C-Dump Converter Design and its Dynamic Analysis in Simulink Environment for a Switch Reluctance Machine

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Abstract: It is an analysis of asymmetric converters used to drive switched-reluctance motors (SRM). Usually, two switches per phase exist in these converters, therefore the cost of converter rises up. The energy recovery chopper in a capacitor-dump (C-dump) SRM drive which needs one more additional switch than the number of phases is analyzed, designed and discussed. The converter allows continuous output current operation. The dynamic behavior of the chopper shows that it operates as a boost DC-to-DC converter in a regenerative mode. In this study, a 6/4 SRM for both no motor phase current control applied and controlled at 8A phase current (C.C.), the characteristics of C-dump converter voltage (Vc), current (ig) and phase voltages applied to the motor windings are examined in Matlab-Simulink environment.

Keywords: C-Dump Converter, Switched Reluctance Motor, Simulink Dynamic Analysis

I. INTRODUCTION

The simple structure of SRM (Switched Reluctance Motor), with its low production costs and lower maintenance and repair costs raise the interest to such types of motors [1], [2]. An ideal SRM Converter requires to possess characteristics as being reliable, stable, having less number of switches per phase, highly effective, low noise and torque ripple, low VA ratio and at the same time controlling the current very rapidly. SRM converters have to regulate the current amplitude and keep the waveform unchanged for the motors and power transistors to operate safely. They have provided the unidirectional current pulses compatible with the rotor position completely. At the same time, in order to minimize the torque fluctuation during the commutation, the current on the phase to be turned off should be decreased to zero as soon as possible, and on the other hand, the current on the phase to be turned on should be raised as soon as possible as well. When the phase inductance of the SRM approaches to its maximum value, the commutation circuit during the turn-off interval should be able to recover this energy that is stored in the inductance. In spite of the fact that the most requirements above are similar to that of AC and DC converters, many differences in details prevent from using an ordinary converter to drive a SRM. In the literature, it is possible to encounter so many topologies that are used for SRMs [3-10]. These may be mainly given as self-commutated, half-bridge and extra commutated respectively [6]. C-Dump converters have advantages of being able to use one switch per phase and operate without snubber circuits due to Cr recovery capacitor. The phases are also controlled independently. A three phase C-dump converter is designed and analyzed in Matlab-Simulink environment with respect to voltage and current waveforms in this study.

II. DYNAMICS MODEL OF SRM

The switch reluctance motor has a simple construction, but the solution of its mathematical model is relatively difficult due to its dominant non-linearity behaviour. The flux linkage is a function of two variables, the current (I) and rotor position angle (θ). To investigate the behaviour of SRM, dynamic model is required. The dynamic mathematical model [1], [2], [9] of a SRM is composed of a set of electrical equations for each phase and equations of mechanical system [10-17]. In a typical i phase SRM, the machine’s voltage equation can be expressed as:

$$V_i = R_i I_i + \frac{d\psi_i(i,\theta)}{dt}$$

With: $i = 1, 2, 3$ and $\psi(i, \theta) = iL(i, \theta)$ it can be written as:

$$V_i = R_i I_i + \frac{d\psi_i(i,\theta)}{di} \frac{di}{dt} + \frac{d\psi_i(i,\theta)}{d\theta} \omega$$

Where: $V_i$ is the terminal voltage of phase i in Volts, $I_i$ is phase current in Ampere, $R_i$ is phase winding resistance in Ohms, $L_i$ is the flux linkage in Weber-turns and $\theta_j$ is rotor position in degrees.

The flux linkage is a function of current and rotor position. The mechanical dynamic equations can be expressed as $\theta$. 

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The average torque can be written as the super position of the torque of the individual motor phase.

\[ T_e = \sum_{i=1}^{n} T_i \]  

(4)

In which: \( i = 1, 2, 3 \)

The motion equation is:

\[ J \frac{d\omega}{dt} = T_e - T_l - B\omega \]  

(5)

where; \( T_l \) is the load torque in Nm, \( \omega \) is angular speed in radians per second. \( J \) and \( B \) represent the Torque of Inertia in kg.m² and coefficient of friction in Nm/rad/s respectively.

### III. C-DUMP CONVERTER DESIGN WITH SIMULINK

Three phases C-Dump converter circuit topology is given in Fig.1.a. In this circuit, the voltage of \( Cr \) (\( V_c \)) is controlled by the duty cycle of the chopper circuit switch. Therefore, the peak voltages on the phase switches are prevented that is a considerable advantage. The winding currents can be independently controlled in this converter and the accumulated energy during the turn-off is transferred to the C-Dump capacitor. The recovered energy is delivered to the power supply by using a chopper. This approach increases the efficiency of converter and reduces the turn-off interval. In this circuit, the voltage of \( Cr \) (\( V_c \)) is controlled as in Eq. 9.

The circuit equations when the switch is at ‘1’ position:

\[ c_r \frac{dV_c}{dt} = I - i_s \]  

(6)

\[ R_s i_s + L_s \frac{di_s}{dt} = V_c - V_s \]  

(7)

The circuit equations when the switch is at ‘2’ position:

\[ c_r \frac{dV_c}{dt} = I \]  

(8)

\[ R_s i_s + L_s \frac{di_s}{dt} = -V_s \]  

(9)

can be written.

In order to define 1 and 2 positions, a \( u_g \) control signal coefficient may be set as \( u_g = 1 \) and \( u_g = 0 \) as in Eq. 9.

\[ u_g = 0.5[1 + sign(u_{i} + Sin\omega_{s} t)] \]  

(10)

(1) and (2) positions can be combined in one equation.

\[ c_r \frac{dV_c}{dt} = I - u_g i_s \]  

(11)

\[ L_s \frac{di_s}{dt} = u_g V_c - V_s - R_s i_s \]  

(12)

The state equations of this system can be given as follows;

\[ \dot{x} = Ax + Bu \]

where \( A, B \) and \( x \) are matrices and vectors.
\[
\frac{dV}{dt} = \frac{I - u_i}{L_g} \tag{13}
\]
\[
\frac{di}{dt} = \frac{u_i V_i - V_S - R_s i_s}{L_g} \tag{14}
\]

\(V_s\) and \(i_s\) waveforms can be examined by numerically integrating in Matlab-Simulink environment using the state equations in Eq. 11 and 12.

The first phase voltage waveform of the SRM is given in Fig.3.a. As can be seen in Fig.3.a, \(V_i=24V\) is applied to the phase windings during the conduction of the power transistor of the first phase (0.3914-0.3940s). At the end of the turning-on time, in order to turn on the other phase, the phase current to be turned off has to be brought to zero quickly.

\[
V_s = u_s V_i - V_s + V_i (1 - u_s) (1 - Z_s) \tag{15}
\]
\[
Z_s = 0.5(1 + \text{sign}(i_s)) \tag{16}
\]

C-Dump inductance voltage \(V_s\) may be obtained as follows;

Dynamic characteristics of the SRM belonging to the first phase are shown in Fig.3.

Fig. 2 C-Dump converter Simulink model

Fig. 3 a. First Phase drive and winding voltage waveforms

Fig. 3 b. C-Dump voltage and current waveform

Therefore, at the end of the conduction time, \(V_i=24V\) in reverse polarity is applied to the phase winding to be turned off during the time (0.394-0.3954s) interval.
As shown in Fig.3.b, T1 switch that drives the first phase winding remains closed until the end of the conduction time for uncontrolled current operation in C-Dump circuit. C-dump capacitor is charged for once during the conduction time and then retains its charge the same up to the end of the conduction time.

In Fig.4.a, when 8A current control is applied to the SRM, the control signal voltage of the switch (u1) for one phase of the motor and winding voltage V1 are presented. As may be seen in the same figure, Vs=24V is applied to the phase windings for 0.3921s when it is turned on. The current control is applied to the SRM up to the time (0.3958s) that is the end of the conduction interval. The C-dump capacitor voltage (Vc) and the inductor current (ig) waveforms in time domain are given in Fig.4.b. The voltage of C-Dump circuit reaches at 63.5V at the beginning and then drops to the approximate average value (48V).

Drivers of SRMs have many differences from that of AC Machines due to they produce torque by using currents in one direction. Although each phase of a SRM is individually driven, two phases are simultaneously driven during the commutation. Because of the fact that SRM drivers does not have any standardization so far, the model of asymmetric converter only exists and commonly used in simulation software packages such as Matlab-Simulink and lack of this model has been considerable for a long time. In this study, to compensate for this shortage, a C-dump converter model is composed by means of circuit equations and the dynamic behaviour of the converter is simulated, analyzed in Matlab-Simulink and shown that it is applicable to all SRMs. It is also presented that the proposed C-Dump converter model can be adaptable for any SRM model that might be produced by any other model developers in Matlab-Simulik.

REFERENCES

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