

# Modified Synchronous Current Regulator

Rev1 | 8/24/2010

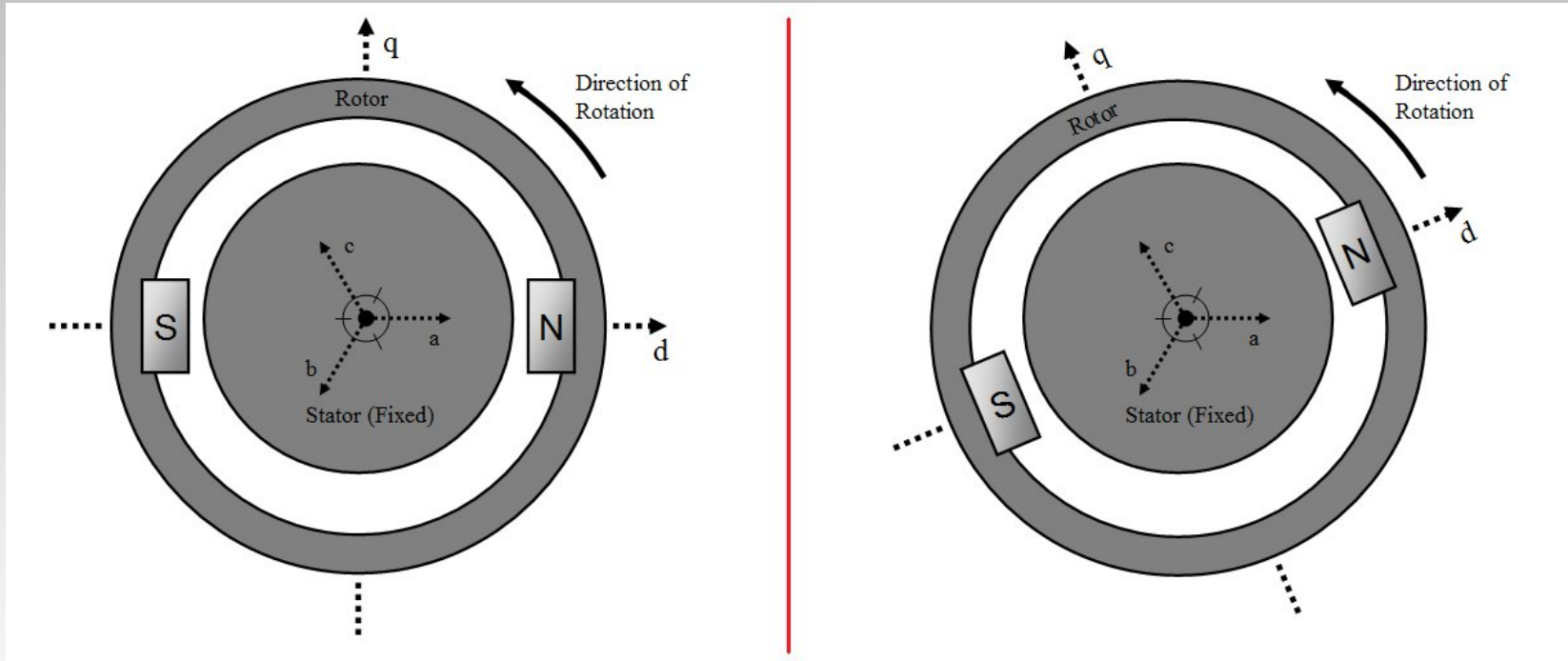
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Massachusetts Institute of Technology

# Coverage

- Field-Oriented Control Objective
- Synchronous Current Regulator
- Modified Synchronous Current Regulator
  - Theoretical Advantages
  - Simulation
  - Practical Advantages
- Real-World Implementations

# Field-Oriented Control Objective

...as applied to permanent magnet synchronous motors (PMSM):



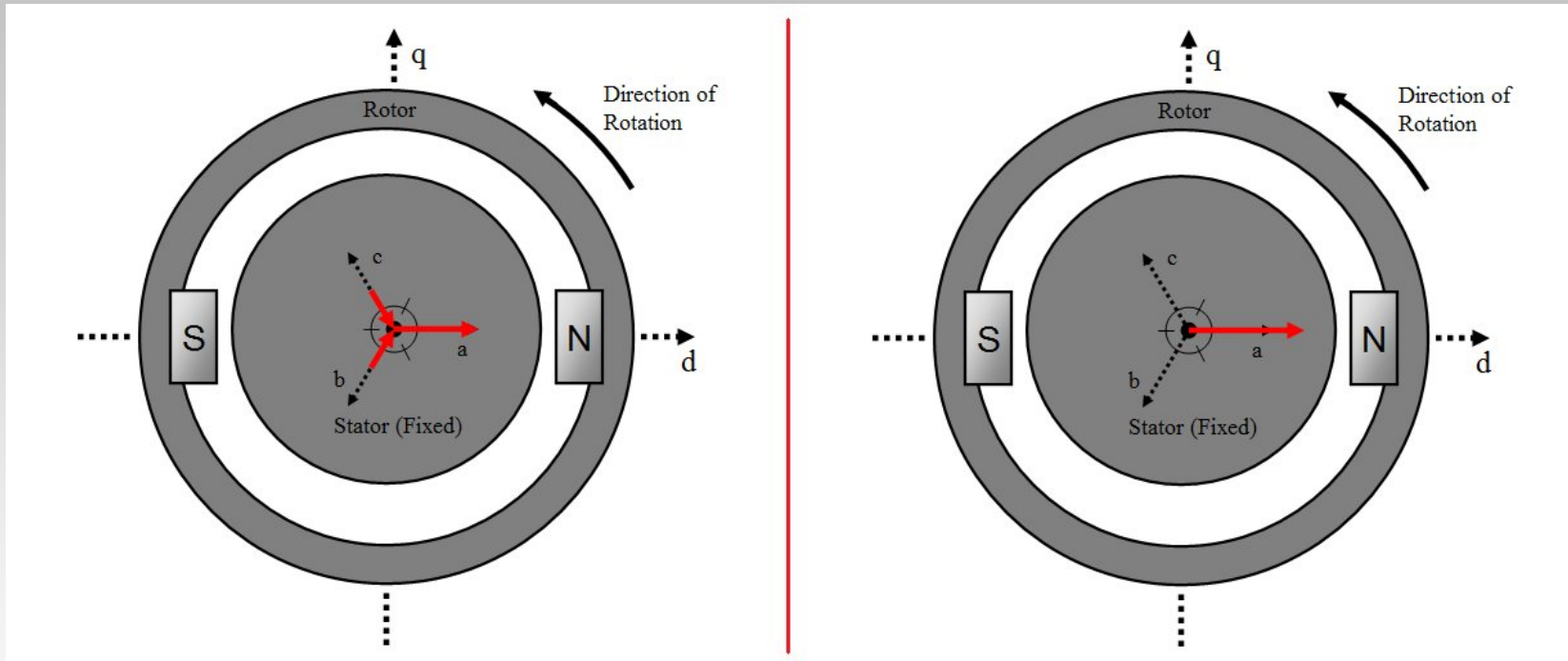
Start with a rotating frame of reference that is fixed to the *rotor*.

(The illustration shows an “outrunner” or outer-rotor PMSM.)

- “Direct” d-axis: Aligned with the magnetic axis of the rotor.
- “Quadrature” q-axis: Leading the magnetic axis by  $90^\circ$  *electrical*.

# Field-Oriented Control Objective

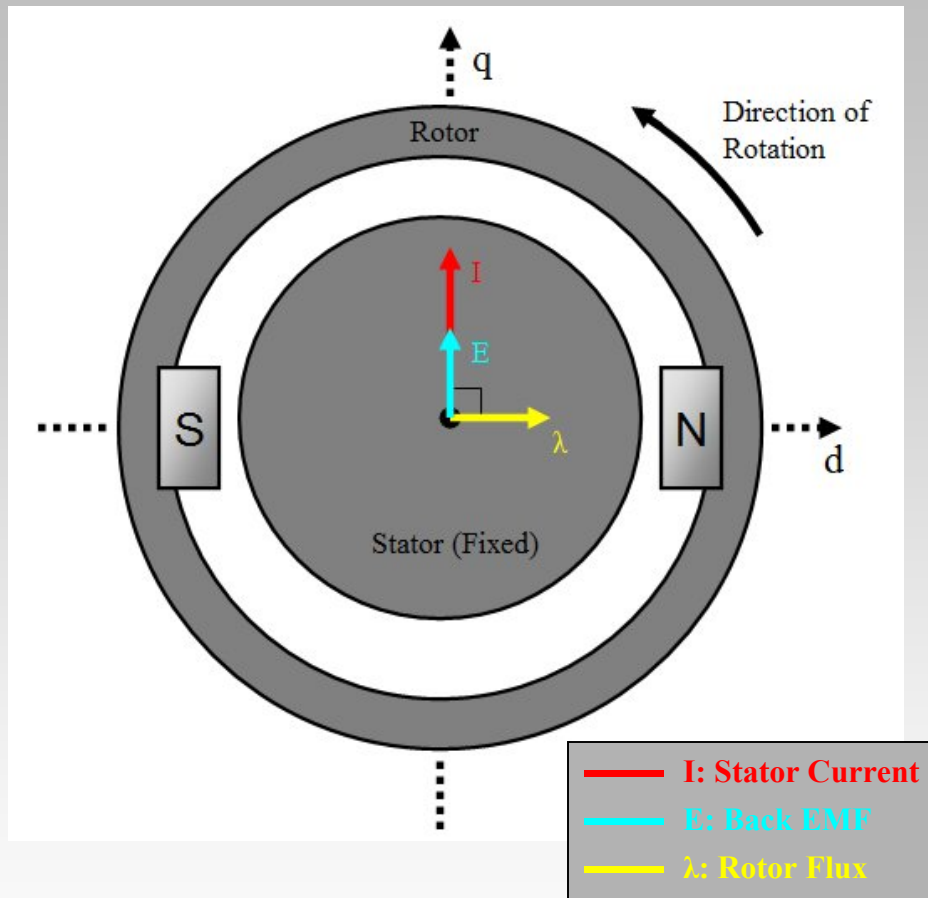
Stator currents (and flux) can be projected from three phase axes to d- and q-axis using simple trigonometry. (See: Park Transform.)



In this case,  $I_d$  is positive,  $I_q$  is zero.

No torque will be generated, since the stator and rotor flux are already aligned.

# Field-Oriented Control Objective



To optimize torque:

- Stator current (flux) should lead rotor flux by  $90^\circ$  *electrical*.



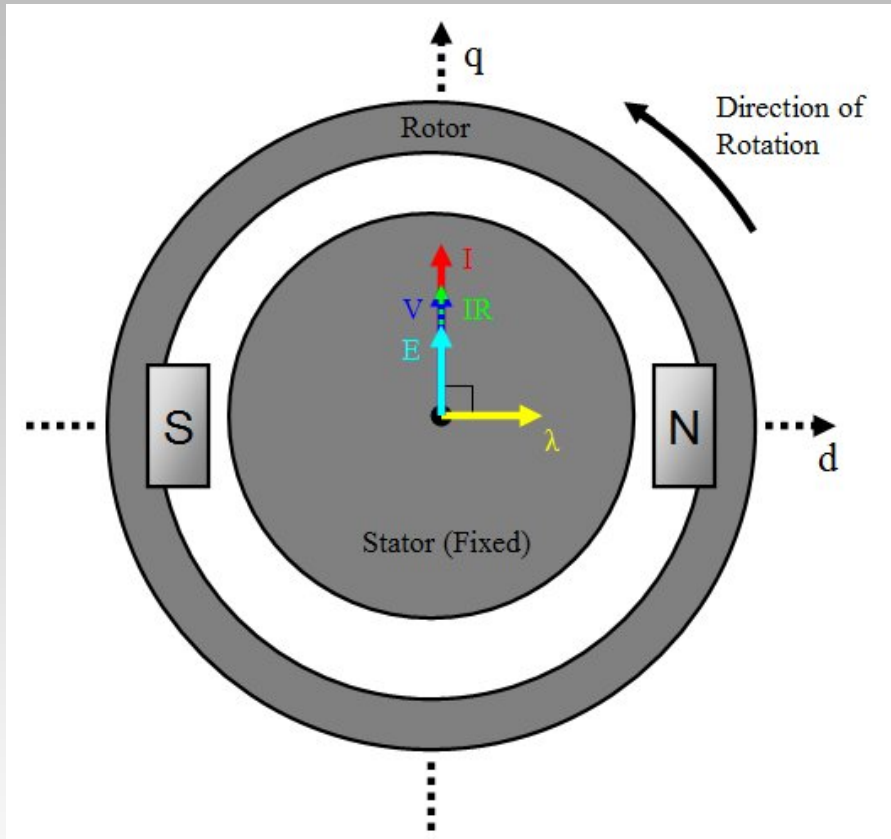
- Stator current should be in phase with back EMF (max power converted).



- $I_q$  should be positive.  $I_d$  should be zero.

These three statements are equivalent. For a PMSM, back EMF is always on the q-axis. (It leads rotor flux by  $90^\circ$  *electrical*.)

# Field-Oriented Control Objective

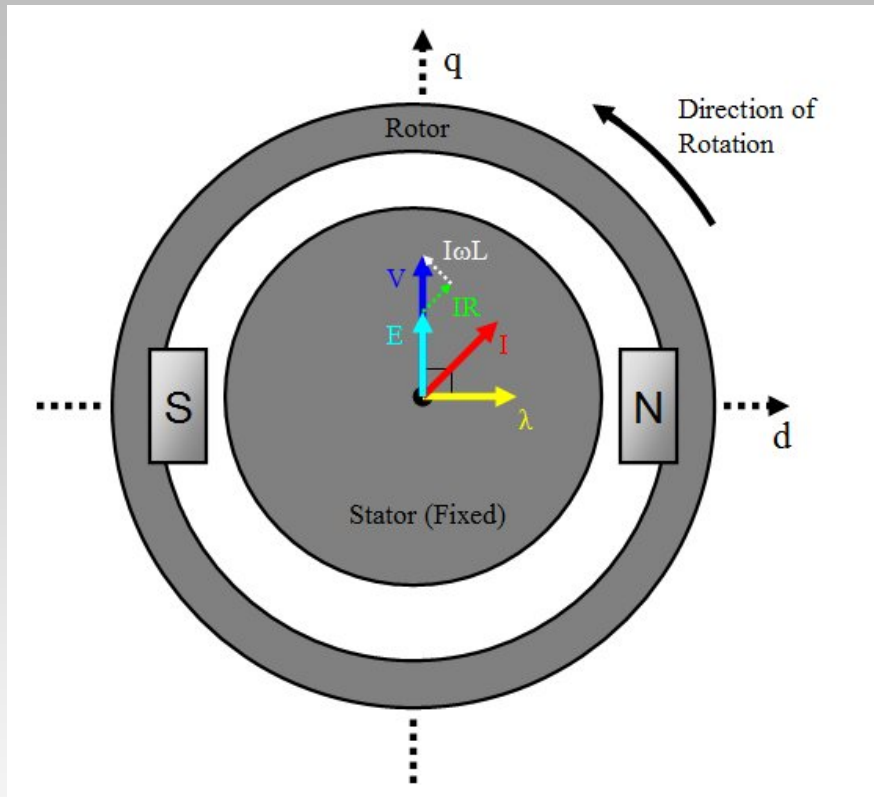


With negligible inductance, or at low speed (i.e.  $\omega L \ll R$ ):

- Motor windings can be modeled as resistors.
- $V$  and  $I$  always align.
- $(V - E) = IR$ , based on KVL.
- Torque is optimized by setting voltage on the q-axis. This can be done open-loop.

Surface PM motors have relatively low inductance due to the large effective air gap. So, open-loop commutation is often a good option.

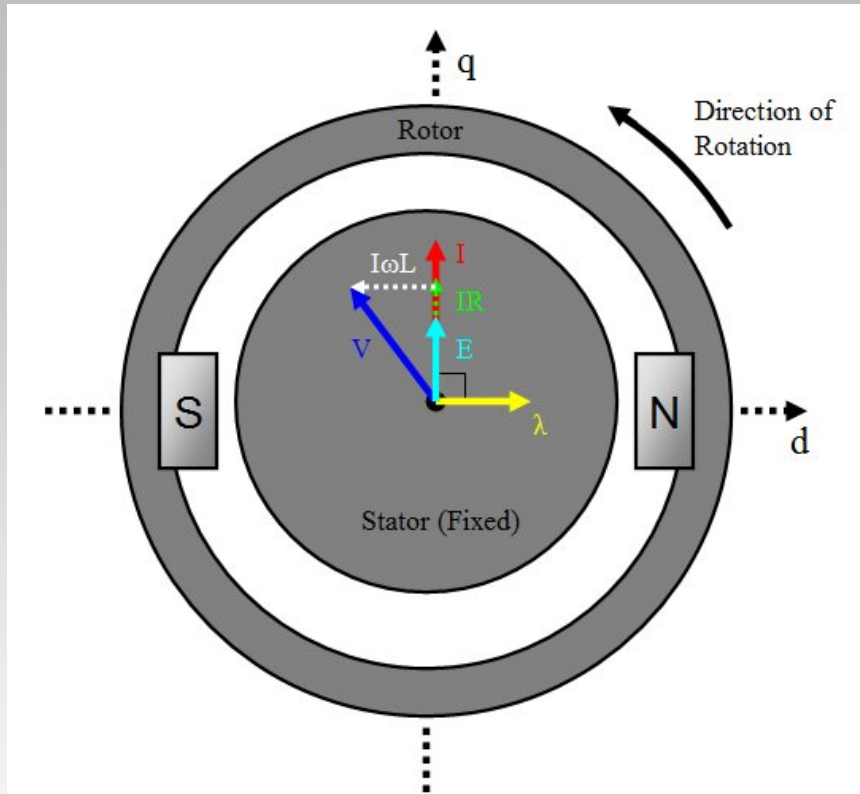
# Field-Oriented Control Objective



With non-negligible inductance, or at high speed (i.e.  $\omega L \approx R$  or  $\omega L > R$ ):

- Current lags voltage under load.
- Two components to  $(V - E)$ , one resistive and one reactive. KVL still holds in the vector sense.
- If voltage is placed on the q-axis, current and back EMF are out of phase.
- Torque per unit current will be sub-optimal.

# Field-Oriented Control Objective



## Field-Oriented Control Objective:

- Dynamically adjust the voltage lead so that current vector falls on the q-axis to optimize torque.

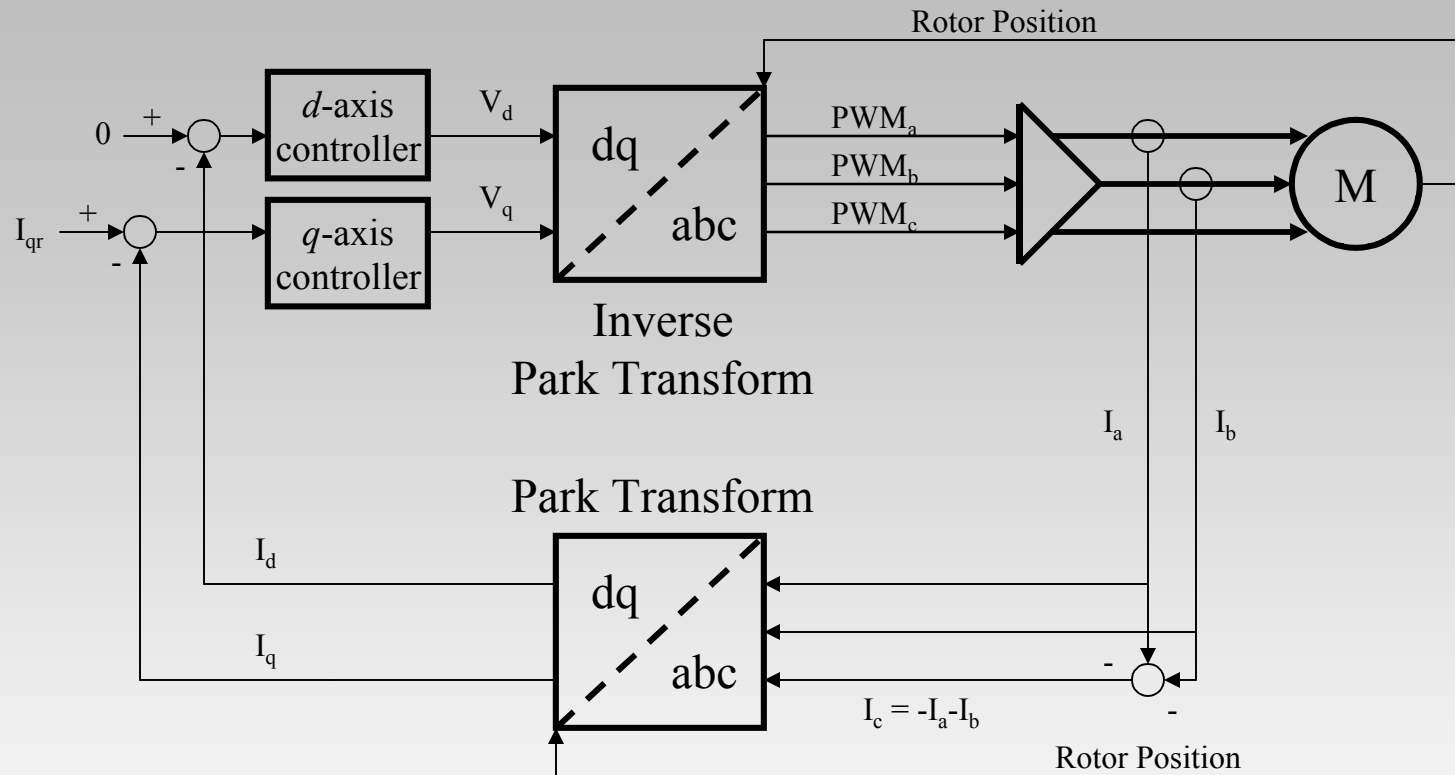
OR

- Place the current vector anywhere on the d-q plane. This gives more flexibility for extending speed range (field weakening).

This is a closed-loop process, based on current measurement, although some controllers simply feed-forward a phase advance angle.

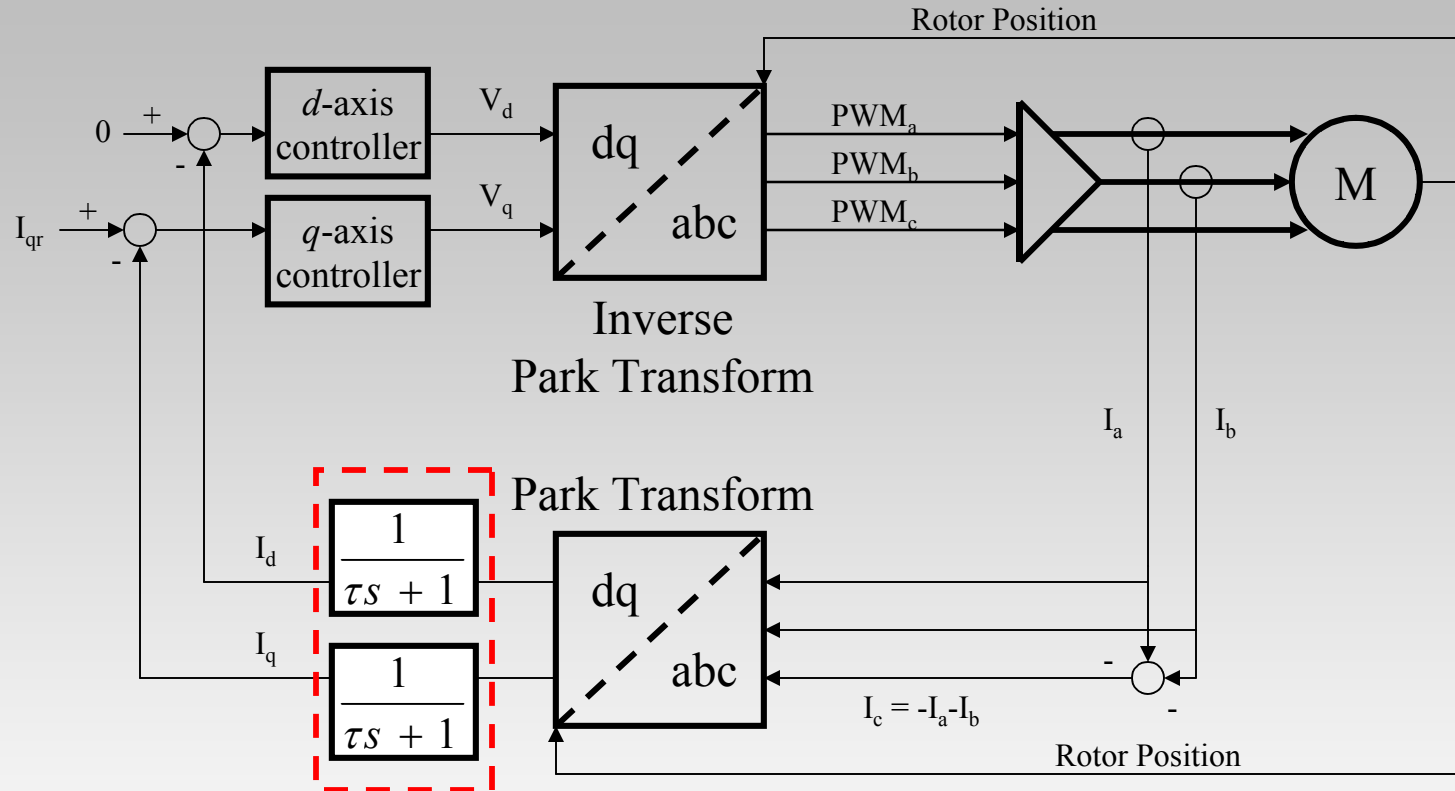


# Synchronous Current Regulator



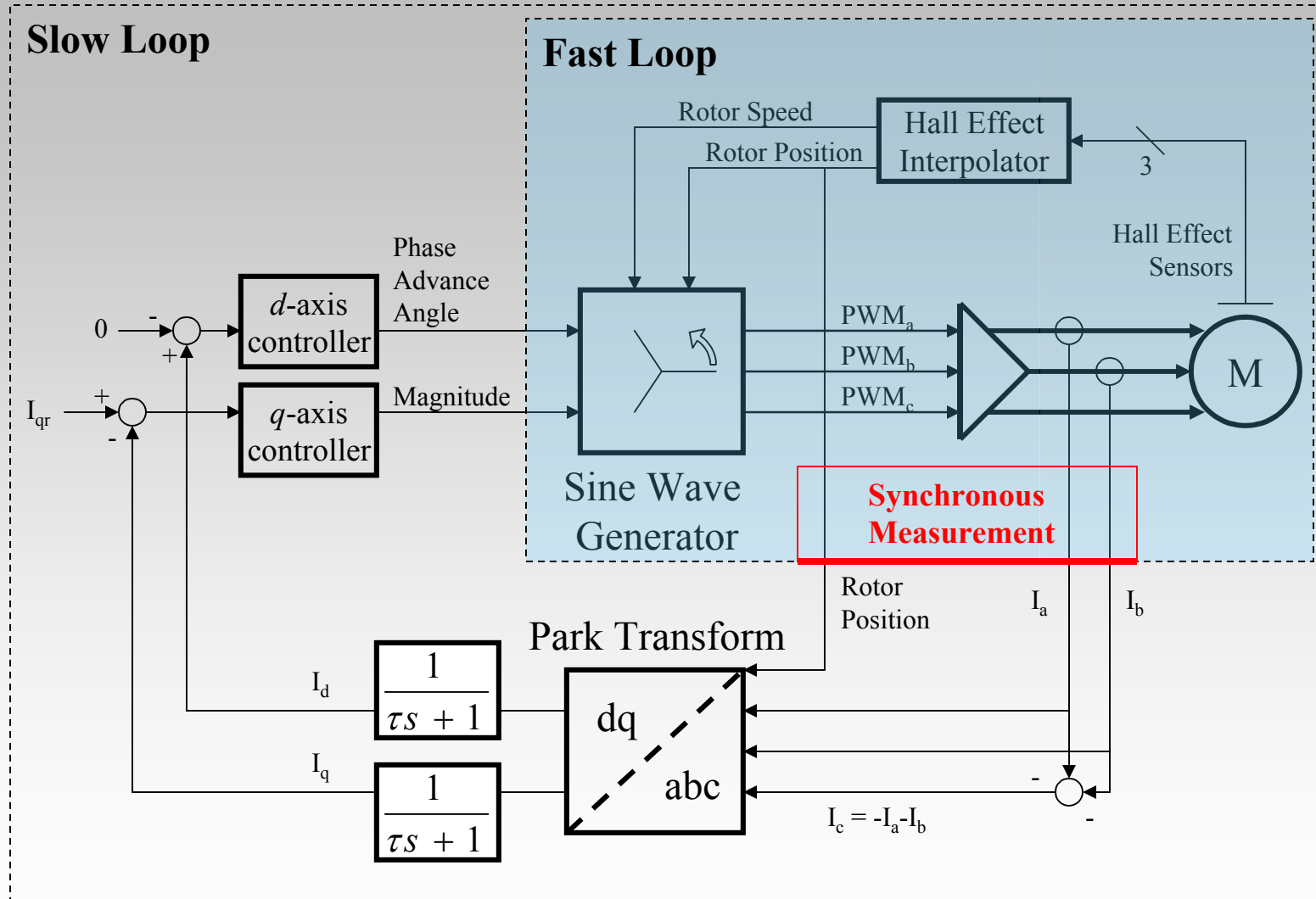
- Uses Park and Inverse Park Transform to project from stator (abc) to rotor (dq) frame. This is done in software and requires knowledge of the rotor position.
- All control is in the rotor frame. (Controllers can be simple P.I.)
- Controller outputs are  $V_d$  and  $V_q$ , which define the voltage vector to be sent to the power stage and eventually to the motor as PWM.

# Synchronous Current Regulator



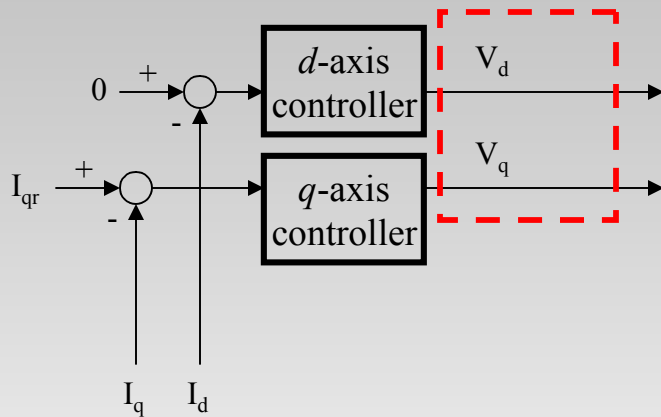
- $I_q$  and  $I_d$  can be low-pass filtered at longer time constants than the commutation period of the motor. ( $I_a$ ,  $I_b$ , and  $I_c$  cannot because they are AC quantities.)
- This is one of the major benefits of the synchronous current regulator.
- Commutation noise in the current measurement can be greatly reduced.

# Modified Synchronous Current Regulator



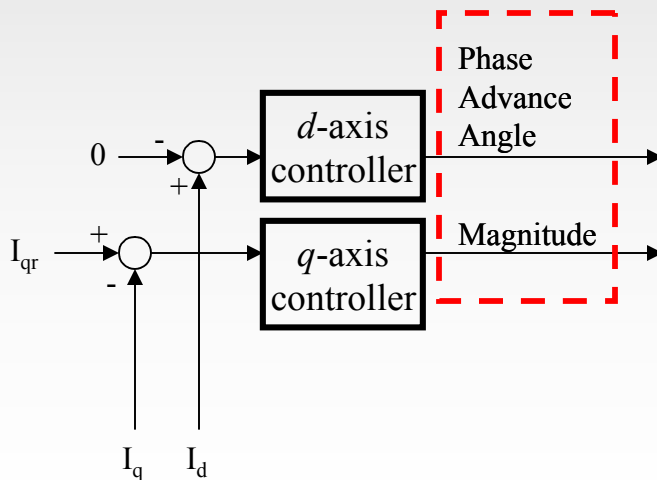
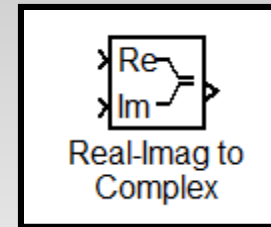
# Modified Synchronous Current Regulator

The primary theoretical difference is at the controller outputs.



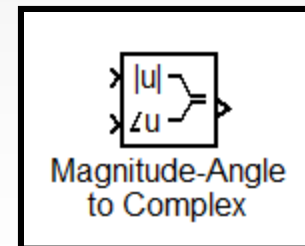
## Standard S.C.R.

- $V_d$  and  $V_q$  fully-define a voltage vector.
- d-axis gain: V/A
- q-axis gain: V/A
- Simulate with:



## Modified S.C.R.

- $|V|$  and  $\angle V$  fully-define a voltage vector.
- d-axis gain: rad/A
- q-axis gain: V/A
- Simulate with:



# Modified Synchronous Current Regulator

Because of the controller outputs, the modified synchronous current regulator takes a more direct path between operating points. For example, a simulated step increase in the torque command (through  $I_{qr}$ ) with speed held constant:

Common Simulation Parameters

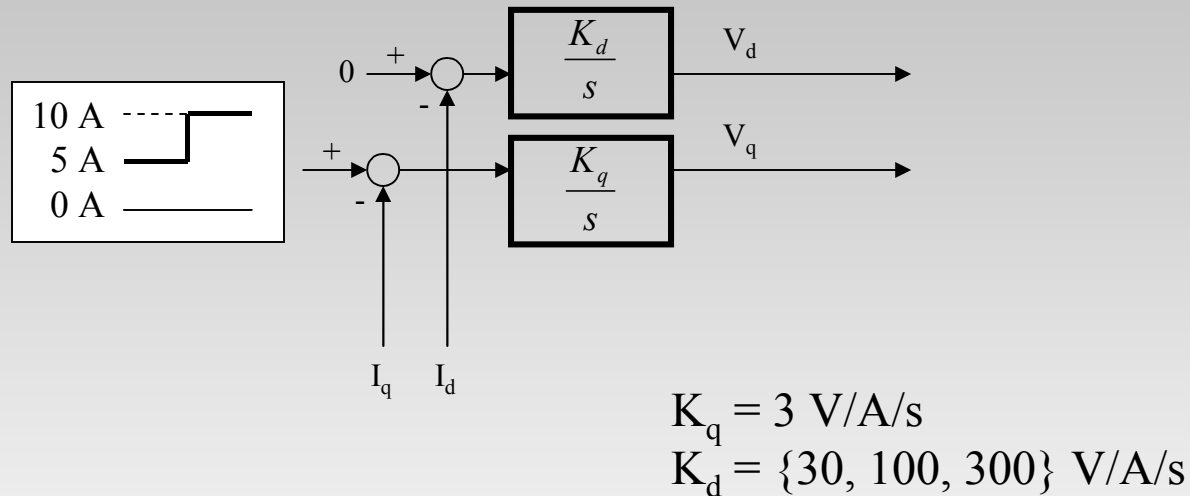
Symbol	Description	Quantity	Units
$K_t$	Per-Phase Torque Constant	33	mNm/A <sub>rms</sub>
	Per-Phase Back-EMF Constant	24	mNm/A <sub>peak</sub>
		33	mV <sub>rms</sub> /(rad/s)
		47	mV <sub>peak</sub> /(rad/s)
$R_a$	Phase Resistance	0.89	$\Omega$
$L_s$	Synchronous Inductance	4.2	mH
$p$	Number of Pole Pairs	4	-
$\tau$	Low-Pass Filter Time Constant	0.1	s
$\Omega$	Mechanical Speed (held constant)	1500	rpm
		157	rad/s
$I_{qr1}$	Initial Operating Point	5	A <sub>peak</sub>
$I_{qr2}$	Final Operating Point	10	A <sub>peak</sub>

Motor parameters are similar to Applied Motion Products V0250-214-B-000.

<http://www.applied-motion.com/V/index.php>

# Simulations

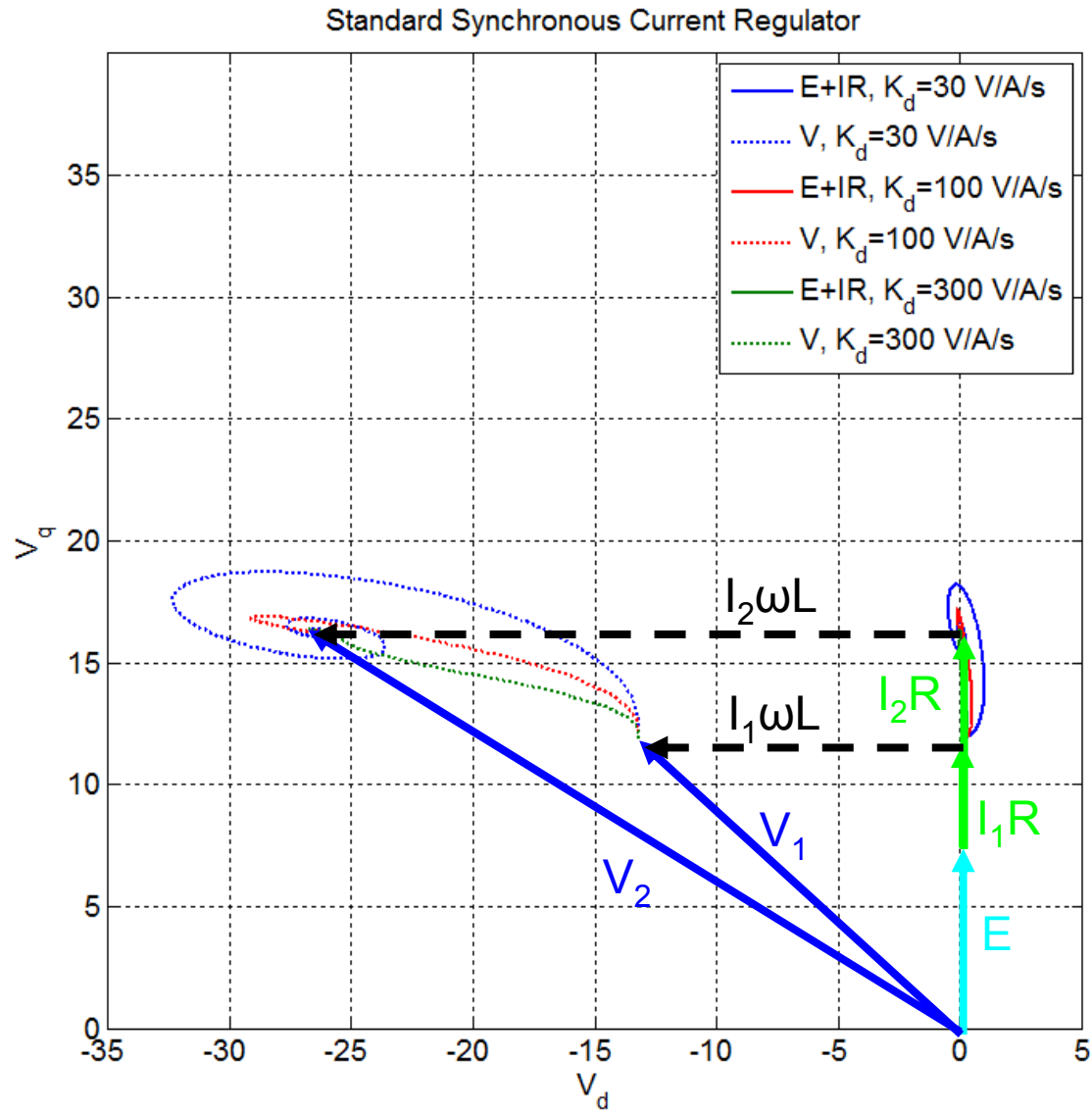
## Simulation #1: Standard Synchronous Current Regulator



*Initial* response to  $I_q$  error of 5A:

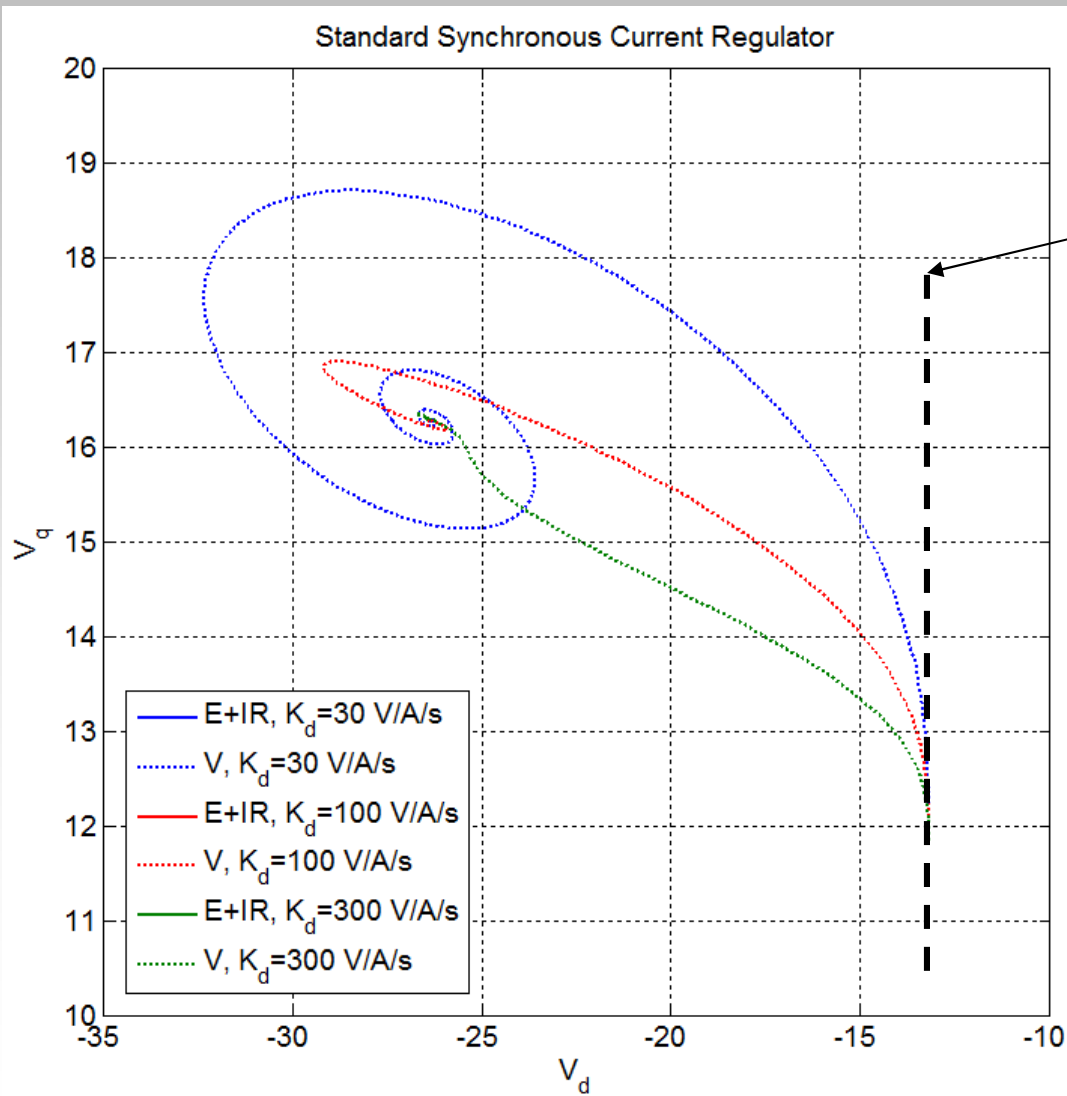
- $V_q$  slew rate of 15 V/s.
- $V_d$  slew rate of 0 V/s (since there is no initial d-axis error).
- Voltage vector trajectory leaves parallel to the q-axis, regardless of  $K_d$ .

# Simulations



# Simulations

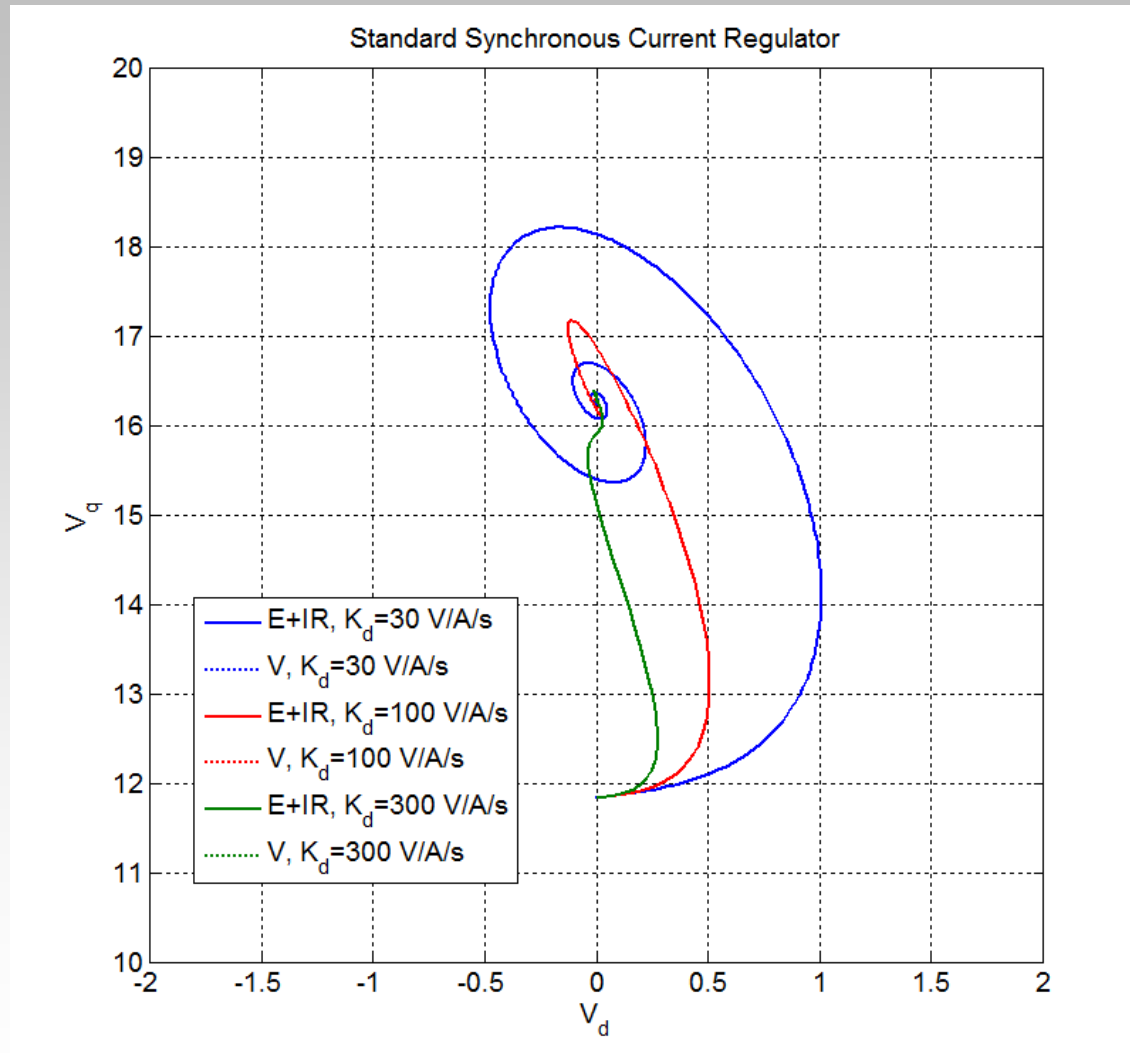
Scaled to show detailed voltage trajectories:



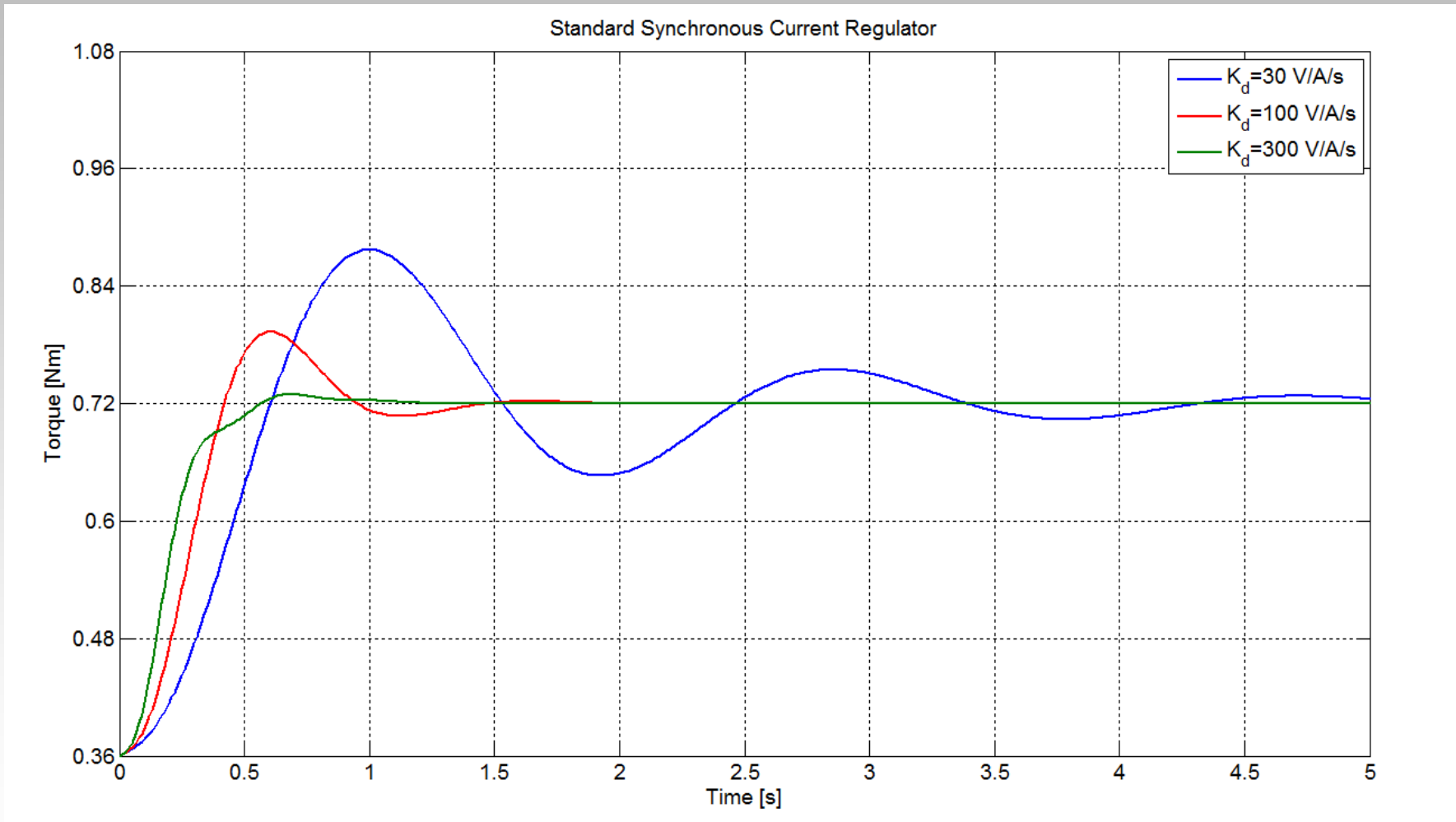


# Simulations

Scaled to show detailed current trajectories:

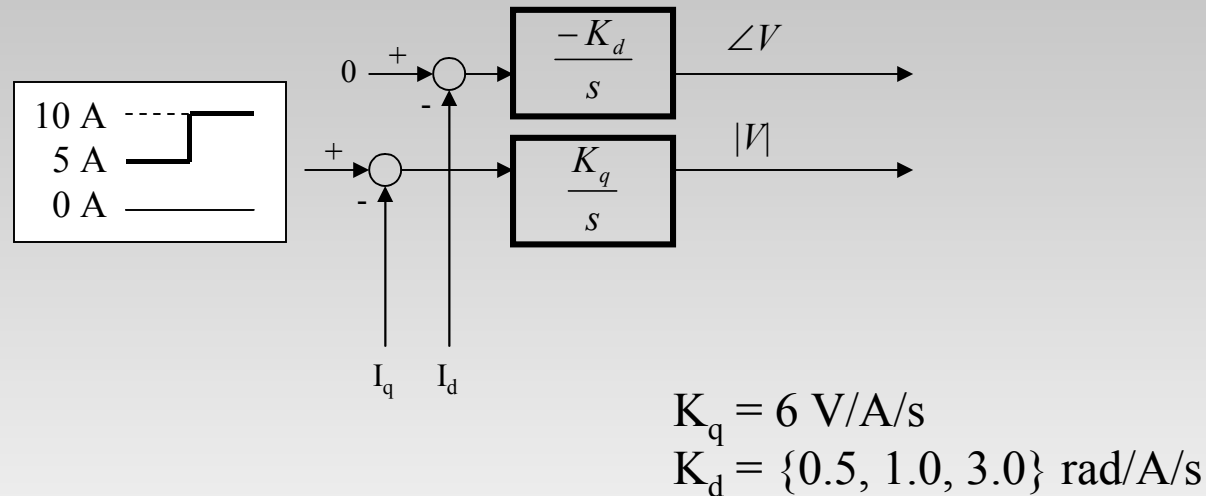


# Simulations



# Simulations

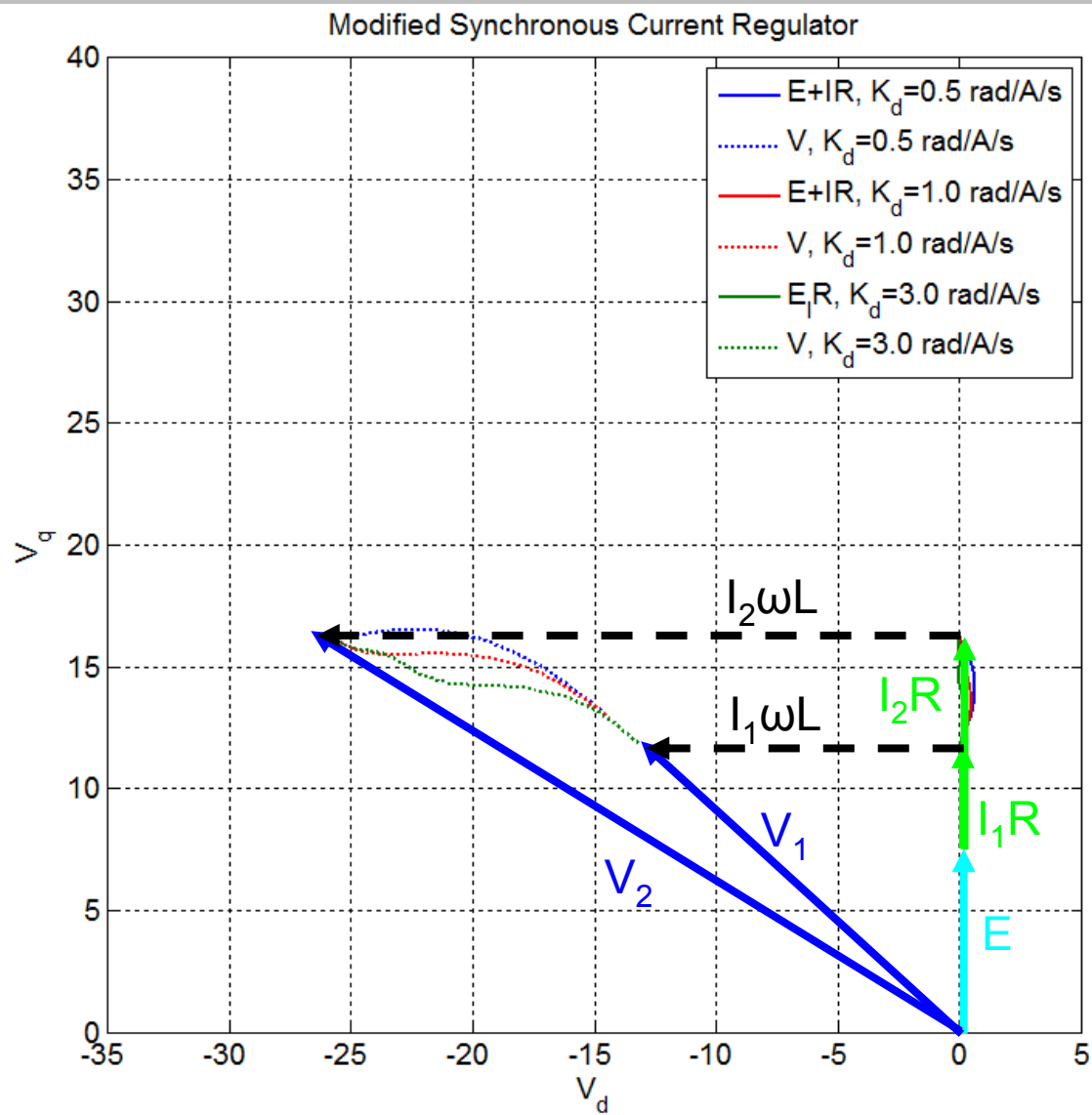
## Simulation #2: Modified Synchronous Current Regulator



*Initial* response to  $I_q$  error of 5A:

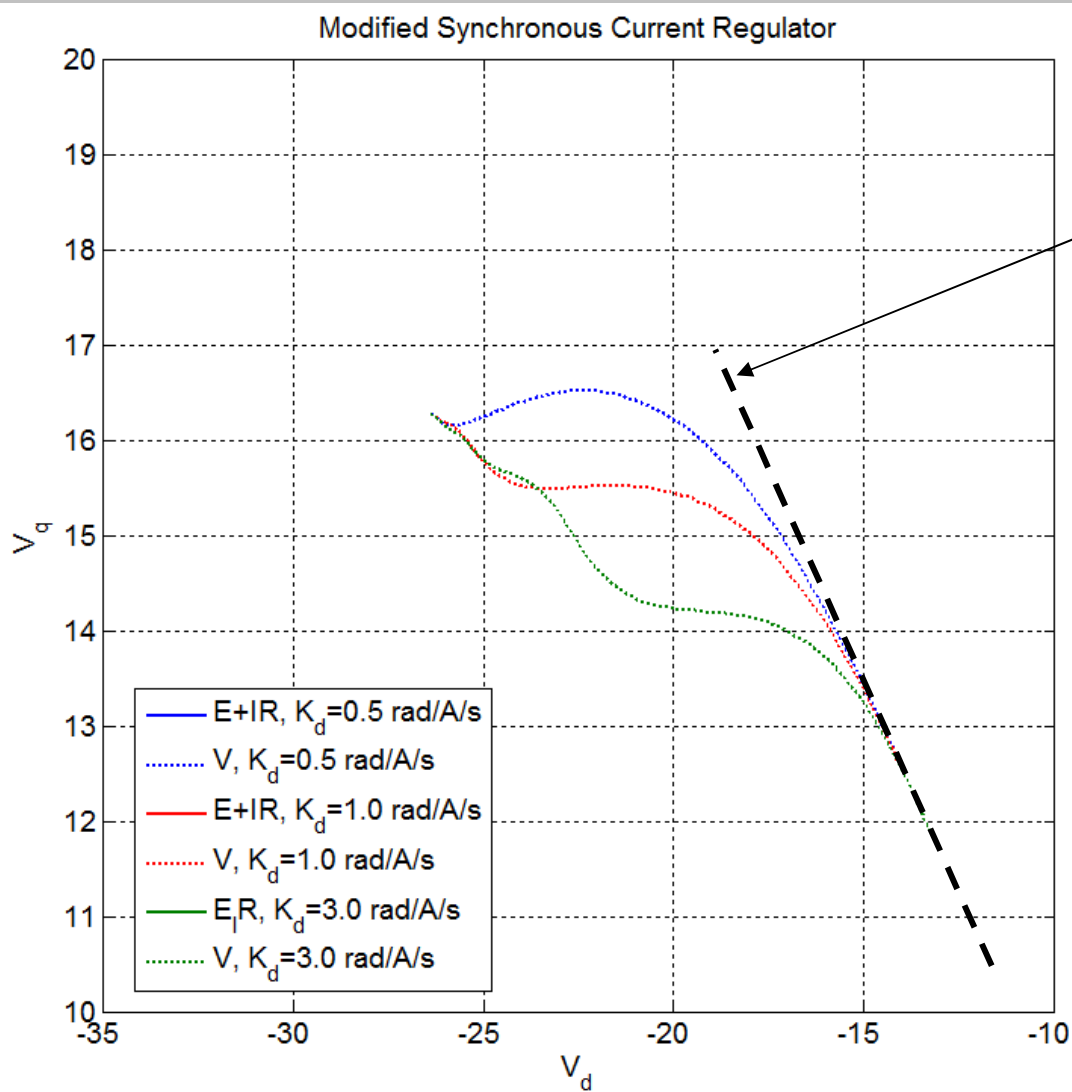
- $|V|$  slew rate of 30 V/s.
- $\angle V$  slew rate of 0 rad/s (since there is no initial d-axis error).
- Voltage vector trajectory leaves parallel to *initial voltage vector*.

# Simulations



# Simulations

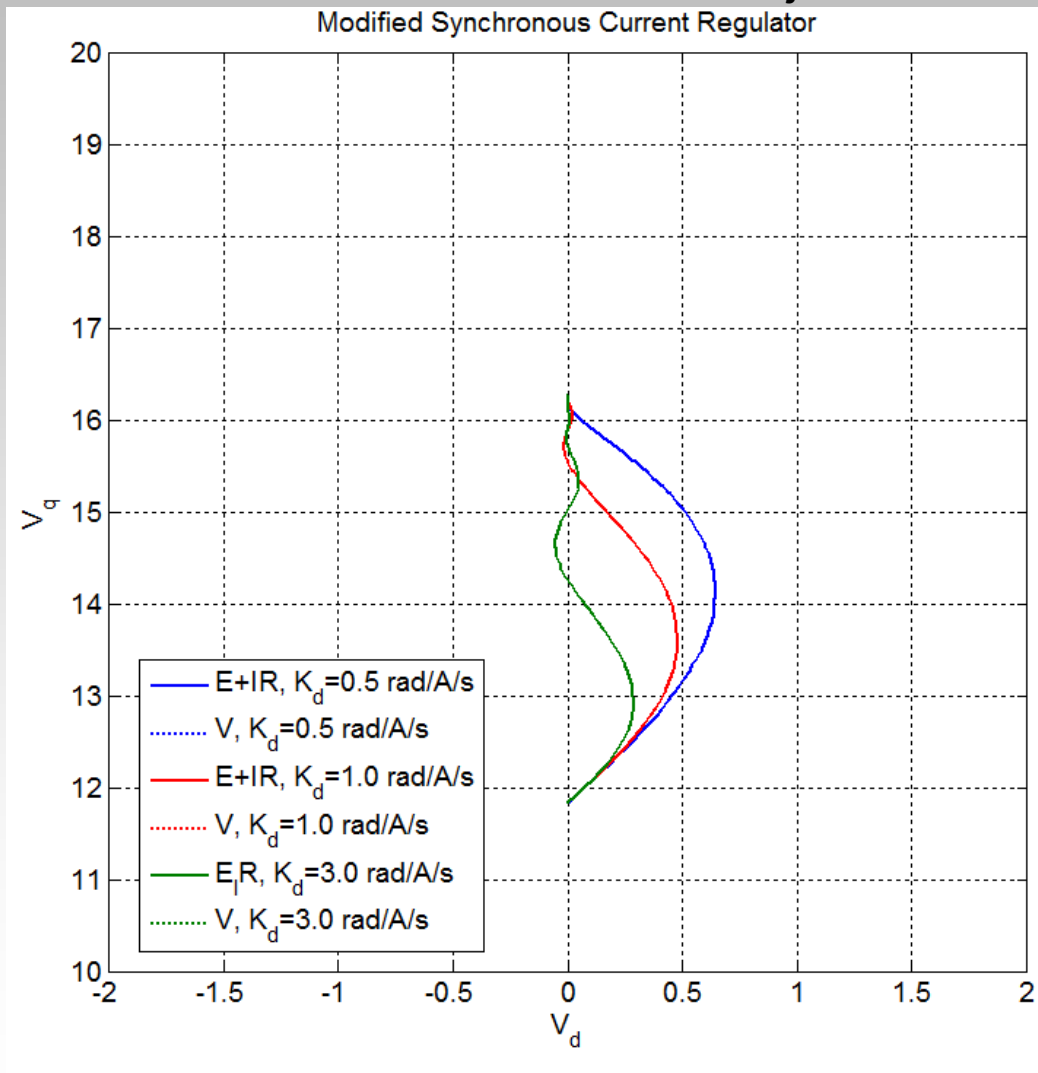
Scaled to show detailed voltage trajectories:



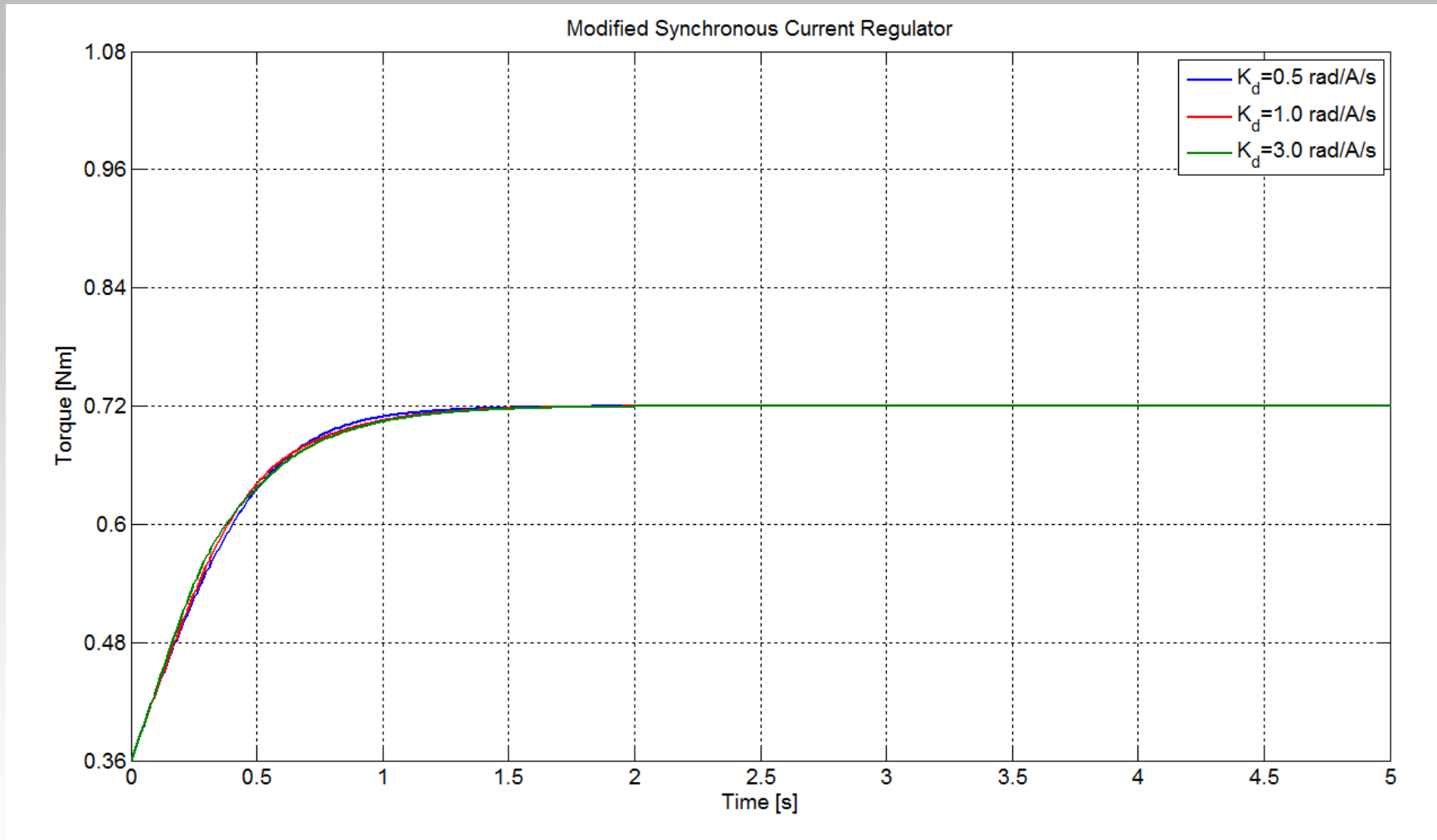
All trajectories leave parallel to the initial voltage vector.

# Simulations

Scaled to show detailed current trajectories:

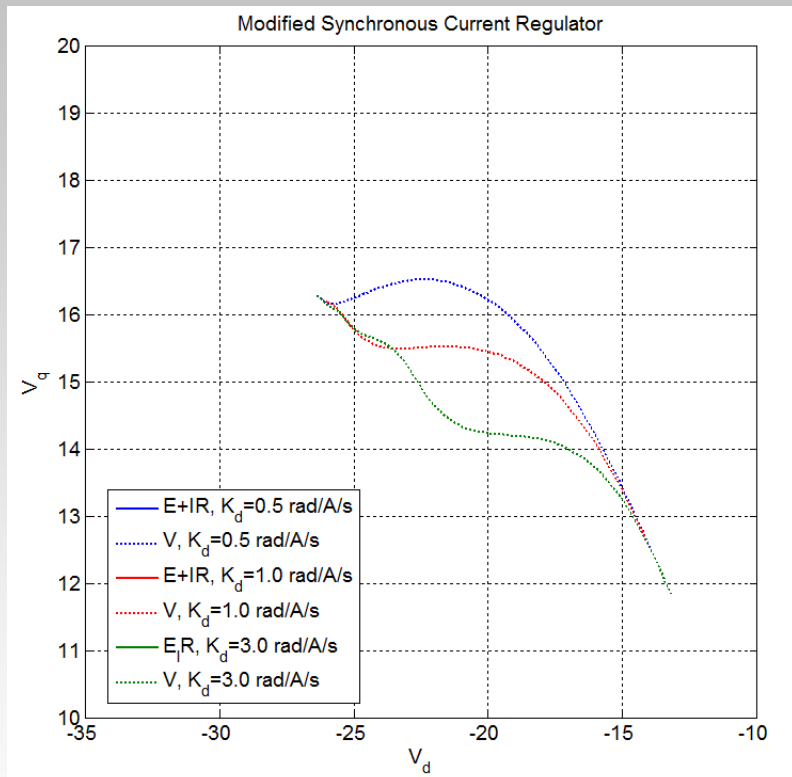
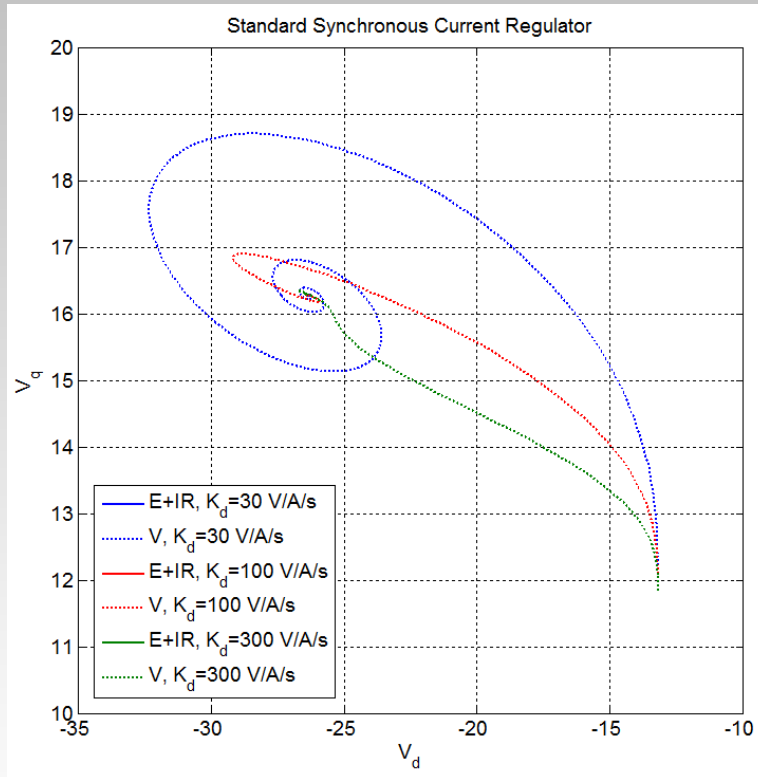


# Simulations



# Simulations

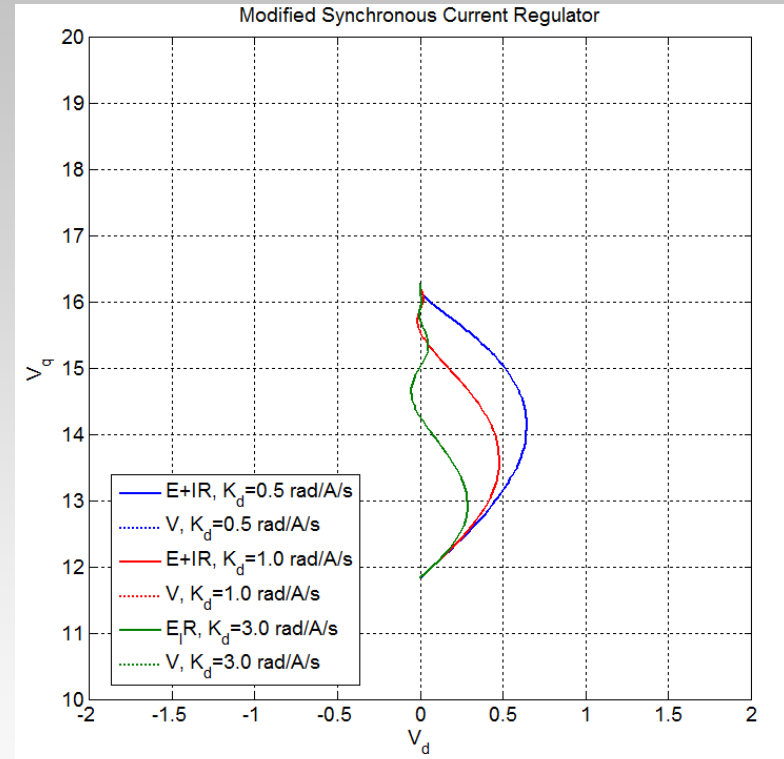
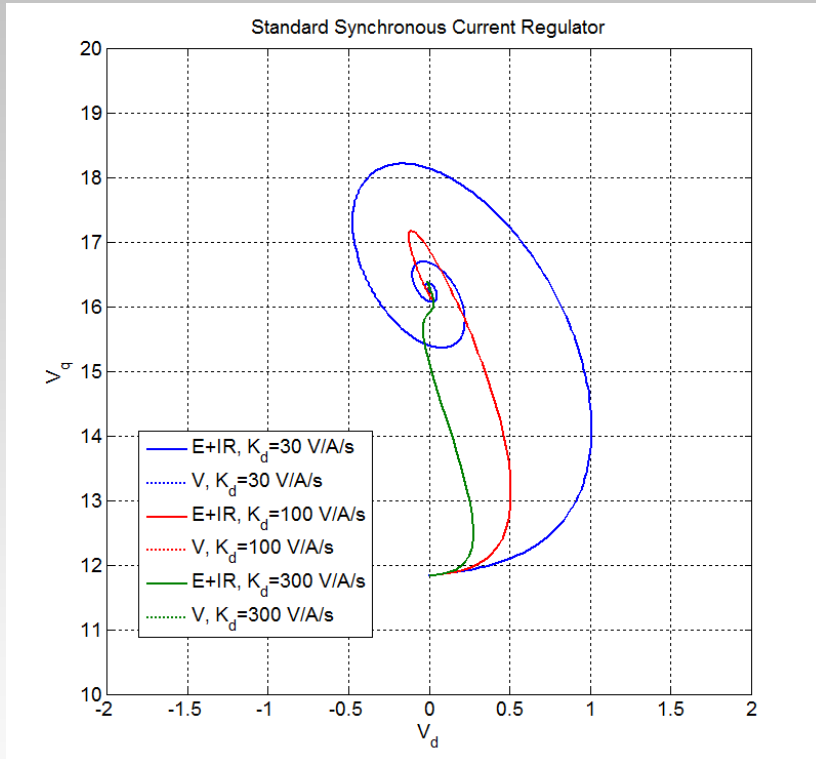
## Voltage Trajectories, Side-by-Side:





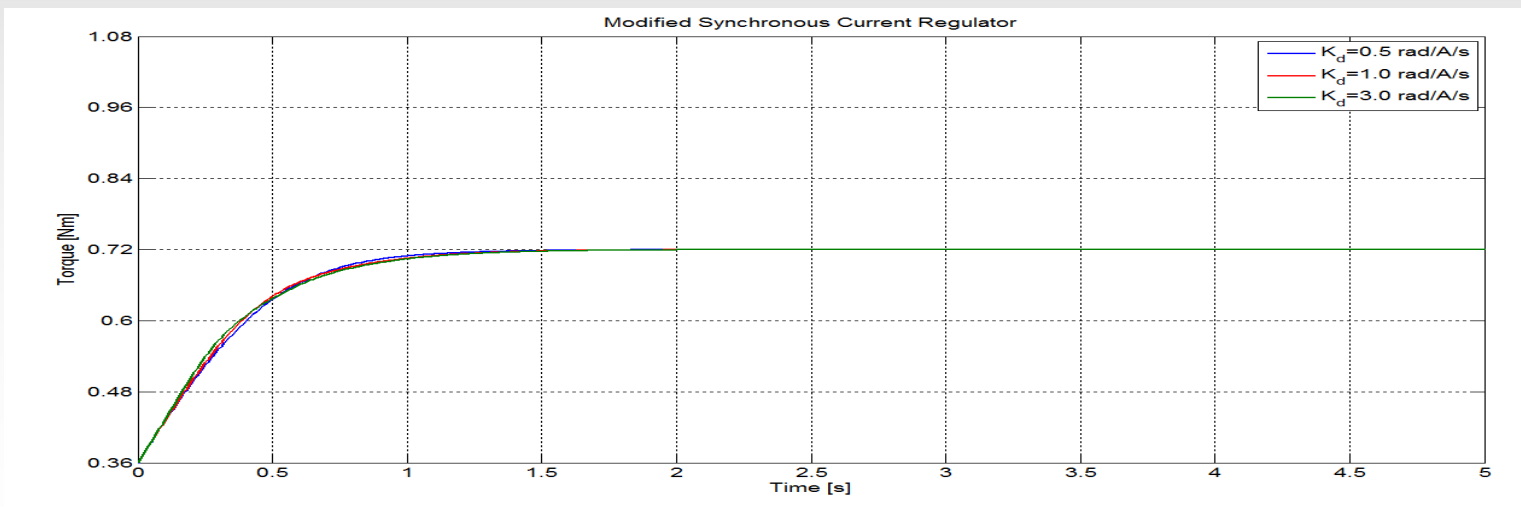
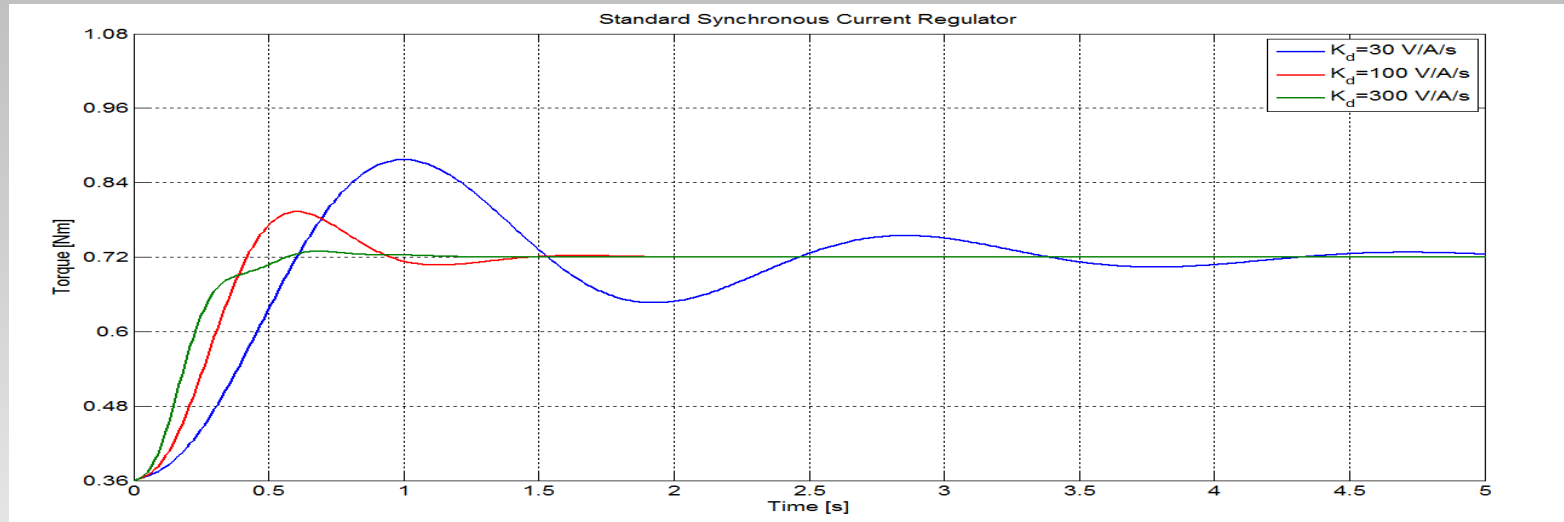
# Simulations

## Current Trajectories, Side-by-Side:



# Simulations

Torque Response, Side-by-Side:



# Simulations

In the modified synchronous current regulator, the voltage trajectories take a more direct path from the initial to the final operating points. As a result:

- The relative gain of the d-axis controller can be significantly reduced. Here's a ballpark method for comparing d-axis gains across the two controllers:
  - Take  $K_d = 1.0$  rad/A/s, the intermediate gain in the simulation of the modified synchronous current regulator.
  - The voltage vector magnitude is  $|V| \approx 20\text{V}$ .
  - As an equivalent voltage gain,  $K_d' \approx (20\text{V})(K_d) = 20$  V/A/s.
  - This is less than even the least aggressive gain in the simulation of the standard synchronous current regulator (30 V/A/s).
- **With a lower relative d-axis gain, d-axis noise tolerance is improved.** This is especially important given that the d-axis reference is typically zero.
- The relative gain of the q-axis controller can be increased with less impact on the trajectory. This can be used to improve overall torque response.

# Practical Advantages

In addition to a more direct transient response to torque commands, the modified synchronous current regulator has some additional practical advantages:

- It is computational efficient.
  - Magnitude and phase are “easier” to handle than an inverse Park transform. Magnitude is a scaling factor and phase is a shift in a look-up table. All three voltage vectors are generated by shifts in a look-up table.
  - The “slow loop” bandwidth is arbitrary. Only the look-up-and-scale operations need to run faster than the commutation frequency.
- It can be implemented in inexpensive hardware.
  - 8-bit or 16-bit fixed-point microprocessors with interrupt capability can handle the computation. No DSP or 32-bit floating-point processor necessary.
  - The Hall effect interpolation routine works with inexpensive brushless DC motors. No encoders necessary.

# Real-World Implementation

## Dual Motor Controller w/ Field-Oriented Control and Wireless Data Acquisition

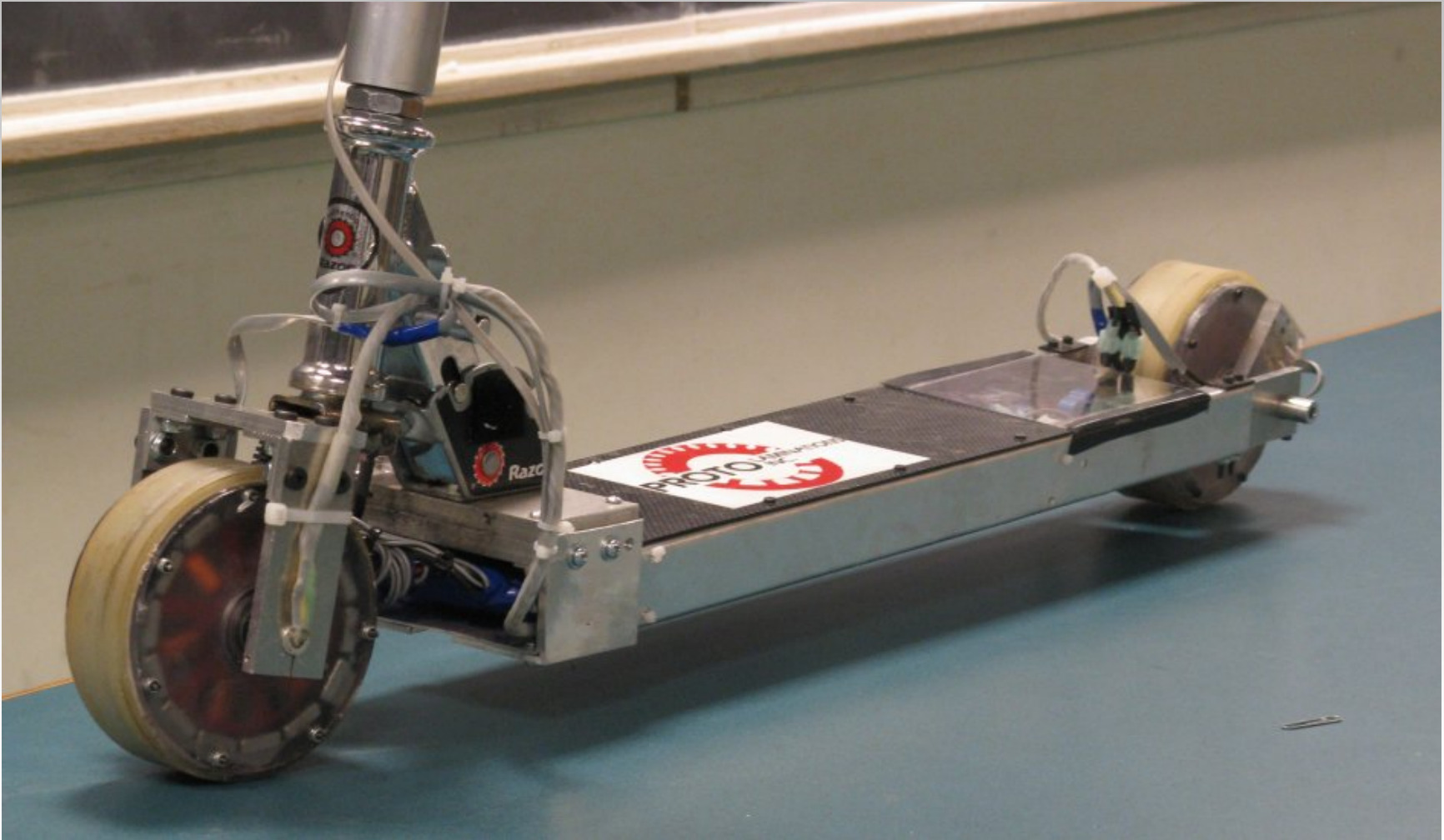


- Dual 1kW Inverters, each:  
(20A@48V) or (40A@24V)
- Phase current sensing.
- TI MSP430F2274
  - 16-bit, fixed-point
  - 16Mhz clock
  - 6 independent PWMs
- XBee Pro 2.4GHz Module
  - 9600bps 2-Way Data
- Modified Synchronous  
Current Regulator x2  
(w/ Hall sensed motors)

This controller would likely not be able to run the standard S.C.R. on two motors simultaneously. (Not enough processing power.)

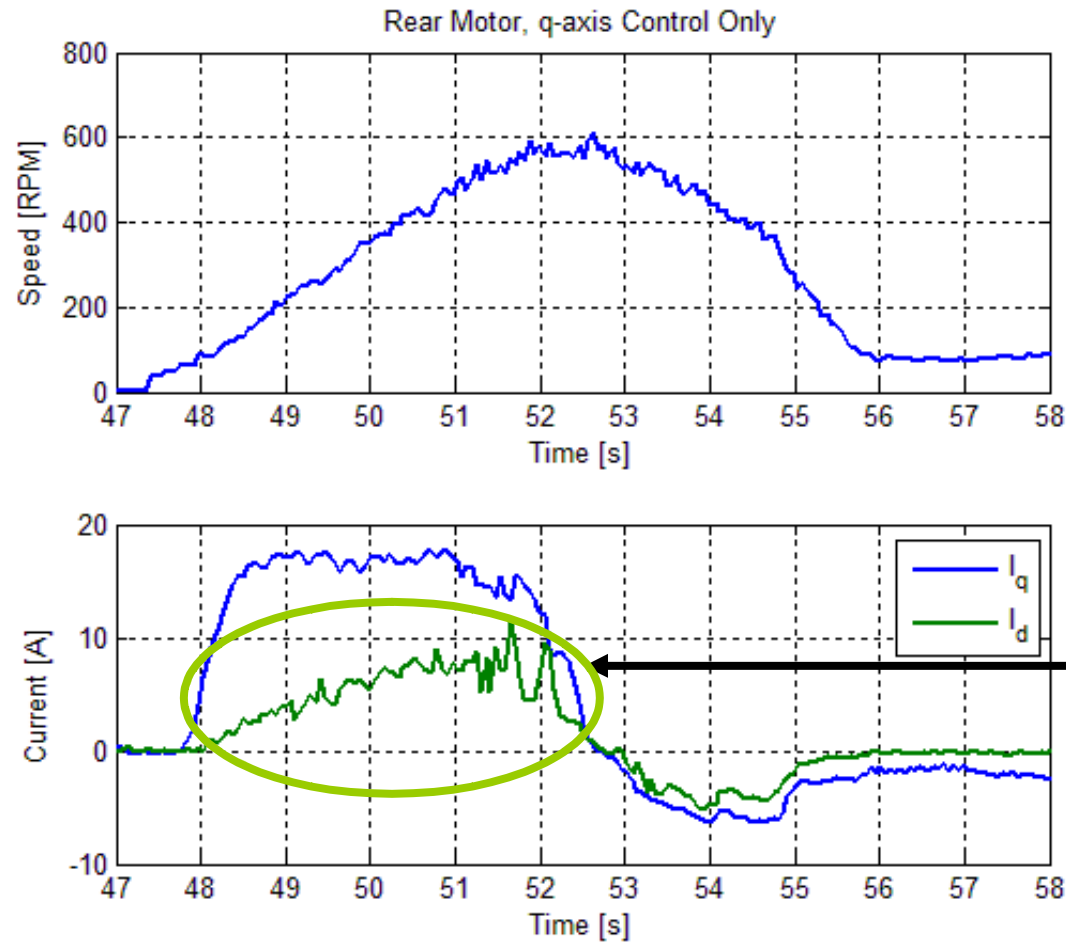
# Real-World Implementation

## Direct-Drive Scooter Motors



# Real-World Implementation

Baseline Data: Rear scooter motor with no d-axis control.

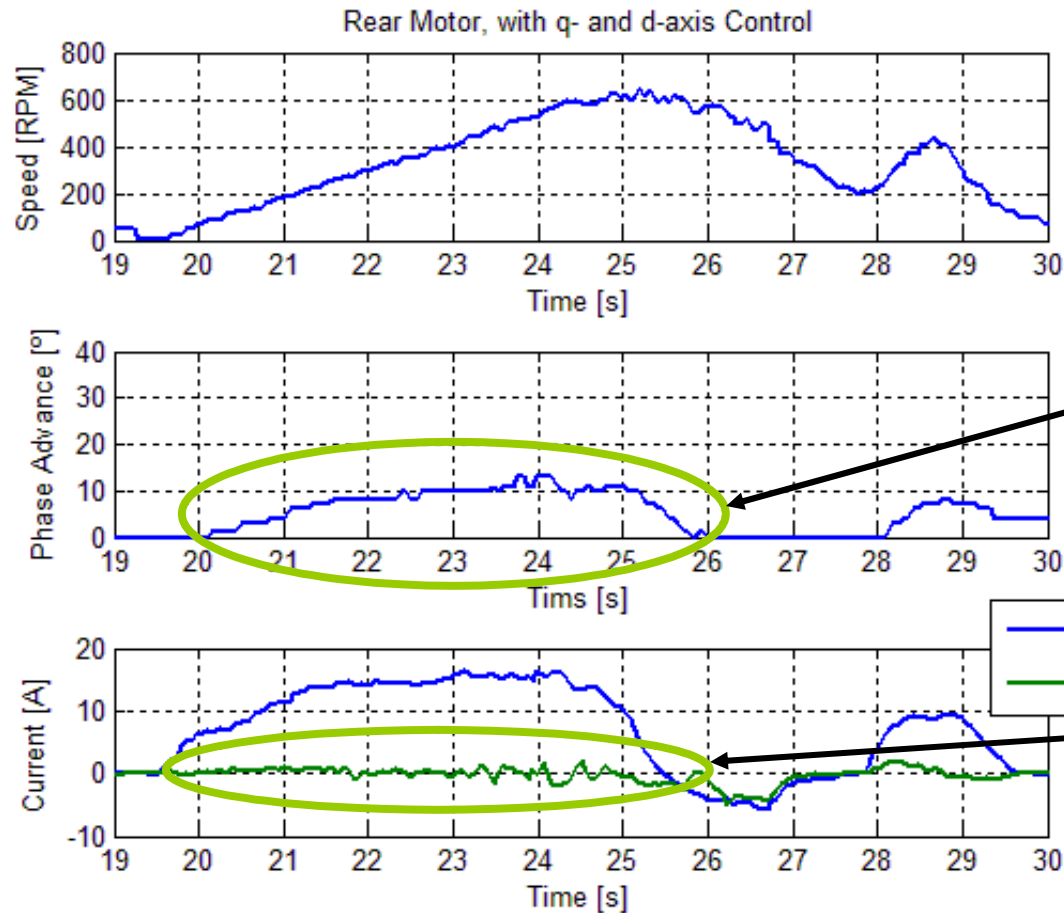


d-axis current increases with speed.  
( $X_s = \omega L_s$ )



# Real-World Implementation

Modified S.C.R. Data: Same motor, with modified S.C.R. implemented.



$\angle V$  used to counteract current lag.



d-axis current controlled to be zero



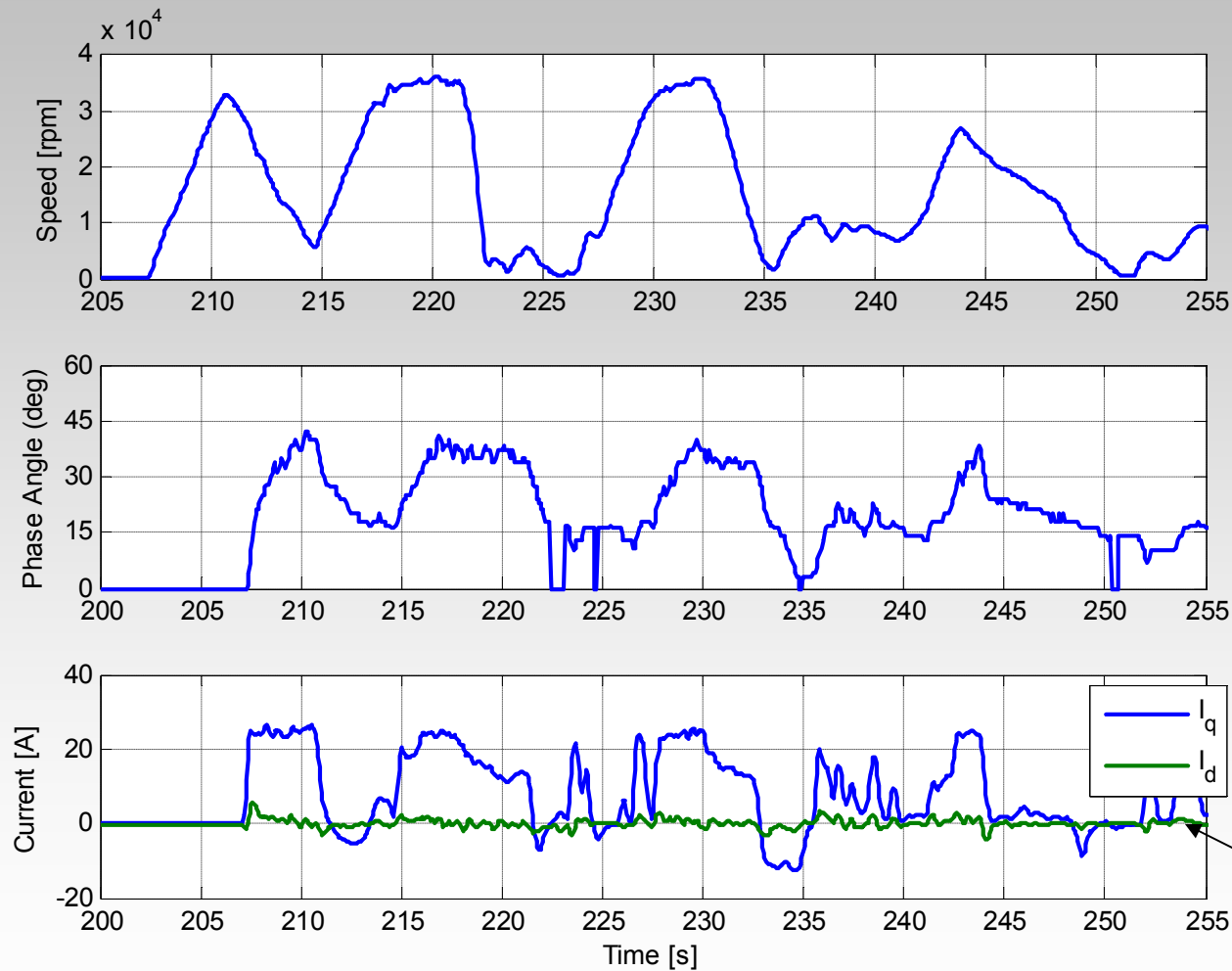
# Real-World Implementation

High-Speed (40,000rpm) RC Car Motor

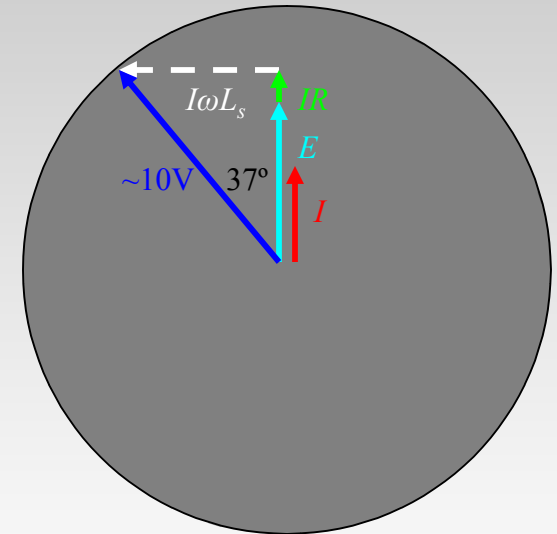


# Real-World Implementation

Modified S.C.R. Data: High-speed RC car motor. (Large phase angle test.)



$\angle V$  is  
37° at 35,000RPM  
~3,700 rad/s



d-axis current held at zero.

# Conclusions

- The modified synchronous current regulator has been demonstrated in both simulation and two real world applications.
- It retains the ability to place the current vector on the q-axis (or anywhere else).
- It has theoretical advantages in transient torque response, since the voltage vector takes a more direct path between operating points.
- It can run on fixed-point processors due to efficient loop structure and the look-up table-based inverse Park transform. (Demonstrated simultaneous control of two motors from one fixed-point processor.)
- It uses Hall effect sensor interpolation to derive rotor position. These sensors are typical on inexpensive motors designed for BLDC (six-step) control. No expensive feedback device (encoder, resolver) is required.