
Conference Program

10 - 12 December 2019

Perth, Australia
Message from General Chair

Dear Delegates and Friends,

As the General Chair of the 9th International Conference on Power and Energy Systems (ICPES 2019), it gives me immense pleasure to welcome over 250 delegates and authors from Universities, Utilities, Industry, Government and NGOs from over 30 countries around the world to the Conference. Also, a very warm welcome to the beautiful and sunny Perth.

ICPES 2019 has been hosted by Murdoch University, IEEE Western Australian Section, and the Western Australian PES/PELS and IES Chapters. In addition, it is technically sponsored by 10 other Universities.

This year, ICPES 2019 received just below 300 paper submissions from 37 countries around the world from over 950 co-authors. Each paper was peer-reviewed by at least two to three experts in their respective fields and the acceptance decisions were based on at least two consistent recommendations, ensuring the quality and standard of the Conference. These papers are organized and will be presented in 19 oral sessions, 2 oral special sessions and 3 poster forums.

We are also privileged to have 8 distinguished keynote speakers, 3 industry forums, as well as 8 tutorial talks and 6 exhibition booths.

I would like to take this opportunity and thank all conference organizers and the financial sponsors of the conference; without their support, this conference could not have been successful.

I wish all of you a very pleasant and fruitful time at the Conference and a very enjoyable time in Perth.

Kind regards,

Farhad Shahnia

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Mohamed Dahidah, Newcastle University
Daming Zhang, University of New South Wales
# Poster Presentations

**15:00-16:00|TUESDAY, DEC 10**

## Poster Presentations 1

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Energy Efficient C-Dump Converter with Simple Control Strategy for SRM Drive

Slamet Riyadi
Electrical Engineering Department
Soegijaipranata Catholic University
Semarang, Indonesia
riyadi@unika.ac.id; sriyadi7167@gmail.com

Leonardus H. Pratomo
Electrical Engineering Department
Soegijaipranata Catholic University
Semarang, Indonesia
leonardus_hp@yahoo.com

Abstract—A switched reluctance motor (SRM) has good prospects in electric drive for its beneficial features. To develop torque in SRM, its stator winding must be excited during positive slope of the stator inductance and then turned it off as soon as possible using negative voltage when the aligned position between the rotor and stator is passed. An asymmetric converter is able to achieve such processes through two switches connected to the phase winding although it results in greater voltage drop. To reduce the number of switches, a capacitor is used in C-dump converters to provide negative voltage to degrade the phase current faster during commutation. In this paper, an energy efficient C-dump converter without inductor is designed with simple control strategy. The voltage on the capacitor is used to commutate and to turn on the phase current in the beginning of the excitation for better efficiency. To verify the analysis, simulation and experimental works were done. They show the proposed control strategy is capable to control the capacitor voltage that finally affects the motor speed.

Keywords—C-dump converter, switched reluctance motor, torque, electric drive, excitation

I. INTRODUCTION

Application of switched reluctance motor (SRM) in electric drive offers some advantages including its simple construction, robustness and low cost although complexity in control strategy will appear. One important requirement to apply such electric drive in electric vehicles is high torque [1],[2]. An SRM has salient rotor with no permanent magnets and stator winding whose inductance is influenced by the rotor position. By applying excitation to the phase winding during positive slope of the phase inductance, positive torque will be developed, meanwhile negative torque is generated if the phase winding excitation is given during negative slope of the phase inductance. The nature of the inductive circuit of the stator winding results in difficulties in making the high slope of the phase current. The use of an asymmetric converter topology to achieve such goal is often implemented although greater voltage drop is produced [3]-[5]. This is commonly avoided especially in low voltage converters. Alternative solutions can be applied by using C-dump converter topologies. Such converters use a capacitor voltage instead of the negative voltage to turn off the active phase winding in commutation [6]. In standard C-dump converter topology, an inductor is required to form buck chopper with the capacitor voltage which acts as the input voltage of the chopper [7], [8]. Additional losses will appear due to the inductor used in the standard C-dump converter. To overcome such a problem, C-dump converters without inductor are applied, the use freewheeling path through a switch and a diode in series connection is implemented [9]. Other modified C-dump converters were also developed. By adding a transistor into a standard C-dump converter for two phase SRM, different modes of operation can be inserted to obtain higher maximum power than the standard C-dump converter [10]. Higher voltage for stator excitation in magnetizing mode can also be achieved by connecting the DC source and dumping capacitor in series [11].

In this paper, a design of energy efficient C-dump converter without inductor using simple control strategy is proposed. Voltage on the capacitor is made greater than the DC link voltage to give higher voltage in the beginning of the excitation process and to degrade the phase current faster in the commutation. Such a strategy is able to give better efficiency. The core of the control implements digital signal controller with the phase currents and rotor position information as the input signals.

II. SWITCHED RELUCTANCE MOTOR

A switched reluctance motor consists of a salient pole rotor with no permanent magnets and windings on its stator. It works based on reluctance phenomenon. The equivalent circuit of a such motor for one phase can be represented by a stator resistance (R), an inductor (L) and back EMF (e) as depicted in Fig.1.

Based on the above circuit, relationship between some parameters can be derived as

\[ v = Ri + \frac{d\lambda(\theta, i)}{dt} \]

for

\[ \frac{d\lambda(\theta, i)}{dt} = L \frac{di}{dt} + i\omega \frac{dL}{d\theta} \]

and

\[ e = i\omega \frac{dL}{d\theta} \]

then

\[ v = Ri + L \frac{di}{dt} + e \quad (1) \]
where \(v\), \(i\), \(\lambda\), \(\omega\), \(\theta\) and \(e\) are phase voltage, phase current, stator linkage flux, rotor speed, rotor position and back-EMF. Torque (T) developed by the motor is expressed as

\[
T = \frac{1}{2} i^2 \frac{d\lambda}{d\theta}
\]  

(2)

In SRM, the rotor position will influence the stator inductance. Aligned position between the rotor and the stator results in maximum inductance of stator winding (minimum reluctance) meanwhile unaligned position will have minimum inductance (Fig.2). For 6/4 SRM, phase stator winding inductance will increase and decrease in every 360 electrical degree. Due to equation (2), the phase current excitation must be applied during the positive slope of the inductance profile to generate positive torque. Ideal phase currents to develop optimum torque for such a motor are shown in Fig.3.

![Fig. 2. Relative position between phase-C stator and rotor for 6/4 switched reluctance motor (a) unaligned position (b) aligned position](image)

![Fig. 3. Inductance profile for 6/4 switched reluctance and its ideal phase currents](image)

Due to natural behaviour of the inductive circuit formed by the stator winding, it is too hard to have the ideal current waveforms. To make the phase current rises quickly at the beginning of the stator excitation, positive voltage with higher magnitude is required. When the aligned position is achieved, the high negative voltage must be applied to the stator winding as soon as possible. By neglecting the stator resistance, then the slope of the phase current at the beginning of the excitation is given as

\[
\frac{di}{dt} = \frac{v - e}{L}
\]

(3)

Meanwhile, the current slope during the commutating process is expressed as

\[
\frac{di}{dt} = \frac{-(v + e)}{L}
\]

(4)

III. ENERGY EFFICIENT C-DUMP CONVERTER

A converter is needed to convert DC voltage into sequential voltages for SRM. To generate optimal torque in SRM, equation (3) and (4) must be used as consideration. An easy method to implement the above equations is by using an asymmetric converter. It uses two switches which are connected in series with the SRM stator winding, this will lead to higher losses and costs. Application in low voltage must consider such problems so implementation with less amount of switches in the converter will be better. The use of single switch in one phase of stator winding is impossible to provide negative voltage from DC source. A capacitor must be inserted into the converter as a tool to provide negative voltage during commutation process, converters which use such methods are classified as C-dump converter topologies. There are some types of C-dump converters, one of these is energy efficient C-dump converter without inductor. It has better features for there is no inductor, less losses and capability to give better efficiency.

Fig.4 shows an energy efficient C-dump converter without inductor to drive a three-phase SRM. The converter consists of three switches for three stator windings (\(S_1\), \(S_2\), \(S_3\)) and one switch \(S_4\) to control the voltage of the dumping capacitor. The capacitor voltage must be made greater than the DC link voltage, this voltage can be used to provide positive voltage and negative voltage. Implementation of the positive voltage can be applied in the beginning of the stator winding excitation, for this voltage is greater than the DC link voltage, the stator current will increase faster. Meanwhile implementation of the negative voltage is focused to turn off the stator current faster. During excitation process, current will flow into stator winding and the part of energy is stored in the winding in the form of magnetic energy. The excitation is done by turning on the switch \(S_1\), \(S_2\) or \(S_3\). Turning off the stator winding current while \(S_4\) is still on results in the stored magnetic energy is dumped into the capacitor, hence the capacitor is in charging mode and its voltage will increase.

A method which uses the phase currents as parameters to control the capacitor voltage is proposed in this paper. This refers to the concept that the capacitor voltage is influenced by the phase currents. When the switch \(S_4\) is turned off after the phase current tends to zero, the maximum capacitor voltage is obtained.

![Fig. 4. Energy Efficient C-dump converter topology without inductor](image)
done by turning off the switch S₃, in such condition the switch S₄ is automatically off, then the stored energy in phase-C stator winding will be dumped into the capacitor (operation mode-2). Two loops are formed in this mode, the magnetizing loop consists of the DC source the phase-A winding meanwhile the dump capacitor and the phase-C winding form the demagnetizing loop. At the end of this operation mode, the capacitor voltage has maximum value and the phase-C current tends to zero, such condition will make the switch S₄ turn on. In the operation mode-3, a loop consists of the dump capacitor and the phase-A winding will force the capacitor voltage drop.

IV. THE PROPOSED CONTROL STRATEGY

Implementation of SRM drive using energy efficient C-dump is depicted in Fig.9, it consists of a motor, a controller, drivers, a converter and a DC source. Rotor position information and phase currents are required by the controller as the input signals. The sequential pulses generated based on such rotor position information must be produced to excite the phase currents. At the beginning of such magnetizing modes, the higher slope of phase currents are generated due to the capacitor voltage. Meanwhile the phase currents will be compared to the specified reference value, when the phase currents are less the specified value, the capacitor is discharged. By this process, the capacitor voltage can be kept at a specified value.

The core of the proposed control strategy is implemented by using digital signal controller. Based on the flowchart of the proposed control strategy depicted in Fig.10, reading analog to digital converter (ADC) and rotor position information will be first done. ADC_1, ADC_2 and ADC_3 will read the phase currents of the SRM stator (iₐ, iₖ and iₖ). Three hall effect sensors provide the signals H₁, H₂ and H₃ (H₁₂₃). These values will be 011, 100, 001, 110, 101 or 010. Sectors for each phase of the stator are determined by the values of H₁₂₃ and there will be three possibilities, these are S₁ for phase-A stator winding, S₂ for phase-B stator winding and S₃ for phase-C stator winding. When the switches S₁, S₂ or S₃ are turned off, the phase currents will
flow into the dumping capacitor \((C_d)\), then the capacitor voltage will increase. Turning on the capacitor can be used to limit the capacitor voltage and to speed up the beginning of the stator excitation. It can be done by turning on \(S_4\).

V. RESULTS AND DISCUSSION

Based on the block of SRM drive and the proposed control strategy, simulation works using PSIM are presented. Parameters for simulations are depicted in Table.1. Three specified reference value of the current will be considered in these works. Comparing the phase current to the smaller specified reference value results in greater voltage on the dump capacitor, then the phase current can be turned off faster. Such condition will produce higher torque, this can be seen through the motor speed under the same load. If the switch \(S_4\) is turned on when the phase current tends to zero, demagnetizing process with negative voltage occurs, meanwhile turning on \(S_4\) the during the phase current which is greater than zero results in demagnetizing and freewheeling modes go on with slower commutation but it has lower capacitor voltage. Simulation works under the switch \(S_4\) turning off at 0.1 A, 5 A and 8 A are depicted in Fig.11, Fig.12 and Fig.13 with the capacitor voltage under such conditions are marked by \(V_1\), \(V_2\) and \(V_3\). The speed and capacitor voltage comparisons are presented in Fig.14 and Fig.15, they show that under the greater voltage of the dump capacitor, the greater speed of the motor is produced.

<table>
<thead>
<tr>
<th></th>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRM</td>
<td>Stator &amp; Rotor</td>
<td>6/4 poles</td>
</tr>
<tr>
<td>DC</td>
<td>Source</td>
<td>100 Volt</td>
</tr>
<tr>
<td>SRM</td>
<td>Stator resistance</td>
<td>0.5 Ohm</td>
</tr>
<tr>
<td></td>
<td>Min – Max inductance</td>
<td>1 mH – 10 mH</td>
</tr>
<tr>
<td>Dump</td>
<td>Capacitor</td>
<td>5000 uF</td>
</tr>
<tr>
<td>Load</td>
<td></td>
<td>5 Nm</td>
</tr>
</tbody>
</table>

Fig. 11. Simulation results with 0.1A as the reference value (a) phase current (b) phase voltage (c) capacitor voltage

Fig. 12. Simulation results with 5A as the reference value (a) phase current (b) phase voltage (c) capacitor voltage

Fig. 13. Simulation results with 8A as the reference value (a) phase current (b) phase voltage (c) capacitor voltage

Fig. 14. Speed comparison of the simulation results for different capacitor voltage where \(V_1 > V_2 > V_3\) (a) speed under \(V_1\) (b) speed under \(V_2\) (c) speed under \(V_3\)

Fig. 15. Capacitor voltage comparison of the simulation results for different condition

To verify the analysis and simulation results, experimental works were also conducted using the prototype depicted in Fig.16.

Fig. 16. Prototype of the SRM drive using energy efficient converter without inductor for experimental works

The core of the control is implemented by using microchip dsPIC30F4012. The DC source applies 30 V as
the DC link of the converter, then the laboratory experiments use three different specified reference values compared to the phase currents that result in 86 V, 40 V and 32 V as the voltages on the capacitor. The motor will run at 1541 RPM under the 86 V capacitor voltage, this speed is greater than the speed under the 40 V capacitor voltage (1363 RPM) and the speed under the 32 V capacitor voltage (1335 RPM).

![Fig. 17. Experimental results with Vc = 86 V, Vdc = 30 V and 1541 RPM (a) phase current (b) phase voltage](image)

![Fig. 18. Experimental results with Vc = 40 V, Vdc = 30 V and 1363 RPM (a) phase current (b) phase voltage](image)

![Fig. 19. Experimental results with Vc = 32 V, Vdc = 30 V and 1335 RPM (a) phase current (b) phase voltage](image)

Due to the relationship among power (P), torque (T) and speed (ω), we have

$$P = T \omega$$

Because all the simulation and experimental works use the same load so the SRM will operate under the same torque. When the motor has higher speed, it will develop greater output power. For the same DC-link voltage used, this means that the motor with greater output power will have better efficiency. It can also be observed by comparing the current and voltage waveforms depicted in Fig.17 and Fig.18. Demagnetizing process is represented by negative polarity of the phase voltage and the current decreases. The shorter duration of negative voltage will result in the faster degradation of the phase current. Based on the SRM torque generation, such waveforms will develop greater torque.

VI. CONCLUSION

Analysis and hardware implementation of the SRM drive using C-dump converter without inductor has been presented. The control strategy using the phase current values as the parameter to control the dump capacitor voltage is proposed. By detecting the phase currents and comparing them to the specified reference value, the capacitor voltage can be controlled. The simulation and experimental works show that the motor will run at greater speed under higher capacitor voltage. This can be achieved because the higher capacitor voltage can make the current at the beginning of the excitation has the greater slope and can make the phase currents go down faster at the commutation.

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This is to certify that the paper titled

Farhad Shahnia
Professor Farhad Shahnia
General Chair

IEEE

Western Australian Section