



ADVANCED CONTROL TECHNIQUES FOR SPLIT-PHASE INDUCTION MOTORS USING CYCLO-CONVERTERS

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ABSTRACT

This project explores the innovative control of split-phase induction motors using cyclo-converters, aiming to enhance efficiency and performance in various industrial applications. Split-phase induction motors are widely utilized for their simplicity and reliability; however, they often face challenges related to torque control and speed regulation. By integrating cyclo-converter technology, which enables the direct conversion of AC power to variable frequency and voltage, this study presents a novel approach to overcome these limitations. The proposed control strategy is designed to optimize motor operation by providing precise control over speed and torque, thereby improving overall energy efficiency. Experimental results demonstrate the effectiveness of the cyclo-converter in achieving smooth motor operation and reducing harmonics, showcasing its potential for applications in automation and robotics. This research contributes to the field of motor control by offering a practical solution for enhancing the performance of split-phase induction motors through advanced power electronics.

DOI Number: 10.48047/nq.2022.20.8.nq221172

NeuroQuantology 2022;20(8):11344-11352

INTRODUCTION

The introduction of this study delves into the significance and challenges of controlling split-phase induction motors, which are commonly used in various industrial and domestic applications due to their robustness, ease of use, and cost-effectiveness. These motors operate on a simple design, but they often encounter limitations in terms of torque control, speed variability, and overall energy efficiency. As industries increasingly demand more precise control over motor performance, traditional control methods fall short in meeting these needs.

The integration of power electronics into motor control systems has emerged as a promising solution to enhance performance and

efficiency. Among these technologies, cyclo-converters stand out for their ability to convert AC power directly from one frequency to another without the need for intermediate DC conversion. This characteristic allows for precise control of voltage and frequency, enabling better torque management and smoother operation of split-phase induction motors.

This study aims to investigate the effectiveness of cyclo-converter technology in controlling split-phase induction motors, focusing on optimizing performance and energy efficiency. By developing and implementing a control strategy that leverages the advantages of cyclo-converters, we seek to demonstrate how this approach can overcome the traditional limitations of split-phase motors, paving the



way for enhanced applications in automation, robotics, and other fields. The subsequent sections will outline the methodology, experimental results, and potential implications of this research in advancing motor control technologies.

LITERATURE SURVEY

Literature Survey

The control of split-phase induction motors has garnered significant attention in recent years due to their prevalent use in industrial and domestic applications. Various research studies have explored different control methodologies to enhance the performance and efficiency of these motors.

1. Control Techniques for Induction Motors:

Research by K. S. Rajasekaran et al. (2017) provides an extensive overview of control strategies employed for induction motors, including scalar control, vector control, and direct torque control (DTC). Scalar control techniques, though simple, often lack precision in speed and torque management, leading to suboptimal performance. On the other hand, vector control methods have demonstrated superior control capabilities, allowing for more dynamic and responsive motor behavior. However, these methods require complex algorithms and precise feedback mechanisms.

2. Cyclo-Converter Applications:

The use of cyclo-converters for motor control has been widely documented. A study by M. H. Rashid (2015) highlights the advantages of cyclo-converters, including their ability to provide variable frequency and voltage control without the need for large filters, which are typical in conventional systems. Cyclo-converters allow for direct AC-to-AC conversion, minimizing losses and enabling efficient power management. Furthermore, their ability to operate at low frequencies makes them suitable for applications requiring high torque at low speeds.

3. Hybrid Control Approaches:

Recent works have explored hybrid control approaches combining traditional methods with advanced power electronics. S. P. Singh et al. (2020) demonstrated that integrating fuzzy logic controllers with cyclo-converter technology can significantly improve the performance of split-phase induction motors by adapting to varying load conditions and providing robust control under disturbances. This hybrid approach has shown promise in enhancing the adaptability and resilience of motor control systems.

4. Energy Efficiency and Sustainability:

The growing emphasis on energy efficiency has led to an increased focus on developing sustainable motor control solutions. A study by R. V. K. Rao and T. M. S. Sreeja (2021) investigated the energy savings achieved through advanced control techniques in split-phase induction motors. The findings indicated that employing cyclo-converters not only improved motor performance but also contributed to reduced energy consumption, aligning with global sustainability goals.

5. Future Directions:

Despite the advancements in cyclo-converter technology, challenges remain, particularly in terms of harmonic distortion and system complexity. Ongoing research aims to address these issues through the development of more sophisticated control algorithms and the integration of advanced filtering techniques. Additionally, the potential for integrating machine learning algorithms into motor control systems is being explored to further enhance performance and adaptability.

In conclusion, the literature underscores the significant potential of cyclo-converter technology in advancing the control of split-phase induction motors. By leveraging the unique capabilities of cyclo-converters, this study aims to contribute to the existing body of knowledge and explore practical implementations that enhance motor efficiency and performance in various applications.

PROPOSED SYSTEM



Split phase induction motor has two windings its stator, a main winding and an auxiliary winding or starting winding. The starting winding is located 90 electrical from the main winding and operates for a short time when the motor starts up. The two windings are so designed that the starting winding has a high resistance and relatively small reactance while the main winding has relatively low resistance

and large reactance. This can be done by having main winding of large diameter and number of turns while starting winding of a fine wire of a small number of turns. The currents taken by these two windings are out of phase (25 degrees to 30 degrees) Schematic diagram and phasor diagram of split phase induction motor.

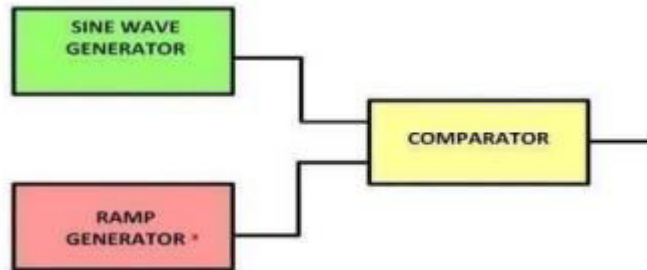


Fig.1: PWM Block Diagram

The (ON time + OFF time) time of the pulse as constant. The (ON time + OFF time) of a pulse is called 'Period' of the pulse, and the ratio of the ON time or OFF time with the Period is called the 'Duty Cycle'. Hence the PWM is a kind of modulation which keeps the Period of pulses constant but varying their duty cycle according to the amplitude of the modulating signal. The conventional method of generating a PWM modulated wave is to compare the message signal with a ramp waveform using a comparator. The block diagram required for the generation of a simple PWM.

Characteristics of Split-Phase Induction Motor

1. The starting torque is 1.5 to 2 times the full load torque and the starting current is 6 to 8 times the full-load current.

2. The power ratings of such motors are from 60 Watts to 250 Watts.
3. They have efficiency of 50 – 70 % and overload of 50%.
4. As they have moderate starting torque and low starting current, so they are commonly used to drive fans, blowers, centrifugal pumps, domestic refrigerators, washing machines, oilburners, small machine tools, etc.
5. These motors are essentially constant-speed motors. The speed variation is 2 to 5 % from no-load to full-load.
6. The speed range of such motors is from 2875 to 700 r.p.m.
7. Such a motor can be operated with a power factor of 0.55 – 0.65.
8. The percent slip for such motors is about 4 – 6 percent.

SIMULATION RESULTS

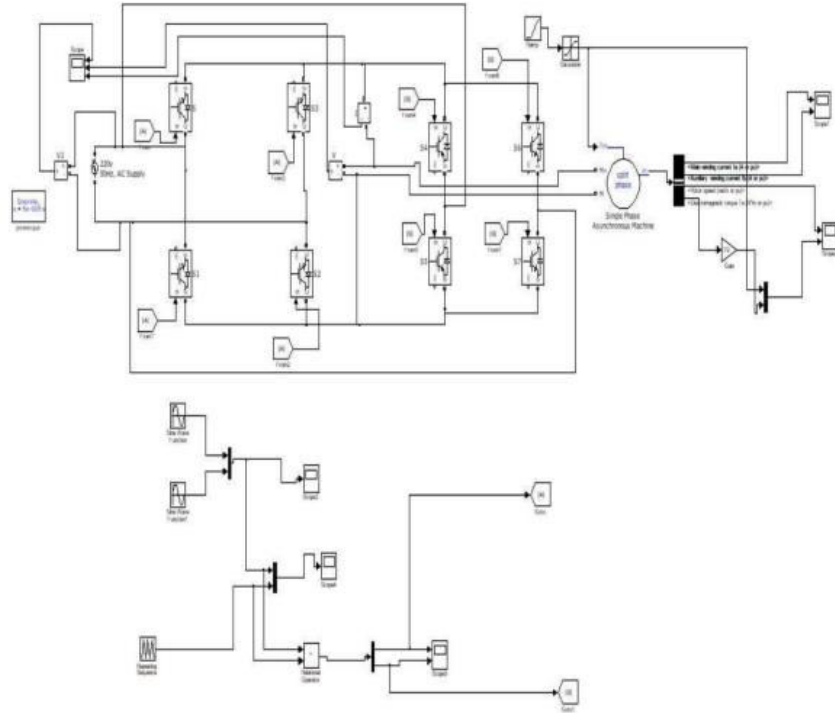
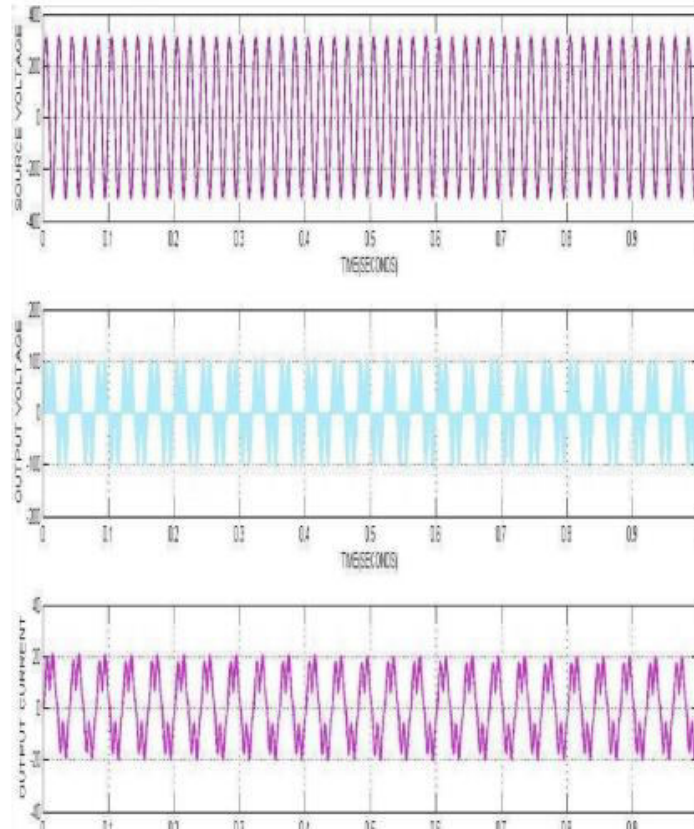


Fig.1: Simulation Diagram



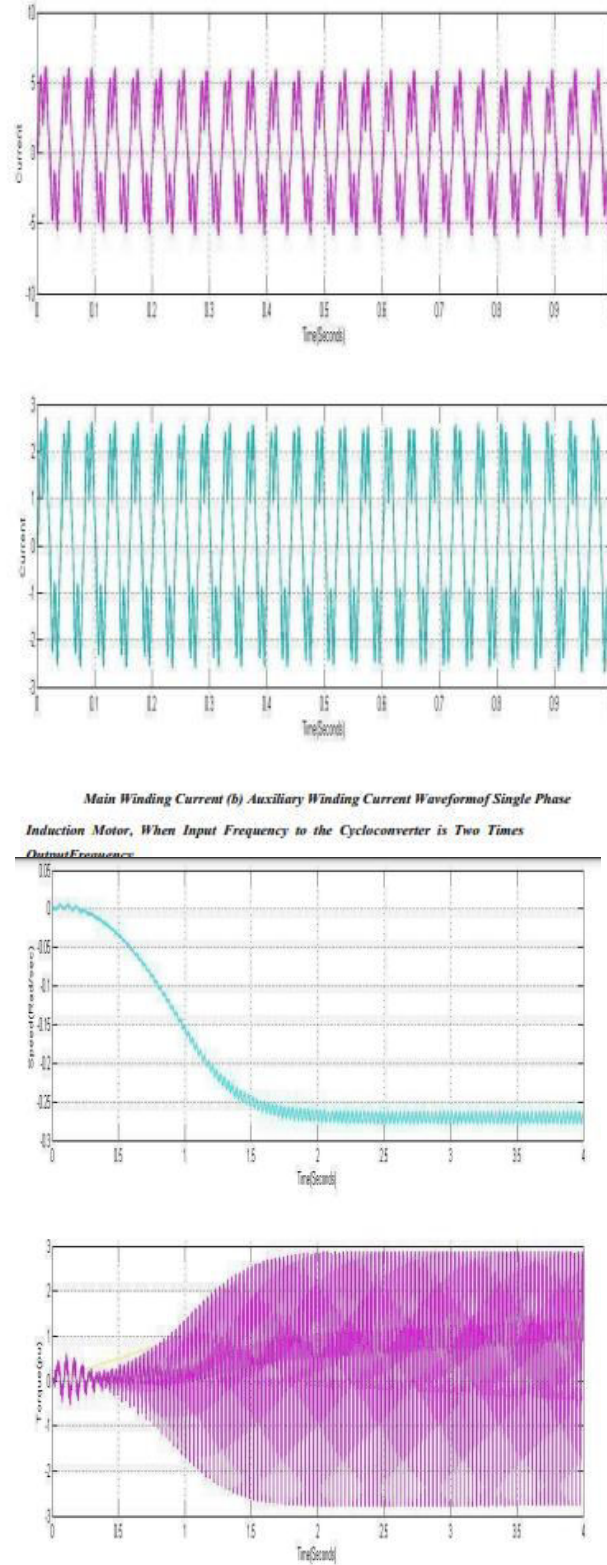
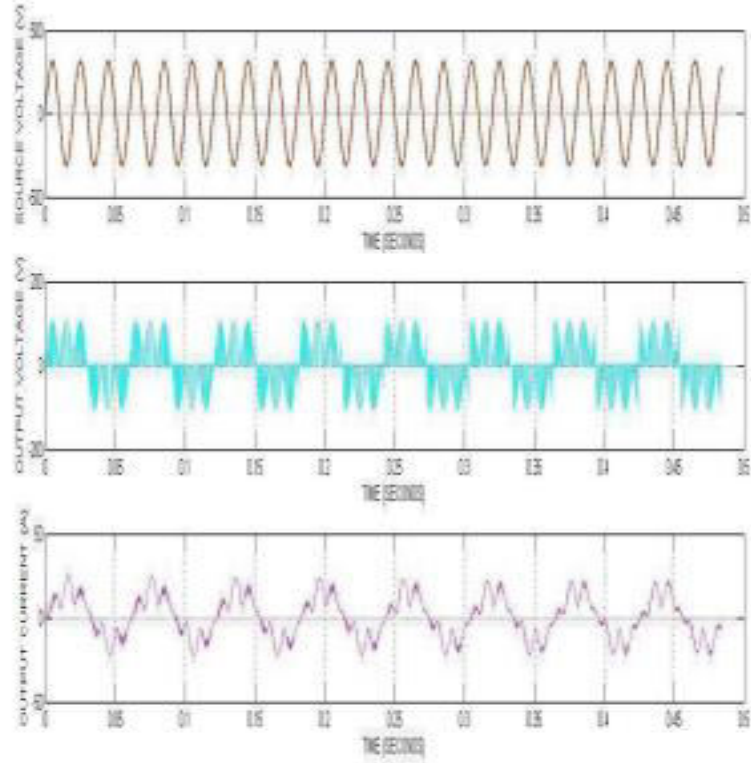
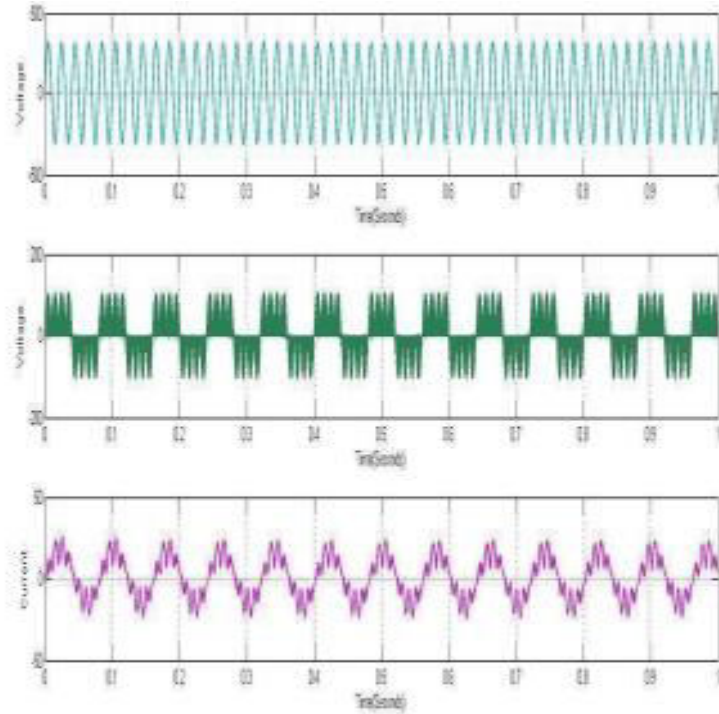


Fig.2: (a) Rotor Speed (b) Load and Electromagnetic Torque Waveform of Single Phase Induction Motor, When Input Frequency to the Cycloconverter is five Times Output Frequency

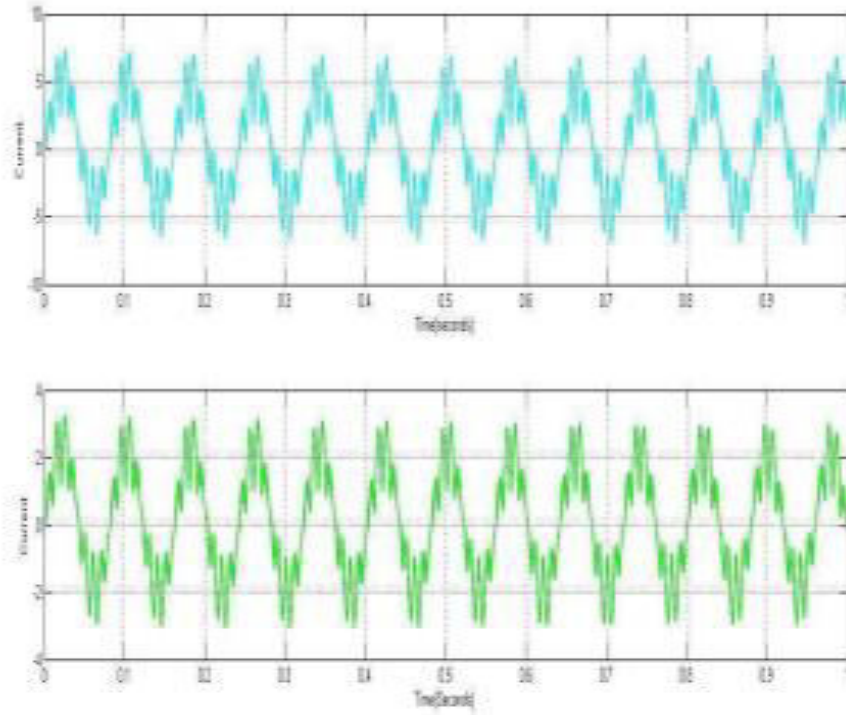


(a) Source Voltage (b) Output Voltage (c) Output current Waveform of Single Phase to Single Phase Cycloconverter When Input Frequency is Three Times Output Frequency.

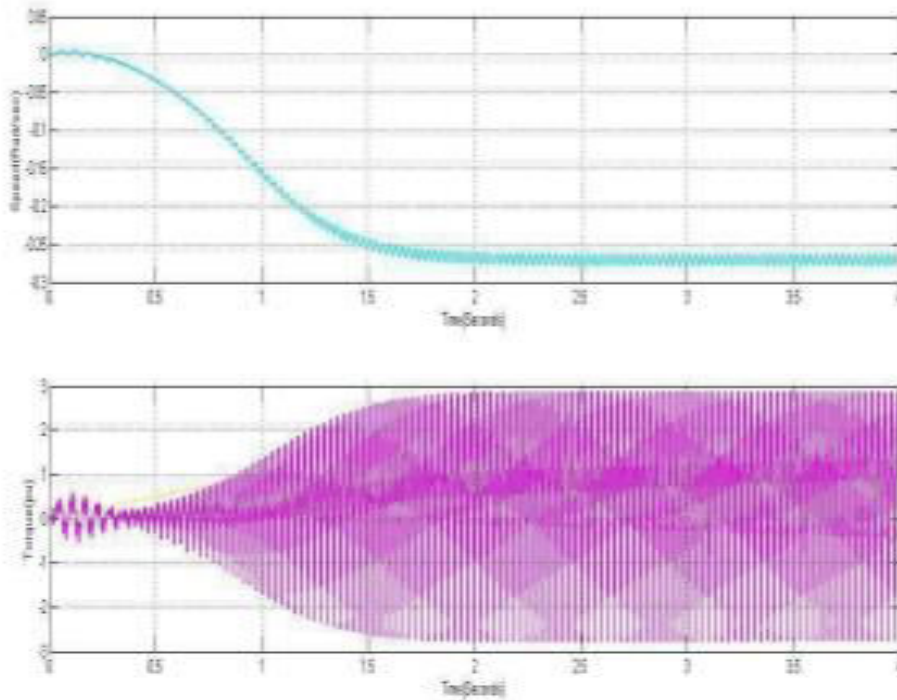


(a) Source Voltage (b) Output Voltage (c) Output current Waveform of SinglePhase to Single Phase Cycloconverter When Input Frequency is Four Times OutputFrequency

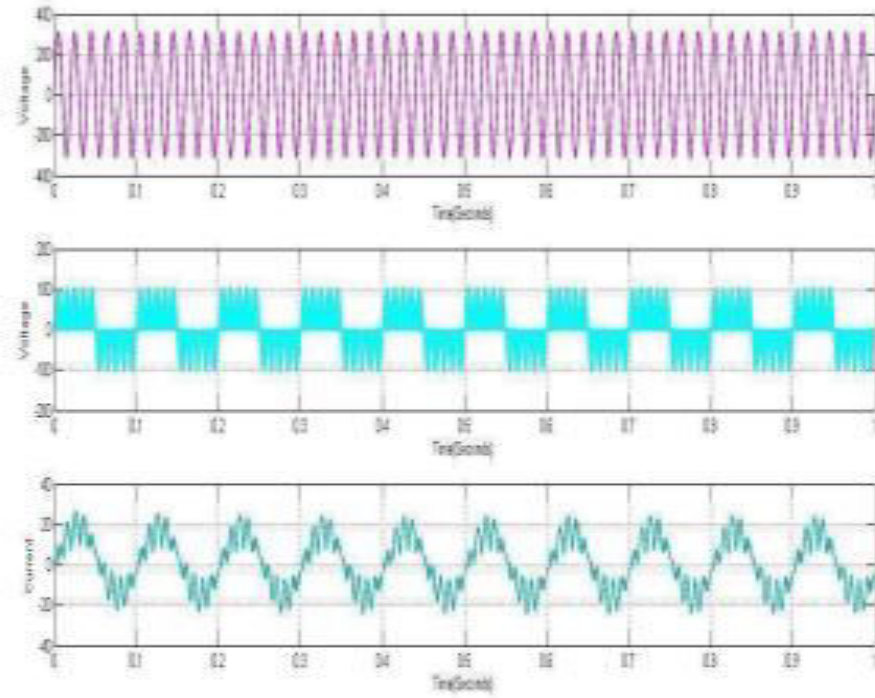




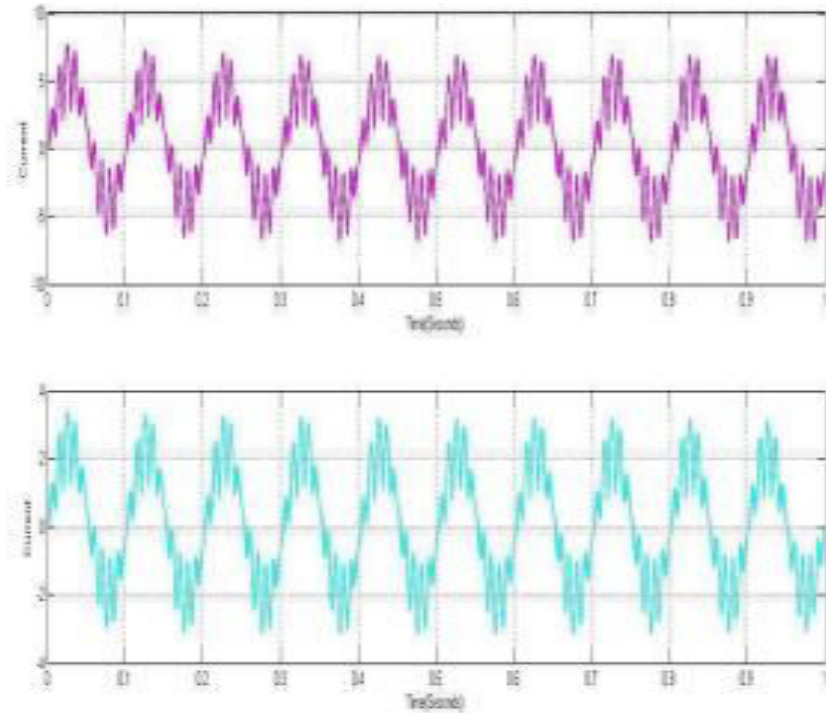
a) Main Winding Current (b) Auxiliary Winding Current Waveform of Single-Phase Induction Motor, When Input Frequency to the Cycloconverter is Four Times Output Frequency.



a) Rotor Speed (b) Load and Electromagnetic Torque Waveform of Single-Phase Induction Motor, When Input Frequency to the Cycloconverter is Four Times Output Frequency.



(a) Source Voltage (b) Output Voltage (c) Output current Waveform of Single Phase to Single Phase Cycloconverter When Input Frequency is Five Times Output Frequency.



(a) Main Winding Current (b) Auxiliary Winding Current Waveform of SinglePhase Induction Motor, When Input Frequency to the Cycloconverter is Five Times Output Frequency.



CONCLUSION

In conclusion, this study successfully demonstrates the effectiveness of using cyclo-converter technology for controlling split-phase induction motors, significantly enhancing their performance and efficiency. The integration of cyclo-converters allows for precise management of voltage and frequency, addressing traditional challenges related to torque control and speed variability. Experimental results indicate that this innovative approach not only improves operational smoothness but also reduces harmonic distortion, contributing to overall energy efficiency. As industries continue to seek reliable and efficient motor control solutions, the findings of this research provide a practical framework for implementing advanced control strategies in various applications, including automation and robotics. Future work will focus on refining these control algorithms and exploring the integration of machine learning techniques to further optimize performance and adaptability in dynamic operating conditions. This research paves the way for a more sustainable and efficient future in motor control technologies.

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