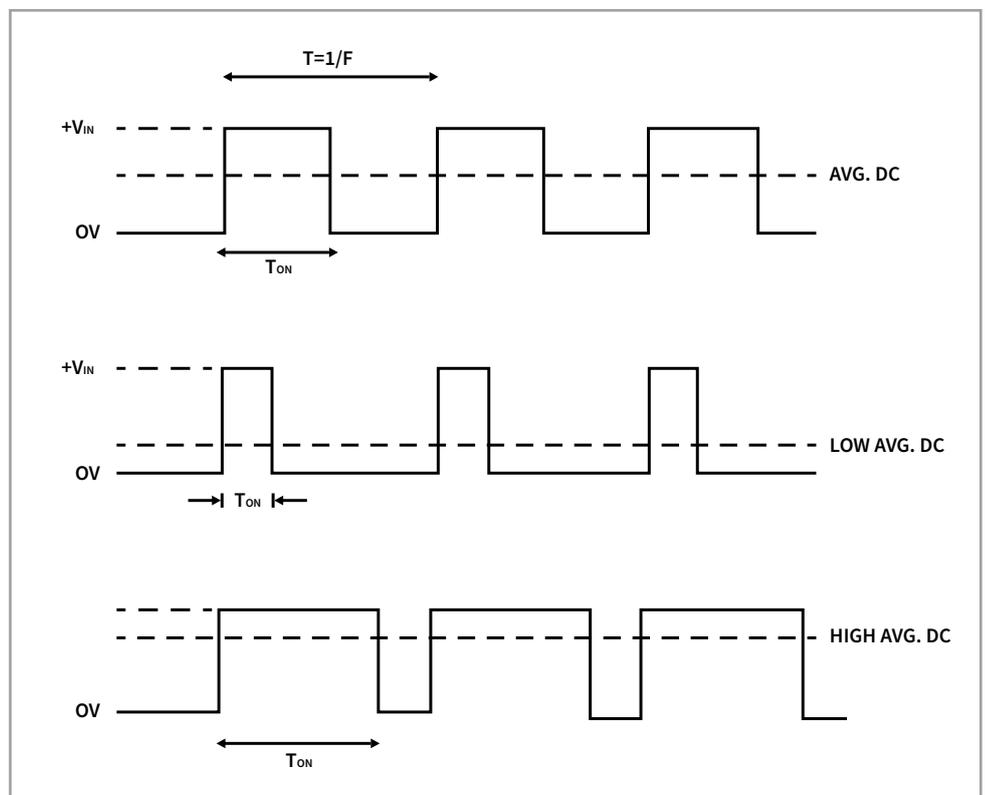
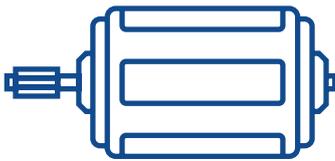
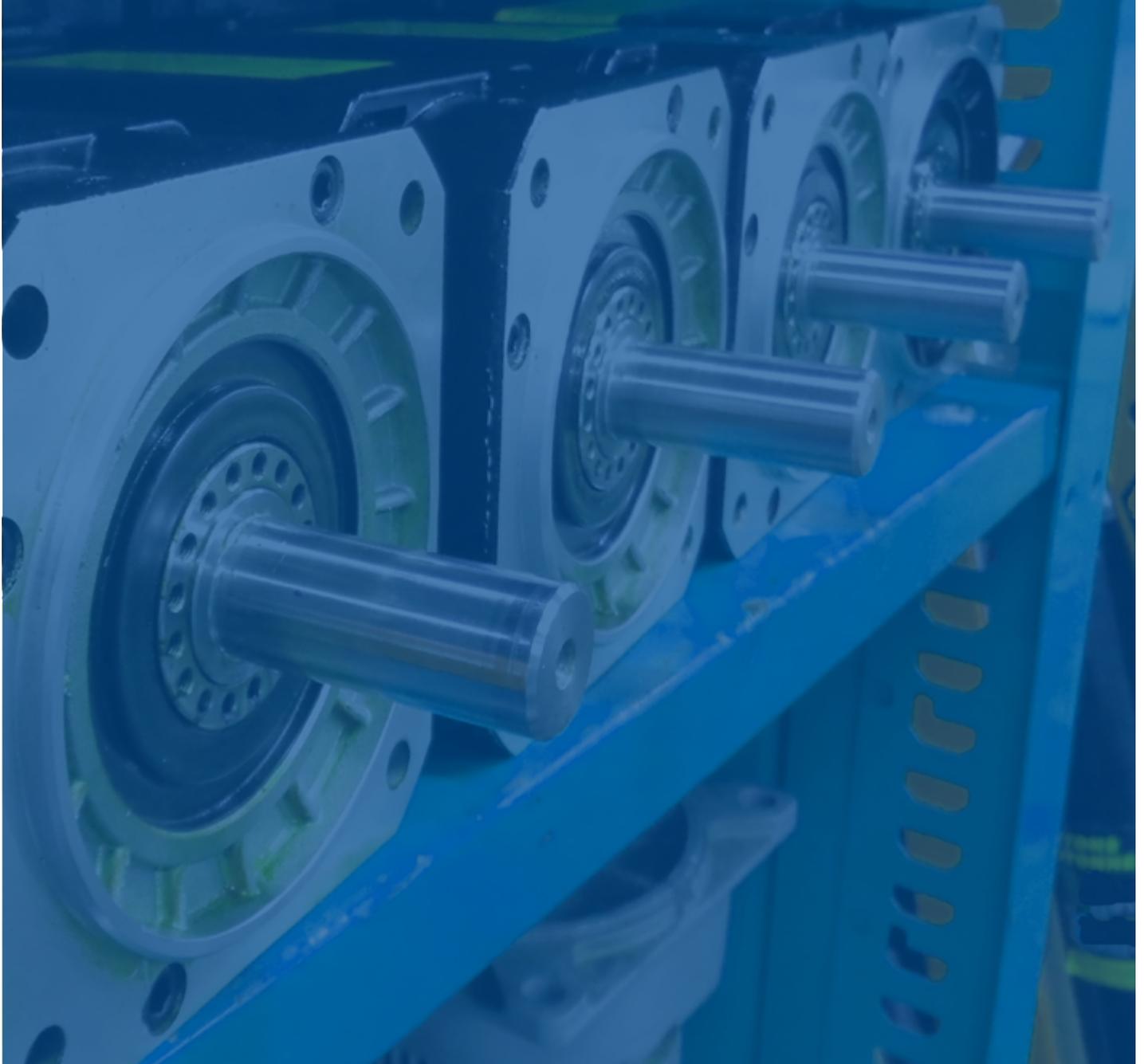


Figure 4 An example of pulse width modulation (PWM) is when the pulse frequency (f) and period (T) remain constant and the duty cycle is varied to change the average voltage that a motor will receive.

Assume the input voltage V_{IN} is 12 volts. With a 50% duty cycle, the average voltage seen by the motor is 6 volts.

The source of the PWM signals varies with the application. Many embedded microcontrollers have a PWM output capability. It can be programmed to give the desired speed control. Special PWM controller ICs are also available.

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If both motor speed and directional control are required, the PWM signal can be applied to the H-bridge. With the direction selected, the active transistors can be switched off and on accordingly to control the speed.

An H-Bridge Driver

An available driver IC for brushed motor use is the Toshiba TC78H653FTG, dual H-bridge driver (**Fig. 5**). This MOSFET driver targets low-voltage applications such as battery-operated and mobile devices. Some examples are cameras, printers, electronic locks, smart meters, and toys. The part can also be supported by USB power.

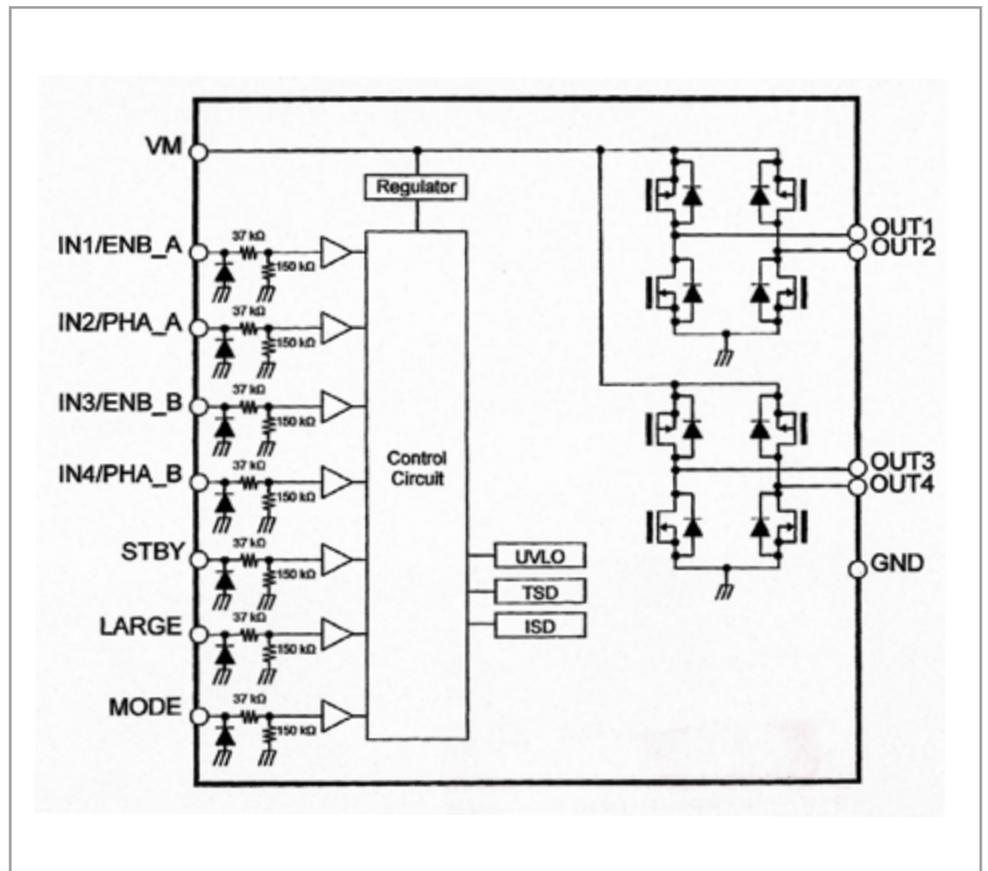
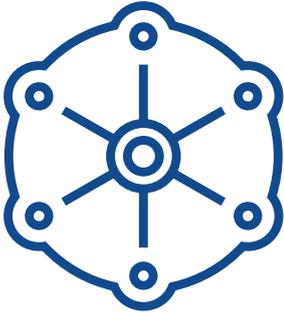


Figure 5 A general block diagram of Toshiba TC78H653FTG, dual H-bridge IC for motor control.

Previously adopted drivers used bipolar transistors. This latest chip uses MOSFETs to deliver low voltage (1.8V) and high current (4A). The very low “on” resistance of the MOSFETs improves motor torque since more voltage gets to the motor and greatly minimizes losses and heat dissipation. This chip contains two MOSFET

H-Bridge drivers and is capable of driving two brushed motors or a single two-phase stepper motor. Some highlights of this IC include:



- DC operating voltage range: 1.8 to 7.5V
- Output current: 2A per channel
- Output ON resistance: 0.11 ohms (typ.)
- Available protection modes: thermal shutdown (TSD), over-current detection (ISD), and under-voltage lockout (UVLO)
- Selectable modes: Forward, Reverse, Stop, and Brake
- Can be used with brushed DC or stepper motors
- Package: P-VQFN16 (3 mm x 3 mm)

For more details, [download the data sheet and application note](#).

Toshiba features about 180 DC motor driver products in its portfolio – of which over 40 are for brushed motors. For more information on its products, visit the [website](#).

EBV EUROPEAN HEADQUARTERS

EBV Elektronik GmbH & Co. KG | DE-85586 Poing | Im Technologiepark 2-8 | Phone: +49 8121 774 0 | www.ebv.com

EBV REGIONAL OFFICES | Status October 2019

AUSTRIA

1120 Wien
Grünbergstraße 15 / Stiege 1
Phone: +43 1 89152 0
Fax: +43 1 89152 30

30938 Burgwedel
Burgdorfer Straße 2
Phone: +49 5139 8087 0
Fax: +49 5139 8087 70

BELGIUM

1831 Diegem
De Kleetlaan 3
Phone: +32 2 716001 0
Fax: +32 2 72081 52

59439 Holzwickedede
Wilhelmstraße 1
Phone: +49 2301 94390 0
Fax: +49 2301 94390 30

BULGARIA

1505 Sofia
48 Sitnyakovo Blvd., Serdika
offices, 10th floor, Unit 1006
Phone: +359 2 9264 337
Fax: +359 2 9264 133

41564 Kaarst
An der Gumpgesbrücke 7
Phone: +49 2131 9677 0
Fax: +49 2131 9677 30

CZECH REPUBLIC

18600 Prague
Amazon Court, Karolinska 661/4
Phone: +420 2 34091 011
Fax: +420 2 34091 010

71229 Leonberg
Neue Ramtelstraße 4
Phone: +49 7152 3009 0
Fax: +49 7152 759 58

DENMARK

8230 Åbyhøj
Ved Lunden 10-12, 1. sal
Phone: +45 8 6250 466
Fax: +45 8 6250 660

90471 Nürnberg
Lina-Ammon-Straße 19B
Phone: +49 911 817669 0
Fax: +49 911 817669 20

ESTONIA

10414 Tallinn
Niine 11
Phone: +372 62 5799 0
Fax: +372 62 5799 5

04435 Schkeuditz
Frankfurter Straße 2
Phone: +49 34204 4511 0
Fax: +49 34204 4511 99

FINLAND

02240 Espoo
Pihatörmä 1 a
Phone: +358 9 2705279 0
Fax: +358 9 2705498

78048 VS-Villingen
Marie-Curie-Straße 14
Phone: +49 7721 99857 0
Fax: +49 7721 99857 70

FRANCE

92160 Antony Cedex (Paris)
2-6 Place Du General De Gaulle -
CS70046
Phone: +33 1 409630 00
Fax: +33 1 409630 30

65205 Wiesbaden
Borsigstraße 36
Phone: +49 6122 8088 0
Fax: +49 6122 8088 99

FRANCE

35510 Cesson Sévigné (Rennes)
35, av. des Peupliers
Phone: +33 2 998300 51
Fax: +33 2 998300 60

HUNGARY

1117 Budapest
Budafoki út 91-93, West Irodaház
Phone: +36 1 43672 29
Fax: +36 1 43672 20

67400 Illkirch Graffenstaden
35 Rue Gruninger
Phone: +33 3 904005 92
Fax: +33 3 886511 25

IRELAND

Dublin 12
Calmount Business Park
Unit 7, Block C
Phone: +353 1 40978 02
Fax: +353 1 45685 44

31500 Toulouse
8 chemin de la terrasse
Parc de la plaine
Phone: +33 5 610084 61
Fax: +33 5 610084 74

ISRAEL

4581500 Bnei Dror
Tirosh 1
Phone: +972 9 77802 60
Fax: +972 3 76011 15

69693 Venissieux (Lyon)
Parc Club du Moulin à Vent
33, Av. du Dr. Georges Lévy
Phone: +33 4 727802 78
Fax: +33 4 780080 81

ITALY

20095 Cusano Milanino (MI)
Via Alessandro Manzoni, 44
Phone: +39 02 660962 90
Fax: +39 02 660170 20

GERMANY

85609 Aschheim-Dornach
Einsteinring 1
Phone: +49 89 388 882 0
Fax: +49 89 388 882 020

50019 Sesto Fiorentino (FI)
Via Lucchese, 84/B
Phone: +39 05 543693 07
Fax: +39 05 542652 40

10587 Berlin
Englische Straße 28
Phone: +49 30 747005 0
Fax: +49 30 747005 55

ITALY

41126 Modena (MO)
Via Scaglia Est, 33
Phone: +39 059 292 4211
Fax: +39 059 292 9486

00139 Roma (RM)
Via de Settebagni, 390
Phone: +39 06 4063 665/789
Fax: +39 06 4063 777

35030 Sarmeola di Rubano (PD)
Piazza Adelaide Lonigo, 8/11
Phone: +39 049 89747 01
Fax: +39 049 89747 26

10144 Torino (TO)
Via Treviso, 16
Phone: +39 011 26256 90
Fax: +39 011 26256 91

NETHERLANDS

3606 AK Maarssenbroek
Planetenbaan 116
Phone: +31 346 5830 10
Fax: +31 346 5830 25

NORWAY

3440 Røyken
Kleiverveien 35
Phone: +47 22 67 17 80
Fax: +47 22 67 17 89

POLAND

80-838 Gdansk
Targ Rybny 11/12
Phone: +48 58 30781 00

P02-676 Warszawa
Postepu 14
Phone: +48 22 209 88 05

50-062 Wrocław
Pl. Solny 16
Phone: +48 71 34229 44
Fax: +48 71 34229 10

PORTUGAL

4400-676 Vila Nova de Gaia
Unipessoal LDA / Edificio Tower Plaza
Rotunda Eng. Edgar Cardoso, 23 - 14ºG
Phone: +351 22 092026 0
Fax: +351 22 092026 1

ROMANIA

020334 Bucharest
4C Gara Herastrau Street
Building B, 2nd Floor - 2nd District
Phone: +40 21 52816 12
Fax: +40 21 52816 01

RUSSIA

620028 Ekaterinburg
Tatischeva Street 49A
Phone: +7 343 31140 4
Fax: +7 343 31140 46

127486 Moscow
Korovinskoye Shosse 10,
Build 2, Off. 28
Phone: +7 495 730317 0
Fax: +7 495 730317 1

197374 St. Petersburg
Atlantic City, Savushkina str 126,
lit B, premises59-H, office 17-2
Phone: +7 812 635706 3
Fax: +7 812 635706 4

SERBIA

11070 Novi Beograd
Milentija Popovica 5B
Phone: +381 11 40499 01
Fax: +381 11 40499 00

SLOVAKIA

82109 Bratislava
Turčianska 2 Green Point Offices
Phone: +421 2 3211114 1
Fax: +421 2 3211114 0

SLOVENIA

1000 Ljubljana
Dunajska cesta 167
Phone: +386 1 5609 778
Fax: +386 1 5609 877

SOUTH AFRICA

7700 Rondebosch, Cape Town
Belmont Office Park, Belmont Road
1st Floor, Unit 0030
Phone: +27 21 402194 0
Fax: +27 21 4196256

3629 Westville
Forest Square, 11 Derby Place
Suite 4, Bauhinia Building
Phone: +27 31 27926 00
Fax: +27 31 27926 24

2128 Rivonia, Sandton
Johannesburg
33 Riley Road
Pinewood Office Park
Building 13, Ground Floor
Phone: +27 11 23619 00
Fax: +27 11 23619 13

SPAIN

08014 Barcelona
c/Tarragona 149 - 157 Planta 19 1º
Phone: +34 93 47332 00
Fax: +34 93 47363 89

39005 Santander (Cantabria)
Racing nº 5 bajo
Phone: +34 94 22367 55
Phone: +34 94 23745 81

28760 Tres Cantos (Madrid)
c/Ronda de Poniente 14 - 2ª planta
Phone: +34 91 80432 56
Fax: +34 91 80441 03

SWEDEN

16440 Kista
Isafjordsgatan 32B, Floor 6
Phone: +46 859 47023 0
Fax: +46 859 47023 1

SWITZERLAND

8953 Dietikon
Bernstrasse 394
Phone: +41 44 74561 61
Fax: +41 44 74561 00

TURKEY

06520 Ankara
Armada Is Merkezi
Eskisehir Yolu No: 6, Kat: 14
Ofis No: 1406, Sogutozu
Phone: +90 312 2956 361
Fax: +90 216 528831 1

34774 Ümraniye / Istanbul
Tatlısu Mahallesi Pakdil Sokak 7
Phone: +90 216 528831 0
Fax: +90 216 528831 1

35580 Izmir
Folkart Towers
Manas Blv. No 39 B Blok
Kat: 31 Ofis: 3121
Phone: +90 232 390 9196
Fax: +90 218 528831 1

UKRAINE

03040 Kiev
Vasilovskaya str. 14
off. 422-423
Phone: +380 44 496222 6
Fax: +380 44 496222 7

UNITED KINGDOM

Maidenhead (South)
Berkshire, SL6 7RJ
2, The Switchback
Gardner Road
Phone: +44 16 28778556
Fax: +44 16 28783811

Manchester (North)
M22 5WB
Manchester International Office Centre
Suite 3E (MIOC) Styal Road
Phone: +44 16 149934 34
Fax: +44 16 149934 74

