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Design and Implementation of an efficient Brushless DC Motor Drive System for Motor Control Applications

Rathod Sachin¹, Jivani Mahesh¹, Gajera Kalpesh², Parikh Harikrishina¹, Thummer Kaushik¹

Department of Electronics, Saurashtra University, Rajkot, Gujarat, India¹

Aartronix Innovation Private Limited System, Rajkot, Gujarat, India²

ABSTRACT: This study highlights the design, implementation, and experimental validation of a brushless direct current (BLDC) motor driving system. This drive is explicitly engineered for motor control applications. The discussion covers the system design, the control algorithm, and the details of the hardware setup, as well as the test results that show how well the proposed BLDC motor drive works and how efficient it is. A brushless DC motor, or BLDC motor, is a permanent magnet synchronous electric motor that operates on direct current (DC) power and has an electronically controlled commutation mechanism rather than a mechanical one. Numerous BLDC applications necessitate speed regulation, including electric automobiles, washing machines, and HVAC systems. Using microcontrollers in BLDC motor drives makes the design more efficient by reducing the number of parts needed and using smart controllers for three-phase motors. These devices enhance the precision of digital vector control methods, such as field-oriented control (FOC). The FOC method keeps the motor efficient at various speeds by creating a dynamic model of the motor and considering changes in torque during quick shifts. This paper offers a thorough examination of the design and execution of an efficient BLDC motor drive system for motor control applications, emphasizing its performance and efficiency.

KEYWORDS: DC brushless motor, drive systems, electronics, machinery, mechanical engineering, renewable energy

I. INTRODUCTION

Brushless DC (BLDC) motors are a category of electric motors that function based on the principle of electromagnetic induction. In contrast to conventional brushed DC motors, BLDC motors employ electronic commutation technology in lieu of brushes and a mechanical commutator. This design augment's reliability, diminishes maintenance needs, and elevates efficiency. BLDC motors comprise a permanent magnet rotor and a stator equipped with windings. The rotor magnets engage with the magnetic field produced by the stator windings, resulting in rotational motion. The electronic control of the motor's phase switching usually uses sensors, like Hall Effect sensors or encoders, to determine the rotor's position and ensure precise switching [1].

Permanent Magnet Configuration: Brushless DC motors incorporate a rotor with permanent magnets and a stator equipped with windings. The rotor magnets create a magnetic field that interacts with the stator windings, resulting in rotational motion.

In contrast to brushed DC motors, which utilize mechanical brushes and a commutator for current direction reversal, BLDC motors utilize electronic commutation. This is done by using sensors (like Hall effect sensors) or methods that don't need sensors to find out where the rotor is and control when the current flows in the motor windings [2][3]. The sensor less technique utilizes the motor parameter, specifically the stator back EMF, to ascertain the instantaneous location of the rotor. The back EMF detection approach has demonstrated substantial enhancement in the variable speed control of motors. The back EMF waveform alters its phase each time the motor's rotor traverses the stator coil [3].

BLDC motors can function across an extensive spectrum of speeds, from low to high, with exact control. This adaptability renders them appropriate for applications necessitating variable speed operation, including pumps, fans, and conveyor systems [3] [4] [5].



BLDC motors provide elevated torque density, enabling them to produce substantial torque output in relation to their dimensions and mass. This renders them appropriate for applications necessitating high torque and acceleration, including robots, machine tools, and electric vehicles [6].

II. CONTROL METHODS OF BLDC MOTORS

Many methodologies can regulate Brushless DC (BLDC) motors to achieve efficient and accurate performance. The prevalent techniques comprise trapezoidal control, sinusoidal control, and field-oriented control (FOC). Field-oriented control can be divided into two types: position-sensor based speed control, which uses feedback devices to detect the rotor's position, and position-sensor less speed control, which does not use these devices.

2.1. TRAPAZOIDAL CONTROL

Trapezoidal control of a brushless DC (BLDC) motor is a technique for operating the motor by regulating the current in its windings in a trapezoidal configuration. Trapezoidal control utilizes feedback to ascertain the rotor's position. Hall effect sensors or encoder signals typically supply this feedback. These sensors ascertain the rotor's position during its rotation. Utilizing data from the position sensors, the controller ascertains the rotor's position and adjusts the current flow among the motor's phases accordingly. The switching sequence follows a trapezoidal pattern, which is the reason for its name.

2.2. SINUSOIDAL CONTROL

Unlike traditional trapezoidal control methods, sinusoidal control enables a brushless DC (BLDC) motor to operate more smoothly and efficiently. Sinusoidal control generates a more uniform torque production and reduces torque ripple by delivering sinusoidal currents to the motor windings. The motor operates more smoothly and efficiently with reduced torque ripples when the phase currents are regulated sinusoidally. This procedure diminishes noise and vibration. The control system utilizes the specified speed and torque to ascertain the requisite phase currents for the motor. Sinusoidal waveforms are commonly employed to represent these currents.

We conduct a comparison between the actual currents measured from the motor windings and the generated sinusoidal currents. Modifying the PWM signals sent to the motor driver necessitates a comparison between the actual current and the desired current. The generation of pulse width modulation signals manages the motor driver's power switches. The PWM signals control the current flowing through the motor's distinct phase windings. To generate a rotating magnetic field, PWM signals are sequentially applied to the motor phases. The rotor position dictates the sequence of this switching process.

2.3. FIELD-ORIENTED CONTROL

Field-oriented control is extensively utilized in electric motor drives, particularly in scenarios demanding high-performance regulation and efficiency. In electric motor Field-Oriented Control (FOC), the Clarke Transformation simplifies the analysis of the motor system by changing the three-phase stator currents from the motor windings into a simpler two-dimensional format called the stationary $\alpha\beta$ reference frame. The converted currents are then adjusted using the Park Transformation, which matches them to the rotating dq reference frame that relates to the rotor's magnetic field. This transformation enables accurate and independent control of motor torque and flux. Field-oriented control (FOC) guarantees that the motor produces the requisite torque and sustains the desired flux by utilizing proportional-integral (PI) controllers to manage the direct-axis and quadrature-axis currents (I_d and I_q) within the dq frame. This approach yields high-performance operation marked by enhanced efficiency and less torque ripple across various speeds and loads. Field-oriented control (FOC) generally necessitates input from sensors, including Hall sensors or encoders, to precisely ascertain rotor location and velocity. Also, sensor less Field-Oriented Control (FOC) methods are used, where the rotor's position and speed are estimated using special algorithms.

2.3.1. POSITION WITH SENSOR SPEED CONTROL

Field oriented control in which the position sensor is used to detect the rotor's position and speed is demonstrated in figure 1. The motor has three sensors. When the Position sensor comes under the magnetic field of the rotor, they generate the signal. This signal feedback to the FOC algorithm this signal used to compute the speed of the motor. The motor controller continuously monitors the outputs of the Hall sensors to adjust the control algorithm in real-time based on changes in rotor position. The control algorithm adjusts the voltage applied to the motor to achieve the desired torque and maintain the desired speed, based on the rotor position feedback from the Hall sensors.

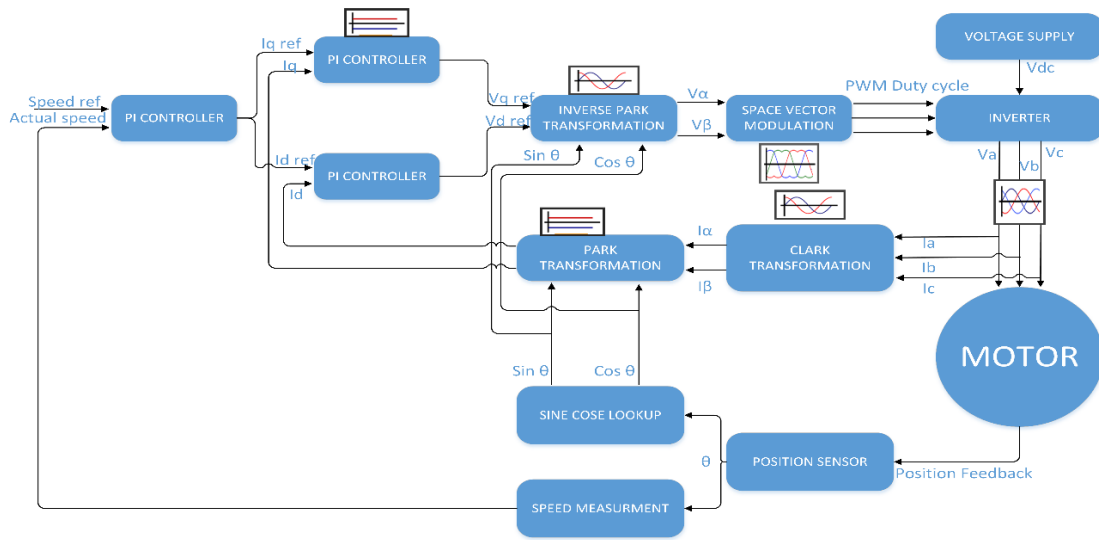


Fig. 1: Position sensor algorithm diagram

2.3.2. POSITION SENSOR LESS SPEED CONTROL

Sensor less algorithms for Field-Oriented Control (FOC) of electric motors are sophisticated methods that estimate the rotor position and speed without relying on external sensors such as encoders or Hall effect sensors. Overall working of sensor less algorithm is shown in figure 2. As shown in the figure 2 motor phase currents are sensed, these phase currents are in a 3-axis stationary reference frame which needs to be transformed into a two-phase rotating reference frame.

This transformation is done through the clark and park transformation. Clark transformation converts three phase currents into two phase currents (Ialpha and Ibeta), next this two-phase current will be converted into the 2 axis (id and Iq) rotating reference frame which demonstrate in figure 2.

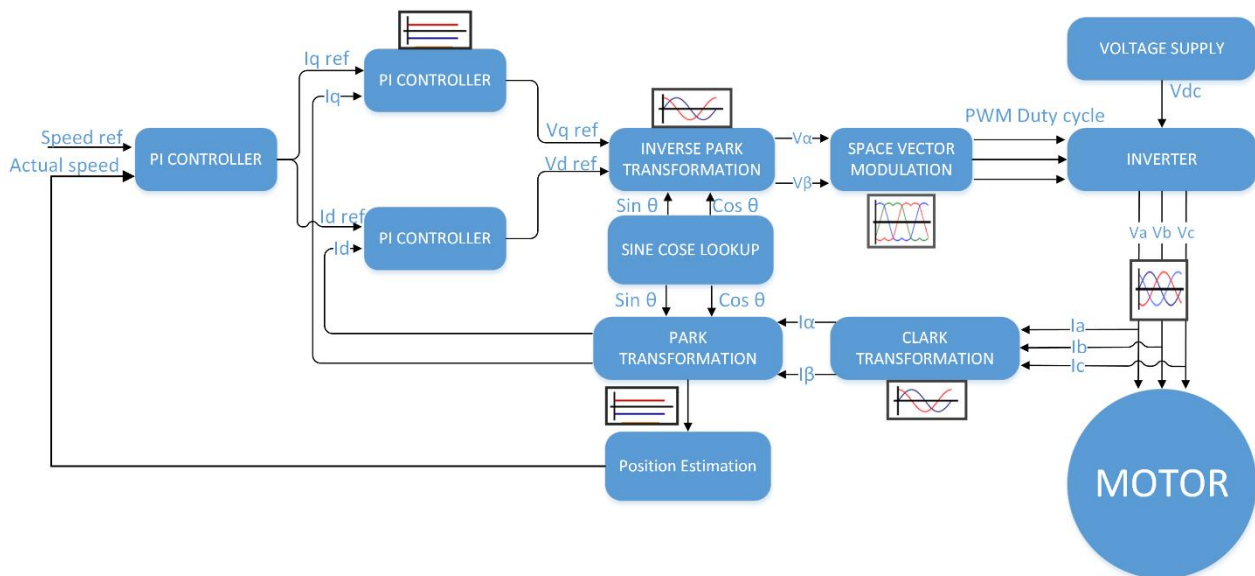


Fig. 2: Position Sensor less algorithm diagram

Among these transformed 2-axis rotating reference currents, Id is referred to as direct axis current which is parallel to rotor magnetic field and it's responsible for flux linkage. And the other one Iq is refers to quadrature axis current which is perpendicular to the rotor magnetic field. Iq axis current is responsible for the torque generation. To get the best performance these currents need to be manipulated in such a way that we get optimal results from the motor control



drive. For this purpose, i_d will be forced set to zero and i_q will be forced to maximum. By doing this, orthogonality will be generated between stator and rotor magnetic fields. This will generate high torque for motor control.

In the place of the position sensor here position estimation algorithm is used to determine the actual speed of the motor. Position Estimation algorithm is based on the back-EMF (Electro Motive force). Calculated actual speed from the position loop will now feed to the speed controller, where speed controller will compensate the i_q reference according to the speed difference, for speed control of the motor i_q reference is taken from the speed control loop via feedback and compared with the i_q from park transformation. Error signals from this comparison will be given to the PI controller. And value of v_d and v_q reference are read. Once this value is measured both will be converted into a 3-axis stationary reference frame. And based on them the PWM pulse will be generated which will be given as gate signal to the inverter. And according to this signal, the inverter will supply the phase voltage to the motor. Figure 3 shows the applied phase voltage to the motor from the drive. Also, the sensing current wave form is shown in figure 4.

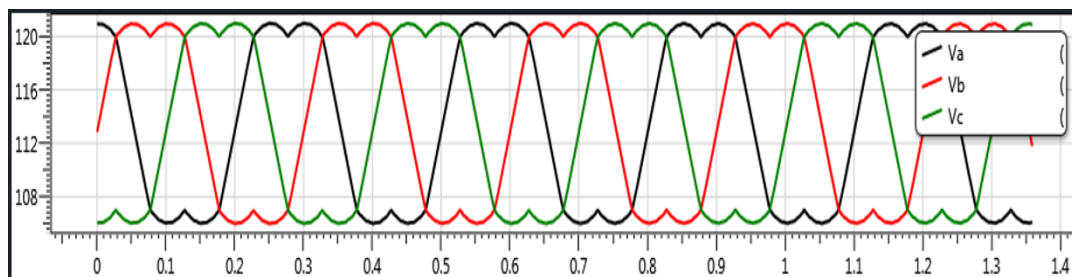


Fig. 3: Applied phase voltage to motor

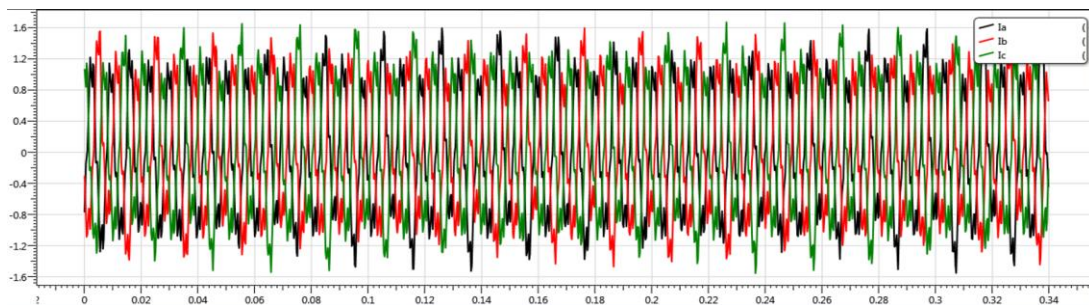


Fig. 4: Phase current wave form

III. EXPERIMENTAL SETUP

Figure 5 illustrates the experimental setup in use. We use a dynamometer to perform torque testing. A connection exists between the motor and the dynamo, which operates within the drive. And a torque meter is utilized to measure the outcome of the test.



Fig. 5 Experimental Setup for torque measurement



IV. RESULT AND DISCUSSION

The testing of the monitoring and control algorithm yielded the desired results. Torque and revolutions per minute traits demonstrate the performance of the drive across the whole load range on the motor. The motor rotates at a rate of 4000 revolutions per minute. And the load that is being applied is 20A.

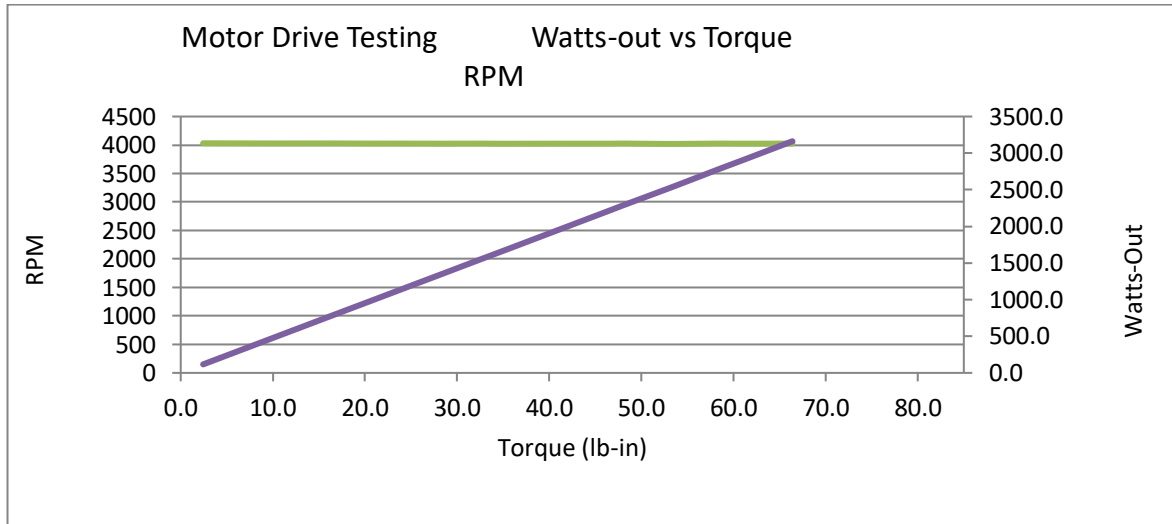


Fig. 6 Motor Drive Testing: With sensor Algorithm

The graph as shown as figure 6 depicts the performance attributes of a motor under different torque settings. The x-axis denotes torque in pound-inches (lb-in), the left y-axis illustrates motor speed in revolutions per minute (RPM), and the right y-axis signifies output power in watts (Watts-Out). The graph clearly indicates that the motor sustains a relatively constant speed of approximately 4000 RPM throughout the whole torque spectrum. This behavior indicates that the motor functions in a speed-controlled mode, wherein the drive system adjusts the motor speed regardless of load variations. This operation is typically observed in brushless DC (BLDC) motors employing closed-loop control methods such as field-oriented control or with sensor speed control. The output power grows linearly with torque. This tendency is anticipated, as mechanical power is the result of torque multiplied by angular velocity. Given that the RPM (and hence angular velocity) remains constant, every augmentation in torque leads to a corresponding increase in output power. The graph illustrates a well-regulated motor system that provides consistent speed and scalable power output in response to load fluctuations.

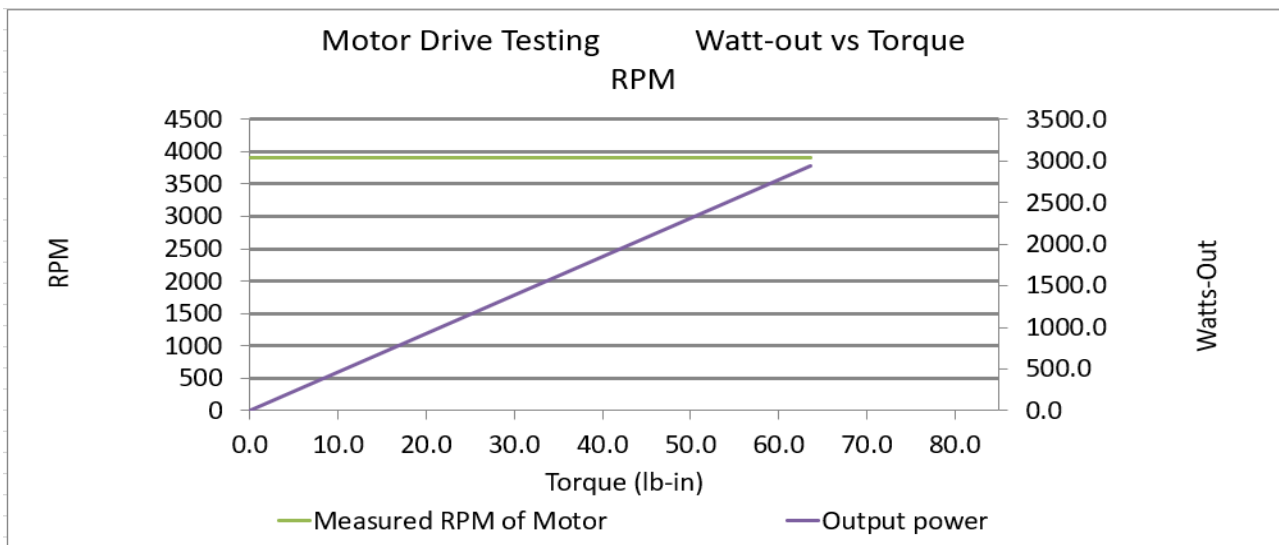


Fig. 7 Motor Drive Testing: Sensor less Algorithm



Figure 7 demonstrating the performance of sensor less algorithm. Similarly, the **sensor less control algorithm** also demonstrates consistent RPM behavior, maintaining a speed close to 3900 RPM across the increasing torque range. RPM variation is minimal and does not show any abrupt changes, which confirms that the sensor less approach can also provide stable performance under load conditions. The output power increases linearly with torque, comparable to the with sensor approach, suggesting the sensor less algorithm is equally capable in terms of torque-to-power conversion efficiency.

The comparison shows that although the sensor less algorithm lacks physical feedback mechanisms, it still maintains an impressive level of stability and output consistency. This highlights the effectiveness of modern sensor less control techniques in delivering reliable motor operation, even under varying mechanical load conditions.

V. CONCLUSION

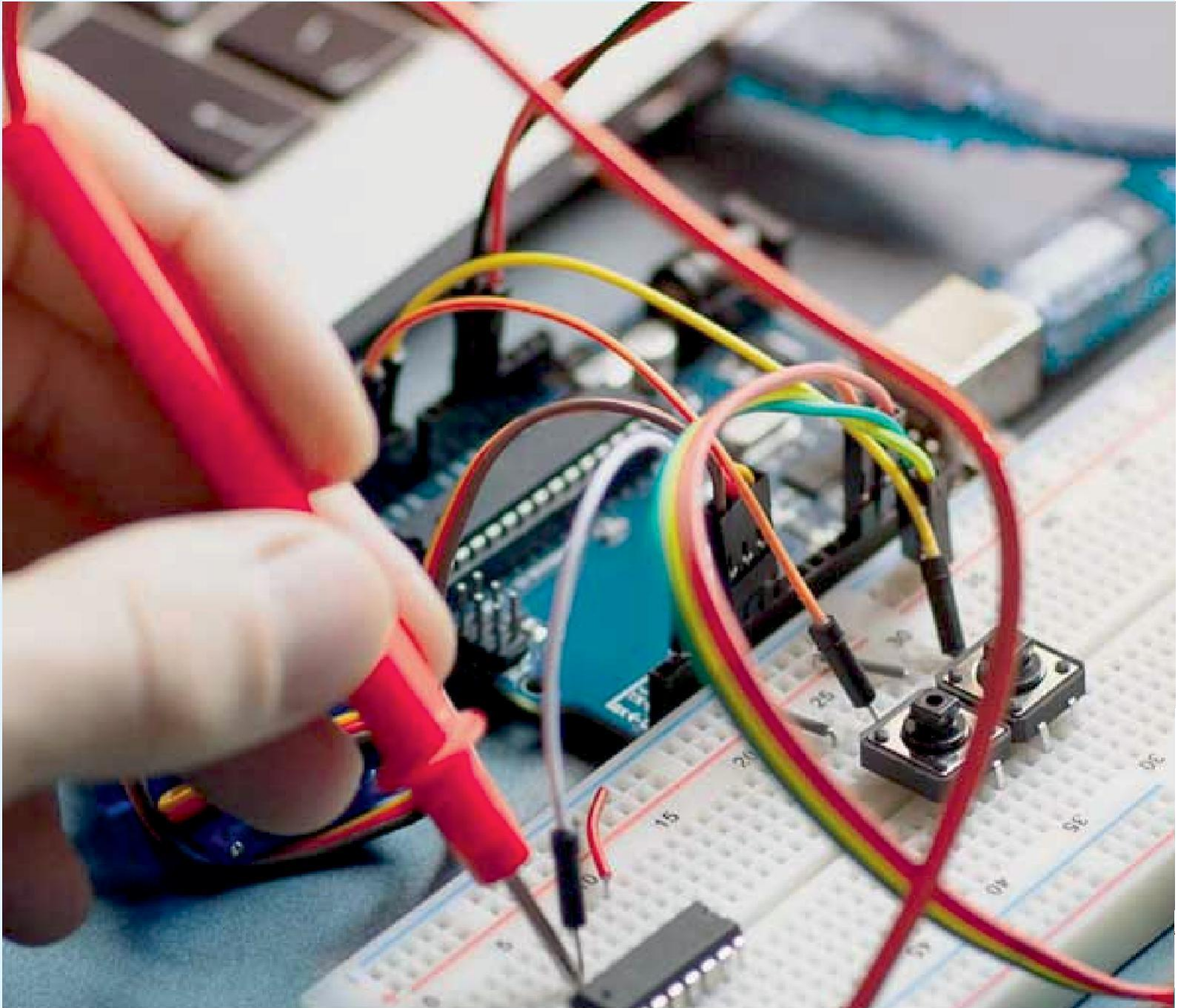
The experimental results show that both with sensor and sensor less control algorithms deliver consistent RPM and linear output power response with increasing torque. While the with sensor method offers excellent speed regulation through physical feedback, the sensor less algorithm also maintains near-constant RPM and effective power output, demonstrating its suitability for a wide range of applications. Given the added benefits of reduced system cost, fewer hardware components, and lower maintenance requirements, the sensor less algorithm proves to be a cost-effective and efficient alternative, especially in scenarios where slight RPM variation is acceptable.

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