

CONSTANT STARTING TORQUE CONTROL
OF WOUND ROTOR INDUCTION MOTORS

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ABSTRACT

The three phase induction motor is the most popular one used in industry. Both the speed control and starting of polyphase induction motors are still among the perennial research topics in electrical engineering.

In this paper the author proposes a new starting method for the wound rotor induction motor. The relevant empirical equations are developed. The equations are good for any wound rotor motor operated at any desired starting torque under any applied voltage.

Recommended control circuits in connection with this new starting method have been designed, and the author does anticipate the proposed starting method could be used.

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LIST OF PRINCIPAL SYMBOLS

- V Phase applied voltage, p.u.value/phase.
- I Phase rotor current, p.u.value/phase.
- r_1 Stator resistance per phase, p.u.value/phase.
- x_1 Stator reactance per phase, p.u.value/phase.
- r_2 Rotor resistance per phase, p.u.value/phase.
- x_2 Rotor reactance per phase, p.u.value/phase.
- g_c Shunt conductance per phase, p.u.value/phase.
- b_m Shunt susceptance per phase, p.u.value/phase.
- r External series resistance per phase, p.u.value/phase.
- x External series reactance per phase, p.u.value/phase.
- R_e External parallel resistance per phase, p.u.value/phase.
- X_e External parallel reactance per phase, p.u.value/phase.
- r' Resistance component in X_e , p.u.value/phase.
- R' Equivalent resistance of parallel combination, p.u.value/phase.
- X' Equivalent reactance of parallel combination, p.u.value/phase.
- R Total equivalent resistance per phase, p.u.value/phase.
- X Total equivalent reactance per phase, p.u.value/phase.
- Z Circuit impedance per phase, p.u.value/phase.
- Y Circuit admittance per phase, p.u.value/phase.
- T Internal electromagnetic torque per phase, p.u.value/phase.
- T_{\max} Maximum internal electromagnetic torque per phase, p.u.value/phase.
- $\cos\theta$ Power factor.
- P_{g1} Power delivered to the air gap per phase, watts/phase.
- P Internal mechanical power per phase, watts/phase.

- P_{12} Copper loss of rotor per phase, watts/phase.
 f Frequency, Hz.
 S Slip.
 S_r Rated slip.
 S_m Slip at T_{max} .
 ω_s Synchronous angular speed, radians/second.

LIST OF FIGURES

FIGURE	PAGE
1. Starting Torque Characteristic of Double Cage Rotor Motor	2
2a. Starting Current Characteristic of Cage Rotor Motor	2
2b. Starting Torque Characteristic of Cage Rotor Motor	2
3. Equivalent Circuit	5
4. Simplified Equivalent Circuit	5
5. Control Circuit of 300 H.P. Wound Rotor Motor	8
6. Starting Torque Characteristic of 300 H.P. Motor	8
7. Circuit and Locus of R-X in Series	10
8. Circuit and Locus of R-X in Parallel	10
9. Circuit and Locus of R-X in Parallel and in Series with r and x	10
10. Constant Torque Circles Diagram	12
11. Constant Current Circles Diagram	12
12. Rotor Circuit with External Series Parameters	14
13. Equivalent Circuit of Rotor with External Series Parameters	14
14. Locus of Circuit Impedance together with Constant Torque and Constant Current Circles in Z Plane	16
15a. Rotor Circuit with External Series and Parallel Parameters	16
15b. Equivalent Circuit	16
15c. Equivalent Circuit with Equivalent Series Resistance and Reactance of Parallel Components	16
16. Graphical Approach	21

FIGURE	PAGE
17a. Equivalent Circuit of R_e in Parallel with X_e and r' in series	22
17b. Assumed Equivalent Circuit	22
18 Control Circuit for Definite Time Control	28
19 Control Circuit for Limit Current Control	28
20 Starting Torque Characteristic for $T=0.5$	40
21 Starting Torque Characteristic for $T=0.75$	40
22 Starting Torque Characteristic for $T=1.0$	41
23 Starting Torque Characteristic for $T=1.25$	41
24 Starting Torque Characteristic for $T=0.5$ and with the values of resistance 10% greater than the calculated values	42
25 Starting Torque Characteristic for $T=0.5$ and with the values of resistance 15% greater than the calculated values	42
26 Starting Torque Characteristic for $T=1.0$ and with the values of resistance 5% greater than the calculated values	43
27 Starting Torque Characteristic for $T=1.0$ and with the values of resistance 10% greater than the calculated values	43
28 Starting Torque Characteristic for $T=1.0$ and with the values of resistance 15% greater than the calculated values	44
29 Starting Torque Characteristic for $T=1.0$ and with the values of resistance 5% smaller than the calculated values	44
30 Starting Torque Characteristic for $T=1.0$ and with the values of reactance 5% greater than the calculated values	45
31 Starting Torque Characteristic for $T=1.0$ and with the values of reactance 5% smaller than the calculated values	45
32 Starting Torque Characteristic of Experiment	47

TABLE OF CONTENTS

CHAPTER	PAGE
List of Principal Symbols	V
List of Figures	VII
I. The Study of Wound Rotor Induction Motor Starting	1
Introduction	1
Per Unit Value	3
Equivalent Circuit and Motor Performance	4
Study of Motor Starting	6
II. The Z Plane and the Constant Torque Circle	9
Z Plane	9
Constant Torque Circle	9
Constant Current Circle	13
Analysis of Rotor Circuit with External Series Parameters	13
Analysis of Rotor Circuit with External Series and Parallel Parameters	15
Summary	17
III. Determination of Parameters by Graphical Approach	18
Graphical Approach	18
Results from the Computer	19
Effect of Reactor Residual Resistance	20
Summary	20
IV. Starting Performance of Wound Rotor Induction Motor	23

CHAPTER	PAGE
V. Control of the Induction Motor	25
Introduction	25
Control Circuit and Its Components	26
Summary	27
VI. Conclusions	30
Appendix I Digital Computer Program	31
Appendix II Computer Output and Torque Characteristic Curves	33
Appendix III <i>Experimental Verification</i>	46
Bibliography	48

CHAPTER I

THE STUDY OF WOUND ROTOR INDUCTION MOTOR STARTING

I. INTRODUCTION

The three phase induction motor is the most popular one among electrical motors. It is widely used in industry.

Its advantages, over other motors, are as follows:

- (1) Its convenience in utilization of electrical supply,
- (2) Its low initial cost,
- (3) Its ease of control and maintenance,
- (4) Its rigidity and ability to stand abuse.

There are two types of induction motor:

- (1) Cage rotor,
- (2) Wound rotor.

From the operation point of view, the main difference between the wound rotor and the cage rotor is that the former can be regulated in torque but the latter cannot.

The deep bar and double squirrel cage rotor can offer a good starting characteristic as shown in Fig. 1. However, the wound rotor has an advantage as stated by G.W.Heumann¹⁰, "Wound-rotor motors are also applied to large drives, sometimes because it is desirable to control the starting torque, sometimes to reduce starting current peaks to a value which can be tolerated by the power system."

Since the torque of the wound rotor can be regulated, it is possible to operate it as a variable speed motor.

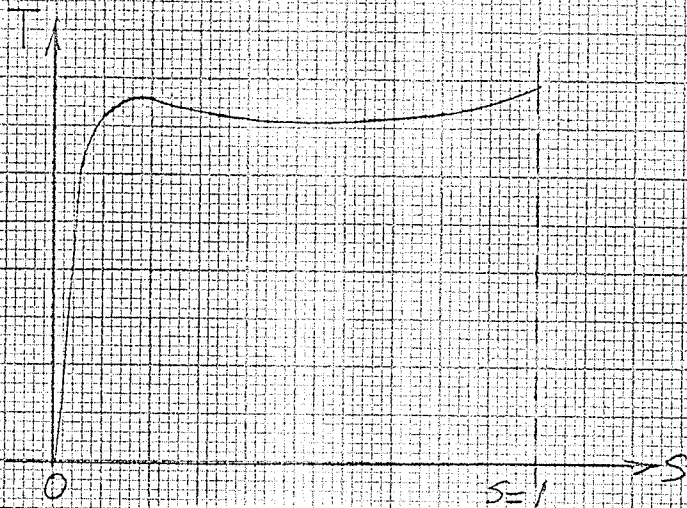
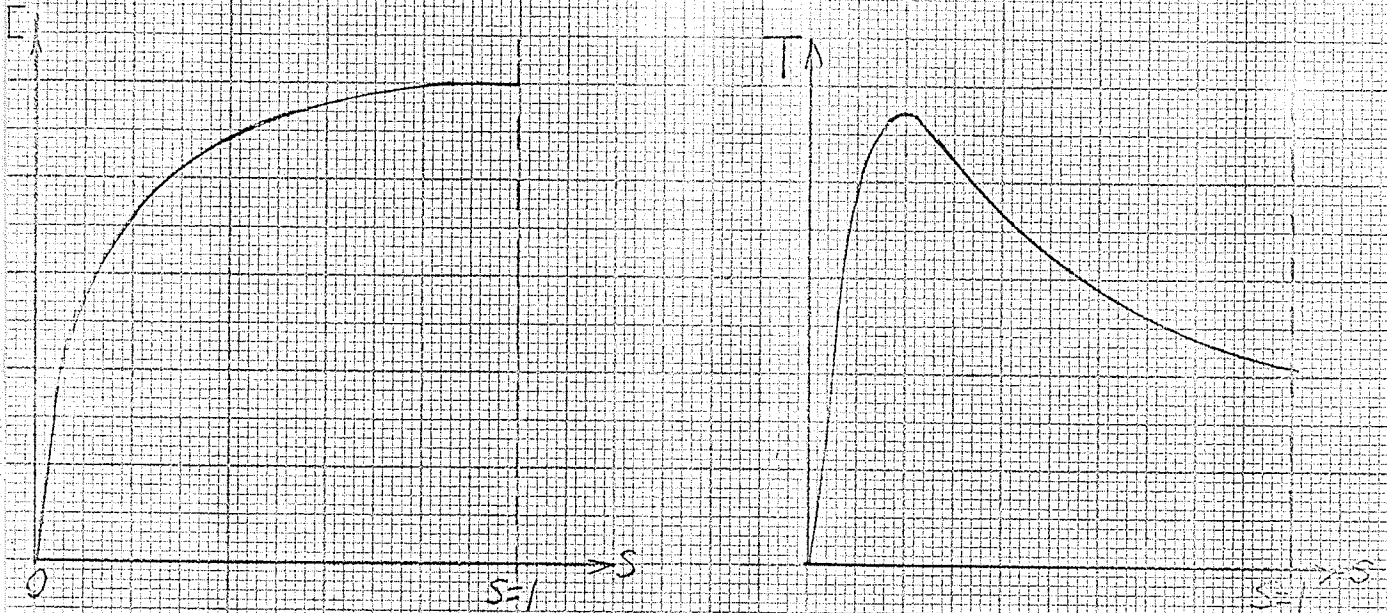


Fig. 1. Starting torque characteristic of Double Cage Rotor Motor



a. Starting current characteristic

b. Starting torque characteristic

Fig. 2. Cage Rotor Motor

The characteristic curves of current and torque versus slip for squirrel cage machines are shown in Fig. 2.

We assume in this thesis that it is desirable to control the starting torque-speed characteristic of a given wound rotor machine in a particular way, namely, that the torque be essentially constant throughout the starting period. In this paper, a new starting method is developed which attains this end.

The results, based on reasonable assumptions and simplifications, indicate that the proposed method can be used to arrive at a solution well within practical engineering tolerances.

II. PER UNIT VALUE

In the following calculations and analysis, the bases of per unit value are as follows:

Voltage: $V_{\text{base}} = V = \text{rated phase voltage, volts}$

Current: $I_{\text{base}} = I = \text{rated phase current, amperes}$

Speed: $\omega_{\text{base}} = \omega_s = \text{synchronous angular speed, radians/second}$

Torque: $T_{\text{base}} = \frac{I_{\text{base}}^2}{\omega_{\text{base}}} \left(\frac{r_2}{s_r} \right), \text{ newton-meters/phase}$

Impedance: $Z_{\text{base}} = \frac{V_{\text{base}}}{I_{\text{base}}}, \text{ ohms}$

III. EQUIVALENT CIRCUIT AND MOTOR PERFORMANCE

The equivalent circuit of an induction motor is shown in Fig. 3 in which the current and impedance of the rotor are defined as their values referred to stator. The exciting branch can be neglected and the results are still within the engineering tolerances. The simplified equivalent circuit, which will be used in the following development, is shown in Fig. 4.

For the three phase induction motor, the per unit phase internal electromagnetic torque T in newton-meters is

$$T = \frac{1}{\omega_s} V I \cos \theta$$

and the power P delivered to the air gap by the stator is

$$P = (1 - S)\omega_s T = (1 - S)P_{g1} = I^2 r_2 \frac{1 - S}{S}$$

$$\text{Therefore, } T = \frac{1}{\omega_s} I^2 (r_2/S)$$

The torque T and power P are not the output values available at the shaft, because friction, windage and stray losses have to be accounted for.

Mechanical Output = Internal mechanical power - (Friction and windage losses + Stray load loss)

From the simplified equivalent circuit of Fig. 4,

$$I = \frac{V}{r_1 + r_2/S + j(x_1 + x_2)} = \frac{V}{\sqrt{(r_1 + r_2/S)^2 + (x_1 + x_2)^2}}$$

$$T = \frac{V^2}{\omega_s [(r_1 + r_2/S)^2 + (x_1 + x_2)^2]} r_2/S$$