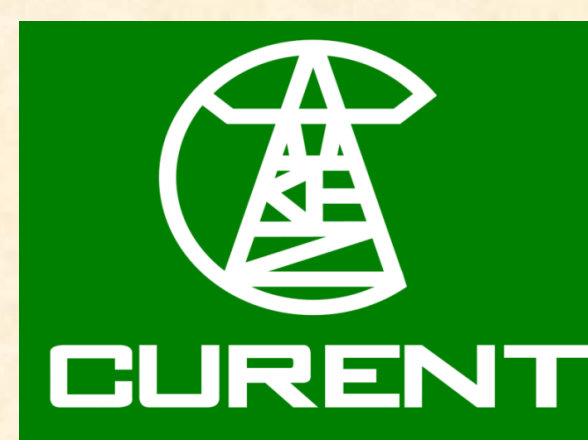


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## Motivation

- Wind Energy has been growing fast in many countries recently.
- Variable speed and variable pitch WECSs give a better performance, since the generator torque and the pitch angle of the turbine blades can be controlled independently and simultaneously.
- Sophisticated control strategy plays an important role in wind energy conversion systems. A well-defined WECS is required.

## Model of WECS

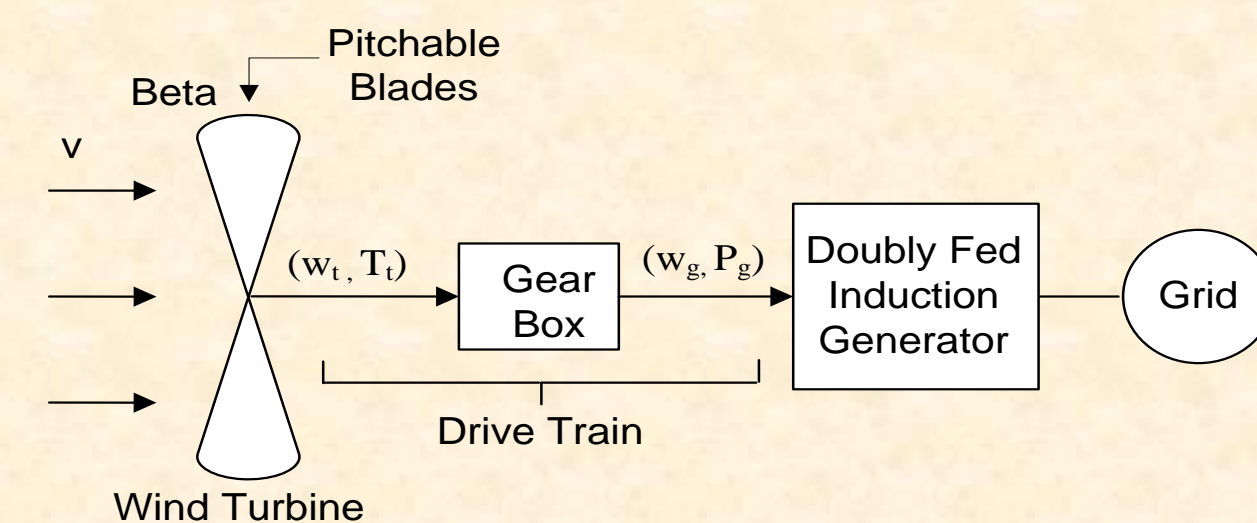


FIG. 1. Wind Energy Conversion System

D. Aerodynamic System

$$P_t = C_p \lambda, \beta \frac{\rho \pi R^2}{2} v^3$$

$$\Gamma_t = \frac{P_t}{\omega_t} = \frac{C_p \lambda, \beta \rho \pi R^3}{\lambda} v^2 \frac{d\Gamma_{tw}}{dt} = k_s i \omega_t - k_s \omega_g - \left( \frac{i^2 B_s}{J_t} + \frac{B_s}{J_g} \right) \Gamma_{tw} + \frac{i B_s}{J_t} \Gamma_t + \frac{B_s}{J_g} \Gamma_g$$

$$C_p \lambda, \beta = 0.5176 \left( \frac{116}{\lambda} - 0.4\beta - 5 \right) e^{-21/\lambda} + 0.0068\lambda$$

$$\frac{1}{\lambda_t} = \frac{1}{\lambda + 0.08\beta} \frac{0.035}{\beta^3 + 1}$$

A. Wind Speed Model

$$v_t = v_m t + v_t t$$

B. Pitch Actuator Model

$$\dot{\beta} = -\frac{1}{\tau} \beta + \frac{1}{\tau} \beta_d$$

C. Generator Model

$$\dot{\Gamma}_g = -\frac{1}{\tau_g} \Gamma_g + \Gamma_g^*$$

E. Drive Train Model

$$\frac{d\omega_{tw}}{dt} = -\frac{i}{J_t} \Gamma_{tw} + \frac{1}{J_t} \Gamma_t$$

$$\frac{d\omega_g}{dt} = \frac{i}{J_g} \Gamma_{tw} - \frac{1}{J_g} \Gamma_g$$

$$\Gamma_{tw} = k_s \theta_{tw} + B_s i \omega_t - \omega_g$$

## WECS Linearization

To analyze the system using small signal method, first to linearize the system at a specified operating point.

$$\Gamma_t = f(\omega_t, v, \beta) = f(\omega_{t,op}, v_{op}, \beta_{op}) \quad \Delta \Gamma_t = \frac{\partial f}{\partial \omega_t} \Big|_{op} \Delta \omega_t + \frac{\partial f}{\partial v} \Big|_{op} \Delta v + \frac{\partial f}{\partial \beta} \Big|_{op} \Delta \beta$$

$$+ \left[ \frac{\partial f}{\partial \omega_t} \Big|_{op} \Delta \omega_t + \frac{\partial f}{\partial v} \Big|_{op} \Delta v + \frac{\partial f}{\partial \beta} \Big|_{op} \Delta \beta \right] = L_\omega \Delta \omega_t + L_v \Delta v + L_\beta \Delta \beta$$

$$\begin{cases} x = [\Delta \omega_t \ \Delta \omega_g \ \Delta \Gamma_{tw} \ \Delta \Gamma_g \ \Delta \beta] \\ u = [\Delta \Gamma_g^* \ \Delta \beta_d] \\ y = [\Delta \omega_g \ \Delta P_g] \end{cases} \Rightarrow \begin{cases} \dot{x} t = \tilde{A} x t + \tilde{B}_u u t + \tilde{B}_v \Delta v t \\ y t = \tilde{C} x t \end{cases}$$

$$\begin{cases} x_{k+1} = A_d x_k + B_u u_k + B_d d_k \\ y_k = C_d x_k \end{cases}$$

## Semi-Definite Programming

$$\min_{V_N, x_0, u, d} = \frac{1}{2} \left[ \sum_{k=1}^N q_1 \omega_{g,rat} - \omega_{g,k}^2 + q_2 P_{g,rat} - P_{g,k}^2 \right]$$

$$+ \sum_{k=0}^{N-1} r_1 \Delta T_{g,k}^2 + r_2 \Delta \beta_{d,k}^2$$

$$V_N, x(0), u, d = \left[ \sum_{k=1}^N x(k)^T Q x(k) \right]$$

$$+ \sum_{k=0}^{N-1} u(k) - u(k-1)^T R u(k) - u(k-1)$$

$$\begin{cases} \beta_{\min} \leq \beta_d k \leq \beta_{\max} \\ \Delta \beta_{\min} \leq \Delta \beta_d k \leq \Delta \beta_{\max} \\ P_{g,\min} \leq P_g k \leq P_{g,\max} \\ \omega_{g,\min} \leq \omega_g k \leq \omega_{g,\max} \end{cases}$$

Problem 1: Assume wind disturbance is Gaussian

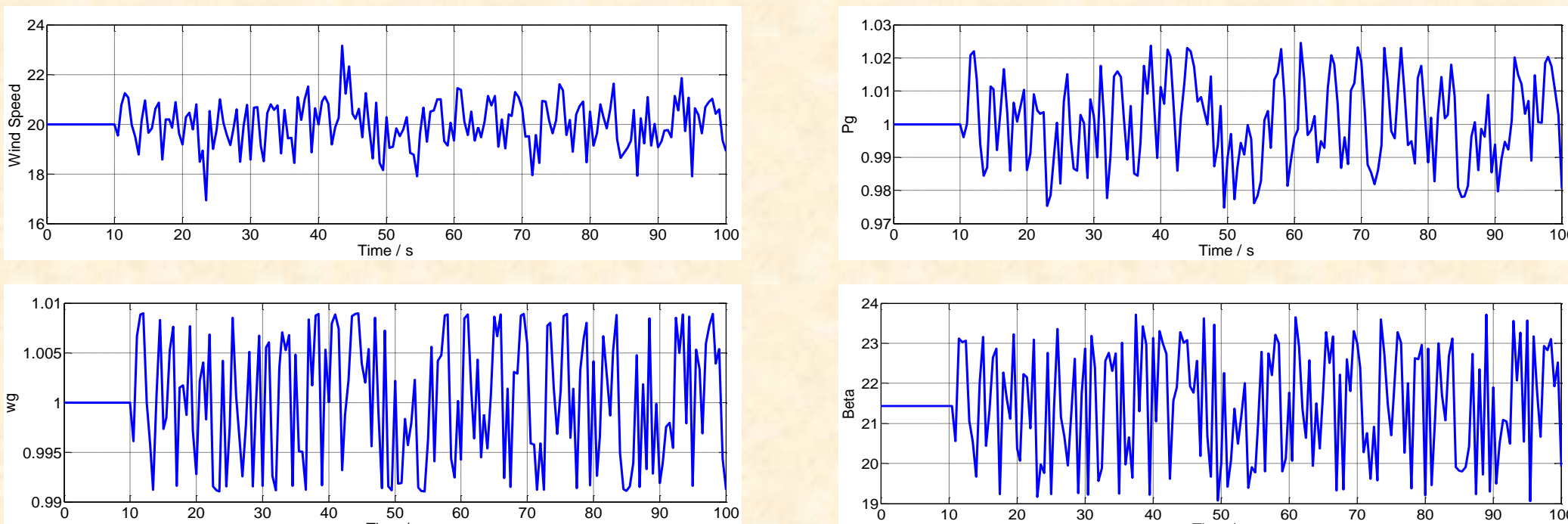
$$u(x_0) := \arg \min_u E_d V_N$$

Problem 1: Assume wind disturbance is Norm Bounded

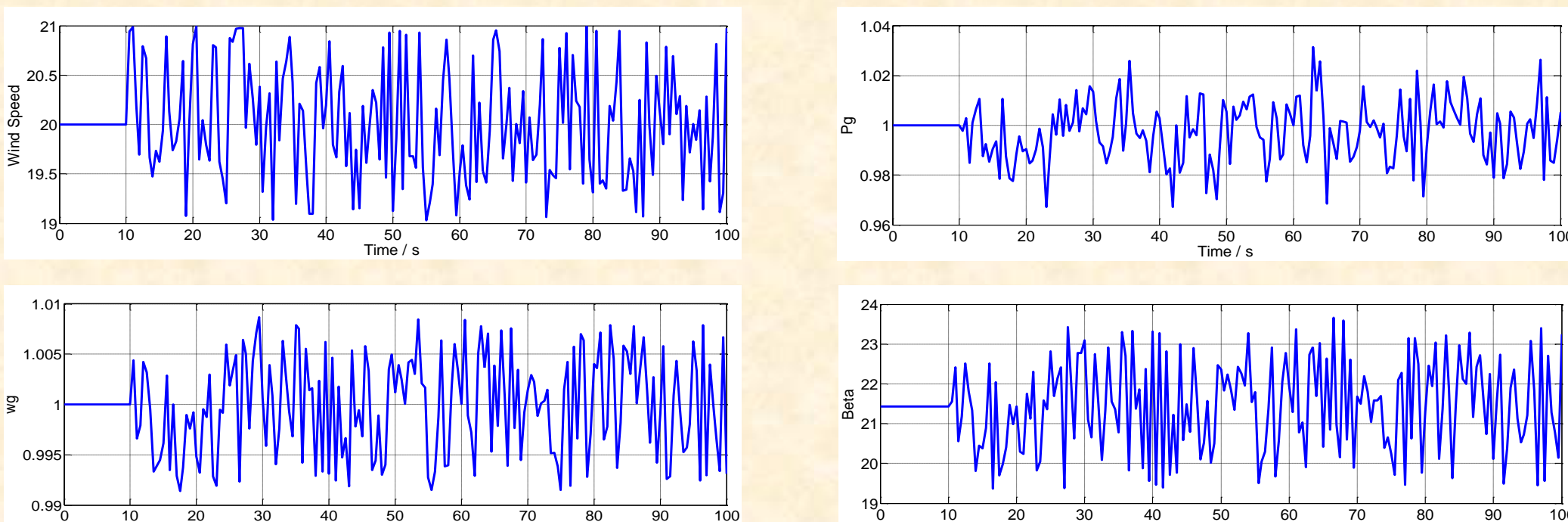
$$u(x_0) := \arg \min_u \max_{d \in D_d} V_N$$

## Simulations

Wind disturbance is modeled as Gaussian



Wind disturbance is modeled as Norm Bounded



## Conclusions

- A new control strategy based on SDP is proposed for WECS power control in the full load region. The SDP method solves a stochastic problem by minimizing the expectation of the cost function using the statistics of Gaussian disturbance.
- When the disturbance is modeled as Gaussian distribution, SDP gives comparable results.
- When the wind speed error is modeled as norm bounded without a known distribution, this likely represents a more realistic assumption in practice. The results are also promising.

