

G. Percentage Steady state error between actual and estimated speed with direction:

The percentage error using proposed method obtained based on the reference speed, has been shown in Fig.20.

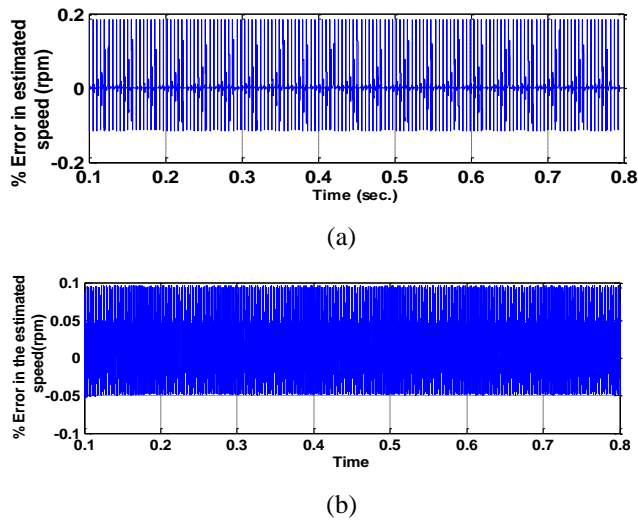


Figure 20 (a) Percentage error in the estimation of speed with speed reference of 2000 rpm. (b) Percentage error with input reference speed of 5000 rpm.

Fig. 20 (a) shows the forward motoring case for speed reference of 2000 rpm with Kalman gains $K1=1 \times 10^4$ and $K2 = -3.5 \times 10^7$ while the reference speed of drive is 2000 rpm and 0.5 Nm load torque. Fig.20 (b) represents the percentage error in the estimation of the speed with input reference speed of 5000 rpm.

H. Efficiency Versus Load Torque

The efficiency versus load torque plot for the solid state hall sensor based control as well as for sensorless control using U-function based Virtual Hall sensor has been shown in Fig.21. The reference speed has been given 3000 rpm. It has been observed in simulation study that the sensorless control through U-function based virtual hall sensors perform better than actual solid state hall sensor based control at higher load torques. The bifurcation in efficiency plots starts from 6 Nm load torque for the drive parameters selected as per Table.2.

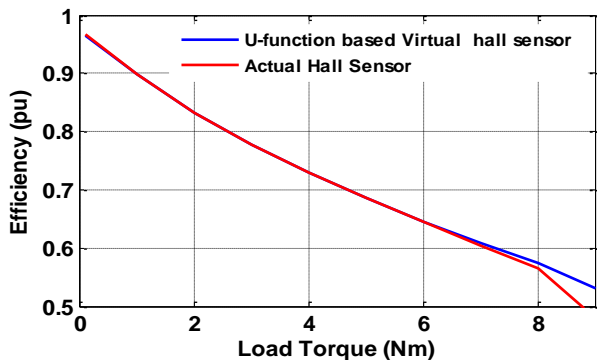


Figure 21. Plot of efficiency versus load torque for actual and U-function based virtual hall sensor control reference speed of 3000 rpm.

CONCLUSION

In the proposed work, a Direction Independent U-function based sensorless commutation technique has been introduced for brushless DC motor. The exact estimated speed value with direction information was used as feedback for current control loop as well as in U-functions. The line to line back EMF estimated out of unknown input observer has been used for speed magnitude calculation. The U-function based virtual hall sensor signals are more sensitive at starting and reversal instants. The positions are stable as solid state hall sensors. At starting, the system with feedback may give unstable results, so for 0.0001 seconds time the feedback is not given to current control loop, so as to lead the system in reference direction. The method has been observed to be self-sustainable in the condition of the load disturbance, vibration and step load variations when using proposed technique with speed and load proportional current control. It has been observed that for higher observer gain obtained with corresponding Eigen values, the position estimation and speed estimation error reduce to very low value and remain constant. Percentage estimation error at steady state is limited to 0.1 to 0.2 %. Proposed method has provided excellent tracking of reference speed and torque. It works for all four quadrants with positive as well as negative reference torque and speed. The proposed sensorless system is completely free of actual (hall or encoder based) speed and position feedback and works only on estimated line to line back EMFs. The proposed method has higher efficiency at higher loads than the actual hall sensor base control.

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