

System For Controlling The Rotational Speed
Of A Rotary Member

The present invention relates to a system for controlling the rotational speed of a rotary member and particularly to such a system simplified in construction and improved in accuracy.

Currently, many speed controllers for rotary members which are required to be rotated accurately at a constant speed, for example, a video tape recorder drum, capstan or the like, utilize a frequency generator (hereinafter called "FG") for generating an A.C. signal having a frequency proportional to the rotational speed of the rotary member and a speed detector for generating a control output corresponding to the FG signal.

Fig. 3 of the accompanying drawings is a block diagram illustrating the basic structure of such a speed controller according to the prior art. This speed controller comprises a motor 1 to be controlled, an FG2 for generating an FG signal, and a speed detector 4 for receiving the FG signal from the FG2. The speed detector 4 comprises a wave shaper 15 for producing a speed proportion signal having leading and trailing edges from the FG signal, and a period detector 7 for detecting the period of the speed proportion signal and for generating a control output corresponding to the detected period. The speed controller further comprises a filter 9 for smoothing or

phase compensating the control output from the period detector 7, and a motor drive circuit 10. As will be apparent, the speed controller is of a direct drive type wherein the rotary member is connected directly to the rotor of the motor 1.

In such a speed controller, it is generally known that the frequency in the FG should be set higher in order to improve the stability and rotational performance of the speed controller. As will be apparent later, this is because if the frequency of the FG is higher, the delay of phase in the speed detector 4 is correspondingly reduced and the ripple frequency of the output is similarly increased, thereby requiring a lower time constant in the subsequent filter 9 and increasing the phase margin in the control system.

However, the FG frequency cannot be thoughtlessly increased because of various limitations in the actual system. Thus, there have been made various proposals to enable the speed controller to perform sufficiently even at lower FG frequencies. One of the typical proposals is the use of a filter capable of effecting the phase compensation. However, the essential function of such a filter resides in stabilizing any system which is inherently unstable or substantially unstable, by deforming the gain of the system or part of its phase frequency characteristic, but it cannot basically improve the performance of the speed control system as by increasing the frequency in the FG as described hereinbefore.

Since the entire operation of such a speed control system has been already known in the art, the description will be made only with respect to a speed detector which also relates

to the present invention.

First of all, the prior art speed detector 4 shown in Fig. 3 will be described in operation.

If it is assumed that the rotational speed of the motor is N_m , and the FG frequency is f_c , the relationship between these factors can be represented by:

$$f_c = 1/T_c = KG \cdot N_m \quad \dots(1)$$

where KG is a speed-frequency conversion constant.

It is now assumed that the rotational speed varies with the passage of time. Namely, it is assumed that:

$$N_m(t) = N_{m0} + \Delta N_m(t) \quad \dots(2)$$

The operation of the speed detector 4 at this time is shown in Fig. 4.

As the rotational speed in the motor 1 varies with the passage of time, the FG frequency is modulated to change the length of time between the adjacent leading edges in the speed proportion signal. The period detector 7 detects the changed time length and generates a corresponding control voltage. More particularly, as will be apparent from Fig. 4, the control output $V_f(t)$ is represented, when $T_n < t \leq T_{n+1}$ ($n=0, \pm 1, \pm 2 \dots$), by:

$$\begin{aligned} V_f(t) &= V_{f0} + \Delta V_f(t) \\ &= V_{f0} + K_v \cdot \Delta T_n \\ &= V_{f0} + K_v \cdot \{(T_n - T_{n-1}) - T_c\} \quad \dots(3) \end{aligned}$$

where V_{f0} is a control output voltage when the rotational speed N_m of the motor is constant, and K_v is a period-voltage conversion constant (herein, having a minus polarity). For convenience, the minus polarity of the constant K_v is intentionally selected since the polarity of ΔT is opposite to that of ΔN_m . This is true of one

embodiment of the present invention which will be described. Although the description made here uses the leading edges of the speed proportion signal to detect the length of time, the trailing edges thereof can be used similarly.

As will be apparent from Fig. 4, the process is directly an FG signal modulating process. Namely, it comprises the steps of detecting a so-called "zero crossing time" in a modulated carrier to determine any change in the period of the carrier and then converting the change into a voltage to restore an original modulation signal. Therefore, it can be anticipated that if the modulation frequency is higher, the delay of phase is correspondingly increased.

Actually, if it is assumed that the item $\Delta N_m(t)$ of the equation (2) is a single sinusoidal wave, or:

$$\Delta N_m(t) = \Delta N_m \cdot \cos(2\pi f_m t + \theta_m) \quad \dots(4)$$

where f_m is a frequency at any changed rotational speed, θ_m is an initial phase and ΔN_m is an amplitude at the changed rotational speed (peak zero value), and that the FG signal or carrier $V_c(t)$ is set by:

$$V_c(t) = \sin(2\pi f_c t) \quad \dots(5)$$

and when the values f_m , θ_m and ΔN_m are changed to various different values, it has been found that the delay of phase θ_v can be represented by the following equation as the demodulated output is processed to extract a fundamental wave component from Fourier expansion:

$$\theta_v \approx (360 \times f_m) / f_c \quad [^\circ] \quad \dots(6)$$

From this equation (6), it becomes apparent that the delay θ_v is directly proportional to the value f_m and inversely proportional to the value f_c .

The approximation of the equation (6) is taken as the

such a reason why the speed detecting process detects the inverse of the frequency or a change in the period rather than the frequency itself and then generates an output voltage proportional to that change. The process may create some error if the regulation ($\Delta N_m/N_m$) is too large. From a trial calculation, however, it has been found that even if the regulation is set at a value much higher than the substantially negligible value in the actual system, for example, at a value equal to 10% of the peak zero value, the error in the value θ_v will be less than one percent. This delay of phase was also confirmed from an experiment in which the motor control system was actually used.

Fig. 5 shows the values of $\Delta N_m(t)$ and $\Delta V_r(t)$ which were determined when it is assumed that in the equation (4),

$$\left. \begin{aligned} \Delta N_m/N_m &= 0.01 = 1 [\%], \\ f_m &= f_c/8 [\text{Hz}], \text{ and} \\ \theta_m &= 0 [^\circ] \end{aligned} \right\} \dots(7)$$

In Fig. 5, the bracketed numerals (t) represent times on detection. In such a case, from the equation (6), the delay of phase θ_v is represented by:

$$\theta_v \approx 360/8 = 45 [^\circ] \dots(8)$$

This can be anticipated also from the waveform shown in Fig. 5.

From such a calculation, it is easily understood that if the detected time length of the FG signal for a half-period is converted into a voltage, the delay of phase θ_v becomes half the value determined from the equation (6). This is because this value is equivalent to two times the FG frequency in the aforementioned demodulating process.

In distinction from the detection of one complete period,

however, outputs from the speed detector 4 (shown by b and c in Fig. 6) may create a ripple with any changed DC component even if the rotational speed has no variation and when the FG signal is distorted or when any offset is produced in the wave shaper 5 as shown in Fig. 6. This results in an increased irregularity in the rotation and deviation from the set speed.

Since the frequency of the basic ripple component corresponds to the FG frequency, a filter may be added into the system in order to avoid the increased irregularity in the rotation. However, the time constant must be sufficiently higher relative to the ripple frequency, and this will offset the aforementioned improvement of the phase delay involved with the detection of speed. Further measures may also be required.

This means that the actual speed control system cannot advantageously utilize the above half-period process of detecting the speed for a half period of the FG signal, with respect to performance and cost.

On the contrary, the complete period process of performing a detection for one complete period will not produce any ripple or any variation in the DC components even if any offset is produced in the shaper 5, as will be apparent from Fig. 6. As shown in Fig. 5, however, this complete period process will also produce a ripple in FG frequency when there is any variation in the rotational speed. Naturally, the magnitude of such a ripple is relatively large while the ripple frequency is relatively low, in comparison with the half-period process. Thus, the time constant in the subsequent filter 9 must be increased. The control system will be highly limited in performance when the value θ_v is

combined with the phase delay, due to the increased time constant in the filter 9.

Although the prior art utilizes the process of detecting the rotational speed by sensing an FG signal for one complete period as described above, this process must be used despite its unsatisfactory performance if various system limitations dictate that the FG frequency cannot be set at a desired level.

In order to overcome such a problem in the prior art, the applicant had proposed a system for controlling the rotational speed of a rotary member, which can prevent its performance from being lowered even if the FG frequency cannot be set at a satisfactory level in light of the standard performance of the prior art, or, in other words, which can provide an improved performance using the same FG frequency (see Japanese Patent Publication No. 2-19712).

This proposal will now be described with reference to Fig. 7.

Referring to Fig. 7, a speed control system comprises a motor 101; an FG 102; a speed detector 104; a shaper 105 for preparing a speed proportion signal having leading and trailing edges, based on an FG signal from the FG 102; a first period detector 107a for detecting the length of time (or period) between the adjacent leading edges of the speed proportion signal and generating a control output corresponding to the detected period; a second period detector 107b for detecting the length of time (or period) between the adjacent trailing edges of the speed proportion signal and generating a control output corresponding to the detected period; an output selector 111 for alternately

selecting the outputs of the first and second period detectors 107a and 107b; a filter 109 for smoothing the output of the output selector 111 or performing the phase compensation of the control system; and a motor drive circuit 110.

As in the aforementioned arrangement according to the prior art, it is now assumed that the rotational speed of the motor varies with passage of time. The operation of the speed detector 104 made under such an assumption is shown in Fig. 8.

As the rotational speed of the motor 101 varies with passage of time, the FG signal is modulated, resulting in variations of the time lengths between the adjacent leading edges and between the adjacent trailing edges in the shaped speed proportion signal. The first period detector 107a responds to the changed time length between the adjacent leading edges to produce a control output while the second period detector 107b responds to the changed time length between the adjacent trailing edges to produce a control output. The first and second period detectors 107a and 107b define the same detection system as the aforementioned one-complete period detection system according to the prior art.

Therefore, the control output V_{r1} of the first period detector 107a and the control output V_{r2} of the second period detector 107b are respectively represented, when $T_{2k} < t \leq T_{2k+2}$ ($k=0, \pm 1, \pm 2, \dots$), by:

$$\begin{aligned} V_{r1}(t) &= V_{r0} + \Delta V_{r1}(t) \\ &= V_{r0} + K_v \cdot \Delta T_{2k} \\ &= V_{r0} + K_v \{ (T_{2k} - T_{2k-2}) - T_c \} \end{aligned} \quad \dots (9)$$

and, when $T_{2k+1} < t \leq T_{2k+3}$ ($k=0, \pm 1, \pm 2, \dots$), by:

$$\begin{aligned}
 V_{F2}(t) &= V_{F0} + \Delta V_{F2}(t) \\
 &= V_{F0} + K_V \cdot \Delta T_{2k+1} \\
 &= V_{F0} + K_V \{ (T_{2k+1} - T_{2k-1}) - T_c \} \quad \dots(10)
 \end{aligned}$$

The output selector 111 selects, as the output of the speed detector 104, the output of the first period detector 107a during a period of time between a time T_{2k} when the output of the first period detector 107a changes from one value to another and a time T_{2k+1} when the output of the second period detector 107b changes from one value to another. The output selector 111 also selects, as the output of the speed detector 104, the output of the second period detector 107b during a period of time between the time T_{2k+1} and a time T_{2k+2} when the output of the first period detector 107a changes from one value to another. Thus, the output V_F of the speed detector 104 can be represented by:

$$\begin{aligned}
 V_F(t) &= \\
 &V_{F1}(t)(T_{2k} < t \leq T_{2k+1}) \text{ or} \\
 &V_{F2}(t)(T_{2k+1} < t \leq T_{2k+2}) \\
 &(k = 0, \pm 1, \pm 2, \dots) \quad \dots(11)
 \end{aligned}$$

It has been found herein that if the values f_m , θ_m and ΔN_m in the equation (4) are changed to various numerical values and when the demodulated output V_F obtained at each of the changed values is subjected to Fourier expansion to extract the basic wave component, the delay of phase θ_v can be represented by:

$$\begin{aligned}
 \theta_v &\approx (270 \times f_m)/f_c \\
 &= \{ (360 \times f_m)/f_c \} \times 0.75 [^\circ] \quad \dots(12)
 \end{aligned}$$

The use of the approximation symbol in the above equation (12) is for the same reason as in the aforementioned example according to the prior art. It is thus understood that the

speed detector 104 shown in Fig. 7 can be reduced in phase delay to a level about 25% smaller than that of the one-complete period detecting system according to the prior art.

Fig. 9 shows $\Delta N_v(t)$ and $\Delta V_v(t)$ at the settings shown in the equation (7), as in the prior art of Fig. 3. The bracketed numerals (t) represent times on detection. In this case, from the equation (12), the delay of phase θ_v is:

$$\theta_v \approx 270/8 = 33.75^\circ \quad \dots(13)$$

It will be apparent from Fig. 9 that the speed control system has a reduced ripple and a doubled ripple frequency with the same advantages as those of the aforementioned half-period detection system. The increased ripple frequency also serves to decrease the time constant of the subsequent filter 109. This naturally involves the reduction of the phase delay in the control loop. Furthermore, the proposed system performs the detection of time length in the same manner as in the prior art one-complete period detection. Therefore, it does not have the disadvantages of the half-period detection, that is, any ripple created in the control output due to a distorted FG signal or an offset in the shaper 105 or any deviation in the DC potential.

The speed detection system previously proposed by the applicants has many advantages in comparison with the prior art. However, it includes two additional problems in that the system requires two period detectors, resulting in enlargement of the entire circuit, and in that if the two period detectors are different in characteristics from each other, a difference between the outputs of these period detectors will be produced creating a ripple in the resulting

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control output having its basic frequency f , even when there is no variation in the rotational speed.

It is therefore an object of the present invention to provide a speed detector consisting of a single half-period detection type detector element.

To this end, the present invention provides a system for controlling the rotational speed of a rotary member, said system comprising:

A) a frequency generator for generating an FG signal which is an AC signal having a frequency proportional to the rotational speed of said rotary member;

B) a zero crossing interval detector for detecting the zero crossing interval of said FG signal, the zero level corresponding to the desired rotational speed of said rotary member;

C) transfer means for holding the zero crossing interval detected by said zero crossing interval detector and then outputting said zero crossing interval in response to the next occurrence of a zero crossing;

D) adder means for summing the zero crossing interval detected by said zero crossing interval detector and the zero crossing interval outputted from said transfer means; and

E) drive means for driving said rotary member in accordance with the result in said adder means such that the rotational speed of said rotary member will be consistent with the desired speed.

In such an arrangement, the zero crossing interval detector detects a zero crossing interval, that is, a half

period of the modulated FG signal rather than a complete period thereof. The detected zero crossing interval is delayed by a half-period at the transfer means. The delayed zero crossing interval is summed with the zero crossing interval immediately after being detected, with the result being used to control the rotational speed of the rotary member.

Therefore, no delay of phase will be created even if the FG signal is increased in frequency. Also, with the use of a single zero crossing interval detector, the system can realize many advantages such as reduction of ripple, reduction of manufacturing cost and others.

Preferably, the present invention utilizes a wave shaper which serves as means for shaping the FG signal and then supplying it to the zero crossing interval detector. This makes the operation of the zero crossing interval detector more accurate. For example, with use of a wave shaper which is adapted to output a square-wave signal having a value variable on the zero crossing of the FG signal, the zero crossing interval detector may simply detect the time length required to change the value of this square-wave signal from one to another as a zero crossing interval in the FG signal. This means that the zero crossing interval detector can be operated more simply.

In the above arrangement of the present invention, the rotational speed of the rotary member can be controlled by the drive means, based on the comparison of DC voltages. More particularly, the drive means may compare the output of the adder means with a DC voltage representative of the desired rotational speed of the rotary member. If there is any difference between the output of the adder means and the

DC voltage, the drive means may control the rotational speed of the rotary member such that the difference is decreased as much as possible.

It is further preferred that a filter is provided in between the adder means and the drive means to optimize the control. For example, such a filter may smooth the output of the adder means to make the speed control stable with a reduced noise level. Alternatively, the filter may perform any phase compensation so as to remove any phase delay from the speed control.

The transfer means may be of a variable characteristic type which does not depend on the filter and can vary the control characteristics (amplitude and phase-frequency characteristics) by regulating their coefficients.

The rotary member described may take many configurations such as drums and others. One of the most general means for rotatably driving the rotary member is a motor. The drive means may include such a motor. In such a case, the drive means further includes a motor drive circuit for controlling the rotational speed of the motor based on the result from the adder means.

The invention will be further described by way of non-limitative example with reference to the accompanying drawings, in which:-

Fig. 1 is a block diagram of the circuit layout in one embodiment of a system for controlling the rotational speed of a rotary member, which is constructed in accordance with the present invention.

Fig. 2 is a timing chart illustrating the operation of the embodiment shown in Fig. 1.

Fig. 3 is a block diagram of the circuit layout of a

system for controlling the rotational speed of a rotary member, which is constructed in accordance with the prior art.

Fig. 4 is a timing chart illustrating the operation of the prior art system shown in Fig. 3.

Fig. 5 is a diagram showing the control waveforms in the prior art system of Fig. 3.

Fig. 6 illustrates various problems in the prior art system of Fig. 3.

Fig. 7 is a block diagram of the circuit layout in a system previously proposed by the applicants.

Fig. 8 is a timing chart illustrating the operation of the proposed system in Fig. 7.

Fig. 9 is a diagram illustrating control waveforms in the proposed system of Fig. 7.

Referring to Fig. 1, there is shown a speed control system of the present invention which comprises a zero crossing interval detector 207 for detecting the time length of one half-period in a speed proportion signal; transfer means 212 for transferring a detection output in synchronization with the trailing edge of a speed proportional signal generated after passage of the other half-period thereof; and an adder 213 for summing the detection output and the transferred output to produce a control output or speed detector output.

In such an arrangement, it is assumed that the rotational speed of the rotary member varies with passage of time as in

the aforementioned equation (2). The operation of a speed detector 204 at this time is shown in Fig. 2.

As the rotational speed of a motor 201 varies with passage of time, an FG signal will be modulated in frequency. As a result, the length of time between the adjacent leading and trailing edges of the shaped speed proportion signal, that is, the length of time during the half-period will vary correspondingly. The zero crossing interval detector 207 generates a detection output depending on the length of time during the half-period. The transfer means 212 transfers this detection output to a transfer output immediately after the next half-period.

As will be apparent from Fig. 2, the detection output V_{F3} is thus represented, when $T_j < t \leq T_{j+1}$ ($j = 0, \pm 1, \pm 2, \dots$), by:

$$\begin{aligned} V_{F3}(t) &= V'_{F0} + \Delta V_{F3}(t) \\ &= V'_{F0} + K_v \cdot \Delta T_j \\ &= V'_{F0} + K_v \{ (T_j - T_{j-1}) - T_c / 2 \} \quad \dots (14) \end{aligned}$$

As will be apparent from Figs. 2 and 8, the value T_j is identical with the value T_{2k} if it is assumed that the rotational speed N_m and the FG signal are the same as those of the previously mentioned structure of the prior art. The item V'_{F0} is a detection output when the rotational speed N_m of the motor is constant. The item K_v is the same setting as that of the previously mentioned prior art example.

On the other hand, the output V_{F4} of the transfer means 212 is represented, when $T_j < t \leq T_{j+1}$ ($j = 0, \pm 1, \pm 2, \dots$), by:

$$\begin{aligned} V_{F4}(t) &= V'_{F0} + \Delta V_{F4}(t) \\ &= V'_{F0} + K_v \cdot \Delta T_{j-1} \end{aligned}$$

$$= V'_{F0} + K_v \{ (T_{j-1} - T_{j-2}) - T_c / 2 \} \quad \dots(15)$$

The adder 213 obtains a control output or speed detector output by summing the detection and transfer outputs together. Therefore, when $T_j < t \leq T_{j+1}$ ($j = 0, \pm 1, \pm 2, \dots$),

$$\begin{aligned} V'_F(t) &= V_{F2}(t) + V_{F4}(t) \\ &= 2V'_{F0} + K_v (\Delta T_j + \Delta T_{j-1}) \\ &= 2V'_{F0} + K_v \{ (T_j - T_{j-1}) - T_c / 2 \} \\ &\quad + \{ (T_{j-1} - T_{j-2}) - T_c / 2 \} \\ &= 2V'_{F0} + K_v \{ (T_j - T_{j-2}) - T_c \} \quad \dots(16) \end{aligned}$$

As described, since $T_j = T_{2k}$ and $T_{j-2} = T_{2k-2}$, when $T_j < t \leq T_{j+1}$ ($j = 0, \pm 1, \pm 2, \dots$),

$$\begin{aligned} V'_F(t) &= 2V'_{F0} + K_v \{ (T_{2k} - T_{2k-2}) - T_c \} \\ &= V_{F1}(t) \quad \dots(17) \end{aligned}$$

This is consistent with both the equations (9) and (11) if it is assumed that $2V'_{F0} = V_{F0}$.

Similarly, also when $T_{j+1} < t \leq T_{j+2}$ ($j = 0, \pm 1, \pm 2, \dots$),

$$\begin{aligned} V'_F(t) &= 2V'_{F0} + K_v \{ (T_{j+1} - T_{j-1}) - T_c \} \\ &= 2V'_{F0} + K_v \{ (T_{2k+1} - T_{2k-1}) - T_c \} \\ &= V_{F2}(t) \quad \dots(18) \end{aligned}$$

This is also consistent with both the equations (10) and (11).

Since in the equations (17) and (18), the value V'_{F0} is a setting without variation of the rotational speed, this means that it may be set as follows:

$$V'_{F0} = 1/2 V_{F0} \quad \dots(19)$$

It can be easily understood herein that the arrangement of Fig. 1 is perfectly equivalent in performance to that of Fig.

7 since the value V'_{r_0} is a parameter completely irrespective of the transfer characteristic on the variations of speed.

It is thus proven that the advantages of the present invention such as reduction of phase delay, improvement of ripple, invariable DC potential and so on are completely equivalent to those of the system previously proposed by the applicants. And yet, such advantages of the present invention can be accomplished using only a single zero crossing interval detector, resulting in simplification of the circuit layout and further reduction of the manufacturing cost.

Although the system previously proposed by the applicants is disadvantageous in that the differential characteristics between the two period detectors used therein produces a ripple in the basic frequency f_0 , the present invention utilizes a single zero crossing interval detector which will not cause such a problem, resulting in provision of the speed controller having an extremely high accuracy.

The arrangement of the present invention which includes the transfer means 212 and the adder means 213 is extremely similar to a transversal type filter. In fact, it can be understood that, as variation in the rotational speed is indefinitely decreased, the interval between transfers gradually approaches $T_0/2$, with the extreme limit providing a transversal type filter having a delay equal to $T_0/2$ and a coefficient equal to one.

If the transfer means 212 is made to have a coefficient regulating function, the speed detector can be varied in amplitude and phase-frequency characteristic. In other

words, the speed control system can have an additional function for regulating its response without being dependent on the subsequent filter 209. This advantage cannot be obtained in the system previously proposed by the applicants (see Japanese Patent Publication No. Hei 2-19712).

Although the speed detector 204 includes the wave shaper 205 at the first stage thereof, the wave shaper 205 can be omitted if the FG signal has such a waveform as in the speed proportion signal, that is, a waveform having leading and trailing edges.

The zero crossing interval detection may be accomplished by any other suitable means if it can provide the aforementioned operation of the speed controller, such as a CR circuit adapted to perform electric charge and discharge, a counter utilizing clock signals to count the length of the period, and so on.

Although the detection output has been described as the sample holding type, it may be in the form of output counts from the aforementioned counter utilizing clock signals. In such a case, obviously, the transfer means 212 may transfer and output the above counts. It is of course an easy operation for the adder 213 to sum these two counts.

Although the output of the speed detector 204 has been shown as being of the sample and hold type, the similar advantage may apparently be obtained even by using a so-called pulse width modulation system for changing the duty cycle of the output depending on variations of the period.

Although the preferred embodiment of the present invention has been described with reference to the direct drive of the rotary member, the similar advantage may be

obtained even by any other drive mechanism such as a belt drive.

Since the present invention provides a speed controller for detecting the length of time or zero crossing interval between the adjacent edges in the signal proportional to the rotational speed of the rotary member, transferring the detected signal at each of the half-periods and summing the transferred signal with the detection output to form a control output, the speed controller of the present invention provides completely the same advantages as in the system previously proposed by the applicants and also additional advantages such that the entire system can be inexpensively manufactured with an improved accuracy.

C L A I M S

1. A system for controlling the rotational speed of a rotary member, said system comprising:

a frequency generator for generating an FG signal which is an AC signal having a frequency proportional to the rotational speed of said rotary member;

a zero crossing interval detector for detecting the zero crossing interval of said FG signal, the zero crossing interval being inversely proportional to the rotational speed of said rotary member;

transfer means for holding the zero crossing interval detected by said zero crossing interval detector and then outputting said zero crossing interval in response to the next occurrence of zero crossing ;

adder means for summing the zero crossing interval detected by said zero crossing interval detector and the zero crossing interval outputted from said transfer means; and

drive means for driving said rotary member in accordance with the result from said adder means such that the rotational speed of said rotary member will be consistent with the desired speed.

2. A system as defined in claim 1, further comprising wave shaper means for shaping the FG signal and then supplying the shaped FG signal to said zero crossing interval detector.

3. A system as defined in claim 2 wherein the output of said wave shaper is a square-wave signal having a value



variable on the zero crossing of the FG signal and wherein said zero crossing interval detector detects the interval between subsequent changes in the value of the square-wave signal as a zero crossing interval in the FG signal.

4. A system as defined in claim 3 wherein the output of said zero crossing interval detector is a DC voltage having a value corresponding to the interval between subsequent changes in the value of the square-wave signal and wherein said drive means compares the output of said adder means with the DC voltage representative of the desired rotational speed of said rotary member to obtain a difference if any, said drive means being adapted to control the rotational speed of said rotary member such that said difference will be reduced.

5. A system as defined in claim 2 wherein the output of said zero crossing interval detector is a DC voltage having a value corresponding to the zero crossing interval of the FG signal and wherein said drive means compares the output of said adder means with the DC voltage representative of the desired rotational speed of said rotary member to obtain a difference if any, said drive means being adapted to control the rotational speed of said rotary member such that said difference will be reduced.

6. A system as defined in any one of the preceding claims further comprising a filter for smoothing the output of said adder means and supplying the smoothed signal to said drive means.

7. A system as defined in claim 6 wherein the output of



said zero crossing interval detector is a DC voltage having a value corresponding to the zero crossing interval of the FG signal and wherein said drive means compares the output of said filter with the DC voltage representative of the desired rotational speed of said rotary member to obtain a difference if any, said drive means being adapted to control the rotational speed of said rotary member such that said difference will be reduced.

8. A system as defined in any one of claims 1 to 5, further comprising a filter for phase compensating the output of said adder means and supplying the compensated signal to said drive means.

9. A system as defined in claim 8 wherein the output of said zero crossing interval detector is a DC voltage having a value corresponding to the zero crossing interval of the FG signal and wherein said drive means compares the output of said filter with the DC voltage representative of the desired rotational speed of said rotary member to obtain a difference if any, said drive means being adapted to control the rotational speed of said rotary member such that said difference will be reduced.

10. A system as defined in any one of the preceding claims wherein said transfer means is of a variable characteristic type which can change the amplitude and phase-frequency characteristic of its own output by regulating their coefficients.

11. A system as defined in any one of the preceding claims, wherein said drive means comprises:



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a motor for rotating said rotary member; and
a motor drive circuit for controlling the rotational speed of said motor based on the result from said adder means.

12. A system for controlling the rotational speed of a rotary member, the system being constructed and arranged to operate substantially as hereinbefore described with reference to and as illustrated in Figures 1 and 2 of the accompanying drawings.

13. Video recording/reproducing apparatus including a system according to any one of the preceding claims.
