



CertBench

On the Impact of Mechanical-HiL on Electrical Properties of Wind Turbines

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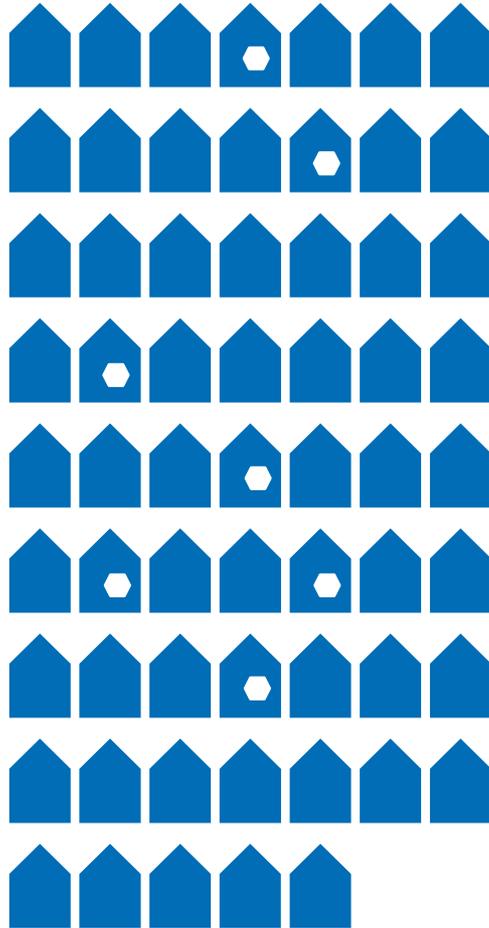
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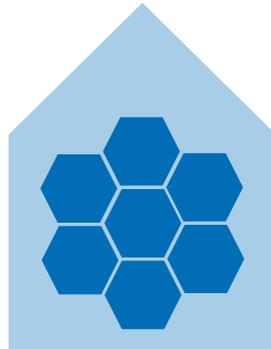
Center for Wind Power Drives

Overview

RWTH



3-Institute: **Integrated Interdisciplinary Institute:**
aerodynamics, control technology, electrical
and mechanical engineering under one umbrella



Prof. Abel



Controls

Prof. Brecher



Gears

Prof. De Doncker



Power Electronics

Prof. Hameyer



Generators

Prof. Monti



Grids

Prof. Schröder



Aerodynamics

Prof. Stich



Logistics

CWD Center for Wind Power Drives

RWTH AACHEN UNIVERSITY

Directorate:

Prof. Abel, Prof. Brecher, Prof. De Doncker,
Prof. Hameyer, Prof. Monti, Prof. Jacobs, Prof. Schröder

CTO:

Prof. Schelenz



Prof. Jacobs

Chair for Wind Power Drives

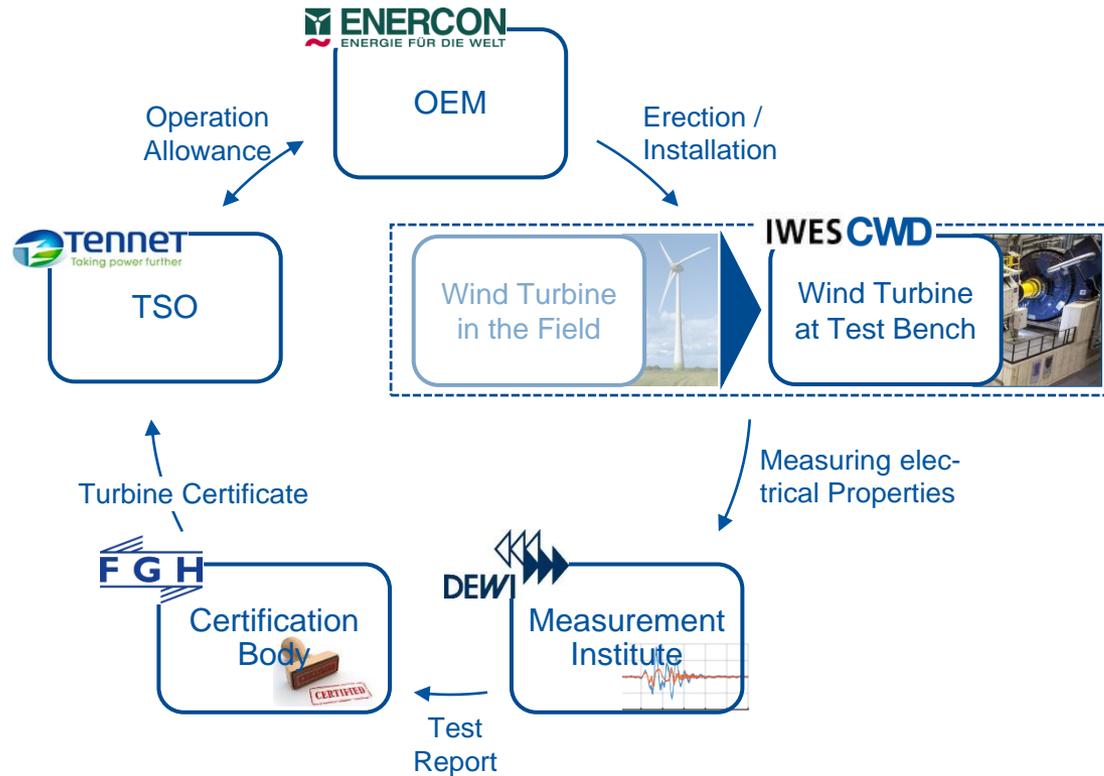


Systemdesign & Test

Industrial Partnerships: OEM & Suppliers

Joint Research Project: CertBench

Certification Process Germany



Goals

- Definition of required modelling detail (rotor)
- Design of mechanical-level HiL-Systems and Control
- Assessment of the grid emulator's influence
- Validation of results with the help of commercial ENERCON Turbine and field tests

Required Rotor Modelling Detail

- Aerodynamic modelling details

- BEM-based aeroelastic Code
- Static Cp-grid
- Tower shadow

- Structural properties

- Inertia & Eigenfrequency

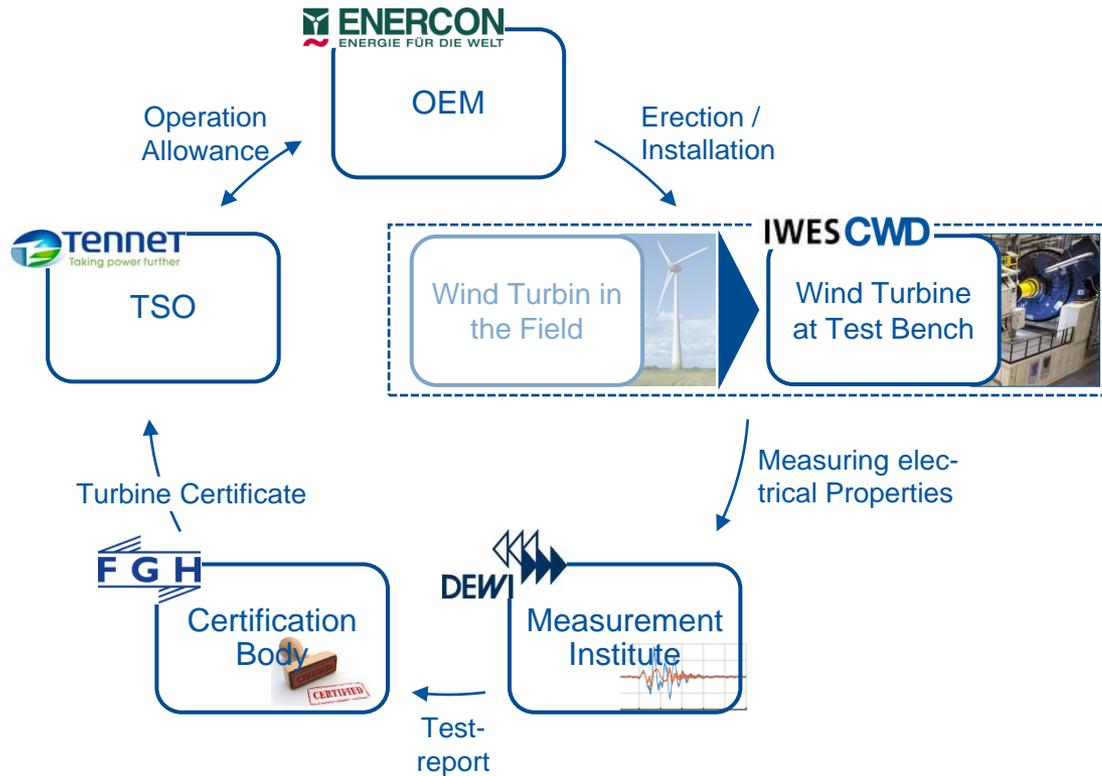
➤ Relevant impact on electrical power only noticeable up to 10Hz (and realistic to apply)

		0Hz	2Hz	10Hz	20Hz
No.	Description of mode	MT1	MT2	MT3	MT4
1	1 st tower fore-aft swing	0.63	0.61	0.61	0.61
2	1 st tower lateral swing	0.63	0.63	0.63	0.63
3	1 st asym. blade flap bending axis	-	0.98	0.98	0.98
4	1 st asym. blade flap yaw axis	-	0.98	0.98	0.98
5	1 st collective blade flap	-	1.04	1.03	1.03
6	1 st sym.blade edgewise mode	-	1.76	1.76	1.76
7	1 st asym. blade edgewise mode	-	1.80	1.80	1.80
8	1 st rotor edgewise-drive train mode	2.91	2.46	2.45	2.45
9	2 nd asym. blade flap bending axis	-	-	2.80	2.80
10	2 nd asym. blade flap yaw axis	-	-	2.84	2.84
11	2 nd collective blade flap	-	-	2.90	2.90
12	2 nd rotor edgewise-drive train mode	-	5.87	4.51	4.50

Agreed Requirement

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Goals

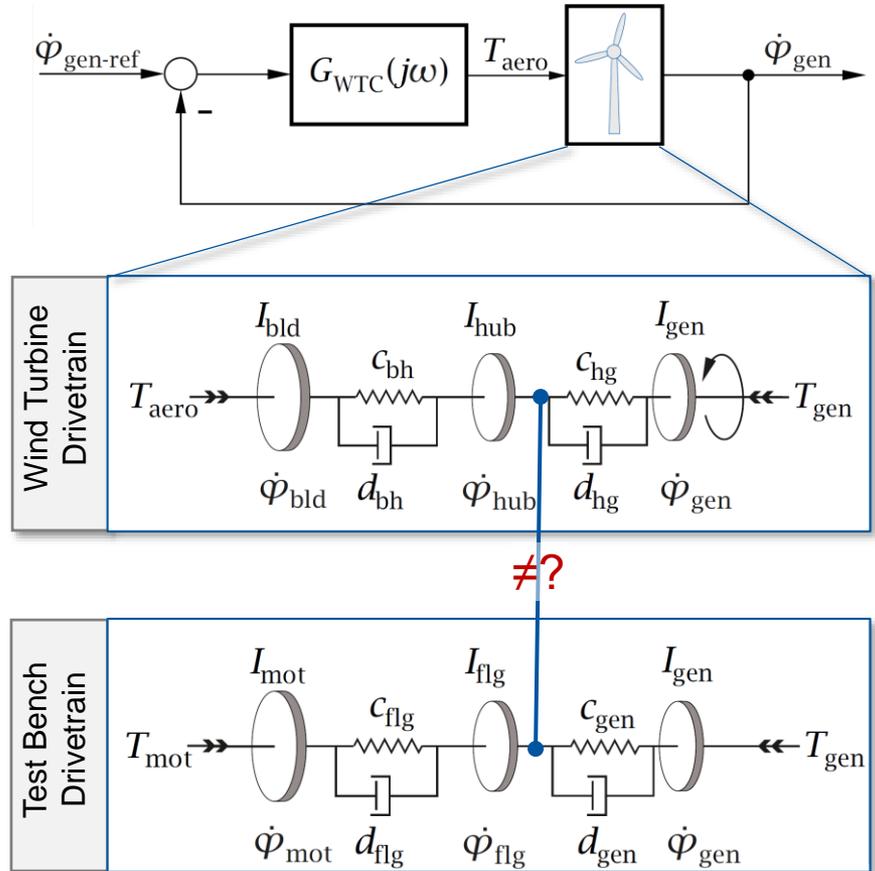
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Mechanical-Level HiL System

Problem Description

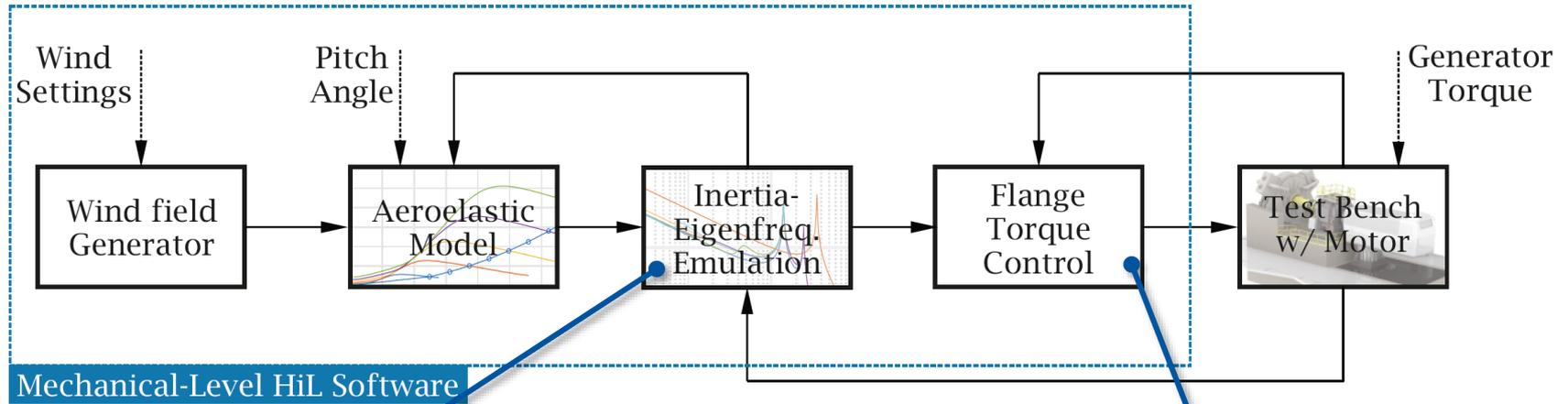
Requirements for MHiL

- Allow the operation of the wind turbine with activated WTC controller
- Reproduce rotor-drive train dynamics
- Apply “correct” rotor torque at flange



Mechanical-Level HiL System

Concept and Methods



Emulation Methods

- Baseline Inertia Emulation
- Extended Inertia Eigenfreq. Emulation
- Model-based Inertia Eigenfreq. Emulation
- IMC-based Inertia Eigenfreq. Emulation

Flange Control

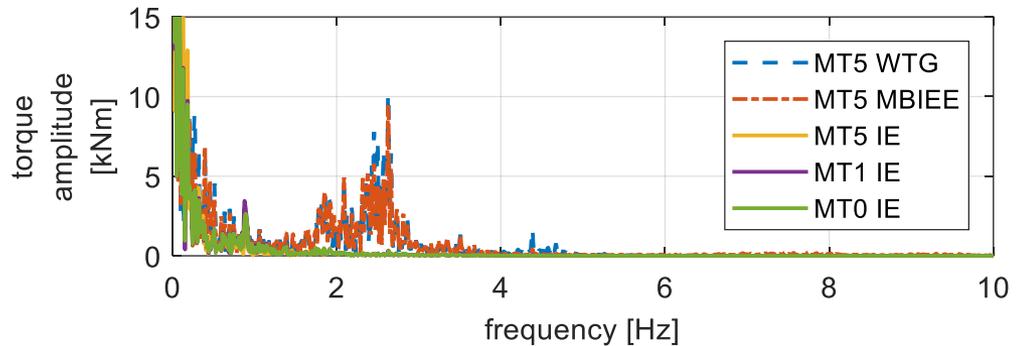
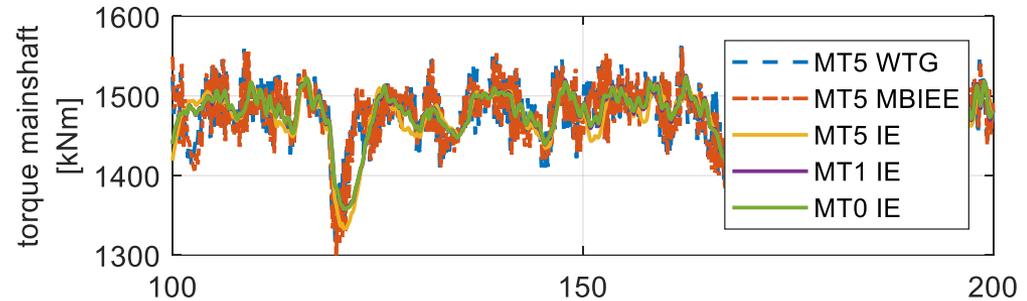
- Damping test bench related dynamics

Mechanical-Level HiL System

Modelling depth and HiL-Methods

Comparison of Modelling Depth at 16m/s

- Baseline Inertia Emulation (IE)
 - Covers tower shadow only
 - Does not emulate 6P excitement when combined with MT5
- Model-Based Inertia Eigenfrequency Emulation (MBIEE)
 - Emulates WTG dynamics almost precisely
 - Over estimates damping of 2nd rotor drive train Eigenfreq. 4.5Hz

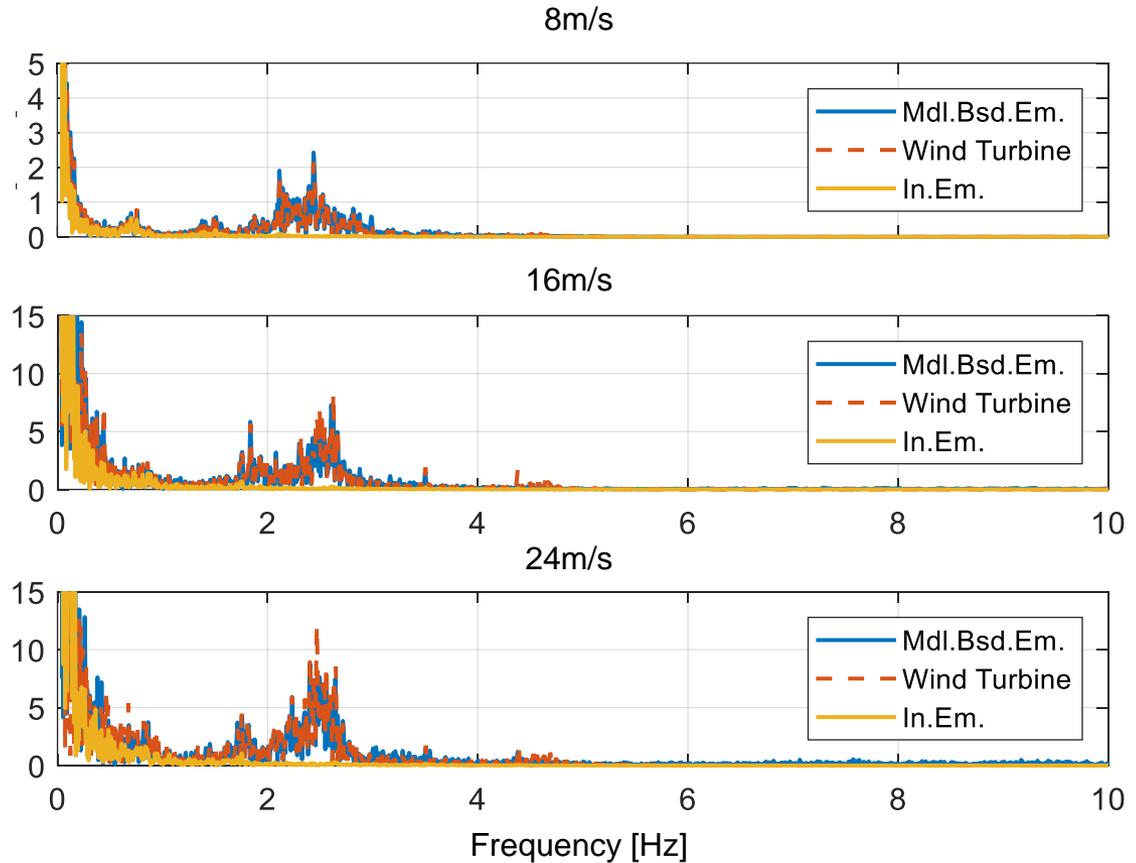


Mechanical-Level HiL System

Modelling depth and HiL-Methods

Performance Comparison at different wind speeds

- Power density spectrum of flange torque
- Characteristic is emulated also at high wind speeds
- Over estimation of damping remains at all wind speed level



Summary and Conclusion

Summary of preliminary results

- Rotor modelling up to 10-20 Hz agreed to be sufficient
- Robust and precise HiL-Methods are available, which
 - allow closed loop wind turbine operation
 - allow drive train dynamic emulation up to the 2nd rotor-drive train eigenfrequency
- Limiting factor seem to be the motor torque change rates

Future Work

- Experimental validation of the methods and modelling depths
- Expanding the simulation and assessment of all certification test cases
- Validation of HiL with commercial wind turbine and compare to field data

- Summarize requirements on system test bench hard- and software
- Transferring results to certification documents FGW TR3 and IEC61400-21



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Thank you for your attention

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