

# Design and Development of an Active Magnetic Actuator for Attitude Control System of Nanosatellites

Igor Seiiti Kinoshita Ishioka, Simone Battistini, Chantal Cappelletti and Renato Alves Borges

Rome, December 6, 2017



**Universidade de Brasília**



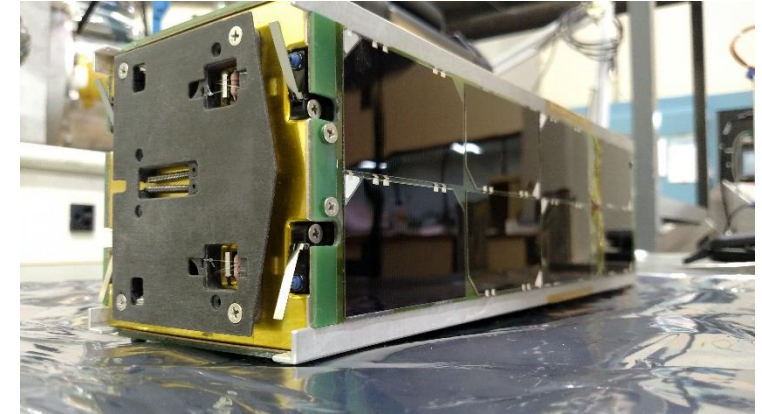
# 1. Introduction

## 1.1 Context

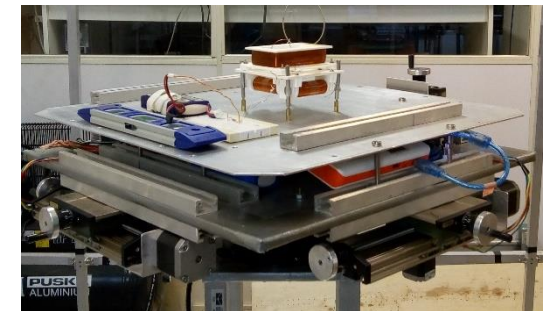
- Work conducted in the Laboratory of Aerospace Science and Innovation (LAICA) of University of Brasília (UnB), Brazil.



- LAICA groups several research activities on aerospace engineering of UnB.
- Equipped with an ADCS testbed and a Helmholtz cage.



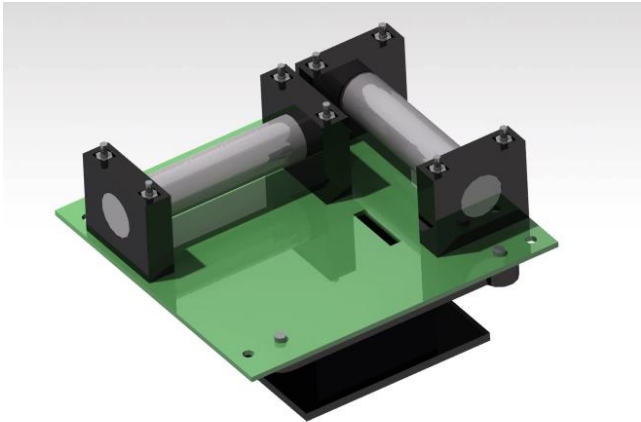
SERPENS Nanosatellite - Credits: Brazilian Space Agency (AEB)



ADCS Testbed - Credits: LAICA

# 1. Introduction

## 1.2 The magnetic actuator



- A **3-axis** system, composed of three coils assembled in a Printed Circuit Board (PCB).
- 2 cylindrical and 1 rectangular coil.
- Use of 3D printed components in Polylactic Acid (PLA).

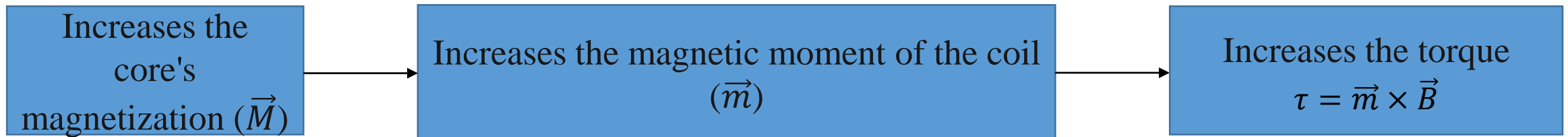
## 2. Design of the actuator

### 2.1 The choice of the magnetic core for the cylindrical coil

- EFI Alloy 79, chosen due to its high relative magnetic permeability, increasing the magnetic moment and the torque  $\tau$ .



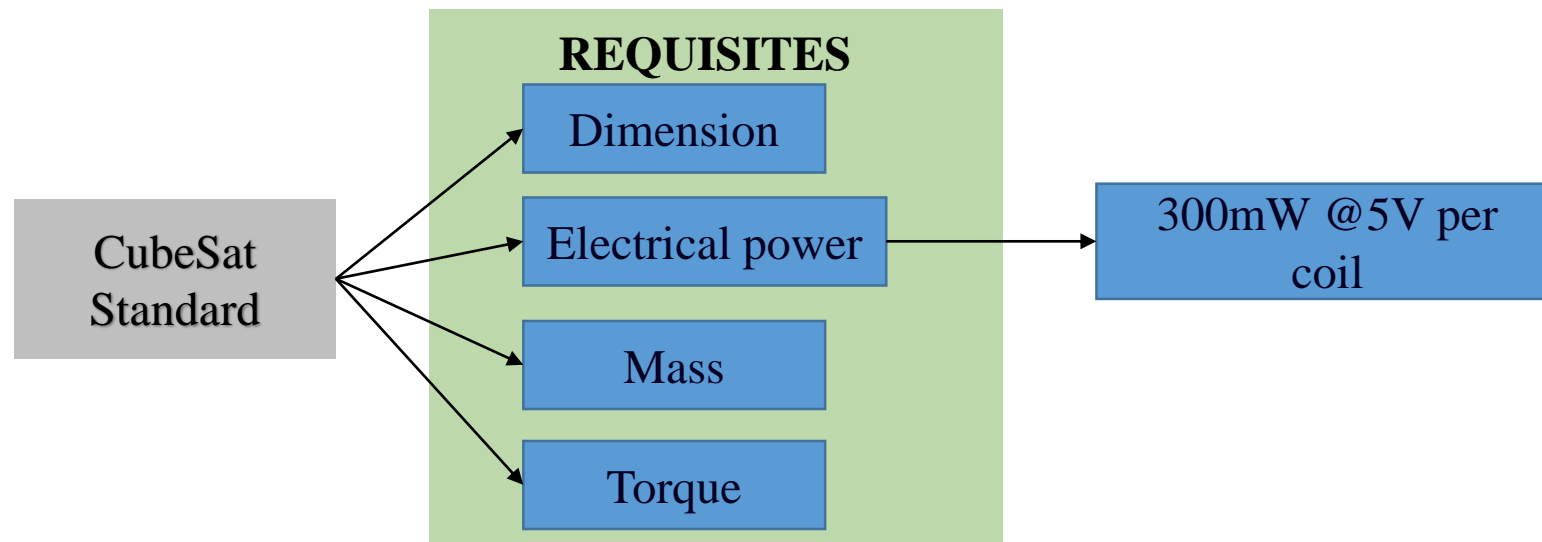
$$\mu_{r,max} = \frac{\mu}{\mu_0} = 230,000$$



# 2. Design of the actuator

## 2.2 Definition of the requisites of the system

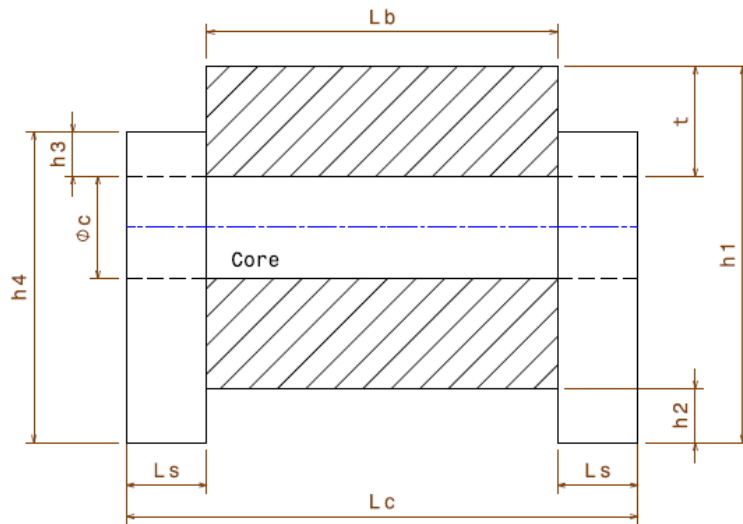
- The CubeSat standard imposes constraints of dimension, electrical power, mass and torque.



# 2. Design of the actuator

## 2.3 Design of the coils

- Use of an algorithm on Matlab, **its inputs** are the requisites of the system and the range of the available conductors (AWG 19-44).



### Outputs of the algorithm

Parameter	Detail
$  \vec{m}  $	Magnetic moment
AWG	Wire gauge
$N_e$	Number of turns
$N_c$	Number of layers
$L_{conductor}$	Length of conductor
$M_{conductor}$	Mass of conductor
$R_{series}$	Resistor to be associated in series

# 2. Design of the actuator

## 2.4 Design of the coils

- Cylindrical and rectangular coils designed.

### Cylindrical coil

Parameter	Detail	Value
$  \vec{m}  $	Magnetic moment	$0.3585Am^2$
AWG	Wire gauge	31
$N_e$	Number of turns	171
$N_c$	Number of layers	20
...	...	...

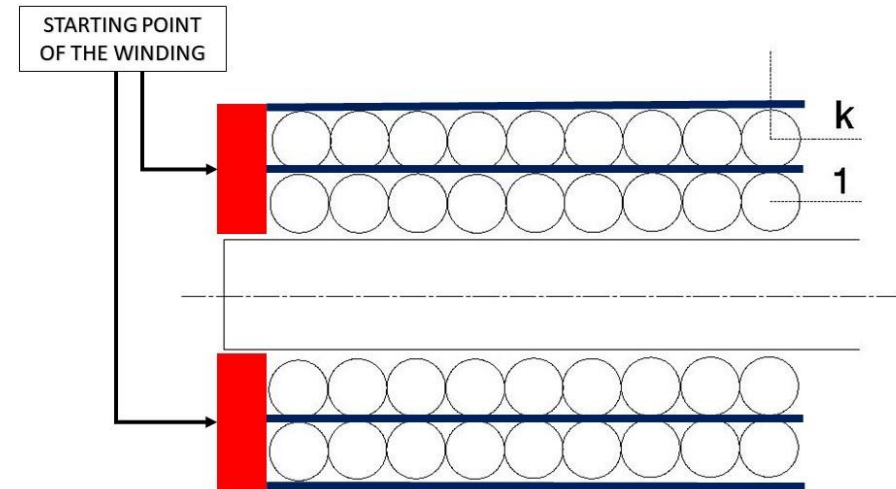
### Rectagular coil

Parameter	Detail	Value
$  \vec{m}  $	Magnetic moment	$0.1672Am^2$
AWG	Wire gauge	31
$N_e$	Number of turns	65
$N_c$	Number of layers	12
...	...	...

# 3. Development of the actuator

## 3.1 Development of the coils

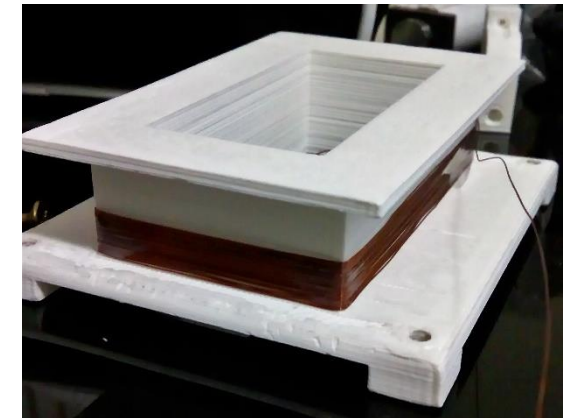
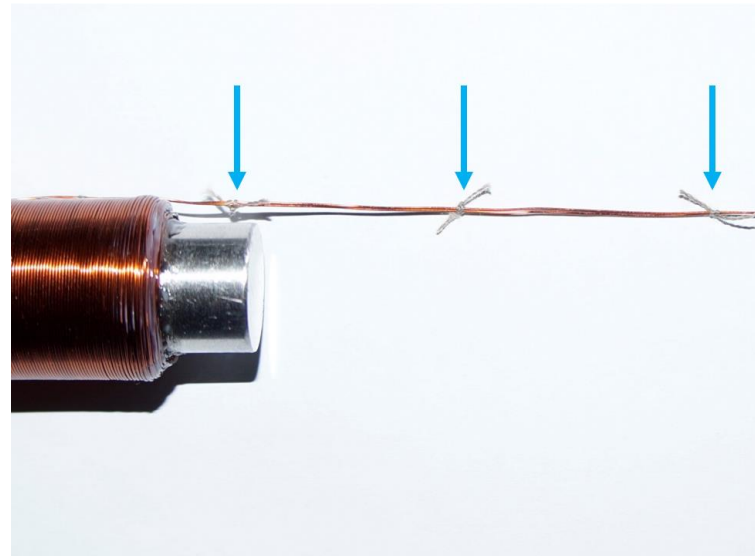
- More perfection obtained by applying glue in some regions of the windings.





# 3. Development of the actuator

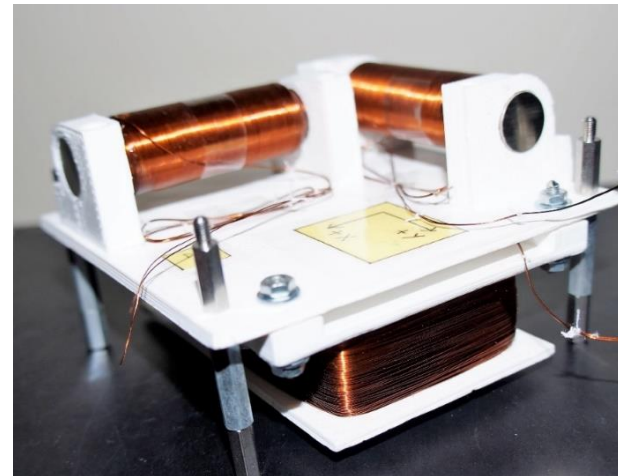
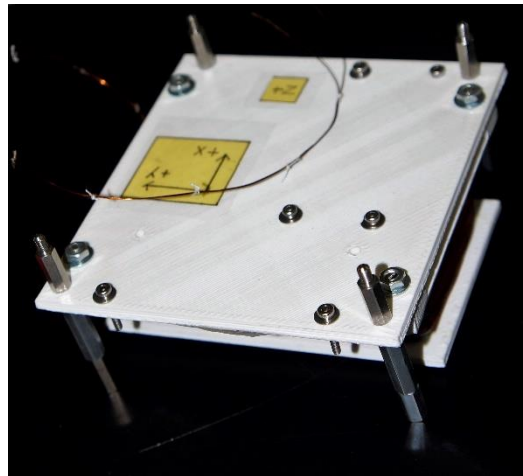
## 3.2 Cylindrical coils developed and production of the rectangular coil



# 3. Development of the actuator

## 3.3 Coils assembled in the actuator's 3D printed structure

- A PLA structure substituted the PCB in this version of the actuator.



# 3. Development of the actuator

## 3.4 Measured properties of the developed coils

### Cylindrical coils

Parameter	Detail	Value
$R_1$	Resistance of the coil 1	34.5 $\Omega$
$R_2$	Resistance of the coil 2	37.1 $\Omega$
$M_1$	Mass of the coil 1	100g
$M_2$	Mass of the coil 2	102g

Resistance expected=41.66 $\Omega$

### Rectangular coil

Parameter	Detail	Value
$R$	Resistance	72.8 $\Omega$
$M$	Mass	118g

Resistance expected=83.33 $\Omega$

# 4. Magnetic field measurement

## 4.1 Magnetic field

- The magnetic field of each coil was measured using the Honeywell HMR2300 3-axis magnetometer.

Coil	$ \vec{\beta}_x $ ( $\mu T$ )	$ \vec{\beta}_y $ ( $\mu T$ )	$ \vec{\beta}_z $ ( $\mu T$ )
Cylindrical coil 1	-26.69	20.24	103.2
Cylindrical coil 2	-15.15	-1.36	140.8
Rectangular coil	-211.3	-74.85	156.5

- The Earth's magnetic field intensity measures  $50\mu T$  in average.

# 5. Conclusion

- The first version of the 3-axis actuator was designed and developed, allowing the conduction of the tests in the ADCS testbed of the laboratory.
- The testing of the actuator will contribute for the improvement of the testbed.
- Beyond the testing of the actuator, in the next step of the work the PCB will be developed and the possibility of optimizations will be considered.

# Thank you

The authors thank the Brazilian National Council for Scientific and Technological Development (CNPq) for supporting this work through the grant Universal 421993/2016-2. The authors thank as well the Foundation for Research Support of the Federal District (FAPDF), research grant n°. 0193-000.216/2014 (Edital 05/2013).



[igorseiiti@gmail.com](mailto:igorseiiti@gmail.com) / [simone.battistini@aerospace.unb.br](mailto:simone.battistini@aerospace.unb.br) / [chantal@aerospace.unb.br](mailto:chantal@aerospace.unb.br) / [raborges@aerospace.unb.br](mailto:raborges@aerospace.unb.br)