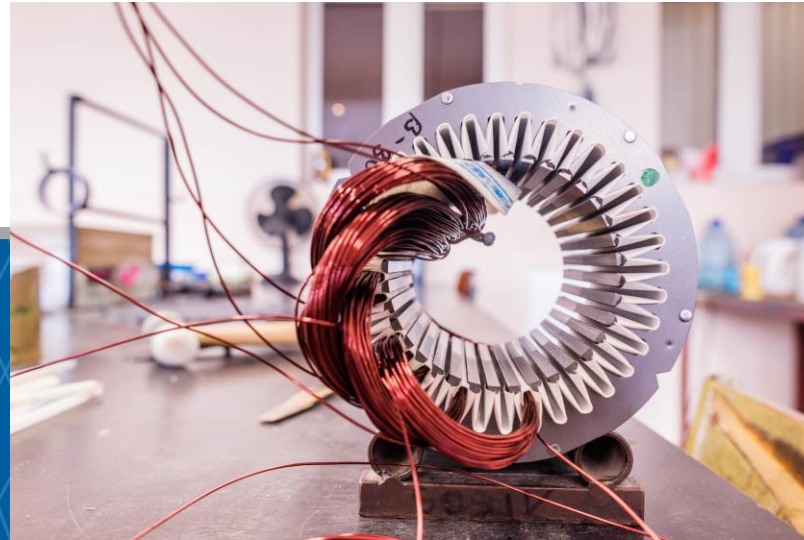


PMSM Model Fidelities and Their Implementation in Simulation

Dakai Hu, Ph.D
MathWorks Sr. Application Engineer
5/27/2020



On PMSM Model Fidelity and its Implementation in Simulation

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Abstract—Choosing the right fidelity of PMSM model for different applications help control engineers save time spent in developing system level models and testing the hardware. In this paper, three levels of PMSM model fidelity are explained from the simulation point of view and the temperature dependency is independently analyzed. Practical saturation and spatial harmonics PMSM modeling and workflows involving ANSYS Maxwell and Matlab Simulink are proposed in this paper for the fast creation of high fidelity models. The detailed workflow of creating a high fidelity reduced order model for a Permanent Magnet Synchronous Machine (PMSM) in Maxwell and the steps to import the ROM to Simulink for control algorithm development are also discussed.

Index Terms—Finite Element, PMSM, Control, High Fidelity, Harmonics, Saturation, Temperature, ROM.

I. INTRODUCTION

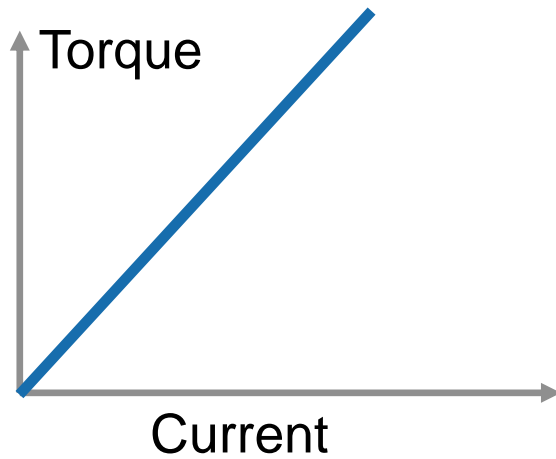
Control engineers in the motor drives and power electronics area commonly use simulation for algorithm design proof-of-concept studies. A system level simulation of motor drives usually consists of the controller model, power electronics circuits and the motor plant model. It is up to the control engineer to choose the proper level of fidelity for different applications. High fidelity switching circuits and motor models are not always required because they have limited simulation

build high fidelity PMSM models that can reach the fidelity of FEA models, or sometimes directly coupling their controller model with the FEA model [1], [2]. However, the direct coupling between finite element model and the control circuit leads to very slow simulation speed. This situation is even worse when PWM control is included in the circuit. Hence, a Reduced Order Model (ROM) is often used to replace the finite element model.

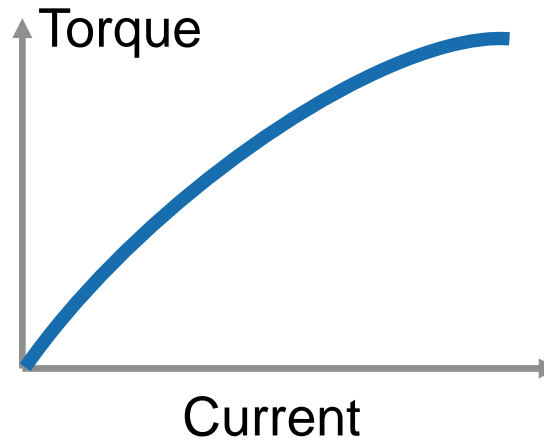
The ROMs can be constructed based on different levels of fidelity needs. In this paper, we will first talk about the ROMs in terms of three different fidelity levels. We will also analyze the impact of the machine's operating temperature on the nonlinear characteristics of the machine. And then we will continue to discuss in details about the simulation implementation of the high fidelity ROM, which is a look-up table based model in the Matlab/Simulink environment. In this model the table data is generated from Maxwell finite element results that consider both spatial harmonics and nonlinearity of material properties. The workflows of generating the FEA data and importing the data to Simulink are documented in this paper as well.

II. OVERVIEW OF THREE FIDELITY LEVELS OF PMSM ROM

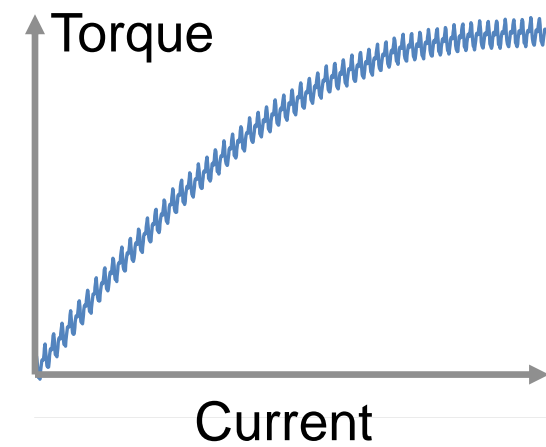
Three Levels of PMSM Model Fidelity



Lumped Parameter

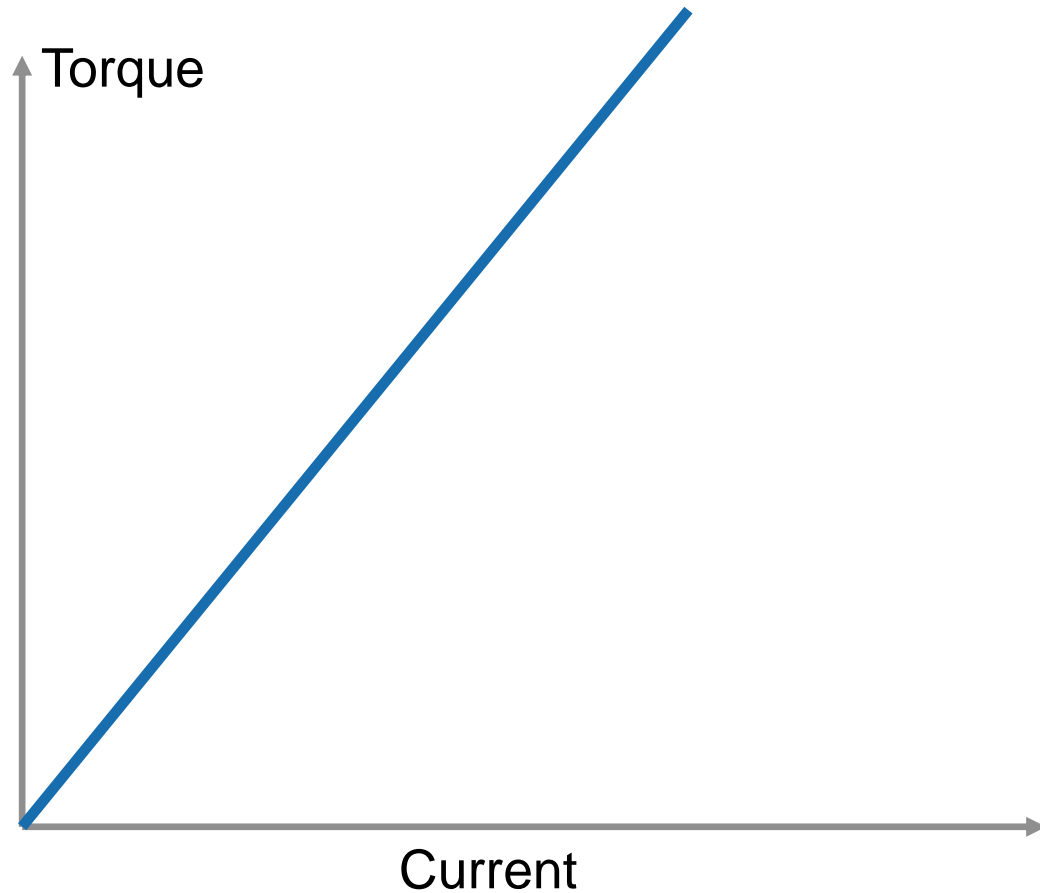


Saturation



Saturation +
Spatial Harmonics

Lumped-Parameter Model



Electrical Model

$$v_d = Ri_d - L_q p \omega_r i_q + L_d \frac{d}{dt} i_d$$

$$v_q = Ri_q + p \omega_r (L_d i_d + \lambda) + L_q \frac{d}{dt} i_q$$

$$\omega_e = p \omega_r$$

$$T_e = 1.5p [\lambda i_q + (L_d - L_q) i_d i_q]$$

$$T_e = K_t i_q \quad (\text{assumes round rotor, } L_d = L_q)$$

Mechanical Model

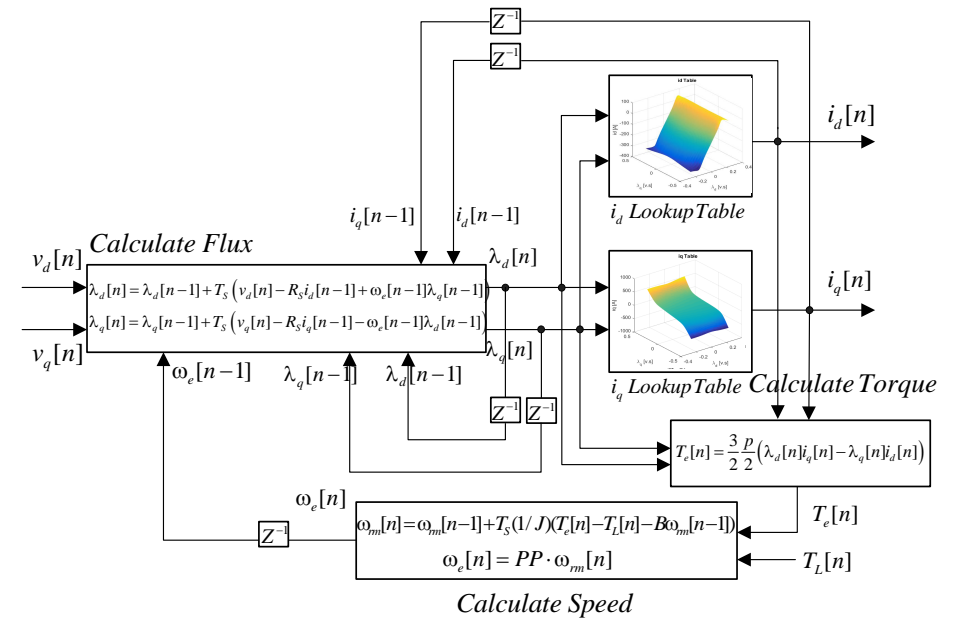
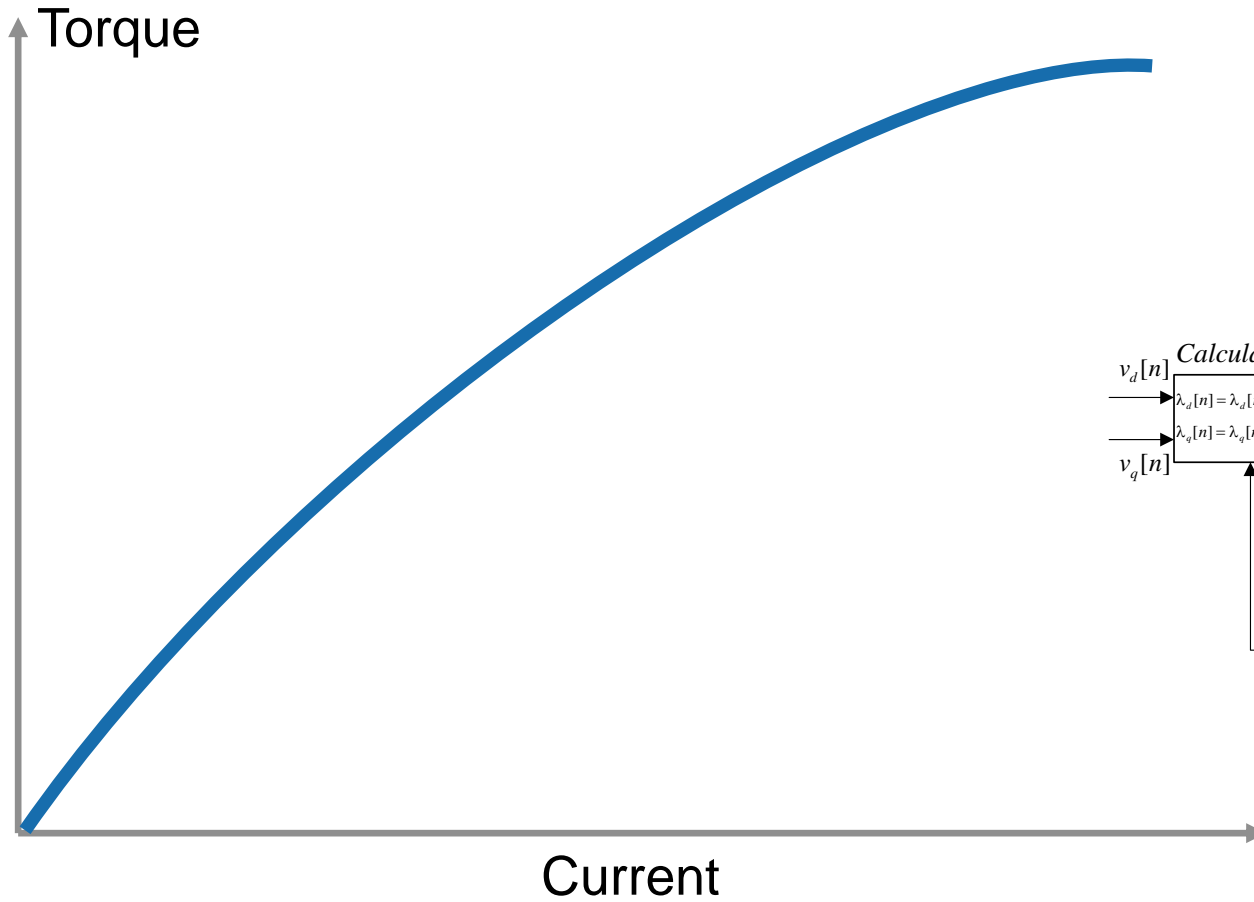
$$\frac{d}{dt} \omega_r = \frac{1}{H} (T_e - \text{sgn}(\omega_r) J_0 - b \omega_r - T_{load})$$

How to Get Those Parameters ?

Motor Tests	Parameters Identified	Identification method
Back EMF Test	Number of Pole Pairs (p) Flux Linkage Constant (λ) Torque Constant (K_t)	Calculation
Friction Test	Viscous Damping Coefficient (b) Coulomb Friction (J_0)	Curve fitting
Coast Down Test	Rotor Inertia (J)	Curve fitting
DC Voltage Step Test	Resistance (R) Inductance (L)	Parameter estimation

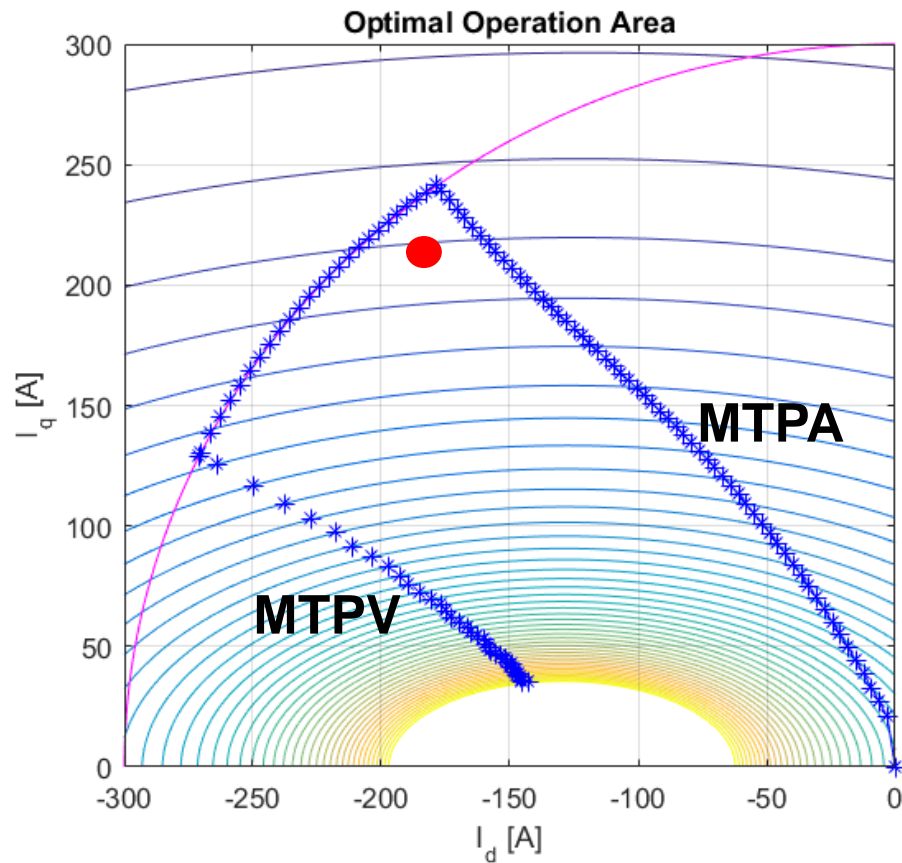
<https://www.mathworks.com/company/newsletters/articles/creating-a-high-fidelity-model-of-an-electric-motor-for-control-system-design-and-verification.html>

Saturation Model

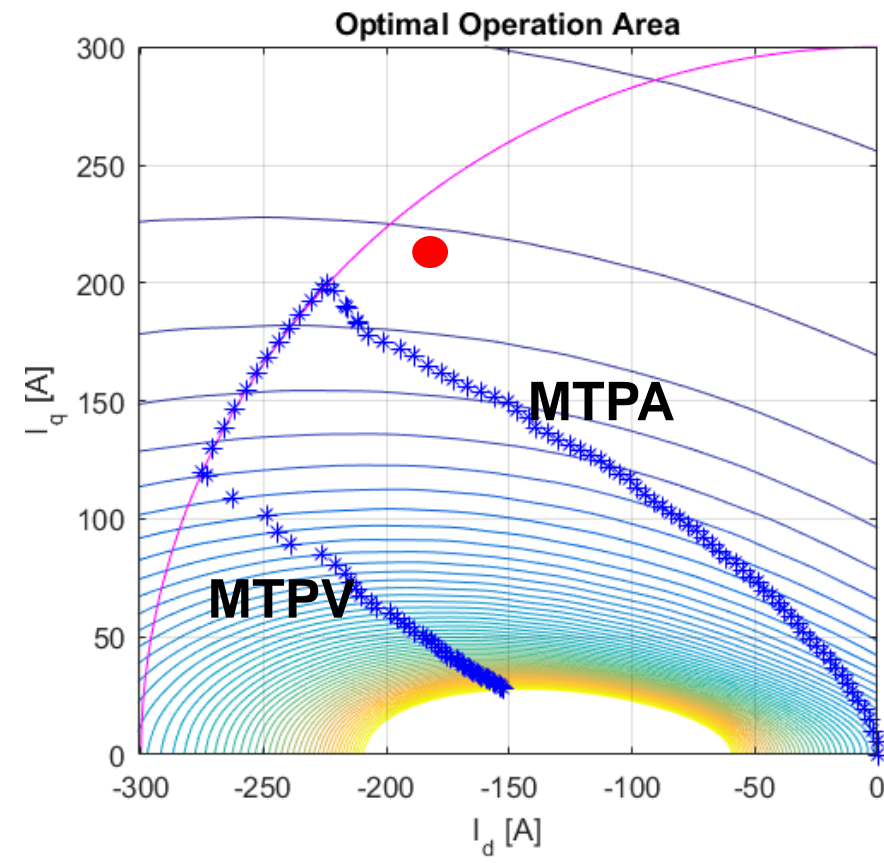


Impact of Saturation on Flux-Weakening Operation

- The optimal FW operation area is the enclosed area defined by the MTPA and MTPV line

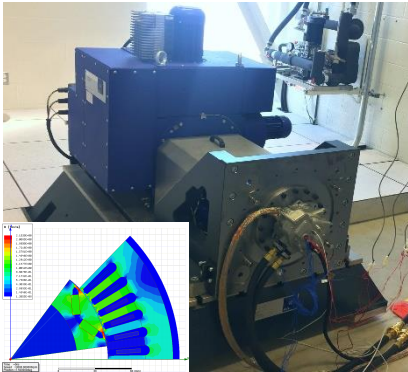


Linear Model

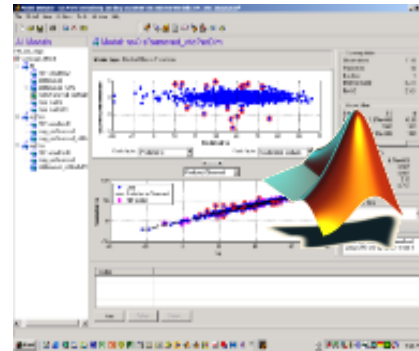


Saturation Model

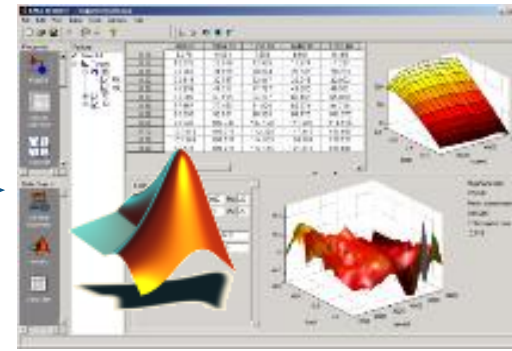
Bonus: Generating optimal torque control and flux-weakening calibration using Model-Based Calibration Toolbox (MBC)



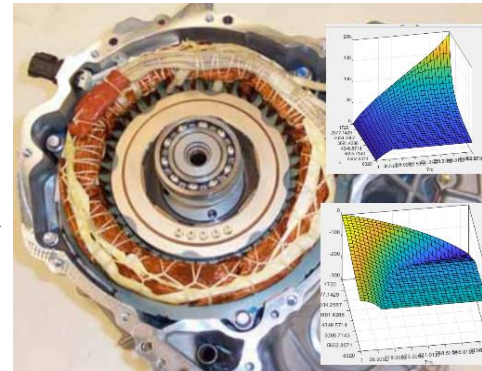
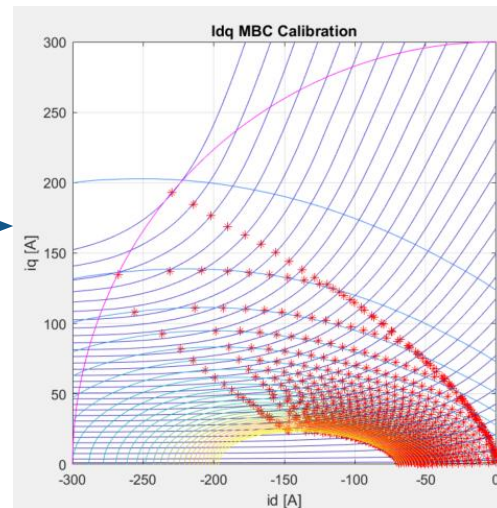
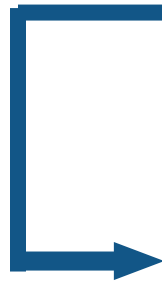
DoE



Data Modeling

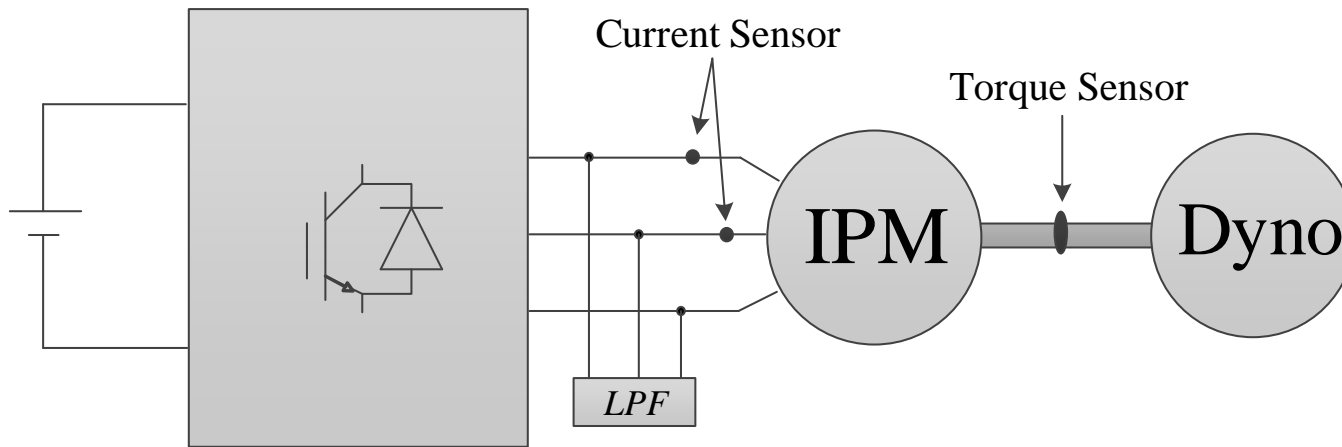


Calibration

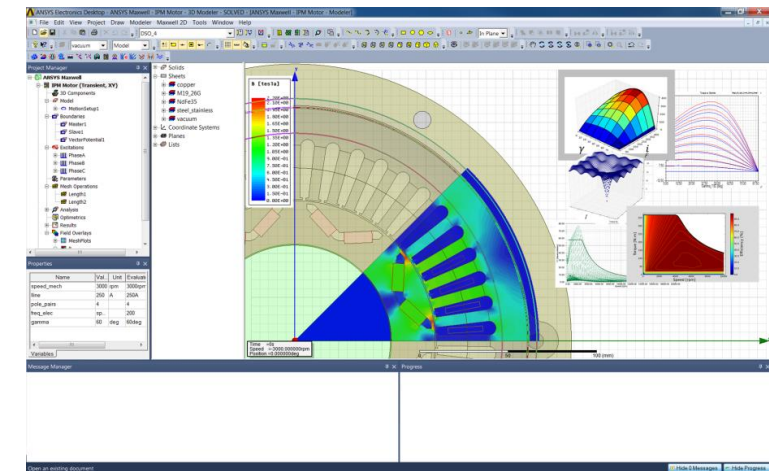


Implementation

Two Ways to Obtain Saturation Data

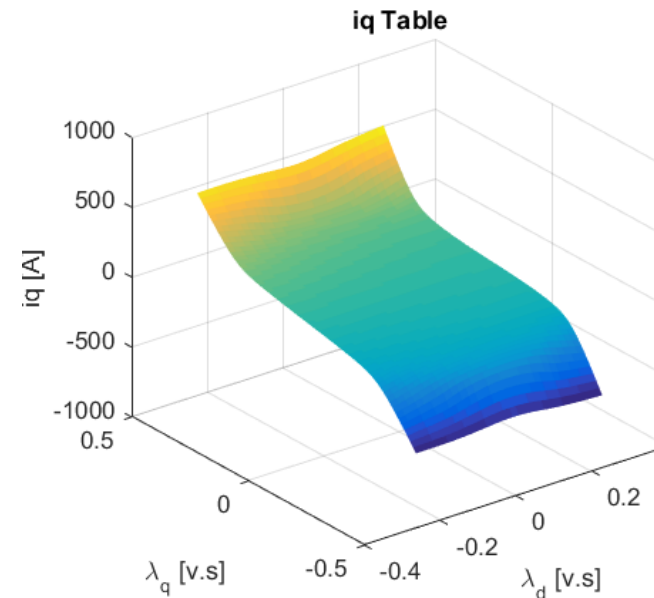
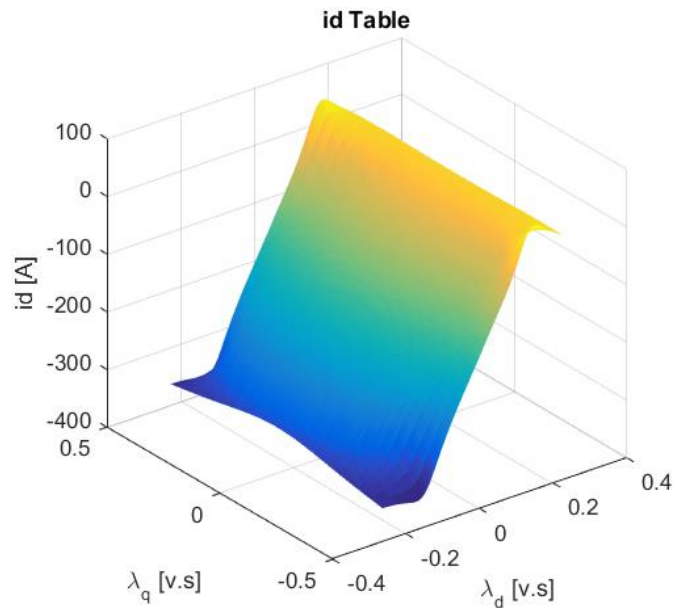
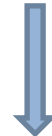
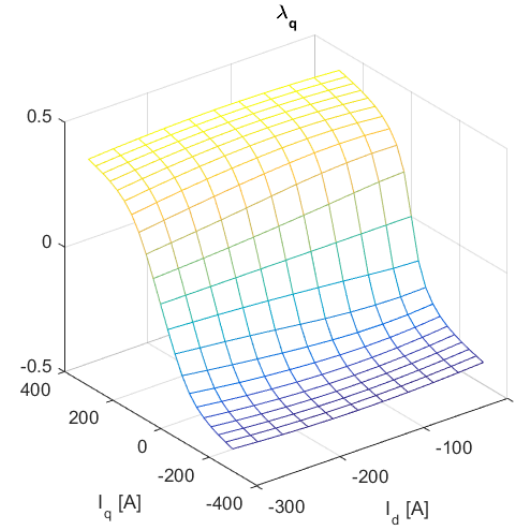
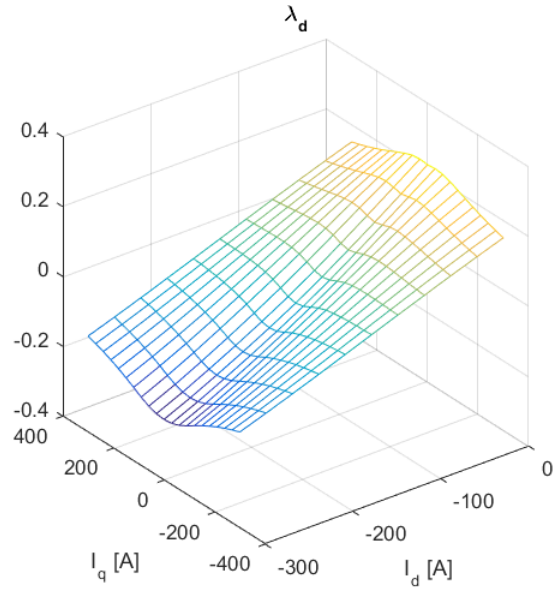


Dyno testing

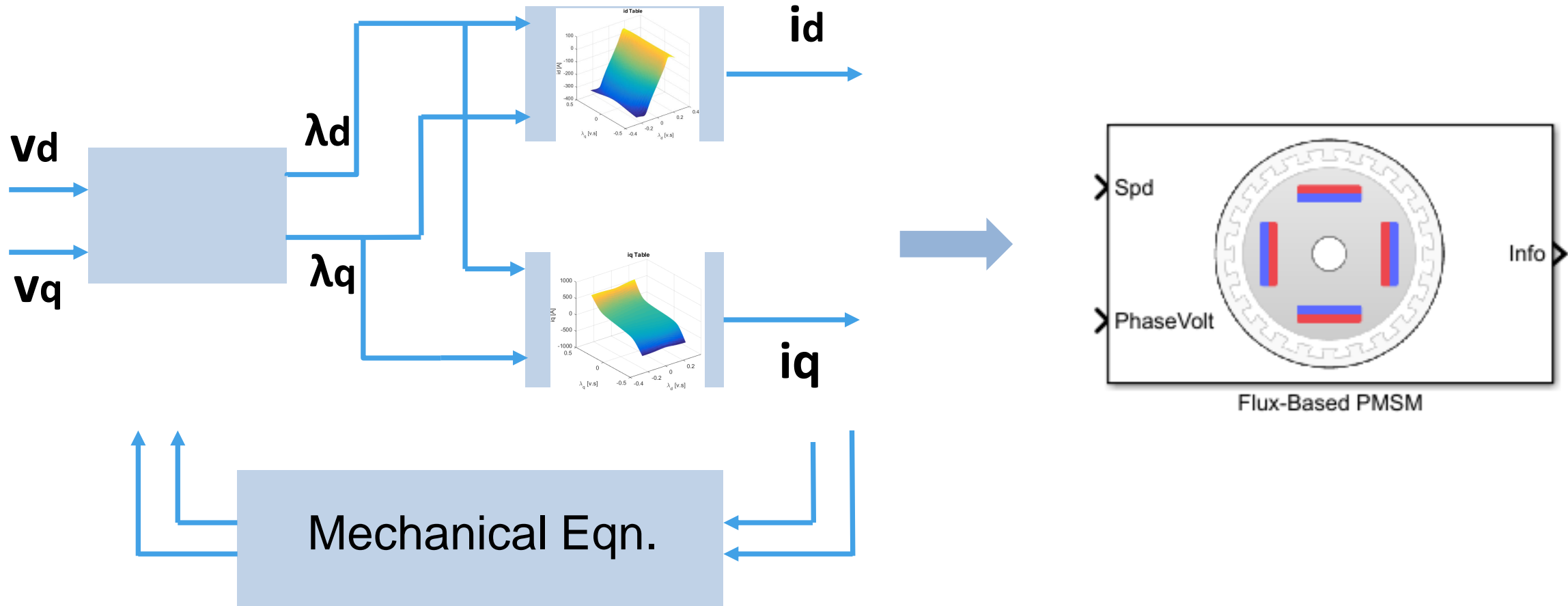


FEA

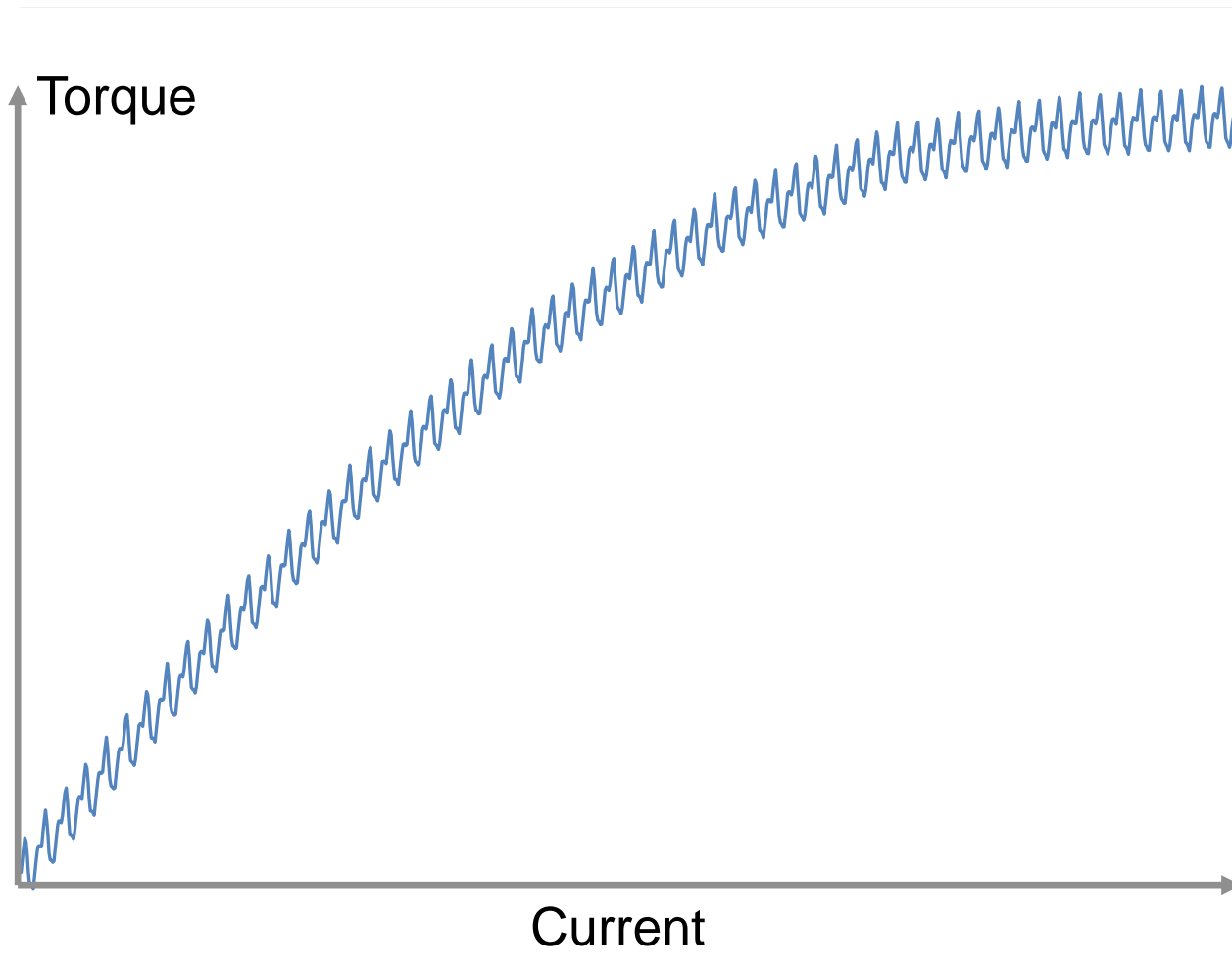
Nonlinear Flux and Current Tables



Saturation PMSM Model in Powertrain Blockset



Saturation + Spatial Harmonics Model



”
 If you compare a 2004 and a 2014 Toyota Prius, you will see that the amount of suspension used for vibration-mitigation has been greatly reduced.

A CLOSER LOOK AT TORQUE RIPPLE

Q&A with Dr. Nir Vaks,
 Co-founder and CTO at Continuous Solutions
 By Christian Ruoff



Minimization of torque ripple is important for motors in many applications, because it is one of the main causes of vibration.



The Switched Reluctance Motor, or SRM, is often discussed as a prime choice for the next-generation EV traction motor. It is simple, robust, and arguably the least expensive of all motor types to manufacture. However, SRMs are notoriously difficult to control, and prone to emitting significant amounts of vibration and acoustic noise. The good news is that the disadvantages are not insurmountable. The demands of precise current control and acoustic noise production are being met by computational-intensive control strategies and high-power microcontroller ICs. At the same time, much research is underway to tackle the vibration and acoustic noise problems. Dr. Nir Vaks, co-founder and CTO at Continuous Solu-

tions LLC, is one of those researchers. Dr. Vaks and his colleagues are working on a number of R&D projects, including an in-wheel motor design, a high-efficiency gear set, and a novel approach to torque ripple mitigation recently funded by a US Department of Defense grant. Minimization of torque ripple is important for motors in many applications, because it is one of the main causes of vibration that leads to premature wear on the drivetrain components and that poorly acoustic noise that plagues SRMs. Charged recently caught up with Dr. Vaks to take a closer look at torque ripple in electric machines and his novel approach to active mitigation.

10

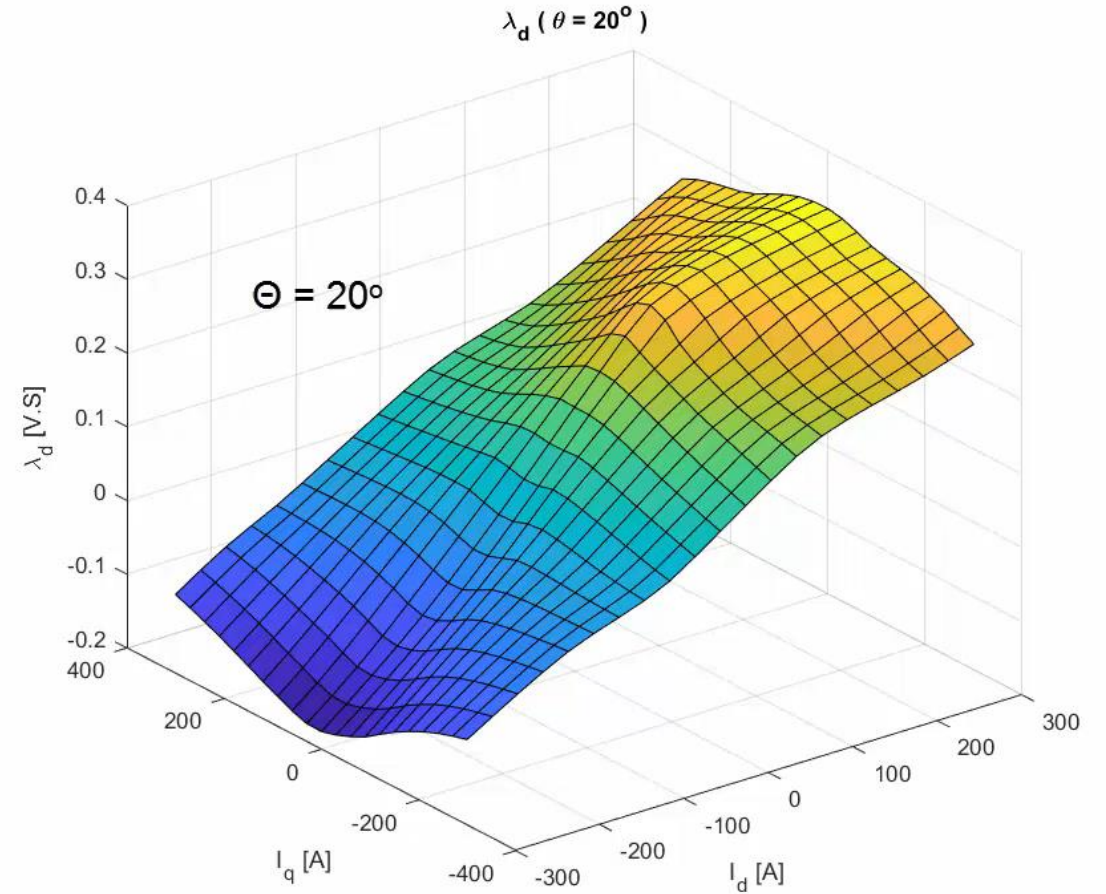
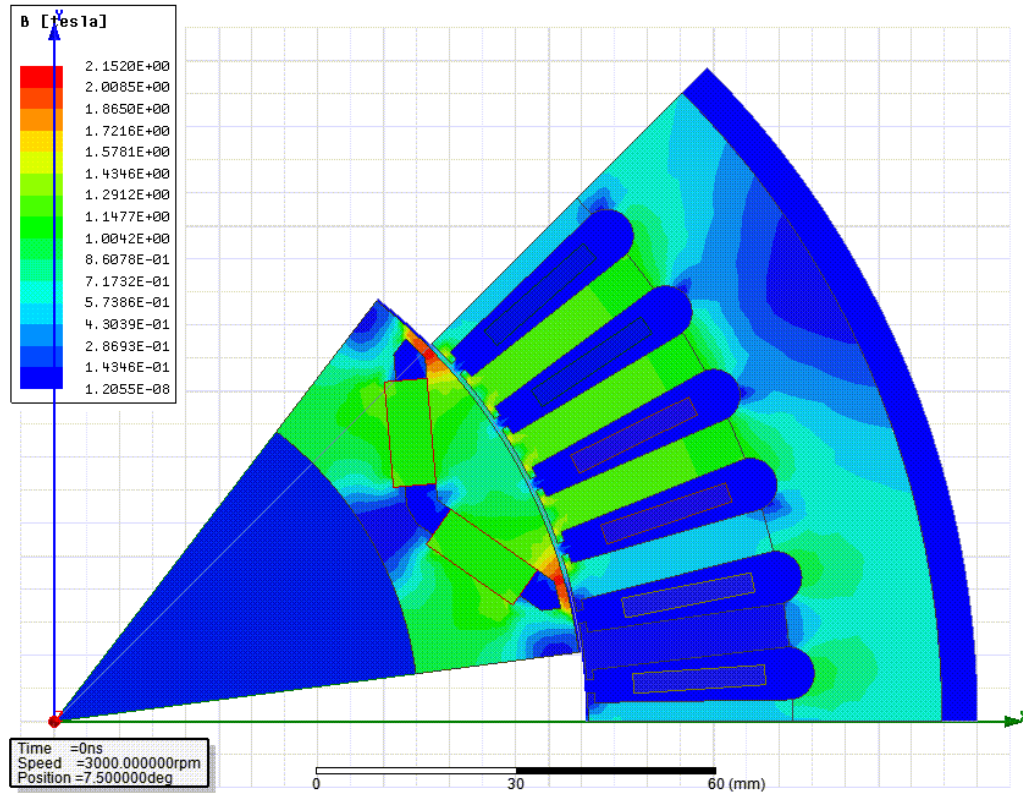
Switched Reluctance Motor

Figure 1: Typical SRM design

The physical principles behind the reluctance motor are fairly simple. The trick is that the magnetic analog of current, called flux, wants to travel the path of least magnetic resistance, called reluctance. The reluctance of any material is inversely proportional to its permeability, which is a measure of how strongly it attracts magnetic field lines. Thus, a reluctance motor normally operates with alternating regions of high and low reluctance, and a stator with several electromagnets that will be energized to separate the magnetic flux lines and pull the low reluctance regions of poles along. This is quite a bit different from the way most electric motors operate. In a typical electric motor, the interaction of two separate magnetic fields, both from an armature and a permanent magnet, will drive the reluctance motor torque is strictly from magnetic attraction.

Figure 1 shows a typical SRM design. In this case, the rotor has four poles and the stator has six poles. The rotor poles are spaced 60 degrees apart, and the stator poles are spaced 30 degrees apart. The rotor poles are labeled 'Rotor Pole' and the stator poles are labeled 'Stator Pole'. The air gap between the rotor and stator is labeled 'Air Gap'.

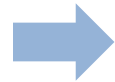
Rotor Position Dependency



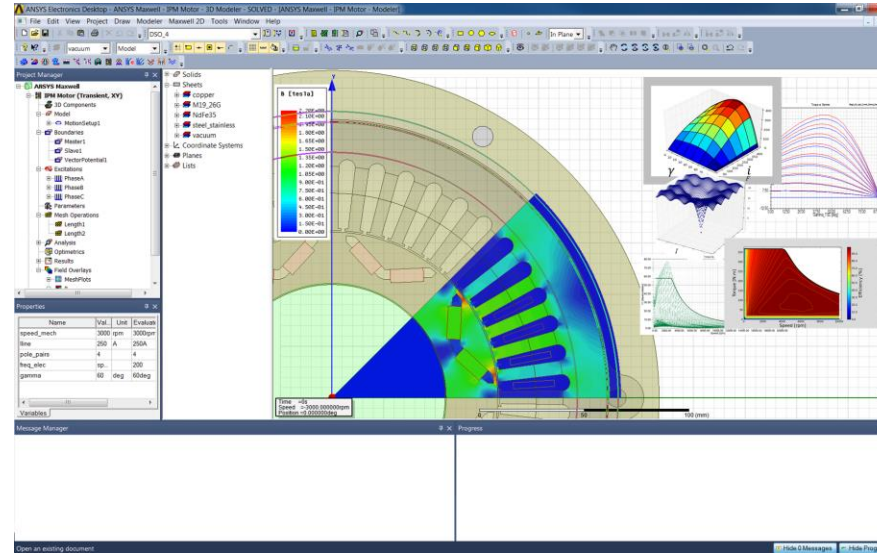
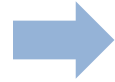
Animation: flux variation at different rotor position

How to Obtain Saturation + Spatial Harmonics Data ?

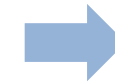
Current



Rotor Position



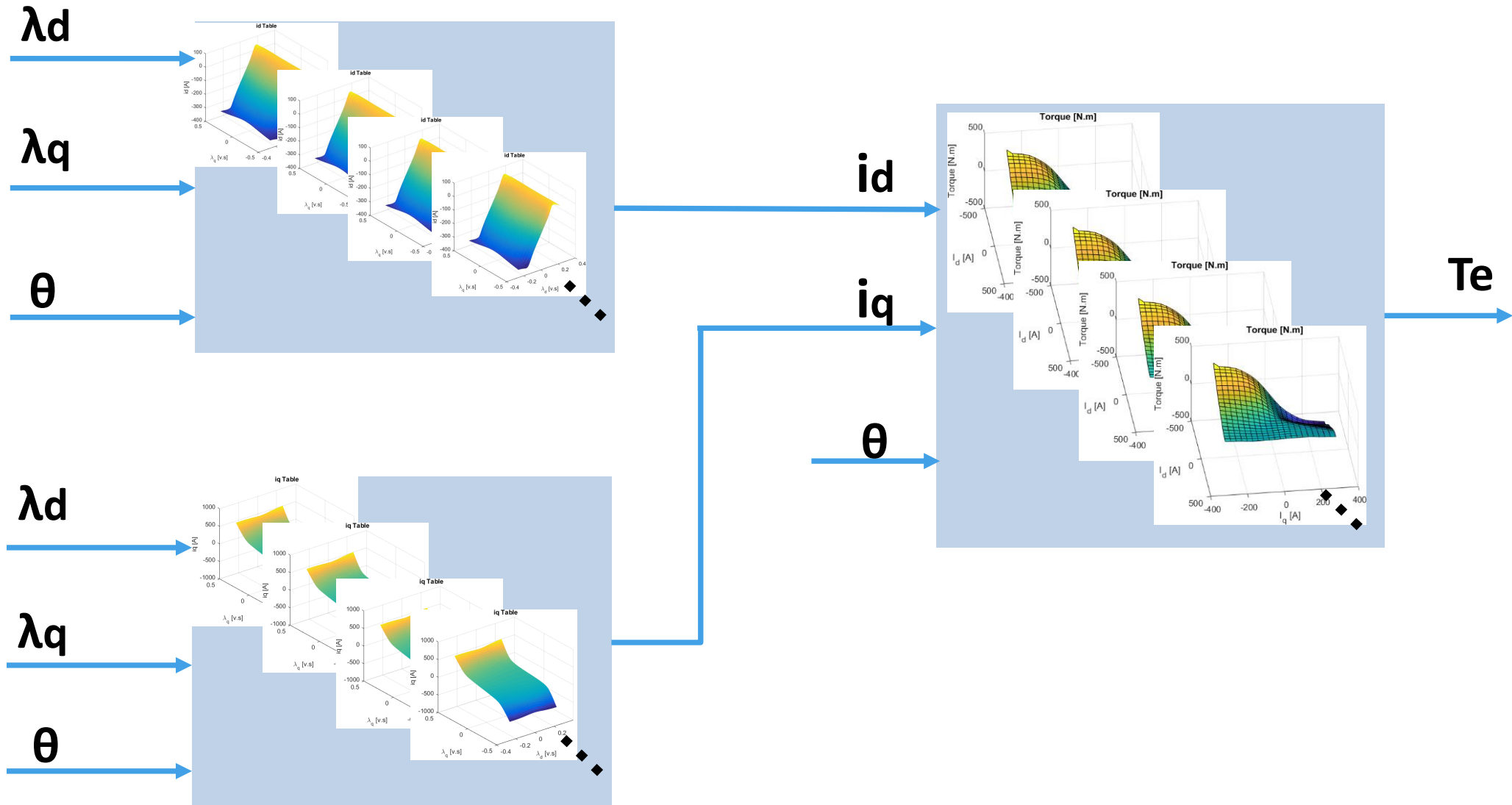
Flux Linkage



Torque

Sweep in FEA Tool

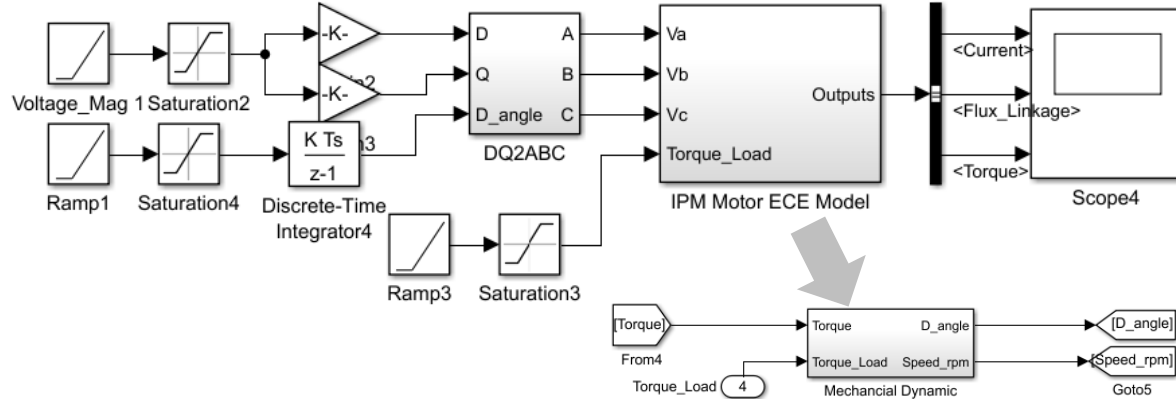
Saturation + Spatial Harmonics Model Core Structure in Simulink



Saturation + Spatial Harmonics Model Validation Using ANSYS Maxwell FEA Data

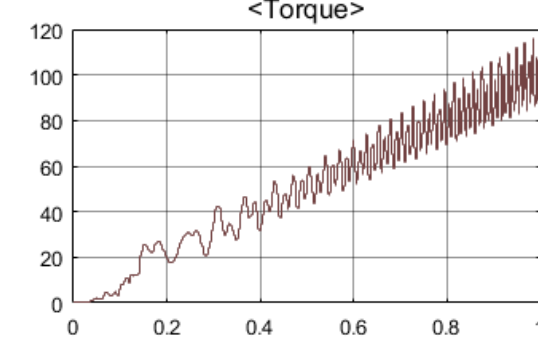
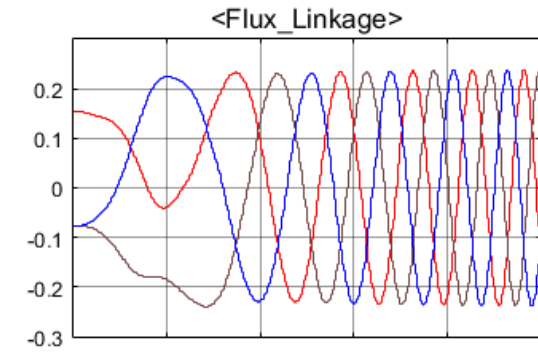
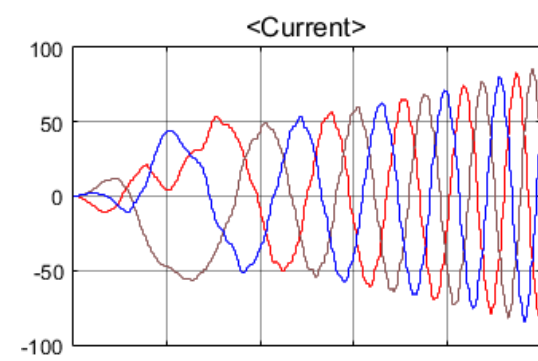
Voltage input with mechanical dynamic Mechanical & Electrical

**Flux to Current Lookup - Inversed Maxwell Result
Mechanical Transient Display**
**Voltage = 50, Frequency = 20 Hz (300rpm Steady State),
 Load Torque = 250Nm, Rotor Inertia = 0.054
 Phase Resistance = 0.069 Ohm**

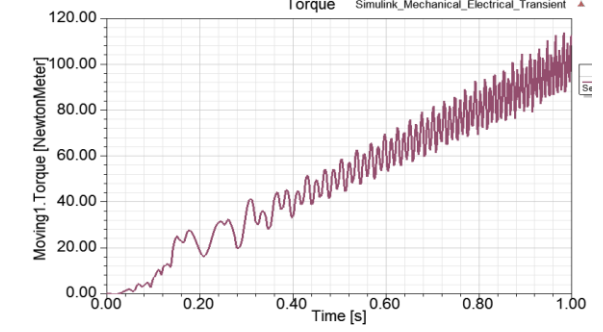
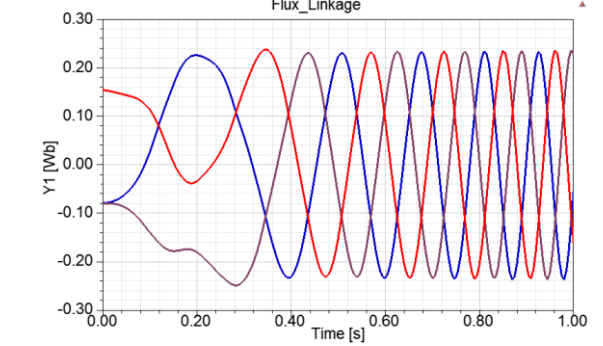
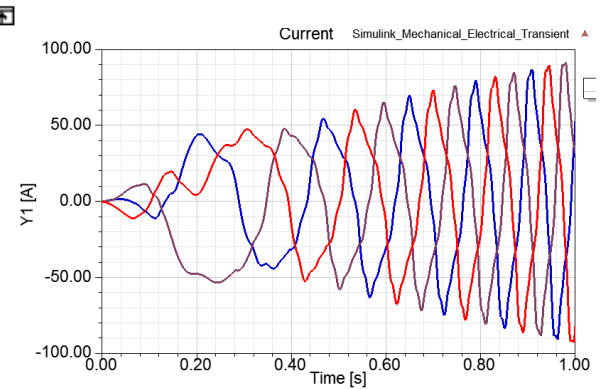


- Simulink result is compared with Maxwell result. The results are very close.
- Mechanical dynamic is considered.

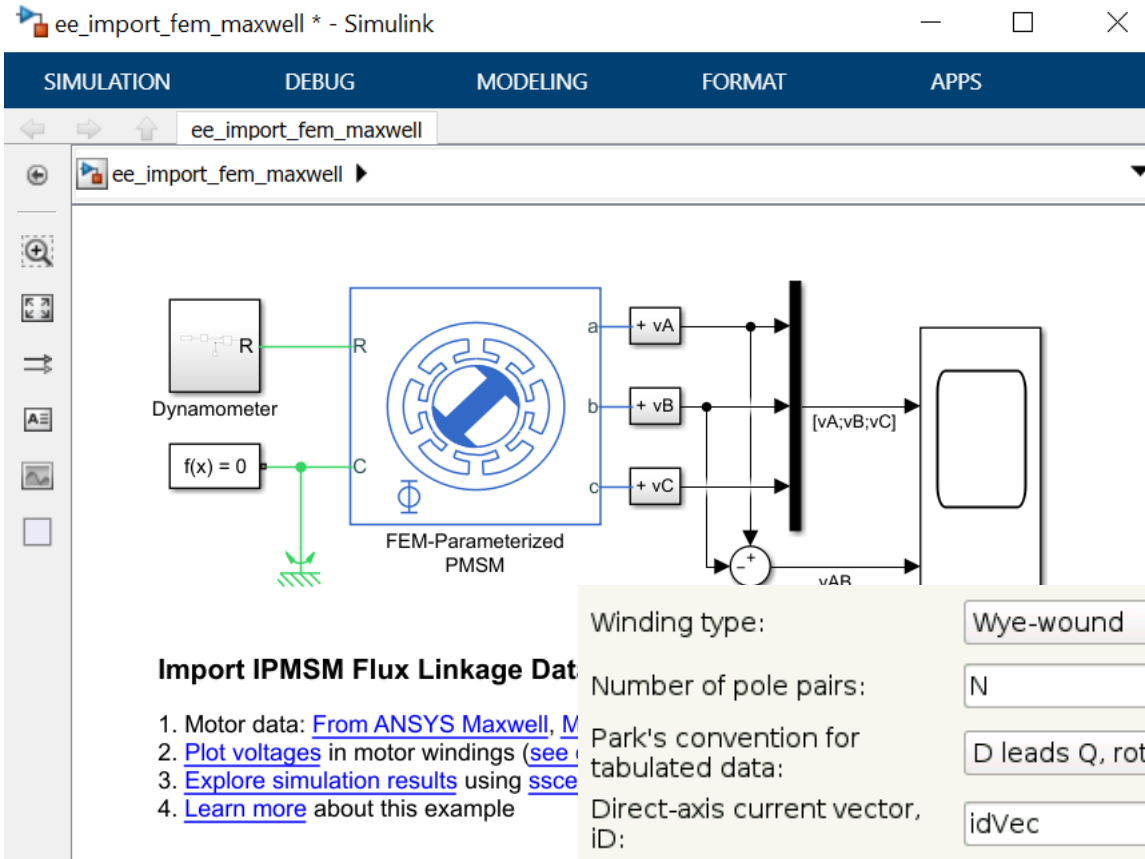
Simulink Result



Maxwell Result



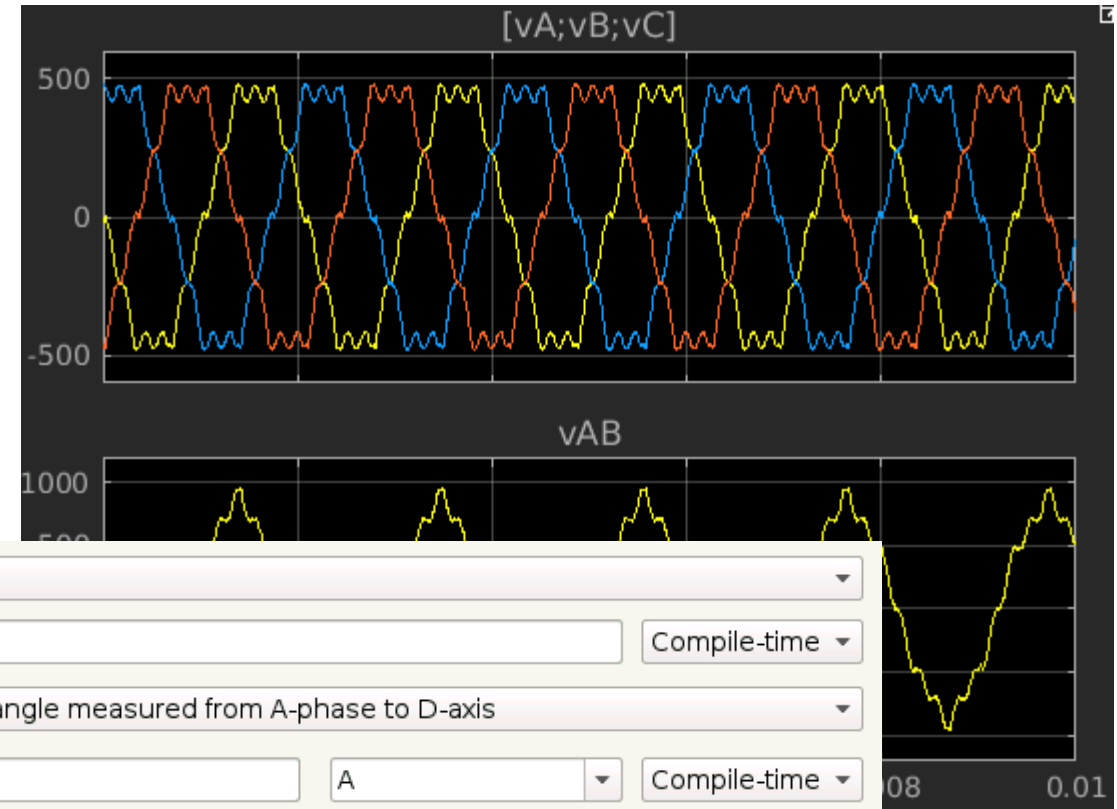
Example: Importing PMSM data from ANSYS Maxwell (since R2018a)



Import IPMSM Flux Linkage Data

1. Motor data: [From ANSYS Maxwell](#), [V](#)
2. [Plot voltages](#) in motor windings ([see](#) [V](#))
3. [Explore simulation results](#) using [ssce](#)
4. [Learn more](#) about this example

Winding type:	Wye-wound		
Number of pole pairs:	N	Compile-time	
Park's convention for tabulated data:	D leads Q, rotor angle measured from A-phase to D-axis		
Direct-axis current vector, i_D :	idVec	A	Compile-time
Quadrature-axis current vector, i_Q :	iqVec	A	Compile-time
Rotor angle vector, theta:	angleVec	deg	Compile-time
D-axis flux linkage, $F_d(i_D, i_Q, \theta)$:	fluxD	Wb	Compile-time
Q-axis flux linkage, $F_q(i_D, i_Q, \theta)$:	fluxQ	Wb	Compile-time
Torque matrix, $T(i_D, i_Q, \theta)$:	torque	N*m	Compile-time



Example: Importing PMSM data from ANSYS Maxwell (R2018a)

1. Swap comment character *->%

2. Define # pole pairs

3. Fix syntax defining independent vectors

4. Put data into MATLAB array

5. Reshape into MATLAB 3D arrays and re-order independent variables

```

1 ***** x ***** 1
2 % © 2017 ANSYS, Inc. Unauthorized use, distribution, or duplication is prohibit x % © 2017 ANSYS, Inc. Unauthorized use, distribution, or duplication is prohibit 2
3 % ANSYS and all other ANSYS, Inc. product names are trademarks or registered tra x % ANSYS and all other ANSYS, Inc. product names are trademarks or registered tra 3
4 % of ANSYS, Inc. or its subsidiaries in the United States or other countries. Th x % of ANSYS, Inc. or its subsidiaries in the United States or other countries. Th 4
5 % is reproduced with permission of ANSYS, Inc. x % is reproduced with permission of ANSYS, Inc. 5
6 ***** x ***** 6
7 % Data exported from ANSYS Maxwell with edits to map to MATLAB workspace paramet < 7
8 % 8
9 %B_BasicData x B_BasicData 9
10 % Version 1.0 x Version 1.0 10
11 % Poles 8 x Poles 8 11
12 %E_BasicData x E_BasicData 12
13 . 13
14 N = 8/2; % Number of pole pairs < 14
15 < 15
16 %B_PhaseImp 3 x B_PhaseImp 3 16
17 % PhaseA 1.0000000000e-003 1.0000000000e-006 x PhaseA 1.0000000000e-003 1.0000000000e-006 17
18 % PhaseB 1.0000000000e-003 1.0000000000e-006 x PhaseB 1.0000000000e-003 1.0000000000e-006 18
19 % PhaseC 1.0000000000e-003 1.0000000000e-006 x PhaseC 1.0000000000e-003 1.0000000000e-006 19
20 %E_PhaseImp x E_PhaseImp 20
21 . 21
22 %B_Sweepings x B_Sweepings 22
23 idVec = [-300 -270 -240 -210 -180 -150 -120 -90 -60 -30 0 30 60 90 120 150 180 2 x Id_Iq (21: -300 -270 -240 -210 -180 -150 -120 -90 -60 -30 0 30 60 90 120 150 180 2 23
24 iqVec = [-300 -270 -240 -210 -180 -150 -120 -90 -60 -30 0 30 60 90 120 150 180 2 x (21: -300 -270 -240 -210 -180 -150 -120 -90 -60 -30 0 30 60 90 120 150 180 2 24
25 angleVec = [0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 x Rotate (31: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 25
26 %E_Sweepings x E_Sweepings 26
27 . 27
28 %B_OutputMatrix DQ0 x B_OutputMatrix DQ0 28
29 data = [ 29
30 % index fluxD fluxQ flux0 to < 30
31 0 -9.2992778243e-002 -3.0267057235e-001 1.8234800169e-002 4.61046 . 0 -9.2992778243e-002 -3.0267057235e-001 1.8234800169e-002 4.61046 31
32 1 -9.0987676349e-002 -3.0591807470e-001 1.9205679741e-002 4.19517 . 1 -9.0987676349e-002 -3.0591807470e-001 1.9205679741e-002 4.19517 32
33 2 -8.4771017229e-002 -3.0776350351e-001 1.9448601014e-002 3.82243 . 2 -8.4771017229e-002 -3.0776350351e-001 1.9448601014e-002 3.82243 33
34 [13664 unmodified lines hidden]
35 13667 2.5210525760e-001 2.3304881803e-001 -2.0207573865e-002 -9.89815 . 13667 2.5210525760e-001 2.3304881803e-001 -2.0207573865e-002 -9.89815 35
36 13668 2.5454134920e-001 2.3227576087e-001 -2.0042732367e-002 -4.25083 . 13668 2.5454134920e-001 2.3227576087e-001 -2.0042732367e-002 -4.25083 36
37 13669 2.5065751505e-001 2.3835741035e-001 -1.9799136190e-002 -1.08133 . 13669 2.5065751505e-001 2.3835741035e-001 -1.9799136190e-002 -1.08133 37
38 13670 2.4223625458e-001 2.4758221016e-001 -1.9306495224e-002 -1.75606 x 13670 2.4223625458e-001 2.4758221016e-001 -1.9306495224e-002 -1.75606 38
39 %E_OutputMatrix x E_OutputMatrix 39
40 . 40
41 % Extract independent vector dimensions < 41
42 nx = length(angleVec); < 42
43 nIq = length(iqVec); < 43
44 nId = length(idVec); < 44
45 . 45
46 % Order for data is angle->Iq->Id. Reshape to 3D matrices and permute < 46
47 % order to Id->Iq->angle. < 47
48 fluxD = permute(reshape(data(:,2), [nx,nIq,nId]), [3,2,1]); < 48
49 fluxQ = permute(reshape(data(:,3), [nx,nIq,nId]), [3,2,1]); < 49
50 flux0 = permute(reshape(data(:,4), [nx,nIq,nId]), [3,2,1]); < 50
51 torque = permute(reshape(data(:,5), [nx,nIq,nId]), [3,2,1]); < 51

```

Takeaways

- It is up to motor control engineers to choose the proper level of model fidelity for different applications.
- High fidelity motor model facilitates the development of motor control algorithms.
- Whether you have dyno testing data or FEA data, Simulink and Simscape can be the platform for high fidelity motor modeling.