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A Control Reconfiguration Strategy for Post-Sensor FTC in Induction Motor-Based EVs

Bekheïra Tabbache, Nassim Rizoug, Mohamed El Hachemi Benbouzid, Senior Member, IEEE, and Abdelaziz Kheloui

Abstract—This paper deals with experimental validation of a reconfiguration strategy for sensor fault-tolerant control (FTC) in induction-motor-based electric vehicles (EVs). The proposed active FTC system is illustrated using two control techniques: indirect field-oriented control (IFOC) in the case of healthy sensors and speed control with slip regulation (SCSR) in the case of failed current sensors. The main objective behind the reconfiguration strategy is to achieve a short and smooth transition when switching from a controller using a healthy sensor to another sensorless controller in the case of a sensor failure. The proposed FTC approach performances are experimentally evaluated on a 7.5-kW induction motor drive.

Index Terms—Electric vehicle (EV), fault-tolerant control (FTC), indirect field-oriented control (IFOC), induction motor, reconfiguration, speed control with slip regulation (SCSR).

NOMENCLATURE

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>EV</td>
<td>Electric vehicle.</td>
</tr>
<tr>
<td>FTC</td>
<td>Fault-tolerant control.</td>
</tr>
<tr>
<td>IFOC</td>
<td>Indirect-field oriented control.</td>
</tr>
<tr>
<td>SCSR</td>
<td>Speed Control with slip regulation.</td>
</tr>
<tr>
<td>α, β, γ</td>
<td>Three-phase reference frame index.</td>
</tr>
<tr>
<td>d, q</td>
<td>Synchronous reference frame index.</td>
</tr>
<tr>
<td>s, (r)</td>
<td>Stator (rotor) index.</td>
</tr>
<tr>
<td>*</td>
<td>Reference quantity.</td>
</tr>
<tr>
<td>V(I)</td>
<td>Voltage (current).</td>
</tr>
<tr>
<td>φ</td>
<td>Flux.</td>
</tr>
<tr>
<td>ωs (ωr)</td>
<td>Stator (rotor) electric speed.</td>
</tr>
<tr>
<td>Ω</td>
<td>Motor speed.</td>
</tr>
<tr>
<td>T</td>
<td>Motor torque.</td>
</tr>
<tr>
<td>R</td>
<td>Resistance.</td>
</tr>
<tr>
<td>L</td>
<td>Inductance.</td>
</tr>
<tr>
<td>M</td>
<td>Magnetizing inductance.</td>
</tr>
<tr>
<td>σ</td>
<td>Leakage coefficient, σ = 1 - Ld2/LeLr.</td>
</tr>
<tr>
<td>Tc</td>
<td>Rotor time constant, (Tc = Lr/Rr).</td>
</tr>
<tr>
<td>p</td>
<td>Pole-pair number.</td>
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</tbody>
</table>

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B. Tabbache is with the University of Brest, EA 4325 LBMS, 29238 Brest, France, and also with the Ecole Militaire Polytechnique, 16111 Algiers, Algeria.

N. Rizoug is with Ecole Supérieure des Techniques Aéronautiques et de Construction Automobiles, 53061 Laval Cedex, France.

M. E. H. Benbouzid is with the University of Brest, EA 4325 LBMS, 29238 Brest Cedex 03, France (e-mail: Mohamed.Benbouzid@univ-brest.fr).

A. Kheloui is with the Ecole Militaire Polytechnique, 16111 Algiers, Algeria. Color versions of one or more of the figures in this paper are available online at http://ieeexplore.ieee.org.

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it has been suggested that controller transition could be better handled with a fuzzy approach. The system control reorganization is managed by a fuzzy decision system that ensures the transition from the encoder-based controller (sliding mode control) to the sensorless one (fuzzy control) and back to the encoder-based controller. However, the achieved transition dynamic performances were not satisfactory in terms of speed and torque ripples. In [7], the proposed system was based on four controllers to ensure the sensor FTC of an EV induction-motor-based powertrain, for various sensors faults. In this case, the control transition smoothness depends greatly upon the rotor flux angular position in the stator reference frame. Smooth transition is achieved when the phase shift is zero or very close to zero. Unfortunately, it is very difficult to get this condition. This will lead to quite important braking torque with probably mechanical damages.

In [14], improvements have been achieved in terms of speed and torque transients. In this case, transition smoothness is achieved using a fuzzy-based approach with a contribution from both controllers (encoder and sensorless controllers). Unfortunately, practical implementation of such an approach was not possible.

This paper proposes an FTC approach using two control techniques: IFOC in the healthy case and SCSR in the case of failed current sensors. In this context, the reconfiguration mechanism philosophy is to ensure short and smooth transients when switching from a controller using a healthy sensor to another sensorless controller in case of a sensor failure, by initializing the controllers inputs/outputs at the switchover instant.

Experiments on a 7.5-kW induction motor drive are carried out to show that the proposed sensor FTC approach is effective when using this simple and intuitive reconfiguration mechanism.
The induction motor model in the $d-q$ reference frame is then described by

$$\begin{align*}
V_{sd} &= R_s I_{sd} + \sigma L_s \frac{dI_{sd}}{dt} + M \frac{d\phi_r}{dt} - \omega_s \sigma L_s I_{sq} \\
V_{sq} &= R_s I_{sq} + \sigma L_s \frac{dI_{sq}}{dt} + \omega_s M \frac{d\phi_r}{dt} + \omega_s \sigma L_s I_{sd} \\
T_r \frac{d\phi_r}{dt} + \phi_r &= M I_{sd} \\
\omega_{sl} &= \omega_s - \omega_r = \frac{M I_{sq}}{T_r \phi_r}.
\end{align*}$$

The steady-state motor torque can be written as

$$T_c = \frac{p M}{L_r} \phi_r I_{sq}.$$  \hspace{1cm} (2)

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\end{align*}$$

The steady-state motor torque can be written as

$$T_c = \frac{p M}{L_r} \phi_r I_{sq}.$$  \hspace{1cm} (3)

**B. SCSR**

This technique allows controlling the speed with slip regulation and $V/f$ control [10]. The close-loop speed control generates the reference slip $\omega_{sl}$ through a proportional–integral (PI) controller and a limiter, as shown in Fig. 5. The slip is added to the feedback speed signal to generate the frequency command. By a $V/f$ function generator, which incorporates the low-frequency stator drop compensation, the frequency command
generates the voltage command. In the low-slip region, the developed torque can be approximated as

\[ T_e = \frac{3}{2} p \phi^2 \omega_{sl} R_r. \]  

(4)

In (4), the slip is proportional to the developed torque at constant flux. The scheme can be considered as an open-loop torque control within the speed control loop. In this loop, no feedback current signal is used.

C. Fault Detection of Current Sensors

To detect current sensor faults, the following equation is used:

\[ i_{\text{sum}} = i_{as} + i_{bs} + i_{cs}. \]  

(5)

In the IFOC particular case, two current sensors are generally used. The third current is deduced from \( i_{\text{sum}} = 0 \). However, for FTC purposes and for detecting current sensor failures, an additional sensor is needed.

The fault detection may be performed using a simple threshold test, i.e.,

If \( i_{\text{sum}} > i_{\text{th}} \) Then (faulty current sensors)

Else (healthy sensors)

where \( i_{\text{th}} \) is the current threshold.

It should be pointed out that other faults (in the power inverter or in the motor) may result in \( i_{\text{sum}} \) being greater than the predefined threshold. As this paper deals with sensor failures, further investigations are therefore needed to handle misinterpretation risks in the case of multiple failures.

Additional logic and information (redundancy) can be also used to isolate the failed sensor using observers [18], [19].

D. Reconfiguration Strategy

The FTC main components are the induction motor controllers and the reconfiguration mechanism (transition strategy). To insure a smooth transition between the controllers, the rotor flux angular position \( \theta_s \) will be used. In the stator reference frame, it is given by [7]

\[ \theta_s = \int \omega_s dt. \]  

(6)

where

\[
\begin{align*}
\omega_{s_{-IFOC}} &= \frac{M T_e^2}{T_r \phi^2} + \omega_r \\
\omega_{s_{-SCSR}} &= \left( K_1 + \frac{K_2}{s} \right) \left( \omega_r^* - \omega_r \right) + \omega_r.
\end{align*}
\]  

(7)

The reconfiguration mechanism performances will be evaluated in the case of a current sensor failure. In this context, the proposed FTC approach could be summarized by the following.

1) Before sensor failures, the two controllers are used. The IFOC is used as the primary controller, and the SCSR is kept in a standby mode. In this case, the two controllers are generating different stator electric speeds \( \omega_s \).

2) If a sensor fails (current), the SCSR becomes the primary controller, and the IFOC is shifted to the standby mode. As the two controllers are generating different stator electric speeds \( \omega_s \), if an adequate transition strategy is not used, an important braking torque with probable mechanical damages will occur. This braking torque is a direct consequence of the phase shift between control voltages [10].
Fig. 11. Dynamics performances using the proposed reconfiguration mechanism with load torque of 2.6 N·m. (a) Induction motor speed. (b) Induction motor torque.

Fig. 12. Generated control angles with load torque of 5.4 N·m. (a) SCSR-generated control angle. (b) FTC control angle (with contribution from the two controllers).

3) The proposed transition technique from IFOC to SCSR consists of forcing the synchronization between the two control voltages by compensating for their phase difference at the instant of controller switchover (see Fig. 6). This is achieved by initializing the second technique PI controller. In this case, a short and smooth transition should be achieved in contrary to [13], where transition of controllers were authorized when the phase shift between the controllers is zero or very close to zero. The achieved results show that forcing the synchronization of both controllers is a promising solution.

The controller transition principle is shown in Fig. 7.

III. IMPLEMENTATION AND EXPERIMENTAL RESULTS

A. Test Bench

The test bench used to validate the proposed active FTC approach is illustrated in Fig. 8. It is made up of a 7.5-kW induction motor drive whose ratings are given in the Appendix.

The experimental test-bench main components are a Semikron inverter, an optical encoder attached to the motor shaft, Hall effect current sensors, and a dSPACE 1103 development board, which is interfaced to a standard PC. The load torque is generated by a dc machine coupled to the induction motor shaft.

The continuous-time algorithm is implemented in the dSPACE board through Matlab–Simulink.

B. Experimental Results

To experimentally test the proposed reconfiguration mechanism and, therefore, evaluate the controller transition performances, the following tests have been carried out.

1) For a 2.6-N·m load torque, a sensor failure has been introduced at 4.5 s.
2) For a 5.4-N·m load torque, a sensor failure has been introduced at 3.3 s.
The obtained experimental results are summarized in Figs. 9–14. It should be mentioned that the provided induction motor torque do not take into account a measurement gain of 1.5.

Figs. 9 and 12 explicitly show the transition mechanism. Figs. 9(a) and 12(a) show how the SCSR technique control angle is compensated at the current-sensor failure time occurrence to obtain the same control angle as of the IFOC technique. Figs. 9(b) and 12(b) show thereafter the control angle (called FTC control angle) generated by the proposed control transition strategy to achieve a short and smooth transition, respectively, with load torque of 2.6 and 5.4 N·m.

Figs. 10 and 13 show the induction motor stator currents, respectively, with load torque of 2.6 and 5.4 N·m. In healthy condition, IFOC-based control is achieved for the induction motor. The proposed controller transition strategy (FTC control angle) allows limiting the stator current and switching to an SCSR-based control to avoid excessive stator overcurrents. Using the FTC control angle, short current transients are observed, which obviously increase with the load torque. The response times depend on the used controllers (PI coefficients).

The dynamic performances are shown in Figs. 11 and 14. These results show that, after the fault occurrence, the induction motor speed and torque swing instantaneously and thereafter quickly reach their respective set point values. In terms of speed, Figs. 11(a) and 14(a) show that smooth transitions are achieved. In terms of torque, Figs. 11(b) and 14(b) show small ripples of the motor torque in comparison with the results obtained in [10] (regarding the assigned set point values, the torque transients are quite smooth). In particular, the proposed control transition strategy allows avoiding torque negative values with the risks of mechanical damages on the motor shaft. Again, it should be noted that speed and torque ripples, and response times greatly depend on the PI coefficients of the used controllers.

The given obtained results obviously show short and smooth transients in terms of speed and torque. They experimentally prove the effectiveness of the proposed active FTC approach.

Moreover, it should be pointed out that the proposed reconfiguration mechanism (transition strategy) has brought improved transition performances over previously investigated approaches. Indeed, in [10], abrupt speed and torque transients are obtained (with negative values). Moreover, in terms of associated inverter power rating, this one should be selected to tolerate the transient currents (in terms of amplitude and occurrence-time). Without the proposed control transition strategy, the inverter rated power should be higher, therefore, increasing its cost.

### IV. Conclusion

This paper has dealt with the experimental validation of a reconfiguration mechanism (transition strategy) for sensor FTC in induction-motor-based EVs. The proposed active FTC system has been illustrated using two well-known control techniques: IFOC, in the case of healthy sensors, and the SCSR, in the case of failed current sensors. The reconfiguration strategy, whose main objective is to ensure short and smooth transients when switching from a controller using a healthy sensor to another sensorless controller in case of a sensor failure consisted of forcing synchronization between the controller voltages by compensating for their phase difference at the switchover instant.

Experimental tests on a 7.5-kW induction motor drive show short and smooth transients in terms of speed and torque. They prove the effectiveness of the proposed active FTC approach. In particular, the experimentally validated reconfiguration strategy should be effective when used in an induction-motor-based EV. Indeed, an EV, which is subjected to a time-varying speed reference (driving cycle), will be able to sustain sensor failure and recovery with short and smooth transients when using the proposed active FTC.

### APPENDIX

See Table I.

<table>
<thead>
<tr>
<th>TABLE I</th>
<th>RATED DATA OF THE TESTED INDUCTION MOTOR</th>
</tr>
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<tbody>
<tr>
<td>7.5 kW, p = 1</td>
<td></td>
</tr>
<tr>
<td>$R_s = 0.68\Omega$, $R_r = 0.39\Omega$, $L_s = 0.2225\text{ H}$, $L_r = 0.2268\text{ H}$, $M = 0.22\text{ H}$</td>
<td></td>
</tr>
<tr>
<td>$J = 0.01\text{ kg\cdot m}^2$, $k_f = 0.001\text{ Nms}$</td>
<td></td>
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</tbody>
</table>
REFERENCES


Nassim Rizouigh received the Engineering degree from Ecole Polytechnique, Algiers, Algeria, in 1998 and the Ph.D. degree in electrical engineering from Ecole Centrale, Lille, France, in 2006. Since 2007, he has been an Assistant Professor with Ecole Supérieure des Techniques Aéronautiques et de Construction Automobile, Laval, France. His research interest includes energy management and characterization of storage component in power electronic applications.

Mohamed El Hachemi Benbouzid (S’92–M’95–SM’98) was born in Batna, Algeria, in 1968. He received the B.Sc. degree in electrical engineering from the University of Batna, in 1990; the M.Sc. and Ph.D. degrees in electrical and computer engineering from the National Polytechnic Institute of Grenoble, Grenoble, France, in 1991 and 1994, respectively; and the Habilitation à Diriger des Recherches degree from the University of Picardie “Jules Verne,” Amiens, France, in 2000. After receiving the Ph.D. degree, he joined the Professional Institute of Amiens, University of Picardie “Jules Verne,” where he was an Associate Professor of electrical and computer engineering. Since September 2004, he has been with the University Institute of Technology of Brest, University of Brest, Brest, France, where he is currently a Professor of electrical engineering. His main research interests include the analysis, design, and control of electric machines; variable-speed drives for traction, propulsion, and renewable energy applications; and fault diagnosis of electric machines. Prof. Benbouzid is a Senior Member of the IEEE Power Engineering, Industrial Electronics, Industry Applications, Power Electronics, and Vehicular Technology Societies. He is an Associate Editor of the IEEE TRANSACTIONS ON ENERGY CONVERSION, the IEEE TRANSACTIONS ON INDUSTRIAL ELECTRONICS, the IEEE TRANSACTIONS ON SUSTAINABLE ENERGY, and the IEEE TRANSACTIONS ON VEHICULAR TECHNOLOGY. He was an Associate Editor of the IEEE/ASME TRANSACTIONS ON MECHATRONICS from 2006 to 2009.

Abdelaziz Kheloui received the M.Sc. degree in electrical engineering from Ecole Nationale d’Ingenieurs et de Techniciens d’ Algerie, Algiers, Algeria, in 1990 and the Ph.D. degree, also in electrical engineering, from the National Polytechnic Institute of Lorraine, Nancy, France, in 1994. Since 1994, he has been an Associate Professor and then a Full Professor with the Department of Electrical Engineering, Ecole Militaire Polytechnique, Algiers. His current research interests include control of electrical drives and power electronics.

Bekheira Tabbache was born in Chlef, Algeria, in 1979. He received the B.Sc. and the M.Sc. degrees in electrical engineering from Ecole Militaire Polytechnique, Algiers, Algeria, in 2003 and 2007, respectively. He is currently working toward the Ph.D. degree in electric-vehicle fault-tolerant control with the University of Brest, Brest, France. Since 2004, he has been with the Department of Electrical Engineering, Ecole Militaire Polytechnique, as a Teaching Assistant.