

# KOFORD

ENGINEERING, LLC



## 2.3 inch (60 mm) Series

- High performance slotless brushless servomotors for military, aerospace, medical, and industrial applications.
- Highest power density
- Up to 94% efficiency
- Cog free non saturating design with linear behavior ideal for precision motion
- 2 and 4 pole housed, frameless and hollow shaft designs
- High speed designs up to 25,104 rpm and 1,385 kW continuous power  
Low speed designs with no load speeds down to 3,864 rpm
- High temperature 240°C ML wire and Kapton® polyimide ground insulation along with TFE lead insulation used for the greatest possible durability
- Available with hall sensors, sensorless, and integral electronics
- Ceramic Hybrid ball bearings,
- Long life premium synthetic bearing lube with -73C to 149C temperature range
- Contact factory for encoders or custom gearboxes

• 8,400 to 16,848 rpm no load

• up to 1,277 watts continuous

High power density high efficiency slotless design is cog free, cost effective, quiet, and provides high efficiency and cool operation. 200°C winding epoxy, and Kapton® polyimide ground insulation are used for the ultimate in ruggedness. 200°C Neo magnets are used along with hardened and ground 440C stainless shaft, and high temp TFE insulated lead wires.



Ceramic hybrid bearings are used for long life. Slotless design eliminates cog and reduces bearing loads due to air gap asymmetries compared to conventional slotted motors. Unit are supplied either with 120° halls rated at 150°C, or for pumps, blowers, sensorless versions are available. Custom windings can be supplied upon request. Thermistor temperature sensors are offered as an option. Overtemperature protection is also available. Encoders, gearboxes, integral electronics can be supplied on custom order.

### Motor Data

Winding		175	350	420	351
Rated supply voltage	volts	24	24	24	48
No load speed	rpm±12%	4,200	8,400	10,080	16,848
Speed/torque slope	rpm/oz-in	6.3	10	11	14
Maximum efficiency	%	92	93	93	94
Rated torque heat sink/no h.s.	oz-in*	238/144	149/133	149/129	148/114
Rated power heat sink/no heat h.s.	watts*	473/349	757/690	927/824	1,610/1,277
Speed at rated power	rpm	2,697/3,289	6,855/7,048	8,441/8661	14,751/15,227
Rated current	amps	31/19	40/34	46/40	40/30
Motor constant Km	oz-in/√w	17.9	17.4	17.4	17.4
Winding resistance#	ohm±15%	.186	.049	.034	.049
No load current	amp±50%	.24	.52	.62	.79
Damping factor	oz-in/krpm	.20	.12	.12	.12
Static friction	oz-in	1.0	1.0	1.0	1.0
Velocity constant	rpm/volt±12%	175	350	420	351
Torque constant Kt	oz-in/amp	7.71	3.86	3.21	3.85
Winding inductance	mH	.16	.04	.03	.04
Mechanical time constant	ms	.55	.55	.55	.55
Rotor inertia	10 <sup>-4</sup> oz-in-sec <sup>2</sup>	11.8	11.8	11.8	11.8
Thermal res. winding to housing	°C/W	.33	.33	.33	.33
Thermal res. housing to ambient	°C/W	.89	.89	.89	.89

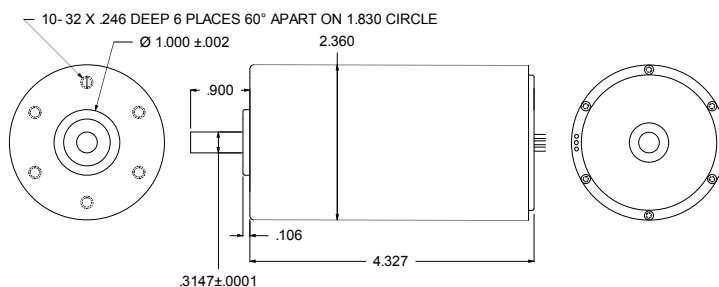
Ambient temperature range -73C to 149C

Weight 3.25 lb. maximum winding temp. 150C Data is for winding and magnet temperature of 20°C

\*Case held to 60°C with customer supplied heat sinking or cooling jacket /still air and no heat sink 20°C ambient.

#Lead wires resistance 11.8mΩ if used at full length

Leads are 12" minimum  
Phase leads are 18 gauge, hall leads are 28 gauge, all TFE



Leads	
Blue	Phase A
White	Phase B
Brown	Phase C
Red	+5 volts
Black	Ground
Yellow	Sensor A
Orange	Sensor B
Green	Sensor C

**Ordering Information:** contact us at mail@koford.com

**Example:** Part Number 60L H 351 A

Motor type \_\_\_\_\_

Type S=sensorless H=120°halls \_\_\_\_\_

Winding number \_\_\_\_\_

Modifications A=none, T=thermistor  
O=overtemperature protection

Test Data  
Total System Performance  
60LS351A with S48V40A Controller at 48 Volts

RPM	Torque Oz-in	Watts out	Efficiency %	Amps
16800	0.00	0.00	0.0	1.1
16419	25.28	305.88	79.7	8.0
16311	33.26	400.04	83.3	10.0
16203	41.23	492.62	85.5	12.0
16095	49.21	584.04	86.9	14.0
15987	57.18	674.08	87.8	16.0
15879	65.16	762.97	88.3	18.0
15771	73.13	850.47	88.6	20.0
15663	81.10	936.7	88.7	22.0
15554	89.08	1021.7	88.7	24.0
15445	97.16	1106.57	88.7	26.0
15336	105.33	1191.15	88.7	28.0
15227	113.76	1277.34	88.7	30.0

Dyno test results of a motor and drive combination with voltage held to 48v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

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Test Data  
Total System Performance  
60LS350A with S28V40A Controller at 24 Volts

RPM	Torque Oz-in	Watts out	Efficiency %	Amps
8400	0.00	0.00	0.0	0.9
8248	12.64	76.88	80.0	4.0
8160	20.64	124.19	86.2	6.0
8088	28.64	170.81	89.0	8.0
8008	36.64	216.36	90.2	10.0
7928	44.64	260.97	90.6	12.0
7848	52.64	304.63	90.7	14.0
7768	60.64	347.35	90.4	16.0
7688	68.64	389.13	90.0	18.0
7608	76.64	429.96	89.6	20.0
7528	84.64	469.85	89.0	22.0
7448	92.64	508.79	88.3	24.0
7368	100.64	546.79	87.6	26.0
7288	108.64	583.85	86.9	28.0
7208	116.64	619.96	86.1	30.0
7128	124.64	655.13	85.3	32.0
7048	132.64	689.36	84.5	34.0
6968	140.64	722.64	83.6	36.0
6887	149.12	757.30	83.0	38.0

Dyno test results of a motor and drive combination with voltage held to 24v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

Test Data  
Total System Performance  
60LS175A with S24V30A Controller at 24 Volts

Rpm	Torque oz-in	Watts Out	Efficiency %	Amps
4210	0.00	0.00	0.0	0.25
4174	7.18	22.16	76.9	1.20
4131	13.58	41.55	86.6	2.00
4080	21.58	64.93	90.2	3.00
4028	29.58	87.86	91.5	4.00
3978	37.53	110.09	91.7	5.00
3927	45.58	131.99	91.7	6.00
3876	53.58	153.14	91.2	7.00
3824	61.54	173.53	90.4	8.00
3773	69.58	193.59	89.6	9.00
3722	77.58	212.93	88.7	10.00
3671	85.54	231.56	87.7	11.00
3620	93.58	249.80	86.7	12.00
3569	101.58	267.33	85.7	13.00
3518	109.58	284.26	84.6	14.00
3467	117.52	300.45	83.5	15.00
3416	125.60	316.38	82.4	16.00
3364	133.52	331.21	81.5	17.00
3313	141.60	345.93	80.1	18.00
3262	149.68	360.04	79.2	19.00
3211	157.71	373.42	78.1	20.00

Dyno test results of a motor and drive combination with voltage held to 24v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

## 2.3" (60mm) Slotless Brushless Motor. 2 pole 24V windings

• 3,864 to 19,570 rpm no load

• up to 1,049 watts continuous

High power density high efficiency slotless design is cog free, cost effective, quiet, and provides high efficiency and cool operation. 240°C ML wire, and Kapton® polyimide ground insulation are used for the ultimate in ruggedness. 200°C Neo magnets are used along with hardened and ground 440C stainless shaft, and high temp TFE insulated lead wires. Ceramic hybrid bearings are used for long life. Slotless design eliminates cog and reduces bearing loads due to air gap asymmetries compared to conventional slotted motors. Unit are supplied either with 120° halls rated at 150°C, or for pumps, blowers, sensorless versions are available. Custom windings can be supplied upon request. Thermistor temperature sensors are offered as an option. Overtemperature protection is also available. Encoders, gearboxes, integral electronics can be supplied on custom order.



### Motor Data

Winding		161	361	522	805
Rated supply voltage	volts	24	24	24	24
No load speed	rpm±12%	3,864	8,664	12,528	19,320
Speed/torque slope	rpm/oz-in	18	24	30	39
Maximum efficiency	%	86	92	93	93
Continuous torque heat sink/no h.s.	oz-in*	90/51	87/46	86/44	90/43
Rated power heat sink/no heat h.s.	watts*	148/110	422/256	630/366	1,049/560
Speed at rated power	rpm	2,244/2,946	6,575/7,560	9,948/11,196	15,810/17,643
Rated current	amps	11/6.1	24/14	34/18	54/26
Motor constant Km	oz-in/√w	9.4	9.4	9.4	9.4
Winding resistance#	ohm±15%	.80	.158	.076	.032
No load current	amp±50%	.16	.25	.40	.71
Damping factor	oz-in/krpm	.14	.06	.05	.04
Static friction	oz-in	.8	.4	.4	.4
Velocity constant	rpm/volt±12%	161	361	522	805
Torque constant Kt	oz-in/amp	8.39	3.74	2.59	1.67
Winding inductance	mH	.72	.13	.062	.027
Mechanical time constant	ms	3.3	3.3	3.3	3.3
Rotor inertia	10 <sup>-4</sup> oz-in-sec <sup>2</sup>	20.5	20.5	20.5	20.5
Thermal res. winding to housing	°C/W	.64	.64	.64	.64
Thermal res. housing to ambient	°C/W	2.1	2.1	2.1	2.1

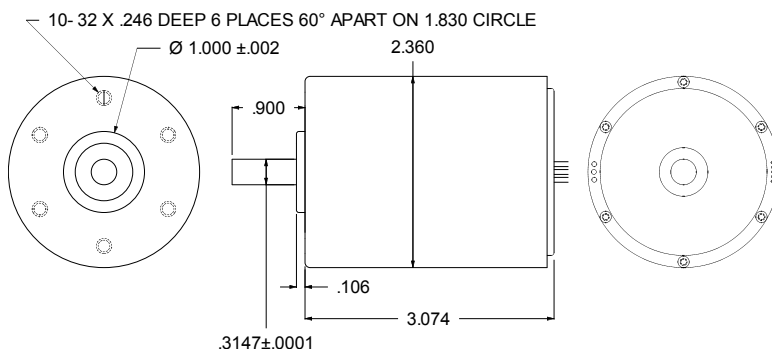
Ambient temperature range -73C to 149C

Weight 2.2 lb. maximum winding temp. 200C Data is for winding and magnet temperature of 20°C

\*Case held to 60°C with customer supplied heat sinking or cooling jacket /still air and no heat sink 20°C ambient.

#Lead wires resistance 11.8mΩ if used at full length

Leads are 12" minimum  
Phase leads are 18 gauge, hall leads are 28 gauge, all TFE



Leads	
Blue	Phase A
White	Phase B
Brown	Phase C
Red	+5 volts
Black	Ground
Yellow	Sensor A
Orange	Sensor B
Green	Sensor C

**Ordering Information:** contact us at mail@koford.com

**Example:** Part Number 60 H 805 A

Motor type \_\_\_\_\_

Type S=sensorless H=120°halls \_\_\_\_\_

Winding number \_\_\_\_\_

Modifications A=none, T=thermistor  
O=overtemperature protection

Test Data  
Total System Performance  
60S805A with S28V40A Controller at 24 Volts

Rpm	Torque Oz-in	Watts Out	Efficiency %	Amps
19612	0.00	0.0	0.0	0.70
19435	4.56	65.4	77.0	3.54
19258	9.16	130.1	85.1	6.37
19081	13.74	193.3	87.6	9.19
18904	18.32	255.4	88.5	12.02
18727	22.90	316.2	88.7	14.85
18550	27.48	375.9	88.6	17.68
18373	32.06	434.4	88.2	20.51
18196	36.64	491.6	87.8	23.34
18019	41.22	547.7	87.2	26.17
17842	45.80	602.6	86.6	29.00
17665	50.38	656.3	85.9	31.83
17486	54.96	708.7	85.0	34.72

Dyno test results of a motor and drive combination with voltage held to 24v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

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Test Data  
Total System Performance  
60S361A with S28V40A Controller at 24 Volts

RPM	Torque oz-in	Watts Out	Efficiency %	Amps
8532	0.00	0.00	0.0	0.51
8243	12.50	76.21	79.4	4.00
8085	20.29	121.38	84.3	6.00
7913	28.05	164.26	85.6	8.00
7727	36.18	206.86	86.2	10.00
7556	43.92	245.58	85.3	12.00
7397	51.58	282.42	84.1	14.00
7208	59.78	318.82	83.0	16.00
7048	67.68	353.06	81.7	18.00
6913	74.74	382.34	79.7	20.00
6753	82.74	413.70	78.3	22.00
6588	90.69	444.38	77.1	24.00
6427	98.60	473.28	75.8	26.00
6271	106.58	500.93	74.5	28.00
6116	114.61	527.21	73.2	30.00
5953	122.72	552.24	71.9	32.00
5788	130.69	575.04	70.5	34.00
5629	138.59	595.94	69.0	36.00
5461	146.57	615.59	67.5	38.00
5295	154.49	633.41	66.0	40.00

Dyno test results of a motor and drive combination with voltage held to 24v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

Test Data  
Total System Performance  
60H161A with S24V30A Controller at 24 Volts

Rpm	Torque oz-in	Watts Out	Efficiency %	Amps
3720	0.00	0.00	0.0	0.30
3422	13.92	35.36	73.6	2.00
3113	32.16	74.08	77.2	4.00
2809	50.24	104.48	72.6	6.00
2508	67.68	125.76	65.5	8.00
2141	85.60	135.52	56.5	10.00
1730	104.32	133.70	46.4	12.00

Dyno test results of a motor and drive combination with voltage held to 24v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

• 17,373 to 25,104 rpm no load

• up to 1,385 watts continuous

High power density high efficiency slotless design is cog free, cost effective, quiet, and provides high efficiency and cool operation. 240°C ML wire, and Kapton® polyimide ground insulation are used for the ultimate in ruggedness. 200°C Neo magnets are used along with hardened and ground 440C stainless shaft, and high temp TFE insulated lead wires. Ceramic hybrid bearings are used for long life. Slotless design eliminates cog and reduces bearing loads due to air gap asymmetries compared to conventional slotted motors. Unit are supplied either with 120° halls rated at 150°C, or for pumps, blowers, sensorless versions are available. Custom windings can be supplied upon request. Thermistor temperature sensors are offered as an option. Overtemperature protection is also available. Encoders, gearboxes, integral electronics can be supplied on custom order.



### Motor Data

Winding		162	362	523
Rated supply voltage	volts	48	48	48
No load speed	rpm±12%	7,776	17,376	25,104
Speed/torque slope	rpm/oz-in	24	36	47
Maximum efficiency	%	89	93	94
Continuous torque heat sink/no h.s.	oz-in*	90/52	90/44	90/37
Rated power heat sink/no heat h.s.	watts*	372/249	938/512	1,385/637
Speed at rated power	rpm	5,601/6,511	14,136/15,792	20,874/23,365
Rated current	amps	11/6.3	24/12	35/15
Motor constant Km	oz-in/√w	9.4	9.4	9.4
Winding resistance#	ohm±15%	.80	.158	.076
No load current	amp±50%	.19	.30	.59
Damping factor	oz-in/krpm	.11	.04	.04
Static friction	oz-in	.7	.41	.41
Velocity constant	rpm/volt±12%	162	362	523
Torque constant Kt	oz-in/amp	8.39	3.73	2.58
Winding inductance	mH	.72	.13	.062
Mechanical time constant	ms	3.3	3.3	3.3
Rotor inertia	10 <sup>-4</sup> oz-in-sec <sup>2</sup>	20.5	20.5	20.5
Thermal res. winding to housing	°C/W	.64	.64	.64
Thermal res. housing to ambient	°C/W	2.1	2.1	2.1

Ambient temperature range -73C to 149C

Weight 2.2 lbs, maximum winding temp. 200C, case 149C. Data is for winding and magnet temperature of 20°C

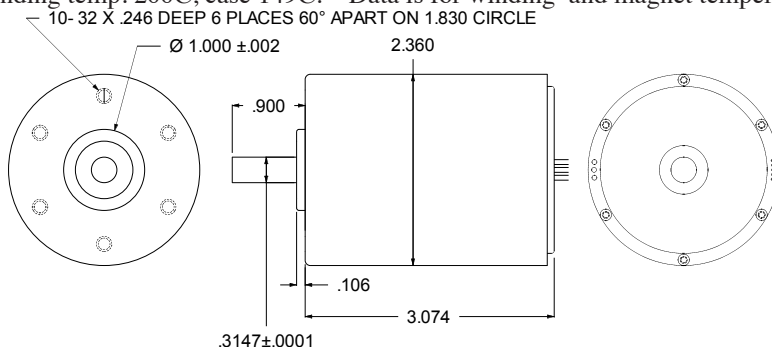
\*Case held to 60°C with customer supplied heat sinking or cooling jacket /still air and no heat sink 20°C ambient.

#Lead wires resistance 11.8mΩ if used at full length

Leads are 12" minimum

Phase leads are 18

gauge, hall leads are 28



Leads	
Blue	Phase A
White	Phase B
Brown	Phase C
Red	+5 volts
Black	Ground
Yellow	Sensor A
Orange	Sensor B
Green	Sensor C

**Ordering Information:** contact us at mail@koford.com

**Example:** Part Number 60 H 523 A

Motor type \_\_\_\_\_

Type S=sensorless H=120°halls \_\_\_\_\_

Winding number \_\_\_\_\_

Modifications A=none, T=thermistor,  
O=overtemperature protection



Test Data  
Total System Performance  
60S362A with S48V40A Controller at 48 Volts

RPM	Torque oz-in	Watts Out	Efficiency %	Amps
17180	0.00	0.00	0.0	0.66
16403	25.65	311.39	81.1	8.00
16181	33.44	400.38	83.4	10.00
15964	41.65	492.02	85.4	12.00
15674	49.30	573.89	85.4	14.00
15476	57.28	656.05	85.4	16.00
15288	65.14	736.88	85.3	18.00
15039	73.78	821.06	85.5	20.00
14764	83.76	915.17	84.4	22.60
14603	88.48	956.29	83.0	24.00
14443	95.92	1025.22	82.1	26.00
14204	103.73	1090.50	81.4	27.90
13910	111.97	1152.66	80.3	29.90
13635	119.88	1210.79	78.8	32.00
13361	127.92	1266.41	77.6	34.00
13082	135.95	1318.71	76.3	36.00
12809	143.79	1366.00	74.9	38.00
12537	151.74	1411.18	73.5	40.00

Dyno test results of a motor and drive combination with voltage held to 48v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

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Test Data  
Total System Performance  
60H162A with H48V20A Controller at 48 Volts

Rpm	Torque oz-in	Watts Out	Efficiency %	Amps
7427	0.00	0.00	0.0	0.40
7167	9.92	52.80	68.7	1.60
6937	21.76	111.68	77.5	3.00
6364	49.12	231.52	80.4	6.00
5800	75.84	325.28	75.3	9.00
5246	103.84	403.52	70.0	12.00
4457	130.82	431.52	59.9	15.00
3638	158.72	427.52	49.5	18.00

Dyno test results of a motor and drive combination with voltage held to 48v at input of drive using remote voltage sense on the power supply. Winding temperature is held below 40C by running test quickly and/or allowing motor to cool between tests. Motor leads were left at full length and not shortened to minimum length to increase efficiency. Test were conducted at 24°C.

• 4,296 to 21,336 rpm no load • .400 through hole in shaft • up to 1,066 watts continuous

High power density high efficiency slotless hollow shaft design is cog free, cost effective, quiet, and provides high efficiency and cool operation. 240°C ML wire and Kapton® ground insulation are used for the ultimate in ruggedness. 200°C Neo magnets are used along with hardened and ground stainless shaft, and high temp TFE insulated lead wires. Slotless design eliminates cog and reduces bearing loads due to air gap asymmetries compared to conventional slotted motors. Unit are supplied either with 120° halls rated at 150°C, or for scanner or beam choppers sensorless versions are available. Vacuum versions available. Custom windings can be supplied upon request. Thermistor temperature sensors are offered as an option.



### Motor Data

Winding		179	576	889
Rated supply voltage	volts	24	24	24
No load speed	rpm±12%	4,296	13,824	21,336
Speed/torque slope	rpm/oz-in	20	33	43
Maximum efficiency	%	82	91	92
Continuous torque:heat sink/no h.s. oz-in*		81/45	77/39	81/38
Rated power: heat sink/no heat h.s. watts*		159/112	640/360	1,066/552
Speed at rated power: hs./no h.s.	rpm	2676/3,396	11,283/12,537	17,853/19,702
Rated current: h.s./no h.s.	amps	11/5.9	33/17	53/25
Motor constant Km	oz-in/√w	8.4	8.4	8.4
Winding resistance#	ohm±15%	.80	.076	.032
No load current	amp±50%	.26	.65	1.16
Damping factor	oz-in/krpm	.16	.06	.05
Static friction	oz-in	.8	.4	.4
Velocity constant	rpm/volt±12%	179	574	889
Torque constant Kt	oz-in/amp	7.62	2.35	1.51
Winding inductance	mH	.72	.062	.027
Mechanical time constant	ms	3.6	3.6	3.6
Rotor inertia	10 <sup>-4</sup> oz-in-sec <sup>2</sup>	20.5	20.5	20.5
Thermal res. winding to housing	°C/W	.64	.64	.64
Thermal res. housing to ambient	°C/W	2.1	2.1	2.1

Ambient temperature range -73C to 149C

Weight 2.2 lbs, maximum winding temp. 200C, case 149C. Data is for winding and magnet temperature of 20°C

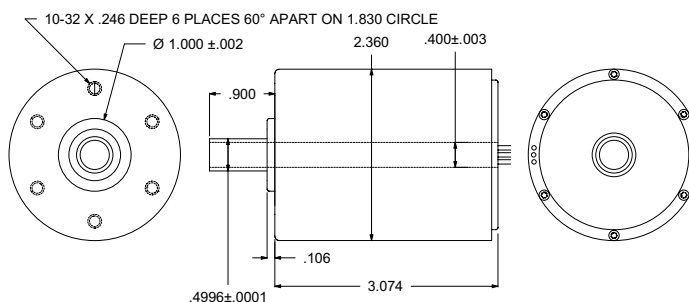
\*Case held to 60°C with customer supplied heat sinking or cooling jacket /still air and no heat sink 20°C ambient.

#Lead wires resistance 11.8mΩ if used at full length

Leads are 12" minimum

Phase leads are 18

gauge, hall leads are 28



Leads	
Blue	Phase A
White	Phase B
Brown	Phase C
Red	+5 volts
Black	Ground
Yellow	Sensor A
Orange	Sensor B
Green	Sensor C

**Ordering Information:** contact us at mail@koford.com

**Example:** Part Number 60 H 576 A

Motor type \_\_\_\_\_

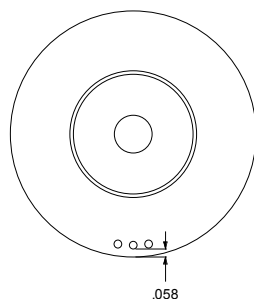
Type S=sensorless H=120°halls \_\_\_\_\_

Winding number \_\_\_\_\_

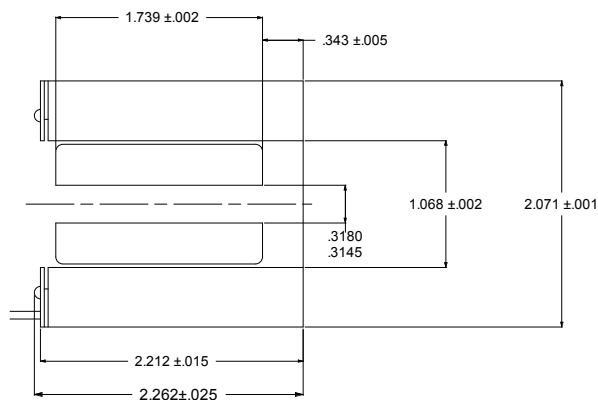
Modifications A=none, T=thermistor

## 2.3" (60 mm) Frameless Slotless Brushless Motors

Frameless motors are used for the construction of pumps, hermetic compressors, high performance gearmotors for applications like military robots and high speed spindles using air or magnetic bearings. Frameless motor can be provided with or without sensors. Sensorless applications include refrigeration compressors and pumps. The windings and all materials are suitable for use exposed to the working fluid in hermetic compressors, however it can also be used with a liner as long as the liner is insulated from windings by epoxy powder coating or a mylar lining. For water pumps a canned design should be used to prevent corrosive attack on the magnet. When these motors are used with air or magnetic bearings the large air gap due to the slotless design greatly reduces the negative magnetic stiffness improving bearing performance and stability. In these applications the stator should be attached to the housing with epoxy using a bond gap of around .001". The minimum bondline thickness of the epoxy to be used must be determined as some materials contain large particle size fillers and cannot achieve a .001" bondline. For heat cure (recommended) Koford Engineering has a line of high performance epoxies (see the epoxy section of our web site), for room temperature cure 3M DP-460 works well as long as care is taken to ensure the correct mix ratio (don't use the static mixer and dispense a large enough quantity of material that the correct amount from both components is dispensed). If the stator must be removable an axial clamp with heat sink grease between the stator and customer housing is recommended. Do not attempt press fitting as this will destroy the stator. The same adhesive can be used to bond the rotor magnet. Do not press fit! Press fitting will destroy the magnet. The data provided in this catalog can be used as a guide to motor performance, however some variations will result since your motor bearings, housing clearances, and thermal resistances may not be the same as ours. For the best performance the motor housing should be nonmagnetic and have the maximum practical clearance to the rotor magnet. The motor bearings should also be spaced as far away from the rotor as possible to reduce eddy and hysteresis drag. If a hall sensor mounted to the stator is required it can be provided with a through bore configuration, however efficiency will be several percentage points less than the standard housed configuration. Contact the factory for .500 bore part numbers. Custom winds and rotors for other shaft sizes can be provided. For sensorless applications or hall applications where a customer supplied magnet and hall board are used, or where an encoder with phase output is used then the sensorless type of frameless motor should be used. If halls need to be included in the frameless then the hall configuration needs to be used. Note that the hall configuration does not provide through rotor clearance. The hall board reads the end of the magnet and since the hall is spaced away from the windings performance is better than with a through bore design. The motor is more compact and has reduced inertia compared to a motor with a separate hall magnet. Designs using a separate hall magnets will require a time consuming alignment of the sensor magnet to the hall board (or the hall magnet to the motor magnet).

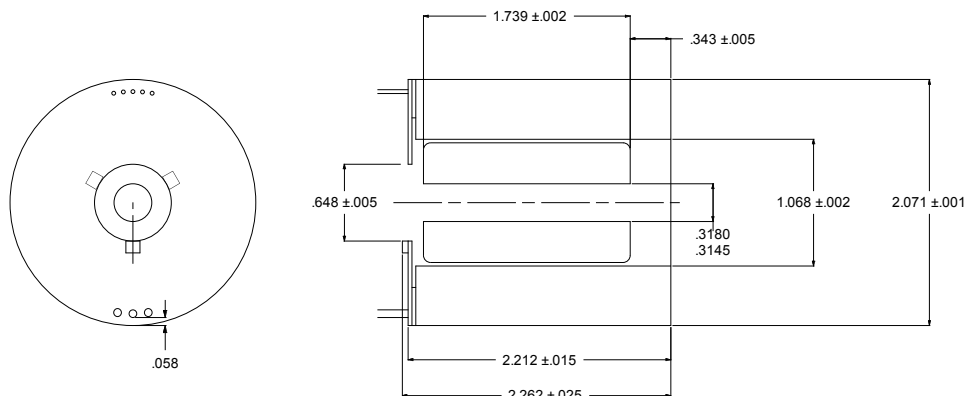


1lb 8 oz



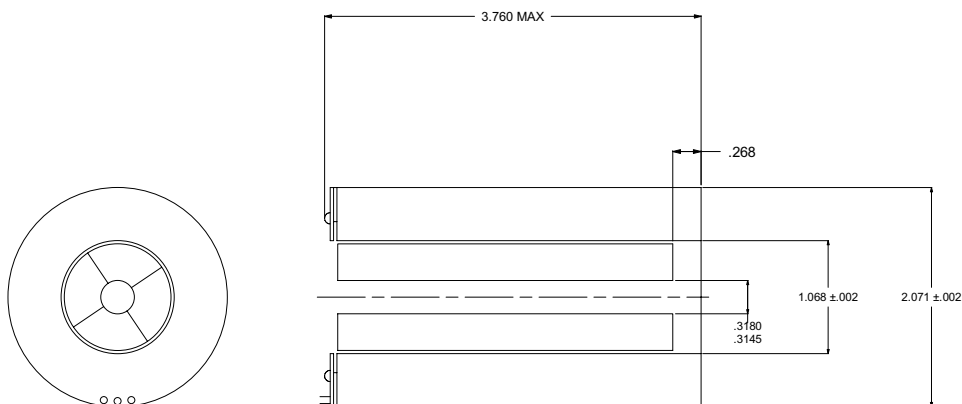
Sensorless frameless motor. Add F to catalog part number. Example 60FS805A

## 2.3" (60mm) Frameless Slotless Hall Sensor Brushless Motors



1lb 8 oz

Hall sensor frameless motor. Add F to catalog part number. Example 60FH805A



2lb 8 oz

Sensorless LONG frameless motor. Add F to catalog part number. Example 60LFS350A.  
Rotor will be built on customer supplied shaft.

Through bore frameless hall sensor motor can be ordered on special request. Efficiency will be reduced by about 2% and motor operation may not be as smooth at high load as with the standard configuration. Motor dimension are unchanged except for the bore diameter through the circuit board.

## Thermistor resistance for Koford motors

Temp [degree C]	Temp [degree F]	Rt/R25	Temp Coef [%/C]	Resistance [ohm]
-50	-58	66.970	7.10	334850
-45	-49	47.250	6.86	236250
-40	-40	33.740	6.62	168700
-35	-31	24.370	6.40	121850
-30	-22	17.800	6.19	89000
-25	-13	13.130	5.99	65650
-20	-4	9.776	5.80	48880
-15	5	7.347	5.63	36735
-10	14	5.570	5.46	27850
-5	23	4.257	5.30	21285
0	32	3.279	5.10	16395
5	41	2.550	4.95	12750
10	50	1.998	4.81	9990
15	59	1.576	4.68	7880
20	68	1.252	4.55	6260
25	77	1.000	4.43	5000
30	86	0.804	4.31	4019
35	95	0.650	4.20	3249
40	104	0.528	4.09	2641
45	113	0.432	3.99	2158
50	122	0.355	3.74	1773
55	131	0.295	3.63	1474
60	140	0.247	3.54	1233
65	149	0.207	3.44	1035
70	158	0.175	3.35	874
75	167	0.148	3.26	741
80	176	0.126	3.18	631
85	185	0.108	3.10	539
90	194	0.092	3.03	462
95	203	0.080	2.95	398
100	212	0.069	2.86	344
105	221	0.060	2.78	299
110	230	0.052	2.70	261
115	239	0.046	2.63	228
120	248	0.040	2.56	200
125	257	0.035	2.50	177
130	266	0.031	2.44	156
135	275	0.028	2.37	138
140	284	0.025	2.31	123
145	293	0.022	2.26	110
150	302	0.020	2.20	98

### **Unit conversions**

$^{\circ}\text{F} - 32 \div 1.8 = ^{\circ}\text{C}$  example:  $212^{\circ}\text{F} = 100^{\circ}\text{C}$ ,  $^{\circ}\text{C} \times 1.8 + 32 = ^{\circ}\text{F}$  example:  $100^{\circ}\text{C} = 212^{\circ}\text{F}$ ,  $\text{in} \times 25.40 = \text{mm}$ ,  
 $\text{mm} \times 0.03937 = \text{in.}$ ,  $\text{oz} \times 28.3495 = \text{g}$ ,  $\text{oz-in} \times 7.06 = \text{mNm}$ ,  $\text{mNm} \times .142 = \text{oz-in}$ ,  $\text{Nm} \times 142 = \text{oz-in}$ ,  
 $\text{rpm} \times .1047 = \text{rad s}^{-1}$ ,  $\text{V/R/S} \times .1047 = \text{volts/rpm}$ ,  $746 \text{ watts} = 1\text{hp}$ ,  $\text{lb-in}^2 \times .04144 = \text{oz-in-sec}^2$

### **Understanding Data Sheets**

When comparing Koford motors to data sheets for other motors be careful to note the conditions associated with the rated torque listed. For example many manufactures list continuous torque at stall or at rpm less then the maximum. Usually this is because these motors will overheat if run continuously at full speed even with no load.

### **Hall Sensors**

Like other semiconductor components hall sensors are electrostatic sensitive. Hall motors are supplied in electrostatic safe packaging and should be kept in the packaging until use. When trimming wire length, adding connectors, and hooking up motors, workers should be grounded to prevent electrostatic damage to the sensors.

### **Balancing**

Components attached to the motor shaft should be dynamically balanced to G6.3 or better and located as close to the motor body as possible. This is especially critical over 20,000 rpm. G6.3 is equal to  $0.64 \times \text{weight (oz.)} / \text{rpm} = \text{unbalance in milli oz-in}$ . If the components have appreciable length they must be balanced in 2 planes.

### **Permanent Magnet Synchronous motors, DC Brushless motors, AC Permanent Magnet motors, Brushless motors**

These are all different names for the same motor. These are different from an AC motor (also know as an AC induction motor) which is a motor which can run from utility 60 hz AC voltage without any electronics. AC induction motors do not have permanent magnets and their power density and performance is less then brushless motors. Unlike AC motors all of the motors listed above are powered by DC voltage including “AC Permanent Magnet motors”.

### **Motor technology**

The Koford 60mm brushless series of motors are slotless sintered rare earth permanent magnet motors with unique technology. Compared to brush motors they have much longer life (up to 25,000 hours +), much higher speed capability (25,000+rpm), can operate in a vacuum, and will not introduce contamination from brush dust. Compared to conventional slotted bonded rare earth magnet with the same no load speed and phase resistance Koford motors are smaller, lighter, have higher efficiency, higher peak torque (equal to stall torque), and are cog free. Compared to other slotless motors they have higher speed capabilities, better efficiency, lighter weight and more durable construction (ML Class 240C wire insulation bonded with high temperature epoxy resin) compared to the low temp bondable wire used in other slotless motors which will soften and fail under thermal overload.

### **Operating speed**

Motors can be operated at any lower voltage and also at somewhat higher voltages and speeds then shown on the data sheet. For example 24 volt motors can be run at 28 volts. Running a 24 volt motor at 36 volts is not recommended.

### **Motor selection**

Motors for continuous duty applications such as pumps, blowers etc. should in most cases be selected to operate at rated torque with no heat sink. For elevated ambient temperatures the torque will need to be reduced. Higher torque level can be achieved with forced air cooling or by mounting the motor to a thick aluminum mounting plate with a large surface area. For prototyping ordering a motor with a temperature sensor is recommended to ensure that the maximum motor operating temperature is not exceeded. Keep in mind that the drive used has a great effect on motor operating temperature. The lowest motor temperature rise will occur with the drive pwm duty cycle is 100% at maximum load. Using a higher speed winding then necessary and reducing the speed through the drive

will result in higher motor and drive operating temperatures than if a winding is selected that will run as close as possible to full speed. In that case a torque less than the rated continuous torque must be used. During variable speed operation, when the motor is operating at less than full speed, both the motor and drive operating temperature will be influenced by the drive frequency. Drive pwm frequencies of 37kHz or higher are recommended for best performance. Drives which operate at lower frequencies may need to be operated at slightly reduced load due to higher motor operating temperatures.

For variable speed applications where the motor does not operate continuously, the safest approach is to specify the motor with the continuous operating torque equal to the maximum load. If the maximum load is not known then the continuous motor current rating should be equal or more than the current limit of the drive. This will prevent the possibility of overload. For example if the current rating of the drive is 5 amps, the motor  $K_t$  is 3.0 and the no load current is 1.0 amps, continuous torque rating should be more than  $(5-1.0) \times 3.0 = 12$  oz-in. If the duty cycle is known then the equivalent continuous torque can be estimated. Keep in mind that the resistance losses are a function of the current squared so reducing the duty cycle to fifty percent will only allow the torque to be increased by 41% not 100%.

When comparing Koford motors to data sheets for other motors be careful to note the conditions associated with the rated torque listed. For example many manufactures list continuous torque at stall or at 10,000 rpm. Usually this is because these motors will overheat if run continuously at full speed even with no load. Using such values on their data sheet allows manufactures to claim high power and torque values that cannot be reliably reached in actual use.

### **Selection of Hall, Sensorless, or integral electronics**

The most common motor configuration is the hall sensor design. They will operate down to zero speed and have no start up delay. Sensorless motors are very popular for pumps and blowers as they are lower in cost and have only three leads which can be helpful in applications where the motor must be located a distance from the drive, it also reduces the labor required to connector the motor and reduces motor cost. Integral electronics mounted on the end of the motor are also offered which can simplify wiring and assembly. Contact the factor for more information.

### **Sine or Field Oriented Drives**

Koford motors are especially suitable for sine drives due to their exceptionally low harmonic distortion (typically well under 1%). Sine drives are useful for very accurate motion around zero speed. At higher speeds e.g. above 3,000 rpm there is not any noticable difference in noise/vibration/velocity accuracy with sine drives. The use of Sine or field oriented control drives results in lower power output and reduced efficiency compared to 6 step commutation when compared with the same motor. The maximum no load speed is reduced by about 12% and the peak efficiency is reduced by about 6%. All Koford drives use 6 step commutation.

### **Linear characteristics**

Koford motors exhibit highly linear behavior. This is not the case with slotted motors and even some slotless motors. A slotted motor with the same rpm and phase resistance may only be capable of less than half of the peak torque of a Koford motor with the same specifications. The use of slotted motors with sensorless drives is especially problematic and reduced torque capabilities should be expected. The stall torque of Koford motors is equal to the  $K_t$  times the current. However keep in mind that at stall the winding will heat up rapidly increasing the resistance so the full stall torque may only be available for a fraction of a second. Also when calculating stall torque the resistance value to use is the total resistance of the motor, drive and all associated wiring. Some drives do not apply full voltage to the drive so that must be considered also. In most cases the current limit of the drive is much less than the stall current so this is not an issue.



### **Speed torque calculations**

A motor's no load speed is equal to the supply voltage times the velocity constant (rpm/v). Under load the rpm will drop. To determine the approximate speed, use dyno data if listed, or use the speed torque slope from the data sheet. For example if the supply voltage is 28 volts and the rpm/volt is 500 then the no load speed will be 14,000 rpm. If the speed torque slope is 800 rpm/oz-in and a 5 oz-in load is applied to the shaft then the speed will be  $14,000 - (5 \times 800) = 10,000$  rpm. If there is extra wiring between the drive and the motor, or the supply and the drive, then the speed will drop at a more rapid rate due to the voltage drop in the wiring. A design margin of at least 15% should be used to allow for motor tolerances, so for example with the above motor the rpm can be expected to be a minimum of 8,500 rpm.

### **Motor cooling**

The continuous output torque which can be achieved from a motor is limited by the allowable maximum temperature. This in turn is determined by the cooling provided by the user, and the ambient temperature. In the case of some high speed motors the continuous output torque is shown as zero if the motor does not have heat sinking. In these cases the motor can only be used in intermittent duty applications unless appropriate heatsinking is used. If the ambient temperature is above 20°C then the continuous duty torque shown must be reduced. Many Koford motors are available with temperature sensors and this can be especially useful during prototyping to evaluate cooling. The actual limitation is the rotor (magnet) temperature, but since the windings surround the rotor, the temperature can be assumed to be the same in most cases. One exception is in pump applications (frameless or housed) where the interior of the motor is filled with oil, refrigerant or water/glycol. In these applications the rotor temperature can be expected to closely follow the fluid temperature. For applications in air the allowable output torque can be increased by mounting the motor to a thick aluminum plate with surface area several times larger than the surface area of the motor. Further improvements can be obtained with the use of a fan directed at the body of the motor. Even higher performance can be obtained by the use of a refrigerant cooled sleeve around the outside diameter of the motor coupled with heatsink grease. If the motor housing can be cooled below 20°C then improved performance above data sheet values can be obtained. If only natural convection is used and the motor is mounted to plastic or a low thermal conductivity material such as steel then consideration should be given to ensuring free flow of air over the motor. Placing the motor in a small enclosed space with poor thermal connection to the outside ambient can result in considerable reduction in the amount of output power possible without overheating. When performing temperature rise calculations remember that the resistance of the copper windings increases with temperature. You must use the resistance at the operating temperature not at 20°C. For example at 150°C the winding resistance is 1.51 times the resistance at 20°C, so this higher value must be used when calculating copper losses.

### **Frameless motors**

Frameless motors are useful for certain specialized applications where housed motors cannot be used. These include air bearing or magnetic bearing motors, and pump applications where the rotor and impeller are part of a single assembly with the working fluid inside of the motor. All Koford motors can withstand continuous exposure to refrigerants or oil. Frameless motors should be avoided for any application where a housed motor can be used. The use of water inside the motor requires special magnets or the magnets must be canned in stainless steel. In many cases ceramic sleeve bearings are used with water instead of ball bearings so as to prevent corrosion and the possibilities of particles from jamming the ball bearings.

### **Vacuum Applications**

All Koford motors are suitable for low vacuum applications. For high vacuum applications (option V) contact the factory. Vacuum grade motors are made with low outgassing material and baked before shipping. A vacuum bake by the customer immediately prior to use may be desirable to reduce pump down time. An important consideration is that in a vacuum there is no heat removal by air contacting the motor housing. Therefore the mounting of the motor should be made of highly thermally conductive material, such as copper or aluminum, should be of as heavy a cross section as possible, and should connect to a large surface exposed to the outside air.



### **Motor hook up**

Koford hall sensor motors typically separate the phase and sensor wires. These wires should be kept apart and away from other wires. The leads should be trimmed as short as possible to reduce EMI and power losses. Where electrical noise is a consideration the phase wires may be twisted or braided with each other or enclosed in a shielded jacket. The same can be done with the hall leads to prevent their picking up EMI from noise sources.

### **EMI**

Koford drives and motors have low levels of emi relative to other motors but in sensitive applications the following steps are suggested. First keep the phase wires as short as physically possible and twist or braid them together and if necessary add a shield jacket terminated at one end. Add a 5,000 $\mu$ F cap at the input to the drive along with a common mode inductor or an off the shelf EMI line filter. Also consider enclosing the drive or motor and drive in a metal enclosure. If even better results are required then a custom EMI filter designed for the spec requirements and the load may be used.

### **System efficiency**

The system efficiency is different then the motor efficiency. The system efficiency takes into account motor losses, drive losses, wiring losses, and gearbox losses. The choice of a drive will make a large difference in the total system efficiency. The data sheet value for maximum motor efficiency is at maximum speed. If the speed is turned down then efficiency will be reduced. For example if a motor is operated at 12 volts with the speed control turned all of the way up, the efficiency will be better then if the motor is operated with 24 volts into the drive and the speed set at 50%. Although the motor speed is the same, there are additional losses in the drive and motor to drop the 24 volts down to 12 volts. The amount of these losses is determined by the drive and motor design. High frequency drives (37 kHz or above) provide slightly better overall efficiency then 18khz drives. The motor operates at a lower temperature but the drive runs at higher temperature. Drives with a pwm frequency below 18kHz are not recommended for slotless motors.

### **PWM basics**

Variable speed drives operate using PWM where the voltage to the motor is rapidly turned on and off. This is the same as a switching power supply where the motor is the filter. A PWM drive operates like a transformer, so the motor voltage is lower then the power supply voltage unless the speed pot is turned to maximum in which case they are the same. For example if the power supply voltage is 36 volts and the speed is turned down to 1/3 of maximum, then the motor voltage is 12 volts. If a load is applied to the motor shaft which results in a 20 amp motor current then the input current to the drive will be  $12/36 \times 20$  or 6.66 amps (neglecting losses). Because of this when using for example a 20 amp drive, the 20 amps can be pulled from the power supply only when the speed pot is set to maximum. In general the power supply rating should be slightly higher then the drive rating. Koford drives are designed to deliver slightly above the rated current. If a power supply is used which has foldback current limiting and the current rating is the same as the drive rating the power supply may shut down during acceleration because the current limit has been slightly exceeded. To prevent nuisance shut offs specify use a power supply with a current rating about 5-10 amps above the rated current of the drive.