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DESIGN AND ANALYSIS OF A TWO PHASE SWITCHED RELUCTANCE MOTOR

A Thesis Submitted by

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CONTENTS

	Page
Chapter 1: INTRODUCTION	
1.1. Switched Reluctance Motor History	1
1.2. Motor Construction	1
1.3. SRM Drive System	4
1.4. SRM Principle of Operation	5
1.5. Switched Reluctance Motor Configurations	8
1.6. Advantages and Disadvantages of SRM	9
1.7. Applications of SRM	10
1.8. Literature Review	12
1.9. Objectives of the Present Work	17
Chapter 2: FLUXLINKAGE CHARACTERISTICS	
2.1. Introduction	19
2.2. Design Procedures	20
2.3. Different Rotor Designs under consideration	21
2.4. Determination of Flux-linkage Characteristics	22
2.4.1. Flux-linkage Characteristic by Direct or Indirect Measurements	23
2.4.2. Magnetic Circuit Analysis	24
2.5. Magnetic Field Formulation	25
2.6. Finite Element Analysis Method	26
2.6.1. Finite element discretization	26
2.6.2. Deriving governing equations for a typical element	27
2.6.3. Assembling all elements in the solution region	30
2.6.4. Solving the system equations	31
2.7. Implementation of Finite Element Analysis	31
2.8. Flux linkage distribution of different designs	32
2.8.1. Fluxlinkage Distribution for Regular Rotor Design	33
2.8.2. Fluxlinkage Distribution for One Step Rotor Design	35
2.8.3. Fluxlinkage Distribution for Two Steps Rotor Design	37
2.8.4. Fluxlinkage Distribution for Tapered Rotor Design	39
2.9. Flux-linkage Characteristic for Different Motor designs	41
2.10. Static Torque Characteristic for Different Designs	48
2.11. SRM Fluxlinkage Properties	51

2.12.	Summary	52
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Chapter 3: SRM MATHEMATICAL MODEL AND SIMULATION

3.1.	Introduction	53
3.2.	Principle of Energy Conversion within SRM	53
3.3.	Mathematical Analysis and Torque Production of SRM	56
3.3.1.	Linear Analysis for Torque Production	56
3.3.2.	Nonlinear Analysis of Torque Production	58
3.4.	SRM Torque Production	59
3.4.1.	Torque Production in an SRM Using Flux Linkage and Rotor Position as State Variables	61
3.4.2.	Torque Production in an SRM Using Phase Current and Rotor Position as State Variables	64
3.5.	Computer Simulation Program	68
3.6.	Summary	75

Chapter 4: RESULTS AND DISCUSSIONS

4.1.	Introduction	76
4.2.	Characteristic Curves of the Different four designs	76
4.2.1.	Torque – Speed Characteristics	77
4.2.2.	Current – Speed Characteristics	81
4.2.3.	Torque / Current Characteristics	84
4.2.3.1	Torque / Current ratio versus Speed Characteristics	84
4.2.3.2	Torque / Ampere – Current Characteristics	88
4.3.	Efficiency of Different Motor Designs	91
4.4.	Summary	93

Chapter 5: EXPERIMENTAL STUDY

5.1.	Introduction	94
5.2.	Construction of the Experimental SRM	94
5.3.	The Power Converter Circuit	97
5.4.	The Rotor Position Sensor	102
5.5.	Gate Drive Circuit	103
5.6.	Current Measurement	105
5.7.	Mechanical loading	105
5.8.	Simulation and experimental results	106
5.9.	Summary	112

Chapter 6: CONCLUSIONS AND FUTURE WORKS

6.1.	Conclusions	114
6.2.	Future Work	115

REFERENCES	116
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LIST OF FIGURES

	Page
Fig (1.1) Switched Reluctance Motor different configurations	2
Fig (1.2) Main Parts of the SRM Drive System	3
Fig (1.3) Cyclic variation of inductance as rotation occurs	8
Fig (2.1) Four different air gap geometries under investigation	22
Fig (2.2) A typical Finite Element Subdivision of an Irregular Domain	27
Fig (2.3) A Typical Triangular Element	28
Fig (2.4) Flux distribution of regular rotor design 4/2 SRM at three different rotor position angles and excitation current 5A.	33
Fig (2.5) Flux distribution for one step rotor design at three different rotor position angles and excitation current 5A	35
Fig (2.6) Flux distribution for two-steps rotor design at three different rotor position angles and excitation current 5A	37
Fig (2.7) Flux distribution for tapered rotor design at three different rotor position angles and excitation current 5A	39
Fig (2.8) Flux linkage characteristic curves for the four different motor designs as a function of phase excitation current for different rotor position angles	42
Fig (2.9) Flux linkage characteristic curves for the four different motor designs as a function of rotor position angle for different phase excitation current levels	44
Fig (2.10) Flux linkage 3D characteristic curves for the four different motor designs as a function of rotor position angle and different phase excitation current levels	46
Fig (2.11) Static torque for the four different motor designs	49
Fig (3.1) Simple form of switching circuit	54
Fig (3.2) Torque production in SRM - idealized representation	57
Fig (3.3) Flux linkage-current characteristics	59
Fig (3.4) Differential increase in stored magnetic energy	62
Fig (3.5) Stored energy in the magnetic field for a given rotor position	63
Fig (3.6) Differential stored field energy between two rotor positions	64
Fig (3.7) One-to-one mapping between the vertical line and the flux linkage	66

Fig (3.8)	area bounded by the current axis and the curve of flux linkage versus current	67
Fig (3.9)	Change in co-energy as a function of position with a constant current.	67
Fig (3.10)	Simulation program flowchart	70
Fig (3.11)	The SIMULINK graphic interface of the main program for simulating SRM	72
Fig (3.12)	Details of subsystem SRM	73
Fig (3.13)	Details of subsystem Current and Torque shown in Fig(3.12)	74
Fig (3.14)	Details of subsystem Phase Current shown in Fig (3.13)	75
Fig (4.1)	Torque – speed characteristics for all designs at different Cr	78
Fig (4.2)	Torque – speed characteristics for all designs at Cr=1.1	80
Fig (4.3)	Current – speed characteristics for all designs at different Cr	81
Fig (4.4)	Current – speed characteristics for all designs at Cr=1.1	84
Fig (4.5)	Torque / Current – speed characteristics for all designs at different Cr	85
Fig (4.6)	Torque / Current – speed characteristics for all designs at Cr=1.1	87
Fig (4.7)	Torque / Current – Current characteristics for all designs at different Cr	88
Fig (4.8)	Torque / Current – Current characteristics for all designs at Cr=1.1	91
Fig (4.9)	Efficiency – Speed Characteristics for all designs	92
Fig (4.10)	Efficiency – Torque Characteristics for all designs	92
Fig (4.11)	Efficiency – Current Characteristics for all designs	93
Fig (5.1)	Stator core lamination of the used induction motor	95
Fig (5.2)	Stator core lamination of the two phase 4/2 SRM	95
Fig (5.3)	Rotor lamination of the two phase 4/2 SRM	96
Fig (5.4)	cross sectional view of the motor structure	97
Fig (5.5)	Asymmetric half-bridge inverter	98
Fig (5.6)	Modes of operation of one phase	100
Fig (5.7)	The Power source	101
Fig (5.8)	Rotor Position Sensor	102
Fig (5.9)	Gate Drive Circuit	104
Fig (5.10)	One channel of the Hall-effect current sensor	105
Fig (5.11)	predicted position feed back signal	106
Fig (5.12)	experimental feed back signal	107

Fig (5.13)	predicted voltage and current for the two phases	107
Fig (5.14)	experimental phase voltage & current wave form	108
Fig (5.15)	experimental current for the two phases	109
Fig (5.16)	Analytically predicted and experimentally recorded torque - speed characteristics at commutation ratios 0.6 and 1.0.	110
Fig (5.17)	Analytically predicted and experimentally recorded current - speed characteristics at commutation ratios 0.6 and 1.0	110
Fig (5.18)	Analytically predicted and experimentally recorded torque / current - speed characteristics at commutation ratios 0.6 and 1.0	111
Fig (5.19)	Analytically predicted and experimentally recorded torque / current - current characteristics at commutation ratios 0.6 and 1.0.	111
Fig (5.20)	overall experimental System	113

SYMBOLS

A	Magnetic vector potential
a	Cross section area
B	Flux density
C	Stator core width
Cr	Commutation ratio
D	Stator inner diameter
D _o	stator outer diameter
D _r	Rotor outer diameter
d _{sh}	Shaft diameter
e	Back emf
g	Air gap length
g _i	Inter polar air gap length
H	The magnetic field intensity
I _{dc}	Dc link current
i	Phase current
J	Current density
Je	Excitation current density
k	Phase number
L	Inductance
L _a	Axial core length
L _{min}	Minimum inductance
L _{max}	Maximum inductance
N _r	Number of rotor poles
N _s	Number of stator poles
n	Speed of rotating motor
p	Number of stator poles per phase
P _d	Developed power
P _{cu}	Copper losses
P _{in}	Input power
P _m	Mechanical power
P _{mag}	Magnetic power
pw	Pulse width
q	Number of phases
R	Phase resistance

S	The element area
T	Torque
T_{av}	Average torque
T_{ph}	Number of turns per phase
t	Time
V	Supply voltage
V_k	The phase voltage
W_{co}	Coenergy
β_r	Rotor pole arc
β_s	Stator pole arc
ψ	Flux linkage
θ	Rotor position angle
θ_{ext}	Extinguish angle
θ_{off}	Turn off angle
θ_{on}	Trigger angle
τ_r	Rotor pole pitch
τ_s	Stator pole pitch
ϕ	Magnetic flux
ω_m	Rotor speed
δ	Step angle

Summary

This thesis investigates and compares the operating performance of the two phase switched reluctance motor with four different rotor designs having different air gap geometries. An analysis for the magnetic circuit is introduced and a two-dimensional finite element procedure to predict the nonlinear flux linkage characteristics for different rotor designs. These characteristic curves are obtained numerically at different rotor angles and different current levels for the four designs under consideration and they are used to predict the static torque characteristics for these designs. A computer simulation procedure is devised to determine the operating performances for the four motor designs based on the predicted flux linkage and static torque characteristics. A comparison is held from the point of view of the torque developed at different speeds, motor efficiency and torque per ampere productivity of the different designs. The two-stepped air gap design proved the superiority over other configurations.

ABSTRACT

The 4/2 pole, 2-phase configuration of switched reluctance motors is characterized by its simple motor construction and simple power electronic circuit topology. This motor is known with different air gap geometries to enhance its starting performance. This thesis investigates the operating performance of this motor type with four different rotor designs having different air gap geometries. These configurations are the regular air gap design, the one step air gap design, the two steps air gap design and the tapered air gap design. A common frame size and similar number of turns per phase are considered for the four different designs. A numerical approach utilizing finite element magnetic circuit analysis method to predict the flux linkage and static torque characteristics for different rotor designs is carried-out. A nonlinear mathematical model is developed for the 4/2 pole, 2-phase SRM and implemented in a series of computer simulation programs based on the data obtained from finite element analysis to predict the operating performance of the four different motor designs. A comparative study is held between the four different designs under investigation from the point of view of torque production, current drawn from the dc mains, torque per ampere capability, and motor efficiency.

The thesis consists of six chapters, list of references and an Arabic summary.

The **first chapter**, introduces an introduction about SRMs. It contains their construction, different configurations and principle of operation. It introduces also their advantages, disadvantages and applications. A literature review for the different topics covered recently by research is also

included. This chapter ends with introducing the main objectives of the present thesis.

In **chapter two**, different motor designs under consideration are introduced. Different methods for determining flux linkage characteristics are discussed. Finite element method for magnetic circuit analysis is introduced and implemented for analyzing the different motor designs under consideration. A sample of flux linkage distributions for all designs is presented along with the flux linkage characteristics as a function of both armature current and rotor position angle. The static torque characteristics are also predicted and presented.

Chapter three is devoted to mathematical modeling and simulation of the SRM designs under consideration. It firstly introduces the principle of energy conversion within an SRM, and then introduces the different approaches for the analysis of SRMs. These approaches are discussed in details and then implemented in a computer simulation program to predict the motor operating performances.

Chapter four presents a comparative study between different motor designs under consideration based on the results obtained from the simulation program. In this chapter torque-speed, current-speed, torque/current-speed and efficiency characteristic curves for different designs are presented and compared. These characteristics are obtained at different duty ratios for motor excitation pulses. A comparison is held from the point of view of the torque developed at different speeds, motor efficiency and torque per ampere productivity of the different designs.

Chapter five introduces an experimental study for the present theses. In this chapter the construction steps of the experimental motor, power converter,

position sensors and gate drivers are presented. A sample of experimental results is presented along with the corresponding simulation results.

Chapter six introduces the main conclusions drawn from the present from the present thesis. Some points are also proposed for future research as an extension for this work.

A list of the relevant references is included at the end of the thesis.

Chapter 1

((Introduction))