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## Modeling Open-Loop MEMS Tunneling Accelerometer Based on Circular Plate

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**Abstract:** In this paper open-loop MEMS tunneling accelerometer was modeled based on a clamped micro circular plate with a tip tunneling at its centre. Mechanical behavior of the micro plate was studied deriving governing equation based on classic Kirchhoff thin plate theory and it was discretized using Galerkin method. Dynamic response of the proposed accelerometer due to step and harmonic external excitation was studied and the magnitude of the applied acceleration was identified by measuring of the changing of tunneling current. Obtained results show that the proposed tunneling accelerometer very sensitive and it can be measure acceleration with very high resolution but very small gap of tip tunneling limit the range of measurable acceleration. *Copyright © 2007 IFSA.*

**Keywords:** MEMS, Tunneling, Accelerometer, Micro Plate, Dynamic response

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### 1. Introduction

MEMS accelerometers are the kind of most important mechanical transducers. An accelerometer produces an electrical out-put signal that is proportional to applied acceleration. One reason of its significance is that our world is a moving world; every thing is in one kind of motion or the other. Another reason of its significance is that by integrating the output signal of acceleration, an accelerometer can also provide a measure of velocity. And we can further get the measure of position by integrating the velocity signal once again.

Micromachined accelerometers made by means of Microelectromechanical Systems (MEMS) technique have many advantages. First they are much cheap yet accurate because of the batch process. Second, they are small and light weight. We can measure the acceleration of a subject at precise position by its small size. We can also locate many cheap accelerometers with the same performance



into arrays to get the two or even three dimensional vibration modes of a subject. We can also make a three axial accelerometer directly by processes. It will not affect the motion subject itself much after a micromachined accelerometer is mounted on the measuring position because of its lightweight. Third, micromachined accelerometer works under low power consumption.

The demand for these sensors has increased recently quite considerably. They are widely used in all sorts of terrestrial, marine and aerospace application fields. One of the typical examples is the release airbag system in a car. In addition, accelerometers are also used on a car for active suspension and brake control systems or in the fuel cut-off and engine knock systems [1]. Accelerometers are also widely used in the seismic science and other vibration measurement fields such as vibration of machines, vibration control of the hard disk in portable computers, shipping monitoring etc. Micromachined accelerometers are now being incorporated into products such as joysticks and 3-dimensional visual game systems, applications that were previously impossible due to sensor price and/or size. The applications of accelerometers in marine areas can be found in the navigation and guidance system, the Global Position System (GPS), submarines and etc. Micromachined accelerometers have special significance in aerospace applications because of their small size and light weight. They are used to sense micro-gravity, orbit and status of a satellite.

Types of accelerometers are:

- a) Piezoelectric and piezoresistive accelerometers, piezoelectric (PE) accelerometers use the piezoelectric effect of quartz or ceramic crystals to generate an electrical output proportional to the applied acceleration [2].
- b) Optical accelerometers, there are two basic sensing mechanisms for optical Accelerometers: the first one is by measuring the intensity of light coupling to the output fiber optic cable and the second one is by measuring the change of wavelength of the light, reflected from a surface [3].
- c) Capacitive accelerometers, capacitive accelerometers convert the acceleration into a capacitance change. When acceleration is applied to the accelerometer, the seismic mass deflects from its rest position and changes the capacitance between the mass and the conductive stationary electrodes by a narrow gap. An electronic circuitry can easily measure this capacitance change. Capacitive accelerometers have several advantages, which make them very attractive for numerous applications. They have low temperature dependency unlike piezoresistive and piezoelectric accelerometers. Another important property of the capacitive accelerometers is their simple structure. However, its resolution in compare of tunneling accelerometer is low. Because in the tunneling accelerometer current change exponentially [4].
- d) Tunneling accelerometer, tunneling accelerometers convert acceleration to a tunneling current.

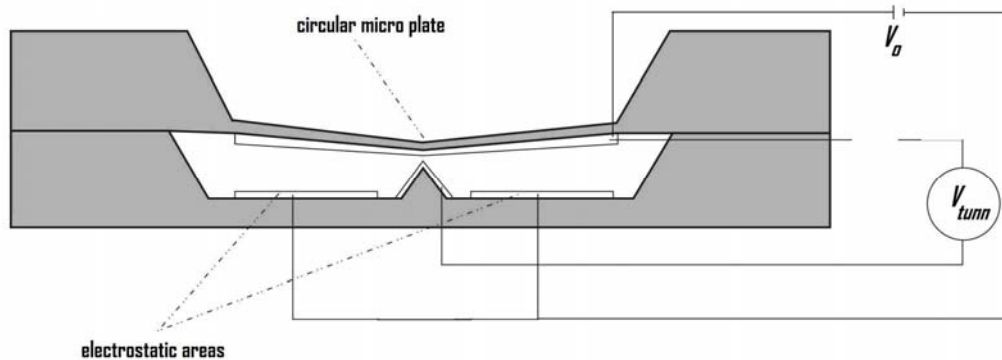
There is always a possibility of electron tunneling between two conductive electrodes, if these electrodes are close enough to each other. The tunneling current is observable when the gap between the two conductive materials is about  $10 \text{ \AA}$ . As the gap between the conductive materials decreases, the tunneling current increases. Two facts determining the tunneling current between two electrodes are the gap between the electrodes and the sharpness of the tip of the conductive material. As the tip of the conductive material is sharper, the probability of the electron tunneling increases. The change between the tip and the proof mass induces an exponential tunneling current, therefore in these models resolution increased. Since the gap between the two electrodes is in the order of few angstroms, open-loop accelerometers apply for small acceleration detection. Fig. 1 shows the structure and the operation principle of an open-loop tunneling accelerometer. By applying proper voltage,  $V_o$  to the bottom deflection electrode the tip of the electrode is brought sufficiently close to the tunneling counter-electrode, until this distance be about  $10 \text{ \AA}$ . A constant tunneling current,  $I$  is established. This tunneling current is constant, if the proof mass is stationary and the tunneling voltage ( $V_{tunn}$ ) is constant. Under acceleration the proof mass deflects from its rest position resulting in a change in the tunneling current. The readout circuit senses this change. With this mechanism, the tunneling current

change and acceleration can be measured by this change [5].

The goal of this paper is to design an open-loop tunneling accelerometer based on the circular plate and tunneling effect. We will also discuss about governing differential equation of circular micro plate, sensing technology for this proposed model setup.

## 2. Model Description

A typical tunneling accelerometer has mechanical components and three electrodes. Mechanical components include a base plate with a tunneling tip on the center and a proof mass (flexible circular micro plate). The electrodes include a tip electrode, proof mass electrode, and deflection electrode. The metal of the electrode is a layer of Au film because of its inert chemical characteristics as well as its relatively high work function. When operating, the accelerometer maintains a constant tip-to-proof mass distance by applying an electrostatic force on the proof mass. The cross section view of the tunneling accelerometer is illustrated in the Fig. 1. Usually, for normal performance, the distance between the tip and proof mass electrode is about 10 Å and the tunneling current is about nano ampere.



**Fig.1.** Tunneling accelerometer.

The change between the tip and the proof mass  $w(r,t)$  induces an exponential change in the tunneling current. The tunneling current induced between the tunneling tip and proof mass electrode can be expressed as follow [6]

$$I = I_o \exp(-\alpha \sqrt{\Phi} \cdot w(r,t)), \quad (1)$$

where  $\alpha$  is a constant, whose typical value is  $\alpha=1.025 (\text{\AA}^{-1} \text{eV}^{-0.5})$  and  $\Phi$  is the effective height of the tunneling barrier, and its typical value is 0.2 eV.  $I_o$  is the initial tunneling current where its magnitude depends on initial distance of the tunneling tip and the proof mass electrode, tunneling voltage ( $V_{tunn}$ ) and their materials.

In order to control the distance between the tip and proof mass electrode two electrostatic areas connected to a bias voltage are used with inducing an electrostatic force as below

$$q(w, V_o) = \frac{\epsilon V_o^2}{2(g_0 - w(r,t))^2}, \quad (2)$$

where  $q$  is the electrostatic force per unit area of the deformed plate,  $\epsilon$ ,  $V_o$  and  $g_o$  are the permittivity of free space in the air gap, applied bias voltage, and the air gap between two plates, respectively. In addition  $w = w(r, t)$  is the deflection of the deformed thin micro-plate.

The proposed device employ a parallel-plate, in which one plate is actuated inertial and its motion is detected by tunneling current changes. In order to increase the efficiency of actuation and improve the sensitivity of detection, the distance between the plates is minimized and the area of the electrode is maximized. Under such conditions, the so-called squeeze-film damping is pronounced [7].

This phenomenon occurs as a result of the massive movement of the fluid underneath the plate, which is resisted by the viscosity of the fluid. This gives rise to a pressure distribution underneath the plate, which may act as a spring and/or a damping force. Recent studies show that the damping force dominates the spring force at low frequencies, whereas the spring force dominates the damping force at high frequencies. Therefore, viscous damping in many MEMS devices corresponds to squeeze-film damping. Damping Ratio in the circular plate can be given as [8]:

$$C = \frac{3\pi R^4}{2h^3} \mu_{eff} \left(1 + \frac{0.8h\pi}{R} + \frac{32}{3\pi} \frac{h^3}{R^3}\right), \quad (3)$$

where  $R$  the plate radius and  $h$  is the plate thickness and  $\mu_{eff}$  the effective viscosity of the gas, squeeze-film or other source of energy loss can be described quantitatively in terms of a corresponding quality factor. The quality factor  $Q$  can be expressed as follow:

$$Q = \frac{C_c}{2C} = \frac{1}{2\zeta} \quad (4)$$

where  $C_c$  is the critical damping ratio and  $\zeta$  is the nondimensional damping coefficient.

### 3. Mathematical Modeling

Two major group of plate theory are used in scientific and practical applications: 1) Kirchhoff plate theory 2) Mindlin plate theory. The Kirchhoff thin plate theory is used when the thickness-to-length ratio ( $h/2R$ ) of the plate is relatively low and so the effect of transverse shear strains is neglected in this classical theory. The Mindlin plate theory (1951) is used when the thickness-to-length ratio ( $h/2R$ ) of the plate is relatively large and so the effect of transverse shear strains is considered [9].

Due to less thickness of plates in the proposed tunneling accelerometer in comparison with radius of the circular plate, the tunneling accelerometer plate can be modeled based on Kirchhoff classic thin plate theory. The load acting on the plate is axisymmetrically distributed therefore the deflection surface to which the middle plane of the plate is bent will also be axisymmetrical. In all points equally distant from the center of the plate the deflections will be the same, and it is sufficient to consider deflections in one diametric section through axis of symmetry. Let us take the origin of coordinates at the center of the deflected plate and denote by  $r$  the radial distance of points in the middle plane of the micro plate and by  $w(r, t)$  their deflections.

The nonlinear partial differential equation which is implemented in circular plate using Kirchhoff plate theory and assumption of plane strain condition is [10]:



$$\rho h \left( \frac{\partial^2 w}{\partial t^2} + a \right) + D \nabla^4 w + C \frac{\partial w}{\partial t} = q(w, V_o) \quad (5)$$

$$\nabla^4 w = \left( \frac{\partial^2}{\partial r^2} + \frac{1}{r} \frac{\partial}{\partial r} \right) \left( \frac{\partial^2 w}{\partial r^2} + \frac{1}{r} \frac{\partial w}{\partial r} \right), \quad (6)$$

where  $a$  and  $\rho$  are the acceleration which must be measured and density of the deformed plate, respectively. In addition,  $D$  denotes the flexural rigidity of the deformed plate and can be derived based on fundamental mechanics as

$$D = \frac{Eh^3}{12(1-\nu^2)}, \quad (7)$$

where  $E$  and  $\nu$  represent the Young modulus and Poisson ratio of the deformed micro circular plate.

Due to very small deflection of micro plate in the proposed tunneling accelerometers using of calculus of variation theory and Taylor's series and applying the truncation to first order can be linearized electrostatic forces as

$$q(w, V_o) = \frac{\varepsilon V_o^2}{2(g_0)^2} + \frac{\varepsilon V_o^2}{(g_0)^3} w(r, t) + O(2) \quad (8)$$

The linear form of Eq. (5) is

$$L(w(r, t)) = \rho h \left( \frac{\partial^2 w}{\partial t^2} + a \right) + D \left( \frac{\partial^4 w}{\partial r^4} + \frac{2}{r} \frac{\partial^3 w}{\partial r^3} - \frac{1}{r^2} \frac{\partial^2 w}{\partial r^2} + \frac{1}{r^3} \frac{\partial w}{\partial r} \right) + C \frac{\partial w}{\partial t} - \frac{\varepsilon V_o^2}{(g_0)^3} w(r, t) - \frac{\varepsilon V_o^2}{2(g_0)^2} = 0, \quad (9)$$

where  $L(w(r, t))$  a differential operator. The two spatial boundary conditions are determined from the requirement that the plate surround is clamped (zero displacement and zero slop). These boundary conditions are:

$$w(\pm R, t) = 0, \quad \left. \frac{dw}{dr} \right|_{(\pm R, t)} = 0 \quad (10)$$

#### 4. Numerical Solution

The general discretization methods that can be applied directly to differential equation are finite difference approximations and the various weighted residual procedures (known alternately as the Galerkin procedure) or approximate techniques of determining the stationary of properly defined functional. It is important to remark that the well-known finite difference method of approximation is a particular case of weighted residual approximations, when the Delta function selected as weighting functions (Collocation method).

In the present article the weighted residual procedures to discretize governing equations in  $r$  direction was used. Let  $w(r, t)$  is the solution of the governing nonlinear electro-mechanical coupling equation

which is the continuous and smooth function on  $[-R, R]$ , so the  $w(r, t)$  can be expanded with respect to base functions of  $\varphi_n(r)$  as:

$$w(r, t) = \sum_{n=1}^{\infty} \Psi_n(t) \varphi_n(r) \tag{11}$$

It is clearly impossible to satisfy both the differential equation and the boundary conditions in a general case. So if the selected  $\varphi_n(r)$  satisfy the existing geometrical boundary conditions, then  $w(r, t)$  satisfies the same boundary conditions. An approximate solution for Eq. (9) can be expressed as the following sequence:

$$w_N(r, t) = \sum_{n=1}^N \Psi_n(t) \varphi_n(r) \tag{12}$$

The sequence  $w_N(r, t)$  converges to the function  $w(r, t)$  in the mean, in the other word there exist an  $N > 0$  then [11]

$$\int_{-R}^R (w(r, t) - w_N(r, t))^2 dr < \varepsilon(t)^2 \tag{13}$$

By substitution the forgoing approximated solution to equation (11) we have:

$$L(w_N(r, t)) = L\left(\sum_{n=1}^N \Psi_n(t) \varphi_n(r)\right) = Er(r, t) \tag{14}$$

Where the  $Er(r, t)$  represents some residual obtained by substituting of the approximate solution into the differential equation. Using the  $\varphi_n(r)$  as weighting functions and applying the Galerkin-Bubnov method, a set of  $N$  nonlinear ordinary differential equations with respect to time can be obtained as follow:

$$\int_{-R}^R \varphi_j(r) L(w_N(r, t)) dr = \int_{-R}^R \varphi_j(r) L\left(\sum_{n=1}^N \Psi_n(t) \varphi_n(r)\right) dr = 0 \quad j = 1, \dots, N \tag{15}$$

The equation (13) can be rewritten in the following form:

$$\begin{aligned} & \int_0^R 2\pi r \rho h \varphi_j(r) \left( \sum_{n=1}^N \ddot{\Psi}_n(t) \varphi_n(r) \right) dr + C \int_0^R \varphi_j(r) \left( \sum_{n=1}^N \dot{\Psi}_n(t) \varphi_n(r) \right) dr + \\ & \int_0^R \varphi_j(r) \sum_{n=1}^N 2\pi r D \left\{ \left( \varphi_n^{IV}(r) + \frac{2}{r} \varphi_n^{III}(r) - \frac{1}{r^2} \varphi_n^{II}(r) + \frac{1}{r^3} \varphi_n^I(r) - \frac{\varepsilon V_o^2}{(g_o)^3} \varphi_n(r) \right) \right\} \Psi_n(t) dr \\ & - \int_0^R \frac{\pi \varepsilon V_o^2}{(g_o)^2} \varphi_j(r) r dr + \int_0^R 2\pi \rho h a \varphi_j(r) r dr = 0 \end{aligned} \tag{16}$$

The System of forgoing ordinary differential equations can be rewrite in the matrix form as follow:

$$\sum_{n=1}^N M_{jn} \ddot{\Psi}_n(t) + \sum_{n=1}^N C_{jn} \dot{\Psi}_n(t) + \sum_{n=1}^N K_{jn} \Psi_n(t) = F_j(t) \quad j = 1, \dots, N, \quad (17)$$

where  $M_{jn}, C_{jn}, K_{jn}$  and  $F_j$  are the mass matrix, damping matrix, and stiffness matrix and force vector respectively and can be defined as follows:

$$M_{jn} = 2\pi\rho h \int_{-R}^R \varphi_j(r)\varphi_n(r)rdr \quad (18)$$

$$K_{jn} = \int_0^R \varphi_j(r)2\pi rD \left\{ \left( \varphi^{IV}_n(r) + \frac{2}{r}\varphi^{III}_n(r) - \frac{1}{r^2}\varphi^{II}_n(r) + \frac{1}{r^3}\varphi^I_n(r) - \frac{k\varepsilon V_o^2}{(g_0)^3}\varphi_n(r) \right) \right\} dr \quad (19)$$

$$C_{jn} = C \int_0^R \varphi_j(r)\varphi_n(r)dr \quad (20)$$

$$F_j(t) = \int_0^R \frac{\pi\varepsilon V_o^2}{(g_0)^2}\varphi_j(r)rdr + \int_0^R 2\pi\rho h a \varphi_j(r)rdr \quad (21)$$

## 5. Results and Discussion

The results presented are based on the following values of material and geometrical parameters. Table 1 shows these items.

**Table 1.** Material and geometrical parameters for the proposed model.

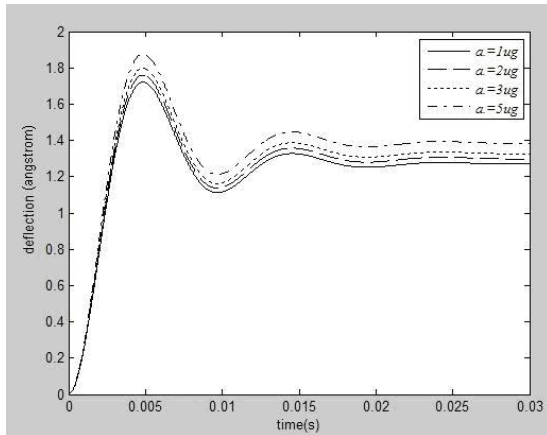
Parameter	Value
$R$ (radius)	250 ( $\mu\text{m}$ )
$h$ (thickness)	20 ( $\mu\text{m}$ )
$E$ (young's modulus)	169 (GPa)
$\nu$ (Poisson's ratio)	0.3
$g_0$ (initial gap)	$10A^\circ$
$\varepsilon$ (permittivity of air)	$8.8541878 \times 10^{-12}$ (F)
$\rho$ (density)	$2331(\text{Kg} / \text{m})^3$
$\mu_{\text{eff}}$ (air viscosity)	$1.77 \times 10^{-5}$
$Q$ (quality factor)	0.707
$I_0$	1.5 nA
$V_o$ (Bias voltage)	120 v
$V_{\text{tunn}}$ (tunneling voltage)	163 mV
$(\omega_n)_1$ (first natural frequency)	1.068 KHz
$N$	1

### 5.1 Response of the System to a Step Excitation

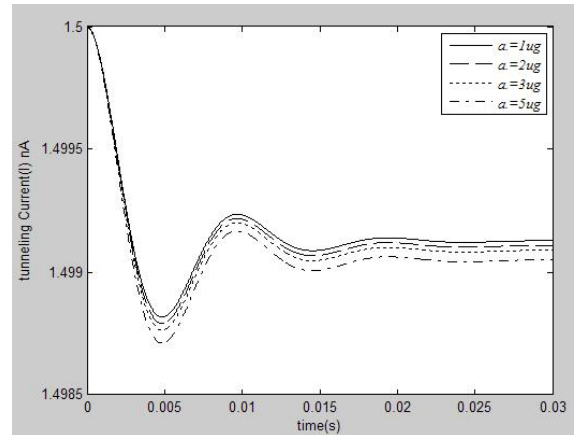
In this case a step excitation applied to the accelerometer at time  $t=0$  and then kept fixed.

$$a = a_0 H(t), \tag{22}$$

where  $H(t)$  is the unit step function. Fig. 2 shows the time history of the deflection of the center of the movable micro plate generated by different step excitation. The amplitude of the output decreases due to damping effects. Fig. 3 shows tunneling current changes for the system with respect to different applied external step excitation.



**Fig.2.** Deflection of center of micro plate due to different step excitation.

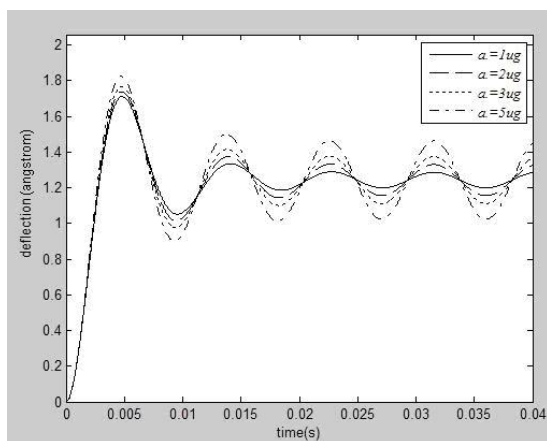


**Fig.3.** Tunneling current change due to different step excitation.

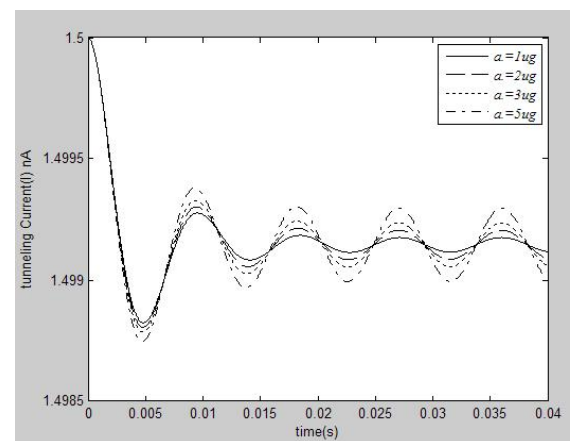
### 5.2 Response of System to a Harmonic Excitation

Harmonic response analysis gives you the ability to predict the sustained dynamic behavior of your structures, thus enabling you to verify whether or not your design will successfully overcome resonance, fatigue, and other harmful effects of forced vibration. Harmonic response used to determine the steady-state response of a linear structure to loads harmonically with time. Fig. 4 shows the harmonic response amplitude to applied harmonic acceleration (Eq. 23) in the proposed model and Fig. 5 shows tunneling current changes of the system to a harmonic excitation.

$$a = a_0 \sin(\omega t) \tag{23}$$



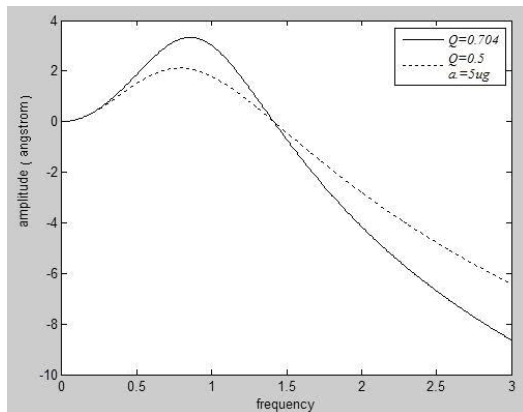
**Fig.4.** Deflection of micro plate due to different harmonic excitation in 700Hz.



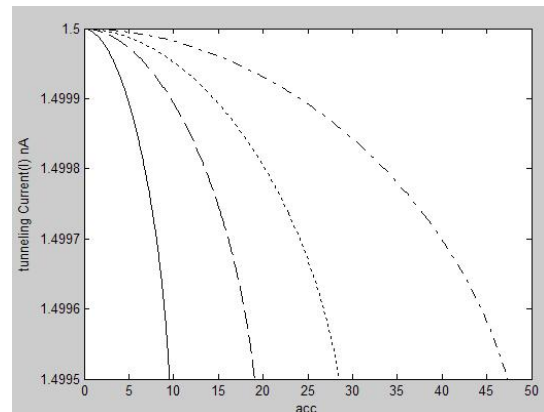
**Fig.5.** Tunneling current change due to different harmonic excitation in 700Hz.

### 5.2.1 Bandwidth and Quality Factor

We can see that quality factor also describes the sharpness of the resonance peak, the higher Q the narrow bandwidth. Fig. 6 shows response amplitude vs. excitation frequency in rate of various quality factor  $Q=0.707$  and  $0.5$ . We can see from the plot that the maximum response and tunneling current change is in around the natural frequency. Fig. 7 shows tunneling current change quantity due to the applied acceleration.



**Fig.6.** Response amplitude vs. excitation frequency in rate of various quality factors.



**Fig.7.** Applied acceleration and tunneling current change.

## 6. Conclusions

In this paper was described and modeled an open-loop NEMS tunneling accelerometer based-on circular micro plate and Kirchhoff thin plate theory. Galerkin-Bubnov method was used in order to discretize the governing equation. In the proposed model, by measuring tunneling current change, deflection of flexible micro plate and applied acceleration was determined. The response of proposed accelerometer due to harmonic and step excitation was examined. Results of This study can be used for close-loop accelerometer or in crash sensor design.

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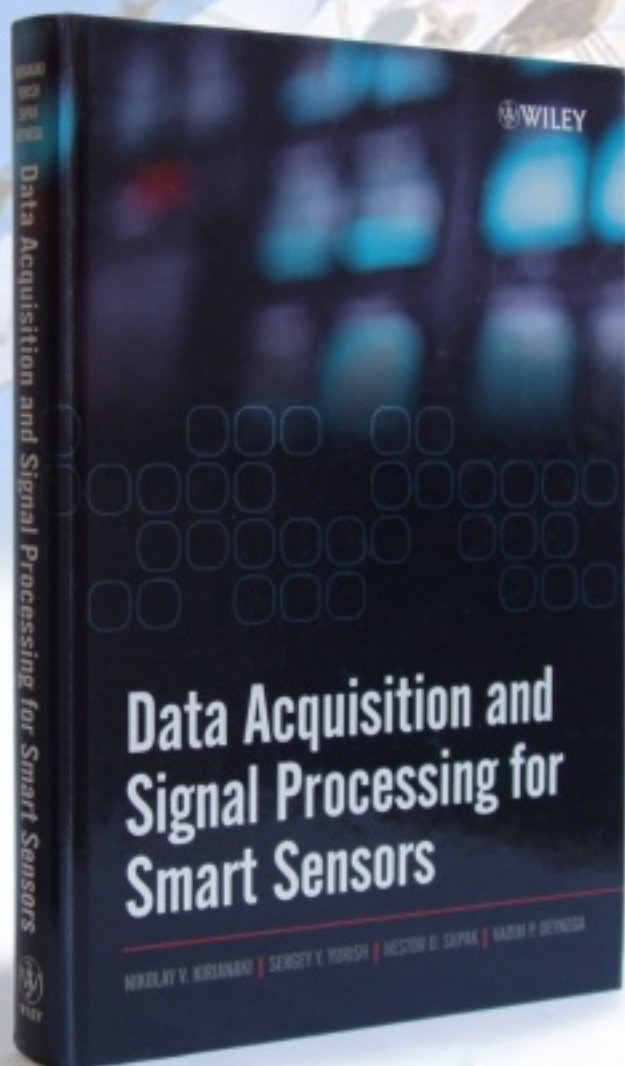
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