

Speed Control Scheme for Wind Based On PFC of BLDC Drive Applications

K Suresh, M V Raghavendra

Department of EEE, Godavari Institute of Engineering & Technology (A), Rajahmundry, Andhra Pradesh, India.

Abstract : The wind turbine acts as a prime-mover for doubly fed BLDC generator. To make the system stable, proper monitoring is required or sometimes an auxiliary system can also be a good option, which can support the primary system during undesirable conditions. The simulation results show a significant enhancement in shortening development time and improving dynamic performance of the BLDC motor compared to the conventional speed control of BLDC motor drive. The wind turbine acts as a prime-mover for doubly fed BLDC generator. The three phase BLDC motor has wide applications in industries due to its rugged construction, efficiency and low cost. Neutral point clamped is used for estimation of feedback controller parameters for three phase BLDC motor fed from wind turbine. Neutral point clamped offers certain advantages such as simple steps. The PFC BL-Luo converter has been designed to operate in DICM and to act as an inherent power factor pre-regulator. An electronic commutation of the BLDC motor has been used which utilizes a low-frequency operation of VSI for reduced switching losses. The simulation results show a significant enhancement in variable industrial applications and improving dynamic performance of the BLDC motor compared to the conventional speed control of BLDC motor drive. The proposed concept can be implemented to adaptive variable speed control scheme for wind energy based BLDC motor using Matlab/Simulink software

Index Terms—Bridgeless Luo (BL-Luo) converter, brushless dc (BLDC) motor, power factor correction (PFC), power quality, voltage source inverter (VSI).

I. INTRODUCTION

Since 1980's a new plan idea of changeless magnetbrushless engines has been created. The Changeless magnet brushless engines are ordered into two sorts based upon the back EMF waveform, brushless Air conditioning (BLAC) and brushless DC (BLDC) engines [1-2]. BLDC engine has trapezoidal back EMF and semi rectangular current waveform. BLDC engines are quickly getting to be well known in businesses, forexample, Appliances, HVAC industry, restorative,electric footing, car, airplanes, military gear, hard plate drive, mechanical computerization gear andinstrumentation due to their high effectiveness, high power element, noiseless operation, minimized,dependability and low support [3-5]. To supplant the capacity of commutators and brushes, the BLDC engine requires an inverter and a position sensor that distinguishes rotor position for legitimate substitution of current. The revolution of the BLDC engine is in light of the criticism of rotor position which is gotten from the corridor sensors [6]. BLDC engine ordinarily employments three lobby sensors for deciding the recompense Grouping. In BLDC engine the force misfortunes are in the stator where warmth can be effectively exchanged through the edge or cooling frameworks are utilized as a part of expansive machines [7-8]. BLDC engines have numerous focal points over DC engines and prompting engines. A percentage of the favorable circumstances are better speed versus torque qualities, high element reaction, high proficiency, long working life, quiet operation; higher pace ranges [9]. Up to now, more than 80% of the controllers are PI (Relative and vital) controllers on the grounds that they are effortless and straightforward. The velocity controllers are the routine PI controllers and current controllers are the P controllers to accomplish superior commute [10]. Can be considered as scientific hypothesis joining multi esteemed rationale, likelihood hypothesis, and counterfeit consciousness to recreate the human approach in the arrangement of different issues by utilizing an estimated thinking to relate diverse information sets and to make choices [11]. It has been accounted for that fluffy controllers are more powerful to plant parameter changes than traditional PI or controllers and have better clamor dismissal capacities [12].

This paper presents a BL Lou converterfed BLDC motor drive with variable dc link voltage of VSI for improved power quality at ac mains with reduced components and superior control [13].

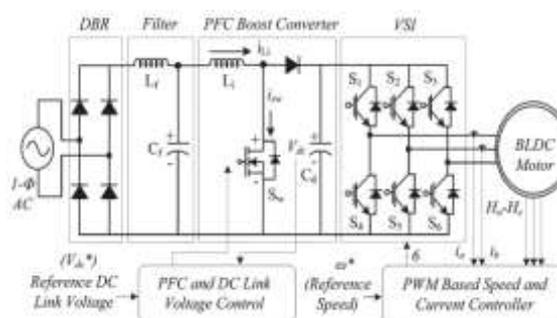


Fig. 1. Conventional PFC-based BLDC motor drive.

II. PROPOSED PFC-BASED BLDC MOTOR DRIVE

Fig. 2 shows the proposed PFC-based bridgeless Luo (BL-Luo) converter-fed BLDC motor drive. A single phase supply followed by a filter and a BL-Luo converter is used to feed a VSI driving a BLDC motor. The BL-Luo converter is designed to operate in DICM to act as an inherent power factor preregulator. The speed of the BLDC motor is controlled by adjusting the dc-link voltage of VSI using a single voltage sensor. This allows VSI to operate at fundamental frequency switching (i.e., electronic commutation of the BLDC motor) and hence has low switching losses in it, which are considerably high in a PWM-based VSI feeding a BLDC motor. The proposed scheme is designed, and its performance is simulated for achieving an improved power quality at ac mains for a wide range of speed

control and supply voltage variations. Finally, the simulated performance of the proposed drive is validated with test resultson a developed prototype of the drive.

III. OPERATING PRINCIPLE OF PFC BL-LUO CONVERTER

The operation of the proposed PFC BL-Luo converter is classified into two parts which include the operation during the positive and negative half cycles of supply voltage [see Fig. 3(a)–(c) and (d)–(f)] and during the complete switching cycle.

A. Operation during Positive and Negative Half Cycles of Supply Voltage

Fig. 3(a)–(c) and (d)–(f) shows the operation of the PFC BL-Luo converter for positive and negative half cycles of supply voltage, respectively. The bridgeless converter is designed such that two different switches operate for positive and negative half cycles of supply voltages. As shown in Fig. 5(a), switch Sw1, inductors Li1 and Lo1, and diodes Dp and Dp1 conduct during the positive half cycle of supply voltage. In a similar manner, switch Sw2, inductors Li2 and Lo2, and diodes Dn and Dn1 conduct during the negative half cycle of supply voltage as shown in Fig. 5(d). Fig. 6(a) shows the associated waveforms demonstrating the variation of different parameters such as supply voltage (vs), discontinuous input inductor currents (iLi1 and iLi2), output inductor current (iLo1 and iLo2), and the intermediate capacitor’s voltage (VC1 and VC2) during the complete cycle of supply voltage.

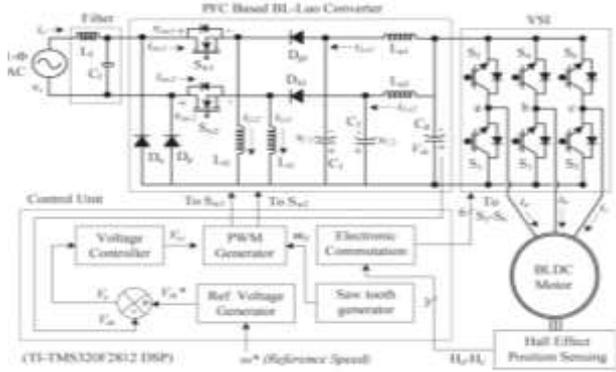
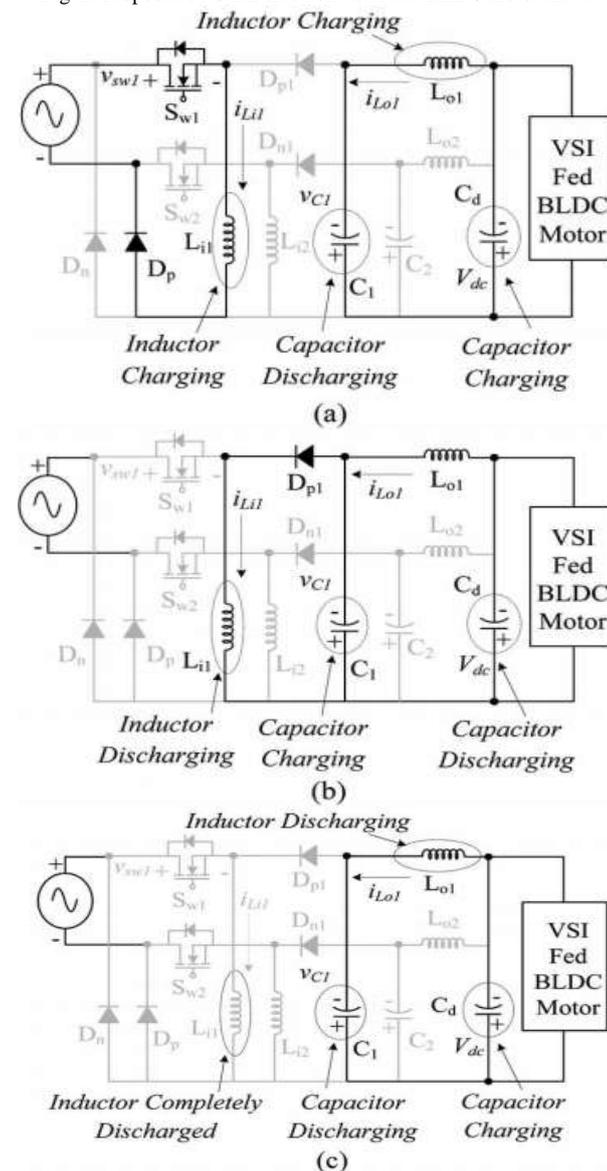


Fig. 2. Proposed PFC BL-Luo converter-fed BLDC motor drive.



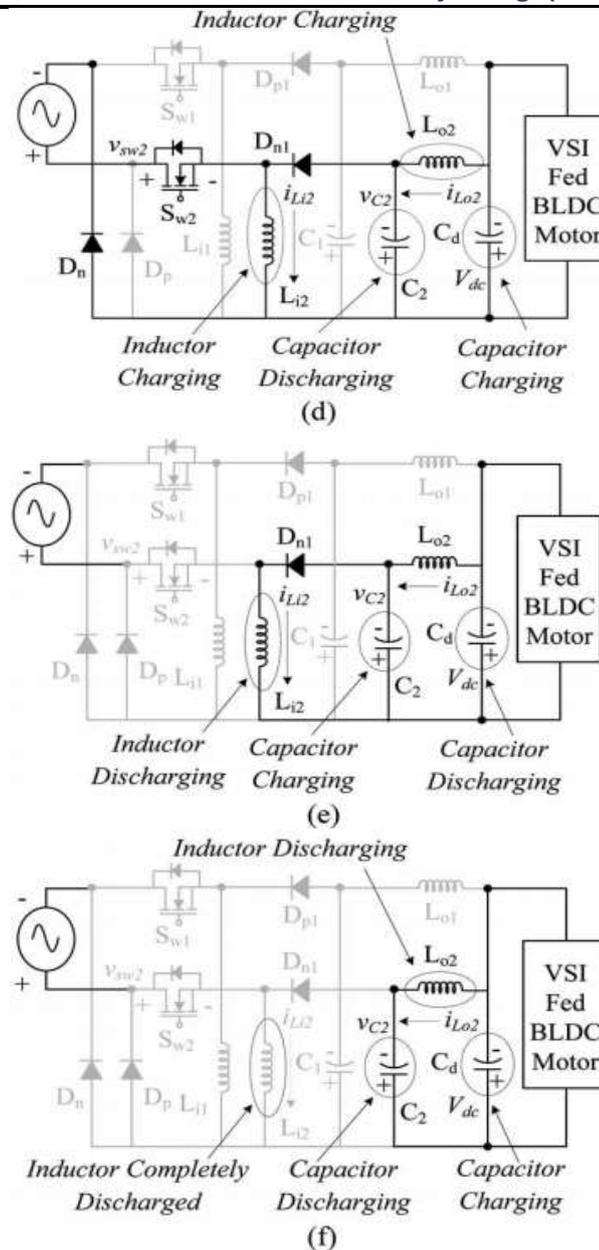


Fig. 3. Different modes of operation of the PFC BL-Luo converter during (a–c) positive and (d–f) negative half cycles of supply voltage. (a) Mode P-I. (b) Mode P-II. (c) Mode P-III. (d) Mode N-I. (e) Mode N-II. (f) Mode N-III.

B. Operation during Complete Switching Cycle

Fig. 4(b) shows the operation of the PFC BL-Luo converter during a complete switching period for a positive half cycle of supply voltage.

Mode P-I: As shown in Fig. 3(a), when switch Sw1 is turned on, the input side inductor (Li1) stores energy, depending upon the current (iLi) flowing through it and the inductor value (Li1). Moreover, the energy stored in the intermediate capacitor(C1) is transferred to the dc-link capacitor (Cd) and the outputside inductor (Lio). Hence, the voltage across the intermediate capacitor (VC1) decreases, whereas the current in the output inductor (iLo1) and the dc-link voltage (Vdc) are increased as shown in Fig. 4(b).

Mode P-II: As shown in Fig. 3(b), when switch Sw1 is turned off, the input side inductor (Li1) transfers its energy to the intermediate capacitor (C1) via diode Dp1. Hence, the current iLi1 decreases until it reaches zero, whereas the voltage across the intermediate capacitor (VC1) increases as shown in

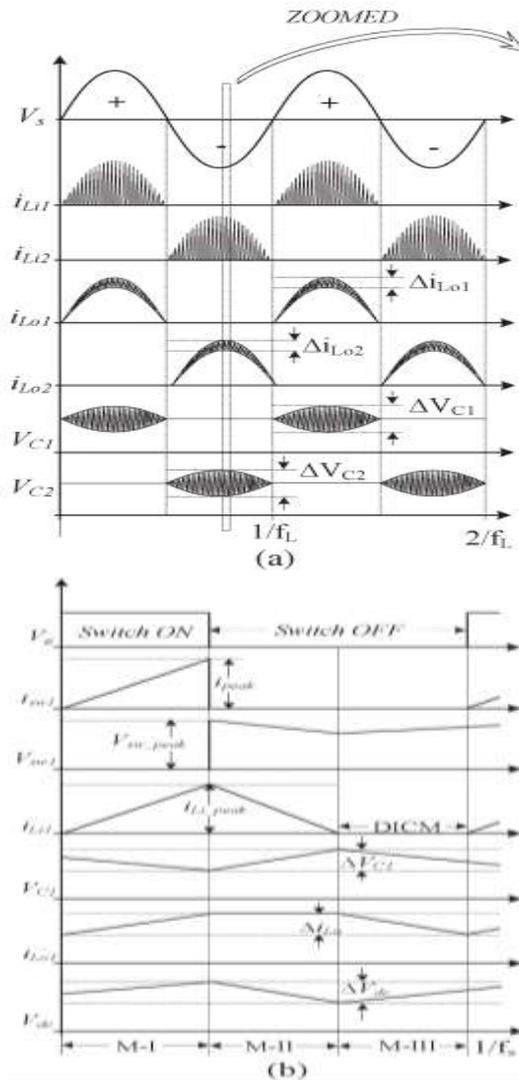


Fig. 4. Waveforms of BL-Luo converter during its operation for (a) complete line cycle and (b) complete switching cycle.

Fig. 4(b). The dc-link capacitor (Cd) provides the required energy to the load; hence, the dc-link voltage Vdc reduces in this mode of operation.

Mode P-III: As shown in Fig. 3(c), no energy is left in the input inductor (Li1), i.e., current iLi1 becomes zero and enters the discontinuous conduction mode of operation. The intermediate capacitor (C1) and output inductor (Lo1) are discharged; hence, current iLo1 and voltage VC1 are reduced, and dc-link voltage Vdc increases in this mode of operation as shown in Fig. 4(b). The operation is repeated when switch Sw1 is turned on again. In a similar way, for a negative half cycle of supply voltage, the inductor's Li2 and Lo2, diode Dn1, and intermediate capacitor C2 conduct to achieve a desired operation.

IV. CONTROL OF PFC BL-LUO CONVERTER-FED BLDC MOTOR DRIVE

The control of the PFC BL-Luo converter-fed BLDC motor drive is classified into two parts as follows.

A. Control of Front-End PFC Converter: Voltage Follower Approach

The control of the front-end PFC converter generates the PWM pulses for the PFC converter switches (Sw1 and Sw2) for dc-link voltage control with PFC operation. A single voltage control loop (voltage follower approach) is utilized for the PFC BL-Luo converter operating in DICM. A reference dc-link voltage (Vdc *) is generated as

$$V_{dc}^* = k_v \omega^* \tag{1}$$

Where kv and ω* are the motor's voltage constant and reference speed.

The reference dc-link voltage (Vdc *) is compared with the sensed dc-link voltage (Vdc) to generate the voltage error signal (Ve) given as

$$V_e(k) = V_{dc}^*(k) - V_{dc}(k) \tag{2}$$

Where k represents the kth sampling instant.

This error-voltage signal (Ve) is given to the voltage proportional-integral (PI) controller to generate a controlled output voltage (Vcc) as

$$V_{cc}(k) = V_{cc}(k-1) + k_p \{V_e(k) - V_e(k-1)\} + k_i V_e(k) \tag{3}$$

Where kp and ki are the proportional and integral gains of the voltage PI controller. Finally, the output of the voltage controller is compared with a high frequency saw tooth signal (md) to generate the PWM pulses as

$$\left\{ \begin{array}{l} \text{if } m_d(t) < V_{cc}(t) \text{ then } S_{w1} = S_{w2} = \text{"ON"} \\ \text{if } m_d(t) \geq V_{cc}(t) \text{ then } S_{w1} = S_{w2} = \text{"OFF"} \end{array} \right\} \tag{4}$$

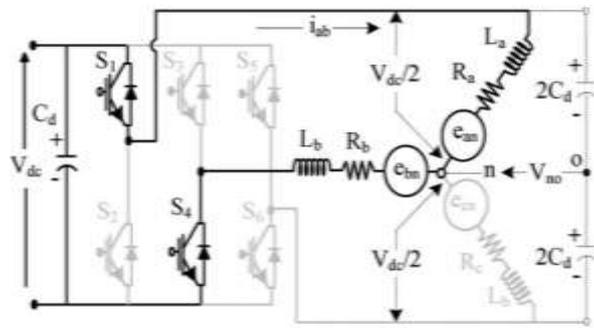


Fig. 5. VSI feeding a BLDC motor.

Table I

Switching States of VSI to Achieve Electronic Commutation of BLDC Motor

$\theta(^{\circ})$	Hall Signals			Switching States					
	H_a	H_b	H_c	S_1	S_2	S_3	S_4	S_5	S_6
NA	0	0	0	0	0	0	0	0	0
0-60	0	0	1	1	0	0	0	0	1
60-120	0	1	0	0	1	1	0	0	0
120-180	0	1	1	0	0	1	0	0	1
180-240	1	0	0	0	0	0	1	1	0
240-300	1	0	1	1	0	0	1	0	0
300-360	1	1	0	0	1	0	0	1	0
NA	1	1	1	0	0	0	0	0	0

Where Sw1 and Sw2 represent the switching signals to the switches of the PFC converter. The modeling and stability issue of the proposed converter are discussed in the Appendix.

B. Control of BLDC Motor: Electronic Commutation

An electronic commutation of the BLDC motor includes the proper switching of VSI in such a way that a symmetrical dc current is drawn from the dc-link capacitor for 120° and placed symmetrically at the center of each phase. A rotor position on a span of 60° is required for electronic commutation, which is sensed by Hall Effect position sensors. The conduction states of two switches (S1 and S4) are shown in Fig. 5. A line current i_{ab} is drawn from the dc-link capacitor, whose magnitude depends on the applied dc-link voltage (V_{dc}), back electromotive forces (EMFs) (e_{an} and e_{bn}), resistance (R_a and R_b), and self- and mutual inductances (L_a , L_b , and M) of the stator windings. Table I shows the governing switching states of the VSI feeding a BLDC motor based on the Hall Effect position signals (H_a – H_c).

V. Wind Energy Basics

Basic information on wind energy and wind power technology, resources, and issues of concern.

Wind Energy and Wind Power: Wind is a form of solar energy. Winds are caused by the uneven heating of the atmosphere by the sun, the irregularities of the earth's surface, and rotation of the earth. Wind flow patterns are modified by the earth's terrain, bodies of water, and vegetative cover. This wind flow, or motion energy, when "harvested" by modern wind turbines, can be used to generate electricity.

How Wind Power Is Generated: The terms "wind energy" or "wind power" describe the process by which the wind is used to generate mechanical power or electricity. Wind turbines convert the kinetic energy in the wind into mechanical power. This mechanical power can be used for specific tasks (such as grinding grain or pumping water) or a generator can convert this mechanical power into electricity to power homes, businesses, schools, and the like.

Wind Turbines: Wind turbines, like aircraft propeller blades, turn in the moving air and power an electric generator that supplies an electric current. Simply stated, a wind turbine is the opposite of a fan. Instead of using electricity to make wind, like a fan, wind turbines use wind to make electricity. The wind turns the blades, which spin a shaft, which connects to a generator and makes electricity.

Wind Turbine Types: Modern wind turbines fall into two basic groups; the horizontal-axis variety, like the traditional farm windmills used for pumping water, and the vertical-axis design, like the eggbeater-style Dairies model, named after its French inventor. Most large modern wind turbines are horizontal-axis turbines.

Turbine Components Horizontal turbine components include:

- **blade** or **rotor**, which converts the energy in the wind to rotational shaft energy;
- a **drive train**, usually including a gearbox and a generator;
- a **tower** that supports the rotor and drive train; and
- Other equipment, including controls, electrical cables, ground support equipment, and interconnection equipment.

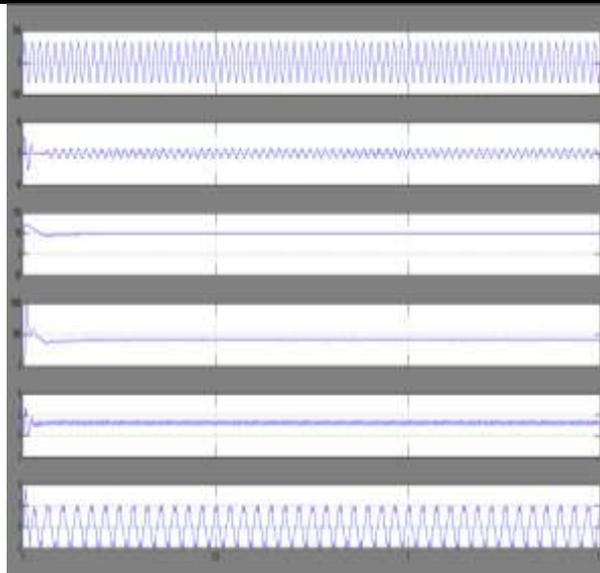


Fig.7. Test results of proposed BLDC motor drive At rated load torque on BLDC motor with $V_{dc} = 50\text{ V}$ and $V_s = 220\text{ V}$.

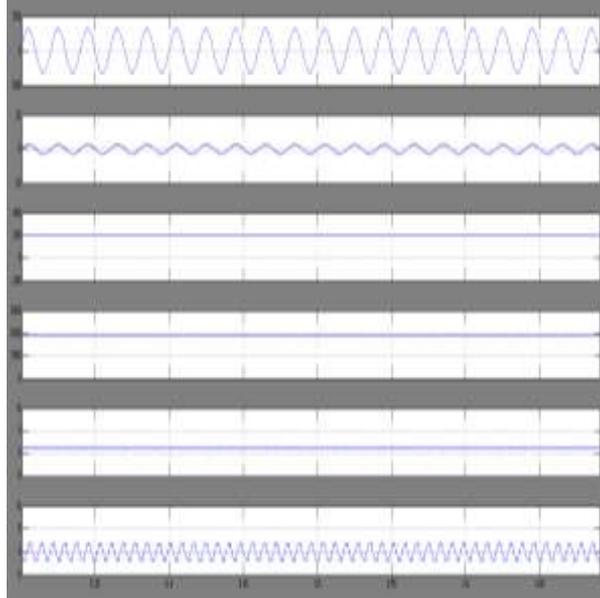


Fig.8. Test results of proposed BLDC motor drive At rated load torque on BLDC motor with $V_{dc} = 200\text{ V}$ and $V_s = 220\text{ V}$.

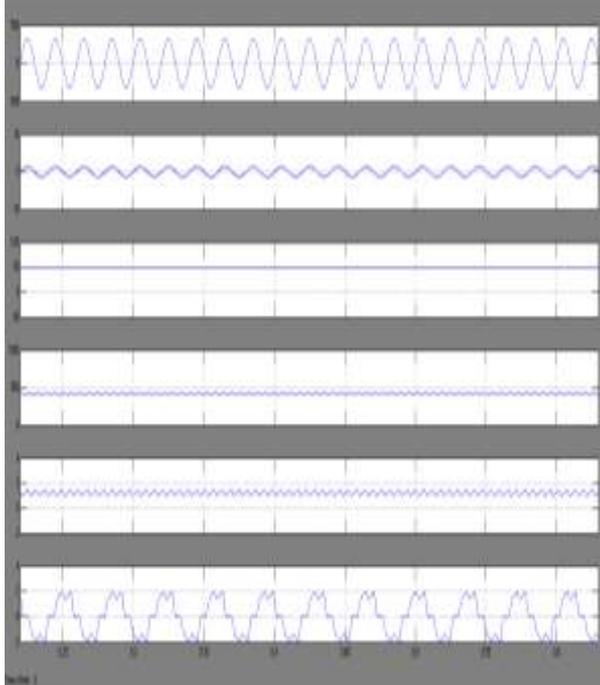


Fig.9. Test results of proposed BLDC motor drive showing dynamic performance during starting at 50 V.

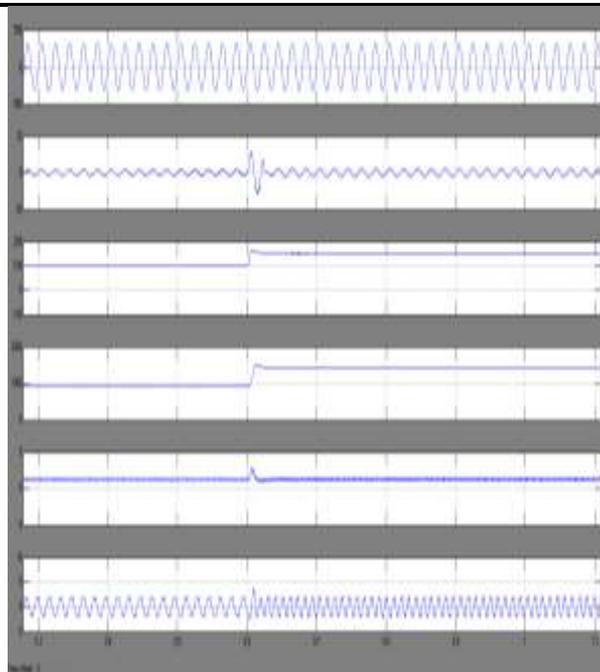


Fig.10. Test results of proposed BLDC motor drive showing dynamic performance during change in dc-link voltage from 100 to 150 V.



Fig.11. Test results of proposed BLDC motor drive showing dynamic performance of the during change in supply voltage from 250 to 180

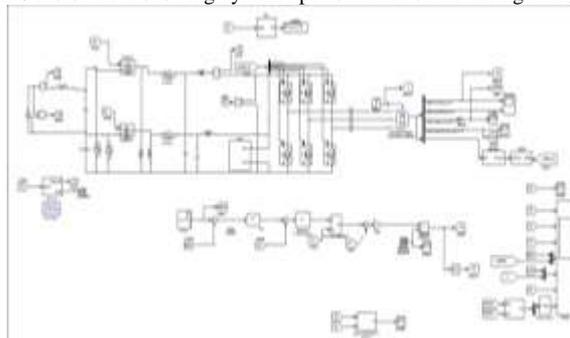


Fig 12 Matlab/Simulation model of bridge less Luo converter fed BLDC Motor with wind

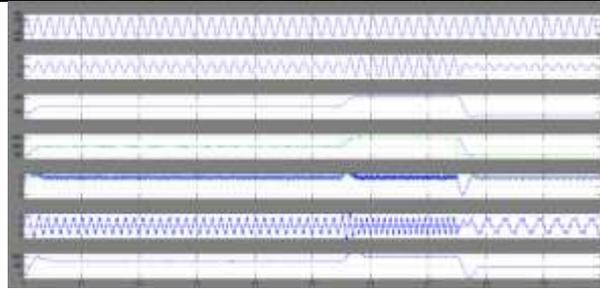


Fig 13 simulation wave form of output performance voltage current, dc voltage and speed torque

VI.CONCLUSION

A PFC BL-Lou converter-based VSI-fed BLDC motor drive has been proposed targeting low-power applications. A new method of speed control has been utilized by controlling the voltage at wind dc bus and operating the VSI at fundamental frequency for the electronic commutation of the BLDC motor for reducing the switching losses in VSI. The front-end BL Lou converter has been operated in DICM for achieving an inherent power factor correction at ac mains. Moreover, voltage and current stresses on the based PFC switch have been evaluated for determining the practical application of the proposed scheme. Finally, simulations of the proposed drive has been developed to validate the performance of the proposed BLDC motor drive under speed control with improved power quality at ac mains. The proposed scheme has shown satisfactory performance, and it is a recommended solution applicable to low-power BLDC motor drives.

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