



Original Research Article

Coordinated controller design of grid connected DFIG based wind turbine using response surface methodology and NSGA II

Sharon Ravichandran^{a,*}, R.P. Kumudinidevi^a, S.G. Bharathidasan^b, V. Evangelin Jeba^a^a College of Engineering–Guindy, Anna University, Chennai 600 025, India^b Sri Venkateshwara College of Engineering, Chennai 602 105, India

ARTICLE INFO

Article history:

Received 10 December 2013

Revised 26 June 2014

Accepted 8 August 2014

Keywords:

Doubly fed induction generator
 Response surface methodology
 Nondominated sorting genetic algorithm II
 Maximum power point tracking (MPPT)

ABSTRACT

This paper presents a novel design procedure for the coordinated tuning of rotor side converter (RSC) and grid side converter (GSC) controllers of doubly fed induction generator (DFIG) wind turbine system. The RSC and GSC controller parameters are determined by simultaneously optimizing the controller performance indices. The performance indices considered are maximum peak overshoot ($MPOS_{\omega}$), settling time (Tss_{ω}) of the generator speed and the maximum peak overshoot ($MPOS_{V_{dc}}$), maximum peak undershoot ($MPUS_{V_{dc}}$) and settling time ($Ts_{V_{dc}}$) of DC link voltage. The coordinated controller design is carried out in two steps. First step is to arrive at the analytical expression that relates the performance indices and the controller parameters. This is achieved using response surface methodology (RSM) thereby saving significant computational time. In the second step the determination of controller parameters is posed as a constrained multiobjective optimization problem. The constrained multiobjective optimization problem is solved using NSGAI (nondominated sorting genetic algorithm II). The proposed methodology is tested on a sample system with DFIG based WECS. Simulation results demonstrate the effectiveness of the proposed methodology.

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1. Introduction

The rapid depletion of fossil fuels compounded by their detrimental environmental effects has accelerated the growth of wind energy. Currently, wind energy is one of the key players in the electric power sector [1]. The advent of variable speed WECS enabled overcoming one of the major impediments to the expansion of wind, its lack of controllability and flexibility. Variable speed WECS with their better energy capture, smoother operation, lower flicker and superior controllability [2–5] have superseded the fixed speed WECS and play a major role in expediting the growth of wind energy. The most commonly installed variable speed WECS is based on DFIG and it constitutes around 55% of the total market share.

Wind speed is variable in nature. Therefore, in order to maximize the power extracted from wind (speeds between the cut in and cut off speed) WTs operate continuously at the optimum tip speed ratio by changing the generator speed in proportion to the wind speed. This is achieved by RSC. GSC controls the power flow between the DC-link and the grid to maintain the DC-link capacitor

voltage at a constant value. Hence performance of a DFIG is largely dependent on its converter and associated controls. The most popular and practical control scheme of DFIG is vector-oriented control based on proportional-integral (PI) controller [6–11].

Due to the stochastic nature of wind, generator speed varies continuously to track the maximum power point. These speed variations are translated into generator output power variations and in turn into DC link voltage fluctuations. Hence there arises a need for coordinated tuning of RSC and GSC controllers. Therefore optimization techniques are being utilized for the coordinated tuning of controllers. However, coordinated tuning of controllers using optimization techniques becomes cumbersome, challenging and computationally inefficient with increase in the number of the controller parameters [11–13].

This paper proposes a simplistic and computationally efficient design procedure for coordinated tuning of RSC and GSC controllers of DFIG based wind turbine system. In this paper Response surface methodology (RSM) is used to formulate the analytical expression that relates the responses and controller parameters thereby saving significant computational time. RSM is a collection of mathematical and statistical techniques that are useful for modeling and analysis of a system whose response is influenced by several variables and the objective is to optimize the response [14–18]. This paper applies RSM for the coordinated tuning of

* Corresponding author. Tel.: +91 9715273737.

E-mail addresses: sharonravi87@gmail.com (S. Ravichandran), bharathi_99@yahoo.com (S.G. Bharathidasan).

Nomenclature

WECS	wind energy conversion systems	ω_r	wind turbine speed (mechanical rad/s)
WT	wind turbine	α	pitch angle (degrees)
R–K	Runge–Kutta	H_g	generator inertia (s)
t	time (s)	$I_s = I_{ds} + jI_{qs}$	stator direct and quadrature current (p.u)
V_w	wind speed (m/s)	$V_s = V_{ds} + jV_{qs}$	stator direct and quadrature voltage (p.u)
V_{wa}	average wind speed (m/s)	$I_g = I_{dg} + jI_{qg}$	GSC direct and quadrature current (p.u)
$V_{wr}(t)$	ramp component of wind speed (m/s)	$V_a = V_{da} + jV_{qa}$	GSC direct and quadrature voltage (p.u)
$V_{wg}(t)$	gust component of wind speed (m/s)	$V_g = V_{dg} + jV_{qg}$	grid direct and quadrature voltage (p.u)
$V_{wn}(t)$	noise component of wind speed (m/s)	$I_r = I_{dr} + jI_{qr}$	rotor direct and quadrature current respectively (p.u)
\hat{A}_r, \hat{A}_g	amplitude of ramp and gust components respectively (m/s)	$V_r = V_{dr} + jV_{qr}$	rotor direct and quadrature voltage respectively (p.u)
T_{sr}, T_{er}	start time and end time of the ramp component respectively (s)	ψ_{qr}, ψ_{dr}	rotor direct and quadrature flux linkage respectively (p.u)
T_{sg}, T_{eg}	start time and end time of the gust component respectively (s)	V_{dc}, C	DC link voltage and DC link capacitance respectively (p.u)
F	turbulence scale (m)	R_s, R_r	stator, rotor resistance respectively (p.u)
μ	mean speed of wind at reference height (m/s)	L_s, L_r	stator, rotor inductance respectively (p.u)
n_p	number of pole pairs	L_m	mutual inductance (p.u)
ω_s	synchronous speed = 1 p.u	σ	$= \frac{L_m}{L_s} - L_r$
ω_b	electrical base speed = $2\pi 50$ (rad/s)	L, R	grid side inductance and resistance respectively (p.u)
ω_{wb}	mechanical base speed = $\frac{\omega_b}{n_p}$ (mechanical rad/s)	K_{pv}, T_w	proportional gain and time constant of RSC controller respectively
ρ	air density (kg/m ³)	K_{pv}, T_v	proportional gain and time constant of GSC controller respectively
A	area covered by the rotor (m ²)	Gen	generation
R	turbine radius (m)	Maxgen	maximum generation
ω_r	generator speed (p.u)		
P_b	base MVA		

RSC and GSC controllers of a DFIG based wind turbine. The RSC and GSC controller parameters are determined by simultaneously optimizing the performance indices. The performance indices considered are $MPOS_{\omega}$, Tss_{ω} , $MPOS_{V_{dc}}$, $MPUS_{V_{dc}}$ and $Tss_{V_{dc}}$. The objectives are formulated using RSM. NSGAll is used to solve the constrained multiobjective optimization problem. It is a popular nondomination based genetic algorithm for multiobjective optimization. The salient features of this algorithm are (a) reduced complexity, (b) incorporation of elitism, and (c) parameterless diversity preservation mechanism [19–22]. Simulations are performed on a radial nine bus system with DFIG based WECS [23] to demonstrate the effectiveness of the proposed methodology.

The paper is organised as follows: Section 2 introduces the DFIG drive train model and associated controllers. Section 3 presents the design procedure for coordinated tuning of RSC and GSC controllers. The simulation results are presented in Section 4. A conclusion is given in Section 5.

2. Modelling of wind turbine with DFIG

The schematic diagram of a grid-connected DFIG based WECS is shown in Fig. 1. It consists of a wind turbine rotor coupled to DFIG through a gearbox. The rotor winding of the DFIG is connected to back-to-back voltage source converters (VSC) namely, rotor side converter (RSC) and grid side converter (GSC). The voltage source converter decouples the electrical grid frequency and the mechanical rotor frequency, thus enabling variable speed operation. The control system consists of pitch angle controller and the converter controller. The power flow to the grid is controlled by the converter controller according to the optimal power characteristic. The pitch controller is only used at high wind speeds to control the generator speed. As this paper concentrates on partial load operation (cut in speed to rated speed) of WTs the pitch controller is considered inactive and its design details are not presented.

2.1. Wind speed model

Wind speed usually varies from one location to another over time in a stochastic manner. As it maintains a direct relation to the mechanical torque its evolution must be taken into account to simulate WECS dynamics. The wind model chosen in this paper is a four-component model adopted from [24], and defined as

$$V_w(t) = V_{wa} + V_{wr}(t) + V_{wg}(t) + V_{wn}(t) \tag{1}$$

The ramp component representing a steady increase in wind speed is given as

$$V_{wr}(t) = \begin{cases} 0 & \text{for } t < T_{sr}, \\ \hat{A}_r \frac{(t-T_{sr})}{(T_{er}-T_{sr})} & \text{for } T_{sr} \leq t \leq T_{er}, \\ \hat{A}_r & \text{for } t > T_{er} \end{cases} \tag{2}$$

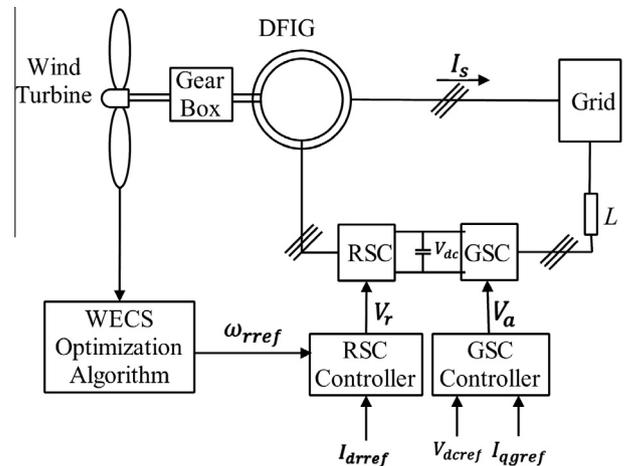


Fig. 1. DFIG based WECS and its control system.

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