LVDT Use in Automotive Suspension

For OEM applications, AC-AC LVDT’s from the Series 270-280-290 provide cost-effective solutions for accurate position feedback. To fully support these transducers, only basic electronics are required, including one of several commercially available Integrated Chips or I/C’s. Combining an AC-AC LVDT with the necessary electrical components will result in a relatively low-cost system with high-end performance.

AimRite Holdings Corporation is a pioneer in the field of computer controlled suspension technology for the automotive industry. Targeting mainly sports utility vehicles (SUV), trucks, buses and RV’s, AimRite’s trademark product - the COAST system - uses the Model 0283-0000 AC-AC LVDT for continuous position feedback. This advanced suspension design offers numerous benefits including: luxury car ride with sports car performance, on-road and off-road application, replacement of sway bars and shock absorbers, simultaneous control of all vehicle dynamics, compatibility with conventional or air springs, reliability and flexibility at a minimal cost, and robust construction.

The COAST system consists of four electronically adjustable hydraulic control units for a standard automobile or SUV, all connected to a computer controller. Six units are required for a truck, bus or RV. Each control unit contains its own LVDT which reports the exact position of each wheel in hundredths of an inch to the controller 200 times per second. The controller then determines the optimum force needed for every wheel and sends this compensation factor to each unit, also at a rate of 200 times a second. Each control unit in turn generates the proper force, ranging from over ±1000 pounds for a standard automobile or SUV to over ±2500 pounds for a truck, bus or RV.

The COAST constant force approach differs from conventional damping in that it uses pressure regulators rather than orifices to control fluid flow. The LVDT measures the fluid level through the position of a float inside a valve. Housed in each hydraulic control unit, the valve reacts to the up and down motion of the wheel and the LVDT takes a precise reading of that movement. This design gives COAST a key technical advantage. An orifice must be constantly and very rapidly adjusted as the wheel moves, whereas the COAST system supplies a signal representing the appropriate force based on the fluid level change. The force value is largely independent of any movement at that instance of time.

The COAST system is totally automatic: continuously monitoring and controlling the vehicle’s ride performance to provide soft and stable ride characteristics. Its parameters can be configured to any specific land surface transportation vehicle. COAST adjusts and controls up to nine dynamic areas of a vehicle’s suspension through its unique and patented adaptive suspension technology. The position feedback signal from the LVDT is a critical source of data, processed by the computer controller to obtain independent control responses for each degree of motion.

AC-AC LVDTs provide a cost effective solution to OEM applications requiring a rugged sensor with accurate and reliable position feedback capabilities.
LVDT use in ATM to Sense Dollar Bills

Miniature transducers, such as the Series 230 AC-AC LVDT, offer high accuracy linear measurement in a compact design. Packaged in a 3/8” diameter housing with excellent stroke to length ratio, these units are often utilized where size constraints prohibit the use of standard LVDT’s. In addition, the low-mass core is ideal for systems with low driving forces or high acceleration and, therefore, will not adversely influence the delicate nature of these applications. Operating ranges are available from ±0.005” to ±1.00”, divided into eight intermediate strokes.

Despite their small size, the models from the Series 230 are rugged sensors, making them well suited for a wide variety of industrial applications. Where changes in position are a small percentage of the total stroke, the end-user benefits from this item’s infinite resolution and superb temperature stability. If any of the Series 230 units are overranged, system reversal is avoided with monotonicity maintained at 150% of the normal working range. (Monotonicity is defined as continually increasing or decreasing output signal.)

One application requiring a miniature LVDT is the multiple bill detector of an automated teller machine, or ATM. This mechanism is capable of detecting single, double and triple bills, as well as folded, taped, overlapping and soiled bills. The LVDT assembly is carried on a block fixture fastened between the structure’s side frames. A shaft attached to the block acts as a pivot point for two support arms. A small diameter metal wheel is mounted at the end of each arm. Springs apply constant pressure so that each wheel bears down on the top of a larger diameter wheel, which is attached to a gear driven shaft in the transport. Bills passing between the two sets of wheels push up on the small wheels. This motion is transferred to the LVDT core element through an armature stationed above the pivot arm, thus generating a changing output signal. As the bills pass between the rollers, the voltages vary according to the thickness of the bills.

To account for any eccentricity of the rollers or dirt accumulation on the roller surfaces, a sample reading is made for one complete revolution. This function is performed before bills are picked at the start of the dispense operation. Total roller movement is equivalent to one bill pitch.

Voltage readings are taken alternately from each LVDT, measuring each interrupt from the main timing disk. (This timing disk also determines when one total revolution has been completed.) The overall sample reading is obtained by integrating varying LVDT outputs for one bill pitch. This value is stored electronically and is later subtracted from the reading of an actual bill passing through the roller wheels. The resultant number represents the cross-sectional area of the bill and is immediately compared to an existing table of cross-sectional areas for single, double and triple bills. This mathematical process eliminates the risk of passing an unexpected number of bills, while at the same time compensates for the buildup of debris or dirt on the roller surfaces.

A common goal for most designers today is to incorporate precision sensors with the smallest possible package. With increasing emphasis placed on size constraints, the Trans-Tek Series 230 transducers are a great alternative for position control in areas of limited space.