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Author(s)	Lin, F; Chau, KT; Liu, C; Chan, CC; Ching, TW
Citation	The 28th International Electric Vehicle Symposium and Exhibition (EVS28), Kintex, Goyang, Korea, 3-6 May 2015. In Conference Proceedings, 2015, p. 1-6
Issued Date	2015
URL	http://hdl.handle.net/10722/217357
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Comparison of Hybrid-excitation Fault-tolerant In-wheel Motor Drives for Electric Vehicles

Fei Lin¹, K. T. Chau¹, Chunhua Liu¹, C. C. Chan¹, and T. W. Ching²

¹*Fei Lin, The University of Hong Kong, Pokfulam Road, Hong Kong, China, linfei@eee.hku.hk*

²*T. W. Ching, University of Macau, Macau, China, twching@umac.com*

Abstract

Hybrid-excitation in-wheel motor drive receives the attractive merit for its fault-tolerant operation. This paper gives the performance comparison of three types of hybrid-excitation in-wheel motor drives in electric vehicles (EVs) for their fault-tolerant operations. By using finite-time element analysis, the torque output is utilized as the fault indicator to investigate the performances of each motor drive under normal, faulty, and remedial operations.

Keywords: Fault-tolerant, electric vehicles (EVs), hybrid-excitation machine, in-wheel motor drive

1 Introduction

In recent years, electric vehicles (EVs) have been paid great attention on their fault-tolerant operation [1]-[4]. A single failure of the core components in EVs could lead to unexpected shutdown. In the literatures, the faults of EVs can be divided into four main sections, namely, battery, electric motor, power electronics, and powertrain [5]-[10]. Among them, electric motor drives receives great attention for its fault-tolerant operation [3].

As the main motive power converting components of EVs, electric motor faults are generally divided into two categories, namely, electric fault and mechanical fault [9]. It can also be subdivided into four main faults as following [11]-[14]: (1) Rotor-related fault; (2) Stator-related fault; (3) Bearing fault; (4) Eccentricity-related fault.

This paper aims to investigate the comparison of in-wheel motor drives for their fault-tolerant operations. By using time-stepping finite-element-analysis (TS-FEA), the performance comparison of three motor drives is presented. It demonstrates the torque performance of each

motor drive under normal, faulty, and remedial operations. The rest of the paper is organized as follow. Section II gives a review of motor faults in EVs. Section III illustrates the operation principles of the hybrid-excitation in-wheel motor drives. Section IV compares the performances of three motor drive models for their fault-tolerant operation. And Section V gives the conclusion.

2 Review of Motor Faults for EVs

Figure 1 represents an exploded diagram of induction machine and the corresponding fault occurrence rates. The machine mainly consists of stator, rotor, bearing, and shaft. And the bar chart indicates that stator-related fault and bearing fault are the dominating faults in electric motors [15]-[17]. For further classification and exploration, Table 1 summarizes the motor drive faults by percentage, cause, feature, frequency, and diagnostic approach [18]-[25]. It can be found that the frequency components of the corresponding faults on electric motor can be expressed by common mathematical expressions [23]. In addition, the presence of these faults can be detected by applying motor current signature analysis.

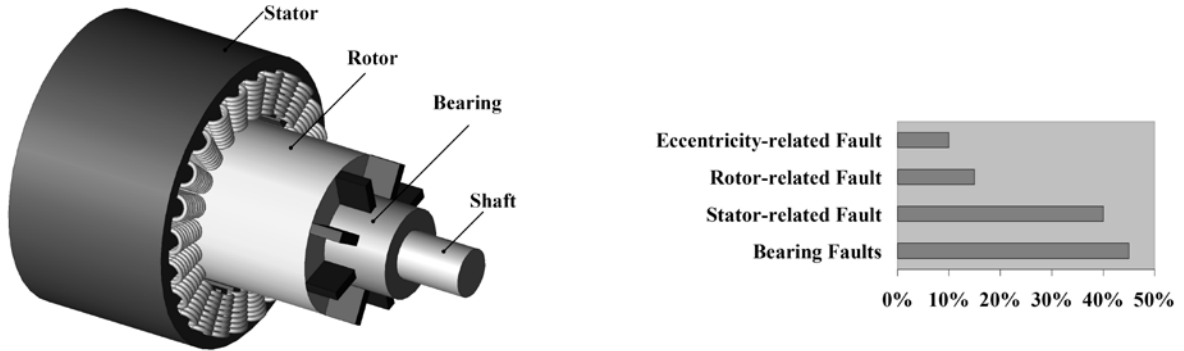


Figure 1: Exploded diagram of induction machine and the corresponding fault occurrence rates

Table 1: Power levels for charging (230V)

	Electrical Faults		Mechanical Faults	
	Rotor-related faults	Stator-related faults	Bearing faults	Eccentricity-related faults
Percentage	5%-10%	40%-50%	40%-50%	5%-10%
Cause	Thermal stress; Magnetic stress; Residual stress; Dynamic stress; Environmental stress; Mechanical stress;	High temperatures; Slack core lamination; Contamination due to oil, moisture, and dirt; Short circuit or starting stresses; Electrical discharges;	Contamination and corrosion; Improper lubrication; Improper installation of bearing;	Unequal air gap between the stator and rotor;
Feature	Broken rotor bar; Cracked rotor end rings; Shorted rotor field windings;	Abnormal connection of stator windings; Open or short circuit of stator windings;	Outer bearing race defect; Inner bearing race defect; Ball defect; Train defect;	Bend shaft; Static air-gap Irregularities; Dynamic air-gap irregularities;
Frequency	$f_s = (\eta/p(1-s) \pm s)f$ Where $\eta/p = 1, 2, 3,$	$f_s = (n/p(1-s) \pm k)f$ Where $n=1, 2, k=1, 3, 5, \dots$	$f_{bea} = f \pm n f_v $ Where $n=1, 2, \dots;$ f_v is vibration frequency	$f_{ecc} = [(N_r + n_d)(1-s)/p \pm k]$ Where n_d is NO. of rotor bar; $K=1, 3, 5, \dots$
Diagnostic approach	Spectrum analysis of motor current signature analysis; FFT based;	Flux-based technique; Motor current signature analysis; Power decomposition;	Traditional spectrum analysis; Envelop detection techniques	Spectrum analysis of motor current signature analysis;

3 Hybrid-Excitation In-Wheel Motor Drive

The paper aims to investigate the hybrid-excitation fault-tolerant in-wheel motor drive. Figure 2 presents a schematic diagram of the hybrid-excitation in-wheel motor drive [26]. It mainly consists of a three-phase rectifier, a braking chopper, a three-phase full-bridge inverter, an H-bridge converter, and a three-phase hybrid-excitation in-wheel motor. As can

be seen, the fault-tolerant operation of the motor drive is dependent of operation of the full-bridge inverter and the H-bridge converter. The three-phase full-bridge inverter aims to control the armature winding current independently, and the H-bridge converter has the capability of controlling the magnitude and direction of the DC field winding [27]-[28]. Hence, by controlling the three-phase full-bridge inverter and the H-bridge converter, the motor drive can perform the fault-tolerant operation.

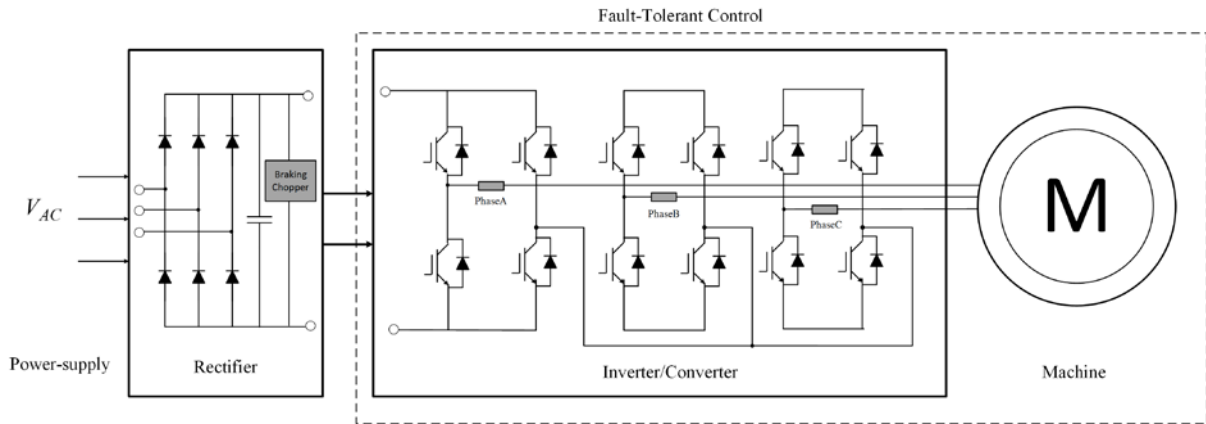


Figure 2: Hybrid-excitation in-wheel motor drive

Figure 3 shows the topologies of the proposed motors, which give a general presentation of the construction for the proposed machines. Three topologies are presented and compared in the study. Each topology has different construction in terms of rotor and stator. Type (a) is selected with the most common construction. While type (b) and type (c) are designed with in-wheel construction. Compared with type (c), it can be found that type (b) has double-layer stator construction, which consists of outer rotor, outer-layer stator, and inner-layer stator. Type (c) has only one outer-rotor and one stator.

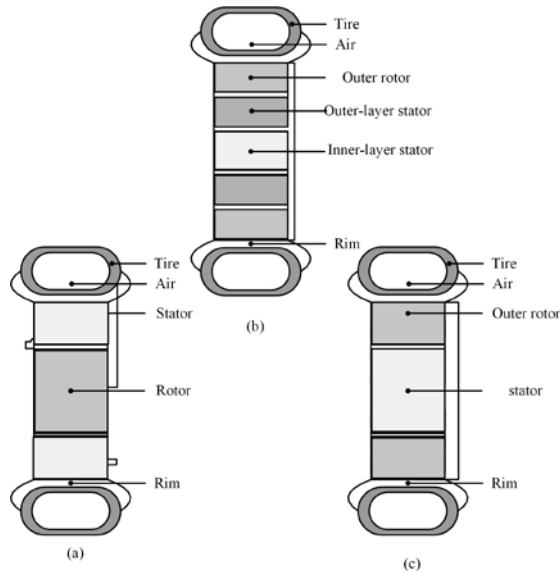


Figure 3: Motor topologies.

4 Performance Comparison of Fault-Tolerant Operation

As shown in Figure 4, the schematic diagrams of the proposed machines are presented [29]. It can be found that all proposed machines have DC windings as the hybrid field excitation. Furthermore, type (b) and type (c) have permanent-magnets (PMs) as the hybrid field excitation in addition to DC windings. Hence, with two sets of windings, the proposed machines possess the advantage of fault-tolerant capability.

4.1 Principle of Fault-Tolerant Operation

For the proposed machines, phase-current reconfiguration is applied to investigate the fault-tolerant operation. This approach aims to reconstruct the magnitude and phase angle of the phase currents to keep the magnetomotive force (MMF) constant after fault occurs. Open circuit fault is investigated in this study. In general, the three-phase current phasor is 120° apart in space from each other with the same magnitude under normal operation. Under phase A open circuit fault, i_a becomes zero, amplitudes of i_b and i_c are increased by 1.732, i_b is lagged by 30° and i_c is led by 30° . The sum of MMF generated by three-phase current is given by:

$$\begin{aligned} \text{MMF} &= \text{MMF}_a + \text{MMF}_b + \text{MMF}_c \\ &= Ni_a + aNi_b + a^2Ni_c \end{aligned} \quad (1)$$

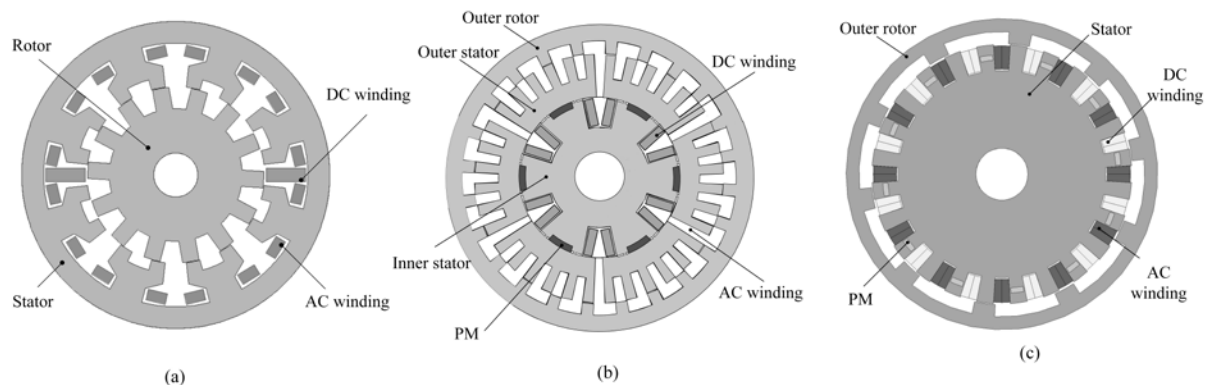


Figure 4: 2-D diagrams of proposed three machines

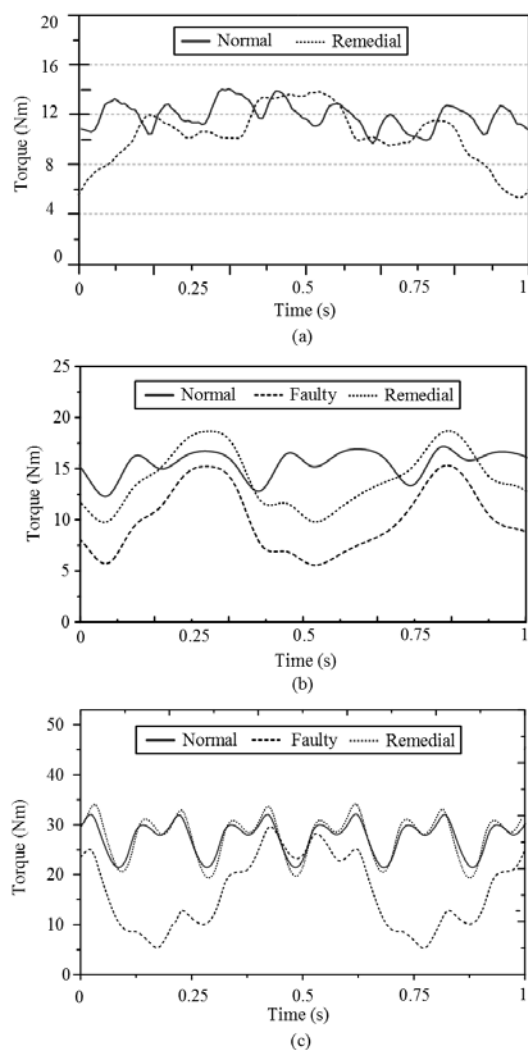


Figure 5: Fault-tolerant performance under normal, faulty, and remedial operation

4.2 Torque Performance Analysis

Table 2: Toque performance comparison

Model	Operation modes	Torque ripple	Average torque
Type A	Normal	34.5%	12.2Nm
	Faulty	-	-
	Remedial	82.4%	11.9Nm
Type B	Normal	32.5%	15.1Nm
	Faulty	87.6%	10.5Nm
	Remedial	58.6%	14.5Nm
Type C	Normal	39.1%	27.4Nm
	Faulty	96.3%	17.9Nm
	Remedial	41.8%	27.3Nm

By performing time-stepping finite element analysis (TS-FEA), the performances of the proposed operations can be calculated and analysed. The torque performance of the proposed machines under normal, faulty, and remedial operation are depicted in Figure 5. It can be found that the phase-current reconfiguration approach is able to remedy the open circuit fault and retrieve the torque level as the normal operation does.

The corresponding torque ripple rate and average torque results are quantitatively compared and summarized in Table 2. With type (a), the remedial operation can retrieve almost the same torque value as the normal operation, which shows around 12 Nm. But the torque ripple shows distinct fluctuation after remedial operation, which increases from 34.5% to 82.4%. For type (b), the normal operation and remedial operation show almost the same average torque of around 15 Nm, the faulty average torque value is only 10.5 Nm. It is noted that the torque ripple drops from 87.7% to 58.6% after remedial phase-current reconfiguration. Similarly, type (c) successfully retrieves nearly the same average torque value

with the remedial operation. And the torque ripple is 39.1% under normal operation and 41.8% under remedial operation. The faulty torque ripple is 96.3%. Hence, all the proposed machines have the capability of fault-tolerant operation. They are able to retrieve the torque level after phase-current reconfiguration. It should be noted that type (a) has slightly higher torque ripple than the other two modes, which is due to the reason that the other two machines have PMs as the hybrid field excitation in addition to DC windings.

5 Conclusion

In this paper, the performance comparison is conducted with three hybrid-excitation machines for fault-tolerant operation. The torque output is used as the fault indicator. By applying phase-current reconfiguration, the proposed machines are able to remedy the open-circuit fault and retrieve nearly the same torque level. By comparison, it reveals that machine type (a) has lower capability in controlling the torque ripple, which is owing to the lack of PM as the hybrid excitation source.

Acknowledgments

This work was supported by a grant (Project No. HKU SFPBR 201210159060) from The University of Hong Kong, Hong Kong Special Administrative Region, China.

This work was also supported and funded by the grant of Basic Research Program (Project Code: CYJ20120831142942515), Science, Technology and Innovation Commission of Shenzhen Municipality (SZSTI), China.

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