



CZECH TECHNICAL UNIVERSITY IN PRAGUE

Faculty of Electrical Engineering

Department of Electric Drives and Traction

Title

Subtitle

Petr Zakopal
Prague 2023

TABLE OF CONTENTS

1	Introduction	1
2	Design	2
2.1	Stator and Rotor	2
2.2	Magnets	2
3	Control	4
3.1	Mathematical model	4
3.2	Control strategies	4
4	Comparison to others	4
5	Usage	4
	Conclusion	5
	References	7
Appendix A	List of symbols and abbreviations	8
A.1	List of abbreviations	8
A.2	List of symbols	8

LIST OF FIGURES

2 - 1	Hybrid Star-Delta wiring of PMSynRelM. CHANGE THIS IMAGE FOR YOUR OWN, IT IS FROM [4]	2
2 - 2	Rotor design of a Permanent Magnet Assisted Synchronous Reluctance Motor with permanent magnets oriented solely in the q -axis. [5]	3
2 - 3	Different approaches to permanent magnet orientation in the rotor of a Permanent Magnet Assisted Synchronous Reluctance Motor. (a) PM embedded along the flux barriers, facing the q -axis; (b) Permanent magnets are crossing the flux barriers, therefore facing the d -axis. [9]	3

LIST OF TABLES

1 Introduction

P_n ASM

2 Design

The Permanent Magnet assisted synchronous reluctance motor (PMSynRelM) is widely used for its significant advantages of small size, low loss, high efficiency, better performance than plain synchronous reluctance motors SynRelM and wide constant power to speed range. [1, 2]

2.1 Stator and Rotor

There are many solutions on how to connect the stator winding. Research has been carried out for standard Delta or Star winding, but to increase the torque for same stator current the combined Start-Delta winding was proposed. The first research has been carried out for standard SynRelM in [3] and then extended to PMSynRelM prototypes in [4]. The main idea of the hybrid Delta-Star connection is to split the standard phase wiring into two parts. The one part is for the Delta connection, the other for Star connection. Then the coils of wiring are connected to series. Motors utilizing hybrid stator winding with PMs inserted in the rotor flux barriers exhibit constant power factor over 0.9

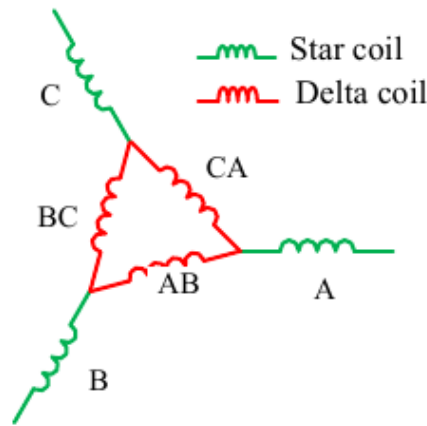


Figure 2 - 1 Hybrid Star-Delta wiring of PMSynRelM. *CHANGE THIS IMAGE FOR YOUR OWN, IT IS FROM [4]*

In [4] the authors manufactured proposed four prototypes. The prototypes consist of two stators, with either conventional star winding or hybrid star-delta winding, and two rotors, with ferrite permanent magnets or without. Maxwell transient simulations were carried out on the four prototypes, which were then manufactured and experiment using the simulation results was conducted.

According to [4] the researches state, that when using the hybrid stator winding connection, the efficiency increase is rather low compared to efficiency increase when comparing SynRelM with and without PMs.

The design of the PMSynRelM rotor with PM oriented solely in the q -axis is depicted in the figure 2 - 2.

2.2 Magnets

PMSynRelM are very often compared to Permanent Magnet Synchronous Motors (PMSM) used in the automotive field in terms of power and torque density, efficiency and costs. Though the PMSM are very popular [6], the PMs used in their design often consist of rare-earth materials such as neodymium or dysprosium. That is the reason why PMSynRelM motors with rare-earth-free materials are now being the subject of many research studies. Experiments comparing the production-used PMSM and experimental

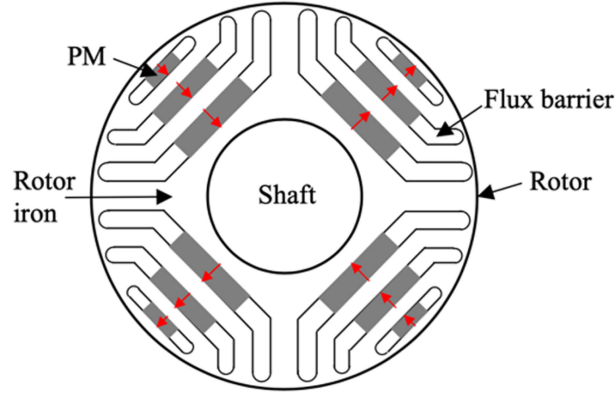


Figure 2 - 2 Rotor design of a Permanent Magnet Assisted Synchronous Reluctance Motor with permanent magnets oriented solely in the q -axis. [5]

prototype PMSynRelM show, that the proposed prototype in [7] achieve close values of power density and an efficiency as rare-earth PMSM counterpart, but with much lower costs [8].

It has been observed, that when inserting the PM in the center of the flux barrier, a magnetic flux lines are forced to pass through the flex barriers in the q -axis. This results in the decreased linked magnetic flux in the q -axis and therefore improves the output torque. [4, 9] The two general types of rotor with embedded PM are depicted in figure 2 - 3.

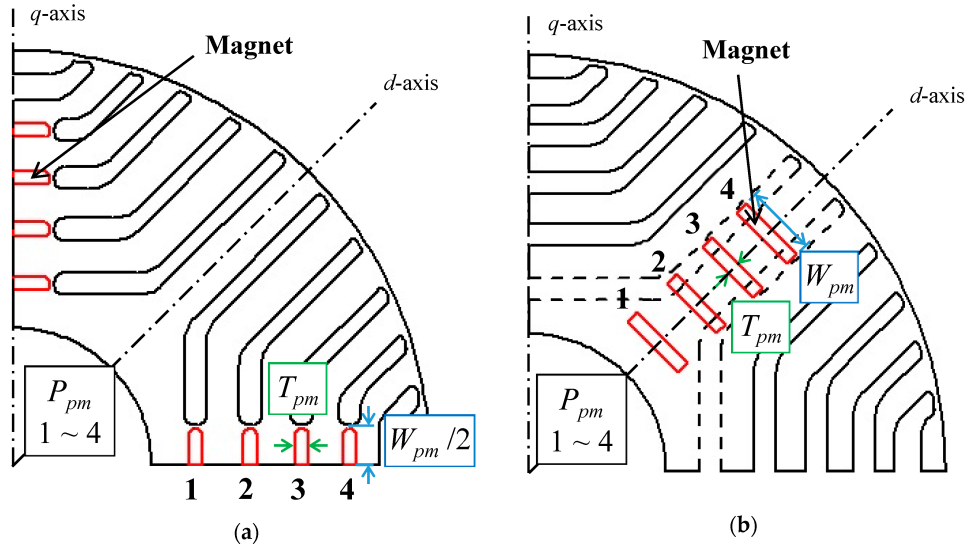


Figure 2 - 3 Different approaches to permanent magnet orientation in the rotor of a Permanent Magnet Assisted Synchronous Reluctance Motor. (a) PM embedded along the flux barriers, facing the q -axis; (b) Permanent magnets are crossing the flux barriers, therefore facing the d -axis. [9]

3 Control

3.1 Mathematical model

The stator voltage equation of PMSynRelM denoted in the general axis k is as follows

$$\underline{u}_1^k = R_s \underline{i}_1^k + \frac{d\underline{\psi}_1^k}{dt} + j\omega_k \underline{\psi}_1^k. \quad (3 - 1)$$

Where \underline{u}_1^k (V) is space vector of stator voltage, R_s (Ω) is stator resistance, \underline{i}_1^k (A) space vector of a stator current, $\underline{\psi}_1^k$ (Wb) space vector of a stator flux linkage, ω_k (rad s^{-1}) general angular speed.

The voltage equation denoted in dq -axis is as follows

$$\underline{u}_1^{dq} = R_s \underline{i}_1^{dq} + \frac{d\underline{\psi}_1^{dq}}{dt} + j\omega_1 \underline{\psi}_1^{dq}, \quad (3 - 2)$$

where ω_1 (rad s^{-1}) is electrical angular speed of a stator rotating magnetic field. When the equation is denoted in vector components and the subscript "1" for stator is omitted and the axis are newly denoted by the variables subscript

$$\underline{u}_d = R_s i_d + \frac{d\psi_d}{dt} - \omega_1 \psi_q, \quad (3 - 3)$$

$$\underline{u}_q = R_s i_q + \frac{d\psi_q}{dt} + \omega_1 \psi_d. \quad (3 - 4)$$

Equations for flux linkages denoted in the d, q -axis, when PMs are embedded along the q -axis are

$$\psi_d = L_d i_d, \quad (3 - 5)$$

$$\psi_q = L_q i_q + \psi_{PM}. \quad (3 - 6)$$

Where L_q (H), L_d (H) are inductances in d -axis and q -axis respectively, ψ_{PM} (Wb) is a flux linkage of permanent magnets. Very often the PM flux linkage is oriented negatively in the q -axis when respecting the vector orientation the equation 3 - 6 can be rewritten as

$$\psi_q = L_q i_q - \psi_{PM}. \quad (3 - 7)$$

The general equation for electromagnetic torque is then

$$T = \frac{3}{2} p_p |\underline{\psi}_{dq} \times \underline{i}_{dq}| = \frac{3}{2} p_p (\psi_d i_q - \psi_q i_d). \quad (3 - 8)$$

where p_p (-) is number of pole pairs.

After the substitution of 3 - 5 and 3 - 7 to 3 - 8 the torque equation may be rewritten

$$M = \frac{3}{2} p_p (L_d i_d i_q - (L_q i_q - \psi_{PM}) i_d) = \frac{3}{2} p_p (L_d i_d i_q - L_q i_q i_d + \psi_{PM} i_d). \quad (3 - 9)$$

As can be seen from eq. 3 - 8, when the linkage flux of PMs is oriented negatively to the q -axis (as presented), higher value of flux linkages make the electromagnetic torque higher.

3.2 Control strategies

- 4 **Comparison to others**
- 5 **Usage**

Conclusion

References

1. LI, Xinmin; SUN, Zihan; SUN, Wenbo; GUO, Liyan; WANG, Huimin. Design of Permanent Magnet-Assisted Synchronous Reluctance Motor with Low Torque Ripple. *World Electric Vehicle Journal*. 2023, roč. 14, č. 4. ISSN 2032-6653. Available from DOI: 10.3390/wevj14040082.
2. HUYNH, Thanh Anh; HSIEH, Min-Fu; SHIH, Kai-Jung; KUO, Hsiu-Fu. Design and analysis of permanent-magnet assisted synchronous reluctance motor. In: *2017 20th International Conference on Electrical Machines and Systems (ICEMS)*. 2017, pp. 1–6. Available from DOI: 10.1109/ICEMS.2017.8056462.
3. IBRAHIM, Mohamed Nabil Fathy; ABDEL-KHALIK, Ayman S.; RASHAD, Essam M.; SERGEANT, Peter. An Improved Torque Density Synchronous Reluctance Machine With a Combined Star--Delta Winding Layout. *IEEE Transactions on Energy Conversion*. 2018, roč. 33, č. 3, pp. 1015–1024. Available from DOI: 10.1109/TEC.2017.2782777.
4. IBRAHIM, Mohamed N.; SILWAL, Bishal; SERGEANT, Peter. Permanent Magnet-Assisted Synchronous Reluctance Motor Employing a Hybrid Star-Delta Winding for High Speed Applications. In: *2018 XIII International Conference on Electrical Machines (ICEM)*. 2018, pp. 379–385. Available from DOI: 10.1109/ICELMACH.2018.8506694.
5. SHAO, Lingyun; TAVERNINI, Davide; HARTAVI KARCI, Ahu Ece; SORNIOTTI, Aldo. Design and optimisation of energy-efficient PM-assisted synchronous reluctance machines for electric vehicles. *IET Electric Power Applications*. 06/2023, roč. 17, č. 6, pp. 788–801. ISSN 1751-8660, ISSN 1751-8679. Available from DOI: 10.1049/elp2.12303.
6. MORIMOTO, Shigeo; OOI, Shohei; INOUE, Yukinori; SANADA, Masayuki. Experimental Evaluation of a Rare-Earth-Free PMASynRM With Ferrite Magnets for Automotive Applications. *IEEE Transactions on Industrial Electronics*. 10/2014, roč. 61, č. 10, pp. 5749–5756. ISSN 0278-0046, ISSN 1557-9948. Available from DOI: 10.1109/TIE.2013.2289856.
7. OBATA, Masahiro; MORIMOTO, Shigeo; SANADA, Masayuki; INOUE, Yukinori. Performance of PMASynRM With Ferrite Magnets for EV/HEV Applications Considering Productivity. *IEEE Transactions on Industry Applications*. 07/2014, roč. 50, č. 4, pp. 2427–2435. ISSN 0093-9994, ISSN 1939-9367. Available from DOI: 10.1109/TIA.2013.2294999.
8. CAI, Haiwei; GUAN, Bo; XU, Longya. Low-Cost Ferrite PM-Assisted Synchronous Reluctance Machine for Electric Vehicles. *IEEE Transactions on Industrial Electronics*. 10/2014, roč. 61, č. 10, pp. 5741–5748. ISSN 0278-0046, ISSN 1557-9948. Available from DOI: 10.1109/TIE.2014.2304702.
9. NGO; HSIEH. Performance Analysis of Synchronous Reluctance Motor with Limited Amount of Permanent Magnet. *Energies*. 09/2019, roč. 12, č. 18, p. 3504. ISSN 1996-1073. Available from DOI: 10.3390/en12183504.
10. M., Popescu. Induction Motor Modelling for Vector Control Purposes. In: *Helsinki University of Technology, Laboratory of Electromechanics* [online]. 2000 [visited on 2023-10-14]. Available from: https://avys.omu.edu.tr/storage/app/public/mustafa.aktas/110896/induction_motor_modelling.pdf.
11. LIPČÁK, Ondřej; BAUER, Jan. Doprovodný materiál k přednáškám. In: *Materiál k přednáškám a cvičení v předmětu BIM14EPT* [online]. [B.r.] [visited on 2023-02-28]. Available from: <https://moodle.cvut.cz>.

12. BOAZZO, Barbara; VAGATI, Alfredo; PELLEGRINO, Gianmario; ARMANDO, Eric; GUGLIELMI, Paolo. Multipolar Ferrite-Assisted Synchronous Reluctance Machines: A General Design Approach. *IEEE Transactions on Industrial Electronics*. 2015, roč. 62, č. 2, pp. 832–845. Available from DOI: 10.1109/TIE.2014.2349880.

Appendix A: List of symbols and abbreviations

A.1 List of abbreviations

ASM	Asynchronní Motor
PM	Permanent Magnets
PMSM	Permanent Magnet Synchronous Motor
PMSynRelM	Permanent Magnet Assisted Synchronous Reluctance Motor
SynRelM	Synchronous Reluctance Motor

A.2 List of symbols

P_n (W) jmenovitý výkon