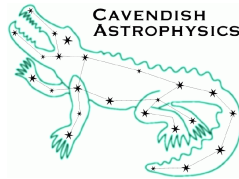


# MRO Delay Line

## Trolley Electronics Design Description

The Cambridge Delay Line Team

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Cavendish Laboratory  
Madingley Road  
Cambridge CB3 0HE  
UK

## **Objective**

To describe the design and implementation of the electronics, including the computer interfacing, of the delay line trolley computer.

## **Scope**

This document forms part of the documentation for the delay line final design review. It describes the trolley electronics, including the interaction between delay line hardware and the trolley computer. For a functional description of the trolley software, please see the document "Trolley Software Functional Description".

# 1 Introduction

The delay line trolley contains many electronic subsystems. These include two computers and onboard actuators, motors and sensors that all cooperate in order to introduce a carefully controlled delay into the optical path. A block diagram illustrating the various subsystems and their interaction is shown in Figure 1.

The core components are a Central Processing Unit (CPU), a Programmable Multi-Axis Controller (PMAC), two analog input/output boards and a power board. They are connected via a PC104 bus that also allows them to be mechanically stacked together. Overall control of the trolley is imposed by the CPU, which communicates with the other core components via the PC104 bus and with peripherals via serial, ethernet and  $I^2C$  lines.

The two analog boards are used for measurement of the catseye drive preamplifier, focus, trolley roll, thermometers, accelerometers, limit switch status, supply voltages and some motor signals. They also output control signals to the preamplifier, secondary mirror tip/tilt and focus.

Control of the steering and drive motors is delegated to the PMAC, which receives feedback from their respective motor encoders. The PMAC also accepts inputs from limit switches to restrict drive motor behaviour when necessary.

The catseye drive preamplifier accepts a tracking distance error signal from the metrology system via an analog radio link and converts it into a voice coil drive signal which in turn moves the catseye to minimise the tracking error. A differential position sensor measures the position of the catseye with respect to the trolley, which is monitored by the CPU via an analog I/O card. If the catseye is not in the middle of its range, the CPU tells the PMAC to vary the drive motor speed such that the catseye moves towards the mid-range setting.

The CPU can adjust the preamp behaviour by setting the values of onboard digital resistors connected to its  $I^2C$  bus. It also communicates with the drive motor amplifier via a serial line and with the local network via a wireless ethernet link.

The subsystems are described in more detail in the sections below.

## 2 The Trolley Computer

The delay line trolley CPU is a single board computer embedded in the electronics bay of the trolley. It performs many tasks:

- Receipt of commands from the workstation and streams of data from the metrology system and shear camera via a wireless ethernet link.

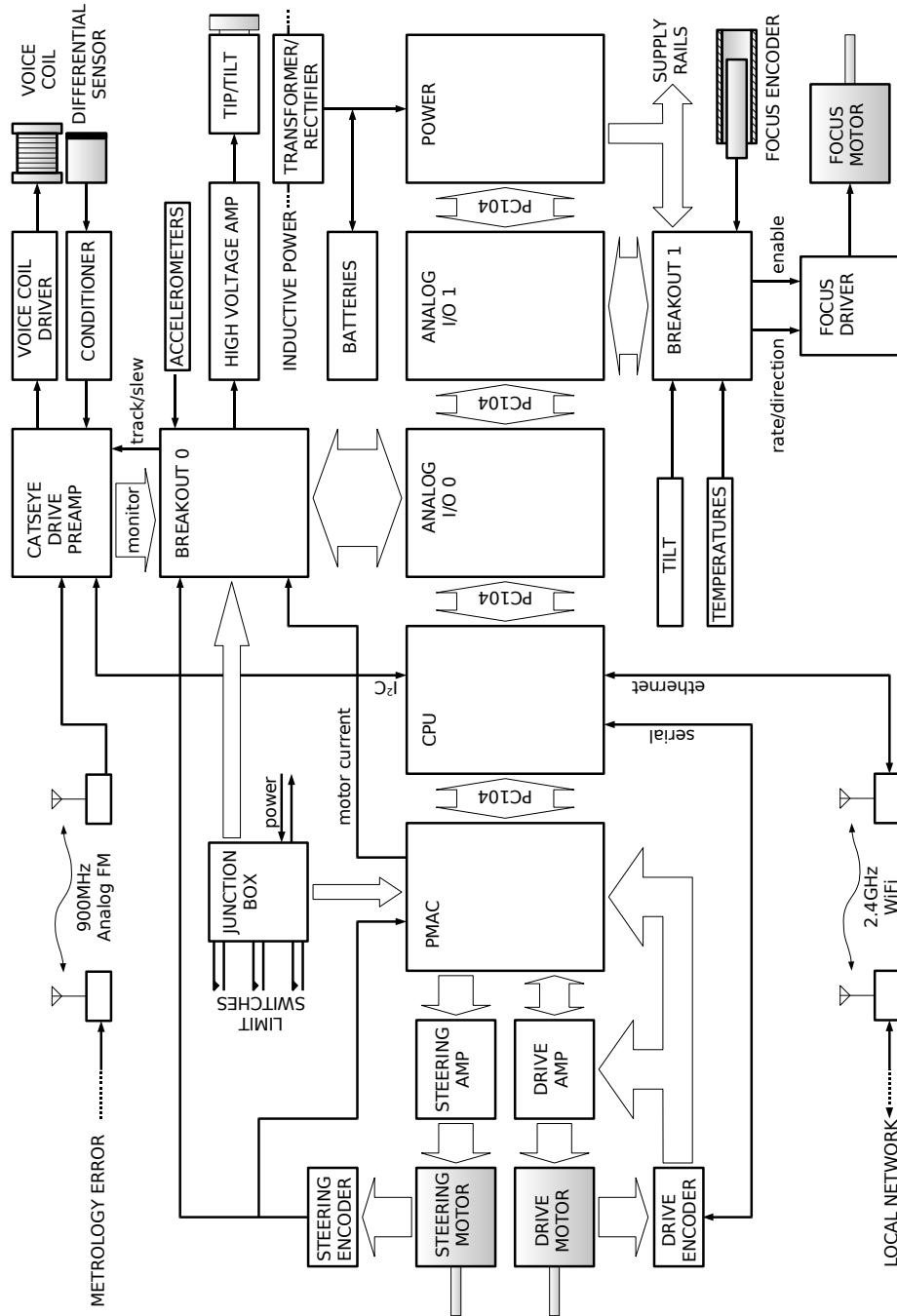


Figure 1: Overview of Trolley Electronics

- Control of actuators and motors on the trolley in order to introduce a carefully controlled optical path difference into the delay line.
- Measurement of on-board sensors in order to close servo loops and provide real time feedback and telemetry data for the user.
- Transmission of telemetry data to the workstation for logging and user feedback via the wireless ethernet link.

A variety of interfaces are used. These include a pair of analog input/output boards, a bus interface to a motion controller, serial and ethernet ports, and an  $I^2C$  interface.

The computer is an Arcom Viper V1I6 single board computer (this will be a V2I4 in the production trolley). It features an Intel PXA255 400MHz ARM compatible processor, five serial ports, an ethernet port and an  $I^2C$  interface. The bus is PC104 compatible, allowing the computer and various peripheral boards to be stacked together into a robust, compact unit. The bus is used to communicate with the motor controller and two analog input/output cards, while power is derived from a PC104 compatible switch-mode power supply.

This computer was chosen for its low power consumption, which is vital as there is limited power and heatsinking available. The large number of serial ports was also considered attractive in the early prototyping stages of the design, although most communications functions have since been transferred to the PC104 bus. The availability of a linux development kit also proved useful.

It should be noted that the processor does not contain a floating point unit, hence all floating point calculations are handled in software. While this has been proven to suffice for the prototype trolley, changes made to the floating point load should be tested to ensure there is sufficient processor capacity to handle them.

## 2.1 Ethernet interface

The trolley computer is equipped with an ethernet interface which is responsible for receipt of commands from the workstation and receipt of remote data from the metrology and shear camera systems (for closure of slow servo loops that span the network). It also transmits its status and diagnostic telemetry information to the workstation for real-time user feedback and diagnostic logging. Finally, an engineer can use the interface to log in remotely to perform tasks beyond the scope of the trolley software.

Trailing cables cannot be used in the delay line so the port is connected to a commercial wireless ethernet transceiver. The other end of this link is an antenna in the end of the delay line pipe connected to a matching transceiver and the local network.

## 2.2 $I^2C$ interface

The trolley computer's  $I^2C$  interface will be used to change the values of digital  $I^2C$  potentiometers on the catseye coil drive board, which in turn modify the board's analog servos. Hence these servos can be adjusted while the trolley is otherwise inaccessible within the delay line pipe, and test points described in Table 1 can be used to monitor the effects of these changes. This aspect of the design is not yet implemented on the prototype – the loops are currently tuned using manual trimpots.

It would have been possible to implement the servos in an almost entirely digital fashion, but the analog approach chosen has minimal latency, no digital artefacts and retains some remote adjustment flexibility.

## 3 The Analog Input/Output Boards

The majority of the interfacing is handled by two Diamond Systems Diamond-MM-48-AT PC104 boards. Each has 16 analog inputs, 8 analog outputs, four digital lines (input or output), 4 optocoupled inputs and 8 relays. They were selected for the wide variety and number of inputs and outputs offered, allowing excellent flexibility during the trolley design phase.

The CPU communicates with the boards by reading from and writing to assigned addresses in the PC104 bus memory space. DMA-style data transfer is not available.

### 3.1 Analog Inputs

The purpose of the analog input section is to sample on-board sensors and test-point voltages in order to close local servo loops and to transmit information to the workstation for diagnostic logging and real-time user interaction.

Each board has 16 analog inputs, each of which is sampled in turn by a single on-board 16 bit analog to digital converter. Hence the inputs are not sampled simultaneously. The time between adjacent channel samples is configureable and has been set to  $5\mu s$ . This phase lag between channels is allowed for in the messaging protocol (described in the document "Protocols Document").

Each board has an on-board clock that can be used to run the digitiser. On board 0 this has been set to scan through all 16 channels every  $200\mu s$  (5kHz), selected as the rate necessary to capture the most rapidly changing signals on the trolley (the accelerometers). The clock signal is available on an output pin and is connected to the external clock input of board 1, which is thereby slaved to sample at the same rate and time as board 0. It is the board 0 clock rather than the CPU clock or an external reference that governs the sample rate and cycle time of the trolley program. This

prevents aliasing due to the clocks drifting with respect to each other, and as samples are time stamped by the system clock, time-based comparisons with other data are still possible.

There is a 2048 sample buffer on each board that temporarily stores the digitised data before it is read by the CPU. The buffering is sufficient to allow a program running within a non-real-time operating system to capture all the data.

The buffer provides interrupts to notify the CPU when it is one eighth full and half full. Unfortunately, it was discovered during development that the CPU cannot detect interrupts generated by the board because the board supports shared interrupts while the CPU does not, even though both claim to be PC104 compatible. However, flags indicating the buffer state are also available and as a workaround these are polled every 6.4ms to achieve a similar result.

The allocated inputs and net sample rates as of 28 June 2007 are listed in Table 1. Although all the inputs are sampled at 5kHz, some (such as temperature or supply rail voltage inputs) are not expected to change quickly, and are downsampled in software before conversion into “real” (floating point) quantities to reduce CPU workload and data transmission volume.

## **3.2 Analog Outputs**

Each board is equipped with eight 12-bit digital to analog converters. No buffering or timing is used for these, they simply change value on demand and hold that setting until the next update. Three of the channels are used, all of them to control actuators in the secondary mirror cell. Two are for the orthogonal actuators for the tip-tilt mechanism, which closes the shear servo loop, and the other is a rate signal for the focus actuator, which in conjunction with the focus position value in Table 1 closes the local focus loop.

The converters generate voltages of between 0 and 4.096V, so analog gain and offset stages have been used to make the signals compatible with the tip-tilt stage and the focus mechanism.

## **3.3 Digital Outputs**

There are also four digital channels available on each board, with selectable direction. Two channels are used on the trolley, both as outputs. The first is a signal that sets the mode of the catseye coil preamplifier to either “track” or “slew”: in track mode, the preamplifier tries to keep the catseye at the correct position as specified by the low-latency analog signal from the metrology system, while in slew mode the catseye is held vertical by a local control loop around the differential position sensor to prevent excessive catseye motion while the trolley is slewing.

Table 1: COAST Trolley Analog Inputs

Input	Sample Rate (Hz)
Catseye coil drive current	5000
Catseye differential position	5000
Catseye differential velocity	5000
Catseye coil preamp test point 1	5000
Catseye coil preamp test point 2	5000
Motor demand current	100
Motor actual current	100
Axial catseye acceleration	5000
Vertical catseye acceleration	5000
Axial carriage acceleration	5000
Vertical carriage acceleration	5000
Timing synchronisation signal	5000
Roll angle	5000
Secondary mirror focus position	10
Uncommitted temperature sensor	10
Raw transformer voltage	100
+5V supply rail	10
+12V supply rail	10
-12V supply rail	10
Secondary cell temperature	10
Primary cell temperature	10
Front carriage temperature	10
Rear carriage temperature	10
Analog RF signal strength	10
-5V supply rail	10
Energy storage system voltage	10

The second channel enables the focus drive controller. When the controller is disabled its power consumption is reduced. As focusing is rarely necessary, significant power savings can be made by enabling the controller only when it is needed.

The digital channels use 3.3V logic, which is buffered to 5V for compatibility with the focus drive enable input. Any changes to the interfacing should be designed to detect a logic high of 2.4 to 3.3V.



### 3.4 Other Interfaces

The analog boards are also equipped with optocoupled inputs and relays. Relays are not used in the current design due to the inaccessible and low pressure environment of the delay line: semiconductor alternatives are available that are not susceptible to mechanical failure or low pressure arcing. The optocouplers are not used simply because there has been no need for them.

## 4 PMAC Motion Controller

Elegant, heart-flutter-inducing poetry to be written here by Martin.

### 4.1 PC104 Interface

The PMAC motion controller commands the trolley's drive and steering motors by responding to requests from the CPU and through the use of local loops. Communication with the CPU occurs via the PC104 bus using a text based protocol: characters are read from and written to a single address in the CPU's PC104 address space. Effectively the PMAC behaves like a text terminal. Hence transmission of a value across the bus involves sending the text representation of that value rather than the binary equivalent.

The data written to the PMAC via the PC104 bus are the requested drive motor velocity and steering motor angle. In particular, the CPU closes a loop around the steering motor by using the value of the tilt sensor to compute a steering angle to be sent to the PMAC. The data received via the PC104 bus are the actual drive motor velocity, an approximate odometer reading, the actual steering angle and various status information.

The PC104 version of the PMAC does not use interrupts. Hence, as with the analog I/O cards, it is necessary to poll it to discover if there are characters available to read out. The PMAC is equipped with a 2048 byte buffer which reduces the required polling frequency.

## 5 Power

Transmission of power to the trolley is via an induction cable that runs the length of the delay line on the bottom inside surface of the pipe. This cable loops through the trolley and forms the primary of an onboard transformer, the secondary of which supplies power that is then rectified and regulated for onboard use. This design avoids cable drag and wear and simplifies cable laying and repair.

## 5.1 Pickup and Rectification

Wise words by Greybeard here. Ahrrr.

A channel on an analog I/O board is used to monitor the rectified voltage to assist with diagnosing faults.

## 5.2 Storage

More wise words by Greybeard here. Ahrrr.

## 5.3 Regulation

A commercial PC104 power board (HE104-HV-16) is used to regulate the raw input power. This is a board designed for automotive use and can handle input voltages up to 48V. The outputs are  $\pm 5V$  and  $\pm 12V$ , which are used to power all trolley devices except the drive amplifier. These voltages are available on screw terminals as well as on the PC104 bus, where they power all devices in the PC104 stack.

# 6 Shear Control (Secondary Tip/tilt)

The secondary mirror can be tilted in two orthogonal axes by a low voltage piezo-electric actuator. This actuator is used in conjunction with the shear camera to close the shear loop but it can also explicitly be commanded to go to a fixed (usually central) position.

## 6.1 Signal Conditioning

The two tip-tilt signals are generated by the CPU in response to a pair of shear camera signals that arrive via the wireless ethernet link. The CPU programs two D/A converters on an analog I/O board accordingly, which generate a pair of voltages, each between 0 and 4V. These are then amplified and offset to the range of -10 to 110V that the tip-tilt actuator requires.

Roger Ramjet, anything you want to add here?

## 6.2 Actuator

The tip-tilt actuator is a commercial Piezosystem Jena PSH-10, which can tilt  $\pm 5\text{mrad}$  in two orthogonal axes in response to the pair of input voltages. No strain gauge is

present, nor is one necessary, as any piezoelectric hysteresis is automatically compensated for by the shear servo. This also minimises the size, weight and power consumption of the secondary mirror cell and its associated electronics.

## **7 Focus**

The focus mechanism is used to translate the secondary mirror along the trolley axis, thereby compensating for expected tolerances in the primary mirror focal length during initial assembly and for thermal variations in the catseye length during a night's observing.

The mechanism consists of a New Focus picomotor to move the secondary mirror and a Linear Variable Differential Transformer (LVDT) to sense its position. They are assembled in a custom mount that also contains the tip-tilt actuator and secondary mirror.

### **7.1 Encoder**

The encoder is an RDPE Group D6/05000U LVDT. This encoder is a transformer coil that senses how far a ferrite rod is placed into its core. The sensing is contactless, has resolution limited only by the noise of the driving amplifier and the range is 10mm. However, like all LVDTs it has a null point within its range best avoided for precise measurements. There is sufficient mechanical adjustment available to move this null away from the focus position should the two overlap.

An RDPE group S7AC industrial signal conditioner provides drive signals to the LVDT and amplifies the output to a level suitable for digitisation by an analog I/O board. The CPU can then drive the picomotor until the secondary mirror is at the requested LVDT position.

### **7.2 Actuator and driver**

The actuator is a New Focus 8301 picomotor, a piezoelectric motor that drives a worm gear that in turn pushes the secondary focus mechanism. It was chosen for its small size, light weight, stiffness and ability to hold position when unpowered.

The picomotor is driven by a New Focus 8703 driver, which sets the picomotor speed and direction according to the sign and magnitude of an analog input voltage. This voltage is set by an analog output on an analog I/O board under CPU control.

The analog I/O board is limited to an output range of 0 to 4V, so this is level shifted and amplified to a range of  $\pm 4V$  for the 8703. This gives the focus a maximum ve-

locity of about  $10\mu\text{m/s}$  that is deliberately limited in hardware for safety and power consumption reasons.

The 8703 also accepts an enable signal, which is provided by a buffered digital output from an analog I/O board under CPU control. When enabled the 8703 draws significant power (up to 5W) so the CPU only enables it on the rare occasions when the focus needs to be changed.

## **8 Cat's Eye Voice Coil Preamplifier and Driver**

### **8.1 Voice Coil Preamplifier**

Control of the Cat's Eye depends on whether the trolley is in track mode or slew mode. When the trolley is in track mode the position of the cat's eye is controlled by the metrology error signal while the trolley is positioned so as to keep the flexure legs vertical. In this mode the 'metrology loop' is said to be closed. When the trolley is in slew mode the cat's eye position is maintained vertical relative to the trolley by a local sensor which measures the differential position between the cat's eye and the trolley. In this mode the 'local loop' is said to be closed.

The chief purpose of the voice coil preamplifier is to apply suitable servo loop gain and phase compensation to achieve appropriate operating performance according to the mode in which the trolley is operating. There are other loop modifying functions and also some protective features that ensure the cat's eye is controlled sensibly during saturation of the metrology error signal or loss of differential sensor signal. A functional block diagram of the voice coil preamplifier/driver is shown in Figure 2 for reference in the following descriptions.

#### **8.1.1 General arrangement**

The metrology error signal received from the VME system via the RF link is buffered by a differential receiver and then applied to two stages of phase lead which can provide sufficient gain and phase margin for a loop bandwidth of up to approximately 200 Hz. (The actual bandwidth achievable is dependent on the first axial resonant frequency of the cat's eye and also on the total latency of the metrology loop but is expected to lie between 100Hz and 200 Hz). A further loop shaping filter is provided by a low pass filter stage with a cut-off frequency of 5 KHz. The compensated metrology signal is passed through an analogue switch to a summing amplifier where other circuit functions are incorporated, depending on the state of the system.

The differential position sensor signal is generated by a "micro-Epsilon" eddy current sensor which is attached to the trolley bulkhead plate (on which the voice coil is

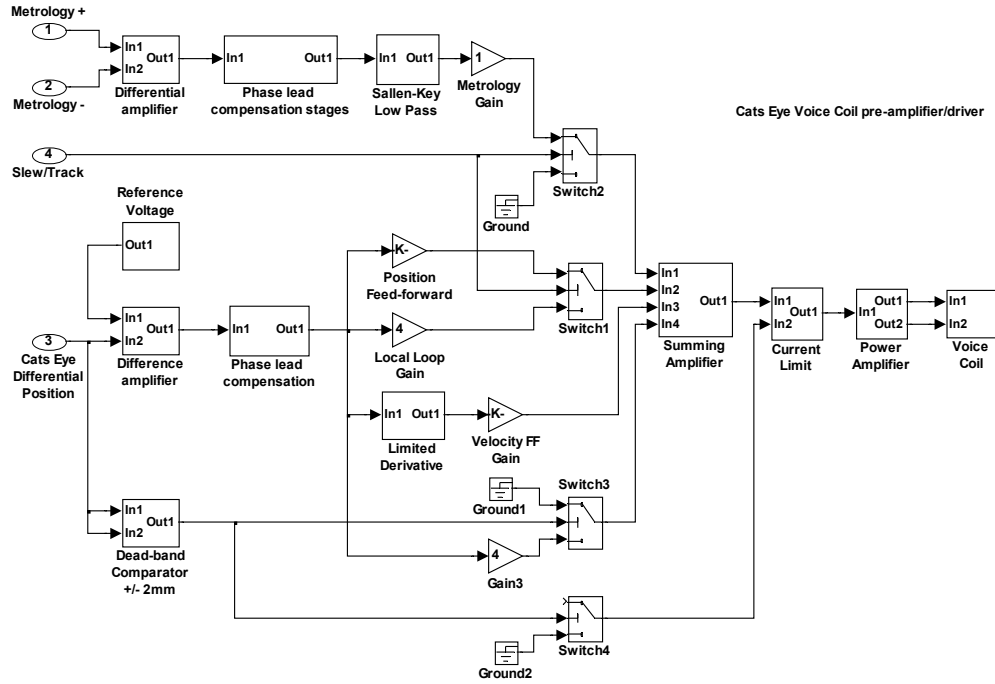


Figure 2: Voice coil preamplifier/driver functional block diagram

mounted) and senses the position between the bulkhead and the cat's eye. The sensor provides a voltage centred on approximately 5V with a scale of 0.67V/mm. The differential signal, centred on approximately 5V, is compared with two voltages representing deflections of the cat's eye by +2mm and -2mm from the centre position. If either of these limits is exceeded the dead-band comparator operates and the logical signal generated is used to control two protection mechanisms, described later.

For the purposes of closing the local loop an adjustable voltage reference of approximately 5V is subtracted from the differential position sensor signal to give a nominal 0V level when the cat's eye is centred in its range of travel (i.e. with the flexure legs vertical). The centre position can thus be adjusted if necessary by control of the voltage reference. The balanced differential position signal is applied to a phase lead stage for loop stability but only a moderate bandwidth of around 20 Hz is required for this local loop. The compensated differential position signal is now processed further for several purposes:

1. It is passed through an analogue switch (in local loop i.e. slew mode) to be amplified by the summing amplifier and passed to the voice coil drive circuit.

2. It is passed to a limited derivative circuit to provide a velocity signal over a limited bandwidth which is used to offset the damping action of the voice coil in metrology loop mode. In slew mode this signal adds a small amount of phase lead which helps to stabilise the local loop.
3. A small proportion of it is passed through an analogue switch (in metrology loop i.e. track mode) to the summing amplifier to provide a position feedback term which has the effect of electronically reducing the natural frequency of the rigid body mode of the cat's eye on the flexures from about 2 Hz to 0.5 Hz. (This provides further substantial rejection of disturbances below 0.5 Hz).
4. It is passed through an analogue switch operated by the dead-band comparator and applied with gain to the summing amplifier. In the event that the metrology signal saturates, causing the cat's eye to drive towards a mechanical limit, this signal takes over control and holds the cat's eye firmly at the electronic limit.

The summing amplifier, which provides gain according to the loop which is closed, passes the voltage drive to the voice coil power amplifier via a current limiting network operated by the displacement comparator. This network clamps the output drive voltage and thus limits the current in the voice coil in the event that the differential position sensor fails. The circuit also operates at power on because the differential sensor electronics takes a second or so to stabilise. This prevents the cat's eye experiencing a sudden acceleration.

### **8.1.2 Local loop Operation during Slew Mode**

During slew mode the Slew/Track input, which is controlled by the trolley microprocessor, signals two analogue switches to operate. Switch2 disconnects the metrology error input from the summing amplifier while Switch 1 connects the differential position signal but with high gain. The local loop thus holds the cat's eye in the centre position while the trolley is slewed under command from the VME system or the Workstation. If the differential position sensor fails so as to cause the cat's eye to be driven to one mechanical limit or the other the dead-band comparator operates causing Switch 4 to clamp the preamplifier output voltage, thus limiting the voice coil drive current to a sustained but safe level and holding the cat's eye against the soft mechanical stop. Note that Switch 3 is also operated by the comparator, increasing the input to the summing amplifier, but its action is ultimately defeated by the current limit.

### 8.1.3 Metrology Loop Operation during Track Mode

During track mode the metrology error is coupled through to the summing amplifier via Switch 1 and a small proportion of the differential sensor position signal is also coupled via Switch 2 to provide the feed-forward signal necessary to reduce the cat's eye natural frequency. The metrology loop provides a stiff servo with high disturbance rejection at frequencies below 0.5 Hz and a linear 2<sup>nd</sup> order slope rejection characteristic from 0.5 Hz to 0dB at around 150 Hz. The small velocity feed-forward term produced by the limited derivative circuit provides compensation for the damping effect of the voice coil which is due to eddy currents in the aluminium coil former. This reduces unwanted coupling between the trolley and the cat's eye.

## 8.2 Voice Coil Driver/Power Amplifier

The voice coil driver is a bi-directional trans-conductance power amplifier based on two power op-amps connected in an H-Bridge driving configuration. A schematic of the arrangement is shown in Figure 3. The amplifier is based on two OPA541 power operational amplifiers operated from unbalanced supplies and can deliver 5A continuous and 10A peak.

Under normal conditions, during tracking, the current through the voice coil is very small, typically a few milliamps RMS. If there is a small tilt of the trolley due to delay line pipe deviations then the mean current may rise to 10 mA or so to keep the cat's eye in position. Most power will be used during slewing, particularly for periods of acceleration or deceleration of the trolley.

The amplifier should be able to hold the cat's eye during maximum controlled deceleration of the trolley which occurs when a trolley pre-limit is activated. To bring the trolley to a halt from  $1\text{ms}^{-1}$  within a distance of 250mm a deceleration of 0.2g is required. This deceleration applied to the 20kg cat's eye requires 40N of force for 0.5 seconds. To achieve this, the voice coil requires 2A and so this is well within the capability of the amplifier.

If the trolley were to hit the mechanical buffers within the delay line pipe the deceleration imposed would be of order 0.5g, requiring 5A for 0.2 seconds. This also is within the capability of the amplifier.

The amplifiers and current sense resistors are mounted on a heat-sink which is mechanically and thermally connected to the trolley electronics' frame while the rest of the power amplifier circuitry is mounted on the preamplifier circuit board.

## 8.3 Power Supplies

The voice coil preamplifier uses  $\pm 15\text{V}$  supplies provided by an efficient switching regulator derived from a 24V supply. The 24V supply is derived from the trolley

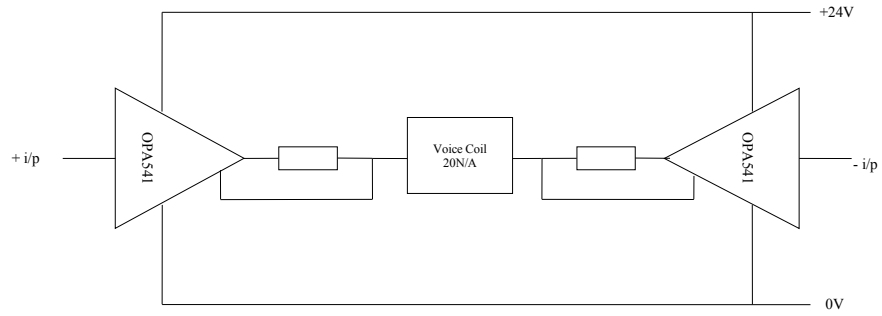


Figure 3: Voice coil power amplifier schematic

power bus and is well regulated. It supplies both the power amplifier and the differential position sensor electronics module.

## 8.4 Circuit Diagrams

Circuit diagrams of the pre-amplifier and power amplifier circuits are provided in Appendix XXX.