

UNIMOTION

LMLA

IRONLESS LINEAR
MOTORS



CE

✓RoHS

About Us

UNIMOTION is a leading company in the industrial automation field, at a global level. Combining innovative engineering solutions – Unimotion helps companies of all sizes across a wide range of industrial segments. Unimotion develops Industry 4.0-enabled products and systems with leading quality, performance and value. Engineering, Production, Construction, Warehouse, Research & Development department; all this can be found under one roof. Thanks to years of experience and a consistent focus on automation technology, we are continually improving our products and implementing innovations that provide customers with many technical advantages. Our core values are precision, innovation, passion, and integrity. At Unimotion, our main goal is the satisfaction of every single customer with a commitment to deliver the impossible.

Unimotion sales team, technicians and experts are at your disposal to provide customized expertise and support. We look forward to meeting you and work on your special project.



Table of Contents

Product overview	4
Product overview	5
Power range	5
Basic description	6
Structural design	8
Terms explanation	9
How to order	10
How to order	11
Forcer order code	11
Magnet plate order code	11
Characteristics	12
LMLA 21	13
General technical data	13
Force as a function of velocity diagrams	14
Forcer dimensions	14
Magnet plate dimensions	15
LMLA 28	16
General technical data	16
Force as a function of velocity diagrams	17
Forcer dimensions	18
Magnet plate dimensions	19
LMLA 38	20
General technical data	20
Force as a function of velocity diagrams	21
Forcer dimensions	22
Magnet plate dimensions	23
Mounting tolerances	24
Electrical data	25
Temperature sensor	25
Pin layout	25
LMLA Hall sensor	26
Description	27
Specifications	27
Absolute maximum ratings	27
Recommended operating conditions	27
Technical specifications	27
Dimensions	28
Pin layout	28
How to order	28
Motor selection example	29
I. Definition of the motion profile	30
II. Calculation of continuous and peak forces	32
III. Motor selection	33
Selection example	34

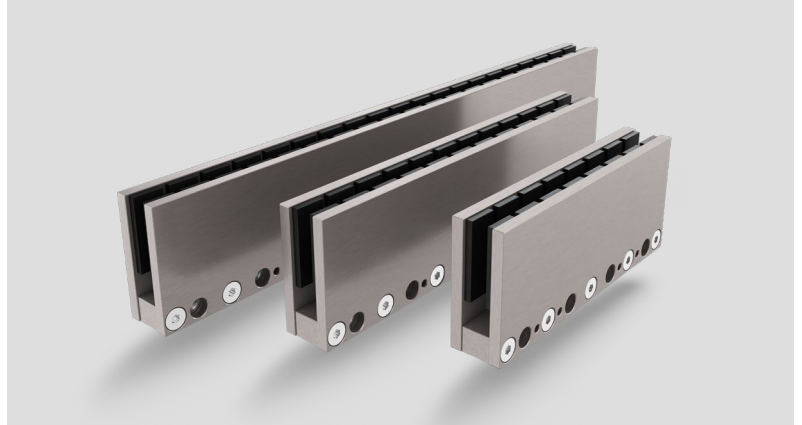
Product overview

PRODUCT OVERVIEW

Welcome to the future of motion control with UNIMOTION cutting-edge Ironless linear motors. Designed to convert electrical energy directly into precise linear motion, these motors offer unrivaled speed, efficiency, and reliability across various industries and applications. Explore our catalog and revolutionize your projects with the seamless precision of UNIMOTION linear motor solutions.

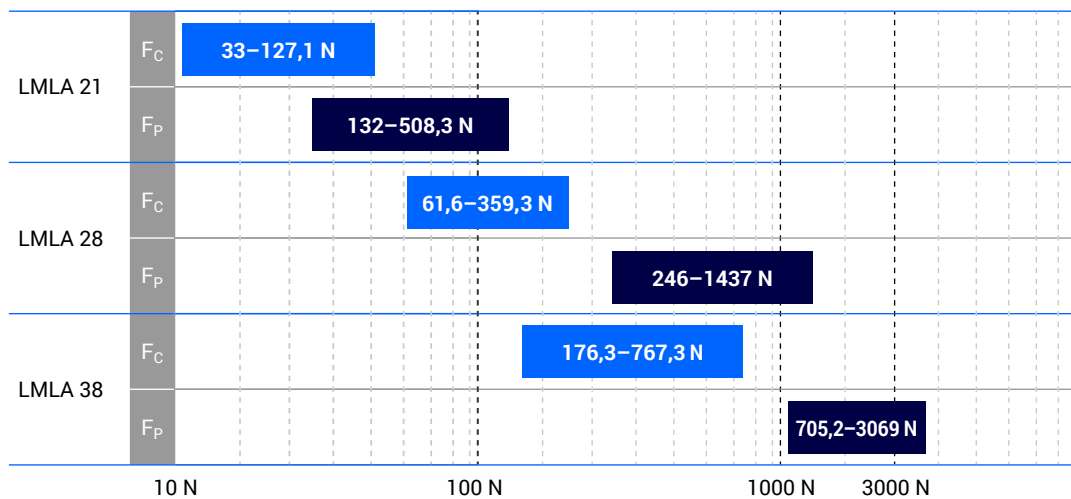


Forcers



Magnet plates

POWER RANGE



F_C = Continuous Force

F_P = Peak Force

Basic description

Structural design	8
Terms explanation	9

Linear motors, like UNIMOTION Ironless Linear Motors, are an ideal substitute for pneumatic, hydraulic, belt, ball screw, or other types of drives. Linear motor drive systems do not require conversion from rotational to linear movement, because the movement is generated directly from the linear electromagnetic force. The linear motor driven systems, in comparison with the traditional linear units, are more compact, accurate, repeatable, faster, robust, reliable, generate less noise and, after all, require no maintenance. Linear motors are also known as “direct-drive” motors because the load is directly coupled onto them.

In contrast to iron core motors, UNIMOTION Ironless motors feature an ironless coil unit, eliminating attraction forces and cogging free between the motor and the magnet plate. This design offers numerous benefits, such as a lightweight framework, exceptional precision, dynamic responsiveness, high velocity, and swift acceleration and deceleration. These features collectively deliver unparalleled performance across diverse applications.

- UNIMOTION linear motors are ideal for a variety of applications, ie.: actuators, robots, XYZ tables, positioning, assembly, tool machines, P&P machines, fiber optic machines, and many others. The main advantage of UNIMOTION linear motors is force density, which is 5–30 % higher compared to other competitors on the market. Thanks to our innovative design and state-of-the-art materials, we can offer our customers the industry-leading linear motor on the market for a competitive price.

Besides different motor sizes and versions, we offer magnet plates that cover all variants and types of all motor sizes.

Magnetic plates designed to accommodate various plate sizes, ensuring optimal length and stroke coverage.

Additionally, for each motor size, we are offering two speed variants:

- A low-speed variant, and
- A high-speed variant, which has a lower BEMF constant and is suitable for applications, requiring higher speed or lower supply voltage (110Vac).

Both solutions are air-cooled and with an extremely high force density, which offers a small and very compact design of the linear motion systems and units.

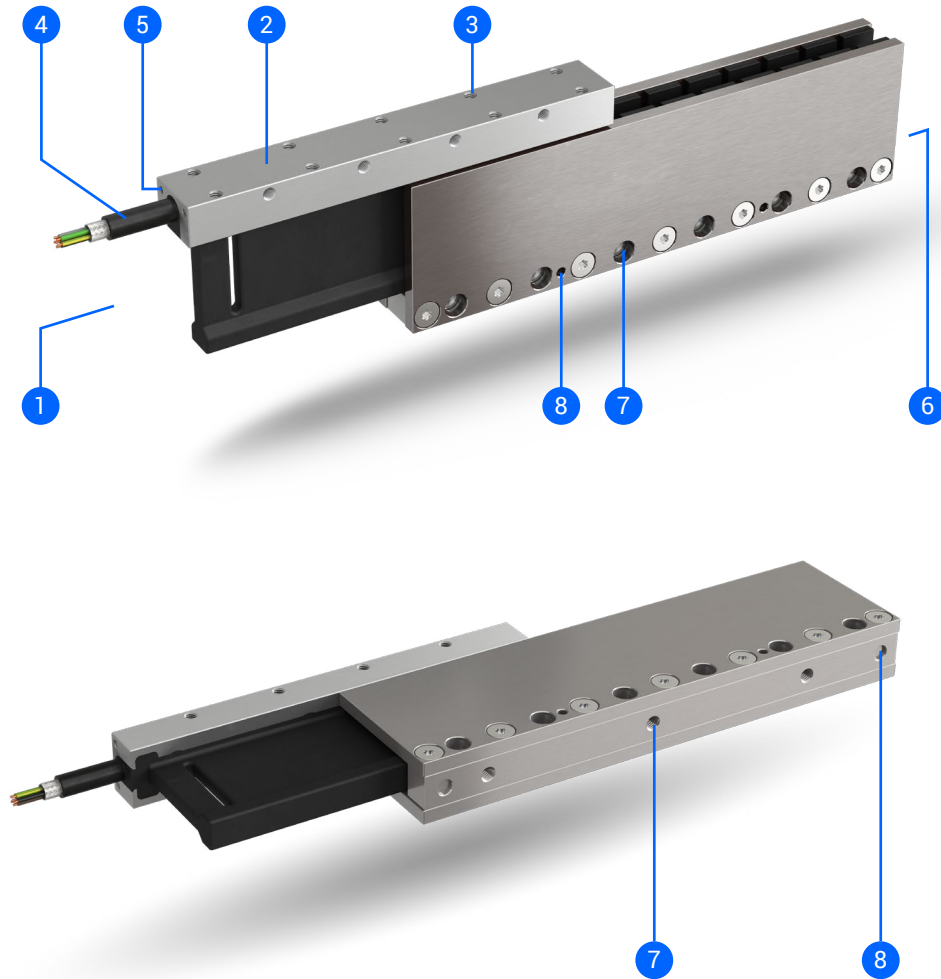
In order to allow an easy drive integration, we designed our own Hall sensor.

i For more information regarding the Hall sensor, please refer to page 26–28.

All UNIMOTION LMLA linear motors are CE and RoHS compliant.



STRUCTURAL DESIGN



- 1 – Forcer
- 2 – Forcer body
- 3 – Forcer mounting holes
- 4 – Hybrid power and signal cable
- 5 – Hall sensor mounting holes
- 6 – Magnet plate
- 7 – Magnet plate mounting holes
- 8 – Magnet plate holes for centering ring or pin

i For more information regarding the Hall sensor, please refer to page 26–28.

TERMS EXPLANATION

Supply voltage VDC:

A maximum allowed supply voltage, that can be applied to the motor windings.

Continuous force F_C :

Force produced by the continuous current (IC) at next conditions:

- ambient temperature 20 °C
- attached to the mounting surface at 20 °C
- motor in continuous movement.

Peak force F_P :

Force produced by the peak current (IP) for a duration of 1 second. The force is used for acceleration or deceleration.

Force constant K_F :

Defines how much force is produced per unit of current. It is the ratio of the force to the motor phase current.

Motor constant K_M :

The ratio of the motor force and square root of the power loss at 20 °C. The constant determines the motor's efficiency.

Back EMF phase-phase constant K_{BEMF} :

Defines the phase-to-phase voltage generated when the motor is moving at 1 m/s at the magnet temperature of 20 °C.

Continuous current I_C :

It corresponds to the continuous force (FC) and can be continuously applied to the motor at next conditions:

- ambient temperature 20 °C
- attached to the mounting surface at 20 °C
- motor in continuous movement.

Peak current I_P :

Corresponds to the peak force (FP) and can be applied to the motor for 1 second.

Resistance phase-phase R_{20} :

Motor windings resistance measured phase to phase (line to line) at 20 °C.

Resistance phase-phase R_{125} :

Motor windings resistance measured phase to phase (line to line) at 125 °C.

Induction phase-phase L_P :

Motor windings inductance measured phase-to-phase (line-to-line).

Electrical time constant t_C :

The electrical time constant is the amount of time it takes for the current in the motor windings to reach 63 % of its rated value. The time constant is found by dividing inductance by resistance.

Max. winding temperature T_{max} :

Defined as a maximum permissible temperature of the motor windings. During the normal operation, it is recommended that windings temperature does not exceed 80 % of T_{max} .

Thermal resistance R_{th} :

Defines the heat transfer resistance from the motor windings to the environment at the defined plate (heatsink) and air dissipation.

Thermal resistance to heatsink R_{th-HS} :

Defines the heat transfer resistance from the motor windings to the heatsink attached surface.

Magnet pitch τ :

Magnet pitch or pole pair length is the distance between two same polar magnets on the magnet plate.

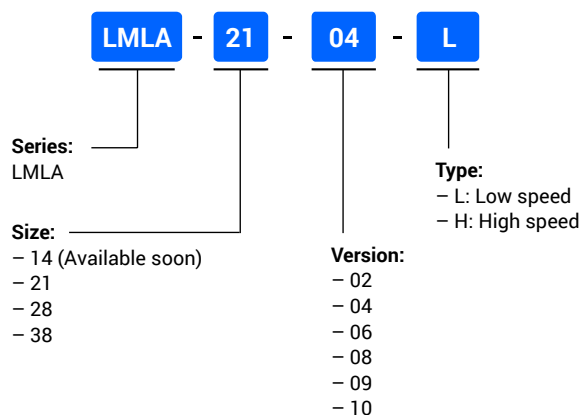
Thermal time constant τ_{th} :

Defined as a time required for the winding to reach 63 % of the max. temperature at continuous current. This value is only applicable when the mounting surface is at the constant temperature.

How to order

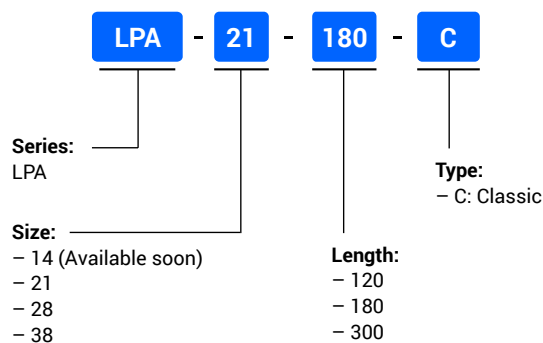
HOW TO ORDER

Forcer order code



- i** Possible versions:
- LMLA 21: 02, 04, 06, 08
 - LMLA 28: 02, 04, 06, 08, 12
 - LMLA 38: 02, 04, 06, 09

Magnet plate order code

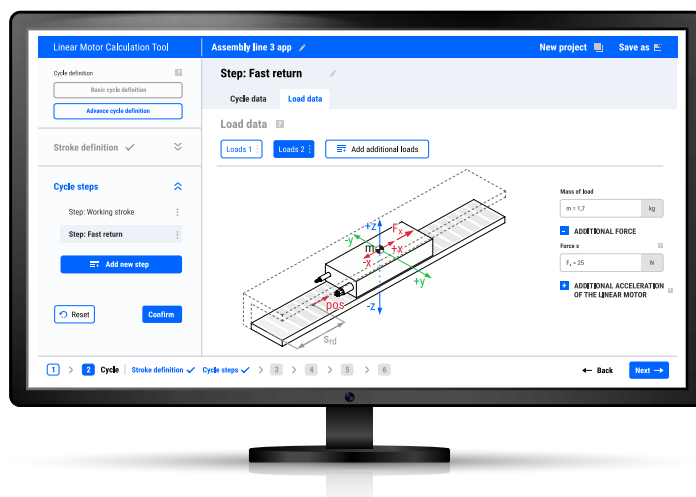


UNIMOTION

CALCULATE AND CONFIGURE YOUR OWN SOLUTION

The LINEAR MOTOR CALCULATION TOOL is an online application that enables quick and easy selection of a suitable product, with the possibility of achieving the optimal ratio between the given capacity and the price and the creation of the 3D models.

For more information please contact us or visit our website.



Characteristics

LMLA 21	13
LMLA 28	16
LMLA 38	20
Mounting tolerances	24
Electrical data	25

LMLA 21

General technical data

			LMLA 21								
			Version 02		Version 04		Version 06		Version 08		
PARAMETER	SYM	UNIT	Low speed	High speed	Low speed	High speed	Low speed	High speed	Low speed	High speed	
PERFORMANCE	Max. supply voltage	V _{DC}	V (DC) 340								
	Continuous force ¹	F _C	33		63,5		95,4		127,1		
	Peak force (1 s) ¹	F _P	132		254,2		381,4		508,3		
	Force constant	K _F	$\frac{N}{A_{RMS}}$	24,5	13,8	27,5	12,2	36,7	20,6	27,5	12,2
	Motor constant	K _M	$\frac{N}{\sqrt{W}}$	4,9	4,9	6,8	6,9	8,4	8,4	9,7	9,7
	Back EMF phase-phase constant	K _{BEMF}	$\frac{V_{RMS}}{(m/s)}$	14,1	7,9	15,9	7,1	21,2	11,9	15,9	7,1
ELECTRICAL	Continuous current	I _C	A _{RMS}	1,4	2,4	2,3	5,2	2,6	4,6	4,6	10,4
	Peak current	I _P	A _{RMS}	5,4	9,6	9,2	20,8	10,5	18,5	18,5	41,6
	Resistance at 20 °C phase-phase	R ₂₀	Ω	16,9	5,3	10,8	2,1	12,7	4,0	5,4	1,1
	Resistance at 125 °C phase-phase	R ₁₂₅	Ω	23,8	7,5	15,3	3,0	17,9	5,7	7,6	1,5
	Induction phase-phase	L _P	mH	3,4	1,1	2,1	0,4	2,6	0,8	1,1	0,2
	Electrical time constant ²	t _C	ms	0,2	0,2	0,2	0,2	0,2	0,2	0,2	0,2
THERMAL	Max. winding temperature	T _{max}	°C 125								
	Max. allowed magnet plate temperature	T _{magnet}	°C 70								
	Thermal time constant	τ _{th}	s 65								
	Thermal resistance	R _{th}	$\frac{K}{W}$	1,61		0,86		0,58		0,43	
	Thermal resistance to heatsink	R _{th_HS}	$\frac{K}{W}$	1,120		0,596		0,397		0,298	
MECHANICAL	Forcer overall length	M _L	mm 80		140		200		260		
	Forcer overall width	M _W	mm 20								
	Forcer overall height	M _H	mm 53								
	Forcer mass	m _m	kg 0,22		0,32		0,42		0,62		
	Magnet plate weight	m _S	$\frac{kg}{m}$ 4,8								
	Forcer wires cross-section	S _C	mm ² 0,5								
	Sensor wires cross-section	S _{SC}	mm ² 0,14								
	Hybrid cable	L _M	mm 1000								
Magnet pitch	τ	mm 30									

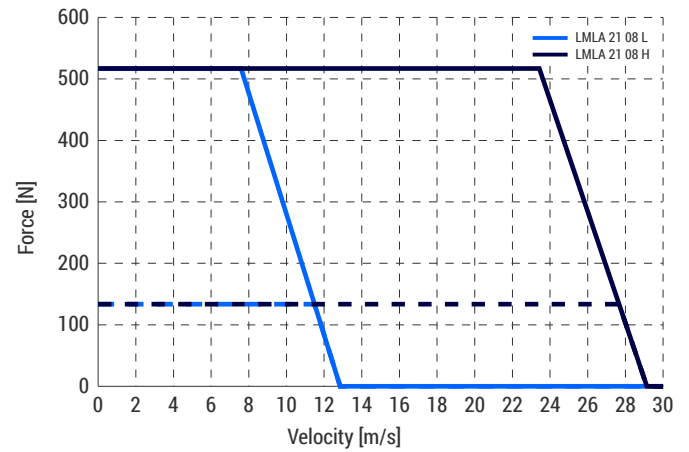
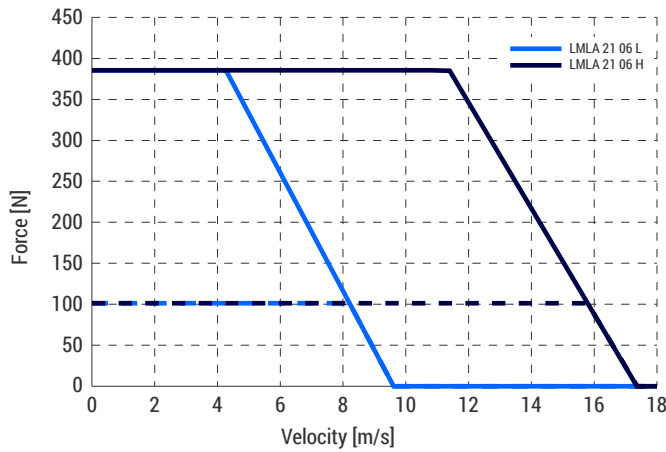
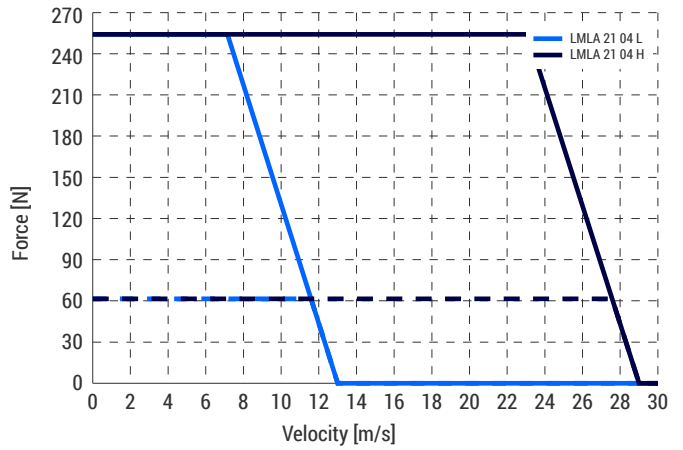
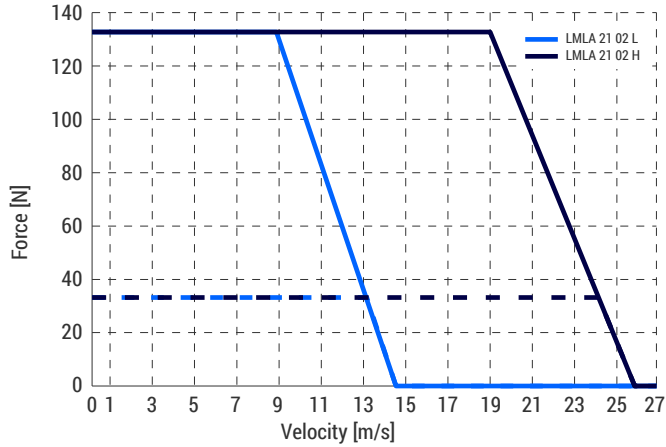
¹ Magnets at 20 °C.

² Windings at 20 °C.

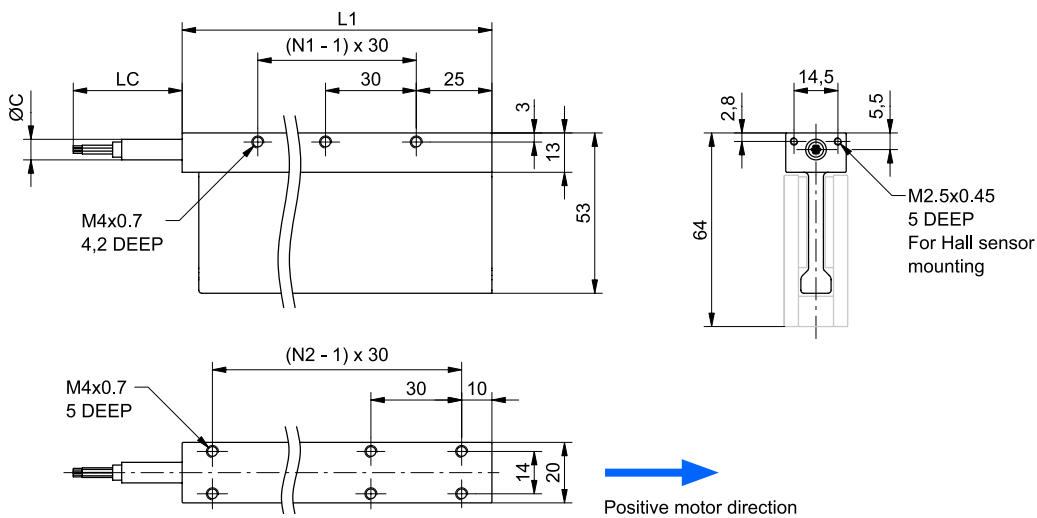
i The specifications were measured without forced cooling. For performance and electrical and thermal specifications tolerance is ± 10 %.

Force as a function of velocity diagrams

Bus voltage = 325 V DC



Forcer dimensions



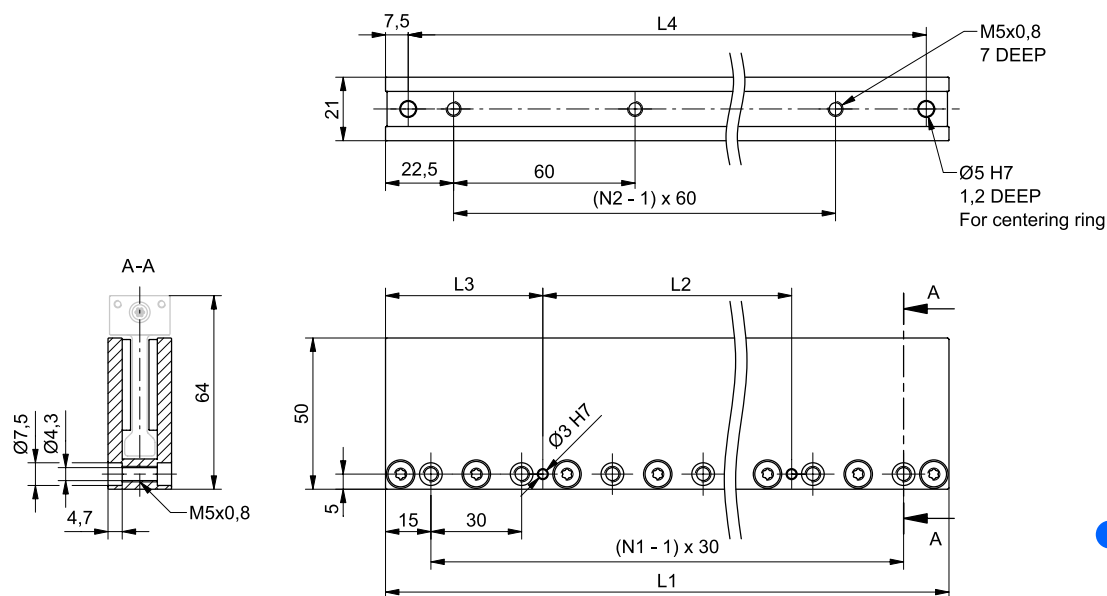
1 All dimensions are in mm.
The scale of the drawings may not be equal.

LMLA			L1	LC	ØC	N1	N2
Size	Version	Type	[mm]				
21	02	H	80	1000 ¹	7,1	2	3
		L					
	04	H	140			4	5
		L					
	06	H	200			6	7
		L					
08	H	260	8	9			
	L						

¹ Standard cable length.

i 'N1' and 'N2' are the number of mounting holes along the motor direction.

Magnet plate dimensions



i All dimensions are in mm. The scale of the drawings may not be equal.

LPA			L1	L2 (±0,02)	L3	L4 (±0,02)	N1	N2
Size	Length	Type	[mm]					
21	120	C	120	60	37,5	105	4	2
	180		180	76	52	165	6	3
	300		300	196	52	285	10	5

i 'N1' and 'N2' are the number of mounting holes along the motor direction.

LMLA 28

General technical data

			LMLA 28										
			Version 02		Version 04		Version 06		Version 08		Version 12		
PARAMETER	SYM	UNIT	Low speed	High speed	Low speed	High speed	Low speed	High speed	Low speed	High speed	Low speed	High speed	
PERFORMANCE	Max. supply voltage	V _{DC}	V (DC) 340										
	Continuous force ¹	F _C	N 61,6		N 119,7		N 179,6		N 239,5		N 359,3		
	Peak force (1 s) ¹	F _P	N 246		N 479		N 718		N 958		N 1437		
	Force constant	K _F	$\frac{N}{A_{RMS}}$	35,2	15,7	35,2	15,7	52,8	23,5	62,6	31,3	70,4	31,3
	Motor constant	K _M	$\frac{N}{\sqrt{W}}$	7,7	7,7	10,9	10,9	13,4	13,4	15,4	15,4	18,9	18,9
	Back EMF phase-phase constant	K _{BEMF}	$\frac{V_{RMS}}{(m/s)}$	20,3	9,0	20,3	9,0	30,5	13,6	36,2	18,1	40,7	18,1
ELECTRICAL	Continuous current	I _C	A _{RMS} 1,8		A _{RMS} 3,9		A _{RMS} 3,4		A _{RMS} 7,7		A _{RMS} 5,1		A _{RMS} 11,5
	Peak current	I _P	A _{RMS} 7,0		A _{RMS} 15,7		A _{RMS} 13,6		A _{RMS} 30,6		A _{RMS} 15,3		A _{RMS} 30,6
	Resistance at 20 °C phase-phase	R ₂₀	Ω 13,9		Ω 2,7		Ω 6,9		Ω 1,4		Ω 10,4		Ω 2,1
	Resistance at 125 °C phase-phase	R ₁₂₅	Ω 19,6		Ω 3,9		Ω 9,8		Ω 1,9		Ω 14,7		Ω 2,9
	Induction phase-phase	L _P	mH 4,3		mH 0,9		mH 2,2		mH 0,4		mH 3,2		mH 0,6
	Electrical time constant ³	t _C	ms 0,3		ms 0,3		ms 0,3		ms 0,3		ms 0,3		ms 0,3
THERMAL	Max. winding temperature	T _{max}	°C 125										
	Max. allowed magnet plate temperature	T _{magnet}	°C 70										
	Thermal time constant	τ _{th}	s 77										
	Thermal resistance	R _{th}	$\frac{K}{W}$ 1,110		$\frac{K}{W}$ 0,590		$\frac{K}{W}$ 0,390		$\frac{K}{W}$ 0,290		$\frac{K}{W}$ 0,200		
	Thermal resistance to heatsink	R _{th_HS}	$\frac{K}{W}$ 0,788		$\frac{K}{W}$ 0,417		$\frac{K}{W}$ 0,278		$\frac{K}{W}$ 0,208		$\frac{K}{W}$ 0,138		
MECHANICAL	Forcer overall length	M _L	mm 80		mm 140		mm 200		mm 260		mm 380		
	Forcer overall width	M _W	mm 27										
	Forcer overall height	M _H	mm 81,8										
	Forcer mass	m _m	kg 0,3		kg 0,6		kg 0,74		kg 0,96		kg 1,39		
	Magnet plate weight	m _S	$\frac{kg}{m}$ 9,9										
	Forcer wires cross-section	S _C	mm ² 0,5					mm ² 0,75					
	Sensor wires cross-section	S _{SC}	mm ² 0,14										
	Hybride cable	L _M	mm 1000										
Magnet Pitch	τ	mm 30											

¹ Magnets at 20 °C.

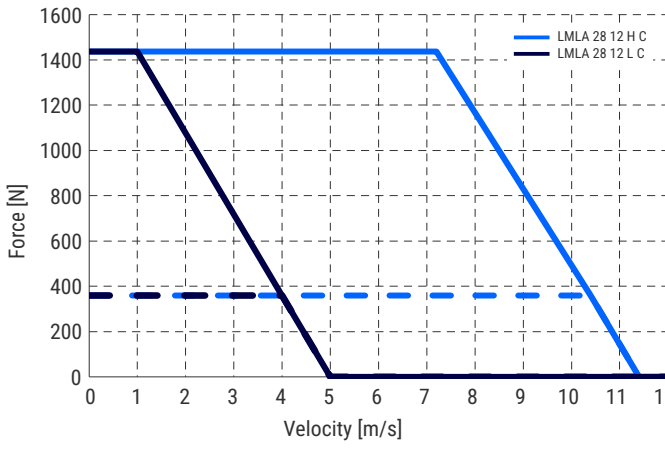
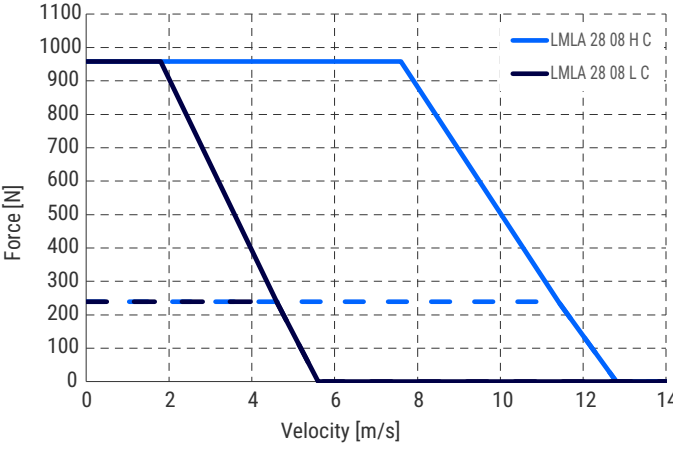
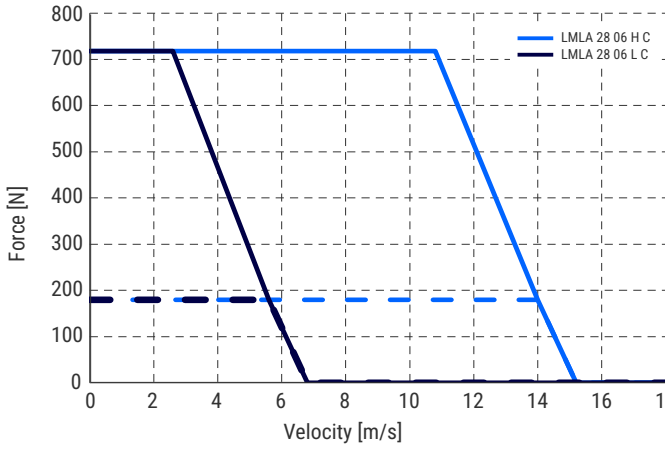
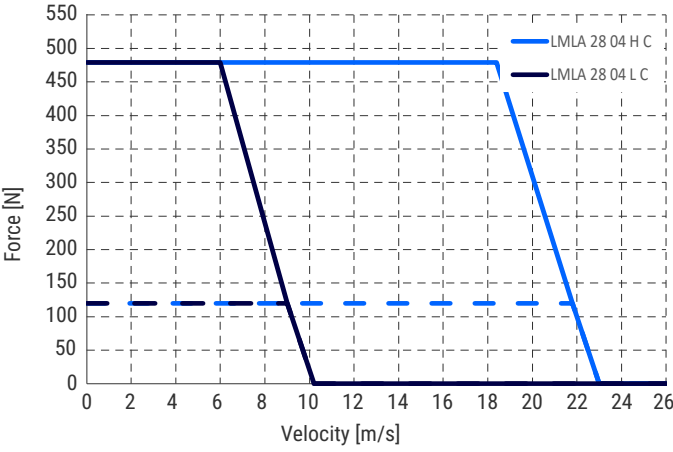
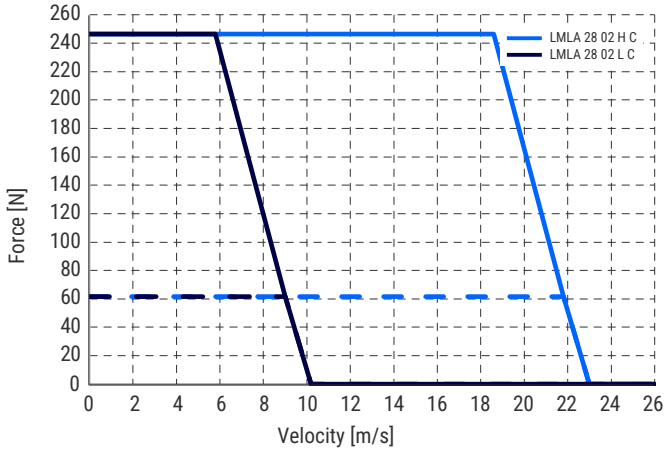
² RMS at 0 A

³ Windings at 20 °C.

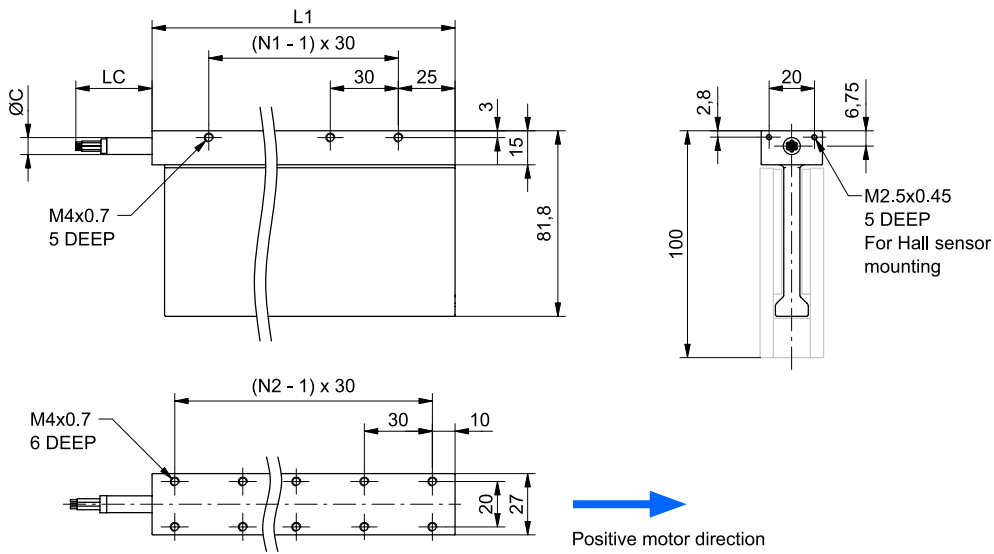
i The specifications were measured without forced cooling. For performance and electrical and thermal specifications tolerance is ± 10 %.

Force as a function of velocity diagrams

Bus voltage = 325 V DC



Forcer dimensions



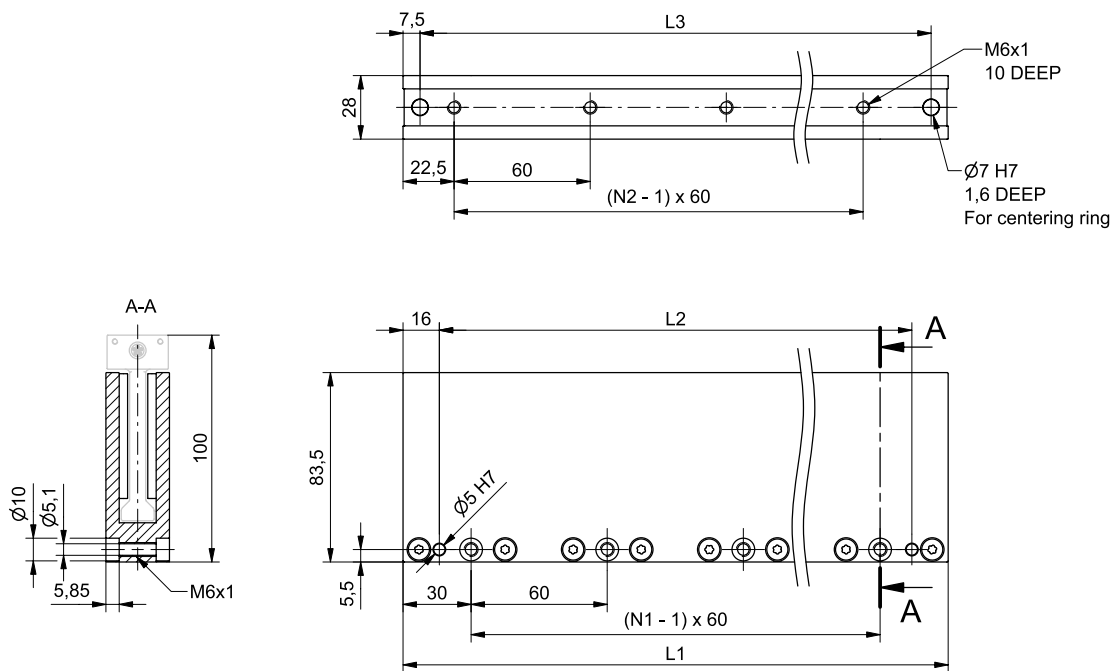
1 All dimensions are in mm.
The scale of the drawings may not be equal.

LMLA			L1	LC	ØC	N1	N2
Size	Version	Type	[mm]				
28	02	H	80	1000 ¹	7,1	2	3
		L					
	04	H	140			4	5
		L					
	06	H	200		6	7	
		L					
08	H	260	8	9			
	L						
12	H	380	12	13			
	L						

¹ Standard cable length.

1 'N1' and 'N2' are the number of mounting holes along the motor direction.

Magnet plate dimensions



LPA			L1	L2 (±0,02)	L3 (±0,02)	N1	N2
Size	Length	Type	[mm]				
28	120	C	120	88	105	2	2
	180		180	148	165	3	3
	300		300	268	285	5	5

i 'N1' and 'N2' are the number of mounting holes along the motor direction.

LMLA 38

General technical data

		LMLA 38											
		Version 02		Version 04		Version 06		Version 09					
PARAMETER	SYM	UNIT	Low speed	High speed	Low speed	High speed	Low speed	High speed	Low speed	High speed			
PERFORMANCE	Max. supply voltage	V _{DC}	V (DC)									340	
	Continuous force ¹	F _C	176,3		341		511,5		767,3				
	Peak force (1 s) ¹	F _P	705,2		1364		2046		3069				
	Force constant	K _F	$\frac{N}{A_{RMS}}$	68,2	30,7	68,2	30,7	92,0	46,0	102,3	46,0		
	Motor constant	K _M	$\frac{N}{\sqrt{W}}$	16,0	16,0	22,7	22,7	27,8	27,8	34,0	34,0		
	Back EMF phase-phase constant	K _{BEMF}	$\frac{V_{RMS}}{(m/s)}$	39,4	17,7	39,4	17,7	53,1	26,6	59,1	26,6		
ELECTRICAL	Continuous current	I _C	A _{RMS}	2,6	5,8	5,0	11,1	5,6	11,1	7,5	16,7		
	Peak current	I _P	A _{RMS}	10,3	23,0	20,0	44,5	22,2	44,5	30,0	66,7		
	Resistance at 20 °C phase-phase	R ₂₀	Ω	12,0	2,4	6,0	1,2	7,3	1,8	6,0	1,2		
	Resistance at 125 °C phase-phase	R ₁₂₅	Ω	17,0	3,4	8,5	1,7	10,3	2,6	8,5	11,7		
	Induction phase-phase	L _P	mH	10,9	2,2	5,5	1,1	6,6	1,7	5,5	1,1		
	Electrical time constant ³	t _C	ms	0,9	0,9	0,9	0,9	0,9	0,9	0,9	0,9		
THERMAL	Max. winding temperature	T _{max}	°C									125	
	Max. allowed magnet plate temperature	T _{magnet}	°C									70	
	Thermal time constant	τ _{th}	s									117	
	Thermal resistance	R _{th}	$\frac{K}{W}$	0,590		0,310		0,210		0,140			
	Thermal resistance to heatsink	R _{th_HS}	$\frac{K}{W}$	0,415		0,223		0,149		0,099			
	MECHANICAL	Forcer overall length	M _L	mm		150		270		390		570	
Forcer overall width		M _W	mm									37	
Forcer overall height		M _H	mm									104,9	
Forcer mass		m _m	kg		1		1,8		2,6		3,7		
Magnet plate weight		m _S	$\frac{kg}{m}$		14,2								
Forcer wires cross-section		S _C	mm ²		0,5				0,75				
Sensor wires cross-section		S _{SC}	mm ²		0,14								
Hybride cable		L _M	mm		1000								
Magnet Pitch		τ	mm		60								

¹ Magnets at 20 °C.

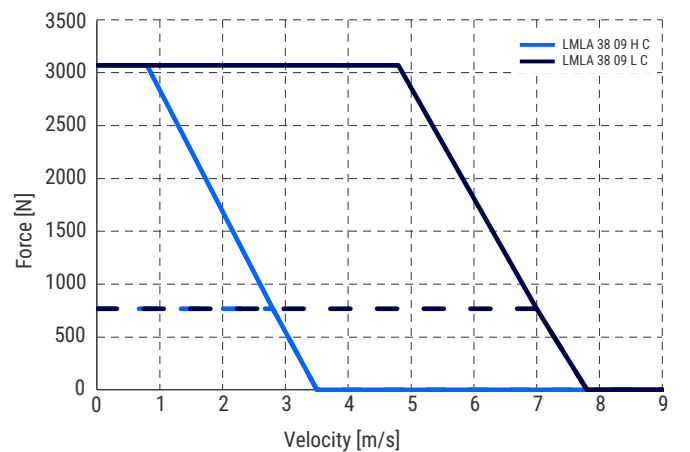
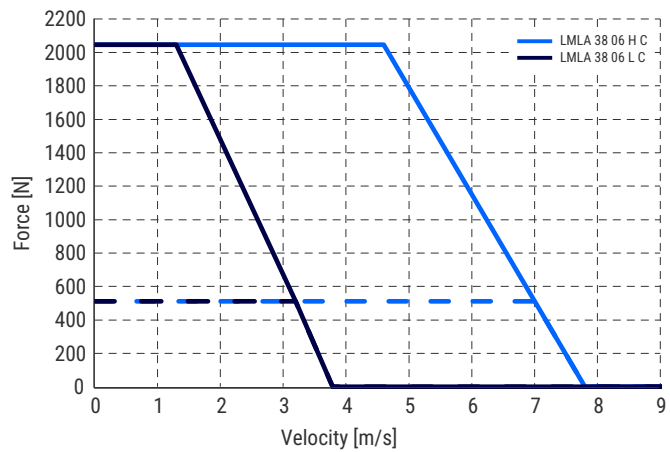
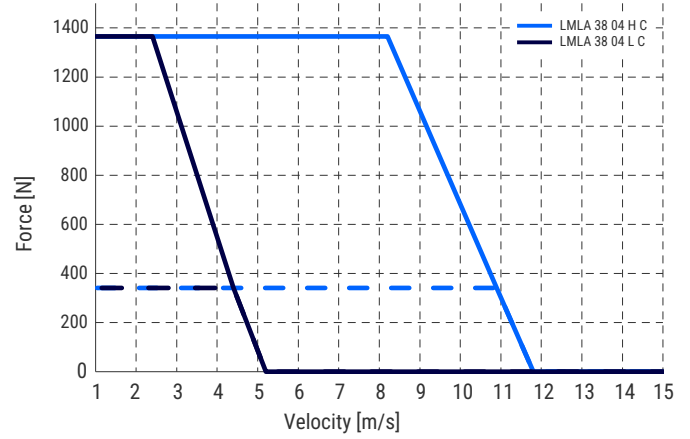
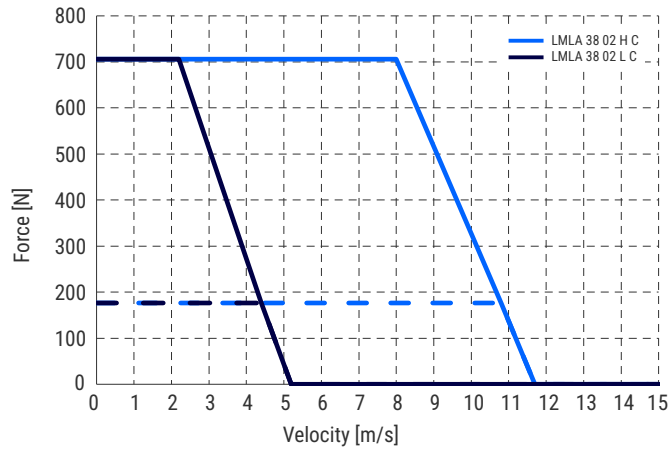
² RMS at 0 A.

³ Windings at 20 °C.

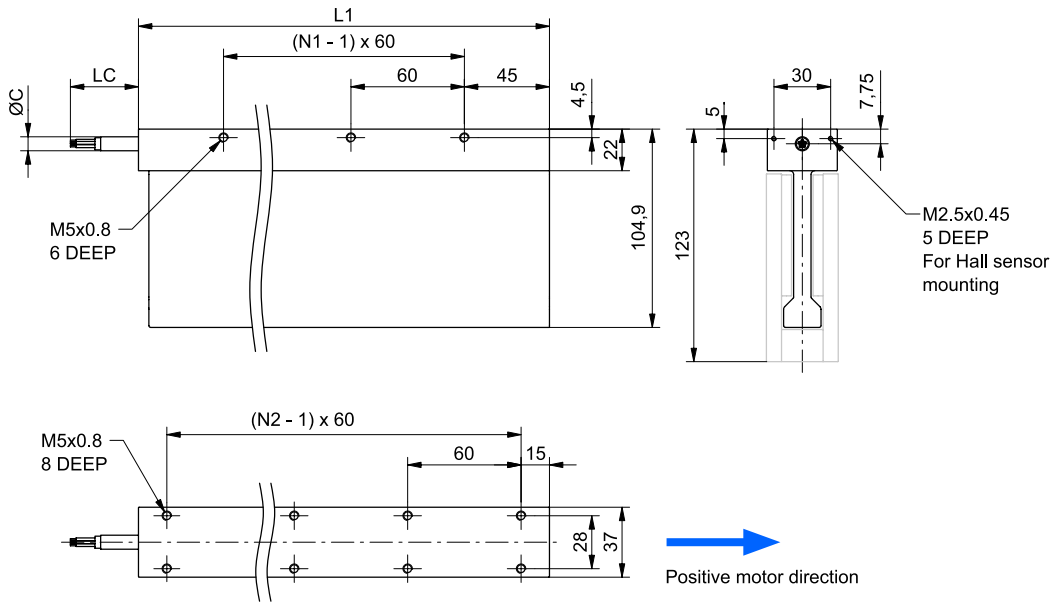
i The specifications were measured without forced cooling. Electrical specifications tolerance is ± 10 %.

Force as a function of velocity diagrams

Bus voltage = 325 V DC



Forcer dimensions



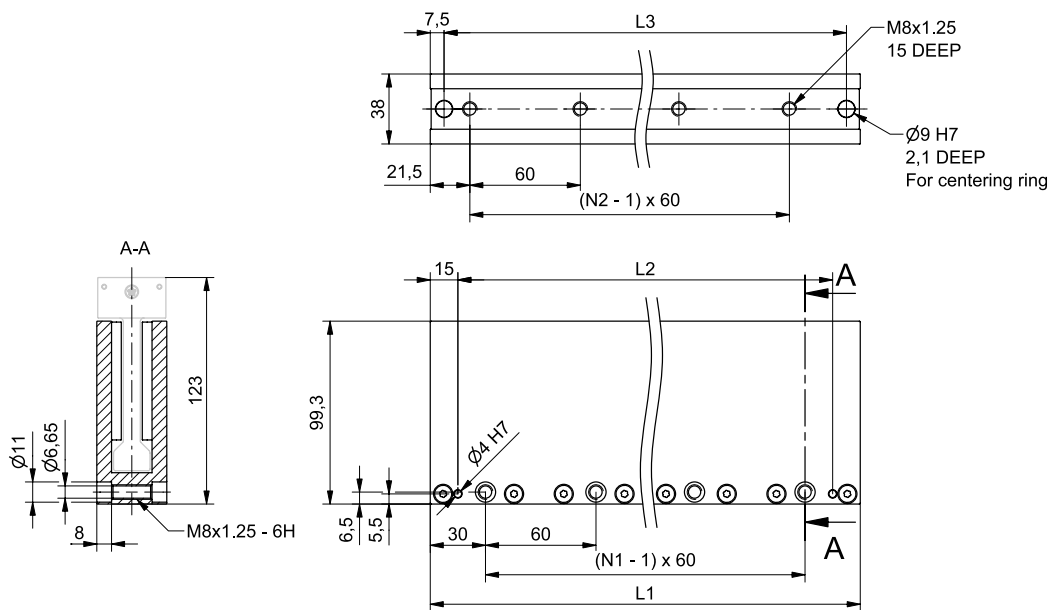
i All dimensions are in mm.
The scale of the drawings may not be equal.

LMLA			L1	LC	ØC	N1	N2
Size	Version	Type	[mm]				
38	02	H	150	1000 ¹	7,1	2	3
		L					
	04	H	270			4	5
		L					
	06	H	390		6	7	
		L					
09	H	570	9	10			
	L						

¹ Standard cable length.

i 'N1' and 'N2' are the number of mounting holes along the motor direction.

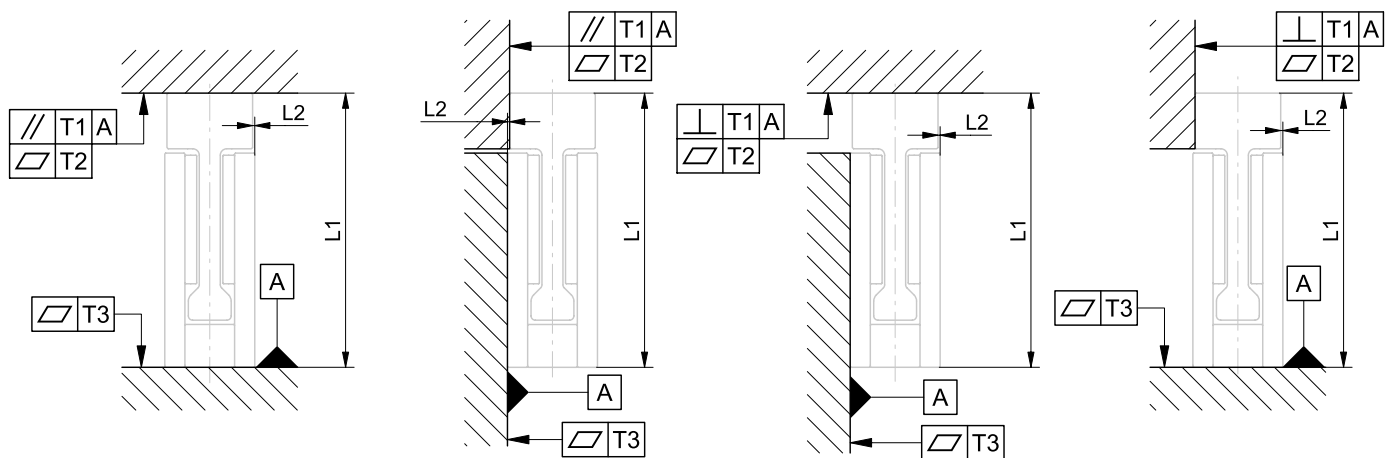
Magnet plate dimensions



LPA			L1	L2 ($\pm 0,02$)	L3 ($\pm 0,02$)	N1	N2
Size	Length	Type					
38	120	C	120	90	105	2	2
	180		180	150	165	3	3
	300		300	270	285	5	5

i 'N1' and 'N2' are the number of mounting holes along the motor direction.

MOUNTING TOLERANCES



i We recommend using a thermally conductive paste between the forcer and heatsink to ensure a better heat transfer.

LMLA	L1 (±0,1)	L2	T1	T2	T3
21	64	0,5 ± 0,05	0,05	0,05	0,05/500 mm
28	100	0,5 ± 0,10	0,10	0,10	0,05/500 mm
38	123	0,5 ± 0,10	0,10	0,10	0,05/500 mm

ELECTRICAL DATA

Temperature sensor

LMLA linear motors are equipped with a temperature sensor which is generally used for overheating protection. The sensor type is STS1 1000 3 which is thermally coupled with the U winding.

The STS1 1000 3 sensor is commonly used for monitoring motor temperature and can be used for limitation of maximum operational temperature.

For continuous operation, it is recommended that the motor temperature does not exceed 80 % of the maximum allowed motor temperature (125 °C).

STS1 1000 3 Thermistor

The linear motor is equipped with a STS1 1000 3 thermistor. This sensor features a positive temperature coefficient, and its characteristic curve exhibits near-linearity across the entire operating range. With a thermal time constant of approximately 6 seconds.

The temperature of the windings can be calculated from the current resistance of the STS1 1000 3 sensor with the use of the following equation.

$$T = 100 + \frac{\sqrt{\alpha^2 - 4 \cdot \beta + 4 \cdot \beta \cdot \frac{R_T}{R_{25}} - \alpha}}{2 \cdot \beta}$$

R_T	Current sensor reading	[Ω]
α	$6,7 \cdot 10^{-3}$	[K^{-1}]
β	$1,5 \cdot 10^{-5}$	[K^{-1}]
R_{25}	1000	[Ω]

In the table below, resistance values of STS1 1000 3 at specific temperatures are presented.

T [°C]	20	30	40	50	60	70	80	90	100	110	120	125	130
R [Ω]	561	603	647	695	747	804	866	931	1000	1071	1142	1177	1213

Resistance of STS1 at ambient temperature (25 °C)	582 Ω
Normal operating STS1s resistance (25 °C–120 °C)	< 1142 Ω
Cut-off resistance of STS1	> 1177 Ω

Wiring specifications

In the following table wiring specifications of the forcer is presented.

Parameter	Symbol	Wire colour
Motor phase U	U	brown
Motor phase V	V	black
Motor phase W	W	gray
Grounding	GND	yellow/green
Temperature sensor	T_{temp+}	yellow
Temperature sensor	T_{temp-}	green
Cable shield	Earth	Shield

LMLA Hall sensor

Description	27
Specifications	27
Dimensions	28
Pin layout	28
How to order	28

Description

UNIMOTION offers a Hall sensor which was specifically developed for the LMCA linear motors. The sensor utilizes existing magnet feedback which allows an unmatched accuracy to price ratio. Its main advantage is integration of the analog¹ and digital sensors into one housing.



Our Hall sensor can be used for a cost-effective solution when the position accuracy demands are not very high. Repeatable accuracy is in the range of $\pm 30 \mu\text{m}$ whilst absolute accuracy is in the range of $\pm 250 \mu\text{m}$. With the integration of both sensors, analog¹ is used for exact position control, where digital is used for commutation. A combination of both offers the customer a free “wake & shake” operation feature.

The sensor is equipped with 10 highly flexible shielded wires, which are suitable for use in the energy chains. The digital sensor generates the U, V, and W signal outputs with a 120° phase shift while the analog¹ sensor generates sine and cosine signals with an amplitude of $1 V_{PP}$. For the best resistance against the EMC, the signals are differential, ie.: sine: A+, A- and cosine: B+, B-.

Our Hall sensor enables easy and precise mounting which results in an ideal alignment of the sensors and motor windings.

¹ Version with analog signals: Available soon

Specifications

Absolute maximum ratings:

Parameter	Unit	Min	Max
Power supply voltage V_{CC}	V_{DC}	-0,3	6
Output pin current U, V, W, A+, A-, B+, B-	mA	0	100
Operating junction temperature, T_J	$^\circ\text{C}$	-15	60
Storage temperature, T_{stg}	$^\circ\text{C}$	-25	85

Recommended operating conditions:

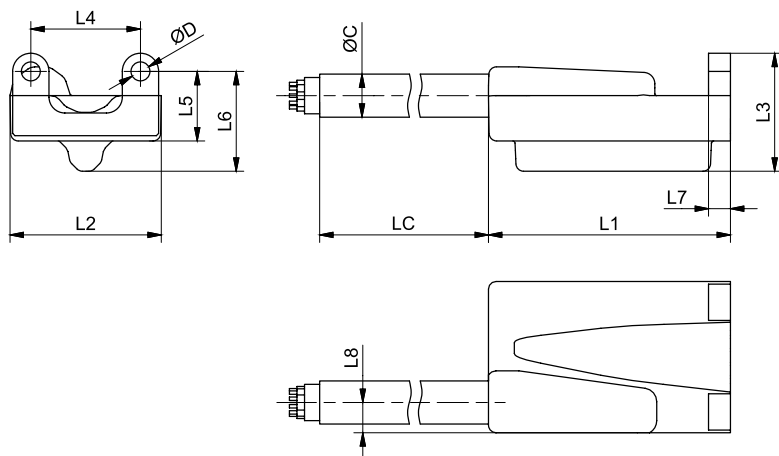
Parameter	Unit	Min	Max
Power supply voltage V_{CC}	V_{DC}	4,9	5,5
Power supply current	mA	30	50
Output current	mA	-	20
Output voltage A+ to A- and B+ to B-	V_{pp}	0,8	1,2
Operating junction temperature, T_J	$^\circ\text{C}$	-15	60
Storage temperature, T_{stg}	$^\circ\text{C}$	-25	85

Technical specifications:

Parameter	Unit	Value
Sensor accuracy ¹	μm	± 250
Repeatability	μm	± 30
Hysteresis	μm	± 10
Signal period	mm	30
Cable (high flex)	/	10 x 0,14 mm ²
Cable bending radius (fixed installation)	mm	26,8
Cable bending radius (flexible installation)	mm	50,25

¹ In case of drive compensation, the accuracy can be improved.

Dimensions



i All dimensions are in mm.
The scale of the drawings may not be equal.

LMLA HALL	L1	L2	L3	L4	L5	L6	L7	L8	ØD	LC	ØC
Size	[mm]										
21 ²	32	20	15,6	14,5	9,2	13,2	2,9	4	2,5	1000 ¹	5,7

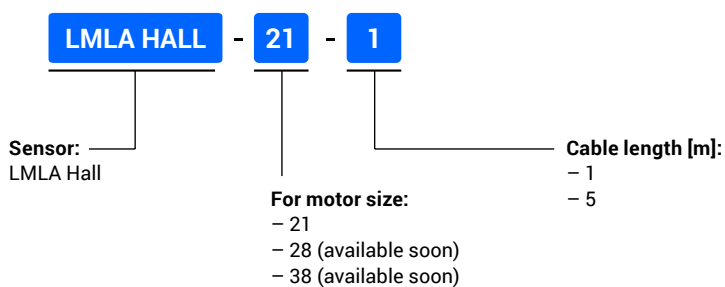
¹ Standard cable length. For different lengths, please refer to the "Hall sensor – How to order" section.

² Sizes 14, 28 and 38 will be available soon.

Wiring specifications

Parameter	Symbol	Wire colour
Analog hall output A+	A+	Yellow
Analog hall output A-	A-	Green
Analog hall output B+	B+	Violet
Analog hall output B-	B-	White
Digital hall output U	U	Gray
Digital hall output V	V	Black
Digital hall output W	W	Pink
Power supply +5 V _{DC}	+5 V _{DC}	Red
Power supply GND	GND	Blue
NC	Service	Brown
Cable shield	Earth	Shield

How to order



Motor selection example

I. Definition of the motion profile	30
II. Calculation of continuous and peak forces	32
III. Motor selection	33
Selection example	34

Motor selection guide:

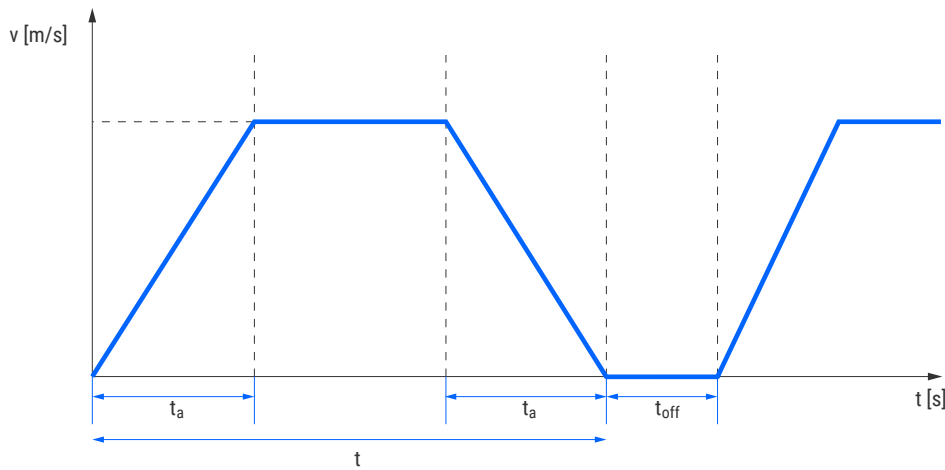
The proper motor selection is done in three steps:

- I. Definition of the motion profile
- II. Calculation of continuous and peak forces
- III. Motor selection

I. Definition of the motion profile

There is a wide range of different motion profiles which can be expressed by basic kinematic equations. The most commonly used motion profiles are trapezoidal and triangular.

Trapezoidal profile:



Moving input data:

L	Moving distance (stroke)	[m]
t	Moving time	[s]
t _a	Acceleration time	[s]
t _{off}	Pause	[s]

Average velocity:

$$v = \frac{L}{t}$$

Maximum velocity:

$$v_{max} = \frac{L}{t - t_a}$$

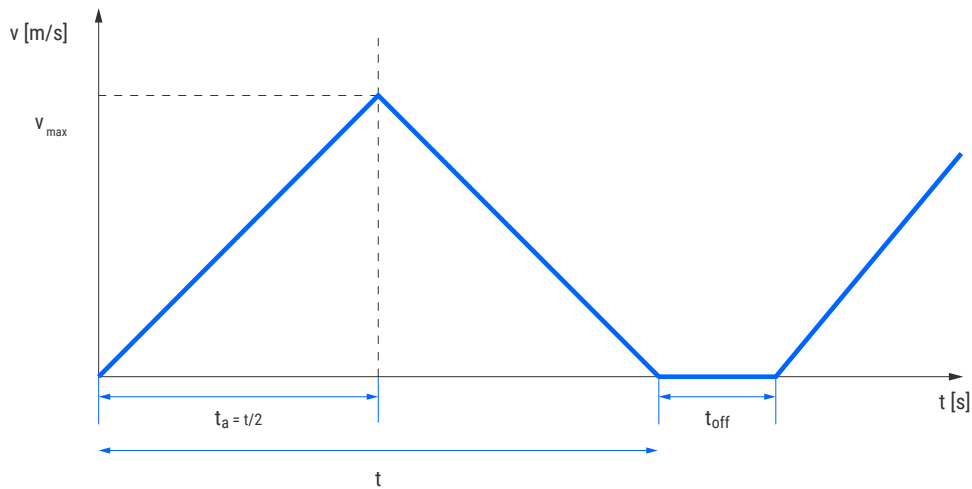
Acceleration/deceleration:

$$a = \frac{v_{max}}{t_a}$$

Variables used in equations:

v	Average velocity	[m/s]
v _{max}	Maximum velocity	[m/s]
L	Moving distance	[m]
t	Moving time	[s]
t _a	Acceleration time	[s]
a	Acceleration/deceleration	[m/s ²]

Triangular profile:



Moving input data:

L	Moving distance (stroke)	[m]
t	Moving time	[s]
t _a	Acceleration time	[s]
t _{off}	Pause	[s]

Average velocity:

$$v = \frac{L}{t}$$

Maximum velocity:

$$v_{max} = \frac{a}{t_a}$$

Acceleration/deceleration:

$$a = \frac{4 \cdot L}{t^2}$$

Variables used in equations:

v	Average velocity	[m/s]
v _{max}	Maximum velocity	[m/s]
L	Moving distance	[m]
t	Moving time	[s]
t _a	Acceleration time	[s]
a	Acceleration/deceleration	[m/s ²]

II. Calculation of continuous and peak forces

When velocity and acceleration are defined, we can proceed to the calculation of continuous and peak forces which the motor has to overcome.

Input parameters:

m_{load}	Mass of load	[kg]
k_f	Friction coefficient	
α	Inclination angle	[°]

Peak force can be calculated by using the following equation:

$$F_p = F_{mass} + F_{fri} + F_{incl}$$

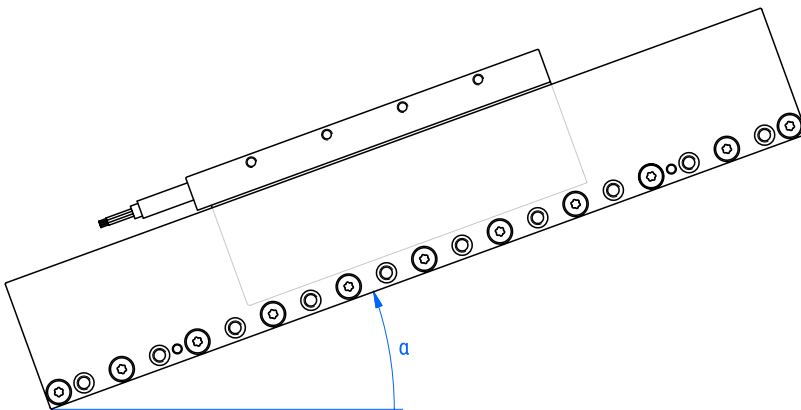
$$F_{mass} = a \cdot m_{load}$$

$$F_{fri} = k_f(g \cdot m_{load} \cdot \cos\alpha)$$

$$F_{incl} = m_{load} \cdot g \cdot \sin\alpha$$

Variables used in equations:

F_p	Peak force	[N]
a	Acceleration	[m/s ²]
m_{load}	Mass of load	[kg]
k_f	Friction coefficient	
g	Gravitational constant (9,81)	[m/s ²]
α	Inclination angle	[°]
F_{incl}	Inclination force (if the motor is placed horizontally ($\alpha = 0^\circ$) the F_{incl} is 0)	[N]



Continuous force can be calculated by following equation:

$$F_C = \sqrt{\frac{F_p^2 \cdot t_a + (F_{fri} + F_{incl})^2 \cdot (t - 2t_a) + (F_{mass} + F_{incl} - F_{fri})^2 \cdot t_a}{t + t_{off}}}$$

III. Motor selection

Defining the motors RMS and MAX current:

$$I_{MAX} = \frac{F_P}{K_F} < I_P \text{ from the motor specification.}$$

$$I_{RMS} = \frac{F_C}{K_F} < I_C \text{ from the motor specification.}$$

i We recommend a safety factor where I_P and I_C are 30 % higher than I_{MAX} and I_{RMS} .

Variables used in equations:

F_P	Peak force	[N]
F_C	Continuous force	[N]
K_F	Force constant (you can find it in the motor specifications)	[N/A _{RMS}]

Motor voltage calculation:

For the proper motor selection, the correct voltage must be calculated with the below equation:

$$V_{mot} = \sqrt{\left(\sqrt{2} \cdot \frac{v_{max} \cdot K_{BEMF}}{\sqrt{3}} + \frac{F_P}{K_F} \cdot R_{20} \cdot \frac{\sqrt{2}}{2}\right)^2 + \left(\sqrt{2} \cdot 2\pi \cdot \frac{F_P \cdot L_P}{K_F \cdot 2 \cdot \tau}\right)^2}$$

Variables used in equations:

v_{max}	Maximum velocity	[m/s]
K_{BEMF}	Motor induction voltage phase-phase RMS (listed in the motor specifications)	[V/m/s]
K_F	Force constant (listed in the motor specifications)	[N/A _{RMS}]
F_P	Peak force	[N]
R_{20}	Phase-phase resistance (listed in the motor specifications)	[Ω]
L_P	Phase-phase inductance	[H]
τ	Magnet pitch (listed in the motor specifications)	[m]

Available drive voltage can be calculated with the following equations:

$$V_{drive_SVM} = \frac{\sqrt{2} V_{supply}[VAC]}{\sqrt{3}}; \text{ In the case of AC power supply}$$

$$V_{drive_SVM} = \frac{V_{supply}[VDC]}{\sqrt{3}}; \text{ In the case of DC power supply}$$

Variables used in equations:

V_{supply}	Drive supply voltage (for example 230 V AC or 325 V DC)	[V _{RMS}]
V_{drive_SVM}	The available voltage that can be applied to the linear motor	[V]

Motor selection condition:

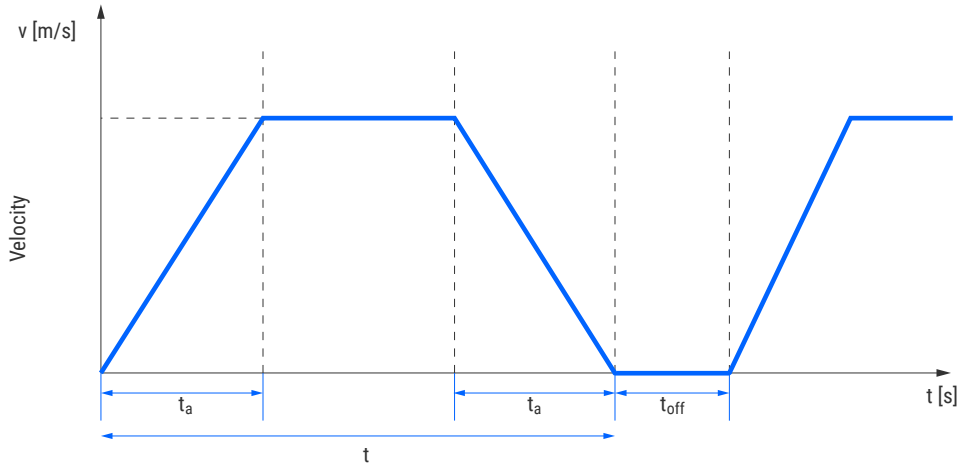
Drive voltage must be higher than the maximum voltage of the motor.

$$V_{mot} < V_{drive_SVM}$$

i A safety factor where V_{drive_SVM} is 30 % higher than V_{mot} is recommended.

Selection example

I. Definition of the motion profile



- Moving distance $L = 2$ m
- Moving time $t = 1$ s
- Acceleration time $t_a = 0,25$ s
- Pause $t_{off} = 0,5$ s
- Mass of load $m_{load} = 5$ kg
- Friction coefficient $k_f = 0,01$
- $\alpha = 0^\circ$

Average velocity:

$$v = \frac{L}{t} = \frac{2}{1} = 2 \text{ m/s}$$

Maximum velocity:

$$v_{max} = \frac{L}{t - t_a} = \frac{2}{1 - 0,25} = 2,67 \text{ m/s}$$

Acceleration/deceleration:

$$a = \frac{v_{max}}{t_a} = \frac{2,67}{0,25} = 10,67 \text{ m/s}^2$$

II. Continuous and peak force calculation

Peak force:

$$F_{mass} = a \cdot m_{load} = 10,67 \cdot 5 = 53,3 \text{ N}$$

$$F_f = k_f(g \cdot m_{load} \cdot \cos\alpha) = 0,01 \cdot (9,81 \cdot 5 \cdot \cos 0) = 0,5 \text{ N}$$

$$F_{incl} = m_{load} \cdot g \cdot \sin\alpha = 0 \text{ N}$$

$$F_p = F_{mass} + F_f + F_{incl} = 53,3 + 0,5 + 0 = 53,8 \text{ N}$$

Continuous force:

$$F_C = \sqrt{\frac{F_p^2 \cdot t_a + (F_{fri} + F_{incl})^2 \cdot (t - 2t_a) + (F_{mass} + F_{incl} - F_{fri})^2 \cdot t_a}{t + t_{off}}}$$

$$= \sqrt{\frac{53,89^2 + 0,25 + (0,5 + 0)^2 \cdot (1 - 2 \cdot 0,25) + (53,3 + 0 - 0,5)^2 \cdot 0,25}{1 + 0,5}} = 30,8 \text{ N}$$

III. Motor selection

Maximum motor current:

$$I_{MAX} = \frac{F_p}{K_F} = \frac{53,8}{27,51} = 1,96 \text{ A}_{RMS} < 9,2 \text{ A}_{RMS}$$

Continuous motor current:

$$I_{RMS} = \frac{F_C}{K_F} = \frac{30,8}{27,51} = 1,12 \text{ A}_{RMS} < 2,3 \text{ A}_{RMS}$$

Motor related parameters can be found in the motor specifications (example see LMLA21_4L):

- $K_F = 27,5 \text{ N/A}_{RMS}$
- $I_C = 2,3 \text{ A}_{RMS}$
- $I_P = 9,2 \text{ A}_{RMS}$

Motor voltage calculation:

For a proper motor selection, voltage is also important, which must be applied by the servo drive. Maximum voltage is calculated by:

$$V_{mot} = \sqrt{\left(\sqrt{2} \frac{v_{max} \cdot K_{BEMF}}{\sqrt{3}} + \frac{F_p}{K_F} \cdot R_{20} \cdot \frac{\sqrt{2}}{2}\right)^2 + \left(\sqrt{2} \cdot 2\pi \cdot \frac{F_p \cdot L_p}{K_F \cdot 2 \cdot \tau}\right)^2}$$

$$= \sqrt{\left(\sqrt{2} \frac{2,67 \cdot 15,9}{\sqrt{3}} + \frac{53,8}{27,51} \cdot 10,8 \cdot \frac{\sqrt{2}}{2}\right)^2 + \left(\sqrt{2} \cdot 2\pi \cdot \frac{53,8 \cdot 0,00215}{27,51 \cdot 2 \cdot 30}\right)^2} = 49,6 \text{ V}$$

Motor related parameters can be found in the motor specification:

- $K_F = 27,5 \text{ N/A}_{RMS}$
- $K_{BEMF} = 15,9 \text{ V/m/s}$
- $R_{20} = 10,8 \Omega$
- $L_p = 2,1 \text{ mH}$
- $\tau = 30 \text{ mm}$

Available drive voltage:

$$V_{supply} = 230 \text{ V}_{AC}$$

$$V_{drive_SVM} = \frac{\sqrt{2} V_{supply}}{\sqrt{3}} = \frac{\sqrt{2} \cdot 230}{\sqrt{3}} = 187,8 \text{ V} > 49,6 \text{ V}$$

UNIMOTION



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