

Direct-flux field-oriented control of IPM motor drives with robust exploitation of the Maximum Torque per Voltage speed range

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# Direct-flux field-oriented control of IPM motor drives with robust exploitation of the Maximum Torque per Voltage speed range.

**Abstract**—The direct-flux field oriented control of Interior Permanent Magnet motor drives is evaluated, with particular attention to very high speed operation in the maximum torque per voltage region. A new control technique is proposed to overcome the stability problem of direct flux control based on flux and quadrature current control. The proposed control is easy to be implemented, it is independent of the motor model, it is robust toward the effects of iron losses, of position estimation errors, of dc-link variations and inverter overmodulation. Experimental results are provided for a 600 W IPM drive for home appliances.

## I. INTRODUCTION

Permanent magnet (PM) motors with flux weakening capability are appreciated for those applications where a constant power speed range (CPSR) is required, namely traction and spindle drives. A high CPSR can be obtained with different motor topologies, such as interior permanent magnet motors (IPM) or surface mounted PM motors with concentrated windings (SMPM) [1]. From a general point of view, independently of interior or surface mounted magnets, the flux weakening capability of such synchronous PM drives depends on the relationship between the motor characteristic current (1) and the drive rated current.

$$i_{ch} = \frac{\lambda_m}{L_d} \quad (1)$$

In particular, PM synchronous drives can be distinguished between finite and infinite speed range drives in case they have a rated current that is higher or lower than the characteristic current respectively [2]. The “infinite speed drives” respect the condition (2),

$$i_0 > i_{ch} \quad (2)$$

where  $i_0$  is the drive rated current, that can be the motor rated current or more often the transient overload current of the motor. From the control point of view, the maximum power control strategy in flux weakening is generally based on the rotation of the current vector from its low speed, maximum torque per ampere position (MTPA) toward phase angles that augment the demagnetizing current component ( $i_d < 0$ ). Such rotation reduces the motor linked flux and permits a higher speed at given inverter voltage, in the so called *current and voltage limited region* [2]. Moreover, with those PM drives that respect the condition (2), it is necessary to reduce the current amplitude above a certain speed according to the

maximum torque per voltage trajectory (MTPV) [3]. This is called the *voltage limited region*. The control trajectories of two example IPM drives are reported in Fig. 1: one with finite speed range and the other with infinite speed range. All the considerations in the following will be referred to salient IPM motor drives, but PM motor drives with isotropic rotors can be also controlled with the proposed control technique as will be explained in section IV.

The flux-weakening strategies of current-controlled IPM drives are based on control reference tables ( $i_d$  and  $i_q$  references) that require the identification of the motor model [4]. For tackling the variations of the motor parameters and the dc-link voltage, the closed-loop control of the motor voltage is also needed [5]. The stable control in the MTPV region requires proper techniques [6] but still current control remains sensitive to orientation errors (e.g. transducer alignment errors) and iron loss effects. In particular, for drives with high electrical frequency, the torque-current relationship must take into account the additional core loss current vector [7]. At very high speed the iron loss current is still smaller than the measured current, but the respect of the MTPV trajectory by means of current control becomes imprecise. Flux control is less sensitive to such effects [8].

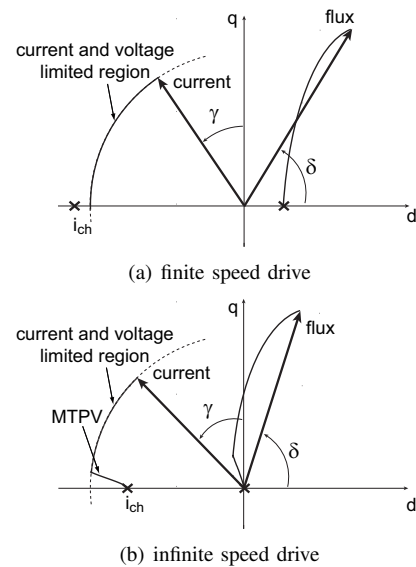


Fig. 1. Current and flux vector trajectories in flux weakening for finite-speed and infinite speed IPM motor drives.

Direct-flux field oriented control has been applied to IPM motors in [9], showing the following advantages:

- easy control of the motor voltage in flux weakening with no need for tables of current or flux references;
- easy adaptation to a variable dc-link with no firmware modification;
- direct limitation of the maximum motor current through the control of the quadrature current reference;
- low sensitivity to mechanical position estimation errors.

It must be noted that for the  $\lambda - i_\tau$  control of [9], where  $i_\tau$  is the quadrature or “torque” current component, the MTPV trajectory represents the boundary of the torque control stability region: crossing the MTPV path leads to the loss of control. In that work, the MTPV boundary was exploited by limiting the quadrature current according to a simplified motor model. The risk of instability has been avoided by setting such current limitation with a certain margin: in particular, the MTPV has been calculated in cold conditions that is with the maximum PM linked flux that is the worst case situation with the minimum size of the stable area of operation. Nevertheless that IPM motor drive, designed for traction, had a limited portion of the high speed range interested by the MPTV operation, thus the eventual loss of performance at high speed in hot conditions due to the MTPV margin was acceptable and difficult to be noticed: the base speed and maximum speed were 2450 rpm and 10000 rpm respectively, and the MTPV region was above 8500 rpm. In those motor drives with a higher current load and wider speed ranges, such as IPM drives for home appliances [10], the MTPV operation region interests a large portion of the operative speed range and the control margin can limit the delivered power at high speed with this direct flux control.

A proper control strategy is proposed to overcome such problem. The phase angle of the flux vector ( $\delta$ , defined in Fig. 3) is limited to a maximum value  $\delta_{max}$  that approximates the MTPV region and can be easily evaluated by experiments. The control of the maximum  $\delta$  angle eliminates the instability toward the MTPV crossing: thus direct-flux field oriented control becomes easier to be implemented also for drives with a large MTPV speed range (2). The optimal limit angle  $\delta_{max}$  can be found experimentally by ramping the motor to the maximum speed at no load of with an inertial load and seeking for the best acceleration performance with different  $\delta_{max}$  trial values. Cold and hot PM conditions can be compared and a tradeoff can be found.

## II. DIRECT-FLUX FIELD ORIENTED CONTROL

The direct-flux field oriented control technique presented in [9] is here briefly resumed with a more conventional choice of the reference axes. In [9] the dq rotor axes followed the PM-Assisted Synchronous Reluctance motor conventions, or 90-degrees ahead of the standard IPM notation. Moreover, the flux reference frame was called  $f, \tau$  for indicating flux and torque. Here the IPM notation is adopted and the more comfortable names  $d_s, q_s$  are used for the stator flux oriented frame, like in stator flux field oriented control of IM drives. The rotor

and stator flux reference axes are defined in Fig. 3. Due to the different axes choice, some of the equations reported in this section are different with respect to [9]. In particular, equations (3-7) remain the same, while in equations (8-10) the terms  $L_d, L_q$  are exchanged and the terms with  $\delta$  are 90 degrees shifted.

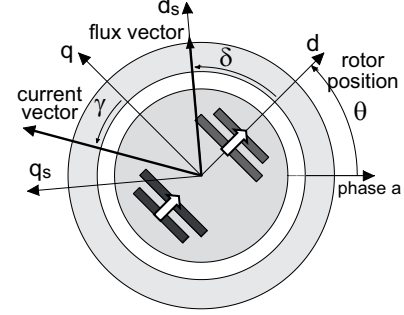


Fig. 3. Definition of dq rotor reference frame and  $d_s, q_s$  flux reference frame.

The simplified motor model of a salient PM motor is expressed in (3-5) in the rotor reference frame.

$$\bar{v}_{dq} = R\bar{i}_{dq} + \frac{d\bar{\lambda}_{dq}}{dt} + j\omega \cdot \bar{\lambda}_{dq} \quad (3)$$

$$\bar{\lambda}_{dq} = \begin{bmatrix} L_d & 0 \\ 0 & L_q \end{bmatrix} \cdot \bar{i}_{dq} + \begin{bmatrix} \lambda_m \\ 0 \end{bmatrix} \quad (4)$$

$$\frac{T}{3/2p} = \lambda_d i_q - \lambda_q i_d \quad (5)$$

Where  $p$  is the pole-pairs,  $R$  is the stator resistance,  $L_d, L_q$  are the dq inductances,  $\lambda_m$  is the PM flux,  $T$  is the electromagnetic torque. In the stator flux oriented frame the motor model becomes (6-7).

$$\bar{v}_{dqs} = R\bar{i}_{dqs} + \frac{d}{dt} \begin{bmatrix} \lambda \\ 0 \end{bmatrix} + \lambda \cdot \begin{bmatrix} 0 \\ \omega + \frac{d\delta}{dt} \end{bmatrix} \quad (6)$$

$$\frac{T}{3/2p} = \lambda \cdot i_{qs} \quad (7)$$

Where  $\lambda$  is the stator flux amplitude and  $\delta$  is the phase angle with respect to the  $d$  rotor axis, defined in Fig. 3. In the voltage equation (6) the  $d_s$  and  $q_s$  equations are nearly decoupled (apart for the resistive term): the flux amplitude can be regulated by means of the  $v_{ds}$  component, while the flux phase angle can be regulated by  $v_{qs}$ . The resistive term in (6) is not decoupled since the  $dq_s$  current components both depend on  $\lambda$  and  $\delta$ . The torque expression (7) is very simple and suggests the adoption of the torque-producing current  $i_{qs}$  on behalf of  $\delta$  for achieving a straightforward control of the motor torque. For this reason, a further manipulation of (6) leads to the motor state equations in the controlled variables  $\lambda, i_{qs}$  [9].

$$\frac{d}{dt} \begin{bmatrix} \lambda \\ i_{qs} \end{bmatrix} \cong \begin{bmatrix} \frac{1}{k(\delta)} & 0 \\ \frac{b(\lambda, \delta)}{L_d} \end{bmatrix} \cdot \begin{bmatrix} v_{ds} \\ v_{qs} - \omega \lambda \end{bmatrix} \quad (8)$$



according to how accurately has the motor been identified. With the simplified motor model (4) and a motor with heavy cross-saturation, the control performance deteriorates a little bit at low speed, high load. However, even with a poor model, the phase current limit is still respected and the only possible drawback is the reduction of the controlled torque with respect to the torque set point. *Above the crossover frequency ( $\omega > g$ ), the flux observer and thus the control are insensitive to the motor model and include the effect of core losses.*

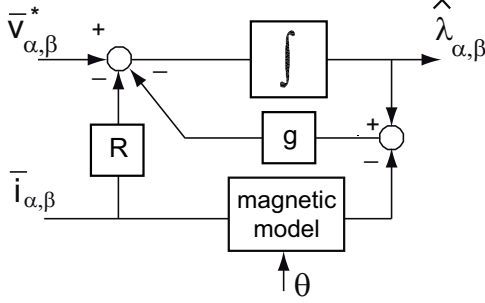


Fig. 4. Adopted flux observer.

### C. Current and voltage limits

The motor phase current is limited to its rated value  $i_0$  by limiting the  $q_s$  current reference according to (11).

$$i_{qs}^* \leq \sqrt{i_0^2 - i_{ds}^2} \quad (11)$$

The voltage limit is respected by limiting the linked flux according to the simplified flux-weakening law (12).

$$\lambda^* \leq \frac{V_{max} - R \cdot i_{qs}}{|\omega|} \quad (12)$$

where  $V_{max}$  is updated in real time according to the measured dc-link voltage for the full exploitation of the available voltage margin.

### III. PROPOSED MTPV CONTROL STRATEGY

The IPM motor under test, whose ratings are reported in the Appendix, has been identified according to the procedure described in [13]: the  $dq$  flux model, complete of cross saturation, has been experimentally evaluated in the range  $i_d = -5 \div 0A$ ,  $i_q = 0 \div 5A$ . According to the magnetic model, the control trajectories of Fig. 5 have been calculated in the current plane in  $dq$  rotor coordinates. The MTPA,  $i_0$  and MTPV curves are represented in the figure and the characteristic current  $i_{ch}$  is nearly 2 A. The maximum power Vs speed profile has been also calculated (Fig. 6). The MTPV speed range is above the point called B in the figure, that is from 6500 rpm to 16000 rpm.

The same control trajectories can be calculated in the  $dq$  flux plane, in rotor coordinates, as done in Figs. 9 - 11. It can be noticed that in the flux plane the MTPV trajectory is well approximated by a line with constant  $\delta$  angle. For the motor under test such angle is nearly  $\delta = 126^\circ$ . The tests

for the identification of the motor have been run at low speed (1500 rpm), thus the effects of iron losses are not considered in the theoretical control trajectories of Fig. 5 and 9, as will be shown in the next section.

The *MTPV current limitation* box in Fig. 2 consists of a PI regulator that corrects the  $q_s$  current limitation according to the phase angle of the observed flux with respect to the set point  $\delta_{max}$ . Due to the relationship between the quadrature current  $i_{qs}$  and the flux phase  $\delta$ , reducing  $i_{qs}$  leads to a corresponding reduction of  $\delta$ . This means that in case  $\delta$  tends to cross the  $\delta_{max}$  limit, the  $i_{MTPV}$  terms arises and limits the  $q_s$  current to keep  $\delta = \delta_{max}$ . When the  $\delta$  control is active, i.e. in torque saturation at high speed, the  $\lambda, i_{qs}$  control is practically replaced by a  $\lambda, \delta$  control, that is stable toward the crossing of the MTPV line: in fact the  $\delta$  derivative in (6) does not contain the  $b$  gain or other factors that change their sign around the MTPV locus. Apart for the PI gains tuning, that is not critical, the only condition to be respected is that the PI regulator output range must be large enough to keep the  $\delta$  control, thus the upper limit of  $i_{MTPV}$  is set to the full current  $i_0$ .

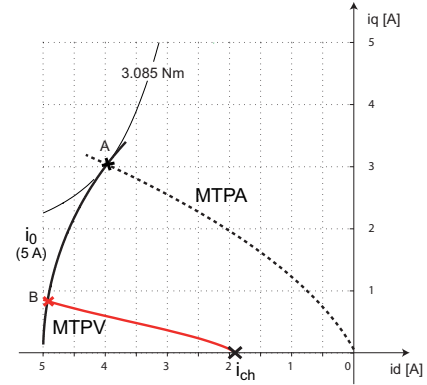


Fig. 5. Control trajectories in the  $dq$  current plane for the drive under test, according to the steady-state identification of the IPM motor.

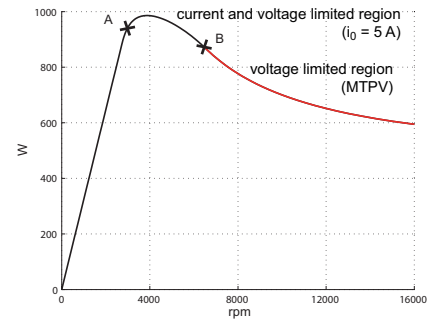


Fig. 6. Maximum power profile of the IPM motor drive under test, according to the steady-state identification of the IPM motor, with 5 A (pk) and 160 V (phase pk).

## IV. EXPERIMENTAL RESULTS

### A. Selection of the correct $\delta_{max}$

A series of speed step tests is performed for evaluating the correct  $\delta_{max}$  value, with the target of obtaining the fastest possible acceleration from zero to 16000 rpm. The step speed response is reported in Fig. 7 for three different  $\delta_{max}$  values:  $126^\circ$  that is the value that best approximates the steady-state model of Fig. 9,  $110^\circ$  and  $140^\circ$ . The best speed dynamics is obtained with  $\delta_{max} = 140^\circ$ , while  $\delta_{max} = 110^\circ$  is too margined and reduces the torque at high speed as expected. Thus, the actual maximum torque per voltage of the drive under test is over the theoretical path given by the steady-state model, as can be seen in Fig. 10. Such difference relies in the effect of iron losses, that modify the expression of torque with respect to (7) leading to modified control trajectories at high speed. The  $\lambda, i_{qs}$  control plots, referring to the  $\delta_{max} = 126^\circ$  step of Fig. 7 are reported in Fig. 8, together with one phase current. The dynamic trajectories of the observed flux are reported for the three  $\delta_{max}$  situations of Fig. 7 and compared to the theoretical control paths. The distortion of the flux trajectory is due to the inverter, since the overmodulation voltage region is exploited. Despite overmodulation, the  $\delta = \delta_{max}$  operation is very smooth and regular, and the control is stable for any  $\delta_{max} < 180^\circ$ . Higher values up to  $\delta_{max} = 170^\circ$  have been successfully tested with no stability problems and have not been reported due to space limitations. In case the controlled PM motor is a surface-mounted, isotropic motor, the same control concepts can be applied, with  $\delta_{max} < 90^\circ$  [2].

### B. Braking and motoring conditions

A speed reversal is shown in Fig. 12, and the related  $\lambda, i_{qs}, i_{phase}$  plots are reported in Fig. 13. As expected, the deceleration phase is faster than the acceleration due to the effect of losses that contribute to brake the motor both in deceleration and acceleration. The flux amplitude reference is higher in braking (at the same speed) for a twofold reason: the resistive term in (12) that changes its sign and the higher dc-link voltage that augments the  $V_{max}$  value in (12). The dc-link voltage during the speed transient is reported in Fig. 14, showing the effect of brake resistance in deceleration and the 100 Hz ripple due to single-phase passive rectifier in acceleration.

## V. CONCLUSIONS

The paper presents a solution for achieving a stable MTPV operation of IPM motor drives with direct flux field oriented control. The phase angle of the observed stator flux is controlled inside the proper operating region by means of a  $\delta_{max}$  limiter block, based on a PI controller. With such limitation, the  $\lambda - i_{qs}$  control is stable in all the speed range and the full torque capability of the motor is exploited up to very high speeds. The maximum torque per voltage trajectory can be found by experiments by comparing the motor acceleration with different  $\delta_{max}$  values. The flux weakening control strategy is independent of the motor model and thus robust toward

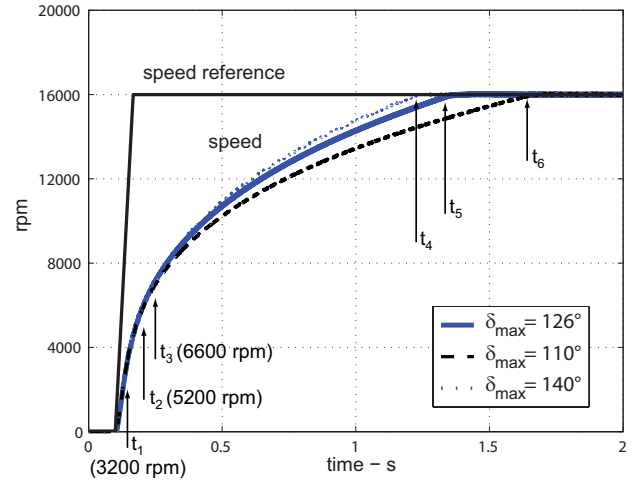


Fig. 7. Speed step response. Different  $\delta_{max}$  values are evaluated, for selecting the one that leads to the maximum acceleration.

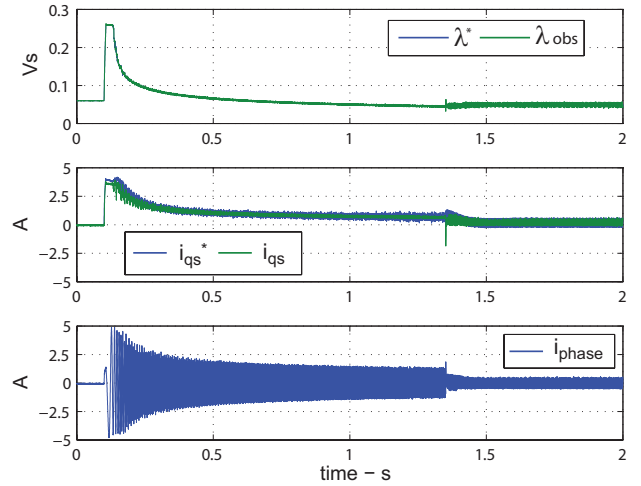


Fig. 8. Flux control, torque current control and phase current during the speed step transient of Fig. 7, with  $\delta_{max} = 126^\circ$ .

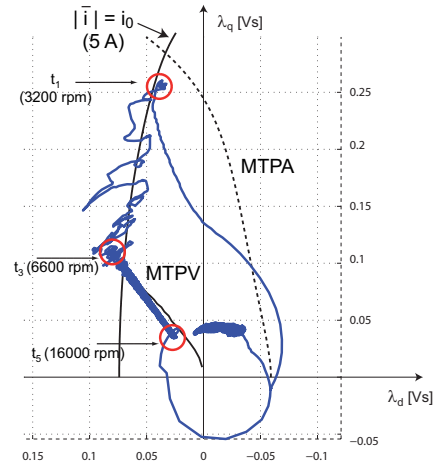


Fig. 9.  $\delta_{max} = 126^\circ$ : trajectory of the observed flux in the dq rotor frame during the speed step transient of Fig. 7.



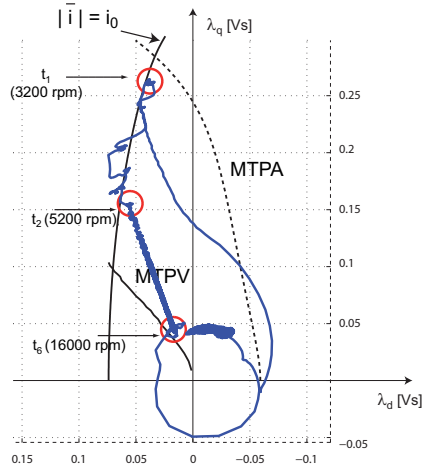


Fig. 10.  $\delta_{max} = 140^\circ$ : trajectory of the observed flux in the dq rotor frame during the speed step transient of Fig. 7.

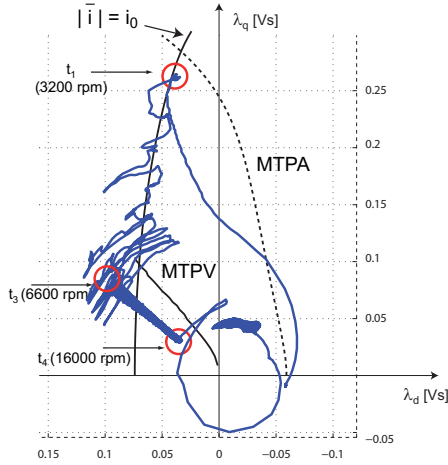


Fig. 11.  $\delta_{max} = 110^\circ$ : trajectory of the observed flux in the dq rotor frame during the speed step transient of Fig. 7.

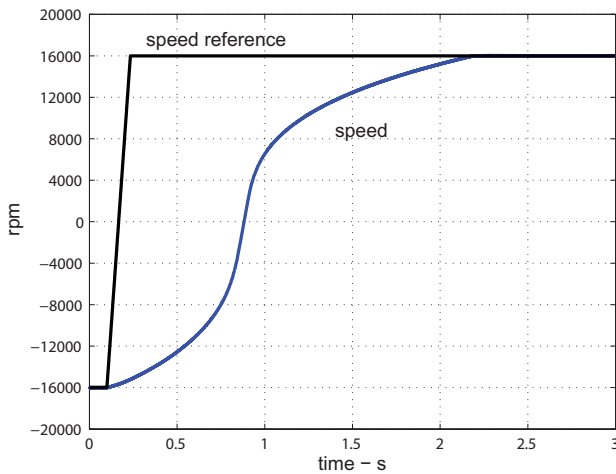


Fig. 12. Speed reversal response,  $\delta_{max} = 126^\circ$ .

parameter variations such as PM temperature variations. The full dc-link voltage is exploited also in case of variable dc-

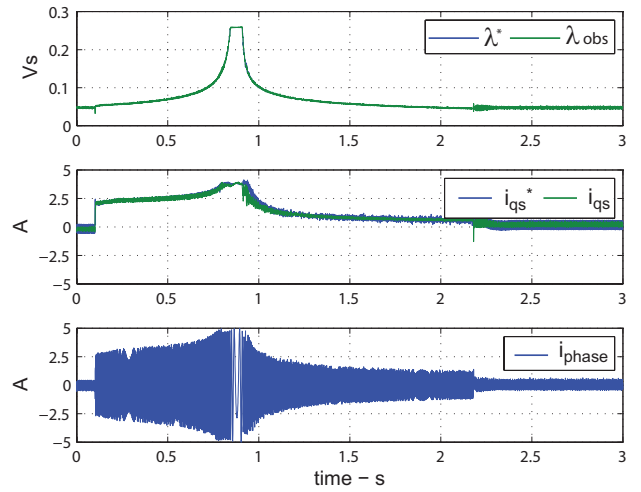


Fig. 13. Flux control, torque current control and phase current during the speed step reversal of Fig. 12.

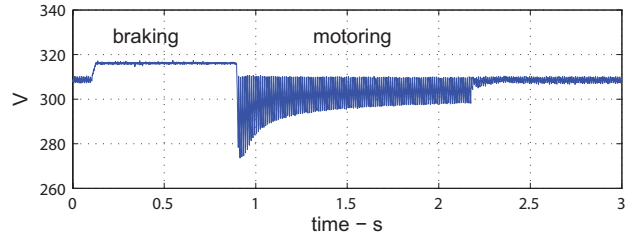


Fig. 14. Dc-link voltage during the speed step reversal of Fig. 12.

link and the maximum drive power is automatically exploited both in motoring and braking conditions with no firmware modification, also in presence of significant iron losses effects. Experimental tests demonstrate the feasibility of the proposed control.

#### APPENDIX: IPM DRIVE RATINGS

The motor under test is rated: 600 W, 160 V (phase, pk), 5 A (pk), 2 pole-pairs, 16000 rpm max. The inverter rating is: 220V, 50Hz single-phase input, passive rectifier with braking resistance. IGBT SOA: 600V, 10A. Dead-time setting is  $1\mu s$ . The switching frequency is 10kHz.

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