EE463 Hardware Project

Simulation Report

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Team “Blue Smoke”

Paul Brown – 2463461

İbrahim Duru – 2166304

Mustafa Şahin

# Introduction

# Topology Comparison

# Simulations

Simulations were performed for various topologies under consideration to better understand the advantages and disadvantages among them and to show some of the component ratings that would be needed for those topologies to be applied. THe topologies simulated were a three-phase thyristor rectifier, a three-phase diode rectifier with buck converter, and a TRIAC-based AC chopper to diode bridge rectifier. The simulation models and results will be shown in following subsections, however, some common assumptions and calculations will be shown first.

## Voltage Source Model

The converter designed in this project will be fed from a variable transformer (variac) adjusted to give the desired output voltage. It is assumed that the variac output voltage will be adjusted to a desired setpoint prior to connecting load to the output of our converter. For the three-phase rectifier and buck converter models, a variac output voltage of 142 Vrms,l-n was selected. This voltage level allows the converters to be in the middle of their regulating range while providing 220 VDC output. The variac voltage setting for the TRIAC model is still to be determined.

The source impedance of the lab AC power supply and variac is not known, but for modeling purposes, it was represented with an resistance of 50 mΩ and an inductance of 180 μH. This works out to an available short-circuit current at 142 V of 1881 A.

## Motor Calculations and Modeling

In this project, the DC motor load to be driven by the electronic power converter should be represented in the simulations. In Simulink, it is possible to represent the DC motor load as a motor with a torque load or using the Ea, Ra, La equivalent circuit elements. Both representations were developed for our Simulink model, but for the simulation results, the Ea, Ra, La equivalent circuit elements were used.

The parameters for the DC motor model were calculated based on the nameplate data of the motor and parameters provided with the project assignment.

The nameplate is shown in Figure 1 below.

Additional motor parameters were provided with the project assignment. The motor data taken from this information is summarized in Table 1.

  
Figure 1: DC Motor Nameplate

Table 1: DC Motor Provided Parameters

| **Parameter** | **Value** |
| --- | --- |
| Pmec | 5.5 HP |
| RPM | 1500 |
| VS | 220 V |
| IS | 23.4 A |
| Armature Winding | 0.8 Ω, 12.5 mH |
| Shunt Winding | 210 Ω, 23 H |
| Interpoles Winding | 0.27 Ω, 12 mH |

The DC motor model in Simulink takes some additional parameters that were not provided, but which can be calculated from the available information.

Rated speed (rad/s) = 1500 RPM / (60 s/min) \* 2\*pi/rotation = 157 rad/s

Rated field current (A) = 220 V / 208 Ω = 1.06 A

Simulink also takes parameters for armature-field mutual inductance Laf as well as a friction coefficient. These can be calculated from the provided values for motor operation at rated speed, power, voltage, and current, as is shown in the following subsection.

### Motor Operation at Rated Load

The equivalent circuit parameters for a DC motor are the following:  
Vt = Ea + Ia\*Ra  
Ea = Laf \* If \* wm  
T = Laf \* If \* Ia

(In many formulations, Ka\*Φ is used instead of Laf\*If, but since Simulink will use Laf, it is convenient that we use this formulation.)

Prated = (5.5 HP)\*(746 W/HP) = 4103 W. This power is mechanical output.

At rated speed of 157 rad/s, rated mechanical torque is   
(4103 W)/(157 rad/s) = 26.12 N-m.

Since the motor is rated for a shunt configuration,  
If = 220 V / 210 Ω = 1.05 A

Rated electrical input is (220 V)\*(23.4 A) = 5148 W (neglecting any reactive power). So rated efficiency is approximately 0.80.

Resistive losses in armature = (22.4 A)2 \* (0.8 Ω) = 401 W. Remaining losses are in the field resistance and friction.

At full load Vt = 220 V and Ea = Vt - Ia \* Ra = 220 V - (0.8 Ω)\*(22.4 A) = 202 V.

Laf = Ea / (If \* wm) = (202 V)/(1.05 A \* 157 rad/s) = 1.23 H

Laf\*If = 1.05 A \* 1.23 H = 1.29

The electrical torque can be calculated as  
Ea \* Ia / wm = (202 V) \* (22.4 A) / (157 rad/s) = 28.76 N-m.

Since the rated output mechanical torque is 26.1 N-m, apparently there are additional mechanical torque losses. The simplest is to model them as Coulomb friction losses (i.e. constant torque):  
Te - T = 28.76 N-m - 26.12 N-m = 2.64 N-m

At rated speed, this works out to friction loss of  
2.64 N-m \* 157 rad/s = 415 W.

### Simulink Parameters

When modeled as a DC motor in Simulink, the parameters entered are as shown in Figure 2.

When modeled using Ea, Ra, and La, Ra and La are entered directly as shown in the datasheet, but back EMF Ea should be calculated based on the operating speed. Ea was calculated for rated load above, and is calculated for other load conditions in the following subsections, the results of which are summarized in Table 1.

  
Figure 2: Simulink DC Motor Parameters

Table 2: Equivalent Ea for Various Load Conditions

| Load Condition | Ea (V) | ωm (rad/s) | ωm (% Rated) |
| --- | --- | --- | --- |
| Starting | 0 | 0 | 0 |
| No Load | 218 | 169 | 108 |
| Kettle Load (1600 W) | 212 | 165 | 105 |
| Full Load | 202 | 157 | 100 |

### Startup

At startup, ωm = 0, so Ea = 0.

Torque and current at startup will depend on how much voltage is applied. If full rated voltage were applied, startup current would be  
Ia = 220 V / 0.8 Ω = 275 A

This is too much current, so the applied voltage must be reduced for starting the motor.

### No Load

The motor running at no load has only to output mechanical power equal to the friction of the running motor. Based on the coefficient of friction calculated in the full load section above, the mechanical power near rated speed was estimated to be 415 W.

At no-load, this friction loss will have the following circuit values:

Vt = 220 V  
Ia\*Ea = 415 W ⇒ Ea = (415 W)/Ia

(415 W)/Ia = 220 V - Ia\*(0.8 Ω)

415 W = (220 V)/Ia - Ia2\*(0.8 Ω)

0 = 0.8\*Ia2 - 220\*Ia + 415

Ia = (220 - sqrt(2202 - 4\*0.8\*415)) / (2\*0.8) = 1.9 A.

Ea = (415 W)/(1.9 A) = 218 V

No-load speed can be calculated as

ωm = Ea / (Laf\*If) = (218 V)/1.29 = 169 rad/s.

This is 169/157 = 108% of rated speed.

### Kettle Load

For the “Robust Design” bonus, the motor must be run such that it supplies power to a 1600-W water kettle connected to the output of the synchronous machine coupled to the DC motor. Based on the friction losses calculated for operation near rated speed, the total mechanical power for the kettle load is 2015 W.

The kettle load is calculated to have the following circuit values:

Vt = 220 V  
Ia\*Ea = 2015 W ⇒ Ea = (2015 W)/Ia

(2015 W)/Ia = 220 V - Ia\*(0.8 Ω)

2015 W = (220 V)/Ia - Ia2\*(0.8 Ω)

0 = 0.8\*Ia2 - 220\*Ia + 2015

Ia = (220 - sqrt(2202 - 4\*0.8\*2015)) / (2\*0.8) = 9.5 A.

Ea = (2015 W)/(9.5 A) = 212 V

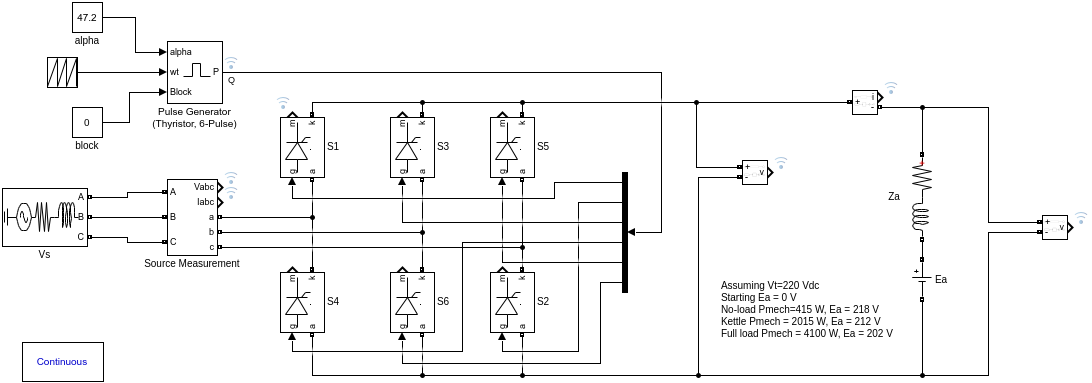
No-load speed can be calculated as

ωm = Ea / (Laf\*If) = (212 V)/1.29 = 165 rad/s.

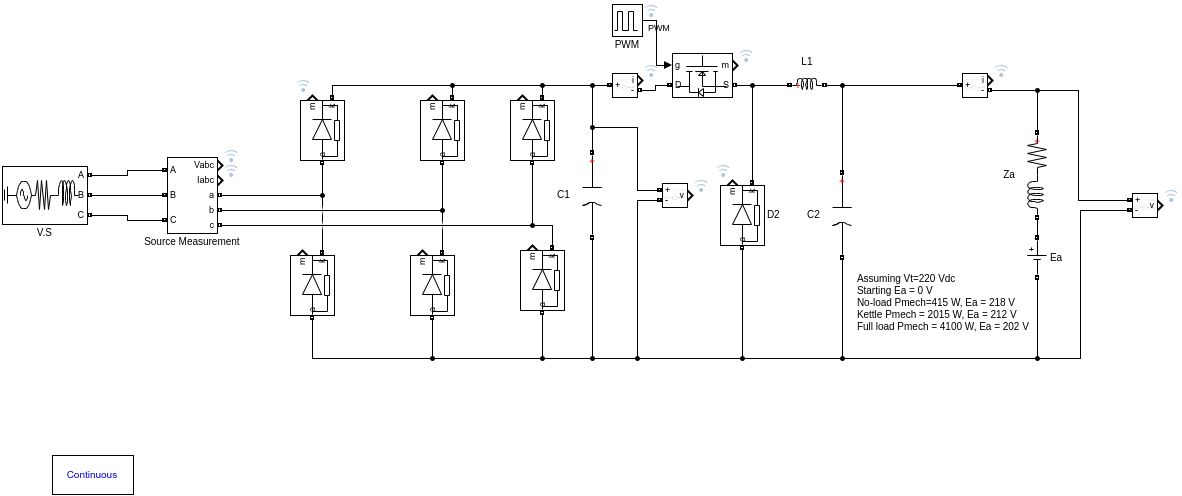
This is 165/157 = 105% of rated speed.

At ωm = 165 rad/s, the estimated 1600 W mechanical load will have a torque of  
T = P/ωm = (1600 W) / (165 rad/s) = 9.7 N-m.

## Three-Phase Thryristor Rectifier Simulation

  
Figure 3: Three-Phase Thyristor Rectifier Simulink Model

## Three-Phase Diode Rectifier + Buck Converter Simulation

  
Figure 4: Three-Phase Diode Rectifier + Buck Converter Simulink Model

## TRIAC AC Chopper + Diode Bridge Rectifier

# Component Selection

# Project Planning

# Conclusions