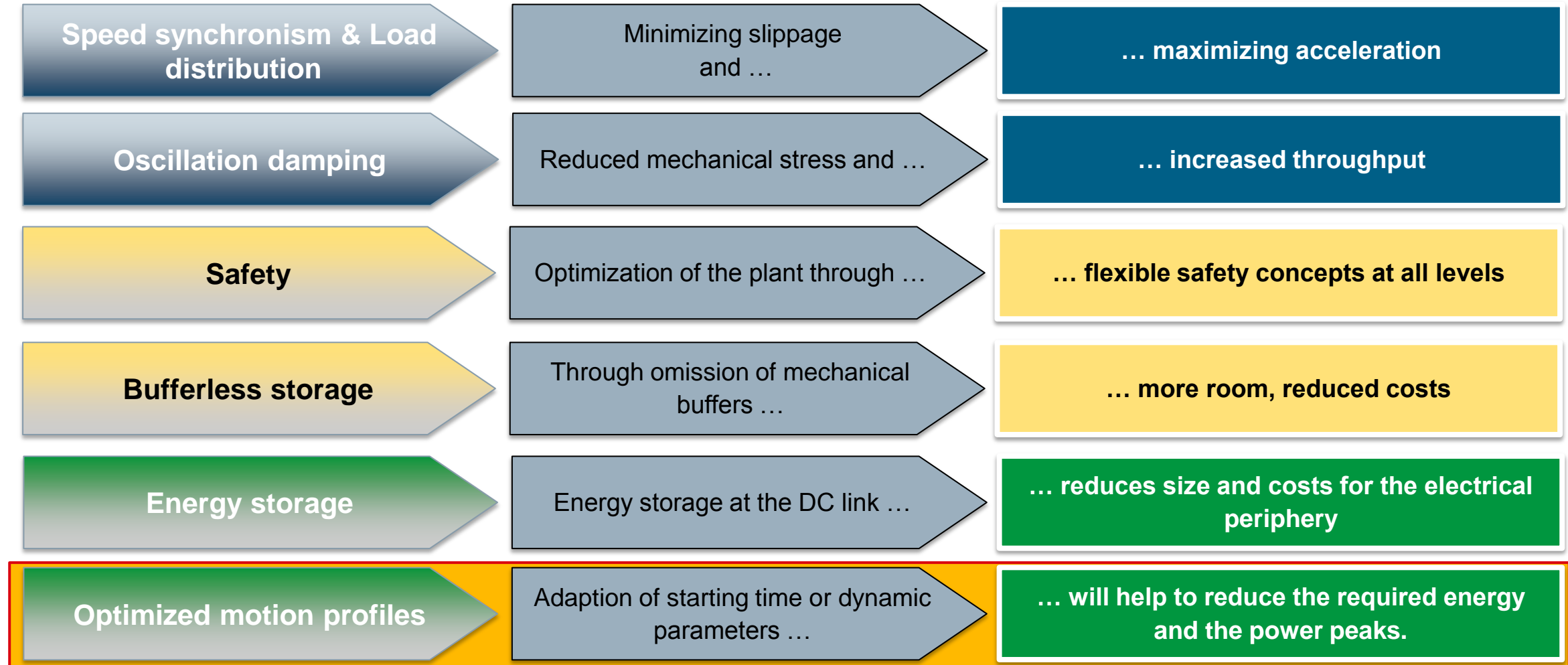


ASRM – Energy-efficient and power optimized motion profiles

Inspiring change in intralogistics



ASRM – value added topics



Agenda



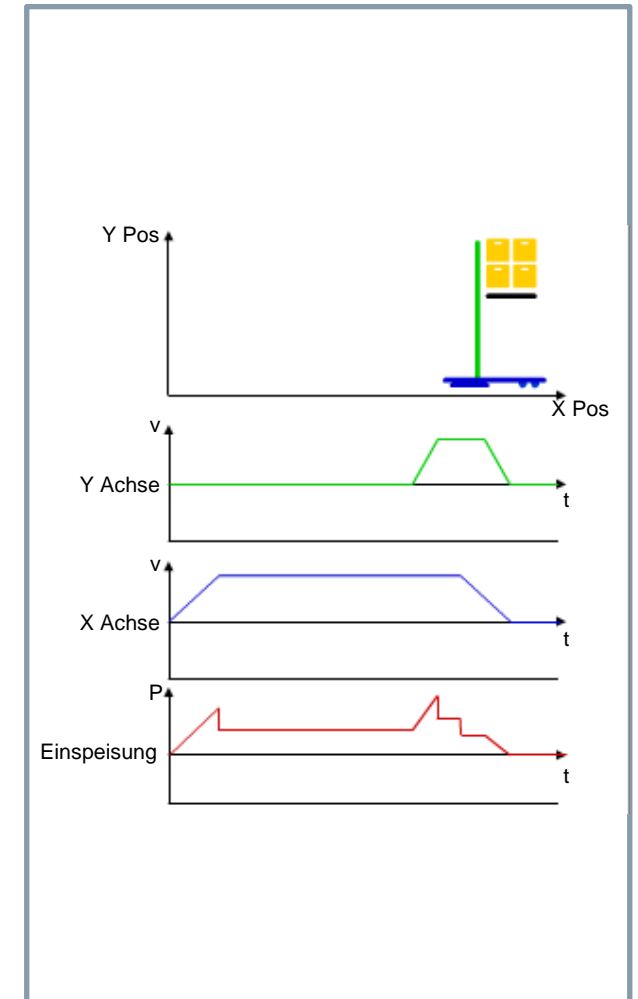
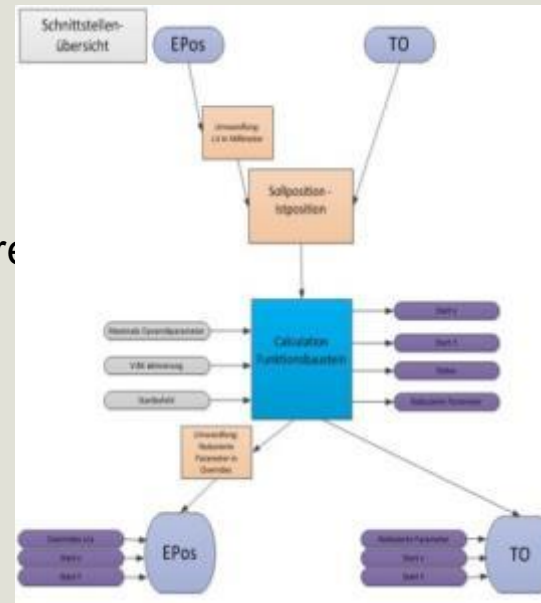
- **Introduction** 3
- Strategies for optimizing 11
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- Additional functions 40

Energy-efficient and power optimized motion profiles

Overview

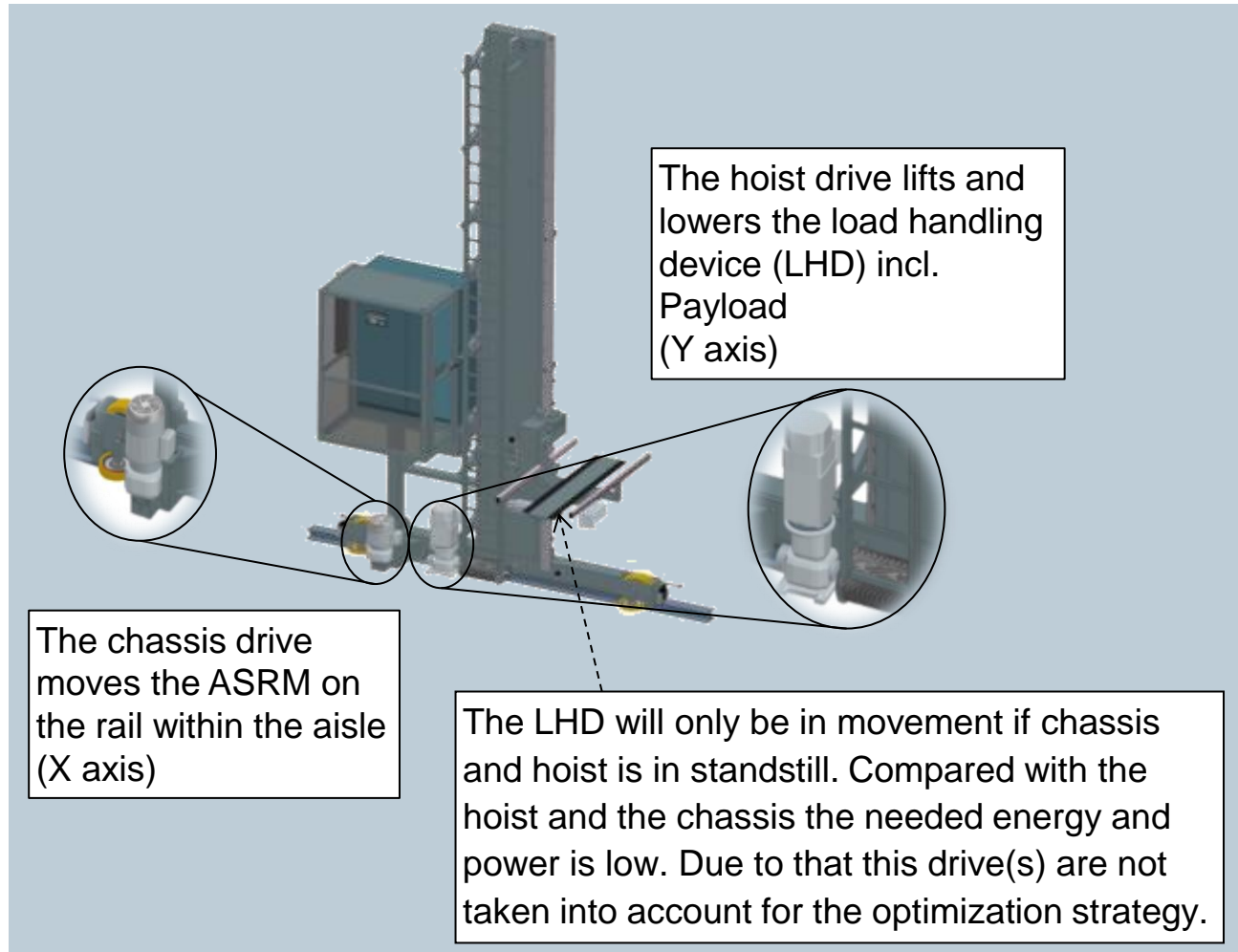
Energy/power saving with optimized moving profiles

- Analysis of chassis (X) and hoist movement (Y)
- Time-critical movement will not be adapted -> performance is not reduced!
- Adaption of the non critical movement, e.g.:
 - Delayed start of the movement
 - Reduced acceleration and/or deceleration
 - Reduced positioning speed
- Software decides about the most effective measure regarding energy and power consumption
- Power peaks can be reduced up to 20% (depending on the specific machine)
- Additional potential for reduction by reducing the performance only for a small number of positions (e.g. 5%).



Energy-efficient and power optimized motion profiles

Concept



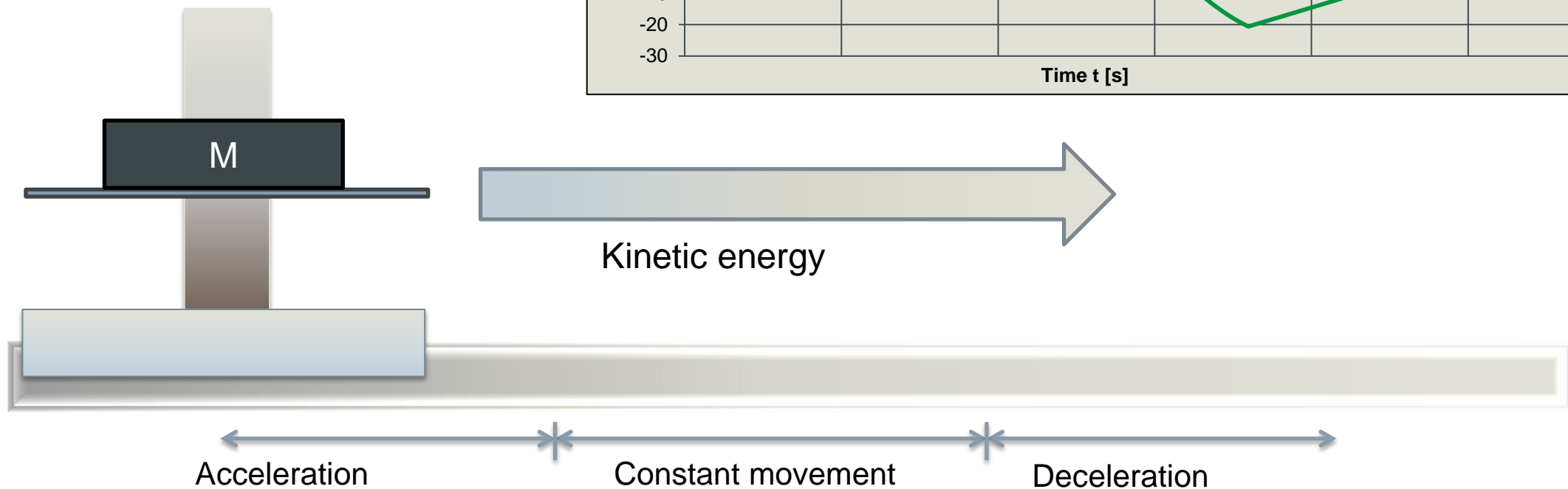
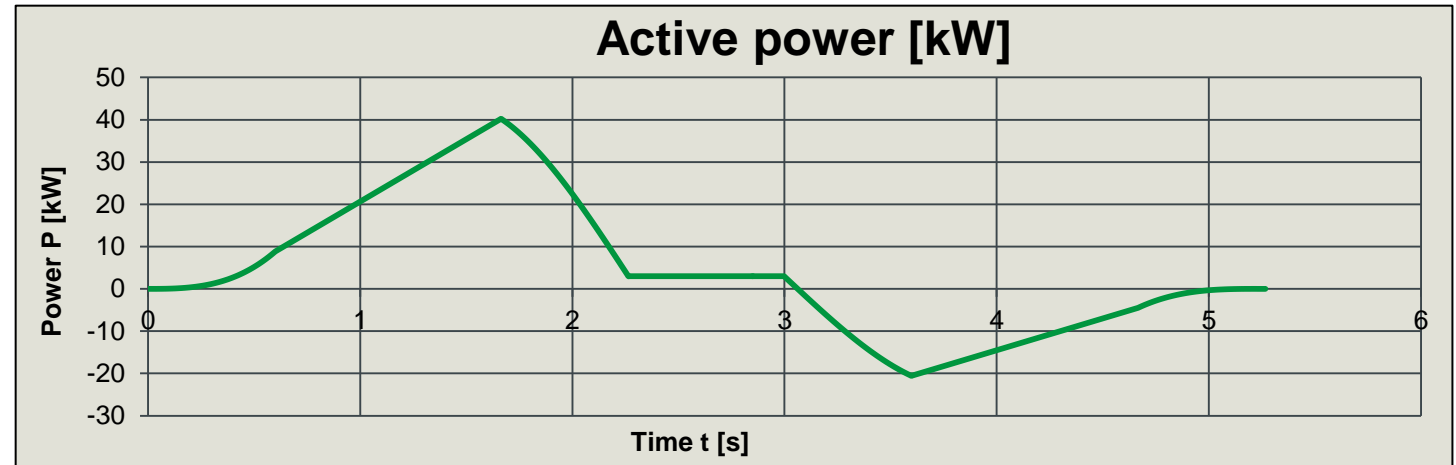
Methods to reduce the power peaks and to increase the energy efficiency:

1. Energy-efficient and power optimized motion profiles
2. Limitation of maximum electrical connection power
3. Brake management for hoist drive
4. Energy saving mode
5. Asymmetrical acceleration/ deceleration

Chassis unit

Kinetic energy and active power

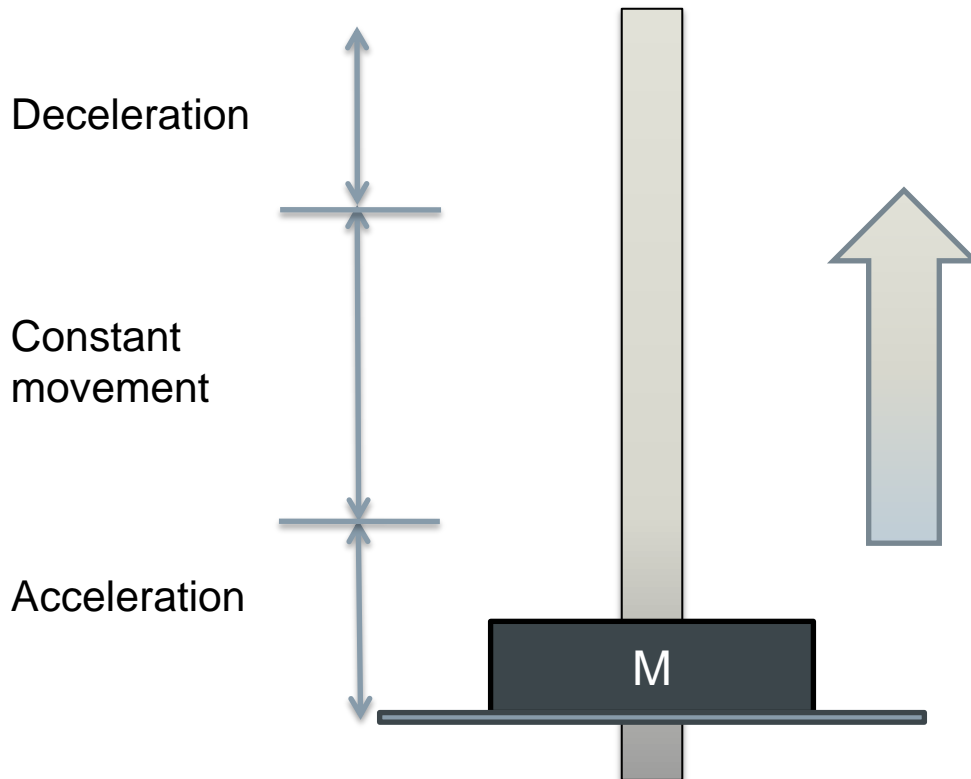
Example: Traveling distance = 15m



Hoisting unit - Lifting

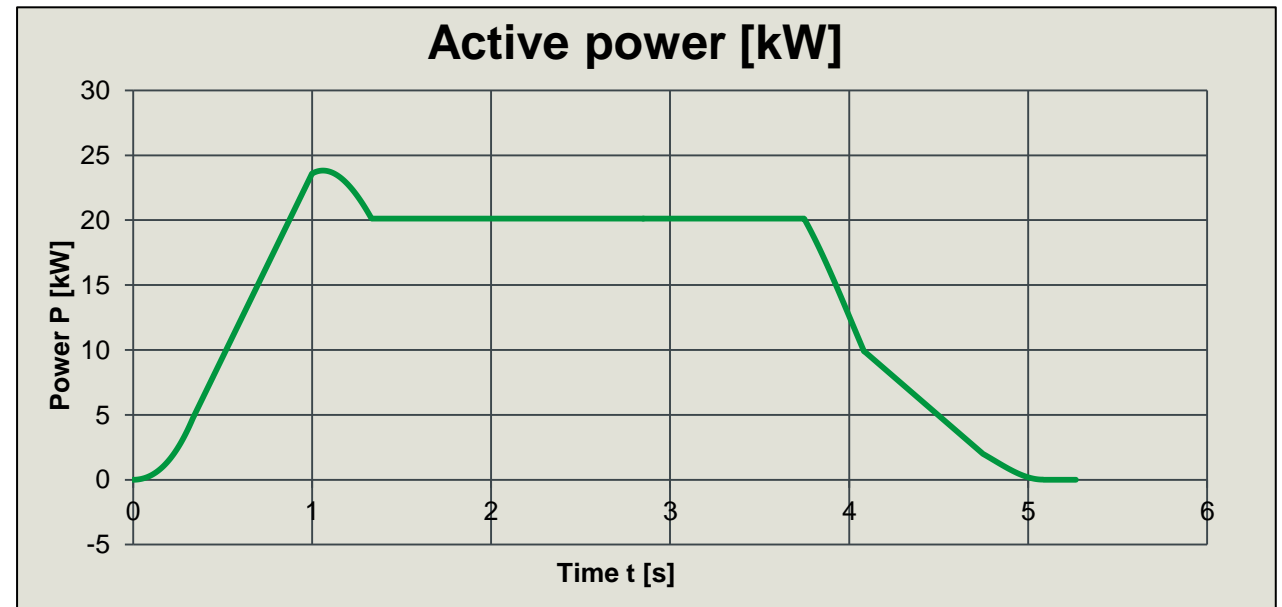
Kinetic energy and active power

Example: Height = 15m



Lifting process – share of energy:

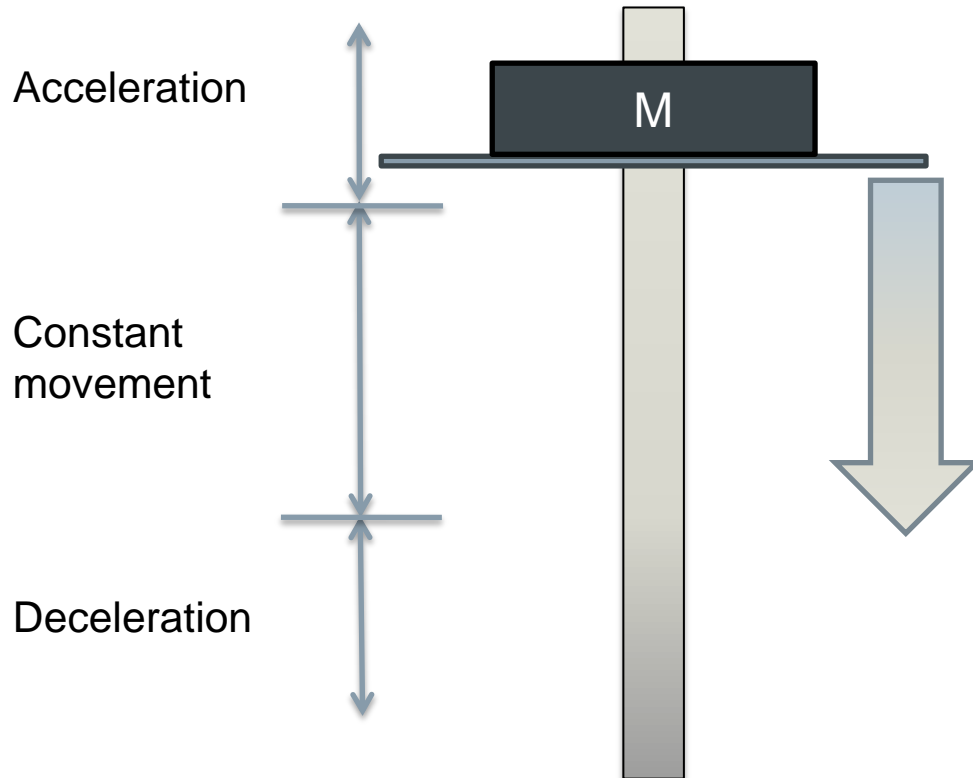
- Potential energy (depending on the height)
- Kinetic energy (during movement)



Hoisting unit - Lowering

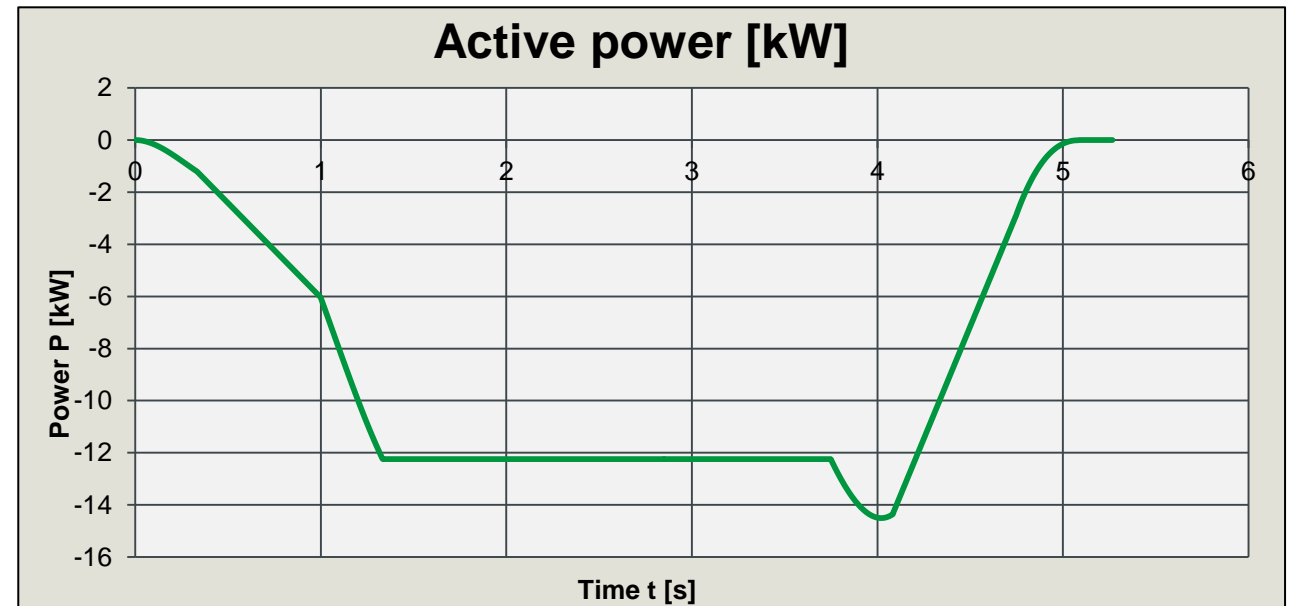
Kinetic energy and active power

Example: Height =15m



Lowering process – share of energy:

- Potential energy (depending on the height)
- Kinetic energy (during movement)

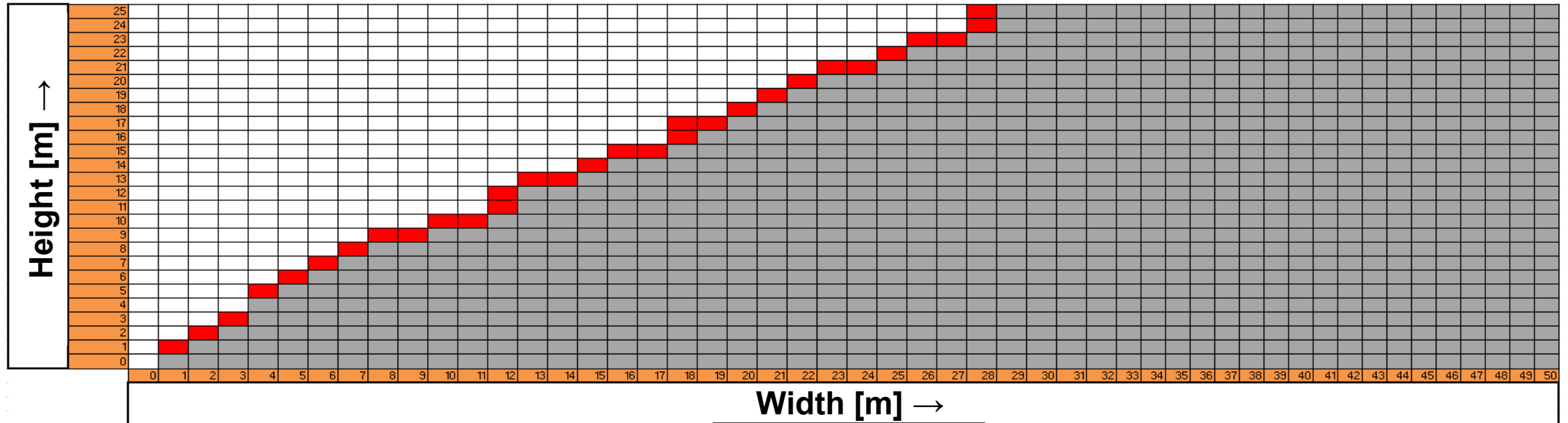




- Introduction 2
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- Function block architecture 36
- Additional functions 40

Shelf geometry

What movement is typically time-critical?



	white	red	grey
Share of stockyard (inside the shelf)	30%	5%	65%
Time-critical axis (movement of this axis defines total positioning time)	Hoisting unit	Hoist and chassis	Chassis
Non-critical axis: (movement of this axis takes less time)	Chassis	-	Hoisting unit

Goals and optimization strategies

1. Avoid peak power

- Higher losses in areas with maximum active power
- More costs for higher infeed power

2. Use regenerative energy

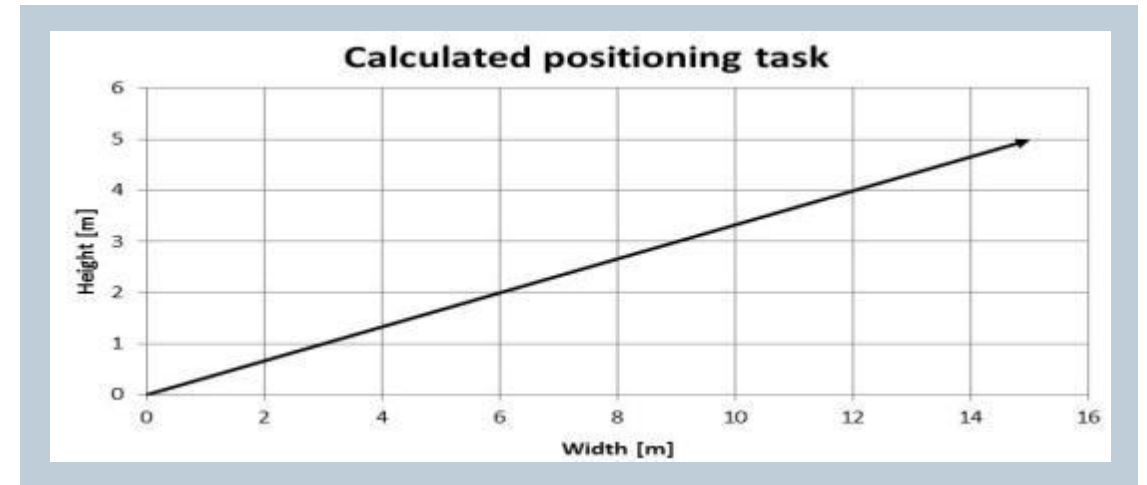
- system is not always able to infeed regenerative energy back to the grid (for example: basic line module)
- Improvement of the energy effectivity for the complete warehouse

3. Prevent mechanics from damage

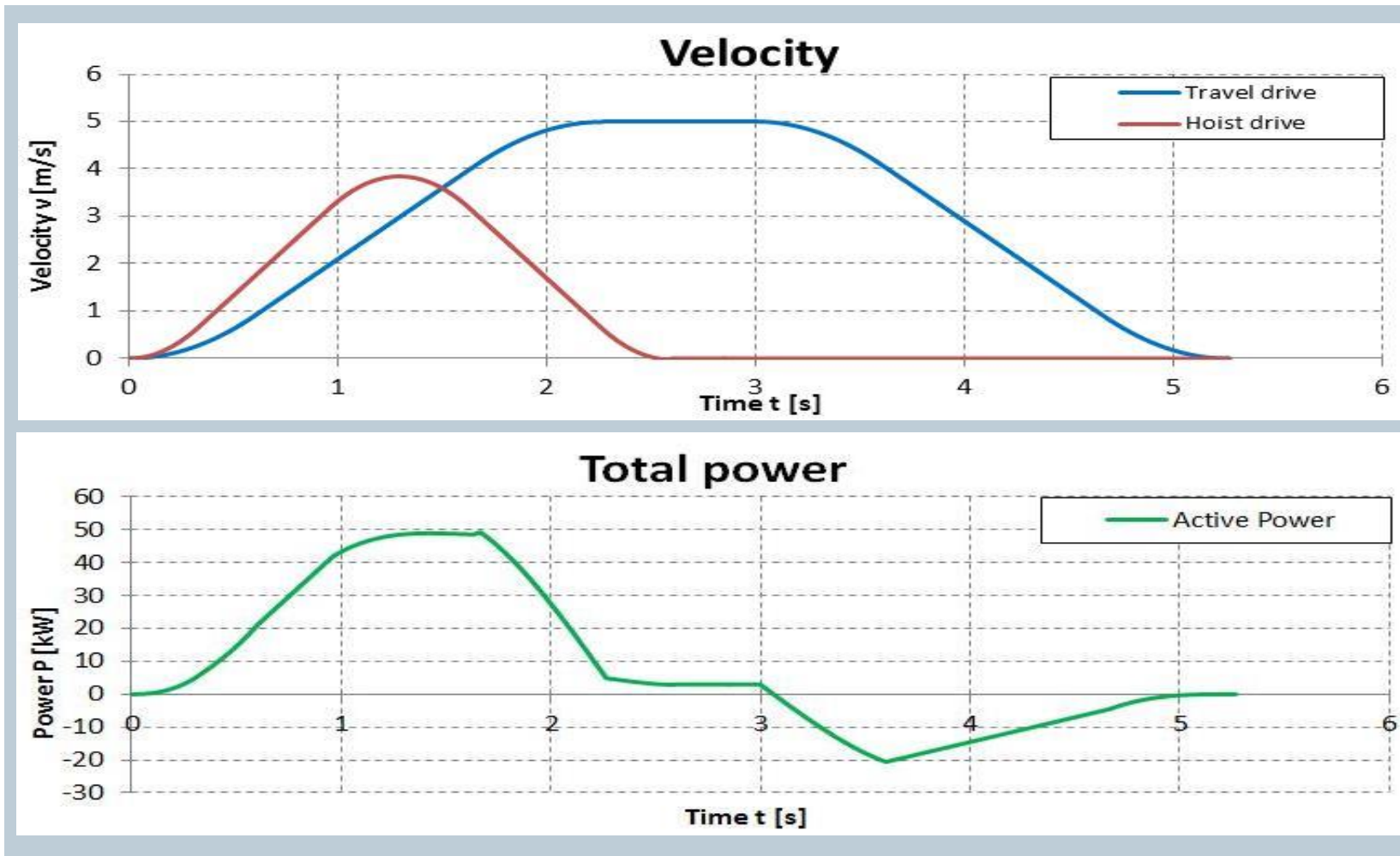
- Reduce wear and tear

Comparison of two different optimization strategies with the shown positioning task.

Chosen positioning task is 15 meters in X direction and 5 meters in Y direction



Initial state (before optimization) Velocity and power

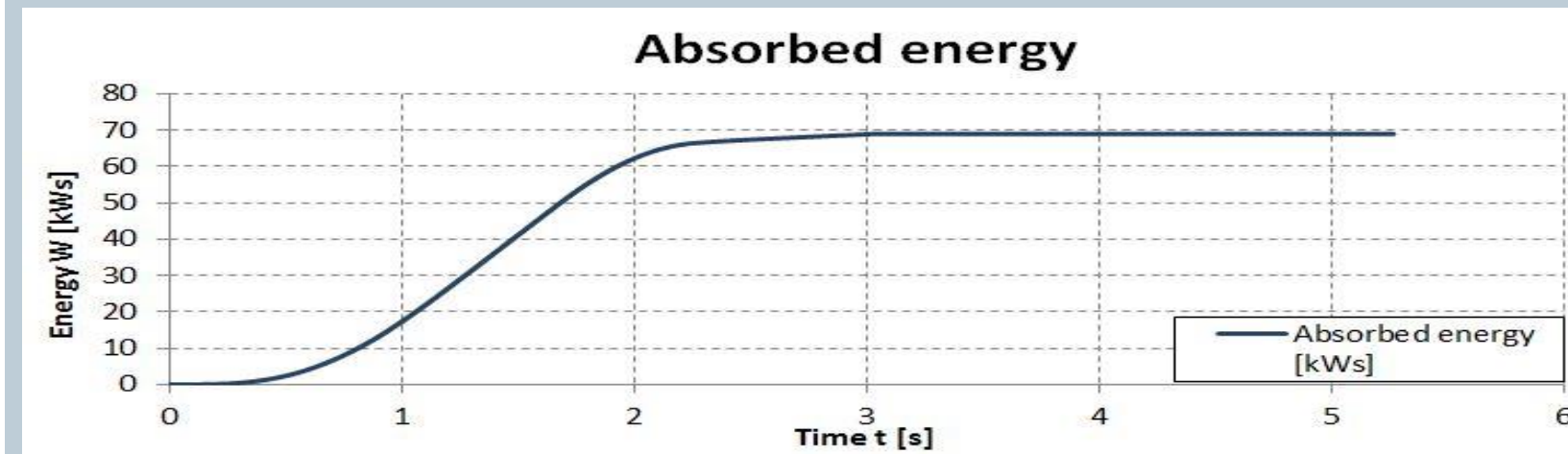
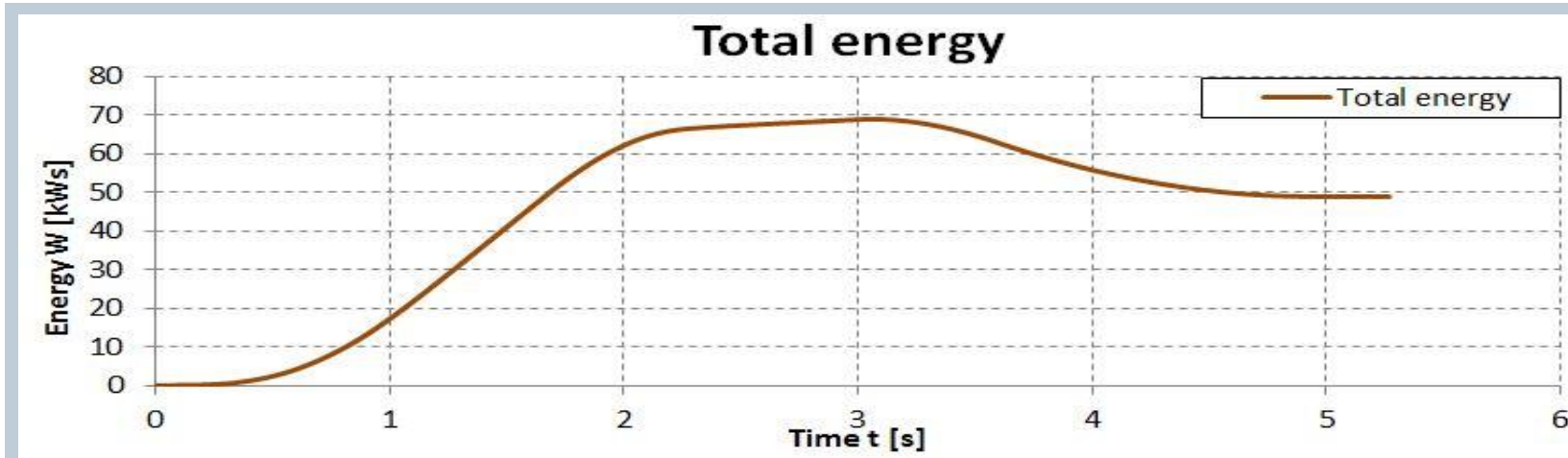


Simulation of mechanical power with no optimization.

- Axis start synchronous with their maximum dynamic parameters.
- Motoric power peaks overlay due to the acceleration of both axis.

Initial state (before optimization)

Electrical energy



Energy

$$W = \int_{t_0}^{t_1} P(t) \cdot dt$$

Total electrical energy:

Diagram of total electrical energy including regenerative feedback

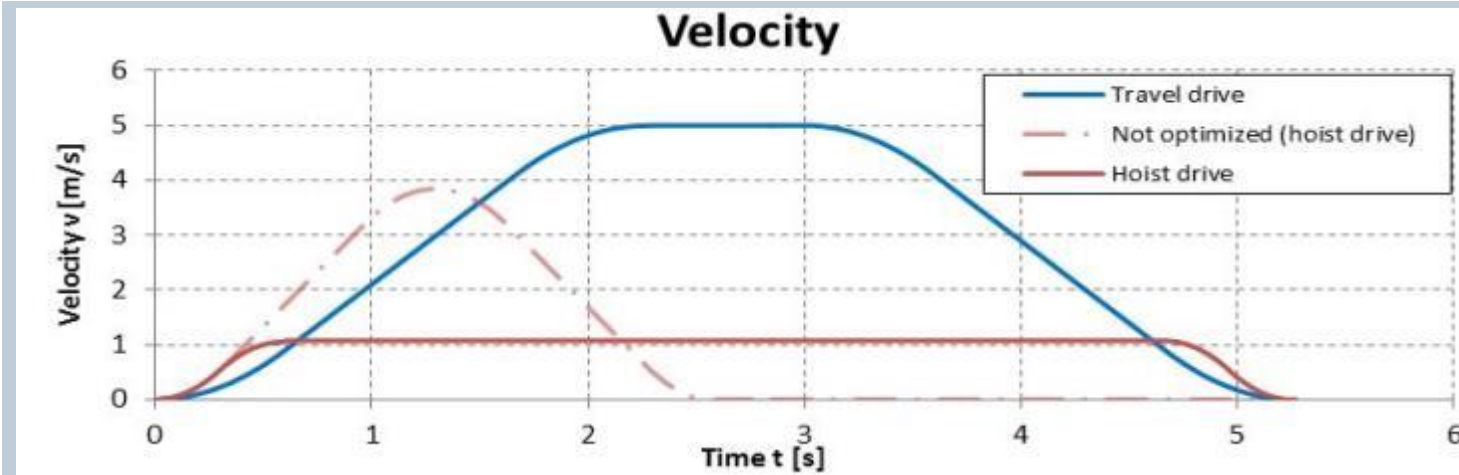
Absorbed energy:

Energy that is taken from the grid without regenerative feedback

Feedback to the grid is typically not paid by the energy provider

Optimization strategy 1 – Adapting dynamic parameters

Velocity and active power



Adapting the dynamic parameters:

- Speed or acceleration / deceleration of non time critical axis are reduced. Both axis reach the target position at the same time.
- Hoist: Reduction of the speed (see example)
- Chassis: Decrement of acceleration and deceleration

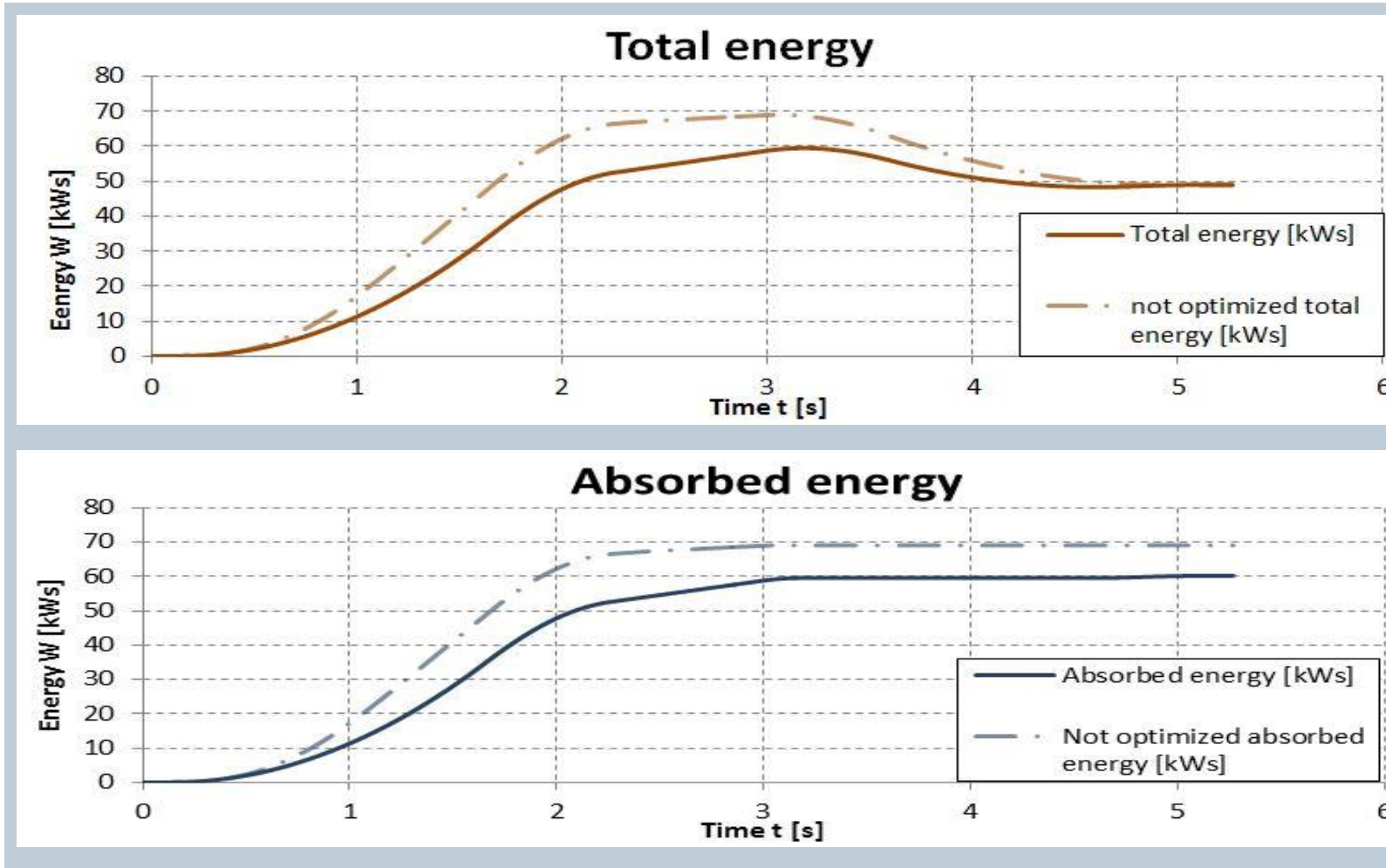


Compared with initial state the power peak is reduced by approx. 10% due to optimization.

45kW instead of 50kW at the same performance

Optimization strategy 1 – Adapting dynamic parameters

Electrical energy



Energy

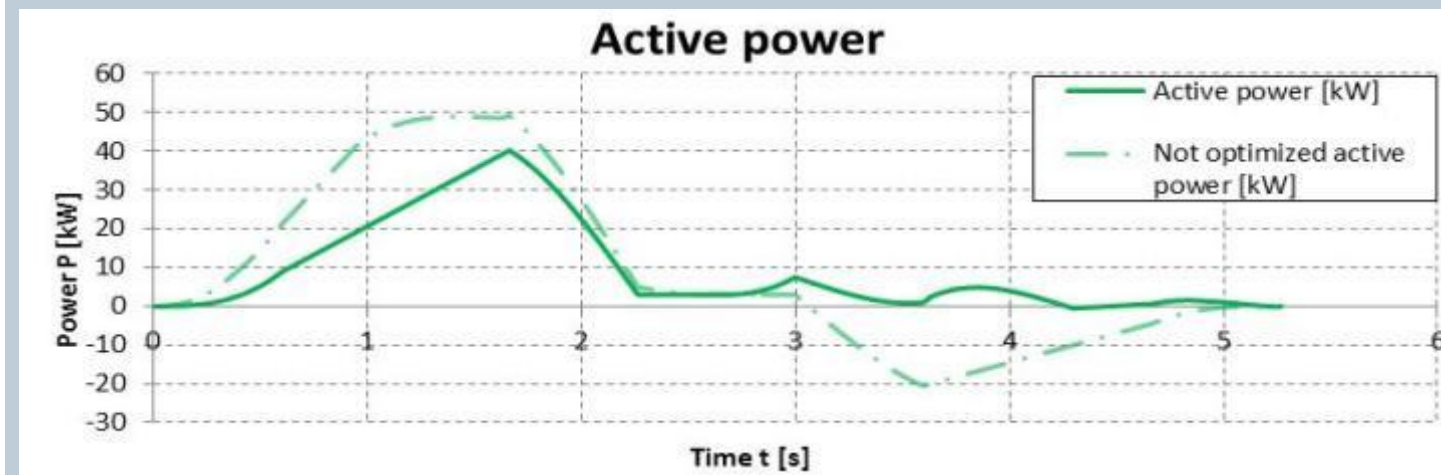
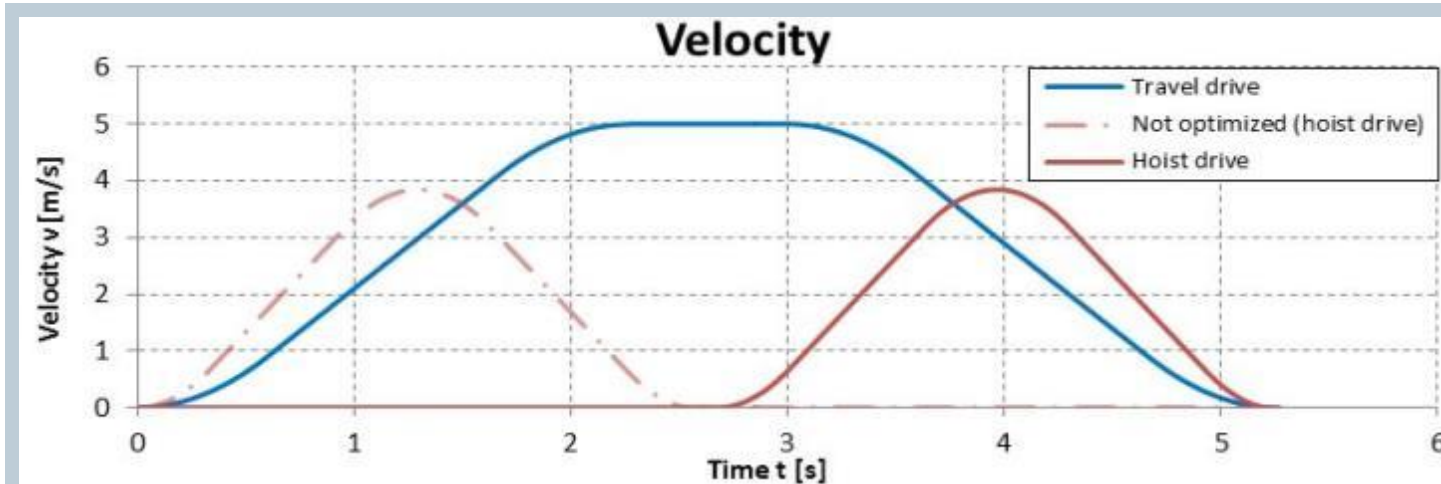
$$W = \int_{t_0}^{t_1} P(t) \cdot dt$$

Compared with the initial state the absorbed energy from the grid is reduced by approx. 14%.

60kW instead of 70kW at the same performance

Optimization strategy 2 – Adapting starting time

Velocity and active power



Adaption of starting time:

- Chassis is time critical:
 - A delay time before or after hoist movement avoids an overlap of the power peaks.
 - The chassis braking energy can be used for lifting
- Hoist is time critical -> Strategy 1 is used

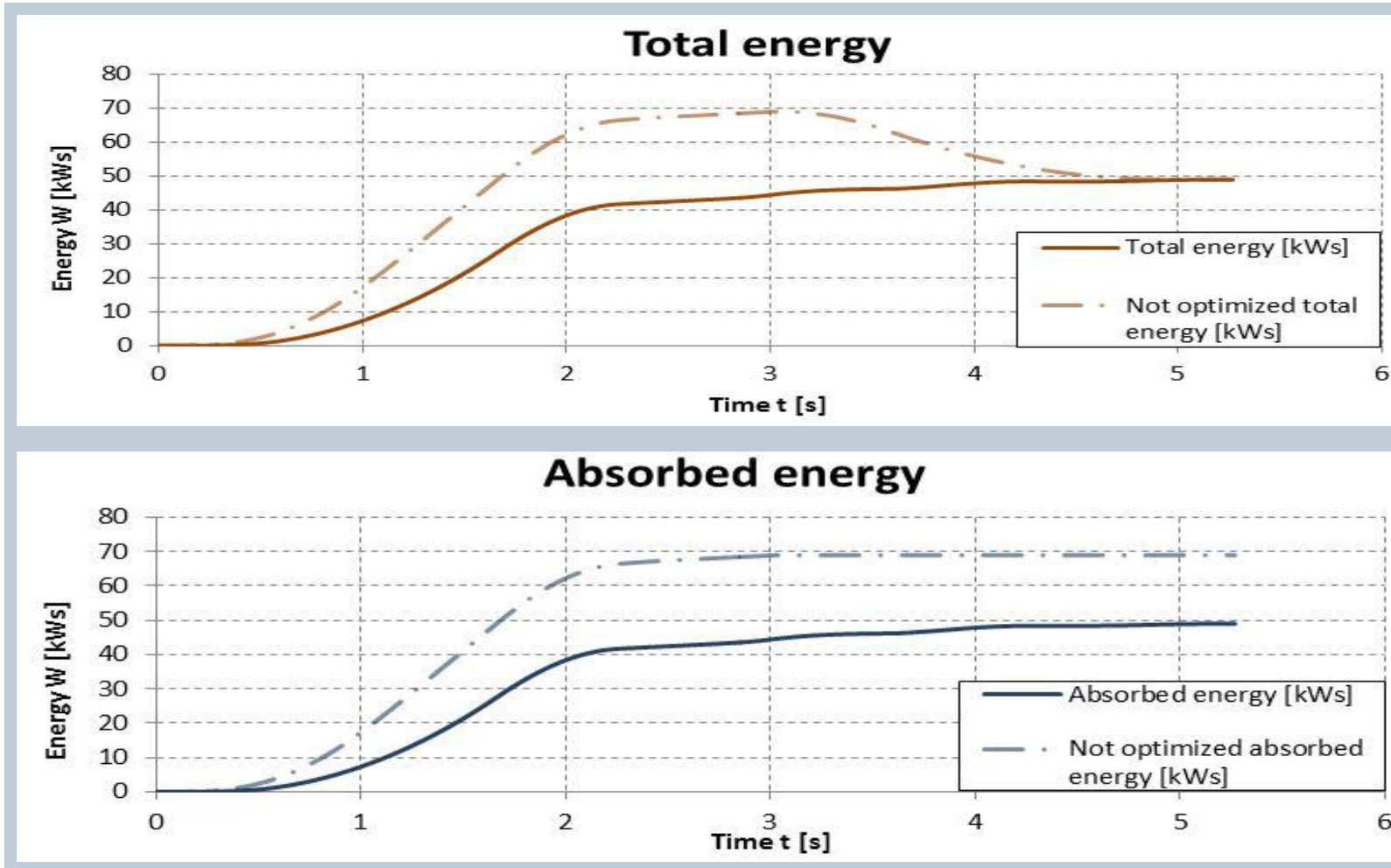


Compared with the initial state the power peak is reduced by approx. 20%.

40kW instead of 50kW
at the same performance

Optimization strategy 2 – Adapting starting time

Electrical energy



Energy

$$W = \int_{t_0}^{t_1} P(t) \cdot dt$$

Compared with the initial state the absorbed energy from the grid is reduced by approx. 30%.

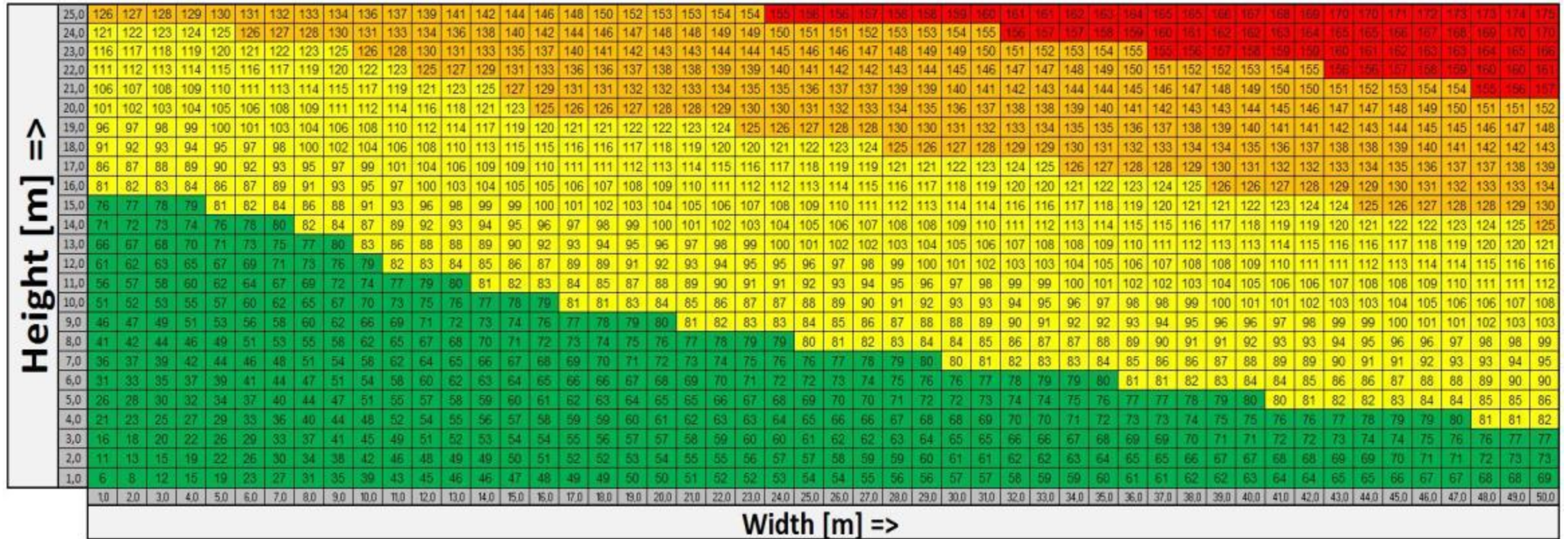
50kW instead of 70kW at the same performance

Comparison of strategies 1 and 2

	Initial state	Strategy 1 – Adapting dynamic parameters	Strategy 2 – Adapting starting time
Motoric peak power [kW]	50	45	40
Savings in %	-	10 %	20 %
Energy absorbed [kWs]	70	60	50
Savings in %	-	14 %	30 %

Calculated absorbed energy for the entire shelf

Optimization strategy 1 – Adapting dynamic parameters



	< 80[kWs]
	80[kWs] ... 125[kWs]
	125[kWs] ... 155[kWs]
	> 155[kWs]

Calculated absorbed energy for the entire shelf Optimization strategy 2 – Adapting starting time



Height [m] =>	25,0	126	127	128	129	130	131	132	133	134	136	137	139	141	142	144	146	148	150	152	153	153	154	154	155	156	156	157	158	158	159	160	161	161	162	163	164	165	165	166	166	167	168	168	169	169	170	171						
	24,0	121	122	123	124	125	126	127	128	130	131	133	134	136	138	140	142	144	146	147	148	148	149	149	150	151	151	152	153	153	154	155	156	157	157	158	159	159	159	159	160	160	161	161	162	163	163	164	164	165	166			
	23,0	116	117	118	119	120	121	122	123	125	126	128	130	131	133	135	137	140	141	142	143	143	144	144	145	146	146	147	148	149	149	150	151	152	153	154	152	153	153	154	155	155	156	157	157	158	158	159	160	160	161			
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	19,0	96	97	98	99	100	101	103	104	106	108	110	112	114	117	119	120	121	121	122	122	123	124	125	126	127	128	128	130	130	131	129	130	130	131	132	132	133	134	134	134	135	136	136	137	137	138	139	139	140	140			
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	16,0	81	82	83	84	86	87	89	91	93	95	97	100	103	104	105	105	106	107	108	109	110	111	112	112	113	114	115	115	116	116	117	118	118	119	119	120	121	121	122	123	123	124	124	125	125	126	127	127	128	129	129	130	130
	15,0	76	77	78	79	81	82	84	86	88	91	93	96	98	99	99	100	101	102	103	104	105	106	107	108	109	106	107	107	108	108	109	110	110	111	111	112	112	113	114	115	115	116	116	117	117	118	119	119	120	120	121		
	14,0	71	72	73	74	76	78	80	82	84	87	89	92	93	94	95	96	97	98	99	100	101	102	103	104	100	101	102	102	103	103	104	105	105	106	106	107	108	108	109	109	109	110	110	111	112	112	113	113	114	115	115		
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	7,0	36	37	39	42	44	46	48	51	54	58	62	64	65	66	67	60	61	61	62	62	63	63	64	65	65	66	66	67	68	68	69	69	70	70	71	72	72	73	74	74	75	75	76	76	77	78	78	79	79	80			
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	Width [m] =>																																																					

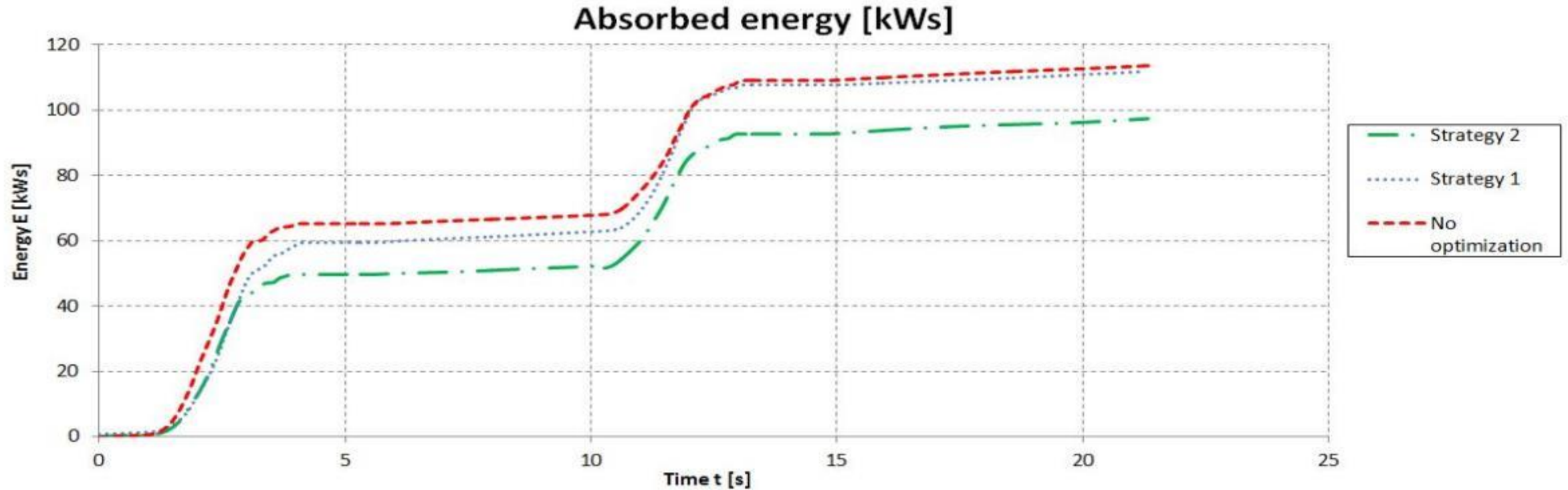
	< 80[kWs]
	80[kWs] ... 125[kWs]
	125[kWs] ... 155[kWs]
	> 155[kWs]

Comparison of strategies 1 and 2 Average values for the entire shelf

	Initial state	Strategy 1 – Adapting dynamic parameters	Strategy 2 – Adapting starting time
Average value of motoric peak power [kW]	53.7	44.6	41.2
Savings in %	-	17 %	23.3 %
Average value of energy absorbed [kWs]	108	100	95
Savings in %	-	7.4 %	12.1 %

Test reading at a real small parts ASRM

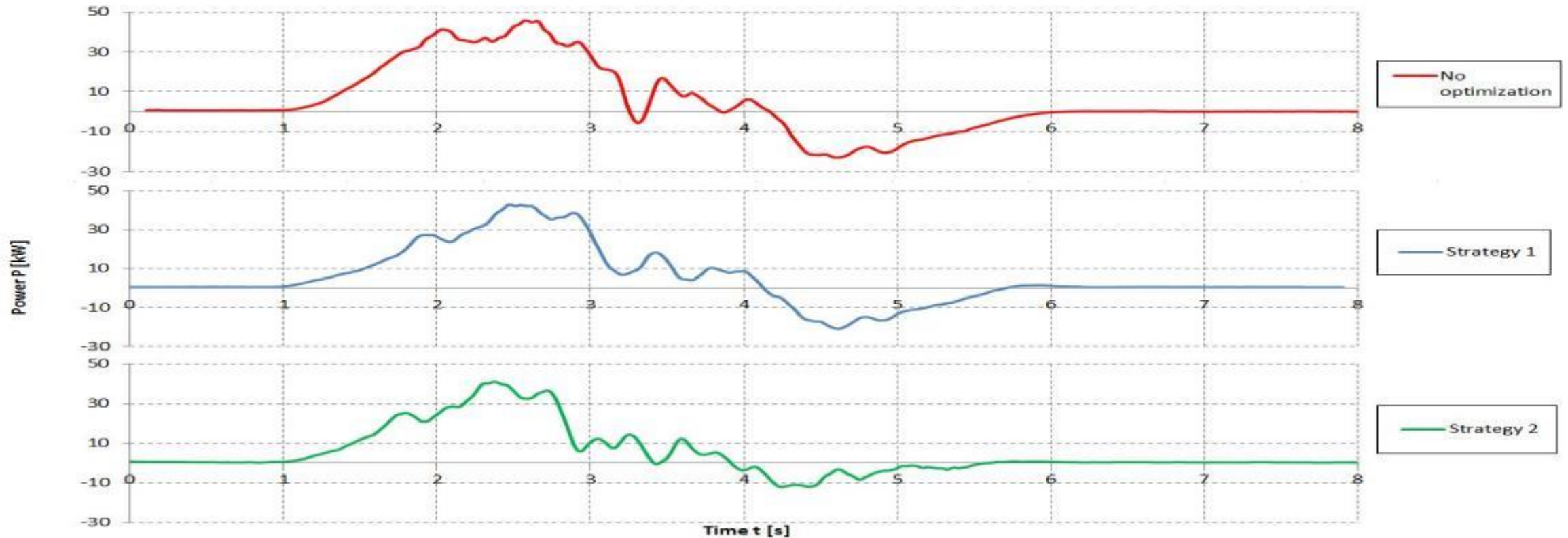
Absorbed energy



	Initial state	Strategy 1 – Adapting dynamic parameters	Strategy 2 – Adapting starting time
Energy absorbed [kW]	116	115	98
Savings [kW]	-	1	18
In %	-	0,9 %	15,6%

Test reading at a real small parts ASRM

Electrical power



	Initial state	Strategy 1 – Adapting dynamic parameters	Strategy 2 – Adapting starting time
Motoric / regenerative power [kW]	51 / 25	46 / 21	43 / 12
Savings in %	-	10% / 16%	16 % / 52%

Agenda



- Introduction 3
- Strategies for optimizing 11
- **Limitation of connection power** 30
- Function block architecture 36
- Additional functions 40

Limitation of electrical power Benefit and side effect

+ Reduction of ASRMs maximum electrical connecting power (cost savings)

- Possible usage of smaller infeed modules
- Smaller dimensioning of transformer and grid periphery possible
- Limitation of maximum power for ASRM depending on actual situation, e.g. at simultaneous start of several ASRMs

- Reduced performance for some positions in the shelf (approx. 5 to 10%)

- Dynamics of drives will be reduced if actual motion profile will exceed the power limitation
→ Increased cycle time for the actual motion profile
- Number of involved positions must be taken into account when defining the power limit
Goal: max. 5 to 10% of positions with reduced performance

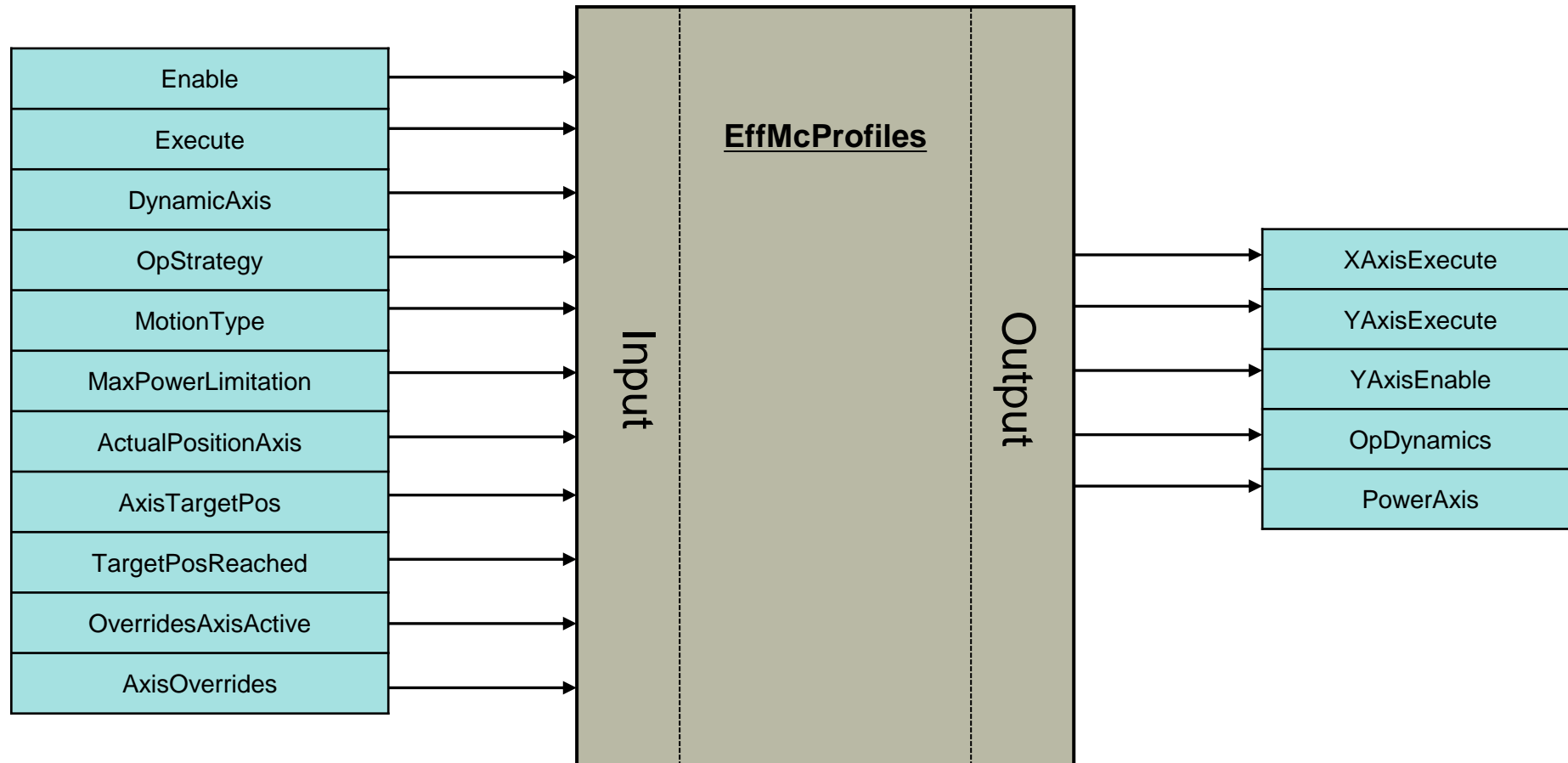
Agenda



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Function block “EffMcProfiles”

Overview input- and output signals



Function block “EffMcProfiles”

Input signals

Variable	Description	Data type
Enable	Enabling of the function block (edge-triggered)	Bool
Execute	Start of calculation	Bool
DynamicAxis	Dynamic parameters of the axis	PLC data type
OptStrategy	Selection of optimization strategy – default setting: strategy 2	Integer
MotionType	Selection if ASRM motion is done by TOs (PLC based) or by EPOS in S120	Integer
MaxPowerLimitation	Maximum electrical power limitation	Real
ActualPositionAxis	Actual position of X/Y axis (new initialized after Execute command)	Real
AxisTargetPos	Target position of X/Y axis	Real
TargetPosReached	Target position reached	Bool
OverridesAxisActive	Selection of overrides should be used	Bool
AxisOverrides	Overrides for dynamic parameters of X/Y axis	Integer

Function block “EffMcProfiles”

Output signals

Variable	Description	Data type
XAxisExecute	Start movement X axis	Bool
YAxisExecute	Start movement Y axis	Bool
YAxisEnable	Pulse enabling for Y axis (only used for brake management)	Bool
OpDynamics	Output of optimized parameters	PLC data type
PowerAxis	Output of 14 points for power values of X/Y axis and total power in combination with the time stamp -> Use case: e.g. condition monitoring or external power calculation	PLC data type

Agenda



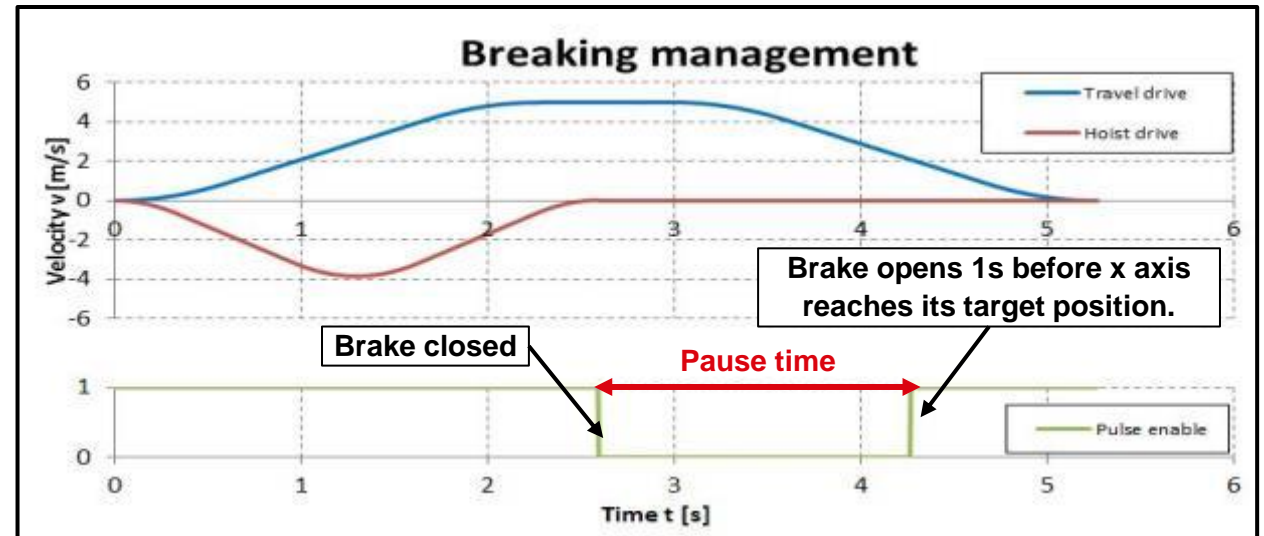
- Introduction 3
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- **Additional functions 40**

Additional functions

Brake management

At standstill of hoist drive most power is needed for holding the LHD incl. payload.

- With closed brake no electrical energy is needed.
- Potential of energy saving at e.g. long chassis movements and rest periods
- Time for opening and closing break is taken into account
- To avoid sagging of the load the electrical hold function will stay active during opening and closing time of the brake
- Goal: No losses in performance

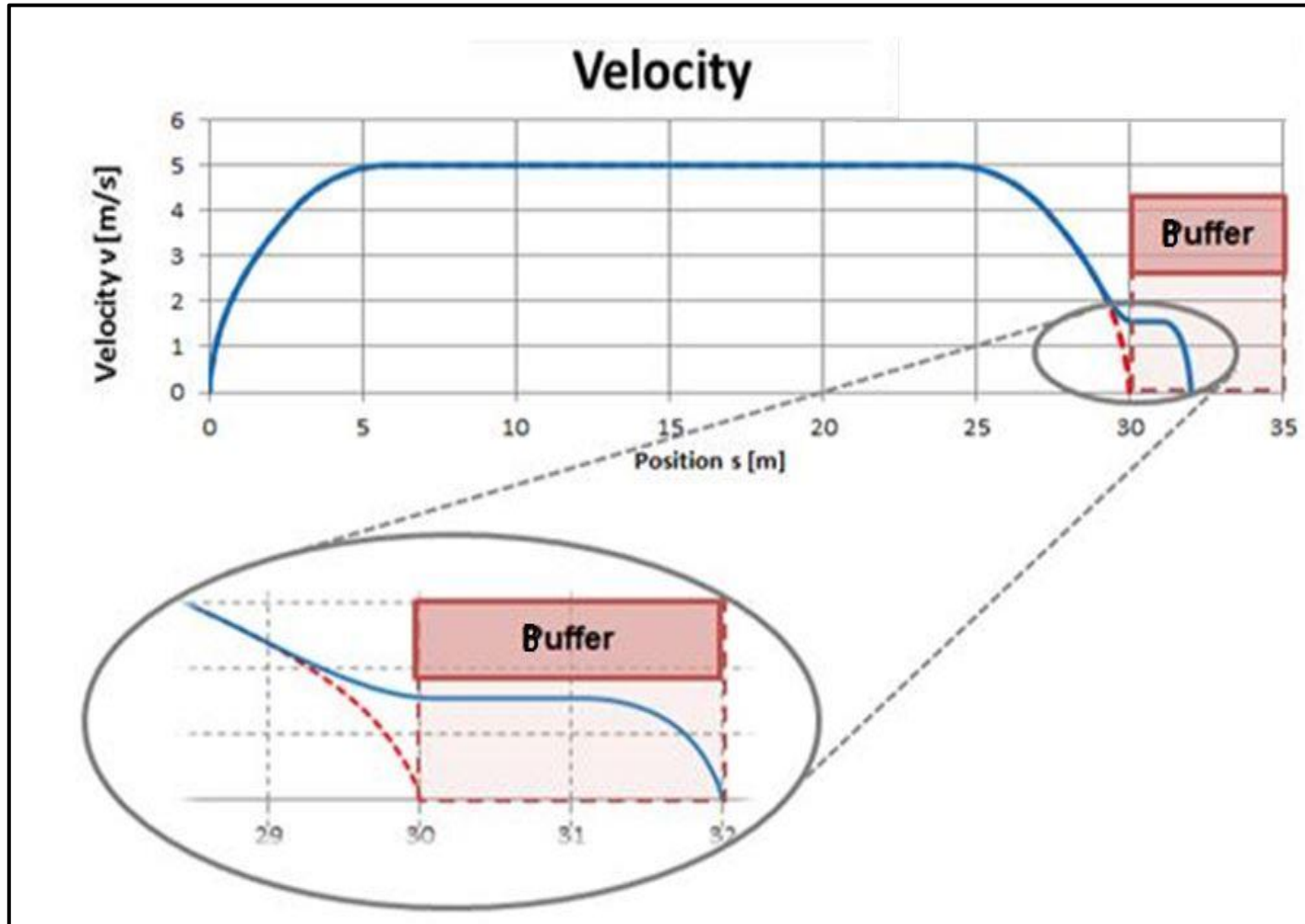


Example:

- Power to hold the load electrically 0.8kW
=> Brake is closed for 2 seconds = savings of 1.6kW of energy
- A minimum rest time can be defined below that time a brake will not be closed

Additional functions

Driving into buffer



Management of chassis movement in the buffer area
Inside buffer area the speed must be reduced to avoid a damage of the buffer

- More storage space available when buffer area can be used

Additional functions

Energy saving mode for ASRM



Activation of energy saving mode depending on the actual level of capacity

User definable override values for each axis (X and Y)

- Acceleration
- Deceleration
- Speed



Energy Efficiency

Possible use cases:

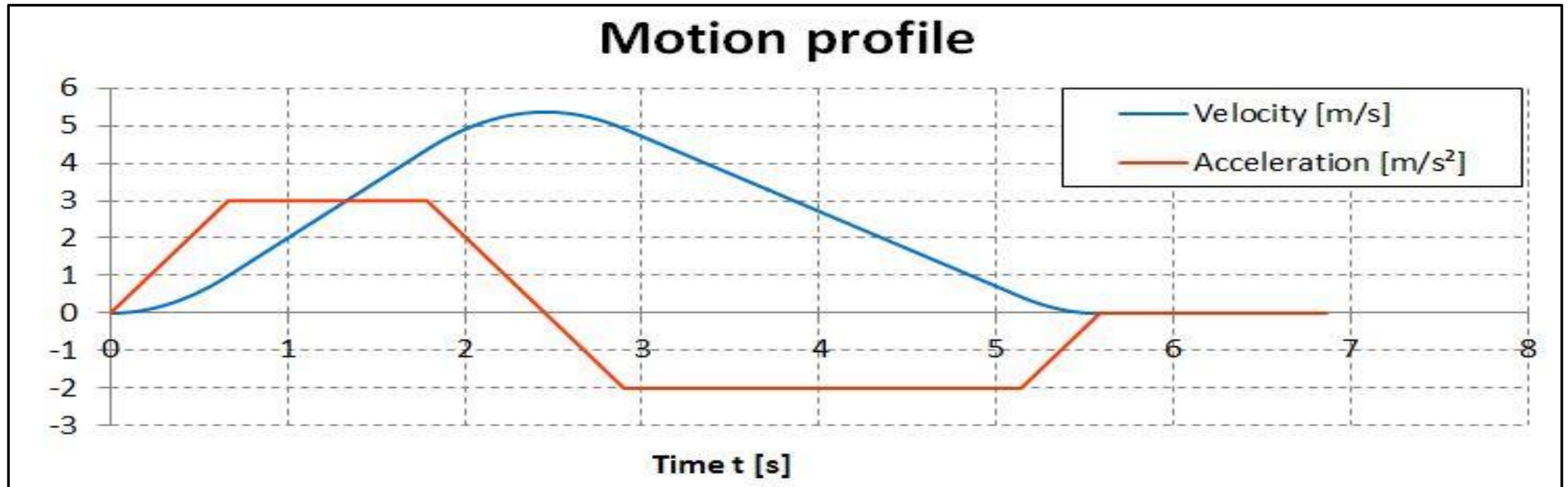
- Energy and power efficient operation mode at times with lower workload
- Adaption to environmental conditions e.g. to save energy for cooling the cabinet during summer time or to save cooling energy in deep freeze applications
- Less electrical losses due to operation of motors at best degree of efficiency
- Reduction of electrical and mechanical losses
- Reduction of mechanical wear

Additional functions

Asymmetrical motion profiles

Asymmetrical motion profiles

- In some cases asymmetrical motion profiles have higher saving potentials
- Acceleration can be different from deceleration



Additional functions

Power calculation and time based motion optimization

Power calculation

- Before starting the movement the needed power of X/Y axis can be calculated
- Two different modes available
 - Simple power calculation
Only one value for electrical and mechanical efficiency is used
 - Extended power calculation with additional functions:
 - Calculation of needed energy for the ASRM
 - More exact results that can be used e.g. for condition monitoring or a comparison of different ASRMs or plants



Time based optimization

- Space time selection (default value 0 seconds)
Target position of optimized axis will be reached with that space time
- Use case: Reducing the waiting time before LHD can exchange load with the shelf





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