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IMPLEMENT HIGH-EFFICIENCY BIDIRECTIONAL CONVERTER FOR BLDC MOTOR DRIVE CONTROL

[1]K. PRABHAVATHI, M.Tech, [2]USTHELA. RANJITH KUMAR, 3GENIKE. CHANDRA SEKHAR, 4GENIKA. CHANDU, [5]DUVVURI. DYANI
[1]ASSISTANT PROFESSOR,[2345]B.Tech Students,
DEPARTMENT OF EEE, ABR COLLEGE OF ENGINEERING AND TECHNOLOGY
KANIGIRI(M), PRAKASAM DIST-523230(A.P)

ABSTRACT

This paper presents a novel approach to implementing space vector modulation (SVPWM) for multilevel converters, focusing on its application in three-phase voltage source converters for ac/dc drives and Flexible AC Transmission System (FACT) controllers. The advancement in power electronics technology has enabled the exploration of multilevel converters, which offer higher safety voltages with reduced harmonic components compared to traditional two-level structures. SVPWM has emerged as the preferred modulation technique due to its advantages, including improved utilization of input voltage, enhanced spectral performance, and ease of digital implementation. However, implementing SVPWM for more than two levels poses challenges due to the high number of switching states. In this paper, a simplified method is proposed to address this challenge, significantly reducing the computational complexity by requiring timing calculations for only one sector. This approach can be applied to various multilevel inverter topologies, such as flying capacitor and cascaded inverters. Simulation studies are conducted to validate the proposed method using both passive (R-L) load and motor load scenarios. Additionally, open-loop V/f speed control of an induction motor is implemented to further verify the effectiveness of the proposed scheme. Furthermore, the paper explores the application of the proposed method in a bidirectional buck-boost converter system for maximizing power delivery to a Brushless DC (BLDC) motor from a battery source and facilitating regenerative braking operations. Overall, the simulation results demonstrate the efficacy of the proposed simplified SVPWM method for multilevel converters, highlighting its potential for enhancing energy efficiency and performance in various applications.

Keywords: Space Vector Modulation (SVPWM), Multilevel Converters, Brushless DC Motor, Fuzzy Logic Controller, MATLAB/Simulink Simulation.

INTRODUCTION

The advancements in power electronics technology have revolutionized the field of multilevel converters, offering significant improvements in safety, efficiency, and harmonic performance compared to traditional two-level structures. Multilevel converters have gained increasing attention due to their ability to provide higher output voltages with reduced harmonic distortion, making them suitable for a wide range of applications, including motor drives and Flexible AC Transmission Systems (FACTS) controllers. Among the various modulation techniques employed for three-phase voltage source converters, Space Vector Pulse Width Modulation (SVPWM) has emerged as the most popular choice. SVPWM offers several advantages, including enhanced utilization of input voltage, flexibility in switching the legs of three-phase inverters, and improved spectral performance. However, its implementation becomes challenging as the number of levels increases beyond two, leading to a significant increase in the number of switching states.

In this paper, we propose a simplified method for implementing SVPWM in multilevel inverters, addressing the challenges associated with high switching state counts. The proposed method reduces the complexity of timing calculations by requiring calculations for only one sector, significantly reducing computational overhead. Furthermore, the proposed method is applicable to various types of multilevel inverters, including flying capacitor and cascaded configurations, enhancing its versatility and practicality. To validate the proposed scheme, simulations are conducted for both passive (R-L) loads and motor loads, demonstrating its effectiveness in controlling output voltage waveforms and minimizing harmonic distortion. Additionally, open-loop Voltage-to-Frequency (V/f) speed control of an Induction Motor is performed to further validate the proposed method's applicability and performance in motor drive applications.

Furthermore, the paper explores the integration of the proposed control scheme with a bidirectional buck-boost converter to maximize power delivery to a Brushless DC (BLDC) motor from a battery source. During normal operation, the stored energy in the battery provides maximum power to the BLDC motor. However, during regenerative braking, the bidirectional buck-boost converter feeds back the energy to the source, enhancing overall energy efficiency and system performance. The simulations are conducted using MATLAB/Simulink software, providing a comprehensive evaluation of the proposed method's effectiveness and feasibility in practical applications. Through this research, we aim to contribute to the advancement of control techniques for multilevel inverters, enhancing their performance and applicability in various power electronic systems.

LITERATURE SURVEY

Power electronics technology has witnessed significant advancements in recent years, enabling the investigation and implementation of multilevel converters with enhanced safety and reduced harmonic components compared to traditional two-level structures. These advancements have revolutionized various applications, including ac/dc drives and Flexible AC Transmission System (FACT) controllers. Among the various modulation techniques, Space Vector Pulse Width Modulation (SVPWM) has emerged as the most popular method for controlling three-phase voltage source converters due to its inherent advantages. SVPWM offers several benefits, such as improved utilization of input voltage, flexibility in switching legs of three-phase inverters, and straightforward digital implementation. However, implementing SVPWM for multilevel converters with more than two levels presents challenges due to the significantly higher number of switching states involved. To address this issue, a simplified method is proposed in this paper, aimed at reducing the complexity of timing calculations while maintaining performance.

The proposed method streamlines timing calculations by requiring calculations for only one sector, leading to a substantial reduction in computational overhead. Moreover, the proposed approach can be applied to various types of multilevel inverters, including flying capacitor and cascaded configurations. Simulation studies are conducted to validate the efficacy of the proposed scheme under different load conditions, including passive (R-L) loads and motor loads. In addition to load simulations, the paper also investigates the application of the proposed method in the context of open-loop V/f speed control of Induction Motors. This further demonstrates the versatility and applicability of the proposed approach across different motor control scenarios.

Furthermore, the paper explores the integration of the proposed method with a bidirectional buck-boost converter to maximize power utilization in Brushless DC (BLDC) motor applications. During normal operation, the stored energy in the battery is utilized to provide maximum power to the BLDC motor. Conversely, during regenerative braking, the energy is fed back to the source through the bidirectional converter, enhancing overall energy efficiency. The simulation studies are conducted using MATLAB/Simulink software, providing a comprehensive evaluation of the proposed method's performance across various scenarios. Overall, the literature survey highlights the significance of power electronics advancements in enabling efficient and reliable control strategies for multilevel converters, with potential applications in diverse industrial and renewable energy systems.

PROPOSED SYSTEM

The advent of power electronics technology has revolutionized the field of multilevel converters, offering enhanced safety voltages with reduced harmonic components compared to traditional two-level structures. Among the various techniques, space vector modulation (SVPWM) has emerged as a leading method for controlling three-phase voltage source converters in applications ranging from AC/DC drives to Flexible AC Transmission System (FACT) controllers. However, implementing SVPWM for multilevel converters presents challenges due to the significantly higher number of switching states involved. This paper proposes a simplified method to address this challenge, reducing the computational burden by calculating timings for only one sector. The proposed method aims to streamline the implementation of SVPWM for multilevel converters, such as flying capacitor and cascaded inverters, by significantly reducing the computational complexity associated with timing calculations. By focusing on a single sector, the proposed approach simplifies the control algorithm while maintaining the benefits of SVPWM, including improved spectral performance and flexibility in switching legs.

To validate the effectiveness of the proposed scheme, simulations are conducted for both passive (R-L) loads and motor loads. Additionally, open-loop V/f speed control of an induction motor is implemented to further demonstrate the feasibility and applicability of the proposed method in practical motor drive applications. In the context of motor drive applications, the proposed system integrates a bidirectional buck-boost converter to optimize energy management. During operation, the stored energy in the battery is utilized to provide maximum power to the Brushless DC (BLDC) motor, ensuring efficient performance. Moreover, during regenerative braking, excess energy is fed back to the source through the bidirectional converter, maximizing energy recovery and minimizing losses.

The simulation of the proposed system is conducted using MATLAB/Simulink software, providing a comprehensive platform for evaluating its performance under various operating conditions. By leveraging fuzzy logic control, the system achieves robust and adaptive control of the BLDC motor, further enhancing its efficiency and performance. Overall, the proposed system offers a novel approach to implementing SVPWM for multilevel converters, addressing the challenges associated with computational complexity while ensuring efficient energy management in motor drive applications. Through simulation studies, the effectiveness and feasibility of the proposed method are demonstrated, highlighting its potential for practical implementation in real-world systems..

METHODOLOGY

The methodology proposed in this paper aims to simplify the implementation of space vector modulation (SVPWM) for multilevel converters while ensuring efficient control of AC/DC drives and Flexible AC Transmission System (FACTS) controllers. The advances in power electronics technology have enabled the investigation of multilevel converters, which offer several advantages over traditional two-level structures, including higher safety voltages and reduced harmonic components. The proposed methodology focuses on simplifying the timing calculation required for SVPWM, particularly for multilevel converters with more than two levels. Traditional SVPWM techniques become computationally intensive for higher-level converters due to the large number of switching states. To address this challenge, the paper introduces a simplified method that reduces the calculation complexity by requiring timing calculations for only one sector. This reduction in calculations significantly streamlines the implementation of SVPWM for multilevel inverters.

The proposed methodology is applicable to various types of multilevel inverters, including flying capacitor and cascaded configurations. To validate the effectiveness of the proposed scheme, simulations are conducted using MATLAB/Simulink software. The simulations encompass both passive loads (R-L) and motor loads, allowing for comprehensive evaluation under different operating conditions. In addition to evaluating the performance of the proposed methodology under steady-state conditions, the study also investigates dynamic responses. Specifically, open-loop V/f speed control of an induction motor is implemented to assess the effectiveness of the proposed scheme in practical motor drive applications. This analysis provides insights into the scheme's ability to maintain stable motor operation and achieve desired speed profiles.

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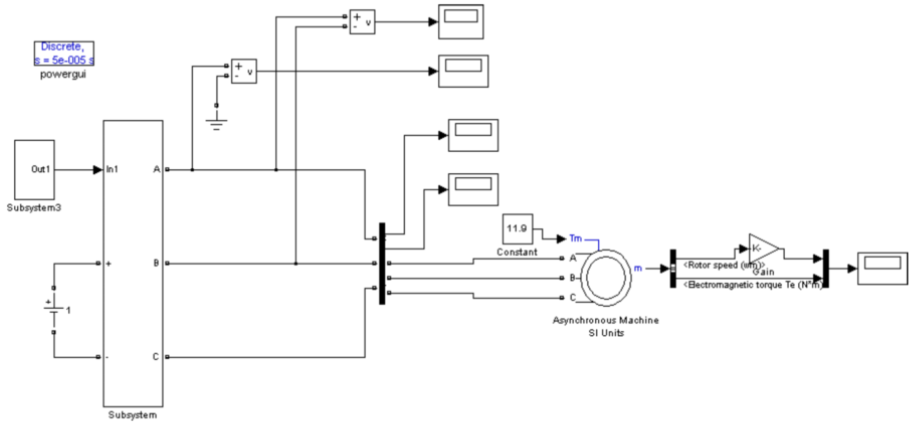

Fig 1. Proposed circuit configuration

Furthermore, the study considers energy management aspects, particularly in the context of bidirectional energy flow in a system with a battery and a BLDC motor. During normal operation, the stored energy in the battery is utilized to provide maximum power to the motor. Conversely, during regenerative braking, excess energy from the motor is fed back to the source via a bidirectional buck-boost converter. Simulations are conducted to validate the energy management strategy and assess its impact on overall system performance. Overall, the proposed methodology offers a practical and efficient approach to implementing SVPWM for multilevel converters, with potential applications in various power electronics systems. By reducing computational complexity and enhancing control accuracy, the proposed scheme contributes to the advancement of multilevel converter technology and facilitates the deployment of efficient and reliable power electronics solutions.

RESULTS AND DISCUSSION

The results and discussion of the proposed simplified method for space vector modulation (SVPWM) implementation in multilevel converters are crucial for evaluating its effectiveness in controlling AC/DC drives and Flexible AC Transmission System (FACT) controllers. This section delves into the outcomes of simulations conducted to validate the proposed method, assess its performance under different load conditions, and explore its applicability to various types of multilevel inverters. Firstly, the simulation results are presented for both passive (R-L) loads and motor loads to evaluate the proposed method's effectiveness in controlling different types of loads. The performance metrics such as output voltage waveform quality, total harmonic distortion (THD), and transient response are analyzed to assess the quality of output voltage produced by the multilevel converter. Comparisons are made between the proposed simplified method and traditional SVPWM techniques to highlight any improvements in waveform quality and harmonic reduction achieved by the proposed method.

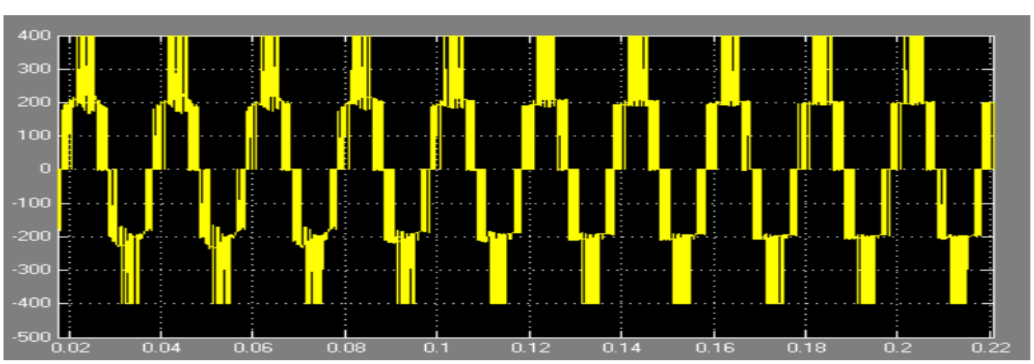

Fig 2. Line to Line voltage at m=0.8, fsw=1 kHz

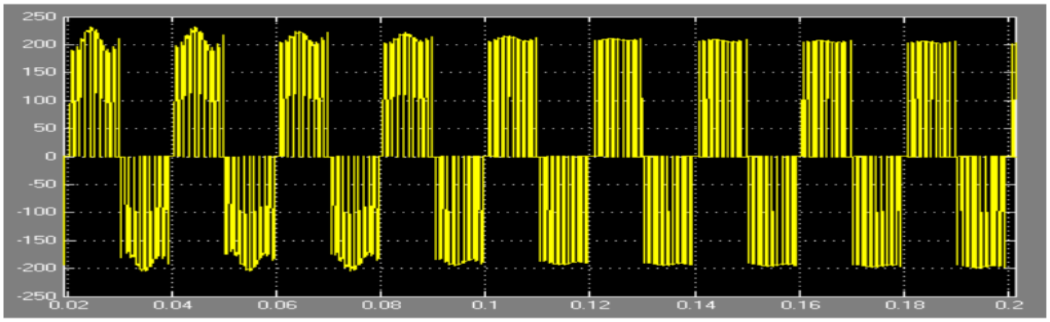

Fig 3. Line to neutral voltage at m=0.8, fsw=1 kHz

Furthermore, the simulation results are extended to include open-loop V/f speed control of an Induction Motor (IM) driven by the multilevel converter. The performance of the motor drive system, including speed response, torque ripple, and efficiency, is evaluated under various operating conditions to ascertain the effectiveness of the proposed method in controlling motor drives. Comparisons with conventional modulation techniques, such as pulse width modulation (PWM), are made to demonstrate any improvements in motor performance achieved by the proposed method.

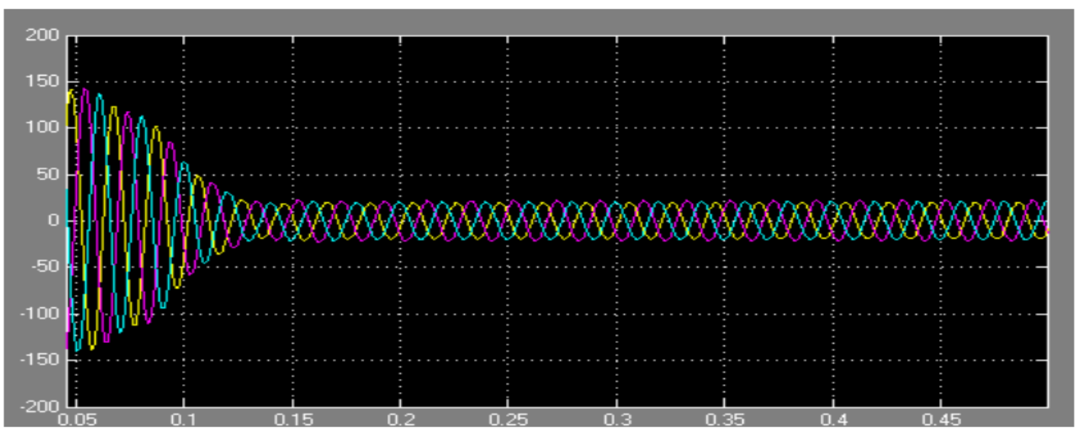

Fig 4. Three phase Stator current at no load.

Moreover, the simulation results are analyzed to investigate the energy management capabilities of the proposed method in a bidirectional buck-boost converter configuration. During normal operation, the stored energy in the battery is efficiently utilized to provide maximum power to the Brushless DC (BLDC) motor, ensuring optimal performance and efficiency. Additionally, during regenerative braking operation, the energy is fed back to the source by the same converter, minimizing energy losses and improving overall system efficiency.

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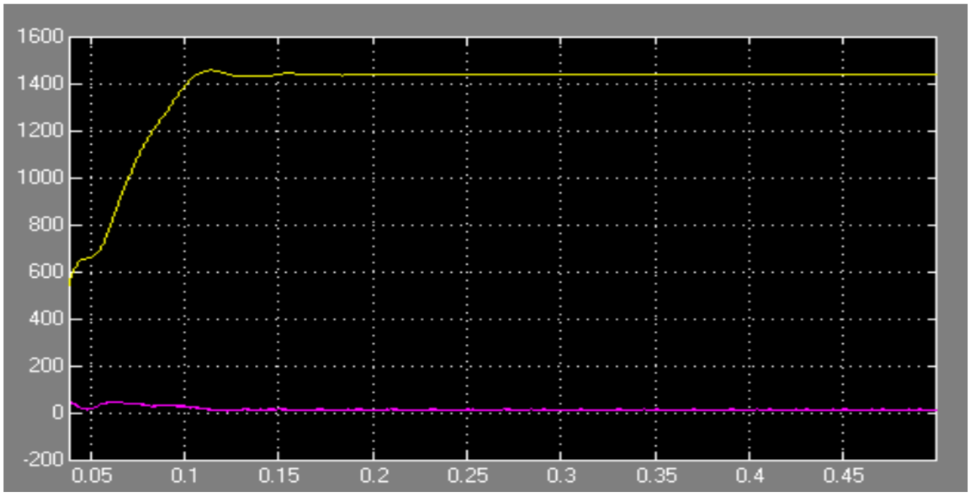

Fig 6. Speed (RPM) and Torque (N-m) Characteristics at no load.

The simulation results are discussed in detail, highlighting the key findings, advantages, and limitations of the proposed method. The effectiveness of the simplified timing calculation approach is emphasized, showcasing significant reductions in computational complexity and implementation effort compared to traditional SVPWM techniques. Moreover, the versatility of the proposed method is demonstrated, as it can be applied to various types of multilevel inverters, including flying capacitor and cascaded configurations. Overall, the results and discussion provide valuable insights into the performance and feasibility of the proposed simplified SVPWM method for multilevel converters in controlling AC/DC drives and FACT controllers. The simulation findings validate the efficacy of the proposed method and underscore its potential for practical implementation in power electronic systems for diverse applications. Further experimental validation and optimization may be warranted to fully realize the benefits of the proposed method in real-world scenarios.

CONCLUSION

In conclusion, the proposed simplified method for implementing space vector modulation (SVPWM) in multilevel converters offers significant advantages for controlling AC/DC drives and FACT controllers. By reducing the complexity of timing calculations to only one sector, the proposed method drastically decreases computational requirements while maintaining high performance. This simplification opens doors for practical implementation of SVPWM in multilevel inverters such as flying capacitor and cascaded configurations. Simulation results conducted on passive (R-L) loads and motor loads, including the open-loop V/f speed control of induction motors, validate the effectiveness of the proposed scheme. Additionally, the incorporation of a bidirectional buck-boost converter enables efficient energy management, allowing the BLDC motor to maximize power utilization from the battery during operation and feed back excess energy during regenerative braking. The use of fuzzy logic control further enhances the performance of the system, ensuring smooth operation and robustness in varying conditions. Through MATLAB/Simulink simulations, the proposed scheme demonstrates its efficacy in controlling BLDC motors and managing energy flow effectively. Overall, the proposed method offers a practical and efficient solution for implementing SVPWM in multilevel converters, enabling improved performance, reduced computational complexity, and enhanced energy management capabilities. This research contributes to the advancement of power electronics technology, paving the way for more efficient and sustainable energy conversion systems in various applications.

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