

[Instruction Set](#) > [CIP Axis Attributes](#) > Velocity Loop Signal Attributes

Search

- ▷ [Quick Start Steps](#)
- ▷ [Logix Designer](#)
- ▷ [Module Information](#)
- ◀ [Instruction Set](#)
- [Logix 5000 Controllers Instruction and Application Considerations](#)
- [Logix Designer Application Instruction Set](#)
- [Interpret the Attribute Tables Array Concepts](#)
- ◀ [CIP Axis Attributes](#)
- [AXIS\\_CIP\\_DRIVE Diagrams](#)
- [AXIS\\_CIP\\_DRIVE Structure](#)
- ▷ [Accessing Attributes](#)
- [AC Line Condition Attributes](#)
- [Acceleration Control Attributes](#)
- [Acceleration Control Configuration Attributes](#)
- [Additional Error Code Information](#)
- ▷ [APR Fault Attributes](#)
- [Auto-Tune Configuration Attributes](#)
- ▷ [Axis Exception Action Configuration Attributes](#)
- [Axis Info Attributes](#)
- [Axis Safety Status Attributes](#)
- [Axis Statistical Attributes](#)
- [CIP Axis Status Attributes](#)
- [CIP Error Codes](#)
- [CIP Motion Axis Control Modes](#)
- ▷ [Command Reference Generation Attributes](#)
- [Configuration Fault Attributes](#)
- [Control Mode Attributes](#)
- [Converter AC Line Configuration Attributes](#)
- [Converter AC Line Monitoring Attributes](#)
- [Converter AC Line Source Configuration Attributes](#)
- [Converter Bus Voltage Control Configuration Attributes](#)
- [Converter Bus Voltage Control Signal Attributes](#)
- [Converter Control Mode Attributes](#)

# Velocity Loop Signal Attributes

These are the velocity control signal related attributes associated with a Motion Control Axis.

## Velocity Command

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - FPV	Get	T	REAL	-	-	-	Velocity Control Units/Second

The Velocity Command attribute is the command velocity output from the Fine Command Generator (if active) into velocity loop when configured for the Velocity Loop control or frequency controller when configured for Frequency Control operation.

## Velocity Trim

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - FPV	Set/SSV	T	REAL	0	- maxspd	maxspd	Velocity Units

Additional velocity command added to the velocity loop summing junction.

## Acceleration Feedforward Command

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - PV	Get/GSV	T	REAL	-	-	-	Accel Units

The Acceleration Feedforward Command attribute is a signal that represents a scaled version of the command acceleration profile. This signal is the Acceleration Fine Command signal scaled by Acceleration Feedforward Gain and applied to the output of the velocity loop.

## Velocity Reference

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - FPV	Get/GSV	T	REAL	-	-	-	Velocity Units

Command velocity reference into velocity loop summing junction, or in the case of Frequency Control, the signal that is scaled to become the Frequency Reference.

## Velocity Feedback

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - EDI	Get/GSV	T	REAL	-	-	-	Velocity Units

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Actual velocity of the axis applied to the velocity summing junction, if applicable, based on Control Mode selection. In most cases the Velocity Feedback signal is derived directly from the feedback device specified by the Feedback Mode selection. If the axis is configured for Feedback Only mode, Velocity Feedback represents the actual velocity of the feedback device. If the axis is configured for Frequency Control, the Velocity Feedback signal is derived from the Velocity Reference signal. If configured for Sensorless Velocity Loop operation, i.e. Feedback Mode set to No Feedback, Velocity Feedback is estimated by the sensorless control algorithm.

## Velocity Error

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - PV	Get/GSV	T	REAL	-	-	-	Velocity Units

Error between the velocity reference and velocity feedback value that is the output of the velocity loop summing junction.

## Velocity Integrator Output

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - PV	Get/GSV	T	REAL	-	-	-	Accel Units

Output of velocity integrator representing the contribution of the velocity integrator to Velocity Loop Output.

## Velocity Loop Output

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values
Required - PV	Get/GSV	T	REAL	-	-	-	Accel Units

Output of velocity forward path representing the total control effort of the velocity loop.

## Velocity Limit Source

Usage	Access	T	Data Type	Default	Min	Max	Semantics of Values

[Attributes](#)

[Converter Current Control Configuration Attributes](#)

[Converter Current Control Signal Attributes](#)

[Converter Current Reference Configuration Attributes](#)

[Converter Current Reference Signal Attributes](#)

[Converter Output Attributes](#)

[Converter Reactive Power Control Attributes](#)

[Converter Types](#)

[Current Control Signal Attributes](#)

[Current Control Configuration Attributes](#)

[Cyclic Read and Cyclic Write](#)

[DC Bus Condition Attributes](#)

[Device Function Codes](#)

[Device Commissioning Attributes](#)

[Drive General Purpose I/O Attributes](#)

[Drive Output Attributes](#)

[Drive Parameters](#)

[Event Capture Attributes](#)

[Exception Factory Limit Info Attributes](#)

[Exception User Limit Configuration Attributes](#)

[Exception, Fault and Alarm Attributes](#)

[Exceptions](#)

[Fault and Alarm Behavior](#)

[Feedback Interface Types](#)

[Feedback Configuration Attributes](#)

[Frequency Control Configuration Attributes](#)  
[Frequency Control Signal Attribute](#)

[General Feedback Info Attributes](#)

[General Feedback Signal Attributes](#)

[General Linear Motor Attributes](#)

[General Motor Attributes](#)

[General Permanent Magnet Motor Attributes](#)

[General Rotary Motor](#)

Optional-PV	Get/GSV	T	DINT	-	-	-	Enumeration:  0 = Not Limited  1 = Positive Limit  2 = Negative Limit  3 = Bus Overvoltage Limit  4 = Max Extended Speed Limit  5 - 127 = (Reserved)  128 – 255 = Vendor Specific
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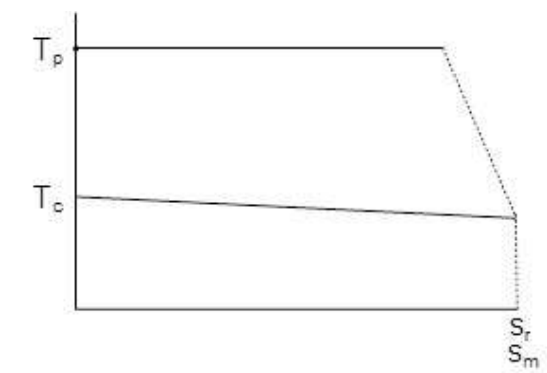
The Velocity Limit Source attribute is an enumerated value that specifies the source of the operative velocity limit.

## Velocity Limiter Extensions

Permanent magnet (PM) motor applications sometimes require drives to provide extensions to the velocity limiter function to protect the drive electronics and motor from potentially destructive overspeed conditions when operating at speeds above the motor's rating. The Velocity Limiter serves to protect the drive and motor when applied in these high speed applications.

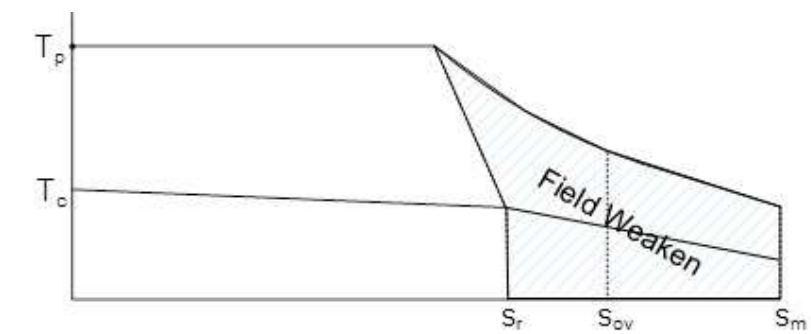
## PM Motor Torque-Speed Curve

A generalized Torque-Speed curve for a PM motor is shown in the following graph. The two curves shown define the continuous ( $T_c$ ) and peak torque ( $T_p$ ) capabilities of the motor. PM motors typically specify a 'rated speed' ( $S_r$ ) based on rated voltage and continuous torque and also a 'max speed' ( $S_m$ ) based on the maximum operating speed. Often the specified rated speed and max speed for the motor are set to the same value.



## Field Weakening

PM motors can also be operated using a technique called "field weakening" to extend the top speed capability of the motor. Field weakening uses active current vector control to reduce the effective magnetic field strength from the permanent magnets, enabling higher speeds at the expense of lower torque production. While the use of field weakening to significantly extend motor speed range is more common for Interior PM (IPM) motors, the speed range of Surface-mount PM (SPM) motors can be significantly extended as well. The following graph illustrates the PM Motor Torque-Speed Curve with Field Weakening.



[Attributes](#)

[Guard Safety Attributes](#)

[Guard Safety Status](#)

[Attributes](#)

[Hookup Test Configuration](#)

[Attributes](#)

[Hookup Test Result](#)

[Attributes](#)

[Identify Motion Axis](#)

[Attributes Based on Device](#)

[Function Codes](#)

[Induction Motor Attributes](#)

[Inertia Test Configuration](#)

[Attributes](#)

[Inertia Test Result](#)

[Attributes](#)

[Initialization Faults](#)

[Attributes](#)

[Interior Permanent Magnet](#)

[Motor Attributes](#)

[Linear PM Motor Attributes](#)

[Load Transmission and](#)

[Actuator Attributes](#)

[Local Mode Configuration](#)

[Attribute](#)

[Module/Node Fault and](#)

[Alarm Attributes](#)

▷ [Motion Control Axis](#)

[Behavior Model](#)

[Motion Control](#)

[Configuration Attributes](#)

[Motion Control Interface](#)

[Attributes](#)

[Motion Control Methods](#)

[Motion Control Modes](#)

[Motion Control Signal](#)

[Attributes](#)

[Motion Control Status](#)

[Attributes](#)

[Motion Database Storage](#)

[Attributes](#)

[Motion Dynamic](#)

[Configuration Attributes](#)

[Motion Fault and Alarm](#)

[Exceptions](#)

[Motion Homing](#)

[Configuration Attributes](#)

[Motion Instruction](#)

[Compatibility](#)

[Motion Planner](#)

[Configuration Attributes](#)

[Motion Planner Output](#)

[Attributes](#)

▷ [Motion Scaling Attributes](#)

[Motor Attributes](#)

[Motor Attributes Model](#)

When the drive applies field weakening to a PM motor to reach higher than rated speed, the drive's motor current vector control algorithm effectively decreases the motor  $K_e$ . This reduces the resulting Counter EMF (CEMF) voltage to be less than the DC bus voltage. However, if this active current vector control is suddenly removed, the  $K_e$  value would revert to the nominal value and the CEMF voltage would increase rapidly. Active control of motor current is lost whenever the power structure is disabled. So the concern is when the power structure is disabled with the motor still spinning. This can be the case when the drive executes a Category 0 Stop due to a control initiated Disable Request, a Major Fault action, or a Safe Torque Off activation.

Three speed values are shown in the preceding figure. As defined in the first figure, the rated speed ( $S_r$ ) corresponds to operation at rated voltage and continuous torque. This is the maximum continuous torque that can be achieved without field weakening.  $S_{OV}$  is the speed at which the CEMF voltage from the nominal  $K_e$  would be equivalent to the maximum DC Bus Voltage rating of the drive, or the DC Bus Overvoltage Limit.

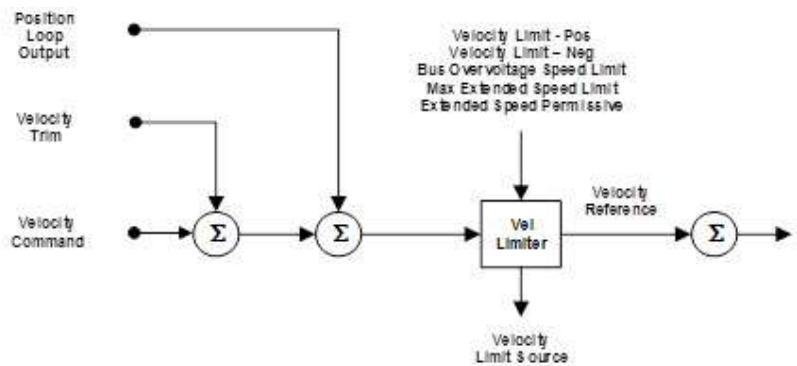
If active motor current control is removed while the motor is operating at speeds above  $S_{OV}$ , the CEMF voltage results in a DC Bus overvoltage condition that can damage the drive and, possibly, other drives sharing the same DC Bus.

$S_m$  is the absolute maximum operating speed of the motor based on mechanical constraints. For a rotary motor,  $S_m$  would be given by the Rotary Motor Max Speed attribute.

Major damage to devices connected to the DC Bus can occur when the PM motor is allowed to run between  $S_{OV}$  and  $S_m$  and the drive's power structure is disabled.

## Velocity Limiter Behavior Diagram

The following diagram shows the extensions that have been added to the Velocity Limiter to help manage the inherent risks of high speed PM motor operation. In addition to the existing Velocity Limit - Positive/Negative attributes that can be used to limit the Velocity Reference signal, two new limits have been defined based on  $S_{OV}$  and  $S_m$  defined above. Specifically, the PM Motor Rotary - Bus Overvoltage Speed and PM Motor Linear Bus Overvoltage Speed attributes establish an absolute limit on the Velocity Reference signal that corresponds to  $S_{OV}$ . This speed limit can only be exceeded if the PM Motor Extended Speed Permissive attribute is set to True. The PM Motor Rotary Max Extended Speed and PM Motor Linear Max Extended Speed attributes establish an absolute limit on the Velocity Reference signal that corresponds to  $S_m$ . The Velocity Limit function limits the Velocity Reference signal to the minimum of these attribute values. The Velocity Limit Source attribute indicates the source of the velocity limit.



Through these extensions to the Velocity Limiter function, a drive that supports field weakening can be configured to safely manage extended speed operation, only allowing operation above  $S_{OV}$  by setting the PM Motor Extended Speed Permissive attribute. Systems that can run safely above  $S_{OV}$  are generally equipped with a DC Bus Regulator or a Resistive Brake Module.

## See also

[Position Loop Signal Attributes](#)

[Position Loop Configuration Attributes](#)

[Velocity Loop Configuration Attributes](#)

[Motor Attributes Model](#)

[Motor Test Result Attributes](#)

[No Control Mode](#)

[Position Control Mode](#)

[Position Loop Signal Attributes](#)

[Position Loop Configuration Attributes](#)

[Power and Thermal Management Configuration Attributes](#)

[Power and Thermal Management Status Attributes](#)

[Replicated Attributes](#)

[Required vs. Optional Axis Attributes](#)

[Reset an APR Fault](#)

[Rockwell Automation Specific CIP Axis Alarm Names](#)

[Rockwell Automation Specific Exceptions](#)

[Rockwell Automation Specific CIP Axis Fault Names](#)

[Rockwell Automation Specific Initialization Faults](#)

[Rockwell Automation Specific Start Inhibits](#)

[Rotary PM Motor Attributes Standard CIP Axis Fault and Alarm Names](#)

[Standard Exceptions](#)

[Rotary PM Motor Attributes](#)

[Standard Initialization Faults](#)

[Standard Start Inhibits](#)

[Start Inhibits Attributes](#)

[State Behavior](#)

▷ [Stopping and Braking Attributes](#)

[Torque Control Mode](#)

[Torque/Force Control Configuration Attributes](#)

[Torque/Force Control Signal Attributes](#)

[Velocity Control Mode](#)

[Velocity Loop Configuration Attributes](#)

[Velocity Loop Signal Attributes](#)

▷ [Module Configuration Attributes](#)



[General Permanent Magnet Motor Attributes](#)

[Bit Addressing](#)

[Common Attributes](#)

[Data Conversions](#)

[Elementary data types](#)

[LINT data types](#)

[Floating Point Values](#)

[Immediate values](#)

[Index Through Arrays](#)

[Math Status Flags](#)

[Motion Error Codes \(.ERR\)](#)

[Structures](#)

- ▷ [Equipment Sequence instructions](#)
- ▷ [Equipment Phase Instructions](#)
- ▷ [Alarm Instructions](#)
- ▷ [Advanced Math Instructions](#)
- ▷ [Array\\_\(File\)/Misc Instructions](#)
- ▷ [Array\\_\(File\)/Shift Instructions](#)
- ▷ [ASCII Conversion Instructions](#)
- ▷ [ASCII Serial Port Instructions](#)
- ▷ [ASCII String Instructions](#)
- ▷ [Bit Instructions](#)
- ▷ [Compare Instructions](#)
- ▷ [Debug Instructions](#)
- ▷ [Drives Instructions](#)
- ▷ [Drive Safety Instructions](#)
- ▷ [For/Break Instructions](#)
- ▷ [Filter Instructions](#)
- ▷ [Function Block Attributes](#)
- ▷ [Structured Text Attributes](#)
- ▷ [Compute/Math Instructions](#)
- ▷ [Move/Logical Instructions](#)
- ▷ [Input/Output Instructions](#)
- ▷ [License Instructions](#)
- ▷ [Math Conversion Instructions](#)
- ▷ [Metal Form Instructions](#)
- ▷ [Motion Configuration Instructions](#)
- ▷ [Motion Event Instructions](#)
- ▷ [Motion Group Instructions](#)
- ▷ [Motion Move Instructions](#)
- ▷ [Motion State Instructions](#)
- ▷ [Multi-Axis Coordinated Motion Instructions](#)
- ▷ [Logical and Move Instructions](#)
- ▷ [Program Control Instructions](#)
- ▷ [Sequencer Instructions](#)
- ▷ [Special Instructions](#)
- ▷ [Timer and Counter Instructions](#)
- ▷ [Trigonometric Instructions](#)
- ▷ [Process Control Instructions](#)

- ▷ [Select/Limit Instructions](#)
- ▷ [Sequential Function Chart \(SFC\) Instructions](#)
- ▷ [Statistical Instructions](#)
- ▷ [Safety Instructions](#)
- ▷ [Studio 5000 Logix Designer Glossary](#)

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