

DESIGN OF A MODE DECOUPLING FOR VOLTAGE CONTROL OF WIND-DRIVEN IG SYSTEM

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Abstract : This paper presents a systematic approach based on Eigen structure assignment to determine the mode shape and transient response of a STATCOM utilized as an exciter for induction generators (IG). A physical control scheme, including four control loops: ac voltage, dc voltage, ac active current and ac reactive current controllers, is pre-specified for the STATCOM. A synthetic algorithm is proposed to embed these physical control loops in the output feedback path. With appropriate oscillation mode design (Eigen structure) in each state variable, the STATCOM active current and reactive current will no longer be governed by the same mode but driven by new respective modes. The simulation and experimental results demonstrated that under various system disturbances, the proposed mode decoupling STATCOM is effective in regulating IG terminal voltage.

Keywords: Eigen structure assignment, induction generator (IG), static synchronous compensator (STATCOM), voltage- sourced inverter (VSI).

I. INTRODUCTION

The conventional reactive power compensation approach employing static Var compensator (SVC), a combination of the thyristor controlled reactors and the fixed shunt capacitors, has made it possible to provide dynamic reactive power regulation for power systems. However, because the effective reactive power generated by the SVC depends on its terminal voltage, the maximum reactive power output is thus depressed as the terminal bus is subjected to severe voltage drop. Because of the derated capacity, the controller is likely to be saturated and consequently prolongs the response time. Recent advances in reactive power compensation have used the static synchronous compensator (STATCOM), which provides shunt compensation in a similar way to the SVC but utilizes a voltage-sourced inverter (VSI) rather than capacitors and reactors. By properly modulating the VSI output voltage, the VSI output current will be changed simultaneously.

II. SYSTEM MODELS AND BASIC STATCOM CONTROL SCHEME

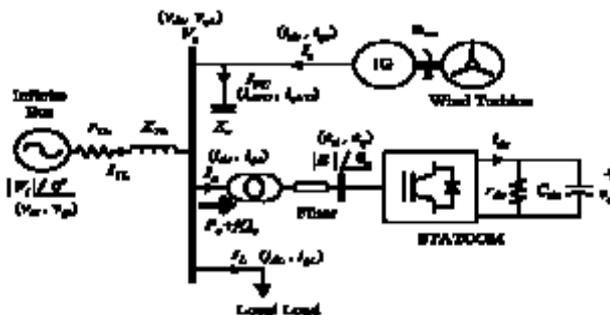


Fig. 1. STATCOM-compensated wind-driven IG system

A. Induction Generator Model: The per unit flux-linkages for the stator and rotor circuits of the induction generator described in - and -axes are as follows :

$$\dot{\phi}_{ds} = \omega_s (v_{dL} + r_s i_{ds}) + \omega_s \cdot \phi_{qs} \quad (1)$$

$$\dot{\phi}_{qs} = \omega_s (v_{qL} + r_s i_{qs}) - \omega_s \cdot \phi_{ds} \quad (2)$$

$$\dot{\phi}_{dr} = \omega_s (v_{dr} - r_r i_{dr}) + (\omega_s - \omega_r) \phi_{qr} \quad (3)$$

$$\dot{\phi}_{qr} = \omega_s (v_{qr} - r_r i_{qr}) - (\omega_s - \omega_r) \phi_{dr} \quad (4)$$

$$T_e = \phi_{ds} i_{qs} - \phi_{qs} i_{ds} \quad (5)$$

The corresponding torque balance equation is given by

$$\dot{\omega}_r^{*s} = \frac{1}{2H_T} (T_m - T_e - D_T \omega_r^{*s}) \quad (6)$$

B. STATCOM Model: The three-phase STATCOM model can be described in per unit state-space form as follows:

$$\dot{i}_{de} = -\frac{\omega_s r_f}{X_f} i_{de} + \omega_s \cdot i_{qe} + \frac{\omega_s}{X_f} (v_{dL} - e_d) \quad (7)$$

$$\dot{i}_{qe} = -\frac{\omega_s r_f}{X_f} i_{qe} - \omega_s \cdot i_{de} + \frac{\omega_s}{X_f} (v_{qL} - e_q) \quad (8)$$

The per unit dc-side circuit equation is

$$\dot{v}_{dc} = \frac{1}{C_{dc}} \left(i_{dc} - \frac{v_{dc}}{r_{dc}} \right) \quad (9)$$

$$v_{dc} i_{dc} = e_d i_{de} + e_q i_{qe} \quad (10)$$

1) **Derivations of Active Power and Reactive Power:** The instantaneous active and reactive power, through a coupling path to the STATCOM, at the load bus can be represented as follows:

$$P_e = v_{dL} i_{de} + v_{qL} i_{qe} \quad (11)$$

$$Q_e = v_{qL} i_{de} - v_{dL} i_{qe} \quad (12)$$

$$P_e = v_{dL} i_{de} \quad (13)$$

$$Q_e = -v_{dL} i_{qe} \quad (14)$$

2) **Active and Reactive Current Control:** To obtain a decouple-like control for the reactive and active current, (7) and (8) can be modified as

$$\dot{i}_{de} = -\frac{\omega_s r_f}{X_f} i_{de} + x_d \quad (15)$$

$$\dot{i}_{qe} = -\frac{\omega_s r_f}{X_f} i_{qe} + x_q \quad (16)$$

$$x_d = \omega_s \cdot i_{qe} + \frac{\omega_s}{X_f} (v_{dL} - e_d) \quad (17)$$

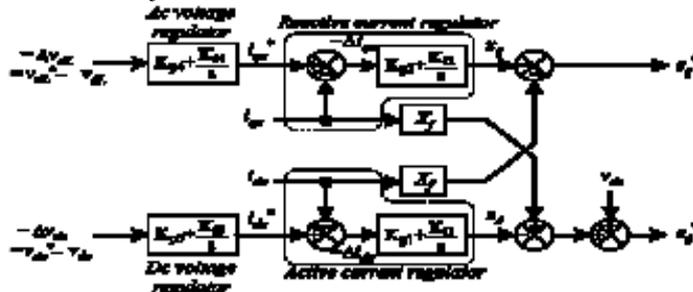


Fig. 2. Basic control scheme of the STATCOM.

$$x_q = -\omega_s \cdot i_{de} - \frac{\omega_s}{X_f} e_q \quad (18)$$

$$x_d = \left(K_{p1} + \frac{K_{i1}}{s} \right) (i_{de}^* - i_{de}) \quad (19)$$

$$x_q = \left(K_{p2} + \frac{K_{i2}}{s} \right) (i_{qe}^* - i_{qe}) \quad (20)$$

Where the proportional-plus-integral (PI) regulators are used to control the STATCOM currents in the present work. Once the control actions x_d and x_q are determined, the STATCOM output voltage commands e_d^* and e_q^* and in (17) and (18) can be rearranged as

$$e_d^* = X_f \cdot i_{qe} - x_d + v_{ds} \quad (21)$$

$$e_q^* = -X_f \cdot i_{de} - x_q \quad (22)$$

III. DESIGN OF THE MODE DECOUPLING CONTROLLER

A. Controller Synthesis from a Pre-specified Feedback Framework

The dynamic IG system model in Section II can be linearized around an operating point to give the following state space model:

$$\begin{aligned} \Delta \dot{x} &= A \cdot \Delta x + B \cdot \Delta u \\ \Delta y &= C \cdot \Delta x \end{aligned} \quad (23)$$

six additional state variables: $\int \Delta v_{dL} dt, \int \Delta v_{dC} dt, \int \Delta t_{ds} dt, \int \Delta t_{qs} dt, \iint \Delta v_{dL} dt$ and $\iint \Delta v_{dC} dt$ here in denoted as Δx_{aug} , were created and merged into (23) as a new state vector Δx_{aug} . We then have the augmented state space model as follows:

$$\begin{aligned} \Delta \mathbf{x}_a &= \mathbf{A}_a \cdot \Delta \mathbf{x}_a + \mathbf{B}_a \cdot \Delta \mathbf{u} \\ \Delta \mathbf{y}_a &= \mathbf{C}_a \cdot \Delta \mathbf{x}_a \end{aligned} \quad (24)$$

Where

$$\begin{aligned} \Delta \mathbf{x}_a &= [\Delta \mathbf{x}^T \quad \Delta \mathbf{x}_e^T] \\ \Delta \mathbf{y}_a &= [\Delta \mathbf{y}^T \quad \Delta \mathbf{x}_e^T] \\ \Delta \mathbf{u} &= \mathbf{K}_o \cdot \Delta \mathbf{y}_a \end{aligned} \quad (25)$$

To overcome this problem, two additional control loops, F_d and F_q (corresponding to states Δv_{df} and Δv_{dq}) were included into the output-feedback control $\Delta \mathbf{u}$ by letting $K_{12} = K_{p1} \cdot K_{p3} + F_d$ and $K_{21} = K_{p2} \cdot K_{p4} + F_q$, respectively

IV. Experimental Setup

Fig. 3 shows the STATCOM-compensated IG system. The experimental IG is driven by a torque-controlled servomotor which emulates a wind turbine. The torque command of the servomotor driver is calculated based on the rotor speed and the mechanical power that emulates the wind power at various wind speed. A three-phase VSI-based STATCOM shown in Fig. 6 was set up in the laboratory to verify the proposed controller

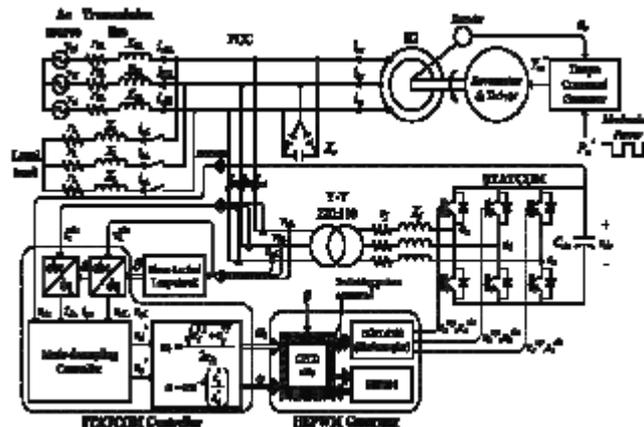


Fig. 3. Experimental set up.

A three-phase VSI-based STATCOM shown in Fig. 6 was set up in the laboratory to verify the proposed controller. An intelligent IGBT module with rated at 1200 V, 50 A was used as VSI switches. The load voltages, STATCOM ac currents, and dc voltage were simultaneously sampled using a multi-channel data acquisition system featured a 12-bit high-speed A/D converter and all the control and signal processing arithmetic were performed on a PC platform. To avoid ac harmonic current distortion and high-frequency noise interference stemmed from VSI voltage modulation, care must be taken when designing the low-pass filter prior to the collection of the analog signals. A Sallen-Key filter with a unity dc gain was realized to attenuate the analog input signal in 40 dB from pass band (300 Hz).

V. Summary Of Controllers

- Controller-C1:** Control structure: output feedback. Control design: linear quadratic control
- Controller-C2a:** Control structure: Neglect feed forward gains (F_d, F_q). Control design: linear quadratic control
- Controller-C2b:** Control structure: Neglect feed forward gains (F_d, F_q). Control design: exchange the control gains in d-axis and q-axis derived from controller-C2a.
- Controller-C3a:** Control structure: Neglect coupling gains (P_d, P_q). Control design: control algorithm proposed by this paper
- Controller-C2b:** Control structure: Neglect feed forward gains (P_d, P_q). Control design: exchange the control gains in d-axis and q-axis derived from controller-C3a.

VI. Simulation And Experimental Results

A. Dynamic Simulation of the STATCOM-Compensated IG System for Performance Comparisons Between Controllers:

To show the advantages of the proposed STATCOM controller over the traditional approach, the dynamic responses are investigated for the studied system in Fig. 1 subject to a three phase short circuit fault starting at and lasting for six cycles at load bus. Three controllers with various control structures and control designs were adopted here for comparison as described in Table I. Because only the control structures were presented, the control gains for those systems are derived using the same control algorithm to investigate the system performance under various control structures. To further highlight the need for a control design analytical approach, the control gains of controller C2a in the d-axis and q-axis are exchanged as a new controller C2b. The controller C3b is then determined in the same way as controller C3a.

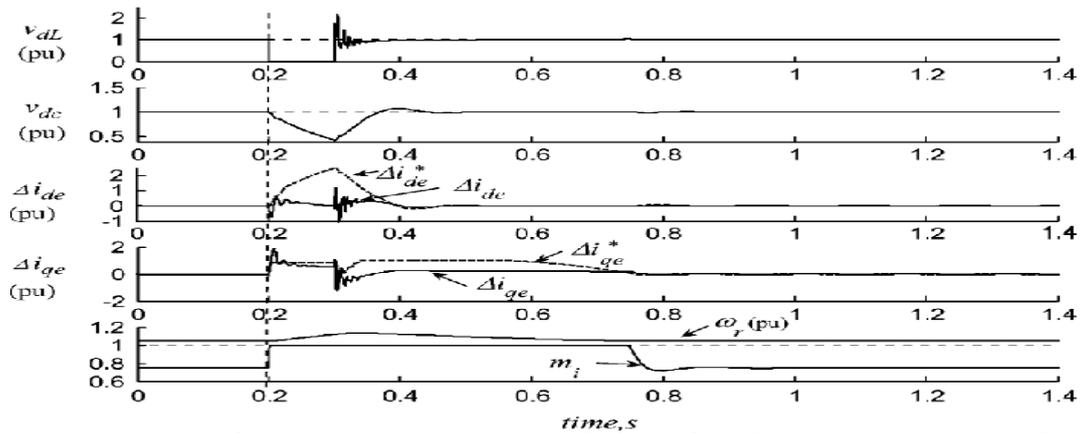


Fig. 4. System responses of the STATCOM-compensated IG system following a 6-cycle short circuit fault with the proposed controller.

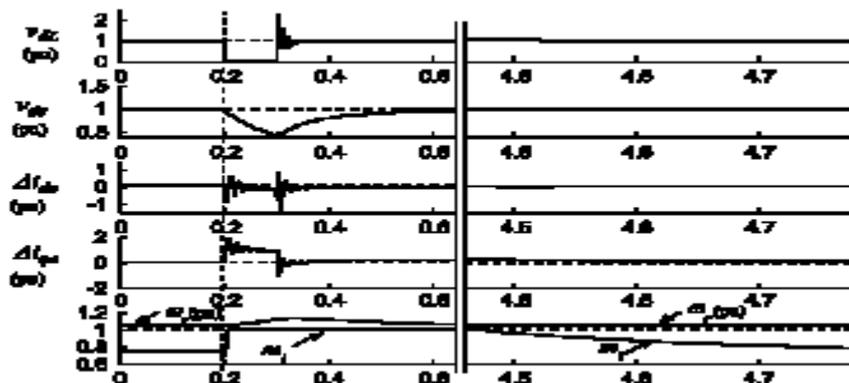


Fig. 5. System responses of the STATCOM-compensated IG system following a 6-cycle short circuit fault with the controller C1.

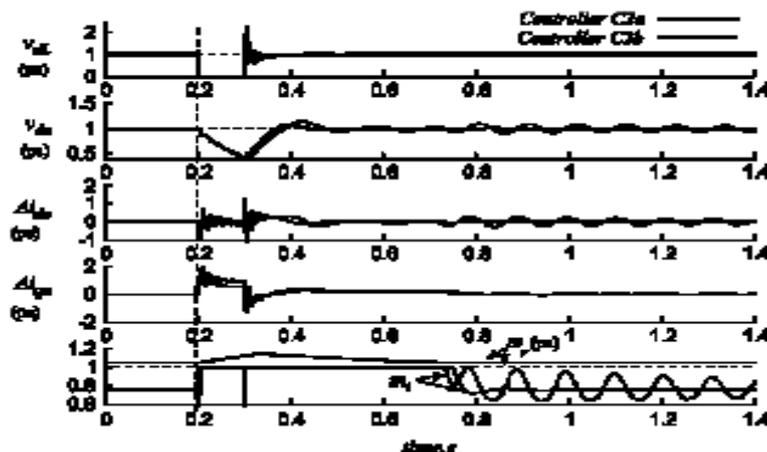


Fig. 6. System responses of the STATCOM-compensated IG system following a 6-cycle short circuit fault with the controllers C2a and C2b.

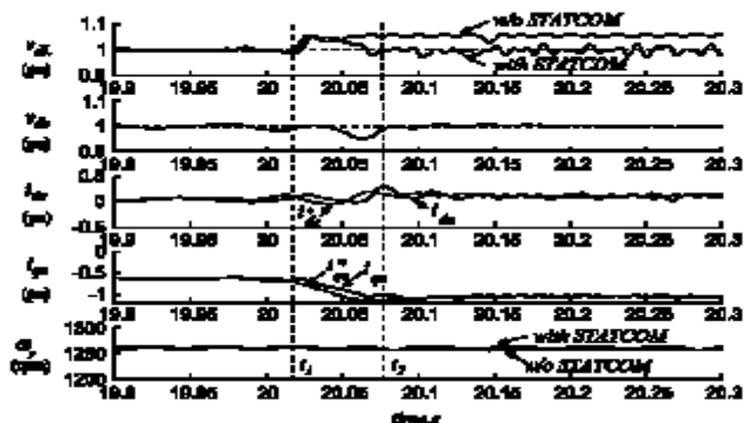


Fig. 7. System responses of the STATCOM-compensated IG system following a 6-cycle short circuit fault with the controllers C3a and C3b.

The modulation index m_i would remain at the upper limit until the fault is cleared. It is also observed from the response curves in Figs. 4–7 that based on the proposed controller the dclink voltage, the deviation currents in d-q axes ($D_{i_{de}}$ and $D_{i_{qe}}$) and the modulation index would quickly return to the original values as compared with controllers C1, C2b, C3a and C3b. Furthermore, an inert c-link voltage response with the controller C3a indicates that the coupling gains should not be left out from. were presented the control gains for those systems are derived using the same control algorithm to investigate the system performance under various control structures.

VII. CONCLUSION

A mode decoupling STATCOM active and reactive currents control system was presented to regulate the load bus voltage and stabilize the rotor speed for an IG operated in a variable speed wind energy conversion system. The major feature of the proposed controller is that for a given feedback framework, the control gains can be systematically synthesized through the pre-specified shape of the closed-loop response. In this work, the mode shape was determined using Eigen structure assignment which suppresses the STATCOM ac current mode activities in the reactive current and active current; thereby reinforcing the reactive current activities on the load bus voltage regulation. Note that the electromechanical mode damping can also be improved while determining the mode shape of the closed-loop responses.

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