

# Sensored Field Oriented Control of 3-Phase Induction Motors

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## ABSTRACT

This application report presents a solution to control an AC induction motor using the TMS320F2803x microcontrollers. TMS320F2803x devices are part of the family of C2000 microcontrollers, which enable cost-effective design of intelligent controllers for three phase motors by reducing the system components and increase efficiency. With these devices, it is possible to realize far more precise digital vector control algorithms like the field orientated control (FOC). This algorithm's implementation is discussed in this document. The FOC algorithm maintains efficiency in a wide range of speeds and takes into consideration torque changes with transient phases by processing a dynamic model of the motor. This document covers the following:

- A theoretical background on field oriented motor control principle
- Incremental build levels based on modular software blocks
- Experimental results

## Contents

1	Introduction .....	2
2	Induction Motors .....	2
3	Field Oriented Control .....	4
4	The Basic Scheme for the FOC .....	8
5	Benefits of 32-Bit C2000 Controllers for Digital Motor Control (DMC) .....	10
6	TI Literature and Digital Motor Control (DMC) Library .....	11
7	Hardware Configuration (HVDMC R1.1 Kit) .....	15
8	Incremental System Build .....	18
9	References .....	34

## List of Figures

1	Induction Motor Rotor .....	3
2	Squirrel Cage Rotor AC Induction Motor Cutaway View.....	3
3	Separated Excitation DC Motor Model .....	4
4	Stator Current Space Vector and Its Component in (a,b,c) .....	6
5	Stator Current Space Vector and Its Component in the Stationary Reference Frame .....	6
6	Stator Current Space Vector and Its Component in $(\alpha, \beta)$ and in the d,q Rotating Reference Frame .....	7
7	Basic Scheme of FOC for ACI Motor.....	8
8	Current, Voltage and Rotor Flux Space Vectors in the d,q Rotating Reference Frame and Their Relationship With a,b,c and $(\alpha, \beta)$ Stationary Reference Frame .....	9
9	Overall Block Diagram of Indirect Rotor Flux Oriented Control .....	10
10	A 3-ph Induction Motor Drive Implementation .....	13
11	Software Flow.....	14
12	Using AC Power to generate DC Bus Power.....	16
13	Using External DC Power Supply to Generate DC-Bus for the Inverter .....	17

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14	Watch Window Variables .....	18
15	SVGEN Duty Cycle Outputs Ta, Tb, Tc and Tb-Tc .....	19
16	DAC-1-4 Outputs Showing Ta, Tb, Tc and Ta-Tb Waveforms .....	20
17	Level 1 - Incremental System Build Block Diagram.....	21
18	The Waveforms of Phase A and B current, rg1.Out and svgen_dq1.Ta (duty cycle) .....	22
19	Amplified Phase A Current .....	23
20	Level 2 - Incremental System Build Block Diagram.....	24
21	Measured theta, rg1.Out, Phase A and B Current Waveforms.....	26
22	Level 3 - Incremental System Build Block Diagram.....	28
23	Svgen_dq1.Ta, Curmod theta, and Phase A and B Current Waveforms .....	29
24	Level 4 - Incremental System Build Block Diagram.....	30
25	Phase A and B Currents, Svgen_dq1.Ta, and Curmod $\theta$ Waveforms Under 0.5 pu Load, 0.3 pu Speed ....	32
26	Flux and Torque Components of the Stator Current in the Synchronous Reference Frame Under 1.0 pu step- Load and 0.3 pu Speed Monitored From PWM DAC Outputs.....	32
27	Level 5 - Incremental System Build Block Diagram.....	33

### List of Tables

1	Testing Modules in Each Incremental System Build .....	18
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## 1 Introduction

The motor control industry is a strong, aggressive sector. To remain competitive, new products must address several design constraints including cost reduction, power consumption reduction, power factor correction, and reduced EMI radiation. In order to meet these challenges, advanced control algorithms are necessary. Embedded control technology allows both a high level of performance and system cost reduction to be achieved. According to market analysis, the majority of industrial motor applications use AC induction motors. The reasons for this are higher robustness, higher reliability, lower prices and higher efficiency (up to 80%) on comparison with other motor types. However, the use of induction motors is challenging because of their complex mathematical model, their non-linear behavior during saturation and the electrical parameter oscillation, which depends on the physical influence of the temperature. These factors make the control of induction motor complex and call for use of a high performance control algorithms such as “vector control” and a powerful microcontroller to execute this algorithm.

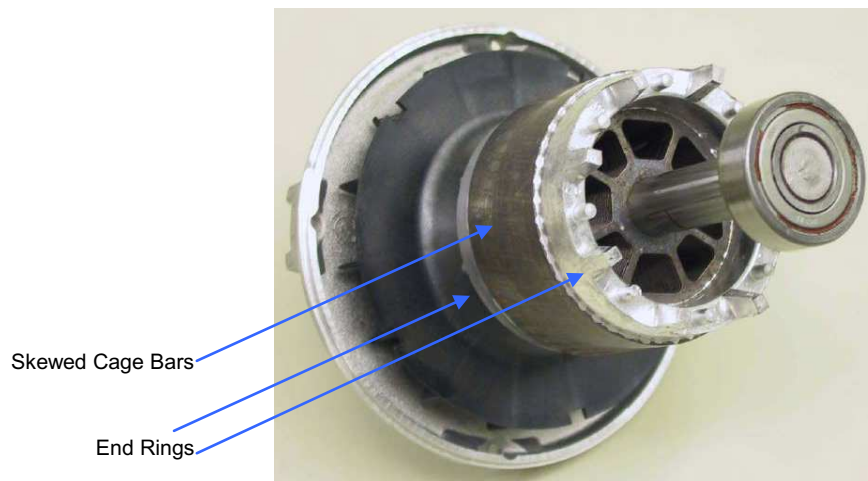
During the last few decades, the field of controlled electrical drives has undergone rapid expansion due mainly to the benefits of microcontrollers. These technological improvements have enabled the development of very effective AC drive control with lower power dissipation hardware and more accurate control structures. The electrical drive controls become more accurate in the sense that not only are the DC quantities controlled but also the three phase AC currents and voltages are managed by so-called vector controls. This document briefly describes the implementation of the most efficient form of a vector control scheme: the Field Orientated Control method. It is based on three major points: the machine current and voltage space vectors, the transformation of a three phase speed and time dependent system into a two coordinate time invariant system and effective space vector pulse width modulation pattern generation. Thanks to these factors, the control of AC machine acquires every advantage of DC machine control and frees itself from the mechanical commutation drawbacks. Furthermore, this control structure, by achieving a very accurate steady state and transient control, leads to high dynamic performance in terms of response times and power conversion.

## 2 Induction Motors

Induction motors derive their name from the way the rotor magnetic field is created. The rotating stator magnetic field induces currents in the short circuited rotor. These currents produce the rotor magnetic field, which interacts with the stator magnetic field, and produces torque, which is the useful mechanical output of the machine.

The three phase squirrel cage AC induction motor is the most widely used motor. The bars forming the conductors along the rotor axis are connected by a thick metal ring at the ends, resulting in a short circuit as shown in Figure 1. The sinusoidal stator phase currents fed in the stator coils create a magnetic field rotating at the speed of the stator frequency ( $\omega_s$ ). The changing field induces a current in the cage conductors, which results in the creation of a second magnetic field around the rotor wires. As a consequence of the forces created by the interaction of these two fields, the rotor experiences a torque and starts rotating in the direction of the stator field.

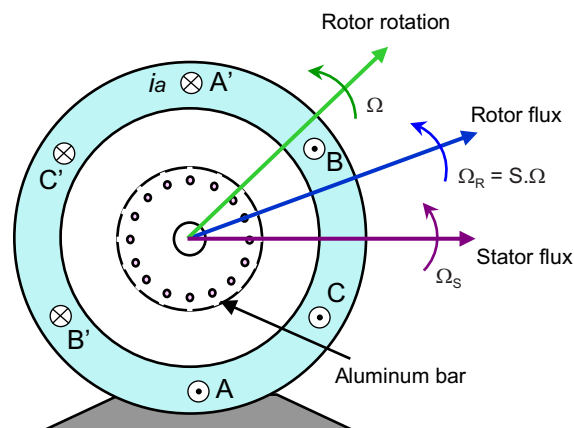
As the rotor begins to speed up and approach the synchronous speed of the stator magnetic field, the relative speed between the rotor and the stator flux decreases, decreasing the induced voltage in the rotor and reducing the energy converted to torque. This causes the torque production to drop off, and the motor reaches a steady state at a point where the load torque is matched with the motor torque. This point is an equilibrium reached depending on the instantaneous loading of the motor. In brief:



**Figure 1. Induction Motor Rotor**

- Owing to the fact that the induction mechanism needs a relative difference between the motor speed and the stator flux speed, the induction motor rotates at a frequency near, but less than, that of the synchronous speed.
- This slip must be present, even when operating in a field-oriented control regime.
- The rotor in an induction motor is not externally excited. This means that there is no need for slip rings and brushes. This makes the induction motor robust, inexpensive and needless maintenance.
- Torque production is governed by the angle formed between the rotor and the stator magnetic fluxes.

In Figure 2, the rotor speed is denoted by  $\Omega$ . Stator and rotor frequencies are linked by a parameter called the slip  $s$ , expressed in per unit as  $s = (\omega_s - \omega_r) / \omega_s$ .



**Figure 2. Squirrel Cage Rotor AC Induction Motor Cutaway View**

- Speed rotating field rotating speed ( $rad / s$ ):  $\Omega_s = \frac{\omega}{p} \cdot \begin{cases} \omega : \text{AC supply freq (rad / s)} \\ p : \text{stator poles pairs number} \end{cases}$
- Rotating rotor speed ( $rad / s$ ):  $\Omega = (1 - s) \Omega_s = (1 - s) \frac{\omega}{p}$

where  $s$  is called the “slip”: it represents the difference between the synchronous frequency and the actual motor rotating speed.

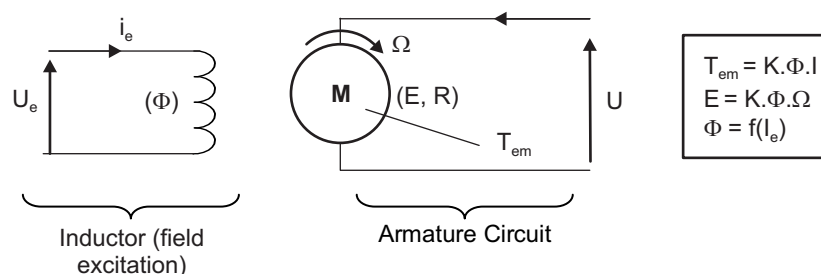
### 3 Field Oriented Control

#### 3.1 Introduction

A simple control such as the V/Hz strategy has limitations on the performance. To achieve better dynamic performance, a more complex control scheme needs to be applied to control the induction motor. With the mathematical processing power offered by the microcontrollers, advanced control strategies can be implemented that use mathematical transformations in order to decouple the torque generation and the magnetization functions in an AC induction motor. Such decoupled torque and magnetization control is commonly called rotor flux oriented control, or simply FOC.

#### 3.2 The Main Philosophy Behind the FOC

In order to understand the spirit of the field oriented control technique, start with an overview of the separately excited direct current (DC) motor. In this type of motor, the excitation for the stator and rotor is independently controlled. Electrical study of the DC motor shows that the produced torque and the flux can be independently tuned. The strength of the field excitation (the magnitude of the field excitation current) sets the value of the flux. The current through the rotor windings determines how much torque is produced. The commutator on the rotor plays an interesting part in the torque production. The commutator is in contact with the brushes, and the mechanical construction is designed to switch into the circuit the windings that are mechanically aligned to produce the maximum torque. This arrangement then means that the torque production of the machine is fairly near optimal all the time. The key point here is that the windings are managed to keep the flux produced by the rotor windings orthogonal to the stator field. Flux and torque are independently controlled and the current through the rotor windings determines how much torque is produced as shown in [Figure 3](#).



**Figure 3. Separated Excitation DC Motor Model**

Induction machines do not have the same key features as the DC motor. In both cases, there is only one source that can be controlled, which is the stator currents. On the synchronous machine, the rotor excitation is given by the permanent magnets mounted onto the shaft. On the synchronous motor, the only source of power and magnetic field is the stator phase voltage. Obviously, as opposed to the DC motor, flux and torque depend on each other.

The goal of the FOC (also called vector control) on synchronous and asynchronous machines is to be able to separately control the torque producing and magnetizing flux components. The control technique goal is to (in a sense) imitate the DC motor's operation.

### 3.3 Why Field Oriented Control

As a well known fact about the asynchronous machine, some natural limitations are faced with a V/Hz control approach. FOC control allows you to get around these limitations, by decoupling the effect of the torque and the magnetizing flux. With decoupled control of the magnetization, the torque producing component of the stator flux can now be thought of as independent torque control. Decoupled control, at low speeds, the magnetization can be maintained at the proper level, and the torque can be controlled to regulate the speed.

To decouple the torque and flux, it is necessary to engage several mathematical transforms, and this is where the microcontrollers add the most value. The processing capability provided by the microcontrollers enables these mathematical transformations to be carried out very quickly. This in turn implies that the entire algorithm controlling the motor can be executed at a fast rate, enabling higher dynamic performance. In addition to the decoupling, a dynamic model of the motor is now used for the computation of many quantities such as rotor flux angle and rotor speed. This means that their effect is accounted for, and the overall quality of control is better.

### 3.4 Technical Background

The FOC consists of controlling the stator currents represented by a vector. This control is based on projections that transform a three phase time and speed dependent system into a two coordinate (d and q coordinates) time invariant system. These projections lead to a structure similar to that of a DC machine control. FOC machines need two constants as input references: the torque component (aligned with the q coordinate) and the flux component (aligned with d coordinate). As FOC is simply based on projections, the control structure handles instantaneous electrical quantities. This makes the control accurate in every working operation (steady state and transient) and independent of the limited bandwidth mathematical model. Therefore, the FOC solves the classic scheme problems in the following ways:

- The ease of reaching constant reference (torque component and flux component of the stator current)
- The ease of applying direct torque control because in the (d,q) reference frame the expression of the torque is:

$$m \propto \frac{\Psi}{R} \frac{i}{S_q}$$

By maintaining the amplitude of the rotor flux ( $\phi_R$ ) at a fixed value, there is a linear relationship between torque and torque component ( $i_{sq}$ ). Thereby, the torque can be controlled by controlling the torque component of stator current vector.

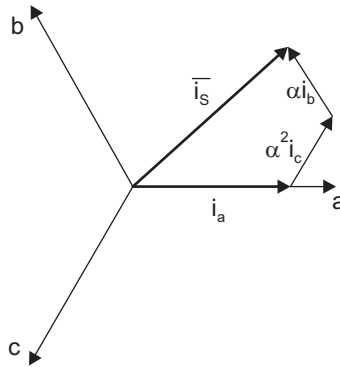
### 3.5 Space Vector Definition and Projection

The three-phase voltages, currents and fluxes of AC-motors can be analyzed in terms of complex space vectors. With regard to the currents, the space vector can be defined as follows. Assuming that  $i_a$ ,  $i_b$ ,  $i_c$  are the instantaneous currents in the stator phases, then the complex stator current vector  $\vec{i}_s$  is defined by:

$$\vec{i} = i_a + \alpha i_b + \alpha^2 i_c$$

where  $\alpha = e^{j\frac{2}{3}\pi}$  and  $\alpha^2 = e^{j\frac{4}{3}\pi}$  represent the spatial operators.

Figure 4 shows the stator current complex space vector:



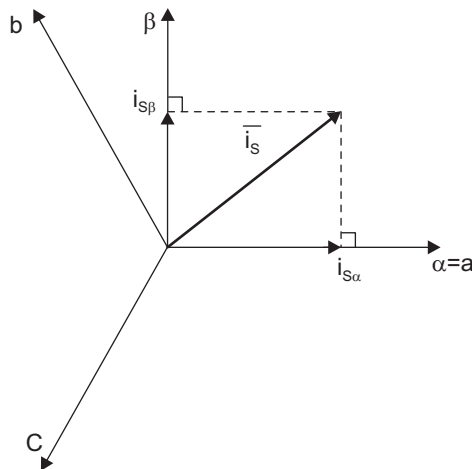
**Figure 4. Stator Current Space Vector and Its Component in (a,b,c)**

where (a,b,c) are the three phase system axes. This current space vector depicts the three phase sinusoidal system. It still needs to be transformed into a two time invariant coordinate system. This transformation can be split into two steps:

- (a,b,c)  $\rightarrow$  ( $\alpha$ ,  $\beta$ ) (the Clarke transformation), which outputs a two coordinate time variant system
- (a,  $\beta$ )  $\rightarrow$  (d,q) (the Park transformation), which outputs a two coordinate time invariant system

### 3.6 The (a,b,c) $\rightarrow$ ( $\alpha$ , $\beta$ ) Projection (clarke transformation)

The space vector can be reported in another reference frame with only two orthogonal axis called ( $\alpha$ ,  $\beta$ ). Assuming that the axis a and the axis  $\alpha$  are in the same direction, you have the following vector diagram:



**Figure 5. Stator Current Space Vector and Its Component in the Stationary Reference Frame**

The projection that modifies the three phase system into the ( $\alpha$ ,  $\beta$ ) two dimension orthogonal system is presented below.

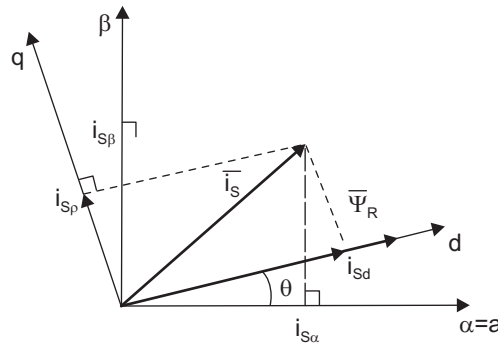
$$\begin{cases} i_{s\alpha} = i_a \\ i_{s\beta} = \frac{1}{\sqrt{3}} i_a + \frac{2}{\sqrt{3}} i_b \end{cases}$$

The two phase ( $\alpha$ ,  $\beta$ ) currents are still depends on time and speed.

### 3.7 The $(\alpha, \beta) \rightarrow (d, q)$ projection (Park transformation)

This is the most important transformation in the FOC. In fact, this projection modifies a two phase orthogonal system  $(\alpha, \beta)$  in the d,q rotating reference frame.

If you consider the d axis aligned with the rotor flux, Figure 6 shows the relationship from the two reference frames for the current vector:



**Figure 6. Stator Current Space Vector and Its Component in  $(\alpha, \beta)$  and in the d,q Rotating Reference Frame**

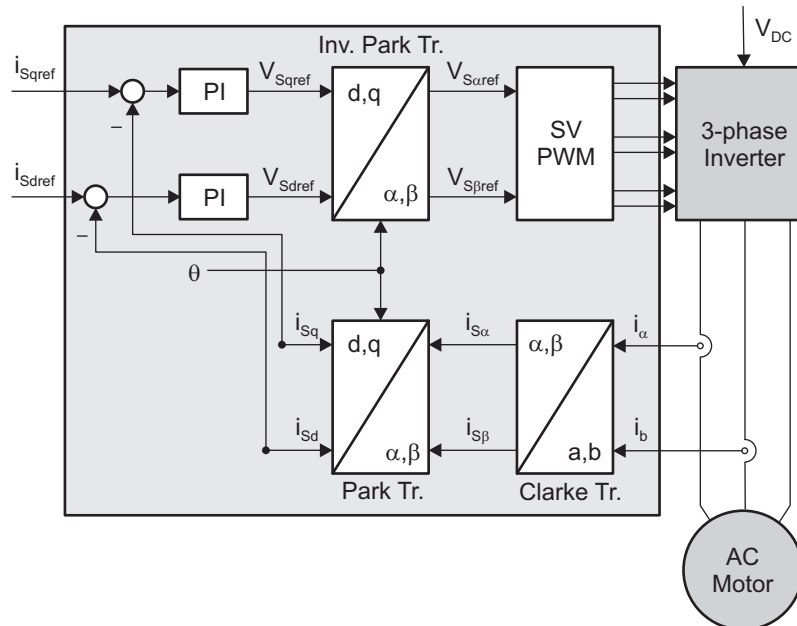
where  $\theta$  is the rotor flux position. The flux and torque components of the current vector are determined by the following equations:

$$\begin{cases} i_{sd} = i_{s\alpha} \cos \theta + i_{s\beta} \sin \theta \\ i_{sq} = -i_{s\alpha} \sin \theta + i_{s\beta} \cos \theta \end{cases}$$

These components depend on the current vector  $(\alpha, \beta)$  components and on the rotor flux position. If you know the right rotor flux position then, by this projection, the d,q component becomes a constant. Two phase currents now turn into dc quantity (time-invariant). At this point, the torque control becomes easier where constant  $i_{sd}$  (flux component) and  $i_{sq}$  (torque component) current components controlled independently.

## 4 The Basic Scheme for the FOC

Figure 7 summarizes the basic scheme of torque control with FOC.

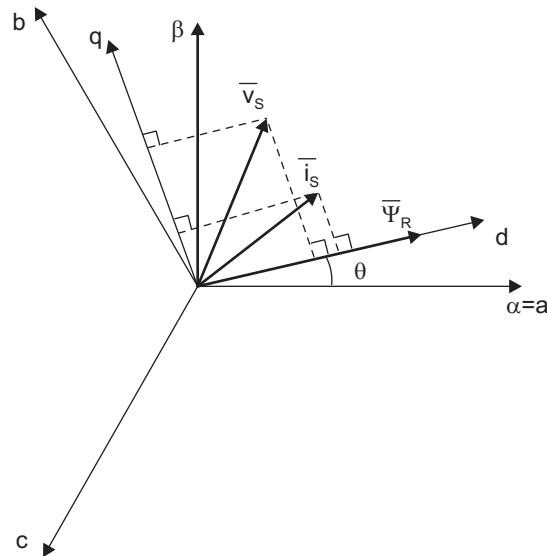


**Figure 7. Basic Scheme of FOC for ACI Motor**

Two motor phase currents are measured. These measurements feed the Clarke transformation module. The outputs of this projection are designated  $i_{sa}$  and  $i_{sb}$ . These two components of the current are the inputs of the Park transformation that provide the current in the  $d,q$  rotating reference frame. The  $i_{sd}$  and  $i_{sq}$  components are compared to the references:  $i_{sdref}$  (the flux reference) and  $i_{sqref}$  (the torque reference). At this point, this control structure shows an interesting advantage: it can be used to control either synchronous or induction machines by simply changing the flux reference and obtaining rotor flux position. As in the synchronous permanent magnet, a motor, the rotor flux is fixed determined by the magnets so there is no need to create one. Therefore, when controlling a PMSM,  $i_{sdref}$  should be set to zero. As induction motors need a rotor flux creation in order to operate, the flux reference must not be zero. This conveniently solves one of the major drawbacks of the "classic" control structures: the portability from asynchronous to synchronous drives. The torque command  $i_{sqref}$  could be the output of the speed regulator when you use a speed FOC. The outputs of the current regulators are  $V_{sdref}$  and  $V_{sqref}$ ; they are applied to the inverse Park transformation. The outputs of this projection are  $V_{saref}$  and  $V_sbreff$ , which are the components of the stator vector voltage in the  $(\alpha, \beta)$  stationary orthogonal reference frame. These are the inputs of the space vector pulse width modulation (PWM). The outputs of this block are the signals that drive the inverter. Note that both Park and inverse Park transformations need the rotor flux position. Obtaining this rotor flux position depends on the AC machine type (synchronous or asynchronous machine). The rotor flux position considerations are made in a following paragraph.

### 4.1 Rotor Flux Position

Knowledge of the rotor flux position is the core of the FOC. In fact, if there is an error in this variable the rotor flux is not aligned with  $d$ -axis and  $i_{sd}$  and  $i_{sq}$  are incorrect flux and torque components of the stator current. Figure 8 shows the  $(a,b,c)$ ,  $(\alpha, \beta)$  and  $(d,q)$  reference frames, and the correct position of the rotor flux, the stator current and stator voltage space vector that rotates with  $d,q$  reference at synchronous speed.

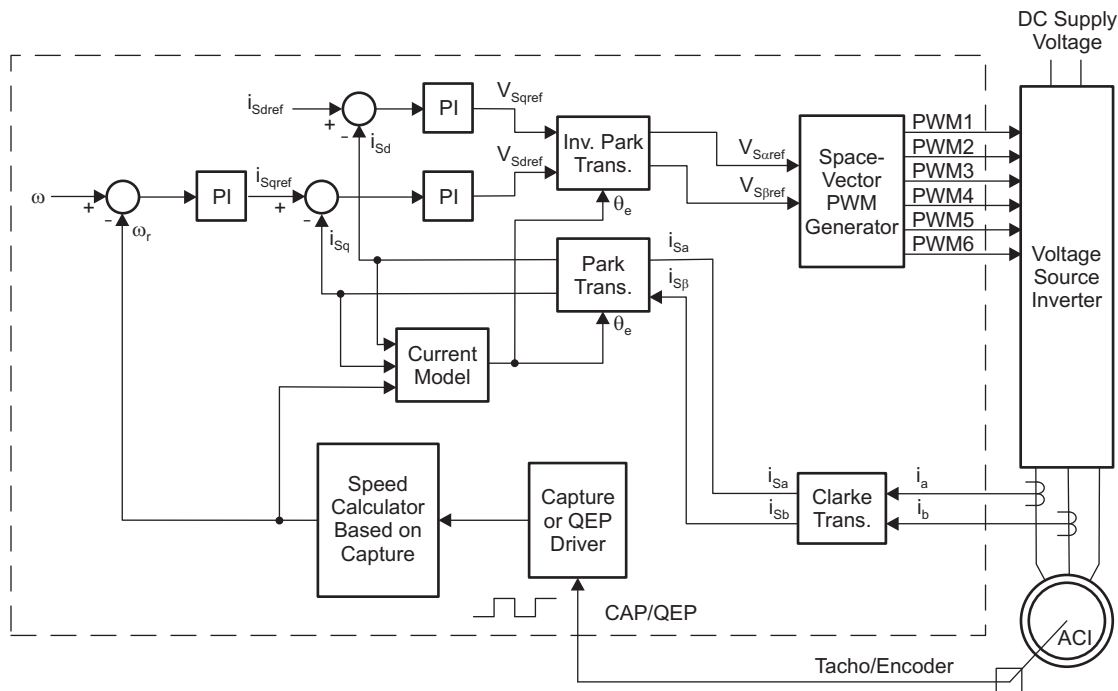


**Figure 8. Current, Voltage and Rotor Flux Space Vectors in the  $d,q$  Rotating Reference Frame and Their Relationship With  $a,b,c$  and  $(\alpha, \beta)$  Stationary Reference Frame**

The measure of the rotor flux position is different if you consider the synchronous or induction motor:

- In the synchronous machine, the rotor speed is equal to the rotor flux speed. Then  $\theta$  (rotor flux position) is directly measured by position sensor or by integration of rotor speed.
- In the asynchronous machine, the rotor speed is not equal to the rotor flux speed (there is a slip speed), then it needs a particular method to calculate  $\theta$ . The basic method is the use of the current model, which needs two equations of the motor model in  $d,q$  reference frame.

Theoretically, the FOC for the induction motor drive can be mainly categorized into two types: indirect and direct schemes. The field to be oriented could be rotor, stator, or airgap flux linkage. In the indirect field oriented control, the slip estimation with measured or estimated rotor speed is required in order to compute the synchronous speed. There is no flux estimation appearing in the system. For the direct scheme, the synchronous speed is computed based on the flux angle, which is available from flux estimator or flux sensors (Hall effects). In this implementing system, the indirect flux oriented control system with measured speed based on capture is described. The overall block diagram of this project is depicted in [Figure 9](#).



**Figure 9. Overall Block Diagram of Indirect Rotor Flux Oriented Control**

## 5 Benefits of 32-Bit C2000 Controllers for Digital Motor Control (DMC)

The C2000 family of devices possesses the desired computation power to execute complex control algorithms along with the right mix of peripherals to interface with the various components of the DMC hardware like the analog-to-digital converter (ADC), enhanced pulse width modulator (ePWM), enhanced quadrature encoder pulse (QEP), enhanced capture (eCAP), and so forth. These peripherals have all the necessary hooks for implementing systems that meet safety requirements, like the trip zones for PWMs and comparators. Along with this the C2000 ecosystem of software (libraries and application software) and hardware (application kits) help in reducing the time and effort needed to develop a Digital Motor Control solution. The Direct Motor Control (DMC) Library provides configurable blocks that can be reused to implement new control strategies. The IQMath Library enables easy migration from floating-point algorithms to fixed point, accelerating the development cycle.

Therefore, with the C2000 family of devices it is easy and quick to implement complex control algorithms (sensored and sensorless) for motor control. The use of C2000 devices and advanced control schemes provides the following system improvements

- Favors system cost reduction by an efficient control in all speed range implying right dimensioning of power device circuits
- Use of advanced control algorithms. It is possible to reduce torque ripple, resulting in lower vibration and longer life time of the motor.
- Advanced control algorithms reduce harmonics generated by the inverter, reducing filter cost
- Use of sensorless algorithms eliminates the need for speed or position sensor.
- Decreases the number of look-up tables, which reduces the amount of memory required
- The real-time generation of smooth near-optimal reference profiles and move trajectories, results in better-performance
- Generation of high resolution PWM's is possible with the use of ePWM peripheral for controlling the power switching inverters
- Provides single chip control system

For advanced controls, C2000 controllers can also perform the following:

- Enables control of multi-variable and complex systems using modern intelligent methods such as neural networks and fuzzy logic
- Performs adaptive control. C2000 controllers have the speed capabilities to concurrently monitor the system and control it. A dynamic control algorithm adapts itself in real time to variations in system behavior.
- Performs parameter identification for sensorless control algorithms, self commissioning, online parameter estimation update
- Performs advanced torque ripple and acoustic noise reduction
- Provides diagnostic monitoring with spectrum analysis. By observing the frequency spectrum of mechanical vibrations, failure modes can be predicted in early stages.
- Produces sharp-cut-off notch filters that eliminate narrow-band mechanical resonance. Notch filters remove energy that would otherwise excite resonant modes and possibly make the system unstable.

## 6 TI Literature and Digital Motor Control (DMC) Library

Literature distinguishes two types of FOC control (for induction motors):

- Direct FOC control: In this case, try to directly estimate the rotor flux based upon the measurements of terminal voltages and currents.
- Indirect FOC control: In this case, the goal is to estimate the slip based upon the motor model in FOC condition and to recalculate the rotor flux angle from the integration of estimated slip and measured rotor speeds. Again knowing the motor parameters, especially rotor time constant, is key in order to achieve the FOC control.

This document discusses the indirect FOC control.

The DMC library is composed of functions represented as blocks. These blocks are categorized as Transforms and Estimators (Clarke, Park, Sliding Mode Observer, Phase Voltage Calculation, and Resolver, Flux, and Speed Calculators and Estimators), Control (Signal Generation, PID, BEMF Commutation, Space Vector Generation), and Peripheral Drivers (PWM abstraction for multiple topologies and techniques, ADC drivers, and motor sensor interfaces). Each block is a modular software macro is separately documented with source code, use, and technical theory. For the source codes and explanations of macro blocks, install controlSUITE from [www.ti.com/controlsuite](http://www.ti.com/controlsuite) and choose the HVMotorKit installation.

- C:\TI\controlSUITE\libs\app\_libs\motor\_control\math\_blocks\v4.0
- C:\TI\controlSUITE\libs\app\_libs\motor\_control\drivers\mf2803x\_v2.0

These modules allow users to quickly build or customize their own systems. The library supports the three motor types: ACI, BLDC, PMSM, and comprises both peripheral dependent (software drivers) and target dependent modules.

The DMC Library components have been used by TI to provide system examples. All DMC Library variables are defined and inter-connected at initialization. At run-time, the macro functions are called in order. Each system is built using an incremental build approach, which allows sections of the code to be built at different times so that the developer can verify each section of their application one step at a time. This is critical in real-time control applications where so many different variables can affect the system and many different motor parameters need to be tuned.

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**NOTE:** TI DMC modules are written in the form of macros for optimization purposes. For more details, see *Optimizing Digital Motor Control (DMC) Libraries* ([SPRAAK2](#)). The macros are defined in the header files. You can open the respective header file and change the macro definition, if needed. In the macro definitions, there should be a backslash "\ " at the end of each line as shown in [Example 1](#), which means that the code continues in the next line. Any character including invisible ones like a "space" or "tab" after the backslash will cause compilation error. Therefore, make sure that the backslash is the last character in the line. In terms of code development, the macros are almost identical to C function, and that you can easily convert the macro definition to a C functions.

---

### Example 1. A Typical DMC Macro Definition

```
#define PARK_MACRO(v)
    \
    \
    v.Ds = _IQmpy(v.Alpha,v.Cosine) + _IQmpy(v.Beta,v.Sine); \
    v.Qs = _IQmpy(v.Beta,v.Cosine) - _IQmpy(v.Alpha,v.Sine);
```

## 6.1 System Overview

This document describes the “C” real-time control framework used to demonstrate the sensed FOC of induction motors. The “C” framework is designed to run on TMS320F2803x-based controllers on Code Composer Studio™ software. The framework uses the following modules: <sup>(1)</sup>:

<sup>(1)</sup> Please refer to pdf documents in the motor control folder explaining the details and theoretical background of each macro.

Macro Names	Explanation
CLARKE	Clarke Transformation
PARK and IPARK	Park and Inverse Park Transformation
PI	PI Regulators
RC	Ramp Controller (slew rate limiter)
RG	Ramp and Sawtooth Generator
QEP and CAP	QEP and CAP Drives
SPEED_PR	Speed Measurement (based on sensor signal period)
SPEED_FR	Speed Measurement (based on sensor signal frequency)
CURMOD	Current Model for Sensed Applications
SVGEN	Space Vector PWM with Quadrature Control (includes IClarke Transformation)
PWM and PWMDAC	PWM and PWMDAC Drives

In this system, the sensed indirect field oriented control of induction motor is experimented with and explores the performance of speed control. The induction motor is driven by a conventional voltage-source inverter. The TMS320x2803x control card is used to generate PWM signals. The motor is driven by an integrated power module by means of space vector PWM technique. Two phase currents of induction motor (ia and ib) are measured from the inverter and sent to the TMS320x2803x via two ADCs.

The HVACI\_Sensored project has the following properties:

C Framework		
System Name	Program Memory Usage 2803x	Data Memory Usage 2803x <sup>(1)</sup>
HVACI_Sensored	3698 words <sup>(2)</sup>	1312 words

<sup>(1)</sup> Excluding the stack size

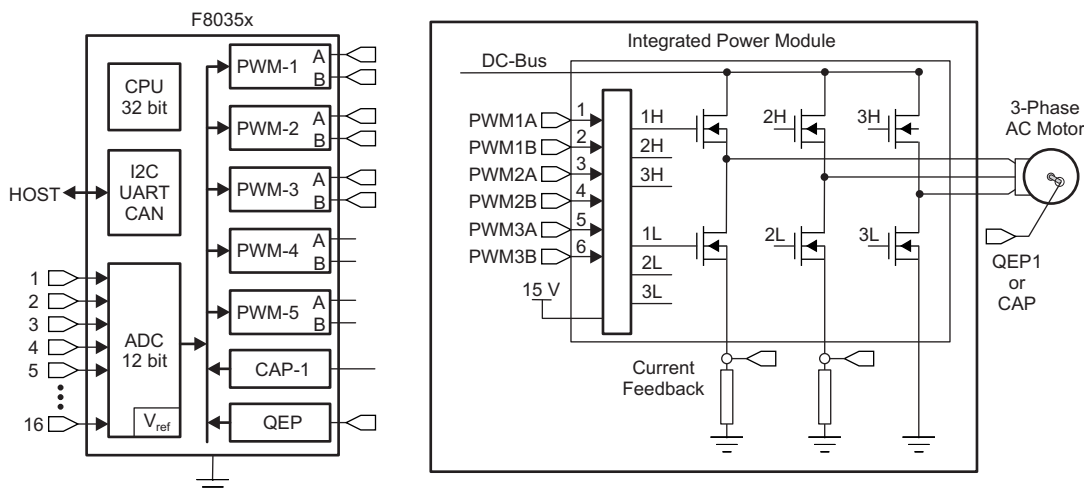
<sup>(2)</sup> Excluding "IQmath" Look-up Tables

CPU Utilization	
Total Number of Cycles	733 <sup>(1)</sup>
CPU Utilization @ 60 Mhz	12.2%
CPU Utilization @ 40 Mhz	18.3%

<sup>(1)</sup> At 10 kHz ISR frequency. Debug macros excluded (in other words, PWMDAC, Datalog and RG). IQSin and Cos tables used.

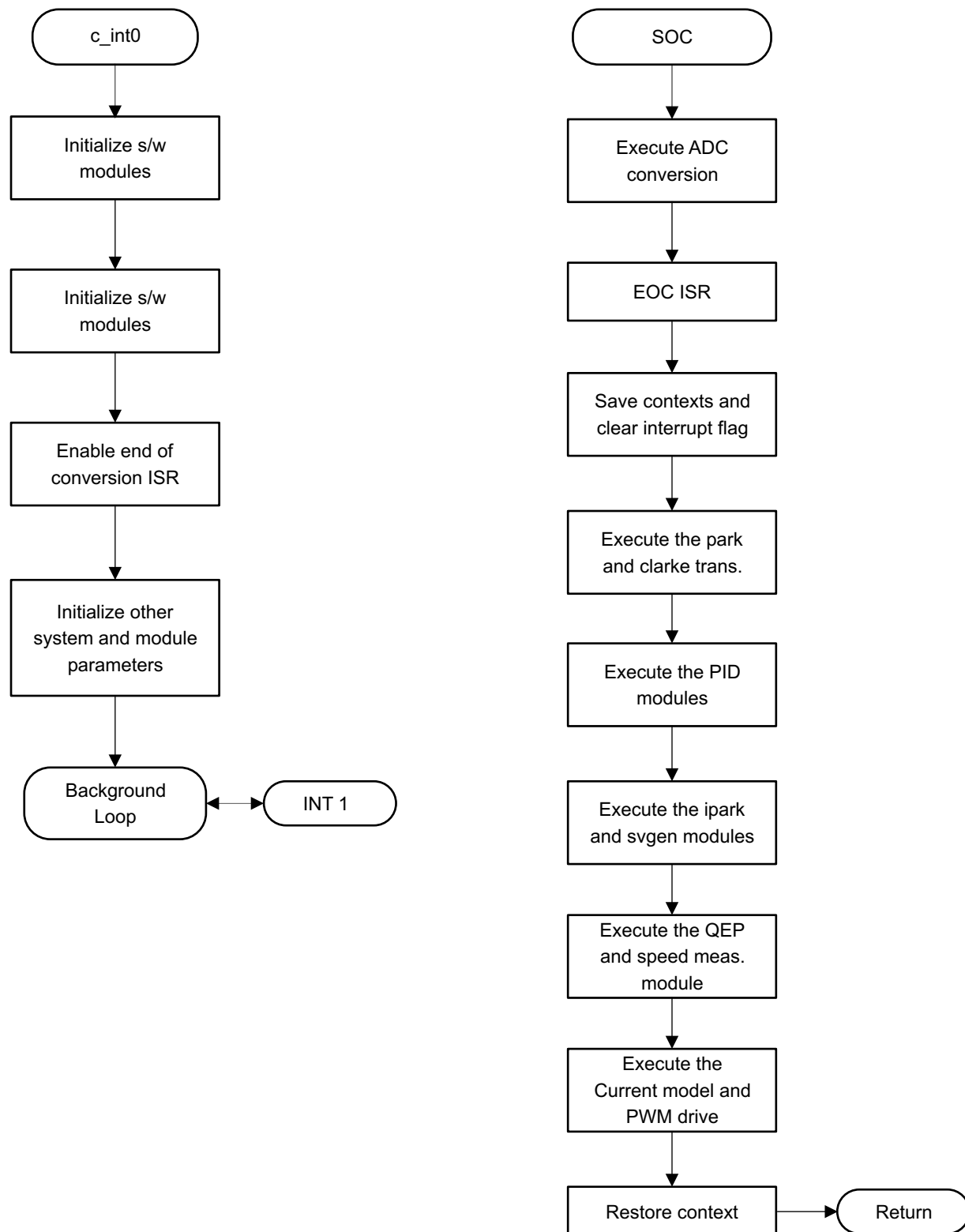
System Features	
Development and Emulation	Code Composer Studio V4.0 (or above) with real-time debugging
Target Controller	TMS320F2803x
PWM Frequency	10 kHz PWM (Default), 60 kHz PWMDAC
PWM Mode	Symmetrical with a programmable dead band
Interrupts	ADC, end of conversion – Implements 10 kHz ISR execution rate
Peripherals Used	PWM 1, 2, 3 for motor control PWM 6A, 6B, 7A and 7B for DAC outputs QEP1 A, B, I or CAP1 ADC A7 for DC Bus voltage sensing, A1 and B1 for phase current sensing

The overall system implementing a 3-ph induction motor control is depicted in [Figure 10](#). The induction motor is driven by the conventional voltage-source inverter. The TMS320F2803x is being used to generate the six pulse width modulation (PWM) signals using a space vector PWM technique, for six power switching devices in the inverter. Two input currents of the induction motor (ia and ib) are measured from the inverter and they are sent to the TMS320F2803x via two ADCs.



**Figure 10. A 3-ph Induction Motor Drive Implementation**

The software flow is described in the [Figure 11](#).



**Figure 11. Software Flow**

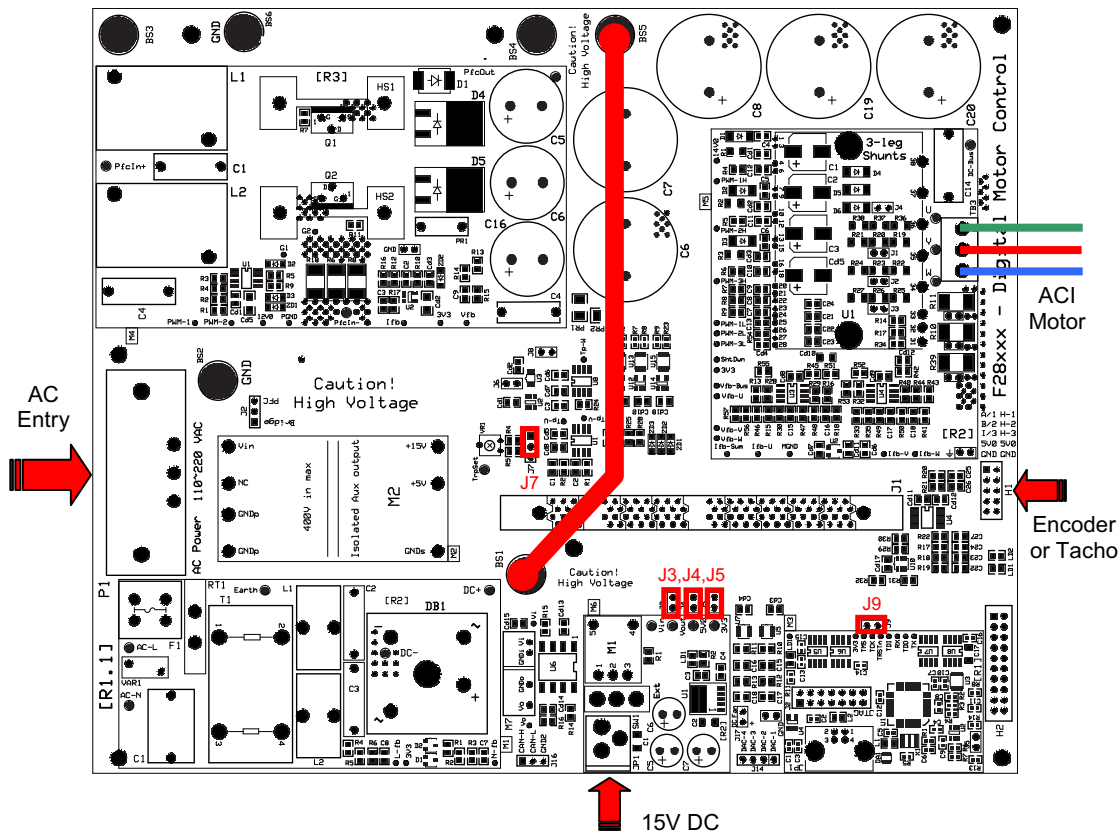
## 7 Hardware Configuration (HVDMC R1.1 Kit)

For an overview of the kit's hardware and steps on how to setup this kit, see the *HVMotorCtrl+PFC How to Run Guide* located at: [www.ti.com/controlsuite](http://www.ti.com/controlsuite) and choose the HVMotorKit installation.

Some of the hardware setup instructions are listed below for quick reference.

1. Open the lid of the HV kit.
2. Install the Jumpers [Main]-J3, J4 and J5, J9 for 3.3 V, 5 V and 15 V power rails and JTAG reset line.
3. Unpack the DIMM style controlCARD and place it in the connector slot of [Main]-J1. Push down vertically using even pressure from both ends of the card until the clips snap and lock. To remove the card, simply spread open the retaining clip with your thumbs.
4. Connect a USB cable to the connector [M3]-JP1. This enables an isolated JTAG emulation to the C2000 device. [M3]-LD1 should turn on. Make sure [M3]-J5 is not populated. If the included Code Composer Studio is installed, the drivers for the onboard JTAG emulation will automatically be installed. If a windows installation window appears, try to automatically install drivers from those already on your computer. The emulation drivers are found at <http://www.ftdichip.com/Drivers/D2XX.htm>. The correct driver is the one listed to support the FT2232.
5. If a third party JTAG emulator is used, connect the JTAG header to [M3]-J2 and additionally the [M3]-J5 needs to be populated to put the onboard JTAG chip in reset.
6. Ensure that [M6]-SW1 is in the "Off" position. Connect the 15 V DC power supply to [M6]-JP1.
7. Turn on [M6]-SW1. Now [M6]-LD1 should turn on. Notice that the control card LED lights up as well indicating that the control card is receiving power from the board.
8. Note that the motor should be connected to the [M5]-TB3 terminals after you finish with the first incremental build step.
9. Set the power supply output to zero and connect [Main]-BS5 and BS6 to the DC power supply and ground, respectively, to use DC power supply.
10. Connect [Main]-BS1 and BS5 to each other using the banana plug cord to use AC Mains power. Now, connect one end of the AC power cord to [Main]-P1. The other end needs to be connected to the output of a variac. Make sure that the variac output is set to zero and it is connected to the wall supply through an isolator.

For reference, [Figure 12](#) and [Figure 13](#) show the jumper and connectors that need to be connected for this lab.



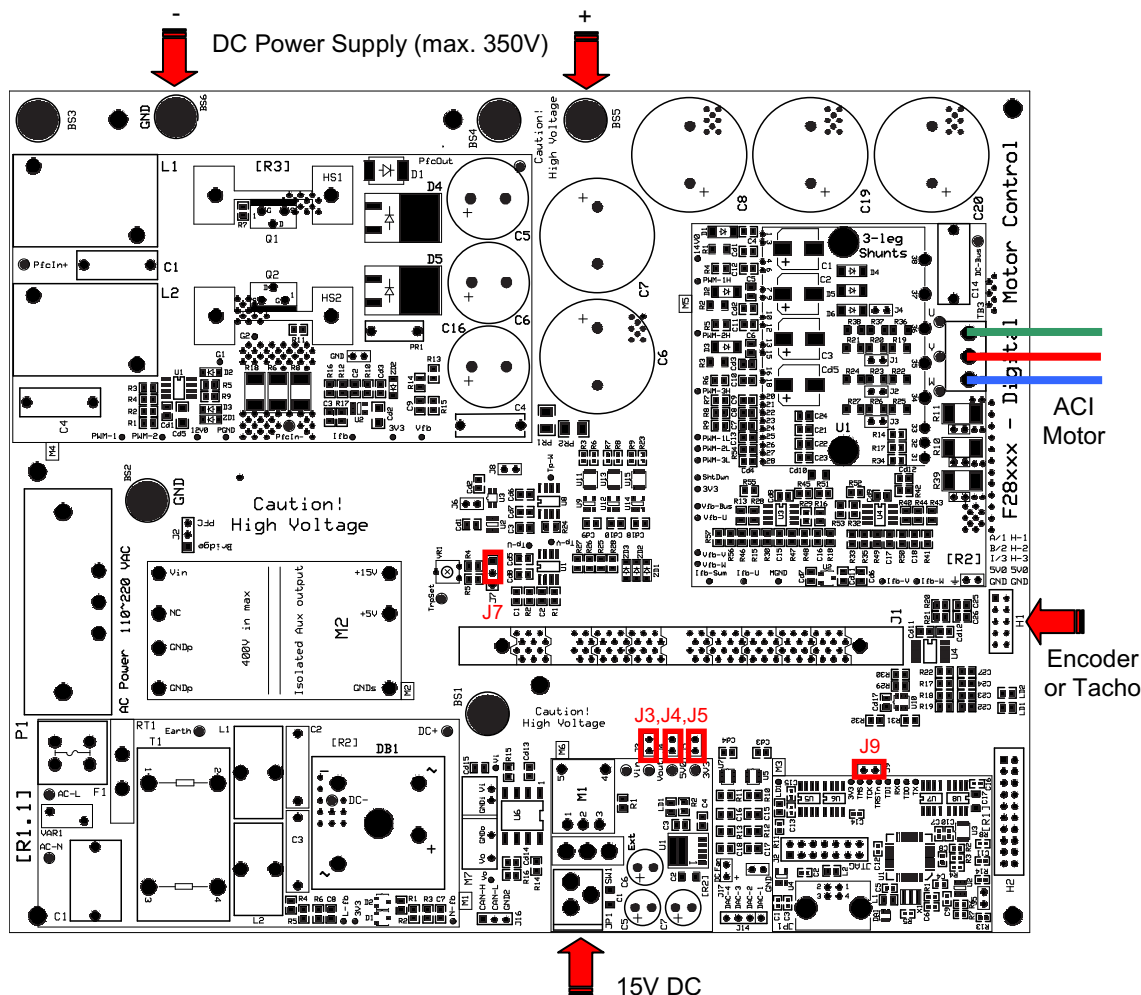


Figure 13. Using External DC Power Supply to Generate DC-Bus for the Inverter

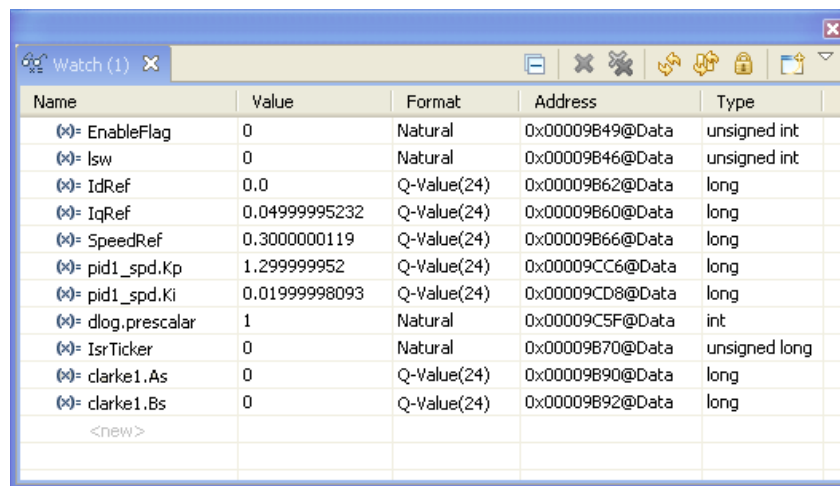
### CAUTION

The inverter bus capacitors remain charged for a long time after the high power line supply is switched off or disconnected. Proceed with caution!

## 7.1 Software Setup Instructions to Run HVACI\_Sensored Project


For more information, see the *Software Setup for HVMotorCtrl+PFC Kit Projects* section in the *HVMotorCtrl+PFC Kit How to Run Guide* that can be found at [www.ti.com/controlsuite](http://www.ti.com/controlsuite) and choose the HVMotorKit installation.

1. Select the HVACI\_Sensored as the active project.
2. Select the active build configuration to be set as F2803x\_RAM.
3. Verify that the build level is set to 1, and then right click on the project name and select "Rebuild Project". Once build completes, launch a debug session to load the code into the controller.
4. Open a watch window and add the critical variables as shown in Figure 14 and select the appropriate Q format for them.



Name	Value	Format	Address	Type
(*)= EnableFlag	0	Natural	0x00009B49@Data	unsigned int
(*)= lsw	0	Natural	0x00009B46@Data	unsigned int
(*)= IdRef	0.0	Q-Value(24)	0x00009B62@Data	long
(*)= IqRef	0.04999995232	Q-Value(24)	0x00009B60@Data	long
(*)= SpeedRef	0.3000000119	Q-Value(24)	0x00009B66@Data	long
(*)= pid1_spd.Kp	1.299999952	Q-Value(24)	0x00009CC6@Data	long
(*)= pid1_spd.Ki	0.01999998093	Q-Value(24)	0x00009CD8@Data	long
(*)= dlog.prescalar	1	Natural	0x00009C5F@Data	int
(*)= IsrTicker	0	Natural	0x00009B70@Data	unsigned long
(*)= clarke1.As	0	Q-Value(24)	0x00009B90@Data	long
(*)= clarke1.Bs	0	Q-Value(24)	0x00009B92@Data	long
<new>				

Figure 14. Watch Window Variables

- Go to Tools → Graph → Dual Time, and click the Import button at the bottom of the window.  
Setup the time graph windows by importing Graph1.graphProp and Graph2.graphProp from the following location: [www.ti.com/controlsuite](http://www.ti.com/controlsuite) - (development\_kits\HVMotorCtrl+PfcKit\_v2.0\HVACI\_sensored\).
- Click on the Continuous Refresh button  on the top left corner of the graph tab to enable periodic capture of data from the microcontroller.

## 8 Incremental System Build

The system is gradually built up so the final system can be confidently operated. Five phases of the incremental system build are designed to verify the major software modules used in the system. Table 1 summarizes the modules testing and using in each incremental system build.

Table 1. Testing Modules in Each Incremental System Build <sup>(1)</sup>

Software Module	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
PWMDAC_MACRO	√	√	√	√	√
RC_MACRO	√	√	√	√	
RG_MACRO	√	√	√	√	
IPARK_MACRO	√√	√	√	√	√
SVGEN_MACRO	√√	√	√	√	√
PWM_MACRO	√√	√	√	√	√
CLARKE_MACRO		√√	√	√	√
PARK_MACRO		√√	√	√	√
CAP_MACRO			√√	√	
SPEED_PR_MACRO			√√	√	
QEP_MACRO			√√	√	√
SPEED_FR_MACRO			√√	√	√
PI_MACRO (IQ)			√√	√	√
PI_MACRO (ID)			√√	√	√
CURMOD				√√	√
PI_MACRO (SPD)					√√

<sup>(1)</sup> The symbol √ means this module is using and the symbol √√ means this module is testing in this phase.

## 8.1 Level 1 Incremental Build

Keep the motor disconnected at this step. Assuming the load and build steps described in the *HVMotorCtrl+PFC Kit How To Run Guide* completed successfully, this section describes the steps for a “minimum” system check-out, which confirms the operation of the system interrupt, the peripheral and target independent I\_PARK\_MACRO (inverse park transformation) and SVGEN\_MACRO (space vector generator) modules, and the peripheral dependent PWM\_MACRO (PWM initializations and update) modules.

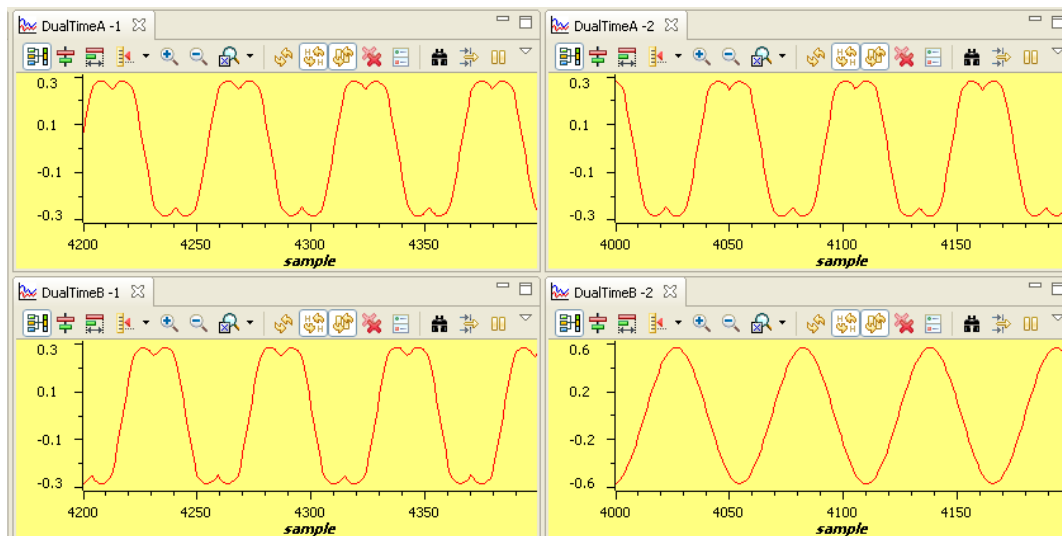
1. Open HVACI\_Sensored-Settings.h and select the level 1 incremental build option by setting the BUILDLEVEL to LEVEL1 (#define BUILDLEVEL LEVEL1).
2. Right click on the project name and click Rebuild Project.
3. Click on the debug button, reset the CPU, restart, enable real-time mode and run, once the build is complete.
4. Set the “EnableFlag” to 1 in the watch window. The variable named “IsrTicker” will now keep on increasing. Confirm this by watching the variable in the watch window. This confirms that the system interrupt is working properly.

In the software, the key variables to be adjusted are summarized below:

- SpeedRef (Q24): for changing the rotor speed in per-unit.
- VdTesting (Q24): for changing the d-qxis voltage in per-unit.
- VqTesting (Q24): for changing the q-axis voltage in per-unit.

## 8.2 Level 1A (SVGEN\_MACRO Test)

The SpeedRef value is specified to the RG\_MACRO module via RC\_MACRO module. The IPARK\_MACRO module is generating the outputs to the SVGEN\_MACRO module. Three outputs from SVGEN\_MACRO module are monitored via the graph window as shown in [Figure 15](#) where Ta, Tb, and Tc waveform are 120° apart from each other. Specifically, Tb lags Ta by 120° and Tc leads Ta by 120°. Check the PWM test points on the board to observe PWM pulses (PWM-1H to 3H and PWM-1L to 3L) and make sure that the PWM module is running properly.



**Figure 15. SVGEN Duty Cycle Outputs Ta, Tb, Tc and Tb-Tc**

### 8.3 Level 1B (testing The PWMDAC Macro)

To monitor internal signal values in real time PWM DACs are very useful tools. Present on the HV DMC board are PWM DAC's that use an external low-pass filters to generate the waveforms ([Main]-J14, DAC-1 to 4). A simple first-order low-pass filter RC circuit is used to filter out the high frequency components. The selection of R and C value (or the time constant,  $\tau$ ) is based on the cut-off frequency ( $f_c$ ), for this type of filter; the relation is as follows:

$$\tau = RC \frac{1}{2\pi f_c}$$

For example,  $R = 1.8 \text{ k}\Omega$  and  $C = 100 \text{ nF}$ , it gives  $f_c = 884.2 \text{ Hz}$ . This cut-off frequency has to be below the PWM frequency. Using the formula above, one can customize the low-pass filters used for signal being monitored.

The DAC circuit low-pass filters ([Main]-R10 to13 and [Main]-C15 to18) are shipped with  $2.2 \text{ k}\Omega$  and  $220 \text{ nF}$  on the board. For more details, see *Using PWM Output as a Digital-to-Analog Converter on a TMS320F280x Digital Signal Controller* ([SPRAA88](#)).

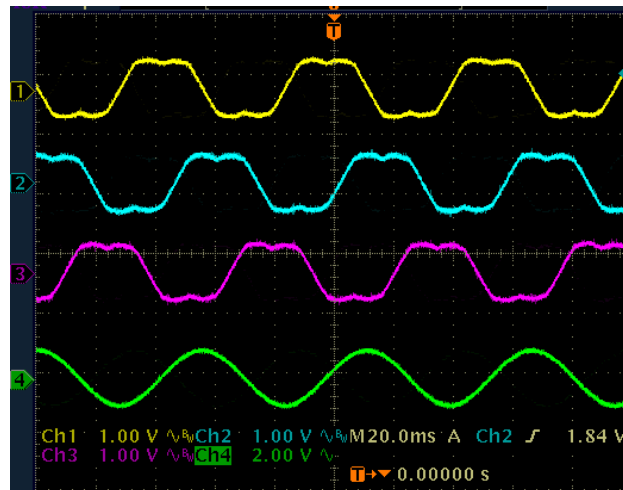



Figure 16. DAC-1-4 Outputs Showing  $T_a$ ,  $T_b$ ,  $T_c$  and  $T_a-T_b$  Waveforms

### 8.4 Level 1C (PWM\_MACRO and INVERTER Testing)

After verifying the SVGEN\_MACRO module in Level 1A, the PWM\_MACRO software module and the 3-phase inverter hardware are tested by looking at the low-pass filter outputs. For this purpose, if using the external DC power supply, gradually increase the DC bus voltage and check the  $V_{fb-U}$ ,  $V$  and  $W$  test points using an oscilloscope or if using AC power entry slowly change the variac to generate the DC bus voltage. Once the DC bus voltage is greater than  $15 \text{ V}$  to  $20 \text{ V}$ , you will start observing the inverter phase voltage dividers and waveform monitoring filters ( $V_{fb-U}$ ,  $V_{fb-V}$ ,  $V_{fb-W}$ ) enable the generation of the waveform, which ensures that the inverter is working appropriately. Note that the default RC values are optimized for AC motor state observers employing phase voltages.

#### CAUTION

After verifying this, reduce the DC bus voltage, take the controller out of real-time mode (disable), and reset the processor  (for details, see the *HVMotorCtrl+PFC Kit How To Run Guide*). Note that after each test, this step needs to be repeated for safety purposes. Also note that improper shutdown might halt the PWMs at some certain states where high currents can be drawn, therefore, caution needs to be taken while doing these experiments.

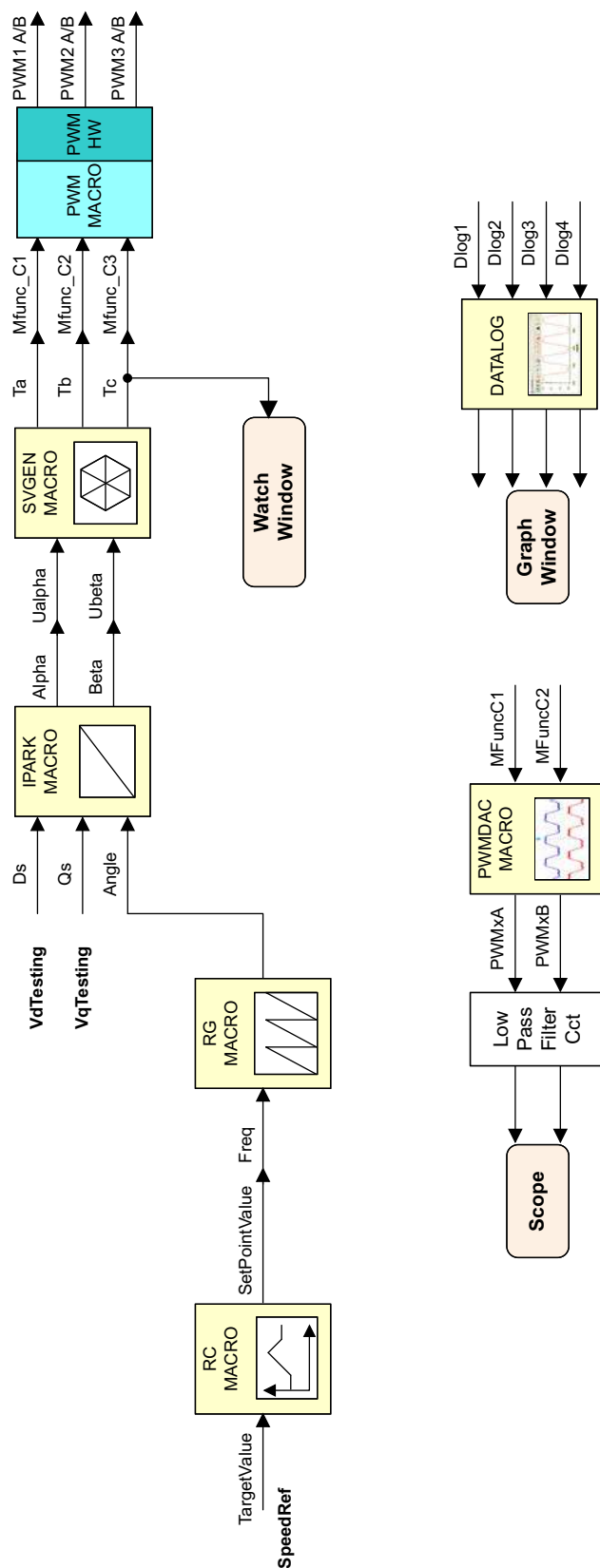


Figure 17. Level 1 - Incremental System Build Block Diagram

Level 1 verifies the target independent modules, duty cycles and PWM updates. The motor is disconnected at this level.

## 8.5 Level 2 - Incremental Build

Assuming section BUILD 1 is completed successfully, this section verifies the analog-to-digital conversion, Clarke and Park transformations and phase voltage calculations. Now the motor can be connected to the HVDMC board since the PWM signals are successfully proven through level 1 incremental build.

1. Open HVAC1\_Sensored-Settings.h and select level 2 incremental build option by setting the BUILDLEVEL to LEVEL2 (#define BUILDLEVEL LEVEL2) and save the file.
2. Right Click on the project name and click Rebuild Project.
3. Click on debug button, reset the CPU, restart, enable real-time mode and run, once the build is complete.
4. Set the "EnableFlag" to 1 in the watch window. The variable named "IsrTicker" is incrementally increased as seen in the watch windows to confirm the interrupt working properly.

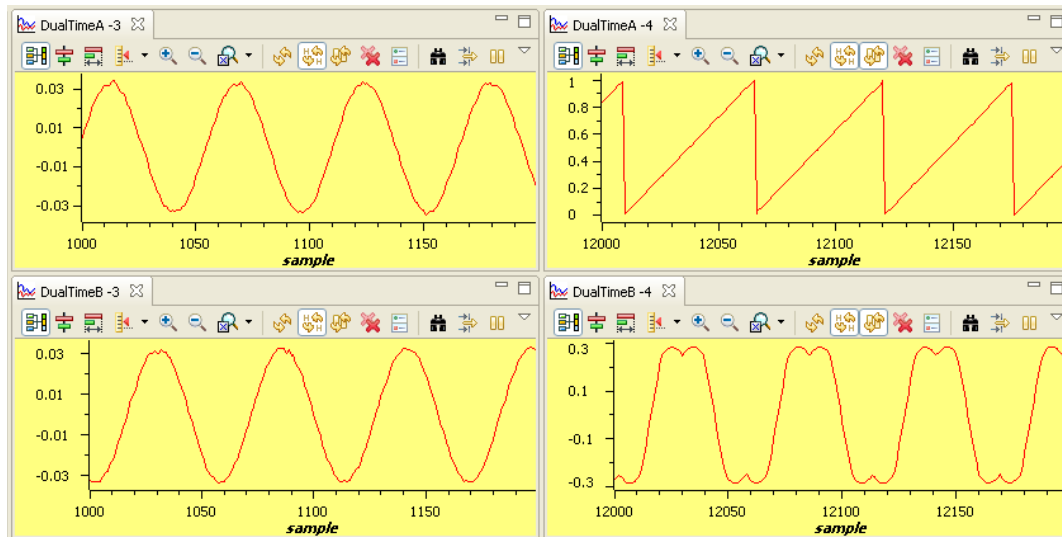
In the software, the key variables to be adjusted are summarized below.

- SpeedRef (Q24): for changing the rotor speed in per-unit
- VdTesting(Q24): for changing the d-qxis voltage in per-unit
- VqTesting(Q24): for changing the q-axis voltage in per-unit

## 8.6 Phase 2A – Testing the Clarke Module

In this part, the Clarke module is tested. Now, gradually increase the DC bus voltage. The three measured line currents are transformed to two phase dq currents in a stationary reference frame. The outputs of this module can be checked from the graph window.

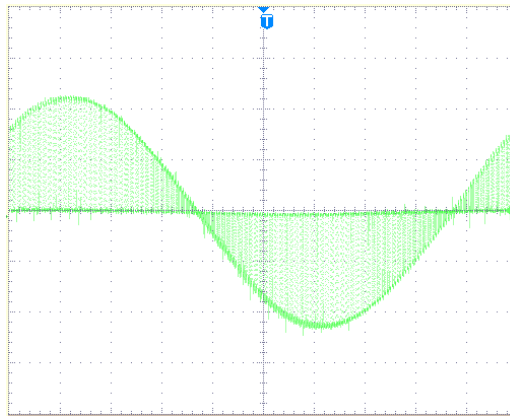
- The clark1.Alpha waveform should be the same as the clark1.As waveform.
- The clark1.Alpha waveform should be leading the clark1.Beta waveform by 90° at the same magnitude.



**Figure 18. The Waveforms of Phase A and B current, rg1.Out and svgen\_dq1.Ta (duty cycle)**

Note that the open loop experiments are meant to test the ADCs, inverter stage, software modules, and so forth. Therefore, running the motor under load or at various operating points is not recommended.

Since the low side current measurement technique is used employing shunt resistors on inverter phase legs, the phase current waveforms observed from current test points ([M5]-lfb-U, and [M5]-lfb-V) are composed of pulses as shown in [Figure 19](#).



**Figure 19. Amplified Phase A Current**

## 8.7 Level 2B – Adjusting PI Limits

Note that the vectorial sum of d-q PI outputs should be less than 1.0, which refers to the maximum duty cycle for SVGEN macro. Another duty cycle limiting factor is the current sense through shunt resistors, which depends on hardware and software implementation. Depending on the application requirements 3, 2 or a single shunt resistor can be used for current waveform reconstruction. The higher number of shunt resistors allow higher duty cycle operation and better dc bus utilization.

Run the system with default VdTesting, VqTesting and SpeedRef and gradually increase VdTesting and VqTesting values. Meanwhile, watch the current waveforms in the graph window. Keep increasing until you notice distorted current waveforms and write down the maximum allowed VdTesting and VqTesting values. Make sure that these values are consistent with expected d-q current component maximums while running the motor. After this build level, PI outputs automatically generate the voltage reference and determine the PWM duty cycle depending on the d-q current demand, therefore, set pi\_id.Umax and min and pi\_iq.Umax and min according to recorded VdTesting and VqTesting values, respectively.

Running the motor without proper PI limits can yield distorted current waveforms and unstable closed loop operations, which may damage the hardware.

Bring the system to a safe stop as described at the end of build 1 by reducing the bus voltage, taking the controller out of realtime mode and reset.

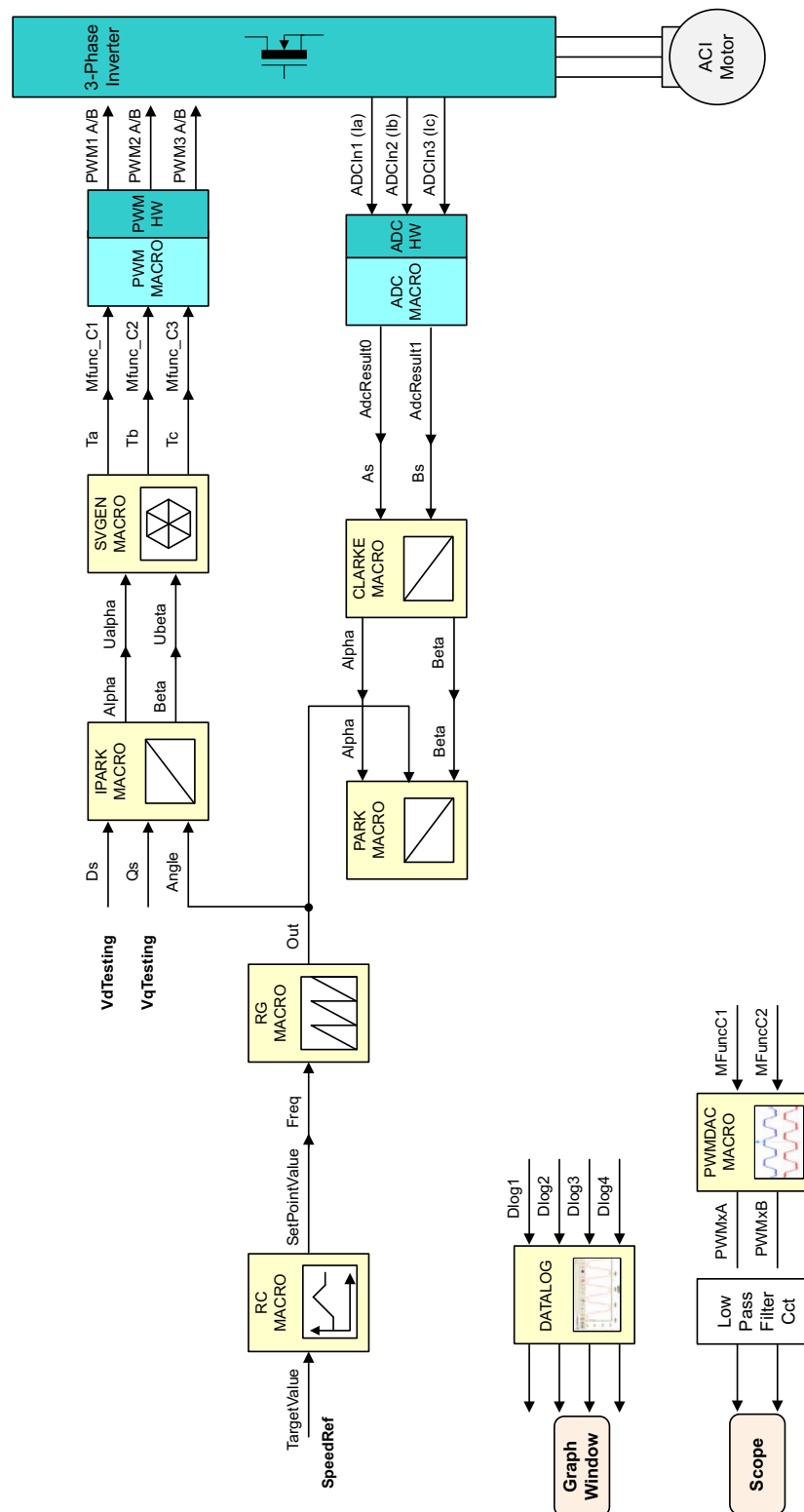


Figure 20. Level 2 - Incremental System Build Block Diagram

Level 2 verifies the analog-to-digital conversion, offset compensation, Clarke and Park transformations.

## 8.8 Level 3 Incremental Build

Assuming the previous section is completed successfully, this section verifies the dq-axis current regulation performed by PI modules and speed measurement modules. To confirm the operation of current regulation, the gains of these two PI controllers are necessarily tuned for proper operation.

1. Open `HVACI_Sensored-Settings.h` and select the level 3 incremental build option by setting the `BUILDEVEL` to `LEVEL3` (`#define BUILDEVEL LEVEL3`).
2. Right click on the project name and click Rebuild Project.
3. Click on the debug button, reset the CPU, restart, enable real-time mode and run, once the build is complete.
4. Set the “EnableFlag” to 1 in the watch window. The variable named “IsrTicker” is incrementally increased as seen in the watch windows to confirm the interrupt working properly.

In the software, the key variables to be adjusted are summarized below:

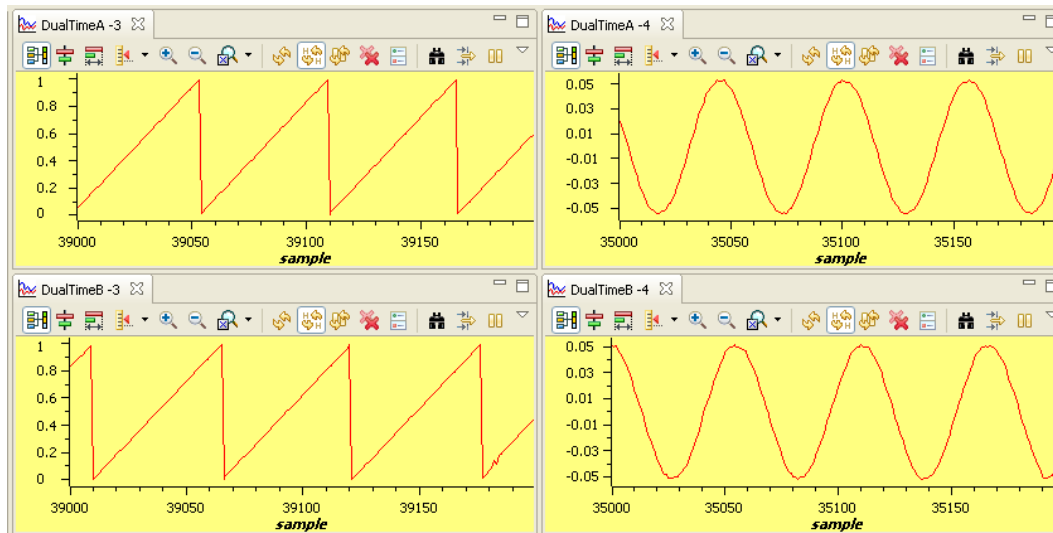
- `SpeedRef` (Q24): for changing the rotor speed in per-unit.
- `IdRef`(Q24): for changing the d-qxis voltage in per-unit.
- `IqRef`(Q24): for changing the q-axis voltage in per-unit.

In this build, the motor is supplied by AC input voltage and the (AC) motor current is dynamically regulated by using PI module through the park transformation on the motor currents.

The key steps are explained as follows:

- Compile, load, and run the program with real-time mode.
- Set `SpeedRef` to 0.3 pu (or another suitable value if the base speed is different), `Idref` to a certain value to generate rated flux.
- Gradually increase the voltage at the variac and dc power supply to get an appropriate DC-bus voltage.
- Check `pi_id.Fdb` in the watch windows with the continuous refresh feature whether or not it should be keeping track `pi_id.Ref` for the PI module. If not, adjust its PI gains properly.
- Check `pi_iq.Fdb` in the watch windows with the continuous refresh feature whether or not it should be keeping track `pi_iq.Ref` for PI module. If not, adjust its PI gains properly.
- Try different values of `pi_id.Ref` and `pi_iq.Ref` or `SpeedRef` to confirm these two PI modules.
- For both PI controllers, the proportional, integral, derivative and integral correction gains may be re-tuned to have the satisfied responses.
- Bring the system to a safe stop (as described at the end of build 1) by reducing the bus voltage, taking the controller out of real-time mode and reset.

When running this build, the current waveforms in the Code Composer Studio graphs should appear as shown in Figure 21.



**Figure 21. Measured theta, rg1.Out, Phase A and B Current Waveforms**

### 8.9 Level 3B – QEP and SPEED\_FR test (for incremental encoder)

This section verifies the QEP1 driver and its speed calculation. Qep drive macro determines the rotor position and generates a direction (of rotation) signal from the shaft position encoder pulses. Make sure that the output of the incremental encoder is connected to [Main]-H1 and QEP and SPEED\_FR macros are initialized properly in the HVACI\_Sensored.c file depending on the features of the speed sensor. Refer to the pdf files regarding the details of related macros in the motor control folder located at [www.ti.com/controlsuite](http://www.ti.com/controlsuite) - (libs\app\_libs\motor\_control).

The steps to verify these two software modules related to the speed measurement can be described as follows:

- Set SpeedRef to 0.3 pu (or another suitable value if the base speed is different).
- Compile, load, and run the program with real-time mode and then increase the voltage at the variac and dc power supply to get the appropriate DC-bus voltage. Now, the motor is running close to reference speed.
- Check the "speed1.Speed" in the watch windows with the continuous refresh feature whether or not the measured speed is less than the SpeedRef, a little bit due to a slip of the motor.
- Try different values of SpeedRef to test the Speed to confirm these modules.
- Use the oscilloscope to view the electrical angle output, ElecTheta, from the QEP\_MACRO module and the emulated rotor angle, Out, from RG\_MACRO at PWMDAC outputs with external low-pass filters.
- Check that both ElecTheta and Out are of saw-tooth wave shape and have the same period. If the measured angle is in the opposite direction, then change the order of motor cables connected to the inverter output (TB3 for HVD MC kit).
- Check from the watch window that qep1.IndexSyncFlag is set back to 0xF0 every time it resets to 0 by hand. Add the variable to the watch window if it is not already in the watch window.
- Bring the system to a safe stop (as described at the end of build 1) by reducing the bus voltage, taking the controller out of real-time mode and reset.

## 8.10 Level 3C – CAP and SPEED\_PR test (for tacho or sprocket)

In this case, the CAP1 input is chosen to detect the edge. If available, make sure that the sensor output is connected to [Main]-H1 and CAP and SPEED\_PR macros are initialized properly in the HVACI\_Sensored.c file depending on the features of the speed sensor. Typically the capture is used to measure speed when a simple low cost speed sensing system is available. The sensor generates pulses when detecting the teeth of a sprocket or gear and the capture drive provides the instantaneous value of the selected time base (GP Timer) captured on the occurrence of an event. For the details of related macros, see the PDF files located in the motor control folder located at: [www.ti.com/controlsuite\(libs/app\\_libs/motor\\_control\)](http://www.ti.com/controlsuite(libs/app_libs/motor_control)).

The steps to verify these two software modules related to the speed measurement can be described as follows:

- Set SpeedRef to 0.3 pu (or another suitable value if the base speed is different).
- Compile, load, and run the program with real-time mode and then increase the voltage at the variac and dc power supply to get the appropriate DC-bus voltage. Now, the motor is running reference speed.
- Check the “speed2.Speed” in the watch windows with the continuous refresh feature whether or not they should be less than SpeedRef a little bit due to a slip of motor.
- Try different values of SpeedRef to test the speed to confirm these modules.
- Reduce the voltage at the variac and dc power supply to zero, halt the program and stop real-time mode. Now the motor is stopping.

An alternative to verify these two software modules without running the motor can be done by using a function generator. The key steps can be explained as follows:

- Use a function generator to generate the 3.3 V (DC) square-wave with the desired frequency corresponding to the number of teeth in sprocket and the wanted speed in rpm. Then, connect only the pulse signal and ground wires from the function generator to HVDMC board. The desired frequency of the square-wave produced by function generator can be formulated as:

$$f_{square\_wave} = \frac{RPM \times TEETH}{60} \text{ Hz}$$

where RPM is the wanted speed in rpm, and TEETH is the number of teeth in sprocket.

- Compile, load, and run the program with real-time mode and then increase the voltage at the variac to get the appropriate DC-bus voltage. Now, the motor is running. Note that the SpeedRef could be set to any number.
- Check the speed2.Speed and speed2.SpeedRpm in the watch windows with the continuous refresh feature whether or not they should be corresponding to the wanted speed that is chosen before.
- To confirm these modules, change different frequencies of square-wave produced by function generator with corresponding wanted (known) speed to check the Speed and SpeedRpm.

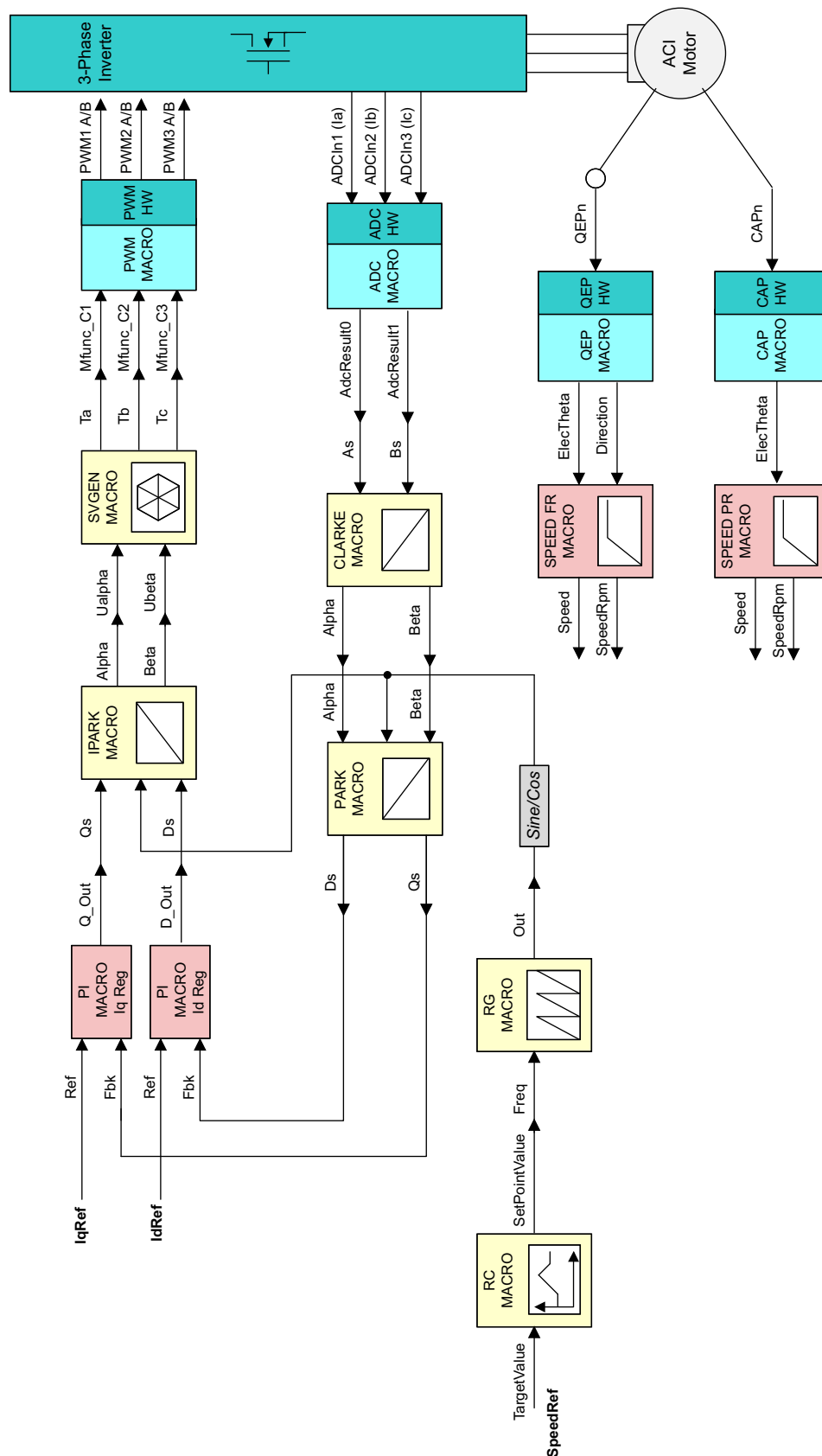


Figure 22. Level 3 - Incremental System Build Block Diagram

Level 3 verifies the dq-axis current regulation performed by PI macros and speed measurement modules.

### 8.11 Level 4 Incremental Build

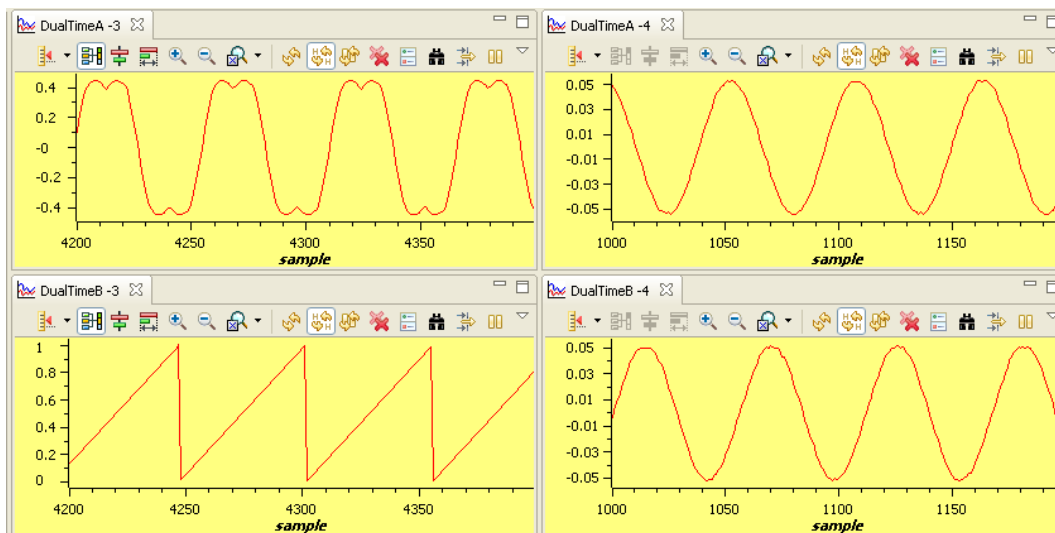
Assuming the previous section is completed successfully; this section verifies the current model (CUR\_MOD).

1. Open HVAC1\_Sensored-Settings.h and select level 4 incremental build option by setting the BUILDLEVEL to LEVEL4 (#define BUILDLEVEL LEVEL4).
2. Right Click on the project name and click Rebuild Project.
3. Click on debug button, reset the CPU, restart, enable real-time mode and run, once the build is complete.
4. Set the "EnableFlag" to 1 in the watch window. The variable named "IsrTicker" is incrementally increased as seen in the watch windows to confirm the interrupt working properly.
  - SpeedRef (Q24): for changing the rotor speed in per-unit.
  - IdRef (Q24): for changing the d-qxis voltage in per-unit.
  - IqRef (Q24): for changing the q-axis voltage in per-unit.

The key steps can be explained as follows:

- Set SpeedRef to 0.3 pu (or another suitable value if the base speed is different).
- Compile, load, and run the program with real-time mode and then increase the voltage at the variac and dc power supply to get the appropriate DC-bus voltage. Now, the motor is running close to reference speed.
- Compare Curmod1.Theta with rg1.Out via PWMDAC or the Code Composer Studio graph window. They should be identical with a small phase shift.
- When the measured speed is correct and the current regulations are performed well, the Theta should give the ramp waveform with the same frequency as one from RG module.
- Try different values of SpeedRef to confirm this current model.
- Bring the system to a safe stop (as described at the end of build 1) by reducing the bus voltage, taking the controller out of real-time mode and reset. Now, terminate the debug session.

During running this build, the current waveforms in the Code Composer Studio graphs should appear as shown in [Figure 23](#).



**Figure 23. Svgen\_dq1.Ta,Curmod theta, and Phase A and B Current Waveforms**

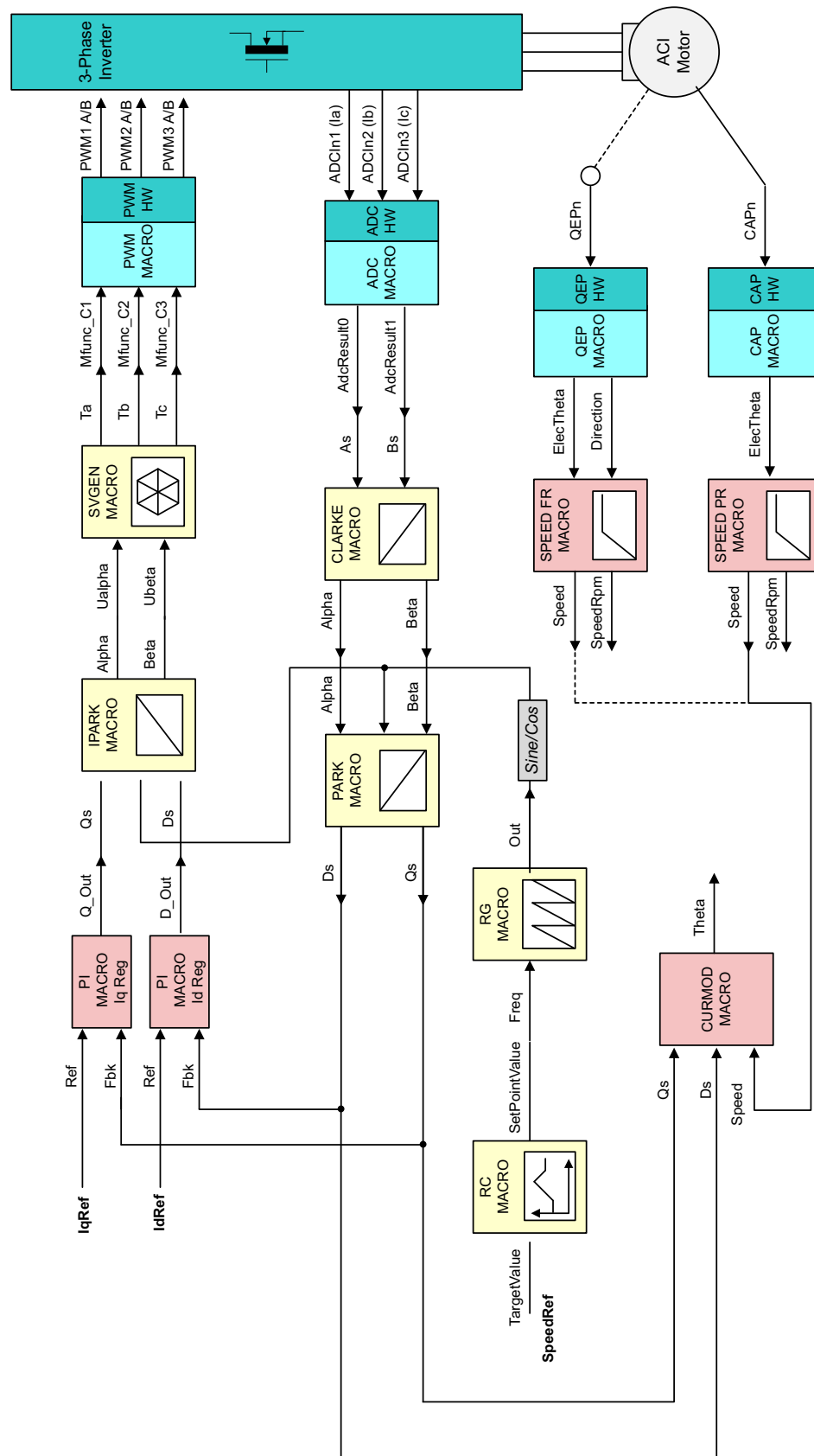


Figure 24. Level 4 - Incremental System Build Block Diagram

## 8.12 Level 5 Incremental Build

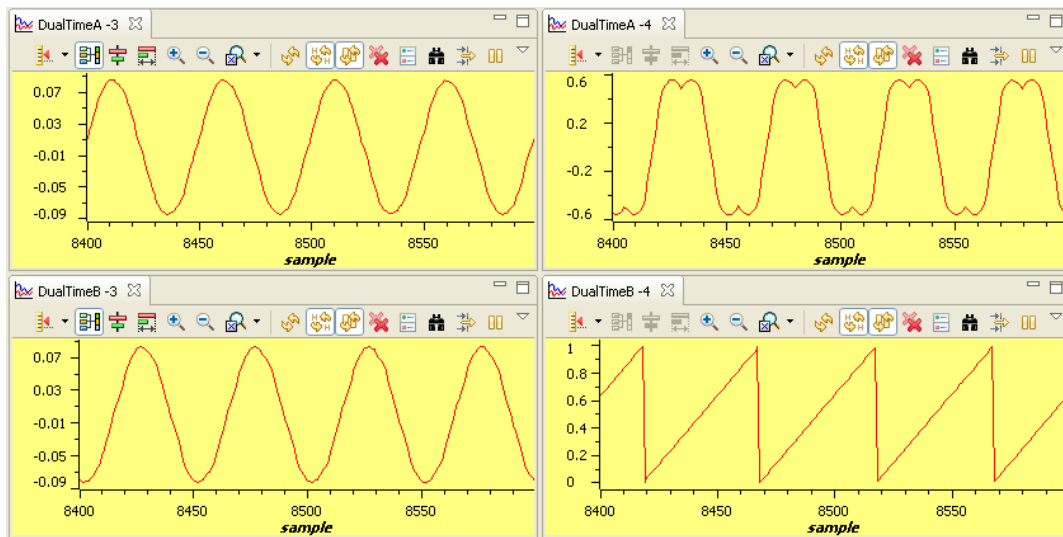
Assuming the previous section is completed successfully, this section verifies the speed regulator performed by PI module. The system speed loop is closed by using the measured speed as a feedback.

1. Open HVACL\_Sensored-Settings.h and select level 5 incremental build option by setting the BUILDLEVEL to LEVEL5 (#define BUILDLEVEL LEVEL5).
2. Right click on the project name and click Rebuild Project.
3. Click on debug button, reset the CPU, restart, enable real-time mode and run, once the build is complete.
4. Set the "EnableFlag" to 1 in the watch window. The variable named "IsrTicker" is incrementally increased as seen in the watch windows to confirm the interrupt working properly.
  - SpeedRef (Q24): for changing the rotor speed in per-unit.
  - IdRef (Q24): for changing the d-qxis voltage in per-unit.

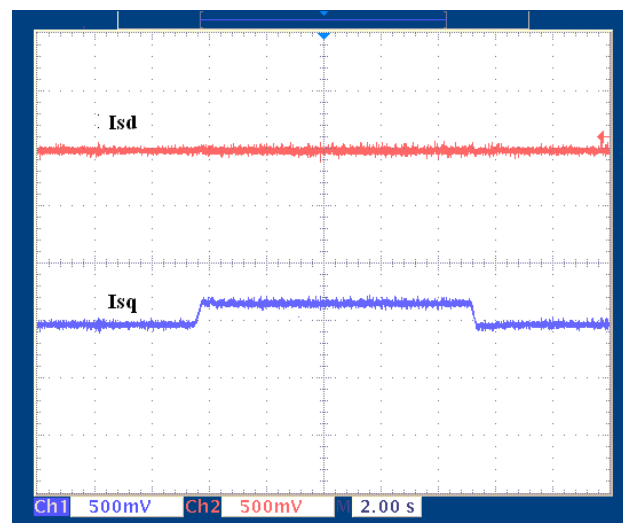
The speed loop is closed by using measured speed. It should be emphasized that the motor can spin only one direction when the measured speed (from capture driver) does not give information about the direction like QEP-based speed measurement. Therefore, if the speed sensor is not an incremental encoder, the SpeedRef is required to be positive. The key steps can be explained as follows:

- Compile, load, and run the program with real-time mode.
- Set SpeedRef to 0.3 pu (or another suitable value if the base speed is different).
- Gradually increase the voltage at the variac and dc power supply to get an appropriate DC-bus voltage and now the motor is running around the reference speed (0.3 pu).
- Compare speed with SpeedRef in the watch windows with the continuous refresh feature whether or not it should be nearly the same.
- Try different values of SpeedRef (positive only for tacho) to confirm this speed PI module.
- For speed PI controller, the proportional, integral, derivative and integral correction gains may be re-tuned to have the satisfied responses.
- At very low speed range, the performance of speed response relies heavily on the good rotor flux angle computed by current model.
- Bring the system to a safe stop (as described at the end of build 1) by reducing the bus voltage, taking the controller out of real-time mode and reset.
- Note that the IdRef is set to be constant at a certain value that is not too much for driving the motor. Practically, it may be calculated from the rated flux condition.

During running of this build, the current waveforms in the Code Composer Studio graphs should appear as shown in Figure 25.



**Figure 25. Phase A and B Currents, Svgen\_dq1.Ta, and Curmod θ Waveforms Under 0.5 pu Load, 0.3 pu Speed**



**Figure 26. Flux and Torque Components of the Stator Current in the Synchronous Reference Frame Under 1.0 pu step- Load and 0.3 pu Speed Monitored From PWMDAC Outputs**

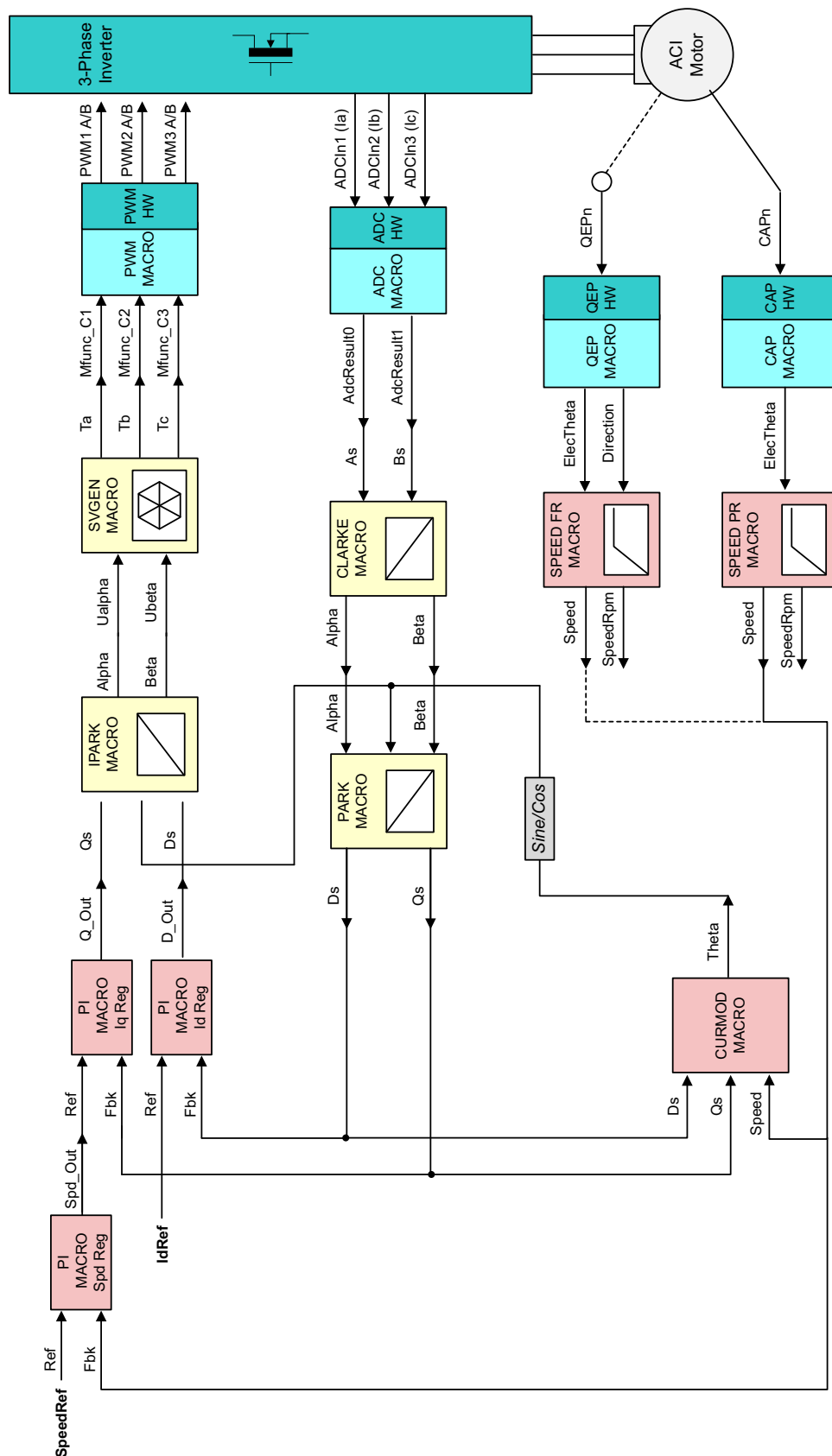


Figure 27. Level 5 - Incremental System Build Block Diagram

Level 5 verifies the speed loop.

## 9 References

- *Using PWM Output as a Digital-to-Analog Converter on a TMS320F280x Digital Signal Controller* ([SPRAA88](#))
- *Optimizing Digital Motor Control (DMC) Libraries* ([SPRAAK2](#))

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