Optimizing Power Density and Efficiency of a Double-Halbach Array Permanent-Magnet Ironless Axial-Flux Motor

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Background

Hybrid Electric and Turboelectric Aircraft Propulsion

Boeing SUGAR

NASA STARC-ABL

NASA N3X
Background

Turboelectric Propulsion Benefits

Electric drive = motor + generator + other electrical components

Break-Even on Weight

Each aircraft configuration will yield combinations of power density and efficiency required to achieve net benefit

From Jansen et al. “Turboelectric Aircraft Drive Key Performance Parameters and Functional Requirements”
• Example – HEIST (Hybrid-Electric Integrated Systems Testbed)
• 31-foot span wing section
• 18 fans directly driven by electric motors
• Motors powered by batteries
• Motor dimensions: 5.5” diameter, 2” length
• Target: 13 kW power at 7200 RPM

➢ Our motor design: target 13 kW/kg and 1% loss

Analysis

Double-Halbach PM Array
Ironless Axial Flux Motor

Upper Halbach Array
Rotor

Windings
Stator

Lower Halbach Array
Rotor
Analysis

Double-Halbach PM Array
Ironless Axial Flux Motor

Upper Halbach Array
Windings
Lower Halbach Array
Analysis

Double-Halbach PM Array
Ironless Axial Flux Motor

Model as 2D Pole Pair
Analysis

Pole Pair Analysis

2D magnetostatic pole pair model allows for simple equation-based analysis
Analysis

Pole Pair Analysis

\[ B_y = 2B_R e^{-k y_g} (1 - e^{-k y_m}) \frac{\sin(\epsilon \pi / n_m)}{\pi / n_m} \cos k x \cosh k y \]

\[ F_c = J \Delta r \int_{x_1}^{x_2} \int_{y_1}^{y_2} B_y \, dx \, dy \]

\[ k = 2\pi / x_p \]
Analysis

Pole Pair Analysis

Axial Flux in Center of Gap, $B_y$ (T)

Circumferential Distance ($x/x_p$)

2D FEA

Equation
Analysis

Force/Torque/Power

\[ F_c = [2J B_R \Delta r y_g y_m] \left[ e^{-ky_g} \right] \left[ \frac{1 - e^{-ky_m}}{k} \right] \left[ \frac{\sin(\epsilon \pi/n_m)}{\pi/n_m} \right] \sin kx \left| \begin{array}{c} x_2 \\ x_1 \end{array} \right| \sinh ky \left| \begin{array}{c} y_2 \\ y_1 \end{array} \right| \]

\[ F_p = \sum_{c=1}^{6} F_c \quad T = pr_a F_p \quad P = T \omega_r = T \text{ RPM} \quad \pi/30 \]
Analysis

Power Density – Based on Magnet Mass

\[
\frac{P}{m_m} \propto \left[ \frac{J B_R v_{tip}}{\rho_m} \right] \left[ e^{-k y_g} \right] \left[ \frac{1 - e^{-k y_m}}{k y_m} \right] \left[ \frac{\sin(\epsilon \pi / n_m)}{\pi / n_m} \right]
\]

Small gap / pole size
high power density

Large gap / pole size
low power density

Ratio of gap to pole size
Analysis

Power Density – Based on Magnet Mass

\[ \frac{P}{m_m} \propto \left[ \frac{J B_R v_{tip}}{\rho_m} \right] \left[ e^{-k y_g} \right] \left[ \frac{1 - e^{-k y_m}}{k y_m} \right] \left[ \frac{\sin(\epsilon \pi / n_m)}{\pi / n_m} \right] \]

**Small magnet thickness to pole size**
**high power density**

**Large magnet thickness to pole size**
**low power density**

*Ratio of magnet thickness to pole size*
Analysis

Power Density – Based on Magnet Mass

\[ \frac{P}{m_m} \propto \left[ \frac{J B_R v_{tip}}{\rho_m} \right] \left[ e^{-k y_g} \right] \left[ \frac{1 - e^{-k y_m}}{k y_m} \right] \left[ \frac{\sin(\epsilon \pi / n_m)}{\pi / n_m} \right] \]

- \( \epsilon = 1.00 \)
- \( \epsilon = 0.75 \)
- \( \epsilon = 0.50 \)
# Analysis

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target power</td>
<td>13 kW</td>
</tr>
<tr>
<td>Target power density</td>
<td>13 kW/kg</td>
</tr>
<tr>
<td></td>
<td>Based on magnet and winding mass only</td>
</tr>
<tr>
<td>Target loss</td>
<td>&lt; 1%</td>
</tr>
<tr>
<td></td>
<td>Including magnet and winding losses only</td>
</tr>
<tr>
<td>Outer diameter</td>
<td>5.5 inches (140 mm)</td>
</tr>
<tr>
<td>Magnet remanence flux, $B_R$</td>
<td>1.4 T (NdFeB)</td>
</tr>
<tr>
<td>Current density, $J$</td>
<td>3 A/mm$^2$ (natural convection)</td>
</tr>
<tr>
<td></td>
<td>to 30 A/mm$^2$ (liquid cooling)</td>
</tr>
<tr>
<td>Electrical frequency, $f$</td>
<td>&lt; 2000 Hz</td>
</tr>
<tr>
<td></td>
<td>≤ 16 pole pairs at 7200 RPM</td>
</tr>
</tbody>
</table>
Results

Power

\[ y_c = 3 \text{ mm}, \text{16 pole pairs}, \text{magnet aspect ratio } y_m/x_m = 1 \]

16 pole pairs \(\rightarrow f = 1920 \text{ Hz} \)
Results

Power Density

$y_c = 3 \text{ mm}, 16 \text{ pole pairs, magnet aspect ratio } y_m/x_m = 1$

16 pole pairs $\rightarrow f = 1920 \text{ Hz}$
Results

$I^2R$ Loss $P_c \propto \frac{J_{rms}^2 V_c}{\sigma \eta}$
Results

Conductor Eddy Loss $P_e$

$$P_e \propto \sigma f^2 d^2 B_{pk}^2 V_c$$

![Graph showing eddy current loss in conductors as a function of the ratio of Motor ID to OD for different conductor diameters.

- $d = 0.50$ mm
- $d = 0.10$ mm
- $d = 0.05$ mm

Eddy current loss in conductors

Ratio of Motor ID to OD

- 0.01%
- 0.10%
- 1.00%
- 10.00%
- 100.00%

0.2 0.4 0.6 0.8 1.0

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Joint Propulsion Conference
Results

Effect of Magnet Aspect Ratio

Rotor ID/OD = 0.6, \( y_c = 3 \text{ mm} \), 16 pole pairs

- Power Density
- Resistive Loss
Results

Effect of Coil Thickness

Rotor ID/OD = 0.6, \( y_c = 3 \text{ mm} \), 16 pole pairs
Results

Effect of Number of Pole Pairs

\[ B_{\text{max}} = 1.0 \, \text{T} \]
Results

Effect of Number of Pole Pairs

- Resistive Loss
- Conductor Eddy Loss
- Resistive + Eddy Loss

$B_{max} = 1.0 \, \text{T}$

Small area of $< 1\%$ loss

Eddy current loss for 0.05mm diameter wire

Number of Pole Pairs

Loss

0.0\%
0.5\%
1.0\%
1.5\%
2.0\%
2.5\%
Results

Final Motor Performance
Verified with Maxwell 3D FEA

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power</td>
<td>13 kW at 7200 RPM</td>
</tr>
<tr>
<td>Power density</td>
<td>12.8 kW/kg</td>
</tr>
<tr>
<td></td>
<td>Based on magnet and winding mass only</td>
</tr>
<tr>
<td>Loss</td>
<td>0.85% - conductor resistive loss</td>
</tr>
<tr>
<td></td>
<td>0.11% - conductor eddy current loss</td>
</tr>
<tr>
<td></td>
<td>0.02% - magnet eddy current loss (3D FEA)</td>
</tr>
<tr>
<td>ID/OD = 0.6, Coil thickness = 3 mm, 16 pole pairs, 20 A/mm² current density, and magnet aspect ratio = 1</td>
<td></td>
</tr>
</tbody>
</table>

- Difficult to achieve goal of 13 kW/kg and 1% loss in this configuration
- Required 20 A/mm² which will require cooling
Conclusions/Future Work

• Continue to investigate configurations that will improve efficiency as well as power density
• Design, build and test
• Targets:
  • > 1 MW motor
  • 13 kW/kg
  • 96% efficiency
  ➢ 99% efficiency
Acknowledgments

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Amy Jankovskyy subproject manager

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- Cheryl Bowman
- Ryan Edwards
- Ralph Jansen
- Peter Kascak
- Andrew Provenza
Results – Increasing Speed

- 13 kW at 53 m/s
- 26 kW at 106 m/s
- 52 kW at 212 m/s

Added weight of gearbox

Power (kW) or Power Density (kW/kg) vs. Rotor Speed (RPM)
Results – Increasing Speed

Redesigned for 13 kW with Gearbox

- 53 m/s
- 106 m/s
- 212 m/s

Power Density (kW/kg)
Resistive Loss (%)

Rotor Speed (RPM)
Power Density Resistive Loss (%)
3D Transient vs 2D Static Results

- Equation-based magnetostatic - optimal design
- Equation-based magnetostatic - compact coils
- Maxwell 3D transient - compact coils

Power Density (kW/kg)

- 10
- 12
- 14

Resistive Loss

- 0%
- 1%
- 2%
- 3%
- 4%
- 5%
- 6%
- 7%
- 8%
- 9%
- 10%

Equation-based magnetostatic - magnetostatic - optimal design
Equation-based magnetostatic - compact coils
Maxwell 3D transient - compact coils
## 3D Transient vs 2D Static Results

<table>
<thead>
<tr>
<th>Analysis</th>
<th>Torque (N-m)</th>
<th>Resistive Loss (%)</th>
<th>Eddy Current Loss Conductors (%)</th>
<th>Eddy Current Loss Magnets (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equation-based magnetostatic large coils/optimal</td>
<td>17.3</td>
<td>0.85%</td>
<td>0.11%</td>
<td>-</td>
</tr>
<tr>
<td>Equation-based magnetostatic compact coils/high J</td>
<td>16.3</td>
<td>7.6%</td>
<td>0.06%</td>
<td>-</td>
</tr>
<tr>
<td>Maxwell 3D magnetostatic compact coils/high J</td>
<td>16.6</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Maxwell 3D transient compact coils/high J</td>
<td>16.9</td>
<td>8.1%</td>
<td>-</td>
<td>0.02%</td>
</tr>
</tbody>
</table>