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Speed and Power Control of a Slip Energy Recovery Drive Using Voltage-Source PWM Converter with Current Controlled Technique

Satean Tunyasrirut^{a,*}, Vijit Kinnarees^b

^aDepartment of Instrumentation and Control Engineering, Faculty of Engineering,
Pathumwan Institute of Technology, 833 Rama 1 Rd. Pathumwan, Bangkok 10330, Thailand

^bDepartment of Electrical Engineering, Faculty of Engineering,
King Mongkut's Institute of Technology Ladkrabang, Chalongkrung Rd. Ladkrabang, Bangkok 10520, Thailand

Abstract

This paper introduces the speed and power control a slip energy recovery drive using voltage-source PWM converter with current-controlled technique. The slip energy occurred in the rotor circuit is transferred back to ac mains supply through a reactor and a step up transformer. The objective of the current-controlled technique is to increase power factor of the system and to reduce low order harmonics of the input line current. The drive system is designed and implemented using a voltage source inverter in conjunction with a boost chopper for DC link voltage, instead of a conventional drive using a 6 pulse converter or a Scherbius system. The slip power is recovered by the help of a voltage source inverter (VSI) based on a current-controlled technique. In order to keep the speed of the wound rotor induction motor constant over a certain range of operating conditions, the servo state feedback controller designed by a linear quadratic regulator (LQR) is also introduced and the PI controller designed by pole placement method is also introduced in control the slip power this paper. The overall control system is implemented on DSP, DS1104/TMS320F240 controller board. A 1 kW wound motor is employed for testing. It is found that the motor speed can be controlled to be constant in the operating range of 600-1200 rpm at no load and full load. It is also found that the harmonics of the input ac line current is reduced while the ac line input power factor is increased.

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* Corresponding author. Tel.: +662-104-9099 Ext8202; fax: +662-104-9098.
E-mail address: satean2000@gmail.com

1. Introduction

Induction motor drives with full power control on the stator side are commonly used in industrial applications. Although either a cage-type or wound rotor induction machine can be used in the drive, the former is always preferred in terms of low weight, low cost, low rotor inertia, speed limitation, maintenance and reliability. One feature of the latter is that the slip power becomes easily available from the slip rings, which can be either mechanically or electronically controlled for motor speed adjustment [1]. However, for limited range speed control applications, where the slip power is only a fraction of the total power rating of machine, power rating of the converter is reduced, hence reduction in cost. The wound rotor induction motor takes this advantage. Slip power for adjusting the motor speed can be recovered through static converters instead of useless dissipation on resistors. Slip power recovery drives have been used in some applications such as large-capacity pumps and fan drives, variable-speed wind energy systems, shipboard variable-speed/constant-frequency systems, variable-speed hydro pumps/generators and utility system flywheel energy storage systems. The slip energy recovery drives (SERD) known as Scherbius system [2-3], offer low cost, simple control circuitry and high efficiency even at a low speed range. The SERD consists of a wound-rotor induction machine, a diode-bridge rectifier, a large link inductance, a thyristor-bridge inverter and an optional 3 phase transformer. A SERD transfers power that is normally wasted in the rotor of an induction machine back to the ac mains supply to improve overall drive efficiency. In addition, by inserting a step-down transformer between the ac supply and the inverter module, the voltage ratings of the inverter and rectifier devices may be made significantly smaller than the rated machine stator voltages. Thus, in contrast with a stator-voltage-controlled induction machine drive, the relative power electronic units of the SERD may be designed to be smaller, lighter and less expensive. The choice of the turns-ratio of the optional transformer is based on a compromise between achieving the desired speed control range and optimizing the drive power factor [1]. For smaller values of inverter firing angle, the rotor speed is higher. Then inverter draws substantial reactive power and the inverter returns less real power to the mains. Thus the drive power factor is reduced. The drive power factor is found to be optimized for applications requiring a narrow range of speed control and a large load torque, where significant real power is returned via the inverter. A problem of SERD is having lower power factor in general 0.4 to 0.6 more or less. Drawbacks of SERD such as, 1) low power factor, 2) high current harmonic, and 3) a poor capability of the reactive power on the ac side, can be avoided by using a pulse width modulation (PWM) voltage source inverter. The drive system can control the active and reactive power on the ac line by a current-controlled technique in conjunction with the first and second a boost chopper for DC link voltage. The voltage source inverter is used to increase power factor of the system and to reduce low order harmonics of the input line current.

This paper presents a simple configuration that can completely solve the first and second problems and partially solve the third problem. Although there are a number of articles which analyze the SERD with dc voltage intermediate circuit. The system proposed in this paper differs from previously discussed approaches in the following ways. 1) There is a boost chopper on the intermediate circuit providing control of the machine. 2) A decoupled control system is achieved. Effectively, the machine speed is controlled by the boost chopper and the inverter controls the reactive power on the ac side. 3) The current harmonics on the mains are reduced by a VSI based on PWM [4-5].

The aim of this paper is two-fold. The first is that the harmonics of line current waveforms are reduced by using the VSI. The second aim is to improve the power factor of the drive by the IGBT type boost chopper applied across the DC terminal. The boost DC voltage is connected to the voltage source inverter and the reactor circuit. This scheme leads to be able to adjust the speed of the motor by varying the duty cycle of the boost chopper operating in a PWM mode.

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