

Contents

| | |
|-------------------------------------------------------------------------|-------------|
| Abstract | v |
| List of Tables | xi |
| List of Figures | xiii |
| 1 Introduction | 1 |
| 1.1 Motivation | 1 |
| 1.2 Switched reluctance motor | 2 |
| 1.2.1 Merits and demerits SRMs | 3 |
| 1.2.2 Classification of SRMs | 4 |
| 1.3 Literature review | 5 |
| 1.4 Contributions | 10 |
| 1.5 Thesis organization | 11 |
| 2 Design Concepts of Single-Tooth Winding DSSRM | 13 |
| 2.1 Introduction | 13 |
| 2.2 Single-tooth winding DSSRM | 14 |
| 2.2.1 The topology | 14 |
| 2.2.2 The operating principle | 16 |
| 2.3 Design concepts of single-tooth winding DSSRM | 17 |
| 2.3.1 Torque equation | 17 |
| 2.3.2 Sizing Procedure | 18 |
| 2.3.3 Calculation of stator pole and rotor segment arc angles | 21 |
| 2.3.4 Selection of slot/segment combination | 22 |
| 2.3.5 Influence of winding polarities | 25 |

| | | |
|----------|--------------------------------------------------------------------------------------|-----------|
| 2.4 | Simulation results | 28 |
| 2.4.1 | Static analysis | 30 |
| 2.4.2 | Steady-state analysis | 30 |
| 2.5 | Comparison with conventional SRM | 35 |
| 2.6 | Conclusions | 35 |
| 3 | Torque Ripple Reduction in DSSRM | 37 |
| 3.1 | Introduction | 37 |
| 3.2 | Schematic for torque ripple reduction in DSSRM | 38 |
| 3.3 | Torque ripple reduction through rotor segments shift | 39 |
| 3.3.1 | Influence of rotor segments shift on static inductance and torque profiles | 41 |
| 3.3.2 | Dynamic response and analysis of torque ripple reduction | 42 |
| 3.3.3 | Harmonic analysis of torque ripple frequencies | 46 |
| 3.3.4 | Suitability for reverse motoring | 46 |
| 3.3.5 | Segments shift in 24/20 pole DSSRM | 47 |
| 3.4 | Torque ripple reduction through stator/rotor surface shift | 49 |
| 3.4.1 | Rotor surface shift | 49 |
| 3.4.2 | Stator surface shift | 52 |
| 3.4.3 | Stator-rotor surface shift | 54 |
| 3.5 | Conclusions | 56 |
| 4 | Effect of Segment/Surface Shift on Motor Performance | 59 |
| 4.1 | Introduction | 59 |
| 4.2 | Effect of segment/surface shift on radial force | 60 |
| 4.2.1 | Effect of segment shift on radial force | 60 |
| 4.2.2 | Effect of surface shift on radial force | 65 |
| 4.3 | Effect of segment/surface shift on tangential force | 70 |
| 4.4 | Effect on motor performance | 72 |
| 4.4.1 | Effect of segment shift on motor performance | 72 |
| 4.4.2 | Effect of surface shift on motor performance | 74 |
| 4.5 | Conclusions | 76 |

| | | |
|----------|------------------------------------------------------------------------------|------------|
| 5 | Design of a New Low Torque Ripple DSSRM | 79 |
| 5.1 | Introduction | 79 |
| 5.2 | Torque ripple in DSSRM in High Speed Region | 80 |
| 5.3 | Design Hypothesis for a Low Torque Ripple DSSRM | 84 |
| 5.4 | Geometric Modifications in the Proposed DSSRM | 88 |
| 5.4.1 | Modification in the Pole Height of Outer Stator | 89 |
| 5.4.2 | Calculation of the Width of the Non-Magnetic Region | 90 |
| 5.4.3 | Modification in the Arc Angle of Outer Rotor Segments/Stator Poles | 92 |
| 5.5 | Simulation Results | 94 |
| 5.6 | Conclusions | 101 |
| 6 | Summary and Future Perspectives | 103 |
| 6.1 | Research Summary | 103 |
| 6.2 | Limitations and Future Investigations | 105 |
| A | List of Publications | 107 |
| A.1 | Published Journal papers | 107 |
| A.2 | Submitted manuscript | 107 |

List of Tables

| | | |
|------|-----------------------------------------------------------------------------------------------|----|
| 2.1 | Valid slot/segment combinations for 3-phase single-tooth winding DSSRM. | 22 |
| 2.2 | Initial design parameters for the rated operation. | 23 |
| 2.3 | Comparison between different slot/segment combinations of DSSRM. . . . | 25 |
| 2.4 | Magnitude of the different harmonics of flux densities in different part of DSSRM. | 29 |
| 2.5 | Comparison between aiding and subtracting flux winding polarities. | 29 |
| 2.6 | 12/10 pole DSSRM design specifications. | 30 |
| 2.7 | Performance data of 12/10 pole DSSRM at rated operating condition. . . . | 33 |
| 2.8 | 24/20 pole DSSRM design data. | 34 |
| 2.9 | Performance data for 24/20 pole DSSRM. | 34 |
| 2.10 | Comparison with conventional 12/8 pole SRM. | 35 |
| 3.1 | Performance comparison of 12/10 pole DSSRM without and with rotor segments shift. | 45 |
| 3.2 | Performance data for reverse motoring. | 48 |
| 3.3 | Performance data for 24/20 pole DSSRM without and with rotor segments shift. | 48 |
| 3.4 | Comparative data for rotor surface shift. | 52 |
| 3.5 | Comparative data for stator surface shift. | 54 |
| 3.6 | Comparison of rotor, stator and stator-rotor surface shift. | 56 |
| 4.1 | Comparison of radial force on a rotor segment for different surface shift. . . | 70 |
| 5.1 | Design specifications of the baseline DSSRM. | 82 |
| 5.2 | Comparative data for the variation of w_{ins} | 92 |
| 5.3 | List of variables defined for optimization. | 93 |

5.4 Optimized values of the parameters. 94
5.5 Modified parameter values for the proposed DSSRM. 95
5.6 Comparative data for DSSRM1 and DSSRM3 at rated speed. 98

List of Figures

| | | |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 1.1 | Structure of conventional 3-phase SRM with only phase A winding shown. | 3 |
| 1.2 | Classification of SRMs based on type of motion, flux pattern and stacking. | 4 |
| 2.1 | Structure of 3-phase 12/10/12 pole single-tooth winding DSSRM. (a) Cross-sectional view with only phase A windings shown. (b) Exploded view. (c) The phase winding configuration. | 15 |
| 2.2 | Flux distribution pattern and operating principle of DSSRM. (a) Unaligned position. (b) Aligned position. | 16 |
| 2.3 | Representation of the design parameters of DSSRM. (a) Half section of 2-D view. (b) Cut view of approximated linear model. | 20 |
| 2.4 | Condition for minimum unaligned and maximum aligned inductances. (a) Minimum unaligned inductance condition. (b) Maximum aligned inductance condition. | 21 |
| 2.5 | Flowchart for the design procedure of DSSRM. | 24 |
| 2.6 | Flux dissemination for the simultaneous excitation of two phases. (a) Aiding flux winding polarity. (b) Subtracting flux winding polarity. | 26 |
| 2.7 | Flux density variation in different parts of DSSRM for aiding and subtracting flux winding polarities. (a) Geometry points for flux density calculation. (b) Exciting pole. (c) Auxiliary pole. (d) Stator yoke. (e) Rotor segment. | 27 |
| 2.8 | Magnetic flux density vectors for rated 26 A excitation of a phase. (a) Unaligned position. (b) Aligned position. | 31 |
| 2.9 | Magnetic flux density distribution for rated 26 A excitation of a phase. (a) Unaligned position. (b) Aligned position. | 31 |
| 2.10 | Static inductance and torque profiles. (a) Static inductance. (b) Static torque. | 32 |

| | | |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 2.11 | Phase currents and torque variation with rotor position at steady-state condition. (a) Phase currents. (b) Output torque. | 33 |
| 3.1 | Schematic for torque ripple reduction. (a) Phase torques. (b) Sum of phase torques. | 38 |
| 3.2 | Proposed design modification in rotor. (a) Rotor without segments shift (before modification). (b) Rotor with segments shift (after modification). . | 40 |
| 3.3 | Structure of DSSRM with respect to consecutive exciting poles of a phase after the segments shift. | 40 |
| 3.4 | Variation in static inductance and static torque profiles of 12/10 pole DSSRM with the variation of segment shift angle (δ). (a) Static inductance. (b) Static torque. | 41 |
| 3.5 | Sum of the static phase torques with the shift of the rotor segments showing reduction in torque dip in commutation region. | 42 |
| 3.6 | Variation of torque ripple and average output torque of 12/10 pole DSSRM with rotor segments shift angle δ . (a) Torque ripple. (b) Average torque. . | 43 |
| 3.7 | Flux density plot in 12/10 pole DSSRM with rotor segments shift ($\delta = 2.5^\circ$). (a) Unaligned position. (b) Aligned position. | 43 |
| 3.8 | Phase currents and torque variation of 12/10 pole DSSRM without segments shift. (a) Phase currents. (b) Dynamic torque. | 43 |
| 3.9 | Phase currents and torque variation of 12/10 pole DSSRM with segments shift ($\delta = 2.5^\circ$). (a) Phase currents. (b) Dynamic torque. | 44 |
| 3.10 | Comparison of steady-state torques of 12/10 pole DSSRM without and with rotor segments shift. | 45 |
| 3.11 | Variation of output torque with rotor speed in modified DSSRM ($\delta = 2.5^\circ$). . | 46 |
| 3.12 | Comparison of torque ripple harmonics showing the reduction in lower order torque harmonics with the segment shift. | 47 |
| 3.13 | Comparison of steady-state torques of 24/20 pole DSSRM without and with rotor segments shift. | 47 |
| 3.14 | Shifting of rotor surfaces. (a) Rotor's inner surface shift. (b) Rotor's outer surface shift. (c) Rotor's both surface shift | 50 |
| 3.15 | Reduction in torque dip in commutation region due to rotor surface shift. (a) Inner surface shift. (b) Outer surface shift. (c) Both surface shift. . . . | 50 |

| | | |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 3.16 | Variation of average torque and torque ripple with rotor surface shift angle (δ_r). (a) Average torque. (b) Torque ripple. | 51 |
| 3.17 | Shifting of stator surfaces. (a) Inner stator surface shift. (b) Outer stator surface shift. (c) Both stator surface shift. | 52 |
| 3.18 | Reduction in torque dip due to stator surface shift. (a) Inner stator surface shift. (b) Outer stator surface shift. (c) Both stator surface shift. | 53 |
| 3.19 | Variation of average torque and torque ripple with δ_t (where $\delta_t = -\delta_s$). (a) Average torque. (b) Torque ripple. | 53 |
| 3.20 | Stator-rotor surface shifted DSSRM. | 55 |
| 3.21 | Reduction in torque dip due to stator-rotor surface shift. | 55 |
| 3.22 | Variation of average torque and torque ripple with stator-rotor surface shift angle δ_t . (a) Average torque. (b) Torque ripple. | 56 |
| 4.1 | Plots of $(B_n^2 - B_t^2)$ for the inner and outer air-gaps of 12/10 pole DSSRM without segments shift ($\delta = 0^\circ$) and 150° (elec.) rotor position. | 60 |
| 4.2 | Static radial force on the rotor segments of 12/10 pole DSSRM without segments shift ($\delta = 0^\circ$) and rated phase A current. | 61 |
| 4.3 | Plots of $(B_n^2 - B_t^2)$ in the inner and outer air-gaps of 12/10 pole DSSRM with $\delta = 2.5^\circ$ and 150° (elec.) rotor position. | 62 |
| 4.4 | Static radial force on the rotor segments of 12/10 pole DSSRM with $\delta = 2.5^\circ$ and rated phase A current. | 63 |
| 4.5 | Dynamic force created on the rotor of 12/10 pole DSSRM with segments shift ($\delta = 2.5^\circ$). | 64 |
| 4.6 | Structure of the rotor of 12/10 and 24/20 pole DSSRM with shifted segments. (a) 12/10 pole DSSRM. (b) 24/20 pole DSSRM. | 64 |
| 4.7 | Dynamic force created on the rotor of 24/20 pole DSSRM with segments shift ($\delta = 1.5^\circ$). | 65 |
| 4.8 | Plots of $(B_n^2 - B_t^2)$ in the inner and outer air-gaps of 12/10 pole DSSRM with the rotor's outer surface shift ($\delta_r = 3^\circ$) and 150° (elec.) rotor position. | 65 |
| 4.9 | Static radial force on the rotor segments of 12/10 pole DSSRM with rotor's outer surface shift ($\delta_r = 3^\circ$) and rated phase A current. | 66 |
| 4.10 | Plots of $(B_n^2 - B_t^2)$ in the inner and outer air-gaps of 12/10 pole DSSRM with both stator surface shift ($\delta_s = -2^\circ$) and 150° (elec.) rotor position. | 67 |

| | | |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 4.11 | Static radial force on the rotor segments of 12/10 pole DSSRM with both stator surface shift ($\delta_s = -2^\circ$) and rated phase A current. | 68 |
| 4.12 | Plots of $(B_n^2 - B_t^2)$ in the inner and outer air-gaps of 12/10 pole DSSRM with stator-rotor surface shift ($\delta_t = 2^\circ$) and 150° (elec.) rotor position. . . | 69 |
| 4.13 | Static radial force on the rotor segments of 12/10 pole DSSRM with stator-rotor surface shift ($\delta_t = 2^\circ$) and rated phase A current. | 69 |
| 4.14 | Plots of $(B_n B_t)$ in inner and outer air-gaps of 12/10 pole DSSRM without and with rotor segment shift just after the start of the commutation of phase A. (a) $B_n B_t$ in inner air-gap. (b) $B_n B_t$ in outer air-gap. | 71 |
| 4.15 | Plots of $(B_n B_t)$ in inner and outer air-gaps of 12/10 pole DSSRM without and with stator surface shift just after the start of the commutation of phase A. (a) $B_n B_t$ in inner air-gap. (b) $B_n B_t$ in outer air-gap. | 72 |
| 4.16 | Variation in the parameters of DSSRM with segments shift angle (δ). (a) Flux density in segments. (b) Core loss. (c) Air-gap flux density. (d) Aligned inductance. (e) Unaligned inductance. (f) Copper loss. (g) Efficiency. | 73 |
| 4.17 | Variation in the parameters of DSSRM with stator surface shift. (a) Flux density in segments. (b) Core loss. (c) Air-gap flux density. (d) Aligned inductance. (e) Unaligned inductance. (f) Copper loss. (g) Efficiency. . . . | 75 |
| 5.1 | 2-D structure of a 3-phase radial flux 12/10 pole DSSRM. | 81 |
| 5.2 | Representation of DSSRM design parameters. | 81 |
| 5.3 | Simulated response of the DSSRM1 at rated speed of 1000 rpm. (a) Phase currents. (b) Output torque. | 83 |
| 5.4 | Two separated parts of DSSRM1. (a) Inner SRM. (b) Outer SRM. | 84 |
| 5.5 | Steady-state response of two separated SRMs at rated speed. (a) Phase currents and torque of inner SRM. (b) Phase currents and torque of outer SRM. | 85 |
| 5.6 | Structure of the hypothetical DSSRM2. | 86 |
| 5.7 | Flux distribution in DSSRM2. (a) Flux distribution with the excitation of inner stator winding at 90° (elec.) rotor position. (b) Flux distribution with the excitation of outer stator winding at 150° (elec.) rotor position. . | 86 |

| | | |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| 5.8 | Simulated response of DSSRM2 at the rated speed. (a) Phase currents. (b) Dynamic torque. | 87 |
| 5.9 | Initial structure of the proposed DSSRM. | 89 |
| 5.10 | Modification in the pole height (h_{pso}) of outer stator due to the insertion of the non-magnetic isolator of width w_{ins} . (a) Outer stator before insertion. (b) Outer stator after insertion ($h'_{pso} < h_{pso}$). | 90 |
| 5.11 | Calculation of leakage flux density in DSSRM1. (a) Flux density distribu- tion at the unaligned position. (b) Leakage flux density calculated on the field calculator line in the middle of the rotor segments. | 91 |
| 5.12 | Matching of inductance profile of DSSRM2 and DSSRM3 between 13° to 22° rotor position. | 94 |
| 5.13 | Static torque profiles for inner and outer stator. (a) Static torque for inner stator. (b) Static torque for outer stator. | 96 |
| 5.14 | Flux density distribution in the proposed model at 90 (elec.) and 150 (elec.) rotor position with respect to phase A and rated operating condition. (a) 90 (elec.) rotor position. (b) 150 (elec.) rotor position. | 96 |
| 5.15 | Steady-state response of DSSRM3 at rated speed of 1000 rpm. (a) Phase currents (b) Output torque. | 97 |
| 5.16 | Comparison of the dynamic torques of DSSRM1 and DSSRM3 at the rated speed. | 98 |
| 5.17 | Comparison of torque ripple harmonics showing the reduction in lower order torque harmonics in proposed DSSRM. | 99 |
| 5.18 | Resultant force working on the whole motor body of DSSRM3. | 99 |
| 5.19 | Output torque and torque ripple of proposed DSSRM with rotor speed. (a) Output torque. (b) Torque ripple. | 100 |