

Optimization Procedure for Identifying Constitutive Properties of High Speed Induction Motor

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Objectives

In order to predict the rotordynamics of a high speed induction motor in bending, an optimization procedure is proposed for identifying the constitutive properties especially those of the magnetic core. Modal parameters predicted by a finite element model based mainly on beam elements, and measured on an induction motor are included in modal error functions contained in a functional. The minimization of this functional by using the Levenberg-Marquardt algorithm permits extracting the constitutive properties **along** the magnetic core.

Squirrel Cage Rotor

- Assembly Structure:
 - Tie rods, Short-circuiting rods, Laminated stack.
- Prestressed Structure.
- Laminations without central hole.

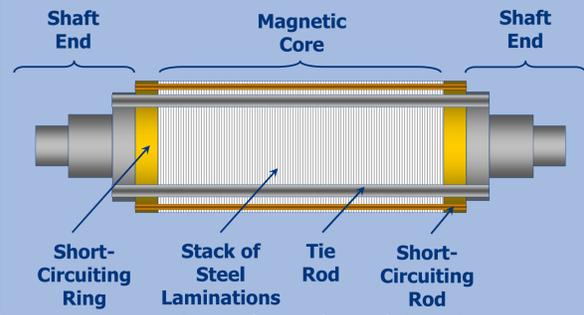


Figure 1. Diagram of a squirrel cage induction motor.

Magnetic Core Modeling

- Short-circuiting rods are modeled as beams, of diameter D_{CC} (Fig. 3), whose neutral axes coincide with the neutral axis of the magnetic core.
- Tie rods can be seen as **external tendons**.
- Laminated stack is modeled as a **distributed orthotropic material**.

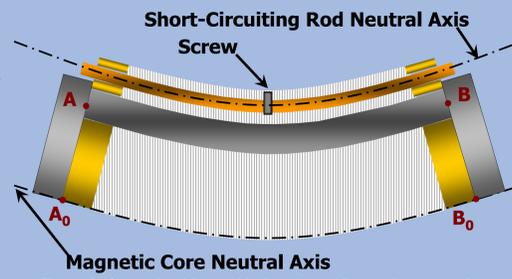


Figure 2. Short-circuiting rod in bending - Kinematic assumption.

Beam Finite Element Model

- Tie rods stiffness matrix at clamping nodes A_0 and B_0 (Fig. 2):

$$K_{TI} = \beta \cdot \frac{E_{TI} S_{TI}}{L_{TI}} \cdot e_{TI}^2 \begin{pmatrix} 0 & 0 & 0 & 0 \\ 0 & 1 & 0 & -1 \\ 0 & 0 & 0 & 0 \\ 0 & -1 & 0 & 1 \end{pmatrix}$$

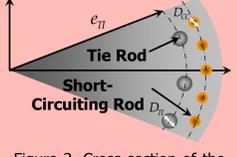


Figure 3. Cross section of the magnetic core.

Constitutive Property Distributions

- Distributions $x \in \mathbb{R}^n$, $n = 3h$, $h \in \mathbb{N}$, considered by splitting the stack into h sub-domains Ω_r , such as $(x_p)_{p=3r-2, 3r-1, 3r} = \{E_r, G_r, \nu_r\}$, $r = 1, \dots, h$.

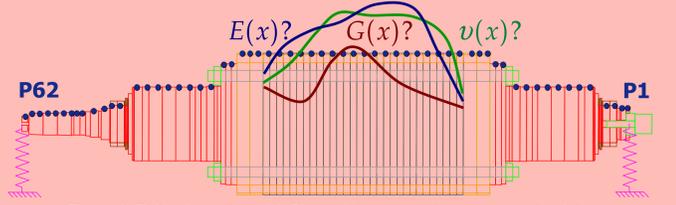


Figure 4. Finite element model. Blue points represent measurement points.

Modal Error Functions

- The **difference** between measured and predicted natural frequencies and mode shapes is quantified by four modal error functions, for **each mode** k , $k = 1 \dots m$:

$$F_k^\omega(x^i) = \frac{\tilde{\omega}_k^i}{\omega_k} - 1, \quad F_k^{\text{MAC}}(x^i) = \frac{\sum_{j=1, j \neq k}^m |MAC(\tilde{\varphi}_j^i, \varphi_k) - MAC(\varphi_j, \varphi_k)|}{m}$$

$$F_k^{\text{FD}}(x^i) = 1 - MAC(\tilde{\varphi}_k^i, \varphi_k), \quad F_k^{\text{EC}}(x^i) = \sum_{j=1}^r \left| \frac{(\tilde{\varphi}_k^i)_j}{\max_i((\tilde{\varphi}_k^i)_i)} - \frac{(\varphi_k)_j}{\max_i((\varphi_k)_i)} \right|$$

Multi-Objective Function

$$F^{\text{Tot}}(x^i) = [\alpha^\omega F^\omega, \alpha^{\text{FD}} F^{\text{FD}}, \alpha^{\text{HD}} F^{\text{HD}}, \alpha^{\text{EC}} F^{\text{EC}}]^T$$

$$\alpha = \frac{1}{F(x^0)}$$

→ **Weight coefficients based on the initial mean value, $i = 0$.**

Levenberg-Marquardt Algorithm

- The **difference** is defined as a non-linear least squares functional, a **global error norm**:

$$f(x^i) = \frac{1}{2} \|F^{\text{Tot}}(x^i)\|^2 = \frac{1}{2} \sum_{k=1}^q [F_k^{\text{Tot}}(x^i)]^2, \quad q = 4 \times m.$$

- Optimization strategy consists in **minimizing** the **difference** between the measured and predicted **modal data**, at each iteration i :

$$\begin{cases} x^0, \lambda_0 \text{ given} \\ d_i = -(J(x^i)^T J(x^i) + \lambda_i I)^{-1} \cdot \nabla f(x^i), \text{ with } \nabla f(x^i) = J(x^i)^T F^{\text{Tot}}(x^i). \\ x^{i+1} = x^i + \rho_i d_i \end{cases}$$

$$\text{where } J_{sp} = \frac{\partial F_s^{\text{Tot}}(x^i)}{\partial x_p}, \quad p = 1, \dots, n, \quad s = 1, \dots, q.$$

Undamped Eigenvalue Problem

$$\begin{cases} (K - \lambda_k M) \tilde{\varphi}_k = 0 \\ \tilde{\varphi}_k^T M \tilde{\varphi}_k = 1 \end{cases}, \quad \lambda_k = \tilde{\omega}_k^2, \quad k = 1, \dots, m,$$

where K and M are the stiffness and mass matrices respectively.

Analytical Eigen-Derivatives

$$\begin{cases} \frac{\partial \lambda_k}{\partial x_p} = \tilde{\varphi}_k^T \left(\frac{\partial K}{\partial x_p} - \lambda_k \frac{\partial M}{\partial x_p} \right) \tilde{\varphi}_k \\ \frac{\partial \tilde{\varphi}_k}{\partial x_p} = \sum_{j=1, j \neq k}^m c_j \tilde{\varphi}_j + c_k \tilde{\varphi}_k \equiv V_k + c_k \tilde{\varphi}_k \end{cases}$$

→ **Nelson's Method**

- Efficient Convergence.
- Less CPU-time Consuming. **The k^{th} eigenvector derivative requires only the k^{th} eigenvector.**

Industrial Application

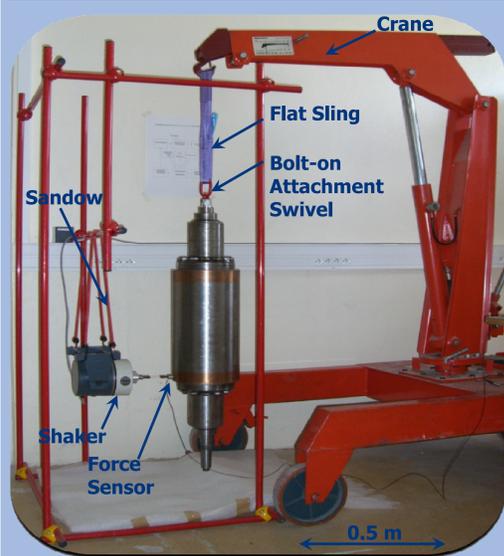


Figure 5. Experimental Setup.

Method Accuracy

→ **Modal Testing** $\{\varphi_k, \omega_k\}$, $k = 1, \dots, 4$.

- The global error norm decreases with the number of sub-domains.
- The global error norm obtained with $h = 7$ is **height times lower** (Fig. 6) than this one obtained with an isotropic assumption.
- The proposed method is more **accurate** than classical identification methods considering restrictive assumptions such as homogenous or isotropic material.

Table 1
First four bending measured and predicted natural frequencies obtained with 7 sub-domains.

	1st	2nd	3rd	4th
Measured (Hz)	856	1230	1713	2330
Predicted (Hz)	847	1263	1705	2315
Error (%)	1.05	2.68	0.47	0.64

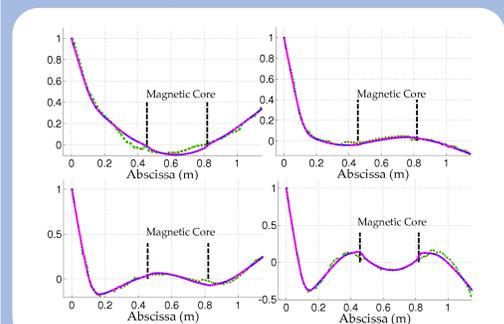


Figure 6. The dashed and solid line represent measured and predicted mode shapes respectively. Predicted mode shapes were obtained with 7 sub-domains.

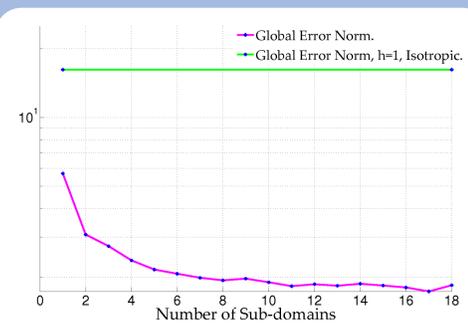


Figure 7. Evolution of the global error norm versus the number of sub-domains.

Sub-Domain Dependence

- Young's and Coulomb's modulus distributions tend to **stabilize** if $h > 7$ sub-domains.
- Distributions have **constant** values in the **middle** (55 % of the magnetic core length) of the magnetic core and **decrease** at its **ends**.

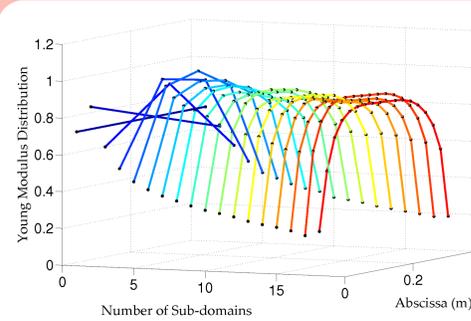


Figure 8. Normalized Young's modulus distributions.

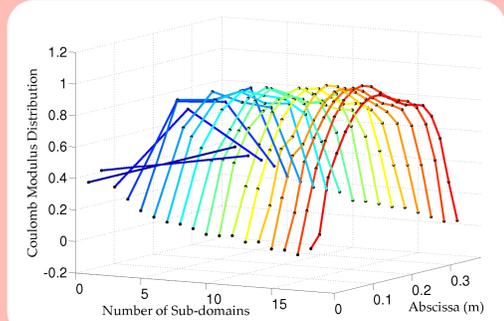


Figure 9. Normalized Coulomb's modulus distributions.

Conclusions

- Optimization procedure tested on an industrial rotor with **complex design**.
- Constitutive property distributions **depend** on the **number of sub-domains** used in the finite element (FE) modeling of the magnetic core.
- Distributions tend toward a particular shape versus the number of sub-domains: **Constant** values in the middle (55% of the magnetic core length) and **Low values** at its ends.
- The **low level** permits probably to consider the **shear effect** located close to the **ends**.
- This procedure is very useful for establishing an FE model based mainly on **beam elements** and therefore containing **few degrees of freedom**.

→ **Great advantage for predicting the rotordynamics, i.e. unbalance responses and transient responses.**