



# ALTAIR

Altair<sup>®</sup> FluxMotor<sup>®</sup> 2022.3

Synchronous machines – Permanent magnets - Inner & Outer rotor

Motor Factory – Test – Performance mapping

General user information

## Contents

<b>1</b>	<b>Performance mapping – Sine wave – Motor – Efficiency map</b>	<b>5</b>
<b>1.1</b>	<b>Overview</b>	<b>5</b>
1.1.1	Positioning and objective	5
1.1.2	Driving cycle with or without thermal solving	7
1.1.2.1	Basic driving cycle	7
1.1.2.2	Driving cycle with thermal solving	8
1.1.3	User inputs	9
1.1.4	Main outputs	9
1.1.4.1	Main test results	9
<b>1.2</b>	<b>Settings</b>	<b>11</b>
1.2.1	Thermal settings	11
1.2.2	Power electronics parameters	12
1.2.3	Mechanical loss model parameters	12
<b>1.3</b>	<b>Inputs</b>	<b>13</b>
1.3.1	Introduction	13
1.3.2	Standard inputs	13
1.3.2.1	Current definition mode	13
1.3.2.2	Maximum line current, rms	13
1.3.2.3	Maximum current density, rms	13
1.3.2.4	Maximum Line-Line voltage, rms	13
1.3.2.5	Command modes – Introduction	13
1.3.2.6	Maximum speed	14
1.3.2.7	Additional losses	14
1.3.2.8	User working point(s) analysis	14
1.3.2.9	User working point(s) analysis with thermal solving	16
1.3.3	Advanced inputs	17
1.3.3.1	Number of computations for $J_d$ , $J_q$	17
1.3.3.2	Number of computations for speed	17
1.3.3.3	Number of computations for torque	17
1.3.3.4	Rotor initial position	18
1.3.3.5	Skew model – Number of layers	18
1.3.3.6	Mesh order	18
1.3.3.7	Airgap mesh coefficient	18
<b>1.4</b>	<b>Main principles of computation</b>	<b>19</b>
1.4.1	Introduction	19
1.4.2	Raw data and Park's model	19
1.4.3	Identification process for the torque-speed curves and maps – Overview	20
<b>1.5</b>	<b>Command modes</b>	<b>21</b>
1.5.1	Introduction	21
1.5.2	Maximum Torque Per Voltage command mode (MTPV)	21
1.5.2.1	Positioning and objective	21
1.5.2.2	Torque-speed curve – Computation and displaying	24
1.5.2.3	Computation and displaying maps	26
1.5.3	Maximum Torque Per Amps command mode – MTPA	28
1.5.3.1	Positioning and objective	28
1.5.3.2	Torque-speed curve – Computation and displaying	29
1.5.3.3	Computation and displaying of the efficiency map	31
<b>1.6</b>	<b>Test results</b>	<b>32</b>
1.6.1	Test conditions	32

1.6.1.1	Inputs	32
1.6.1.2	Settings	32
1.6.1.3	Winding and magnet characteristics	32
1.6.2	Main results	32
1.6.2.1	Machine performance – Base speed point	32
1.6.2.2	Machine performance – Maximum Speed point	32
1.6.2.3	Machine performance – User working point	33
1.6.2.4	Power electronics	33
1.6.2.5	Machine performance - Selected duty cycle working point (when requested)	33
1.6.2.6	Thermal machine performance – Selected duty cycle working point (when requested)	33
1.6.2.7	Electromagnetic machine performance – Duty cycle data (when requested)	33
1.6.2.8	Thermal machine performance – Duty cycle data	34
1.6.3	Curves	35
1.6.3.1	Torque-speed curves	35
1.6.3.2	Characteristic curves	35
1.6.4	Torque-speed Maps	37
1.6.5	Duty cycle curves	38
1.6.6	Graphic displaying	38
<b>2</b>	<b>Performance mapping – Sine wave – Generator – Efficiency map</b>	<b>39</b>
<b>2.1</b>	<b>Overview</b>	<b>39</b>
2.1.1	Positioning and objective	39
2.1.2	User inputs	41
2.1.3	Main outputs	42
2.1.3.1	Main test results	42
2.1.3.2	Torque-speed curves	42
2.1.3.3	Characteristic curves	42
2.1.3.4	Torque-speed maps	42
2.1.3.5	Duty cycle curves (when expected)	42
<b>2.2</b>	<b>Settings</b>	<b>43</b>
<b>2.3</b>	<b>Inputs</b>	<b>44</b>
2.3.1	Introduction	44
2.3.2	Standard inputs	44
2.3.2.1	Current definition mode	44
2.3.2.2	Maximum line current, rms	44
2.3.2.3	Maximum current density, rms	44
2.3.2.4	Maximum Line-Line voltage, rms	44
2.3.2.5	Command mode	44
2.3.2.6	Maximum speed	45
2.3.2.7	Additional losses	45
2.3.2.8	User working point(s) analysis	45
2.3.3	Advanced inputs	48
2.3.3.1	Number of computations for $J_d$ , $J_q$	48
2.3.3.2	Number of computations for speed	48
2.3.3.3	Number of computations for torque	48
2.3.3.4	Rotor initial position	49
2.3.3.5	Skew model – Number of layers	49
2.3.3.6	Mesh order	49
2.3.3.7	Airgap mesh coefficient	49
<b>2.4</b>	<b>Main principles of computation</b>	<b>50</b>
2.4.1	Introduction	50
2.4.2	Raw data and Park's model	50
2.4.3	Identification process for the torque-speed curves and maps – Overview	51

<b>2.5</b>	<b>Command modes</b>	<b>52</b>
2.5.1	Introduction	52
2.5.2	Maximum Torque Per Amps – MTPA	53
2.5.2.1	Positioning and objective	53
2.5.2.2	Torque-speed curve – Computation and displaying	55
2.5.2.3	Efficiency map – Computation and displaying	57
2.5.2.4	Torque-speed curves and maps correction	58
<b>2.6</b>	<b>Test results</b>	<b>60</b>
2.6.1	Test conditions	60
2.6.1.1	Inputs	60
2.6.1.2	Settings	60
2.6.1.3	Winding and magnet characteristics	60
2.6.2	Main results	60
2.6.2.1	Machine performance – Corner speed point	60
2.6.2.2	Machine performance – Maximum Speed point	60
2.6.2.3	Machine performance – User working point	61
2.6.2.4	Machine performance – Duty cycle data	61
2.6.3	Curves	62
2.6.3.1	Torque-speed curves	62
2.6.3.2	Characteristic curves	62
2.6.4	Torque-speed Maps	63
2.6.5	Duty cycle curves	63

# 1 PERFORMANCE MAPPING – SINE WAVE – MOTOR – EFFICIENCY MAP

## 1.1 Overview

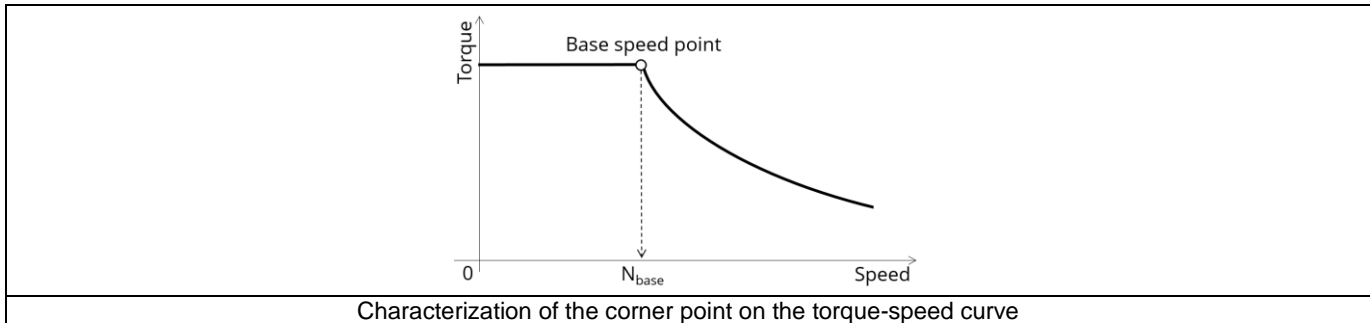
### 1.1.1 Positioning and objective

The aim of the test “Performance mapping – Sine wave – Motor – Efficiency map” is to characterize the behavior of the machine in the “Torque-Speed” area.

Input parameters like the maximum “Line-Line voltage”, the maximum “line current” and the desired “Maximum speed” of the machine are considered.

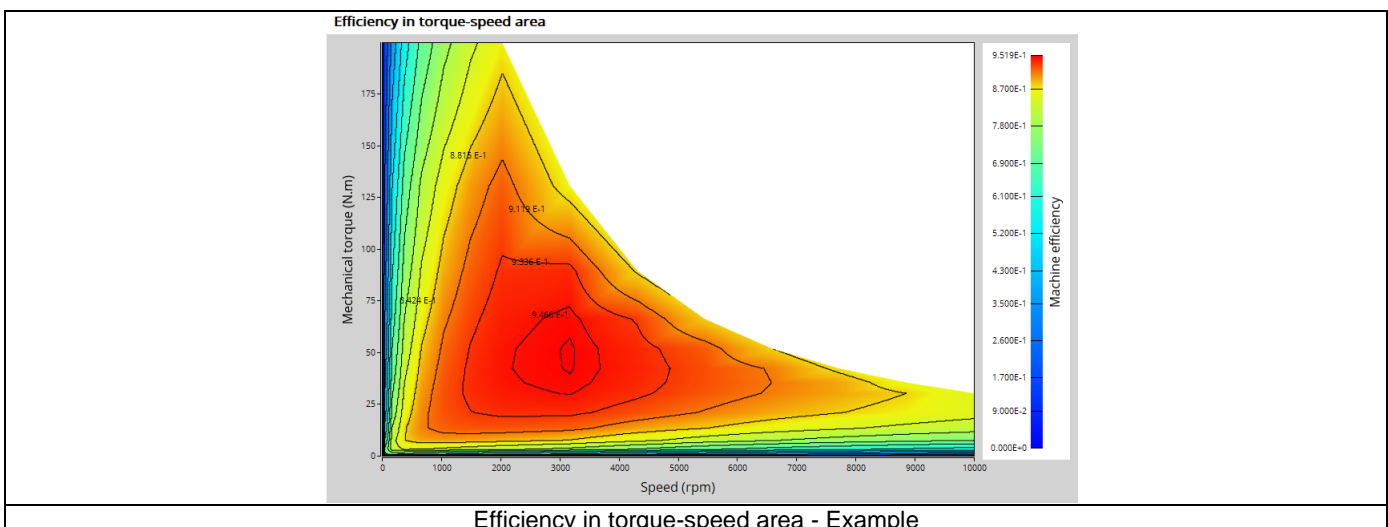
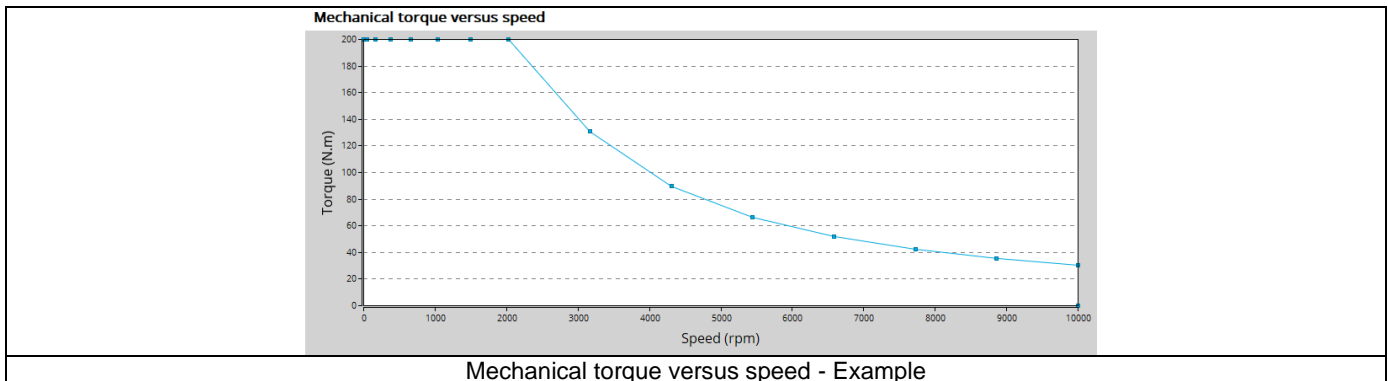
Two types of command modes are available: The Maximum Torque Per Volt command mode (MTPV) and the Maximum Torque Per Amps command mode (MTPA).

Input parameters define torque-speed area in which the evaluation of the machine behavior is performed.

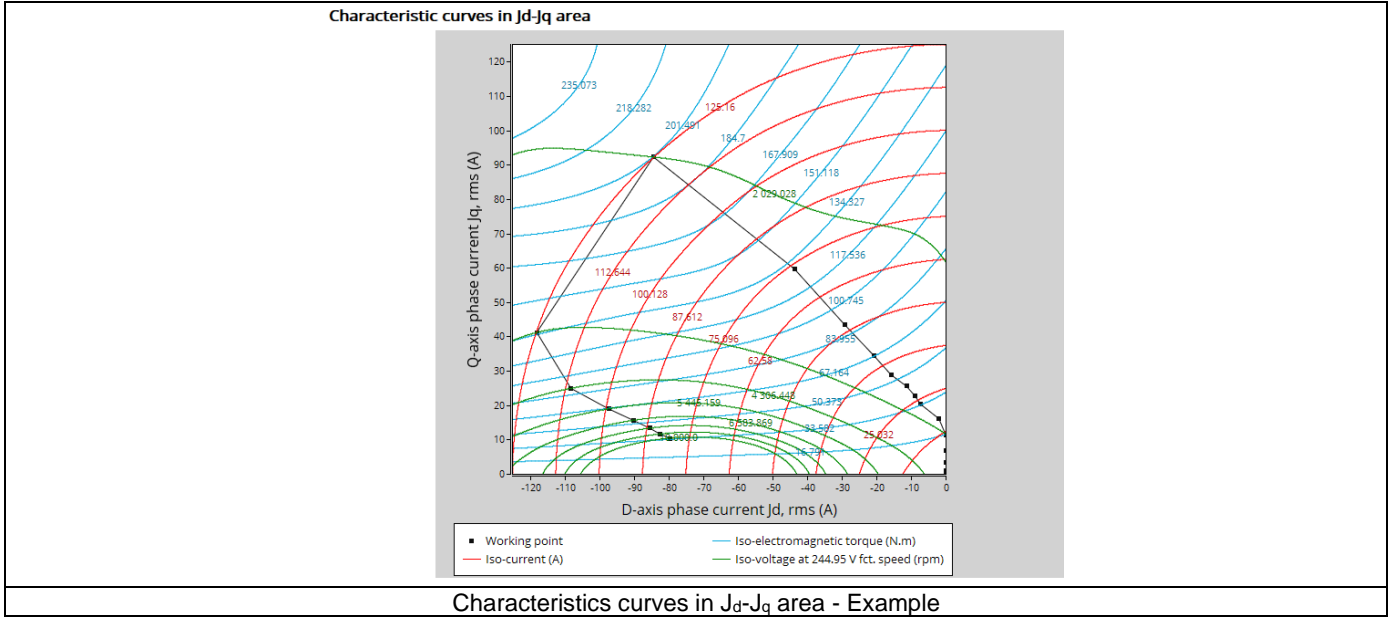


In the results, the performance of the machine at the base point (base speed point) and for the maximum speed set by the user are presented.

A set of curves (like Torque-Speed curve) and maps (like Efficiency map) are computed and displayed.



Note: In addition, in  $J_d$ - $J_q$  plane, a graph shows the computed working points for the torque speed curve. The iso-electromagnetic torque, the iso-current and the iso-voltage are also displayed in  $J_d$ - $J_q$  plane. These results help the user to understand the possible performance of the machine in its electric environment.



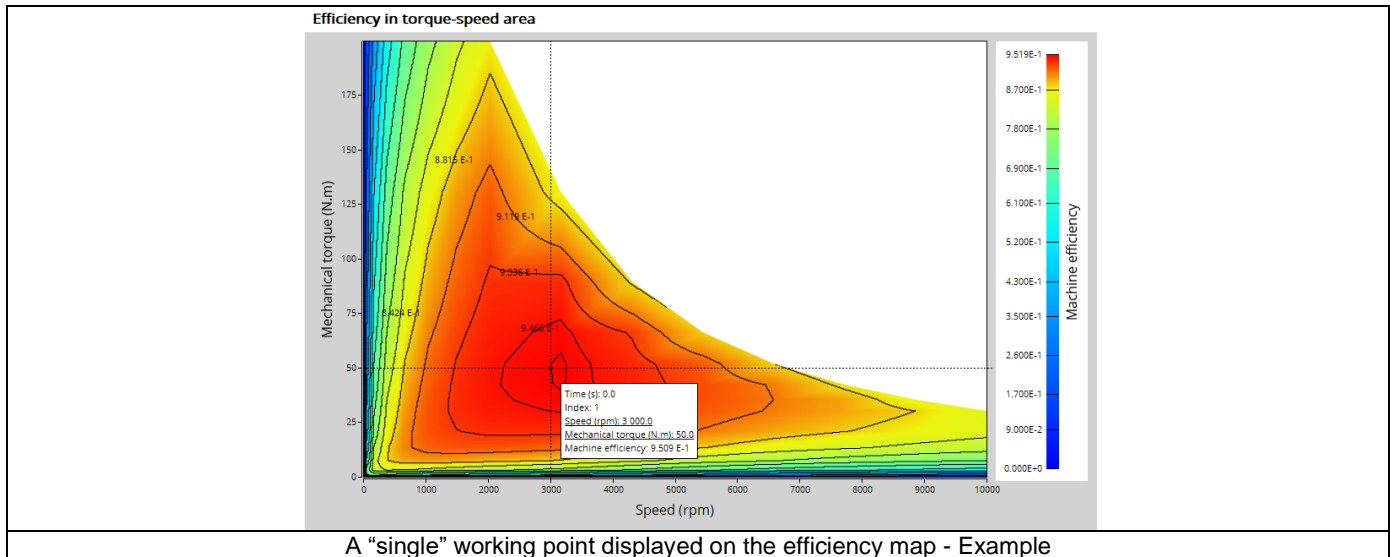
## 1.1.2 Driving cycle with or without thermal solving

### 1.1.2.1 Basic driving cycle

Two features are available in this test.

The first one allows extracting one torque-speed point from the efficiency map to get the machine performance, for this specific working point (general data + power balance).

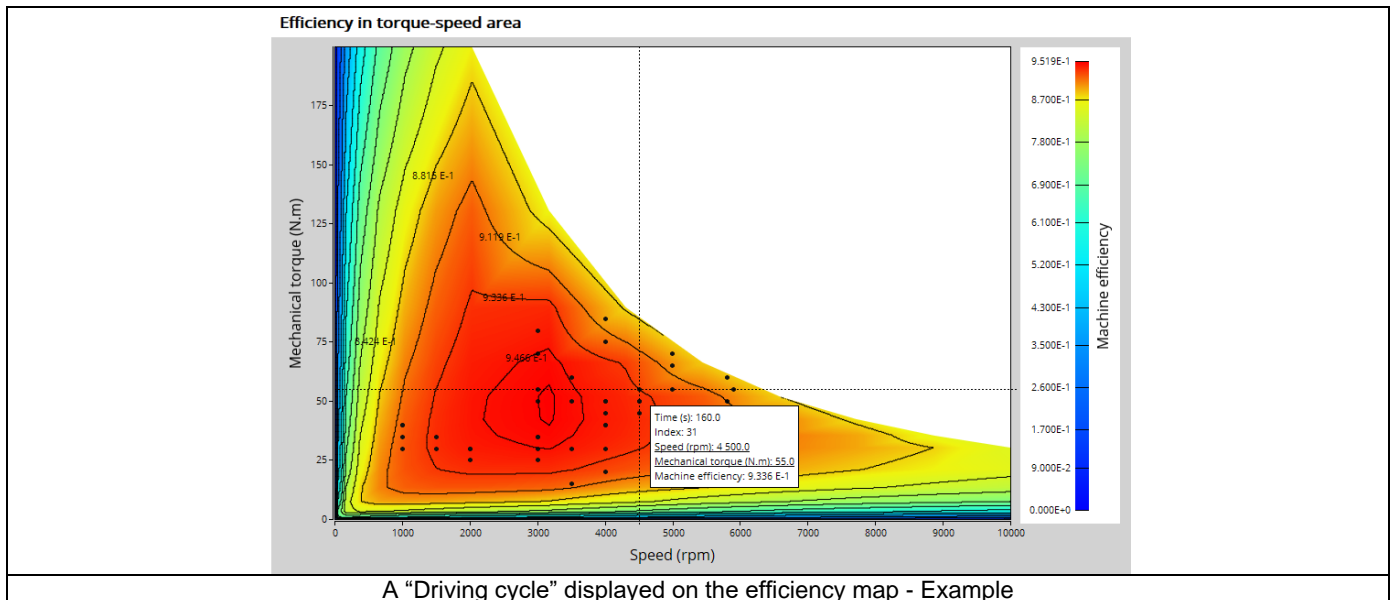
Note: The considered working point is then displayed on all the maps available.



The second feature allows the user to define a duty cycle by giving a list of working points (speed, torque) versus the time. The displayed results illustrate the machine performance over the considered duty cycle (mean, min, and max values).

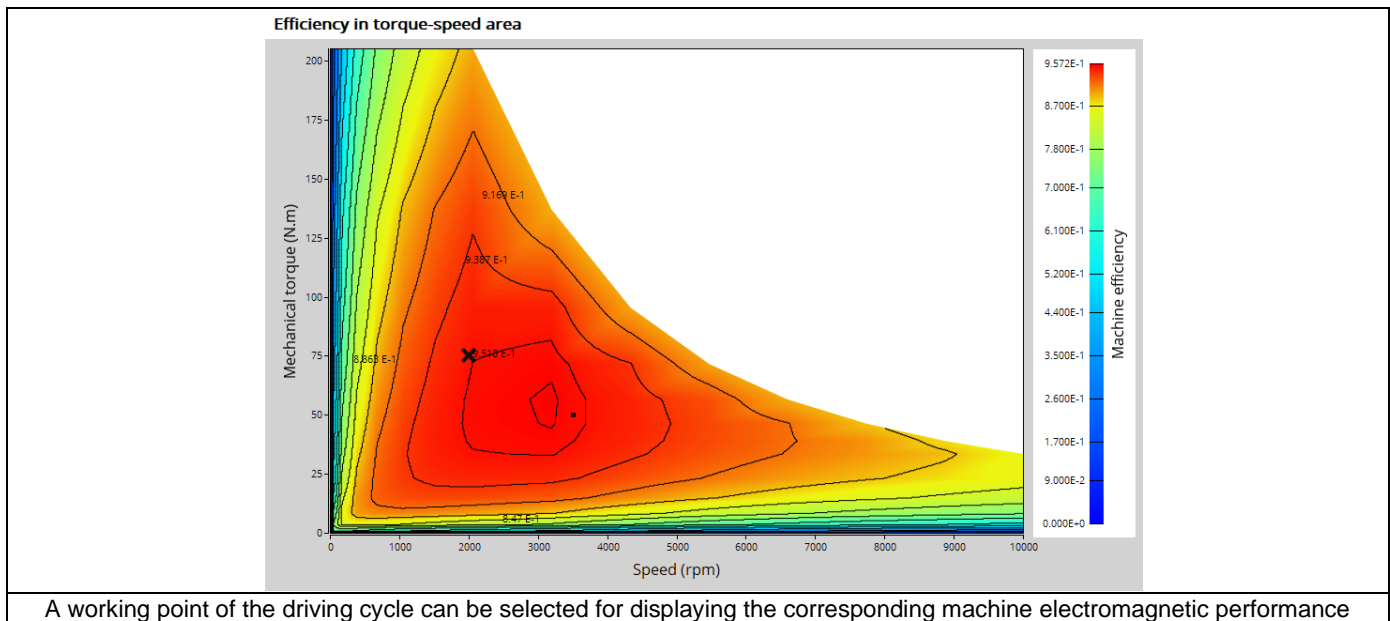
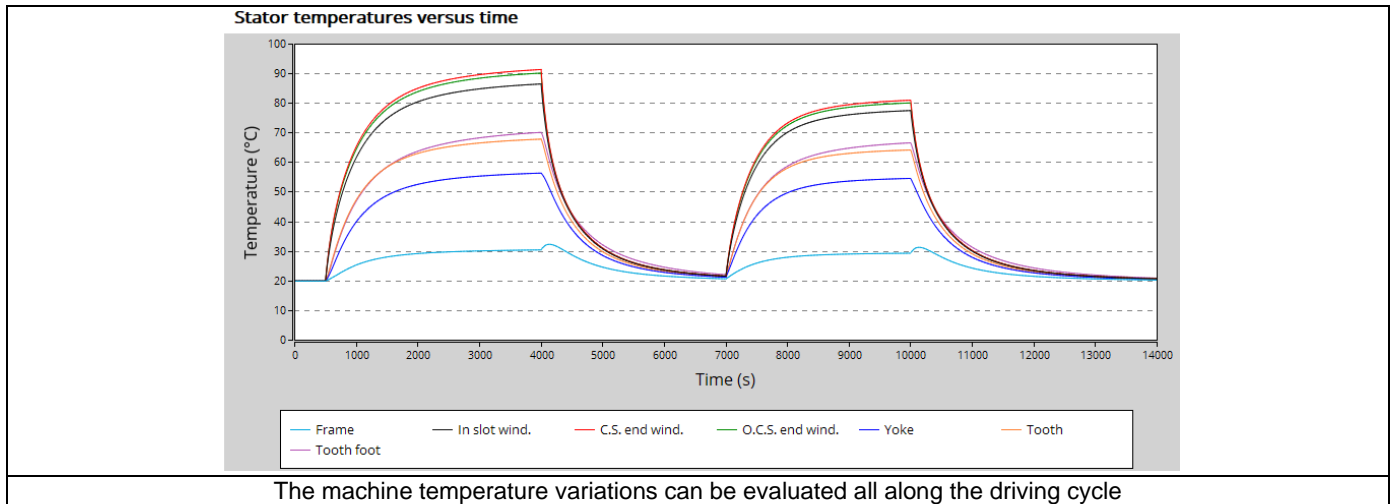
The time variation of the main quantities is also displayed (Mechanical torque, speed, control angle, current, voltage, power, efficiency, losses).

All the corresponding points are displayed on the different provided maps.



### 1.1.2.2 Driving cycle with thermal solving

When the "thermal solving" is selected in the settings, the machine temperatures are computed over the driving cycle. The variation of the machine performance are computed and displayed over all the driving cycle time.



The following table helps to classify the test “Performance mapping – Sine wave – Motor – Efficiency map”.

Family	Performance mapping
Package	Sine wave
Convention	Motor
Test	Efficiency map

Positioning of the test “Performance mapping – Sine wave – Motor – Efficiency map”



### 1.1.3 User inputs

The main user input parameters needed to perform this test are the maximum allowed supplied, line-line voltage, the line current, the targeted maximum speed and the command mode.

The thermal settings must be selected depending on how we want to define the winding and magnet temperatures.

When required, the location of the working points (single point or duty cycle) to be evaluated must be defined as inputs.

**Warning!** Default values of advanced inputs have been set to get the best compromise between accuracy and computation time.

Three advanced user input parameters allow adjusting the compromise between accuracy and computation time: the number of computations for  $J_d$ - $J_q$ , for speed and for torque.

### 1.1.4 Main outputs

Different kinds of outputs are displayed like data, curves, maps, and tables.

#### 1.1.4.1 Main test results

- 1) Machine performance - Base speed point
  - General data like torque, speed, electrical powers, control angle, efficiency etc.
  - Power balance
  
- 2) Machine performance - Maximum speed
  - General data like torque, speed, electrical powers, control angle, efficiency etc.
  - Power balance
  
- 3) Machine performance - User working point (when requested)
  - General data like torque, speed, electrical powers, control angle, efficiency etc.
  - Power balance
  
- 4) Power electronics (when requested by the user)
  - Inverter
  - Base speed point - Power balance
  - Maximum speed point - Power balance
  - User working point – Power balance (when requested)
  - Duty cycle - Power balance (when requested)
  
- 5) Machine performance - Duty cycle analysis (when requested)
  - General data like torque, speed, electrical powers, control angle, efficiency etc.
  - Power balance
  - Energy balance
  
- 6) Thermal machine performance – Selected duty cycle working point (when requested)
  - Machine, rotor, stator temperatures
  - External and internal cooling temperature
  
- 7) Machine performance – over the duty cycle (when requested)
  - General data like torque, speed, electrical powers, control angle, efficiency etc. (min., mean and max. values)
  - Power balance
  - Energy balance
  
- 8) Thermal machine performance – over the duty cycle (when requested)
  - Machine, rotor, stator temperatures (min., mean and max. values)

## 9) Torque-speed curves

- Mechanical torque versus speed
- Current (J, Jd, Jq) versus speed
- Voltage (V, Vd, Vq) versus speed
- Control angle versus speed
- Power (Mechanical power, machine electrical power, system electrical power) versus speed
- Power factor versus speed
- Losses versus speed (total machine and system, Joule, iron, mechanical, additional, power electronics)

## 10) Characteristic curves

- Electromagnetic torque versus current and control angle ( $\Psi$ ) according to base speed point
- Characteristic curves in Jd-Jq area - Evolution of the working points in Jd-Jq plane, with iso-torque, iso-current and iso-voltage.

## 11) Torque-Speed maps

- Efficiency in torque-speed area
- Current (J, Jd, Jq) in torque-speed area
- Voltage (V, Vd, Vq) in torque-speed area
- Control angle in torque-speed area
- Power in torque-speed area (Mechanical power and electrical power) in the torque-speed plane
- Power factor in torque-speed area
- Losses in torque-speed area (Total, Joule, Iron, Mechanical and additional) in the torque-speed plane

## 12) Duty cycle curves (when requested)

- Speed versus time
- Efficiency versus time
- Mechanical torque versus time
- Current (J, Jd, Jq) versus time
- Voltage (V, Vd, Vq) versus time
- Control angle versus time
- Power versus time (Mechanical power and machine and system electrical power)
- Power factor versus time
- Losses versus time (Total, Joule, Iron, Mechanical and additional)
- Stator resistance versus time
- Magnet remanent induction versus temperature
- Main machine temperatures versus time
- Stator temperature versus time
- Rotor temperature versus time

## 13) Graphic displaying

- Machine temperature radial view versus time
- Machine temperature axial view versus time

Note: When a user working point has been targeted or if a duty cycle is considered, the corresponding working points are displayed on all the maps described above.

## 1.2 Settings

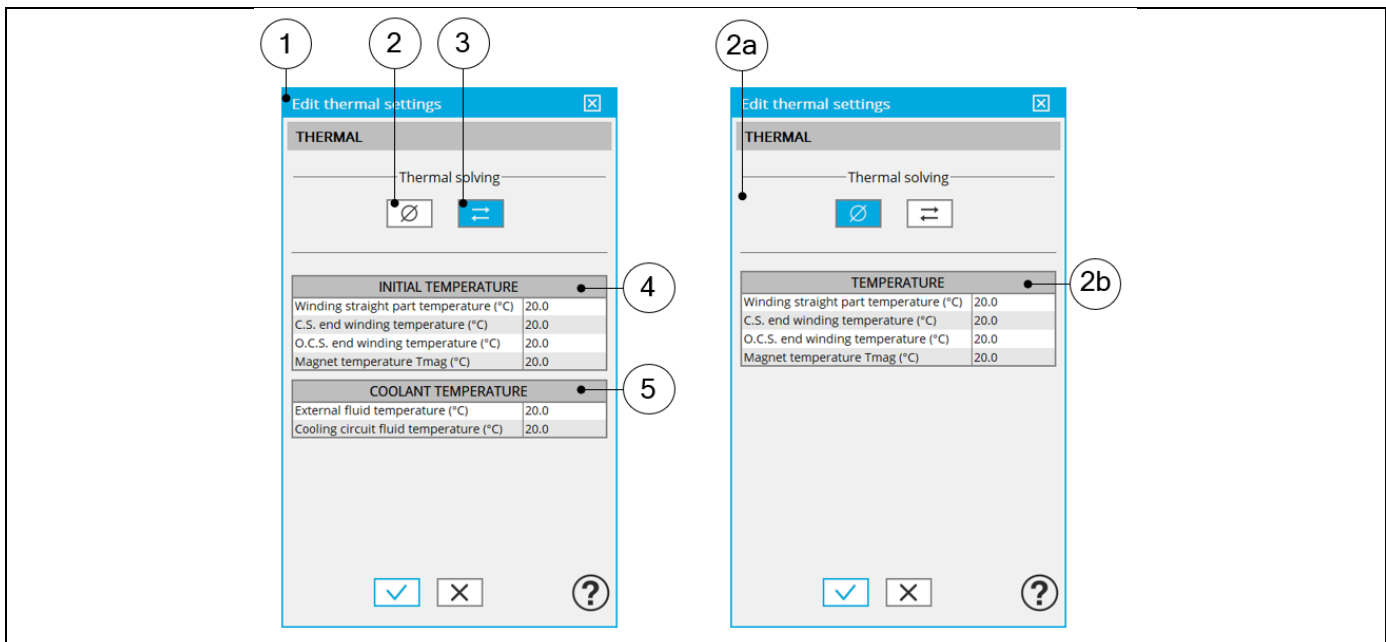
Three buttons give access to the following setting definition: Thermal, Electronics and Mechanics. Each kind of settings are shortly defined here-after.

Additional information can be read in the document: MotorFactory\_2022.3\_SMPM\_IOR\_3PH\_Test\_Introduction – sections dealing with settings.

### 1.2.1 Thermal settings

In the thermal settings you have two main possible choices:

- Either you can define the temperatures of active components (Magnet and winding) to define the physical properties of the materials needed to run directly the tests without any thermal computation.
- Or you can choose between two other ways to run the test: iterative process until convergence or a single iteration process to perform electromagnetic computation coupled to thermal analysis.



1	Dialog box to define the thermal settings. Buttons allow to choose one of the three thermal solving modes
2	The first option of thermal setting is to run the test with only electromagnetic computation without any thermal analysis. This option is the default one available for all the tests.
2a	Dialog box allowing to define the machine active components winding and magnets temperatures to run test without any thermal analysis.
2b	Temperatures of the machine active components to be considered for characterizing the physical properties of the associated materials.
3	Thermal solving mode with iterative process between electromagnetic and thermal computations until the convergence. The selection of this mode of computation means that we must define a driving cycle as an input of the test
4	Initial temperatures of the machine active components winding and magnets. These temperatures are used to initialize the electromagnetic-thermal process of computation.
5	Definition of coolant temperatures to be considered: <ul style="list-style-type: none"> <li>• External fluid temperature <sup>(1)</sup></li> <li>• Cooling circuit fluid inlet temperature (when a cooling circuit is defined on the design side <sup>(2)</sup>)</li> </ul>

#### Notes

(1) The external fluid temperature corresponds to the temperature of the fluid surrounding the machine. It is also considered as the temperature at the “infinite” for the computation of radiation from the frame to the infinite.

(2) The cooling circuit fluid temperature is relevant only when a cooling circuit has been added by the user in the design environment. In this case, this input describes its fluid inlet temperature.

For more details, please refer to the document: MotorFactory\_2022.3\_SMPM\_IOR\_3PH\_Test\_Introduction – section “thermal settings”.

## 1.2.2 Power electronics parameters

Dialog box to define the power electronics parameters:

- Inverter control strategy
- Inputs for evaluating the power electronics stage losses

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – sections dealing with “Power electronics mode settings”.

## 1.2.3 Mechanical loss model parameters

Dialog box to define mechanical loss computation model.

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Mechanical loss model settings”.

## 1.3 Inputs

### 1.3.1 Introduction

The total number of user inputs is equal to 14.  
Among these inputs, 8 are standard inputs and 6 are advanced inputs.

### 1.3.2 Standard inputs

#### 1.3.2.1 Current definition mode

There are two common ways to define the electrical current.

Electrical current can be defined by the current density in electric conductors.  
In this case, the current definition mode should be « **Density** »

Electric current can be defined directly by indicating the value of the maximum line current (the rms value is required).  
In this case, the current definition mode should be « **Current** »

#### 1.3.2.2 Maximum line current, rms

When the choice of the current definition mode is “**Current**”, the maximum rms value of the line current supplied to the machine: “**Max. line current, rms**” (*Maximum line current, rms value*) must be provided.

Note: The number of parallel paths and the winding connections are automatically taken into account in the results.

#### 1.3.2.3 Maximum current density, rms

When the choice of current definition mode is “**Density**”, the rms value of the maximum current density in electric conductors “**Max. current dens., rms**” (*Maximum current density in conductors, rms value*) must be provided.

Note: The number of parallel paths and the winding connection are automatically considered in the results.

#### 1.3.2.4 Maximum Line-Line voltage, rms

The rms value of the maximum line-line voltage supplying to the machine: “**Max. Line-Line voltage, rms**” (*Maximum Line-Line voltage, rms value*) must be provided.

Note: The number of parallel paths and the winding connection are automatically considered in the results.

#### 1.3.2.5 Command modes – Introduction

Whatever is the applied command mode, the first step of the process consists of computing the torque-speed curve and the second step is to compute the efficiency map bounded by the torque-speed curve.

In function of the command mode, the applied process of computation is different to obtain curves and maps.  
For additional information on this topic see the section 1.5 (Command modes)

### 1.3.2.6 Maximum speed

The computation and analysis of the torque-speed curves are performed over a given speed range.

The maximum allowed value for the « **Maximum speed** » corresponds to 53000 rad/s - about 506000 rpm.

Notes: As a function of the maximum speed value, following different cases must be considered:

- 1) Case 1: The maximum speed is lower than the base speed  $N_{base}$  (corner point speed of the torque-speed curve)  $N_{max} < N_{base}$ .

In that case, whatever is the command mode (MTPA or MTPV), the behavior of the machine will be studied over the speed range  $[0, N_{max}]$ .

That allows the user to precisely choose the range of speed to be considered for computing and displaying the torque-speed curve and especially maps like efficiency map.

- 2) Case 2: The maximum speed is greater than the base speed (corner point speed)  $N_{max} > N_{base}$ .

The relevance of the maximum speed given by the user is analyzed to evaluate if it is reachable by the machine.

If the user maximum speed is unreachable by the machine, the correction of this value is automatically performed.

The resulting new maximum speed is linked to a limit torque. This limit torque is obtained by applying a reduction coefficient to the base point torque.

### 1.3.2.7 Additional losses

“Additional losses” input is not available in the current version (The input label is written in grey).

### 1.3.2.8 User working point(s) analysis

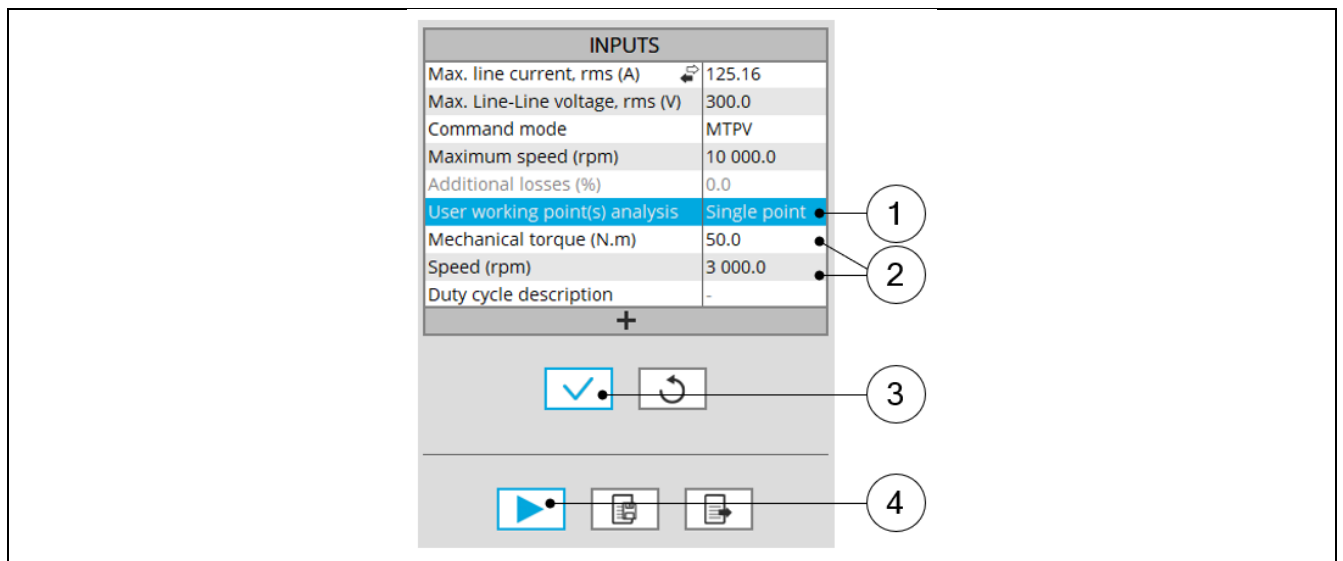
It is possible to perform additional analysis on working point(s) located under the torque-speed curve. The user’s input “**User working point(s) analysis**” (*additional analysis on working point(s)*) gives three possibilities to the user:

- 1) User working point(s) analysis = None (=default mode)

This corresponds to the basic configuration of the test, with no additional working point analysis.

- 2) User working point(s) analysis = Single point

This allows computing the machine performance on a working point which must be specified by the user with the targeted speed and torque. In that case the next two fields must be filled with the targeted speed and mechanical torque.



User working point analysis = Single point	
1	Select the “Single point” option to perform a computation on one working point.
2	Define the targeted working point mechanical torque and speed.
3	Button to validate and consider the user inputs
4	Button to run the computation

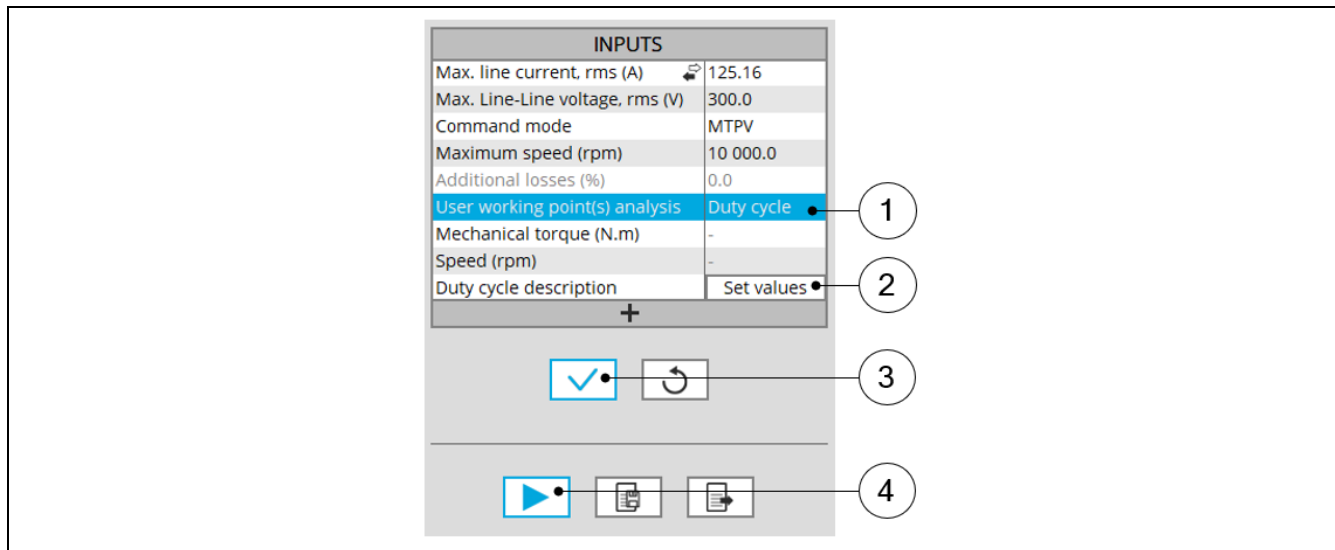
### 3) User working point(s) analysis = Duty cycle

This allows computing the machine performance all over a considered duty cycle.

This duty cycle must be defined by using the next field: "Duty cycle description" and by clicking on the button "Set values".

Two ways are possible to fill in the table: either filling in the table line by line or by importing an excel file which all the working points of the duty cycle are defined.

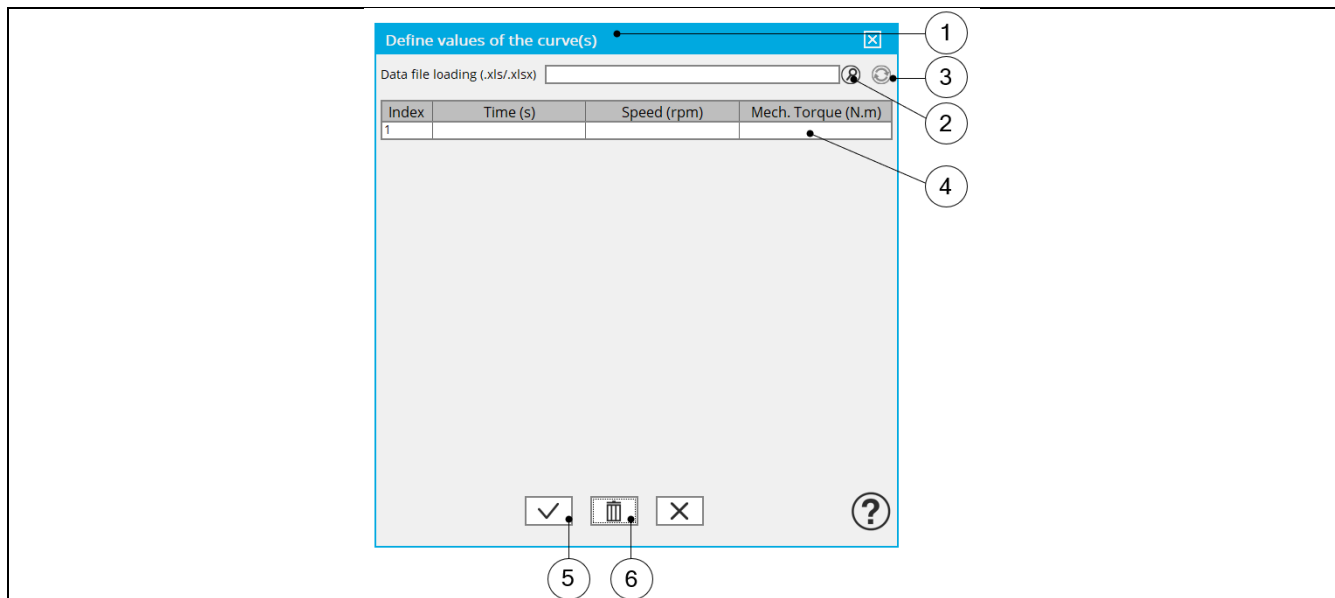
Note: A working point is defined by a time, a speed, and a mechanical torque.



User working point analysis = Duty cycle

1	Select the "Duty cycle" option
2	Click in the button "Set values" of the field "Duty cycle" to open a dialog box to define the duty cycle. Refer to the next illustration which shows how to fill the Duty cycle table.
3	Button to validate the user input data
4	Button to run the computations

Note: Once the test results have been computed, new user working point and duty cycle values can be set, and results will appear instantaneously when relaunching the test.



User working point analysis = Duty cycle – Dialog box to define the duty cycle

1	Dialog box opened after having clicked on the button "Set values" in the field "Cycle description"
2	Browse the folder to select an Excel file which is described the duty cycle
3	Button to refresh the table data when the considered Excel file has been modified
4	Fields to be filled with data to describe the duty cycle to be considered

Note: The Excel template used to import a duty cycle is stored in the folder Resource/Template in the installation folder of Altair® FluxMotor®. An example of this template is displayed below.

Duty cycle			
Label	Time	Speed	Mech. torque
Units	s	rpm	N.m
Values	0	1000	30
	2	2000	30
	5	3000	35
	10	3000	35
	15	4000	40
	20	4000	45
	22	3500	50
	25	3500	60

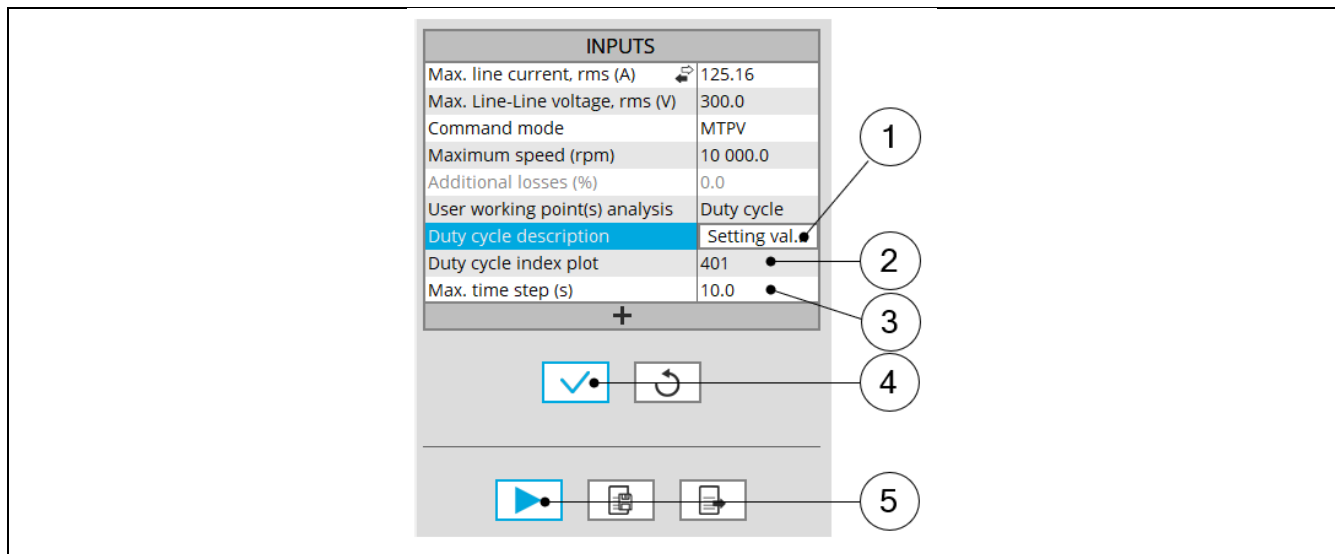
Excel file template to define the duty cycle

### 1.3.2.9 User working point(s) analysis with thermal solving

When thermal solving has been selected in the settings, it is mandatory to define the driving cycle with a list of working points. This duty cycle must be defined by using the field: "Duty cycle description" and by clicking on the button "Set values".

Two ways are possible to fill in the table: either filling in the table line by line or by importing an Excel file which all the working points of the duty cycle are defined. The Excel sheet format will be the same than in the previous section.

Note: A working point is defined by a time, a speed, and a mechanical torque. The time must always begin by 0 second.



User working point analysis = Duty cycle

1	The "Duty cycle" option is mandatory when thermal solving is selected Click in the button "Set values" of the field "Duty cycle" to open a dialog box to define the duty cycle. Refer to the next illustration which shows how to fill the Duty cycle table.
2	The index plot allows us to select a working point of the cycle for displaying data and maps which are corresponding to its thermal properties.
3	Maximum time step which is considered to discretize the driving cycle sequences. There will be no time step greater than the value written in that field (10 s in our example). The minimum value = 0.01s, the maximum value = 3600s. The default value = 10s
4	Button to validate the user input data
5	Button to run the computations



### 1.3.3 Advanced inputs

#### 1.3.3.1 Number of computations for $J_d$ , $J_q$

First, it is needed to compute the D-axis and Q-axis flux linkage in the  $J_d$  -  $J_q$  plane.

To get maps in the  $J_d$  -  $J_q$  plane, a grid is defined. The number of computation points along the d-axis and q-axis can be defined with the user input « **No. Comp. for  $J_d$ ,  $J_q$**  » (*Number of computations for D-axis and Q-axis currents*).

The default value is equal to 5. This default value provides a good compromise between accuracy and computation time. The minimum allowed value is 5.

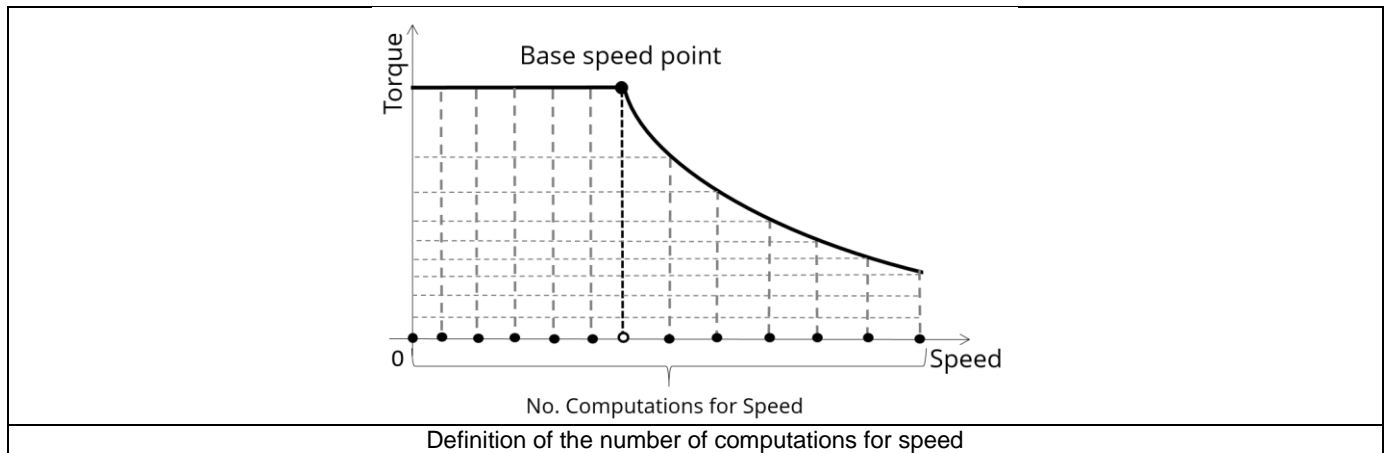
#### 1.3.3.2 Number of computations for speed

The “**No. comp. for speed**” (*Number of computations for speed*) corresponds to the number of points to be considered in the speed range from 0 to the maximum speed.

Half of these points are distributed from 0 to the base speed. The remaining points are distributed from the base speed to the maximum speed.

In both cases, base speed is considered as an additional point.

Note: If the user input parameter “**No. comp. for speed**” is an odd number, one discretization point is automatically removed.



The default value is equal to 15, the minimum allowed value is 5. The maximum recommended value is 40.

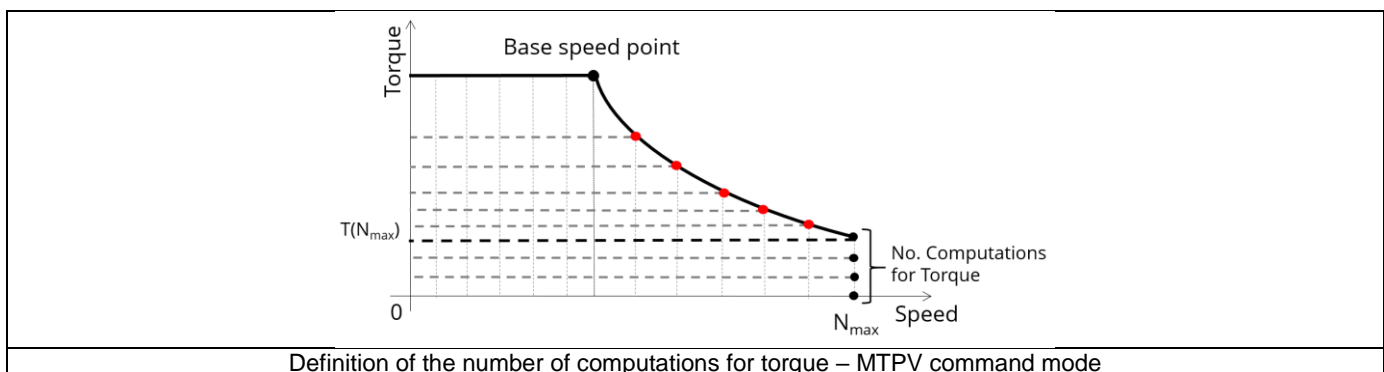
Note: Increasing the number of computations can improve the convergence of the optimization used to define the torque-speed curve and the efficiency map. However, that also means longer computation time.

#### 1.3.3.3 Number of computations for torque

For the speed range  $[N_{base}; N_{max}]$ , the number of computations for torque is imposed by the number of computations for speed in the speed range  $[N_{base}; N_{max}]$  (Red points in the image shown below).

The advanced user input parameter “**No. comp. for torque**” allows to finalize the grid within the torque range  $[0, T(N_{max})]$  at the maximum speed (Black points in the image shown below).

The default value is equal to 7. The minimum allowed value is 3. The maximum recommended value is 20.



#### 1.3.3.4 Rotor initial position

By default, the “**Rotor initial position**” is set to “**Auto**”.

When the “**Rotor initial position mode**” is set to “**Auto**”, the initial position of the rotor is automatically defined by an internal process of FluxMotor®.

The resulting relative angular position corresponds to the alignment between the axis of the stator phase 1 (reference phase) and the direct axis of the rotor north pole.

When the “**Rotor initial position**” is set to “User input” (i.e. toggle button on the right), the initial position of the rotor considered for computation must be set by the user in the field « **Rotor initial position** ». The default value is equal to 0. The range of possible values is [-360, 360].

For more details, please refer to the document: MotorFactory\_2022.3\_SMPM\_IOR\_3PH\_Test\_Introduction – section “Rotor and stator relative position”.

#### 1.3.3.5 Skew model – Number of layers

When the rotor magnets or the stator slots are skewed, the number of layers used in Flux® Skew environment to model the machine can be modified: “**Skew model - No. of layers**” (*Number of layers for modelling the skewing in Flux® Skew environment*).

#### 1.3.3.6 Mesh order

To get the results, the original computation is performed using a Finite Element Modeling (inside Altair® Flux® software).

Two levels of meshing can be considered for this finite element calculation: first order and second order.

This parameter influences the accuracy of results and the computation time.

By default, second order mesh is used.

#### 1.3.3.7 Airgap mesh coefficient

The advanced user input “**Airgap mesh coefficient**” is a coefficient which adjusts the size of mesh elements inside the airgap. When the value of “**Airgap mesh coefficient**” decreases, the mesh elements get smaller, leading to a higher mesh density inside the airgap and increasing the computation accuracy.

The imposed Mesh Point (size of mesh elements touching points of the geometry), inside the Flux®, is described as:

$$\text{MeshPoint} = (\text{airgap}) \times (\text{airgap mesh coefficient})$$

Airgap mesh coefficient is set to 1.5 by default.

The variation range of values for this parameter is [0.05; 2].

0.05 giving a very high mesh density and 2 giving a very coarse mesh density.

#### Caution:

Be aware, a very high mesh density does not always mean a better result quality. However, this always leads to a huge number of nodes in the corresponding finite element model. So, it means a need of huge numerical memory and increases the computation time considerably.

## 1.4 Main principles of computation

### 1.4.1 Introduction

This paragraph deals with the process to get the torque-speed curves and maps (For example - efficiency map).

The process is separated into the two following parts:

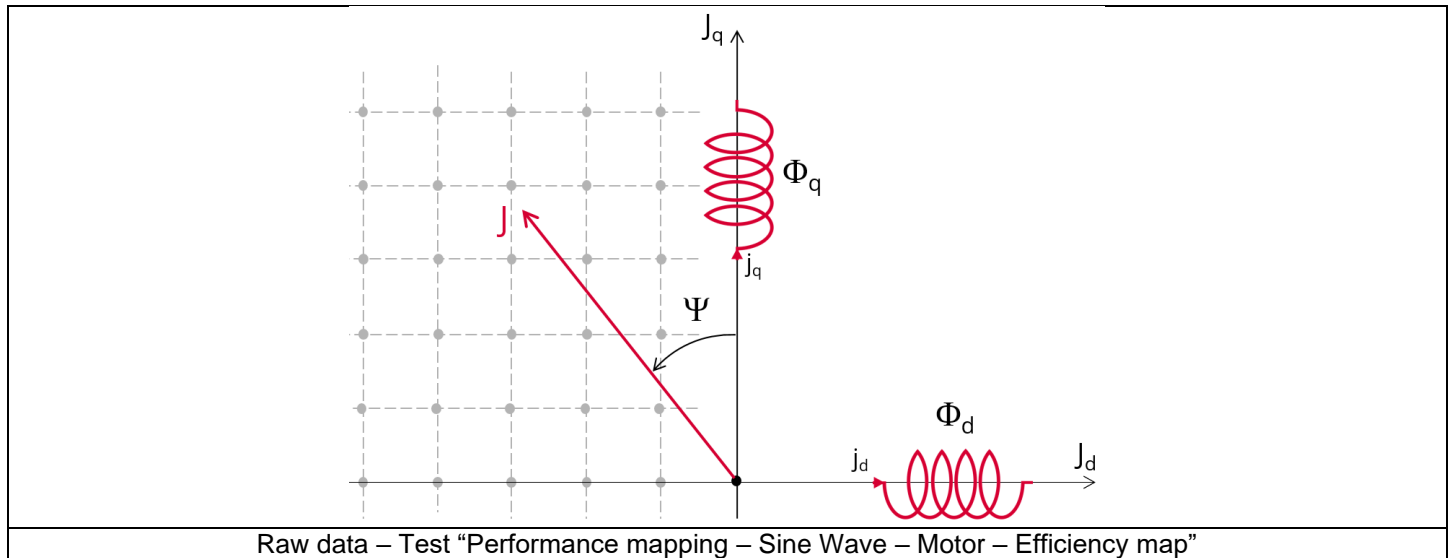
- Raw data and Park model
- Identification of the torque-speed curves and maps – Overview

### 1.4.2 Raw data and Park's model

The first step consists of computing the raw data which characterize the machine in the  $J_d$ - $J_q$  plane. This is done using Finite Element modelling (Flux® – Magnetostatic application).

To do that, a grid of ( $J_d$ ,  $J_q$ ) values is considered.

Flux linkage through each phase ( $\Phi_a$ ,  $\Phi_b$ ,  $\Phi_c$ ) and flux density in regions (teeth and yoke of the machine) are computed and extracted as a function of ( $J_d$ ,  $J_q$ ).



The second step consists of using the raw data with the Park's model.

D-axis flux-linkage component -  $\Phi_d$  and Q-axis flux-linkage component -  $\Phi_q$  are computed according to the Park's transformation.

Then, electromagnetic torque ( $T_{em}$ ) and losses can be computed.

$$T_{em} = \frac{m}{2} \cdot p \cdot (\Phi_d \cdot J_q - \Phi_q \cdot J_d)$$

Park's model - Motor convention - Torque equation

Note: The computations are the same as those performed in the test “Characterization - Model – Motor - Maps”. Here are the obtained results which are used to build the next step, that is, curves and maps in the torque-speed area:

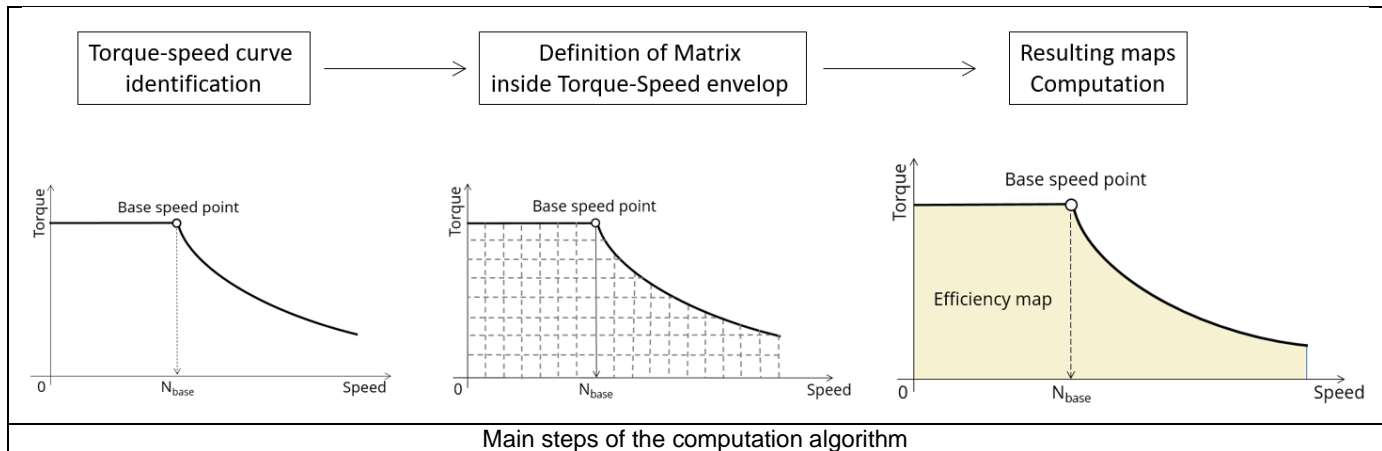
- D-axis flux-linkage component -  $\Phi_d$
- Q-axis flux-linkage component -  $\Phi_q$
- Electromagnetic torque  $T_{em}$
- Stator iron losses  $W_{iron}$  versus speed
- Joule losses in stator winding  $W_{Cus}$
- Mechanical losses versus speed
- Amount of total losses  $W_{total}$  versus speed

### 1.4.3 Identification process for the torque-speed curves and maps – Overview

Below presented are the three main steps involved in building the efficiency map and other associated results. These steps are similar for all the command modes with only some specifications.

These steps are performed by using the computed raw data (see previous section) with optimization processes associated with the considered command mode functions like MTPA curves.

- Building of the torque-speed curve and other associated results
- Define the grid in the area under torque-speed curve
- Building of the efficiency map and other associated results



For more information, please refer to the section 1.5 (Command modes) dealing with the command modes

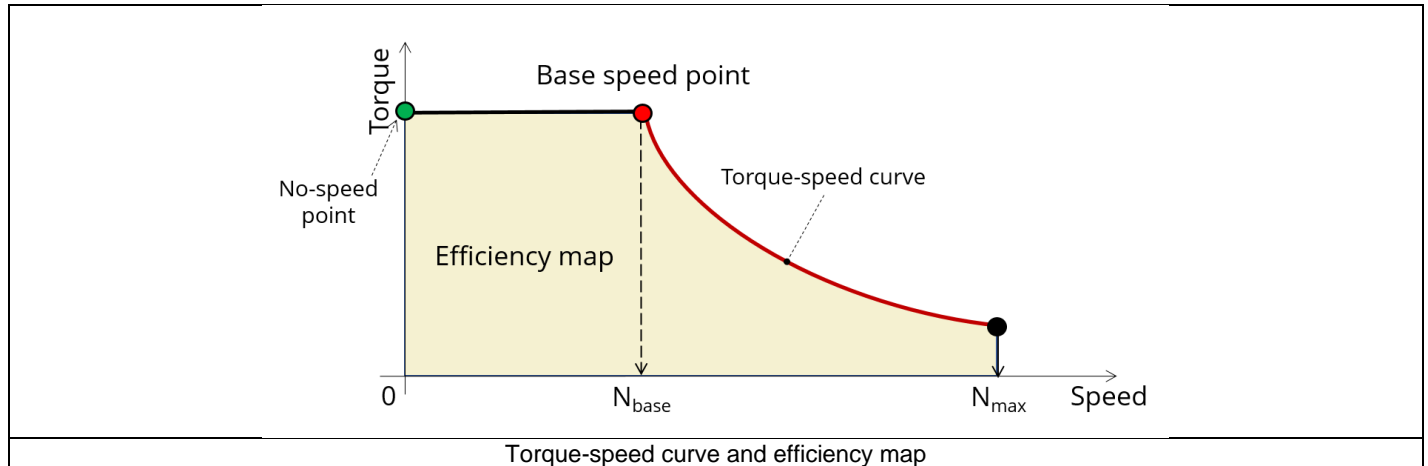
## 1.5 Command modes

### 1.5.1 Introduction

The user can choose between two types of command modes:

- The Maximum Torque Per Voltage (MTPV)
- The Maximum Torque Per Amps (MPTA)

Whatever is the command mode applied, the first step of the process consists of computing the Torque-speed curve (curve which bounded the domain) and the second step is to compute maps bounded by the Torque-speed curve (Efficiency maps, Iron loss maps...).

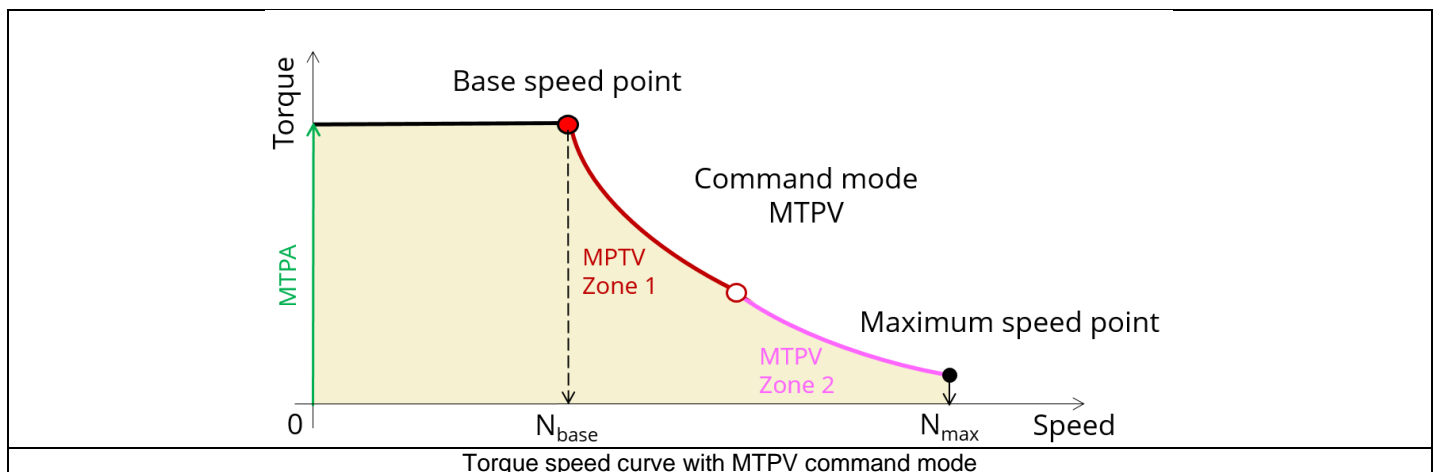


### 1.5.2 Maximum Torque Per Voltage command mode (MTPV)

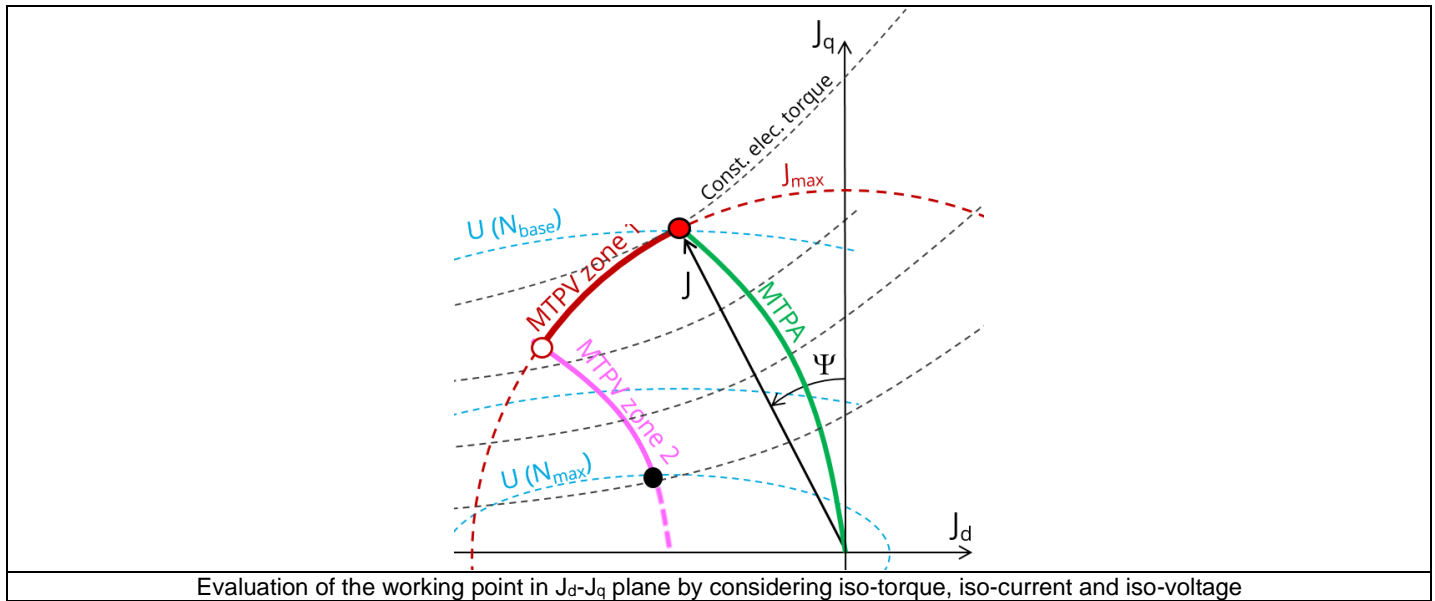
#### 1.5.2.1 Positioning and objective

The Maximum Torque Per Voltage command mode (MTPV) allows to compute the torque-speed curve which corresponds to the maximum potential of mechanical torque (or mechanical power) of a motor from the base speed point to the maximum speed point. This command mode shows the full potential of the machine, but it is also the most difficult command mode to implement in terms of control and drive.

When this command is chosen, it is used to compute the torque speed curve from the base speed point to the maximum speed. Upstream the base speed point, the torque speed curve is obtained by imposing the useful torque computed at the base speed point and by maximizing the efficiency. The maps bounded by the considered torque-speed curve are computed by maximizing the efficiency for each paired values (Torque, Speed).



Over the speed range [ $N_{base}$ ,  $N_{max}$ ] we distinguish two main zones, the Zone 1 commonly called "Flux weakening" and the Zone 2 commonly called "MTPV curve".



In the first zone (MTPV zone 1), the maximization of the mechanical torque for a given speed is reached by keeping the maximum values of voltage and current, and by driving the control angle ( $\Psi$ ).

$$\begin{aligned} U &= U_{\max} \\ I &= I_{\max} \end{aligned}$$

In a second zone (MTPV zone 2), the maximization of the mechanical torque is reached by keeping the maximum values of voltage and by decreasing the line current below the maximum allowed value, and by driving the control angle ( $\Psi$ ).

$$\begin{aligned} U &= U_{\max} \\ I &< I_{\max} \end{aligned}$$

In FluxMotor®, MTPV label is used to mention the combination of these two zones (for both, the maximum torque is computed, at the maximum voltage available. The optimization process automatically deduces the best working zone according to the following constraints:

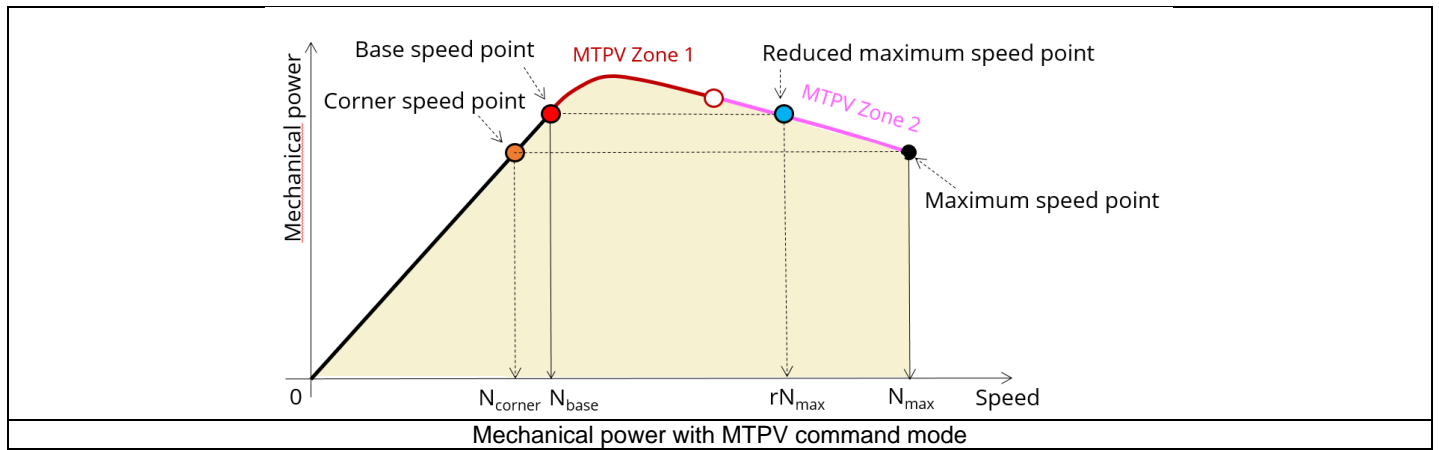
$$\begin{aligned} U &= U_{\max} \\ I &\leq I_{\max} \end{aligned}$$

Note: The MTPV zone 2 is available only for motors which have, in D-Q current area, their iso-voltage ellipse center located inside the iso-current circle corresponding to the maximum value of current.

With MTPV command mode the mechanical power is not imposed over the speed range  $[N_b, N_{\max}]$  as commonly done.

In fact, over Zone 1 and Zone 2 the MTPV command mode imposes to maximize the mechanical torque at maximum voltage. Maximizing the mechanical torque at imposed speed is equivalent to maximizing the mechanical power.

In conclusion, the MTPV command mode allows to spotlight the potential of mechanical power that the machine can provide over a speed range from the base speed point to the maximum speed point with a given maximum line-line voltage and a maximum line current.



Thanks to the MTPV results we can easily deduce the maximum mechanical power that the machine is able to provide over a range of speed.

For examples, referring to the previous figure:

- If we want to impose the mechanical power obtained at the maximum point speed, we can easily deduce the bound at low speed. We called this point as corner speed point (Orange point on the previous figure).
- If we want to impose the mechanical power obtained at the based speed point, we are able to deduce the bound at high speed. We called this point as reduced maximum speed point (Blue point on the previous figure).

Note: The corner point is equal to the base speed point when the mechanical power at maximum speed is equal to the mechanical power we get for the base speed.

### 1.5.2.2 Torque-speed curve – Computation and displaying

#### 1) Base speed point

The first step consists of computing the base point (red point on the image shown below).

The target is to find the maximum reachable torque ( $T_{max}$ ) considering:

- The maximum allowed Line-Line voltage ( $U = U_{max}$ )
- The maximum allowed line current ( $I = I_{max}$ )

An optimization process is used, and the variable parameters are the speed (N), the D-axis and the Q-axis components of the phase current ( $J_d$ ,  $J_q$ ).

#### 2) Maximum speed point

The second step consists of verifying that the maximum speed set by the user is reachable (black point on the image shown below).

The target is to find the maximum reachable torque ( $T_{max}$ ) considering:

- The maximum allowed Line-Line voltage ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )
- The maximum speed set by the user ( $N = N_{max}$ .)

An optimization process is used, and the variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d$ ,  $J_q$ ).

If the user maximum speed is reachable, the used optimization process reaches convergence and the torque-speed curve identification process continues.

Sometimes, the maximum speed set by the user is not reachable by the machine.

With the MTPV command mode, the maximum speed depends on the characteristics of the motor, and especially on its capabilities for operating in the flux weakening zone. In this case, a computation of a reachable maximum speed is automatically done.

If the maximum speed indicated by the user is not reachable by the machine, an automatic correction is performed.

In that case, the target is to find the maximum reachable speed considering:

- Line-Line voltage equal to the maximum allowed value ( $U = U_{max}$ .)
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ .)
- The mechanical torque obtained at the base speed divided by ten ( $T = T(N_b)/10$ )

The variable parameters are the speed (N), the D-axis and the Q-axis components of the phase current ( $J_d$ ,  $J_q$ ).

#### 3) No speed working point

The third step consists to compute the no-speed working point (Green point in the image shown below).

The target is to find the maximum reachable efficiency for the machine by considering:

- Line-Line voltage less than or equal to the maximum allowed value ( $U \leq U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )
- A null speed
- Imposed torque equal to the base speed torque ( $T = T(N_b)$ ) if  $N_b < N_{max}$ . or equal to the maximum speed torque ( $T = T(N_{max})$ ) if  $N_b > N_{max}$ .

An optimization process is used, and the variable parameters are the D-axis and the Q-axis component of the phase current ( $J_d$ ,  $J_q$ ).

Note: At zero speed, losses match exactly with Joule losses. In that case, one can consider that MTPA is applied (Green point in the image shown below).

#### 4) Torque-speed curve in the range $]0, N_b[$

The base speed, the maximum speed and the no-speed working points being fixed, the fourth step consists of computing the part of the torque-speed curve where the torque is constant (Black line in the image shown below).

The target is to find the maximum reachable efficiency for the machine by considering:

- Imposed torque equal to the base speed torque  $T = T(N_b)$  if  $N_b < N_{max}$ . or  $T = T(N_{max})$  if  $N_b > N_{max}$ .
- Imposed speed with  $N \in ]0, N_b[$
- Line-Line voltage less than or equal to the maximum allowed value ( $U \leq U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )

The variable parameters are the D-axis and the Q-axis components of the phase current ( $j_d$ ,  $j_q$ ).



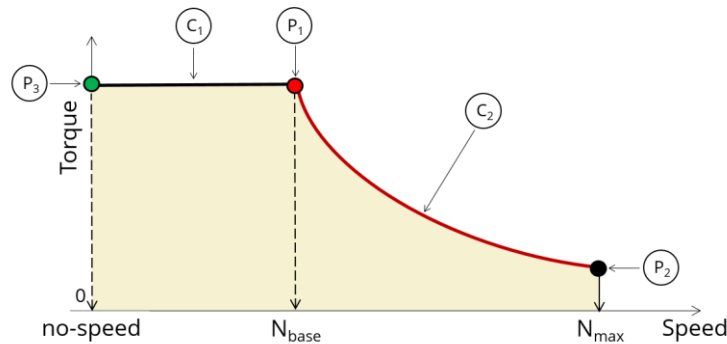
5) Torque speed curve in the range]  $N_b$ ,  $N_{max}$  [

Then, the last step consists of computing the torque-speed curve over the speed range]  $N_b$ ,  $N_{max}$  [ (red curve in the image shown below). This step is done only when  $N_b < N_{max}$ .

The target is to find the Maximum reachable torque by considering:

- Imposed speed with  $N \in ]N_b, N_{max}$  [
- Line-Line voltage equal to the maximum allowed value ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )

An optimization process is used, and the variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d$ ,  $J_q$ ).



MTPV command modes – Torque-speed curve computation process

<b>P<sub>1</sub></b>	<b>Base speed point</b>	Target: Maximum torque ( $T_{max}$ )
	Constraints	$I = I_{max}$ , $U = U_{max}$ ,
	Variable parameters	$J_d$ , $J_q$ , Speed (N)
<b>P<sub>2</sub></b>	<b>Max. speed point</b>	Target: Maximum torque ( $T_{max}$ )
	Constraints	$I \leq I_{max}$ $U = U_{max}$ Speed = Maximum speed ( $N_{max}$ .)
	Variable parameters	$J_d$ , $J_q$
<b>P<sub>3</sub></b>	<b>Null speed point</b>	Target: maximum efficiency
	Constraints	$I \leq I_{max}$ $U \leq U_{max}$ Speed = $N = 0$ Torque = base speed torque ( $T(N_b)$ )
	Variable parameters	$J_d$ , $J_q$
<b>C<sub>1</sub></b>	<b>Low speed zone</b>	Target: maximum efficiency
	Constraints	$I \leq I_{max}$ $U \leq U_{max}$ Speed $\in ]0, N_b[$ Torque = base speed torque ( $T(N_b)$ )
	Variable parameters	$J_d$ , $J_q$
<b>C<sub>2</sub></b>	<b>High speed zone</b>	Target: maximum torque ( $T_{max}$ )
	Constraints	$I \leq I_{max}$ $U = U_{max}$ Speed $N \in ]N_b, N_{max}[$
	Variable parameters	$J_d$ , $J_q$

### 1.5.2.3 Computation and displaying maps

Evaluating the maps for all the electromagnetic quantities consists of computing the machine performance for each node of a grid bounded by the torque-speed curve (Yellow part in the image shown below).

#### 1) Maps at no-speed

At no-speed losses match exactly with Joule Losses. One can consider that MTPA command is applied. In that case, the target is to minimize the Joule losses by considering:

- Line-Line voltage less than or equal to the maximum allowed value ( $U \leq U_{\max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{\max}$ )
- Speed = 0
- Imposed torque by the user discretization

An optimization process is used, and the variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ).

#### 2) Maps at no torque

At zero torque, only iron losses and mechanical losses, which are depending on the speed, are computed. All other electromagnetic quantities are set to 0 (including efficiency).

#### 3) Maps at no-speed and no-torque

When speed and torque are null all the quantities are equal to 0.

#### 4) Maps in the range $]0, N_{\max}]$

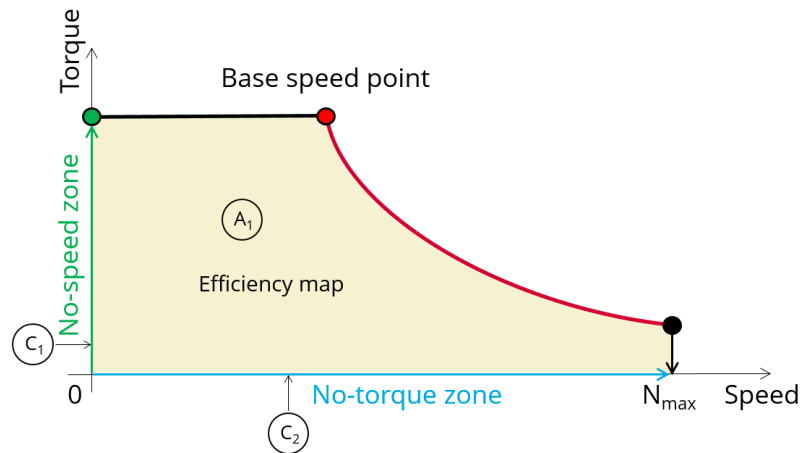
For each paired (torque, speed) working points, the target is to find the maximum reachable efficiency for the machine by considering:

- Imposed speed with  $N \in [0, N_{\max}]$
- Imposed torque with  $T \in [0, T_b]$
- Line-Line voltage less than or equal to the maximum allowed value ( $U \leq U_{\max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{\max}$ )

An optimization process is used, and variable parameters are the D-axis and the Q-axis components of the current ( $J_d, J_q$ ).

Note, the computation of efficiency integrates the Joule losses, iron losses, mechanical losses, and additional losses (if used).

Note: Usually, at low speed, the Joule losses dominate other types of losses. Considering this, at low-speed results obtained with this process can be very close to results obtained with an MTPA command mode.



MTPV command modes – Efficiency map computation process

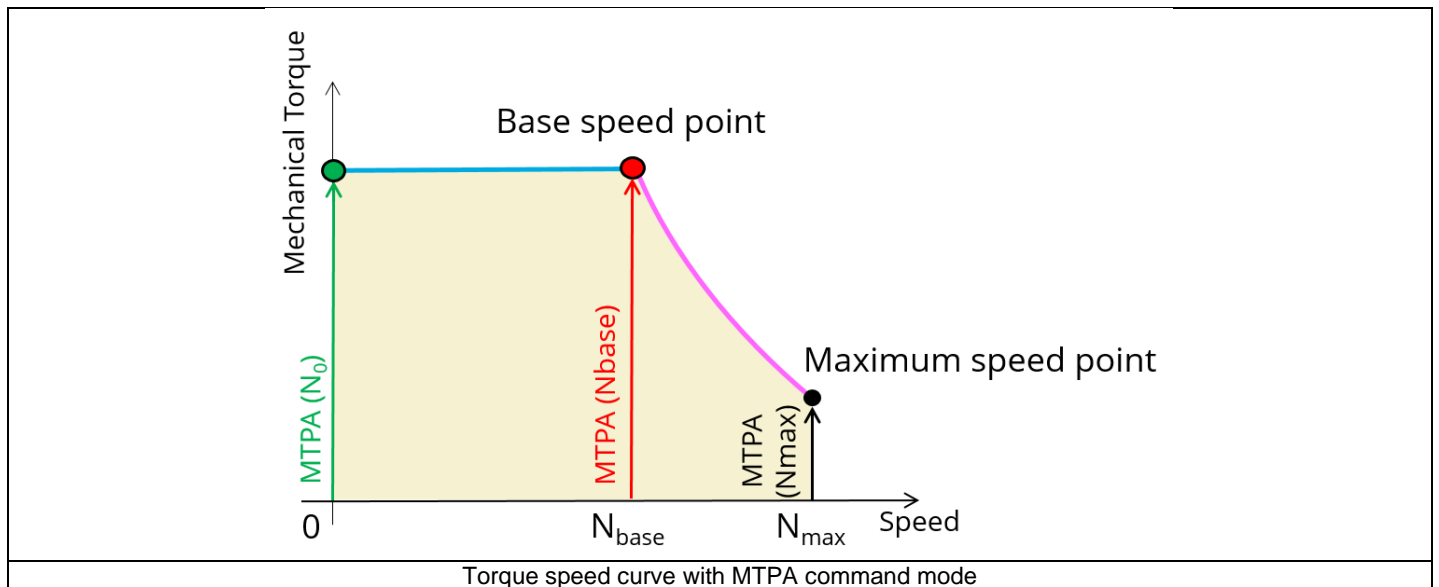
<b>C<sub>1</sub></b>	<b>Null speed zone</b>	Target: Minimum Joule losses
	Constraints	$I \leq I_{max}$ , $U \leq U_{max}$ , Speed $N = 0$ User torque (got by user's discretization)
	Variable parameters	$J_d, J_q$
<b>C<sub>2</sub></b>	<b>Null torque zone</b>	
		Only iron losses and mechanical losses are computed All other quantities are set to 0, even the efficiency.
<b>A<sub>1</sub></b>	<b>Efficiency map</b>	Target: Maximum efficiency
	Constraints	$I \leq I_{max}$ $U \leq U_{max}$ Targeted speed (got by user's discretization) Targeted torque (got by user's discretization)
	Variable parameters	$J_d, J_q$

### 1.5.3 Maximum Torque Per Amps command mode – MTPA

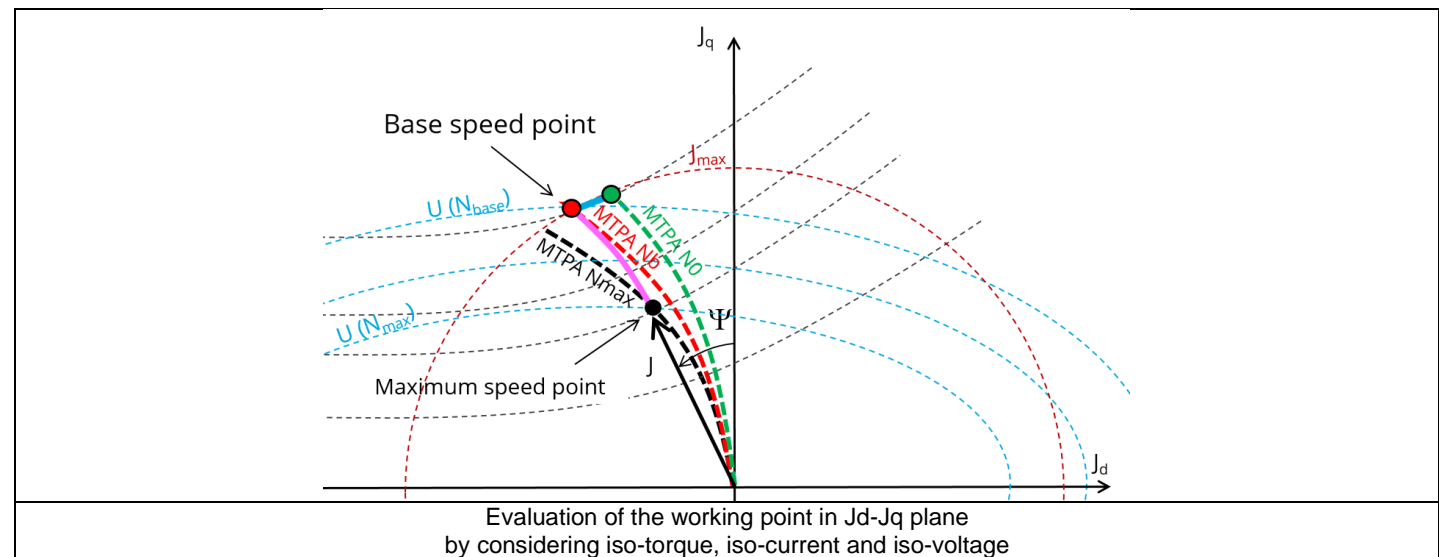
#### 1.5.3.1 Positioning and objective

The Maximum Torque Per Ampere command mode “MTPA” is one of the easiest to implement in terms of drive and control. That is why this command mode is still frequently used, especially for low-cost applications.

In FluxMotor®, the “MTPA” command mode is applied to compute the torque-speed curve and maps mainly thanks to MTPA curves function of the speed. More details on the global process of computation are presented in the next section.



In FluxMotor®, we consider not just one MTPA curve but as many MTPA curves as speed discretization imposed by the user. In fact, mechanical torque is function of the current magnitude but also of the speed according to iron losses, mechanical losses, magnet losses (neglected in FluxMotor®) etc. So, it is more rigorous to consider one MTPA curve for each speed.



In most of the case, losses function of current and speed (iron losses, magnet losses...) are just some percent of total losses. For such cases, MTPA curves are very close each other.

For some cases, losses function of current and speed dominate, so, MTPA curves present significant variations each other as in the figure above.

### 1.5.3.2 Torque-speed curve – Computation and displaying

#### 1) Base speed point

The first step consists of computing the base speed point (Red point in the next image shown below).

The computation method is the same as the one which described for the MTPV command. In fact, the base speed point is the same in both the command: MTPV or MTPA.

The target is to find the maximum reachable torque ( $T_{max}$ ) considering:

- The maximum allowed line-line voltage ( $U = U_{max}$ )
- The maximum allowed line current ( $I = I_{max}$ )

An optimization process is used (integrating MTPA curves) and the variable parameters are the speed  $N$ , the D-axis and the Q-axis component of the phase current ( $J_d, J_q$ ).

#### 2) Maximum speed point

The second step consists in verifying that the maximum speed set by the user ( $N_{max}$ ) is reachable (black point in the image shown below).

The target is to find the maximum reachable torque ( $T_{max}$ ) considering:

- The maximum allowed Line-Line voltage ( $U = U_{max}$ )
- The maximum allowed line current ( $I \leq I_{max}$ )
- The maximum speed set by the user ( $N = N_{max}$ )

An MTPA curve is used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $j_d, j_q$ ). The identification is done by interpolation of data on MTPA curves.

When the user maximum speed is reachable, a working point will be found on the MTPA curve and the torque-speed curve identification process continues.

Sometimes, the maximum speed set by the user is unreachable by the machine according to its own limitation. In this case, a computation of a reachable maximum speed is automatically done.

A correction of the maximum speed could be performed if needed.

The target is to find the maximum reachable speed ( $N_{max}$ ) considering:

- Line-Line voltage equal to the maximum allowed value ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )
- The useful torque obtained at the base speed divided by ten ( $T = T(N_b)/10$ )

An optimization process is used (integrating MTPA curves) and variable parameters are the speed ( $N$ ), the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ).

#### 3) Torque-speed curve in the range $[0, N_b[$

The base speed, the maximum speed and the no-speed working points being fixed, the third step consists of computing the part of the torque-speed curve where the torque is constant (Blue line in the image shown below).

The computation of operating points is done over  $[0, N_b[$  when  $N_b < N_{max}$ . and over  $[0, N_{max}[$  when  $N_b > N_{max}$ .

The target is to find the mechanical torque corresponding to the base speed  $T(N_b)$  on the different MTPA curves which are depending on the speed.

MTPA curves are used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves (which are depending on the speed).

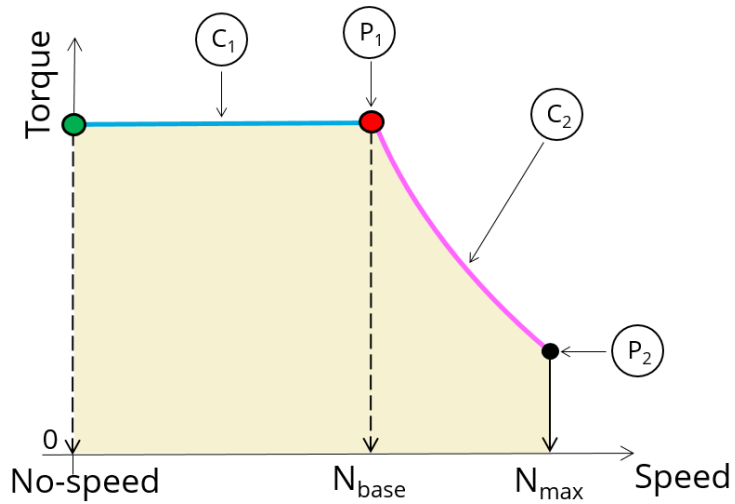
#### 4) Torque-speed curve in the range $]N_b, N_{max}[$

Then, the last step consists of computing the torque-speed curve over the speed range  $]N_b, N_{max}[$  (Pink line on the picture shown below). This step is done only if  $N_b < N_{max}$ .

The target is to find the maximum reachable mechanical torque ( $T_{max}$ ) considering:

- Imposed speed with  $N \in ]N_b, N_{max}[$
- Line-line voltage equal to the maximum allowed value ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )

MTPA curves are used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves (which are depending on the speed).



MTPA command modes – Torque-speed curve computation process

<b>P<sub>1</sub></b>	<b>Base speed point</b>	Target: Maximum mechanical torque $T_{max}$ .
	Constraints	$I = I_{max}$ , $U = U_{max}$ ,
	Variable parameters	$J_d$ , $J_q$ , Speed
<b>P<sub>2</sub></b>	<b>Max. speed point</b>	Target: Maximum mechanical torque $T_{max}$ .
	Constraints	$I \leq I_{max}$ $U = U_{max}$ Speed = Maximum speed
	Variable parameters	$J_d$ , $J_q$
<b>C<sub>1</sub></b>	<b>Low speed zone</b>	Target: Mechanical torque = Base speed torque $T(N_b)$
	Constraints	$I \leq I_{max}$ $U \leq U_{max}$ Speed = $N \in [0, N_b[$
	Variable parameters	$J_d$ , $J_q$
<b>C<sub>2</sub></b>	<b>High speed zone</b>	Target: Maximum mechanical torque $T_{max}$ .
	Constraints	$I \leq I_{max}$ $U = U_{max}$ Speed = $N \in ]N_b, N_{max}[$
	Variable parameters	$J_d$ , $J_q$

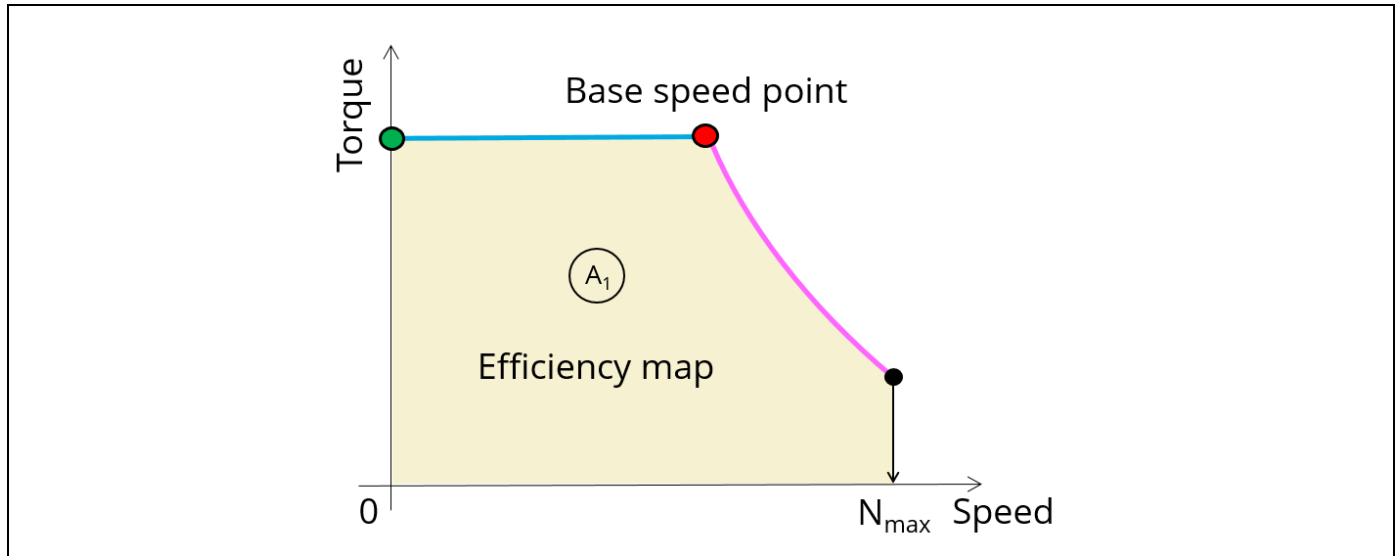
### 1.5.3.3 Computation and displaying of the efficiency map

Evaluating maps for all the electromagnetic quantities consists of computing the machine performances for each node of a grid bounded by the torque-speed curve. All working points defined by a value of torque and a value of speed are computed over  $[0, T_b]$  and  $[0, N_{max}]$ . (Yellow part in the image shown below).

For each pair of “Torque - Speed” point, the target is to find the corresponding point on the corresponding MTPA curve:

- Imposed speed with  $N \in [0, N_{max}]$
- Imposed torque with  $T \in [0, T_b]$
- Line-Line voltage less than or equal to the maximum allowed value ( $U \leq U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )

MTPA curves are used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves.



MTPA command modes – Efficiency map computation process

<b>A<sub>1</sub></b>	<b>Efficiency map</b>	Target: MTPA process
	Constraints	$I \leq I_{max}$ $U \leq U_{max}$ $T = T_{target}$ (got by user's discretization) $N = N_{target}$ (got by user's discretization)
	Variable parameters	$J_d, J_q$

## 1.6 Test results

Once a test is finished, the corresponding results are automatically displayed in the central window.

### 1.6.1 Test conditions

#### 1.6.1.1 Inputs

All the parameter values, belonging to standard inputs or advanced inputs are described in this section. It shows the initial conditions considered for the test.

Here are the displayed subsections:

- Context
- Standard parameters
- Advanced parameters

For more information refer to the section 1.3 (Inputs).

#### 1.6.1.2 Settings

All the settings dedicated to the test and dealing with the thermal are displayed in this section.

Here is the displayed subsection:

- Thermal
- Electronics
- Mechanics

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Settings”.

#### 1.6.1.3 Winding and magnet characteristics

All winding and magnet characteristics are displayed in the following subsections:

- Magnet characteristics
- Winding characteristics

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Machine characteristics”

## 1.6.2 Main results

### 1.6.2.1 Machine performance – Base speed point

All the machine main electromagnetic data computed for the based speed point are presented in this table with the following subsections:

- General data
- Power balance

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Test generic information”.

Note: Whatever is the convention (Motor / Generator), whatever is the considered test (DataSheet, Efficiency map, Working Point “U,I” etc) and whatever is the computed working point (Base speed, maximum speed, working point...), this table is the same.

### 1.6.2.2 Machine performance – Maximum Speed point

All the machine main electromagnetic data computed for the maximum speed point are presented in this table with the following subsections:

- General data
- Power balance

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Test generic information”.

Note: Whatever is the convention (Motor / Generator), whatever is the considered test (DataSheet, Efficiency map, Working Point “U,I” etc) and whatever is the computed working point (Base speed, maximum speed, working point...), this table is the same.



### 1.6.2.3 Machine performance – User working point

All the machine main electromagnetic data computed for a user working point are presented in this table with the following subsections:

- General data
- Power balance

For more details, please refer to the document: MotorFactory\_2022.3\_SMPM\_IOR\_3PH\_Test\_Introduction – section “Test generic information”.

Note: Whatever is the convention (Motor / Generator), whatever is the considered test (DataSheet, Efficiency map, Working Point “U, I” etc) and whatever is the computed working point (Base speed, maximum speed, working point...), this table is the same.

### 1.6.2.4 Power electronics

This section is displayed when the user, before running the test, has selected “With power electronics stage” for “Electronics” settings.

All the main power electronics data computed for the user working point are presented in the table “Power electronics” with the following subsections:

- Inverter
- Base speed point
- Maximum speed point
- User working point (if set be the user)
- Duty cycle (if set be the user)

### 1.6.2.5 Machine performance - Selected duty cycle working point (when requested)

- General data like torque, speed, electrical powers, control angle, efficiency etc.
- Power balance
- Energy balance

### 1.6.2.6 Thermal machine performance – Selected duty cycle working point (when requested)

- Machine, rotor, stator temperatures
- External and internal cooling temperature

### 1.6.2.7 Electromagnetic machine performance – Duty cycle data (when requested)

This section is displayed when the user wants to perform additional analysis on working points before running the test. User input parameter “User working point(s) analysis” = Duty cycle.

The following subsections are displayed:

- General data
- Power balance
- Energy balance

Mean values as well as minimum and maximum values of general data, power balance and energy balance are computed and displayed.

Notes:

The mean value of a quantity “Qty” is computed as:

$$\frac{1}{T_{\text{Duty cycle}}} \times \int_0^{T_{\text{Duty cycle}}} \text{Qty} dt$$

The minimum and maximum values are defined over the duty cycle.

### 1.6.2.8 Thermal machine performance – Duty cycle data

This section is displayed when the user wants to perform thermal solving. In that case, a driving cycle of working points must be defined before running the test. User input parameter “User working point(s) analysis” = Duty cycle.

The machine, rotor and stator temperatures are displayed

Mean values as well as minimum and maximum values are computed and displayed.

Notes:

The mean value of a quantity “Qty” is computed as:

$$\frac{1}{T_{\text{Duty cycle}}} \times \int_0^{T_{\text{Duty cycle}}} \text{Qty} dt$$

The minimum and maximum values are defined over the duty cycle.

## 1.6.3 Curves

### 1.6.3.1 Torque-speed curves

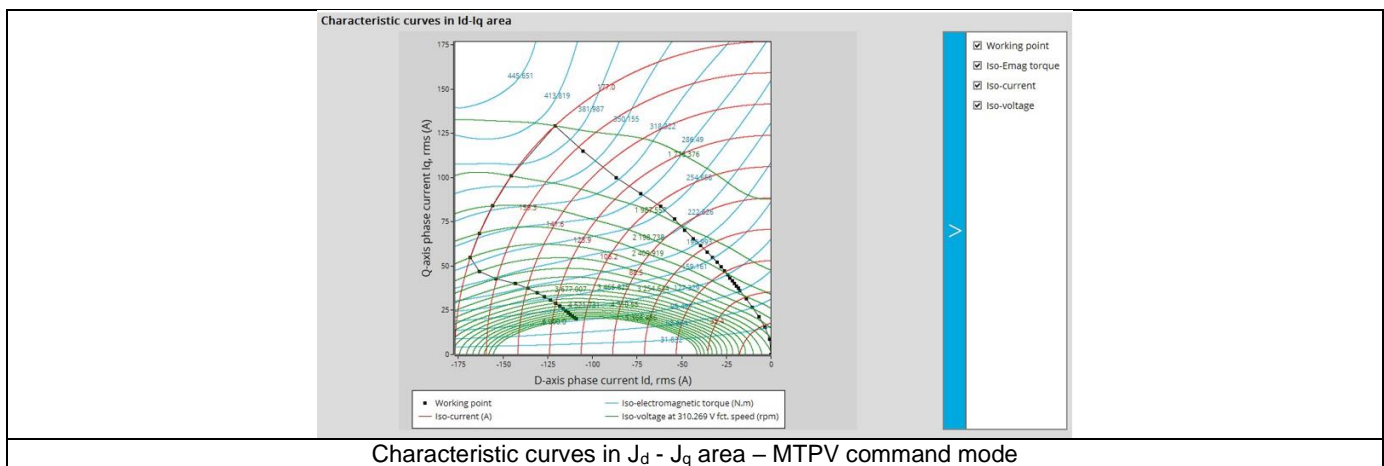
List of torque-speed curves computed and displayed:

- Mechanical torque versus speed
- Electric current versus speed
- Phase voltage versus speed
- Control angle ( $\Psi$ ) versus speed
- Powers versus speed
- Power factor versus speed
- Losses versus speed

### 1.6.3.2 Characteristic curves

1) Characteristic curves in  $J_d - J_q$  plane – iso-torque, iso-current, iso-voltage and working point

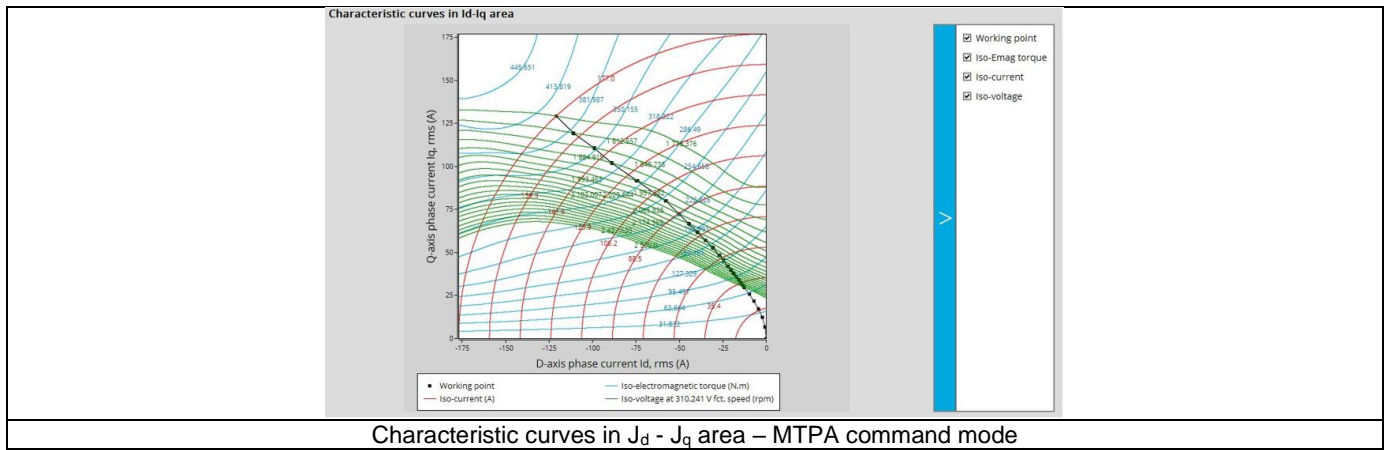
a) Example for a MTPV command mode



On this figure, we can see:

- The “MTPA curve at no-speed” which begins from the point [0;0] and ends at the base speed point (working point on the top left)
- The “MTPV Zone 1” also called “Flux Weakening” which begins from the base speed point, follow the iso-circle of the maximum value of current and finish at the crossing with MTPV zone 2
- The “MTPV zone2” also called “MTPV curve” shows that the center of iso-voltage ellipse is inside the iso-current circle so this motor can reach high level of speed.

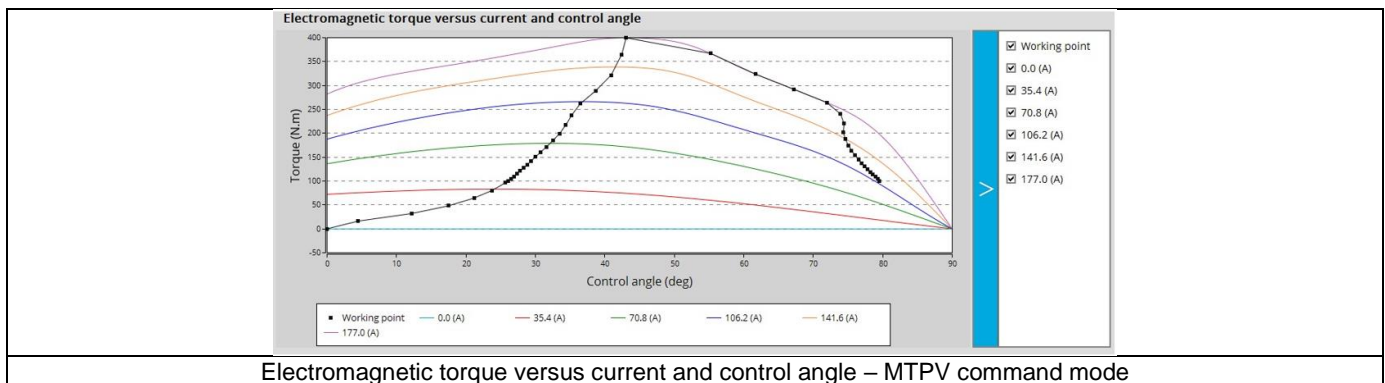
b) Example for a MTPA command mode



On this figure, we can see the “MTPA curve at the base speed” which begins from the point [0;0] and ends at the base speed point (working point on the top left).

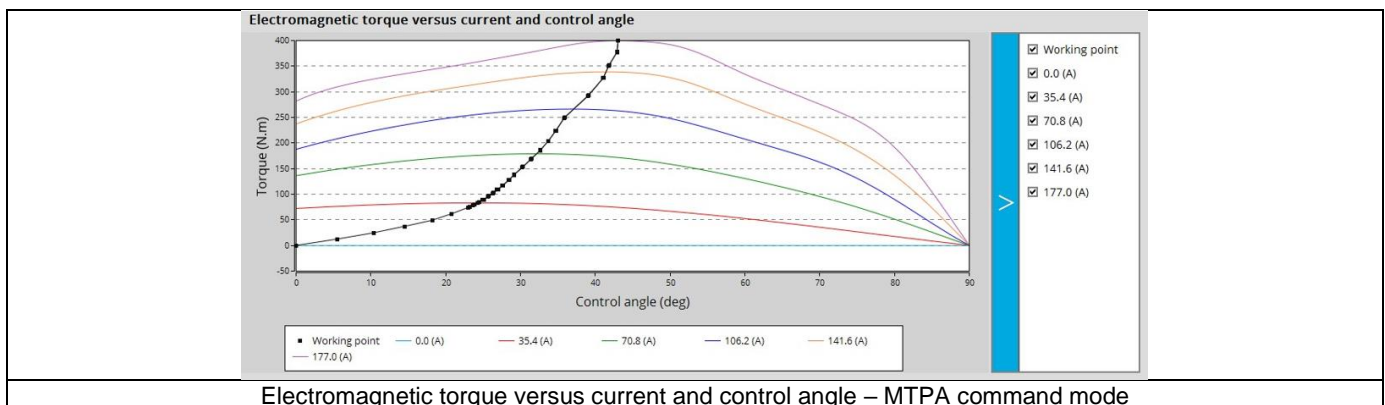
2) Torque versus control angle ( $\Psi$ ) for different electric current values and working points

a) Example for a MTPV command mode



This figure displays the same kind of information (MTPA curve at no-speed, MTPV Zone1 and MTPV zone 2) as for the figure “Characteristic curves in  $J_d - J_q$  area” but in the Torque versus control angle area.

b) Example for a MTPA command mode



This figure displays the same kind of information as for the figure (MTPA curve at the base speed) “Characteristic curves in  $J_d - J_q$  area” but in the Torque versus control angle area.

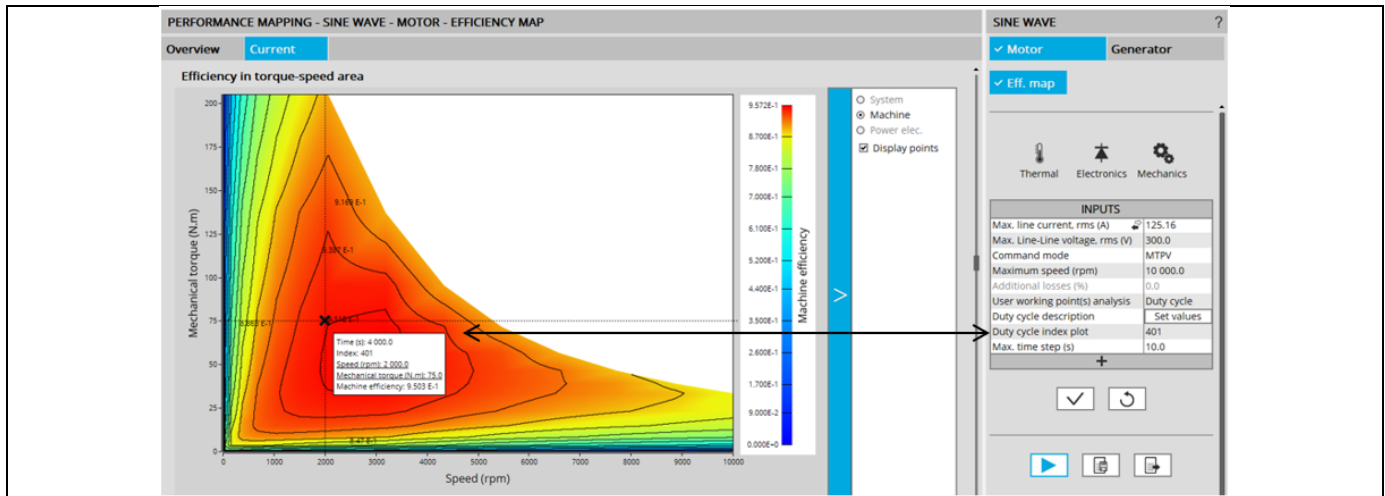
### 1.6.4 Torque-speed Maps

List of torque-speed maps computed and displayed:

- Efficiency in torque-speed area
- Electrical current (Phase, D-axis, Q-axis)
- Phase voltage (Phase, D-axis, Q-axis)
- Control angle ( $\Psi$ ) in torque-speed area
- Power (System electrical, machine electrical, mechanical)
- Power factor in torque-speed area
- Losses (System total, machine total, Joule, iron, mechanical, power electronics, additional) in torque-speed area

Note 1: When a user's working point has been targeted or if a duty cycle is considered, the corresponding working points are displayed on all the maps described above.

Note 2: The user input "Duty cycle index point" allows us to select one working point of the driving cycle. This point is identified by a cross. All the map and dedicated tables are updated by considering all the physical properties computed with the temperatures which correspond to the selected working point (index plot)



Selection of one working point of the driving cycle – Duty cycle index plot  
All the maps are updated considering the physical properties resulting from this working point

#### Electromagnetic machine performance - Selected duty cycle working point

Selected duty cycle working point					
Duty cycle time plot (s)	4 010.0	Duty cycle index plot	401		
General data					
Mechanical torque (N.m)	75.0	Speed (rpm)	2 000.0	Electrical frequency (Hz)	133.333
Mechanical power (W)	15 715.703	Machine electrical power (W)	16 529.362	Machine total losses (W)	813.66
Machine efficiency (%)	95.027	Apparent power (VA)	18 139.564	Reactive power (VAR)	7 355.804
Control angle (deg)	32.772	Power factor	9.133 E-1	Phase angle (deg)	23.923
Line current, rms (A)	62.489	Phase current, rms (A)	62.489		
Line-Line voltage, rms (V)	183.84	Phase voltage rms (V)	193.783		
Power balance					
Machine total losses (W)	813.66	Joule losses (W)	602.97	Mechanical losses (W)	97.881
Iron losses (W)	112.808	Additional losses (W)	0.0		

#### Thermal machine performance - Selected duty cycle working point

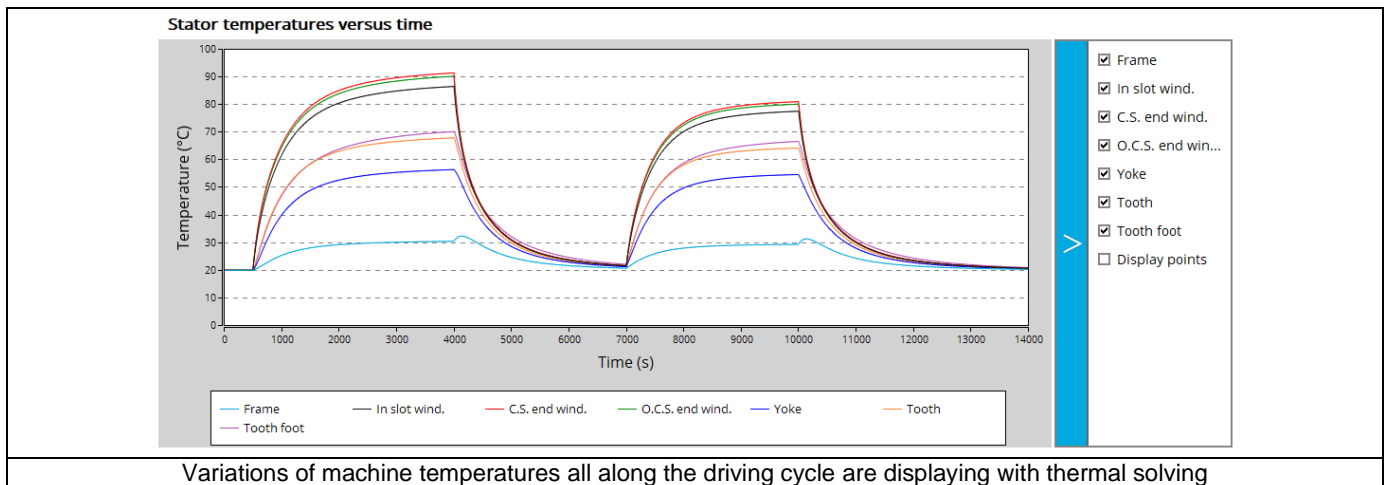
Selected duty cycle working point					
Duty cycle time plot (s)	4 010.0	Duty cycle index plot	401		
Machine					
Shaft (°C)	51.47	Bearings (°C)	42.46	Frame (°C)	30.501
Rotor					
Magnet (°C)	52.633	Yoke (°C)	52.075	Bridge (°C)	52.812
Web (°C)	52.561	Pole shoe (°C)	53.095		
Stator					
In slot winding (°C)	86.552	C.S. end winding (°C)	91.433	O.C.S. end winding (°C)	90.221
Yoke (°C)	56.446	Tooth (°C)	67.916	Tooth foot (°C)	70.205
External cooling					
Cooling circuit, inlet (°C)	20.0	Cooling circuit, mean (°C)	22.794	Cooling circuit, outlet (°C)	25.587
External fluid temperature (°C)	20.0				
Internal cooling					
C.S. end space (°C)	57.235	O.C.S. end space (°C)	56.896	Airgap (°C)	63.759

Selection of one working point of the driving cycle – Duty cycle index plot  
Table are updated considering the physical properties resulting from the selected working point

### 1.6.5 Duty cycle curves

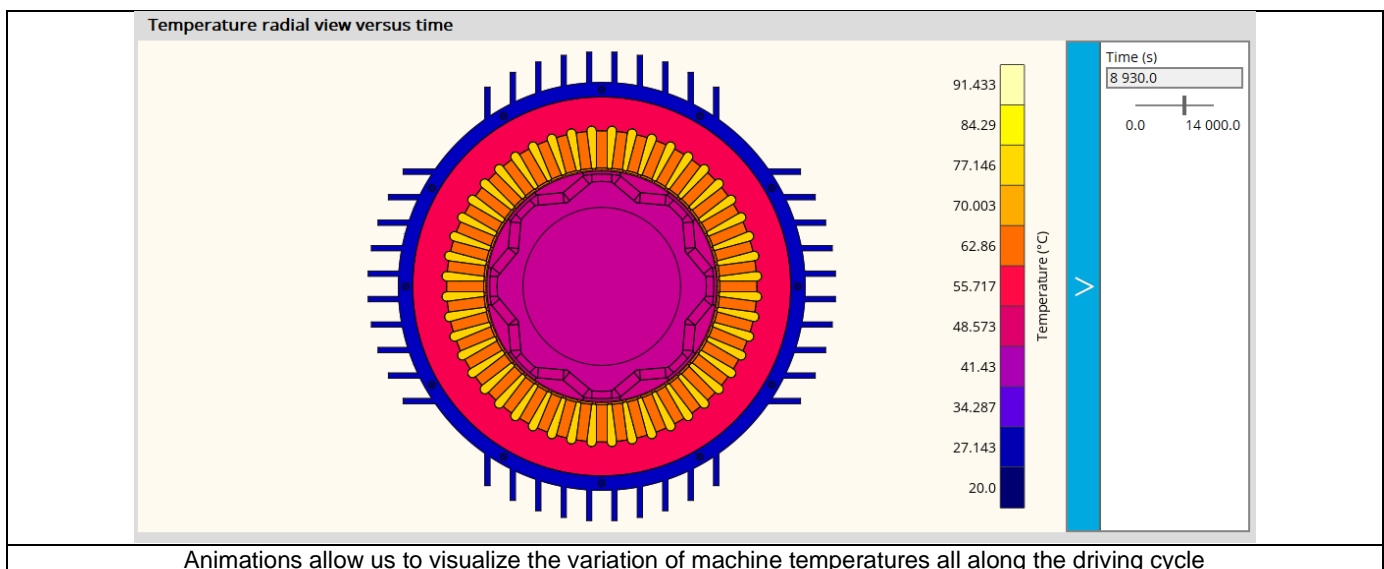
List of curves dealing with the duty cycle when expected:

- Speed versus time
- Efficiency versus time
- Mechanical torque versus time
- Current versus time (Phase, D-axis, Q-axis)
- Voltage versus time (Phase, D-axis, Q-axis)
- Control angle versus time
- Power versus time (system electrical, machine electrical and mechanical)
- Power factor versus time
- Losses versus time (System total, machine total, Joule, Iron, mechanical, power electronics and additional)
- Stator resistance versus time
- Magnet remanent induction versus temperature
- Main machine temperatures versus time
- Stator temperature versus time
- Rotor temperature versus time



### 1.6.6 Graphic displaying

- Machine temperature radial view versus time
- Machine temperature axial view versus time
- 



## 2 PERFORMANCE MAPPING – SINE WAVE – GENERATOR – EFFICIENCY MAP

### 2.1 Overview

#### 2.1.1 Positioning and objective

The aim of the test “**Performance mapping – Sine wave – Generator – Efficiency map**” is to characterize the behavior of the machine in the “Torque-Speed” area.

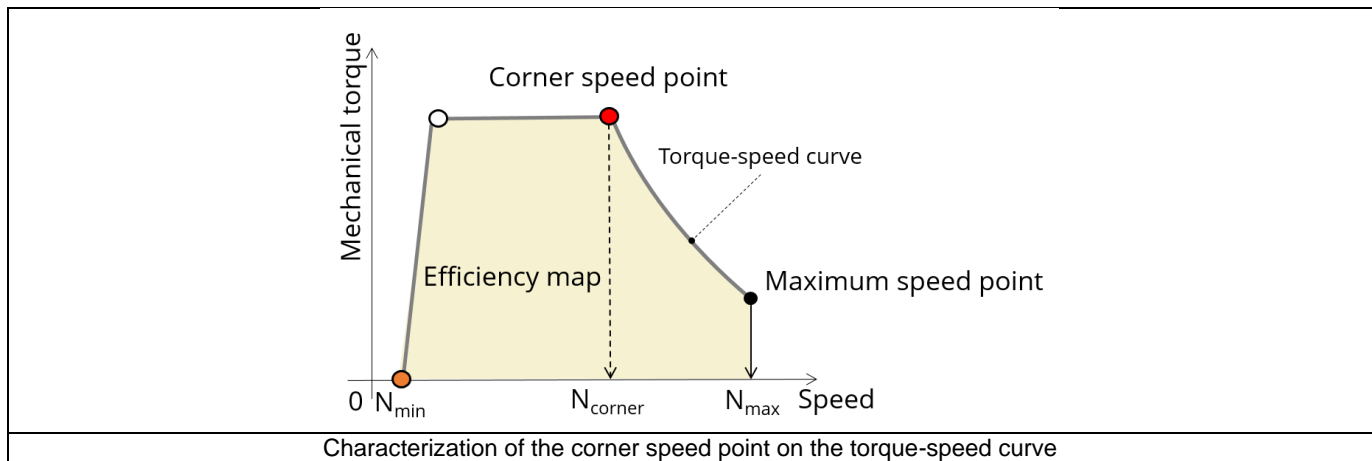
This test gives an overview of the electromagnetic behavior of the generator as a function of its speed.

Electrical power, mechanical torque, output voltage, electrical current, power balance, power factor and control angle are plotted versus speed.

Input parameters define the zone in which the evaluation of the machine behavior is performed.

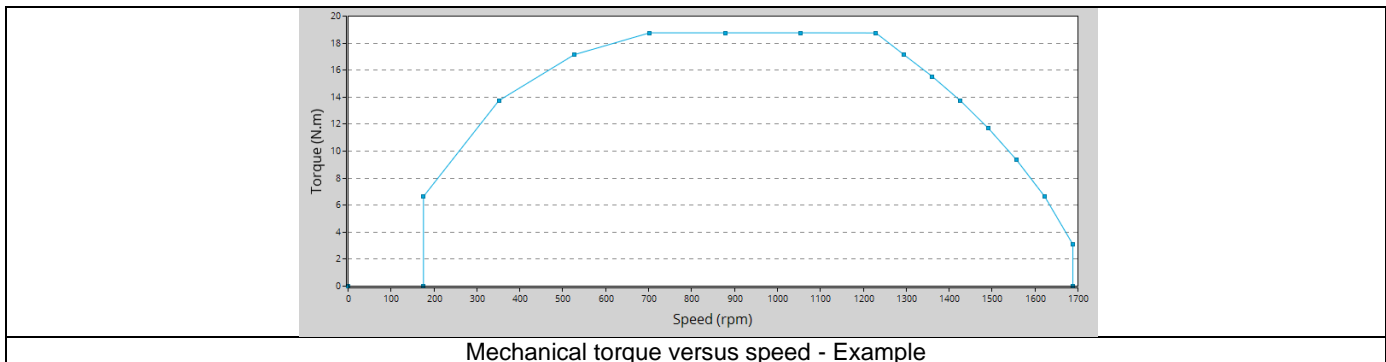
Input parameters like the “maximum Line-Line voltage”, the “maximum line current” and the targeted “Maximum speed” of the machine are considered.

One type of command mode is available: The Maximum Torque Per Amps command mode (MTPA).

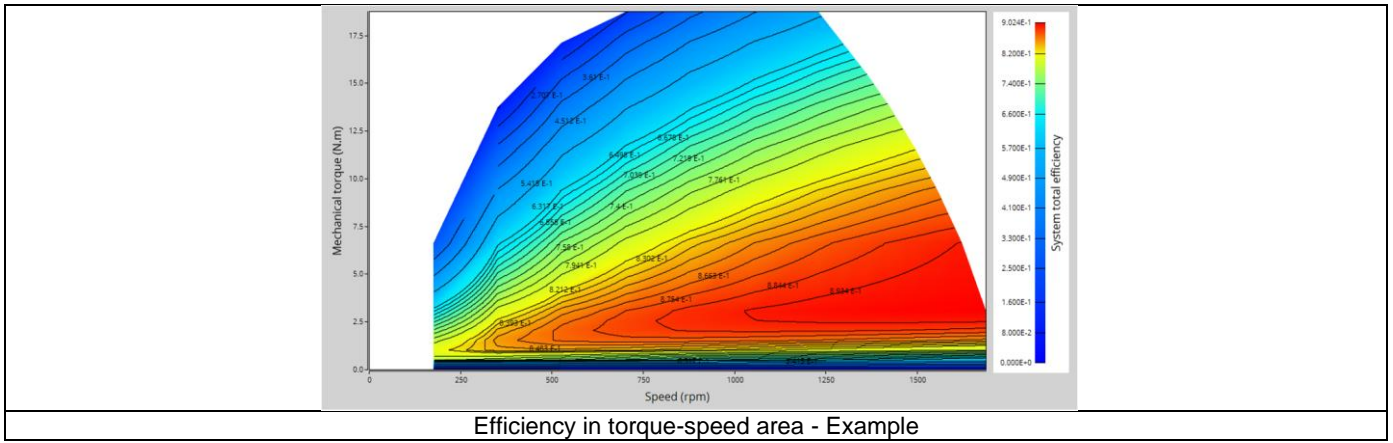


In the results, the performance of the machine at the corner speed point and for the maximum speed set by the user are presented.

A set of curves (like Torque-Speed curve) and maps (like Efficiency map) are computed and displayed.

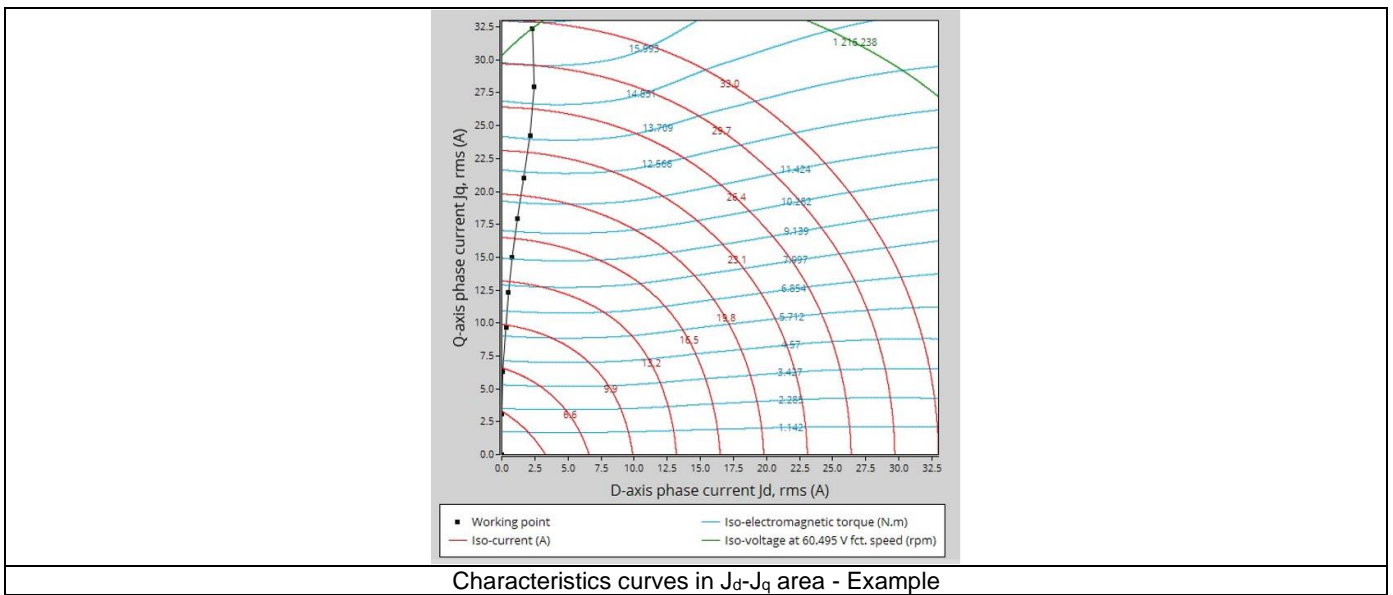






Efficiency in torque-speed area - Example

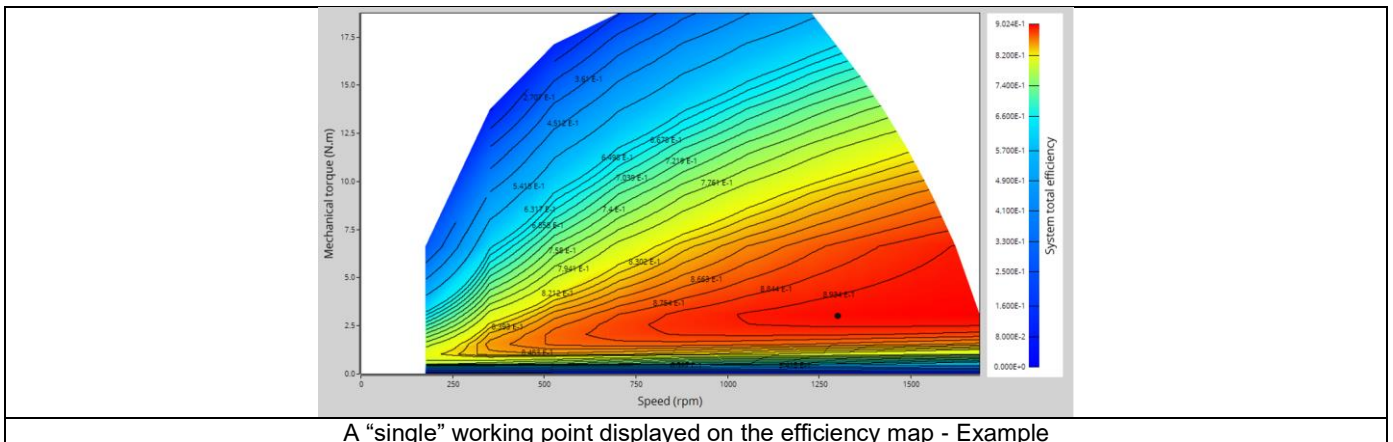
Note In addition, in  $J_d$ - $J_q$  plane, a graph shows the working points computed for the torque speed curve. The iso-electromagnetic torque, the iso-current and the iso-voltage are also displayed in  $J_d$ - $J_q$  plane. These results help the user to understand the possible performance of the machine in its electric environment.



Characteristics curves in  $J_d$ - $J_q$  area - Example

Moreover, two additional features are available in this test. The first one allows extracting one point from the efficiency map to get the machine performance, for this specific working point (general data + power balance).

Note: The considered working point is then displayed on all the maps available.



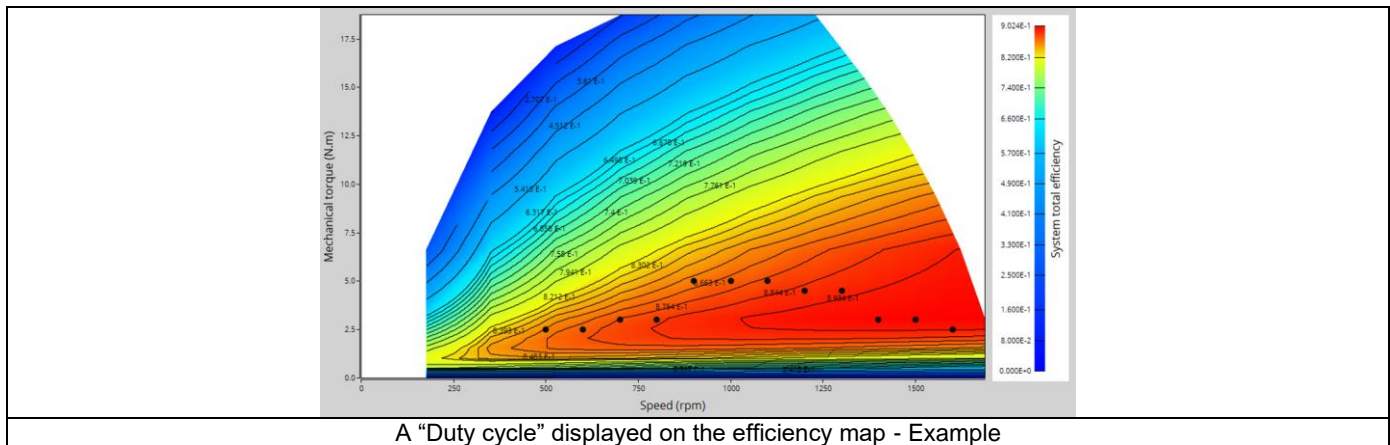
A "single" working point displayed on the efficiency map - Example



The second feature allows the user to define a duty cycle by giving a list of working points (speed, torque) versus the time. The displayed results illustrate the machine performance over the considered duty cycle (mean, min, and max values).

The time variation of the main quantities is also displayed (Mechanical torque, speed, control angle, current, voltage, power, efficiency, losses).

All the corresponding points are displayed on the provided maps.



The following table helps to classify the test "Performance mapping – Sine wave – Generator – Efficiency map".

Family	Performance mapping
Package	Sine wave
Convention	Generator
Test	Efficiency map

Positioning of the test "Performance mapping – Sine wave – Generator – Efficiency map"

### 2.1.2 User inputs

The main user input parameters needed to perform this test are the maximum allowed supplied Line-Line voltage, the line current, the targeted maximum speed and the command mode. Winding and magnet temperatures must also be set. When required, the location of the working points (single or duty cycle) to be evaluated must be defined as inputs.

**Warning!** Default values of advanced inputs have been set to get the best compromise between accuracy and computation time. The three main advanced user input parameters adjusting the compromise between accuracy and computing time are: the number of computations for  $J_d$ - $J_q$ , for speed and for torque.

### 2.1.3 Main outputs

Different kinds of outputs are displayed like data, curves, maps and tables.

#### 2.1.3.1 Main test results

- 1) Machine performance – Corner speed point
  - General data
  - Power balance
  
- 2) Machine performance – Maximum speed point
  - General data
  - Power balance
  
- 3) Machine performance – User working point (when expected)
  - General data
  - Power balance
  
- 4) Machine performance – Duty cycle (when expected)
  - General data
  - Power balance
  - Energy balance

#### 2.1.3.2 Torque-speed curves

- Torque versus speed
- Current versus speed
- Voltage versus speed
- Control angle versus speed
- Power versus speed
- Power factor versus speed
- Losses versus speed

#### 2.1.3.3 Characteristic curves

- Electromagnetic torque versus current and control angle
- Characteristic curves in  $J_d$ - $J_q$  area

#### 2.1.3.4 Torque-speed maps

- Efficiency in torque-speed area
- Current in torque-speed area
- Voltage in torque-speed area
- Control angle in torque-speed area
- Power in torque-speed area
- Power factor in torque-speed area
- Losses in torque-speed area

#### 2.1.3.5 Duty cycle curves (when expected)

- Speed versus time
- Mechanical torque versus time
- Control angle versus time
- Current versus time
- Voltage versus time
- Power factor versus time
- Power versus time
- Efficiency versus time
- Losses versus time

Note: When a user working point has been targeted or if a duty cycle is considered, the corresponding working points are displayed on all the maps described above.

## 2.2 Settings

Two buttons give access to the following setting definition:

- Thermal settings – Definition of the temperature of active components.  
For the considered test this concerns the temperature of the winding and magnets.
- Mechanics settings - Definition of mechanical loss model parameters

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Settings”.

## 2.3 Inputs

### 2.3.1 Introduction

The total number of user inputs is equal to 18.  
Among these inputs, 11 are default inputs and 7 are advanced inputs.

### 2.3.2 Standard inputs

#### 2.3.2.1 Current definition mode

There are two common ways to define the electrical current.

Electrical current can be defined by the current density in electric conductors.  
In this case, the current definition mode should be « **Density** »

Electric current can be defined directly by indicating the value of the maximum line current (the RMS value is required).  
In this case, the current definition mode should be « **Current** »

#### 2.3.2.2 Maximum line current, rms

When the choice of the current definition mode is “**Current**”, the maximum rms value of the line current supplied to the machine: “**Max. line current, rms**” (*Maximum line current, rms value*) must be provided.

Note: The number of parallel paths and the winding connections are automatically considered in the results.

#### 2.3.2.3 Maximum current density, rms

When the choice of current definition mode is “**Density**”, the rms value of the maximum current density in electric conductors “**Max. current dens., rms**” (*Maximum current density in conductors, rms value*) must be provided.

Note: The number of parallel paths and the winding connection are automatically considered in the results.

#### 2.3.2.4 Maximum Line-Line voltage, rms

The rms value of the maximum Line-Line voltage supplying to the machine: “**Max. Line-Line voltage, rms**” (*Maximum Line-Line voltage, rms value*) must be provided.

Note: The number of parallel paths and the winding connection are automatically considered in the results.

#### 2.3.2.5 Command mode

One command mode is available:

- The maximum Torque Per Amps (MTPA)

The first step of the process consists of computing the torque-speed curve and the second step is to compute the efficiency map bounded by the torque-speed curve.

More information is available on this topic in section 2.4 (Main principles of computation)

### 2.3.2.6 Maximum speed

The computation and analysis of the torque-speed curves are performed over a given speed range.

The maximum allowed value for the « **Maximum speed** » corresponds to 53000 rad/s - about 506000 rpm.

Notes: As a function of the maximum speed value, following different cases must be considered:

Case 1: The maximum speed is lower than the base speed  $N_{base}$  (corner point speed of the torque-speed curve)  $N_{max} < N_{base}$ .

In that case, whatever is the command mode (MTPA or MTPV), the behavior of the machine will be studied over the speed range  $[0, N_{max}]$ .

That allows the user to precisely choose the range of speed to be considered for computing and displaying the torque-speed curve and especially maps like efficiency map.

Case 2: The maximum speed is greater than the base speed (corner point speed)  $N_{max} > N_{base}$ .

The relevance of the maximum speed given by the user is analyzed to evaluate if it is reachable by the machine.

If the user maximum speed is unreachable by the machine, the correction of this value is automatically performed.

The resulting new maximum speed is linked to a limit torque. This limit torque is obtained by applying a reduction coefficient to the base point torque.

### 2.3.2.7 Additional losses

“Additional losses” input is not available in the current version (The input label is written in grey).

### 2.3.2.8 User working point(s) analysis

It is possible to perform additional analysis on working point(s) located under the torque speed curve. The user input “**User working point(s) analysis**” (*additional analysis on working point(s)*) gives three possibilities to the user:

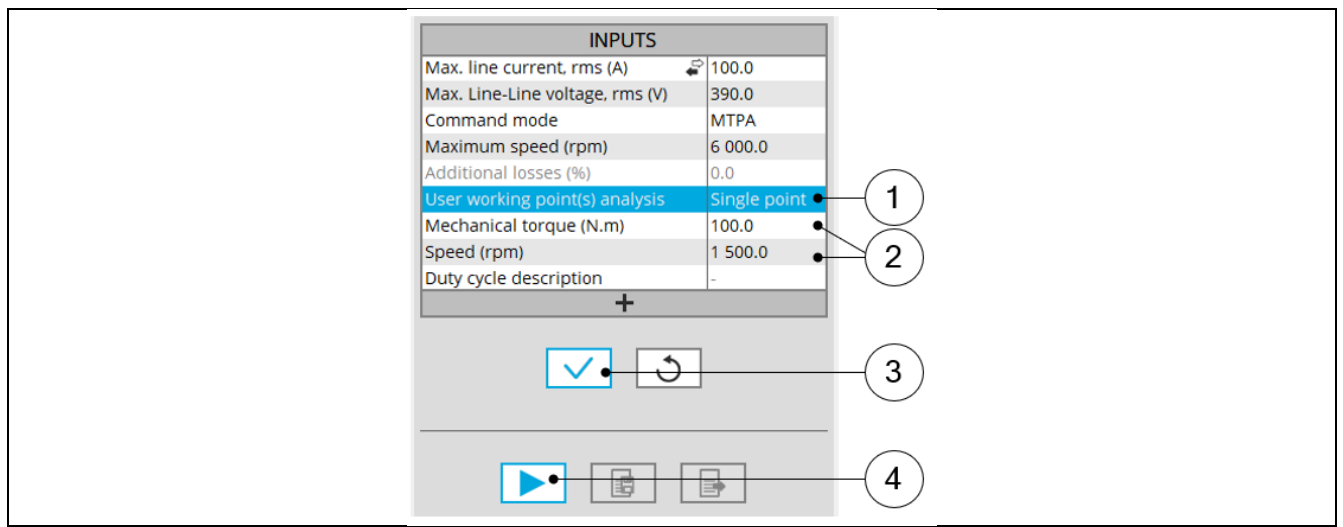
- 1) User working point(s) analysis = None (=default mode)

This corresponds to the basic configuration of the test, with no additional working point analysis.

- 2) User working point(s) analysis = Single point

This allows computing the machine performance on a working point which must be specified by the user with the targeted speed and torque.

In that case the next two fields must be filled in with the targeted speed and mechanical torque.



User working point analysis = Single point	
1	Select the “Single point” option to perform a computation on one working point.
2	Define the targeted working point mechanical torque and speed.
3	Button to validate and consider the user inputs
4	Button to run the computation

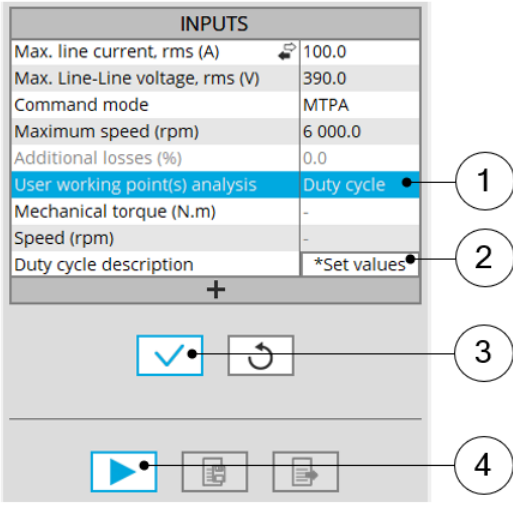
### 3) User working point(s) analysis = Duty cycle

This allows computing the machine performance all over the considered duty cycle.

This duty cycle must be defined by using the next field: "Duty cycle description" and by clicking on the button "Set values".

Two ways are possible to fill in the table: either filling the table line by line or by importing an excel file in which all the working point of the duty cycle are defined.

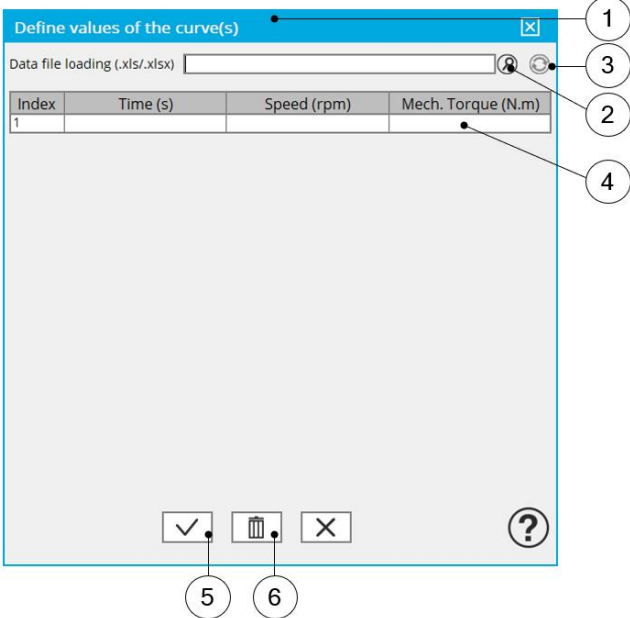
Note: A working point is defined by a time, a speed, and a mechanical torque.



INPUTS	
Max. line current, rms (A)	100.0
Max. Line-Line voltage, rms (V)	390.0
Command mode	MTPA
Maximum speed (rpm)	6 000.0
Additional losses (%)	0.0
User working point(s) analysis	Duty cycle
Mechanical torque (N.m)	-
Speed (rpm)	-
Duty cycle description	*Set values

User working point analysis = Duty cycle	
1	Select the "Duty cycle" option
2	Click in the button "Set values" of the field "Duty cycle" to open a dialog box to define the duty cycle. Refer to the next illustration which shows how to fill the Duty cycle table.
3	Button to validate and consider the user input data
4	Button to run the computations

Note: Once the efficiency map is computed and displayed all the additional computations dealing with the user working points are got instantaneously.



Index	Time (s)	Speed (rpm)	Mech. Torque (N.m)
1			

User working point analysis = Duty cycle – Dialog box to define the duty cycle	
1	Dialog box opened after having clicked on the button "Set values" in the field "Cycle description"
2	Browse the folder to select an Excel file in which the duty cycle is described.
3	Button to refresh the table data when the considered Excel file has been modified
4	Fields to be filled in with data to describe the duty cycle to be considered

Note: A template corresponding to the Excel file format to be considered is stored in the folder Resource/ Template of FluxMotor®. An example of this template is displayed below.

<b>Duty cycle</b>			
<b>Label</b>	<b>Time</b>	<b>Speed</b>	<b>Mech. torque</b>
<b>Units</b>	s	rpm	N.m
<b>Values</b>	0	1000	30
	2	2000	30
	5	3000	35
	10	3000	35
	15	4000	40
	20	4000	45
	22	3500	50
	25	3500	60

Excel file template to define the duty cycle

### 2.3.3 Advanced inputs

#### 2.3.3.1 Number of computations for $J_d$ , $J_q$

First, it is needed to compute the D-axis and Q-axis flux linkage in the  $J_d$  -  $J_q$  plane.

To get maps in the  $J_d$  -  $J_q$  plane, a grid is defined. The number of computation points along the d-axis and q-axis can be defined with the user input « **No. Comp. for  $J_d$ ,  $J_q$**  » (*Number of computations for D-axis and Q-axis currents*).

The default value is equal to 5. This default value provides a good compromise between accuracy and computation time. The minimum allowed value is 5.

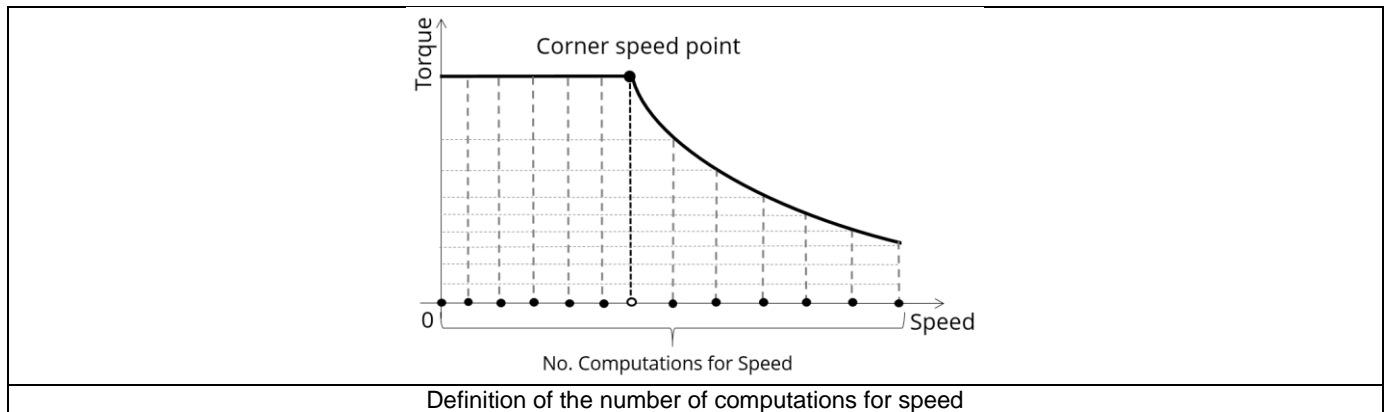
#### 2.3.3.2 Number of computations for speed

The “**No. comp. for speed**” (*Number of computations for speed*) corresponds to the number of points to be considered in the speed range from 0 to the maximum speed.

Half of these points are distributed from 0 to the base speed. The remaining points are distributed from the base speed to the maximum speed.

In both cases, base speed is considered as an additional point.

Note: If the user input parameter “**No. comp. for speed**” is an odd number, one discretization point is automatically removed.



The default value is equal to 15. The minimum allowed value is 5. The maximum recommended value is 40.

Note: Increasing the number of computations can improve the convergence of the optimization used to define the torque-speed curve and the efficiency map. However, that also means longer computation time.

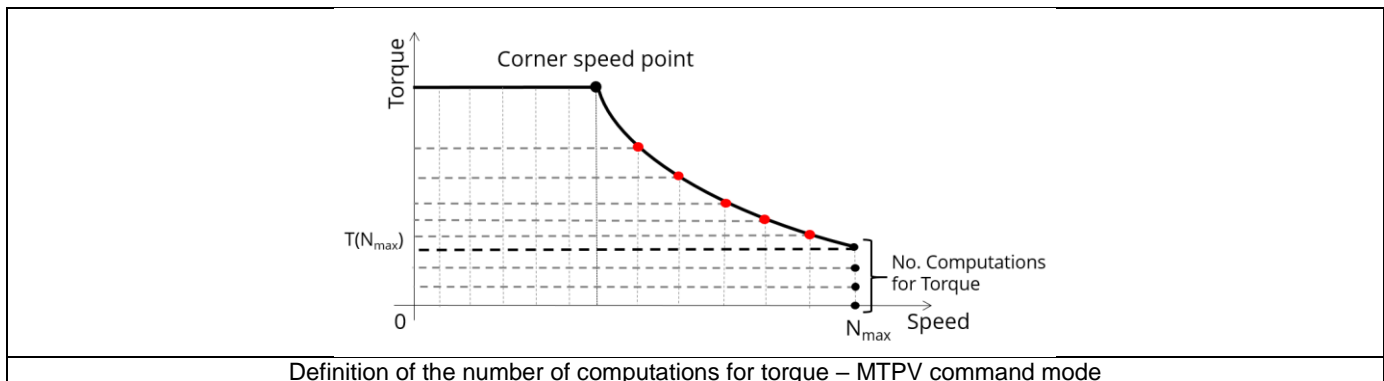
#### 2.3.3.3 Number of computations for torque

With the Low-Speed command mode, the number of computations for torque is imposed by the input parameter “**No. comp. for torque**” (*Number of computations for torque*) - Black points in the graph shown below.

The default value is equal to 7. The minimum allowed value is 3. The maximum recommended value is 20.

The number of computations for torque is imposed by the number of computations for speed in the speed range  $[N_{base}; N_{max}]$  (Red points in the image shown below).

The advanced user input parameter “**No. comp. for torque**” allows to finalize the grid within the torque range  $[0, T(N_{max})]$  at the maximum speed (Black points in the image shown below).





#### 2.3.3.4 Rotor initial position

By default, the “**Rotor initial position**” is set to “**Auto**”.

When the “**Rotor initial position mode**” is set to “**Auto**”, the initial position of the rotor is automatically defined by an internal process of FluxMotor®.

The resulting relative angular position corresponds to the alignment between the axis of the stator phase 1 (reference phase) and the direct axis of the rotor north pole.

When the “**Rotor initial position**” is set to “User input” (i.e. toggle button on the right), the initial position of the rotor considered for computation must be set by the user in the field « **Rotor initial position** ». The default value is equal to 0. The range of possible values is [-360, 360].

For more details, please refer to the document: MotorFactory\_2022.3\_SMPM\_IOR\_3PH\_Test\_Introduction – section “Rotor and stator relative position”.

#### 2.3.3.5 Skew model – Number of layers

When the rotor magnets or the stator slots are skewed, the number of layers used in Flux® Skew environment to model the machine can be modified: “**Skew model - No. of layers**” (*Number of layers for modelling the skewing in Flux® Skew environment*).

#### 2.3.3.6 Mesh order

To get the results, the original computation is performed using a Finite Element Modeling (inside Flux®).

Two levels of meshing can be considered for this finite element calculation: first order and second order.

This parameter influences the accuracy of results and the computation time.

By default, second order mesh is used.

#### 2.3.3.7 Airgap mesh coefficient

The advanced user input “**Airgap mesh coefficient**” is a coefficient which adjusts the size of mesh elements inside the airgap. When the value of “Airgap mesh coefficient” decreases, the mesh elements get smaller, leading to a higher mesh density inside the airgap and increasing the computation accuracy.

The imposed Mesh Point (size of mesh elements touching points of the geometry), inside the Flux®, is described as:

$$\text{MeshPoint} = (\text{airgap}) \times (\text{airgap mesh coefficient})$$

Airgap mesh coefficient is set to 1.5 by default.

The variation range of values for this parameter is [0.05; 2].

0.05 giving a very high mesh density and 2 giving a very coarse mesh density.

#### Caution:

Be aware, a very high mesh density does not always mean a better result quality. However, this always leads to a huge number of nodes in the corresponding finite element model. So, it means a need of huge numerical memory and increases the computation time considerably.

## 2.4 Main principles of computation

### 2.4.1 Introduction

This paragraph deals with the process to get the torque-speed curves and maps (For example - efficiency map).

The process is separated into the two following parts:

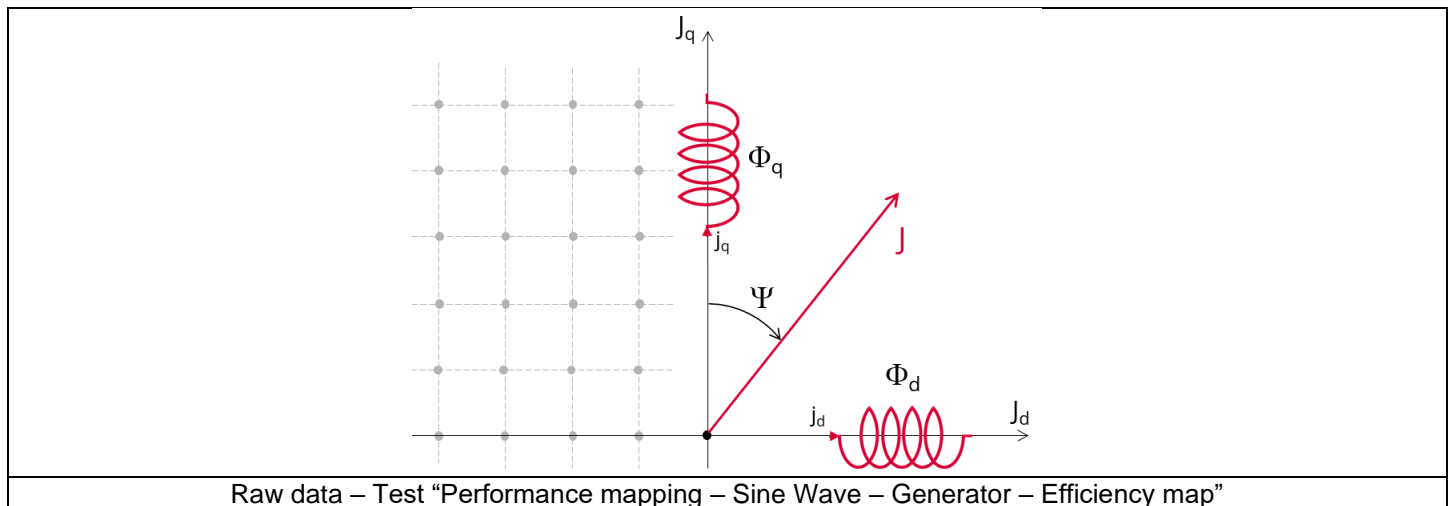
- Raw data and Park model
- Identification of the torque-speed curves and maps – Overview

### 2.4.2 Raw data and Park's model

The first step consists to compute the raw data which characterize the machine in the  $J_d$ - $J_q$  plane. This is done using Finite Element modelling (Flux® – Magnetostatic application).

To do that, a grid of ( $J_d$ ,  $J_q$ ) values is considered.

Flux linkage through each phase ( $\Phi_a$ ,  $\Phi_b$ ,  $\Phi_c$ ) and flux density in regions (teeth and yoke of the machine) are computed and extracted as a function of ( $J_d$ ,  $J_q$ ).



The second step consists of using the raw data with the Park's model.

D-axis flux-linkage component -  $\Phi_d$  and Q-axis flux-linkage component -  $\Phi_q$  are computed according to the Park's transformation.

Then, electromagnetic torque ( $T_{em}$ ) and losses can be computed.

$$T_{em} = \frac{m}{2} \times p \times (\Phi_q \times J_d - \Phi_d \times J_q)$$

Park model - Generator convention - Torque equation

Note: The computations are the same as those performed in the test “Characterization - Model – Generator - Maps”.

Here are the obtained results which are used to build the next step, that is, curves and maps in the torque-speed area:

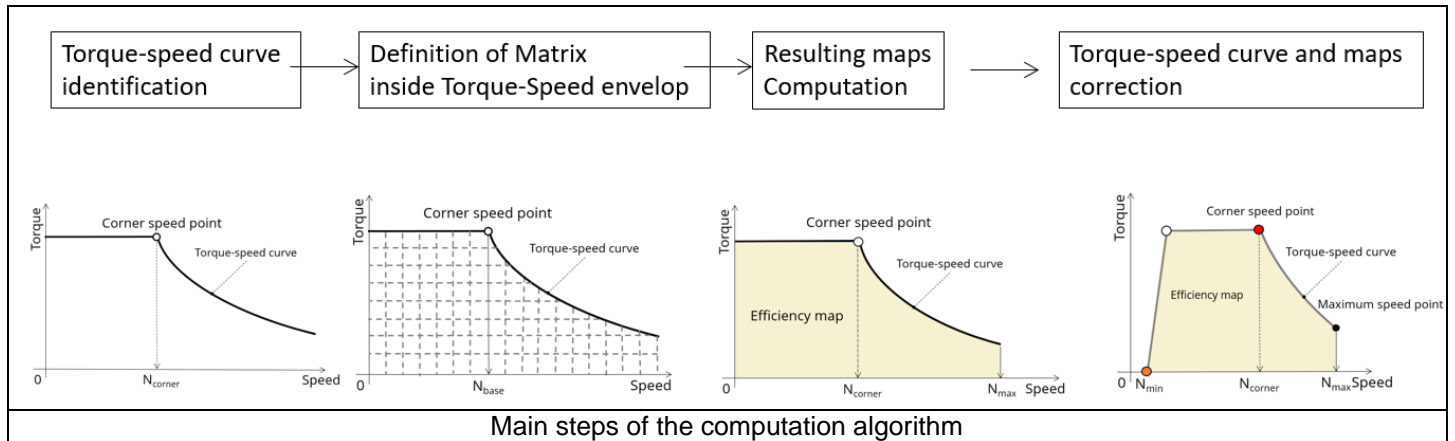
- D-axis flux-linkage component -  $\Phi_d$
- Q-axis flux-linkage component -  $\Phi_q$
- Electromagnetic torque  $T_{em}$
- Stator iron losses  $W_{iron}$  versus speed
- Joule losses in stator winding  $W_{Cus}$
- Mechanical losses versus speed
- Total losses  $W_{total}$  versus speed

### 2.4.3 Identification process for the torque-speed curves and maps – Overview

Below are presented the fourth main steps involved in building the efficiency map and other associated results. These steps are similar for all the command modes with only some specifications (for more information, refer to command mode paragraphs).

These steps are performed by using the computed raw data (see previous section) with optimization functions or dedicated functions like MTPA curves (for more information, refer to command mode paragraphs).

- Building of the Torque-speed curve and other associated results
- Define the grid of the torque speed maps
- Building of the maps in torque-speed area
- Torque-speed curves and maps correction



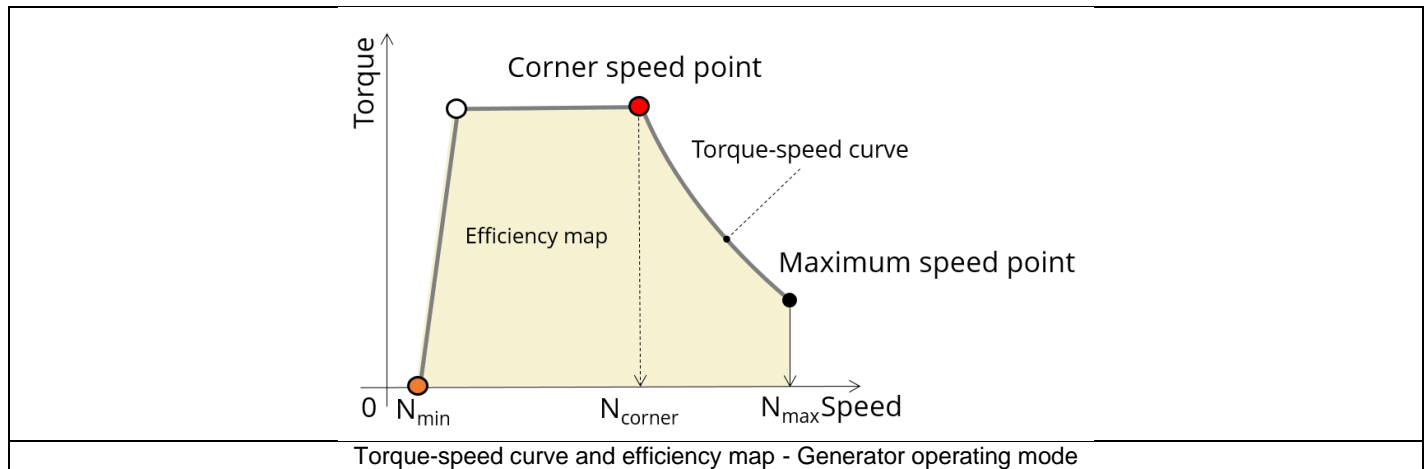
## 2.5 Command modes

### 2.5.1 Introduction

The user can choose one type of command mode:

- The Maximum Torque Per Amps (MPTA)

Whatever is the command mode applied, the first step of the process consists of computing the Torque-speed curve (curve which bounded the domain) and the second step is to compute maps bounded by the Torque-speed curve (Efficiency maps, Iron loss maps...).



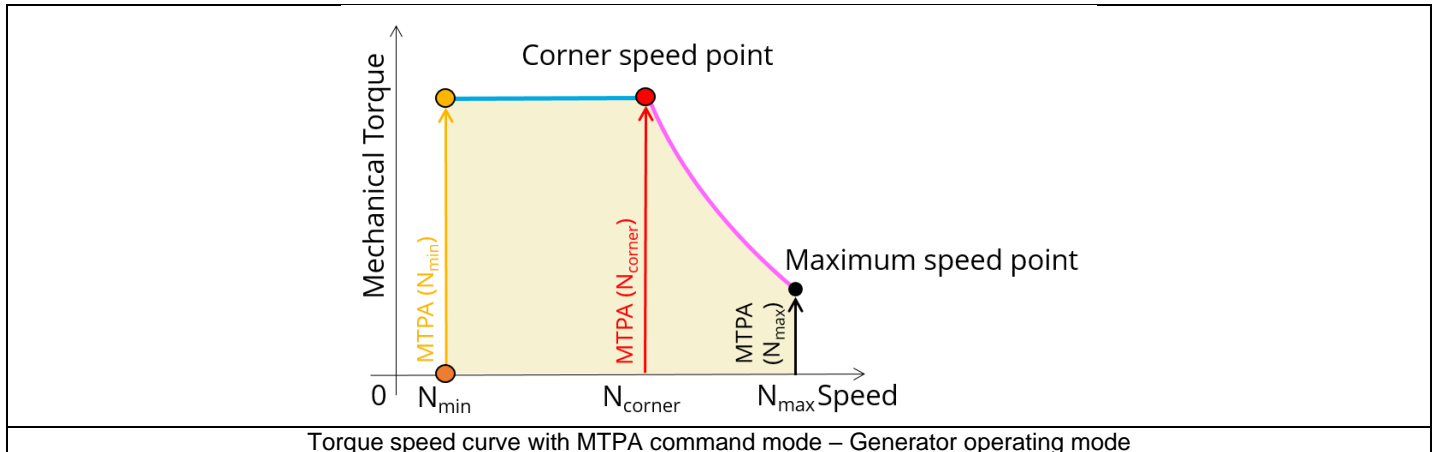
## 2.5.2 Maximum Torque Per Amps – MTPA

### 2.5.2.1 Positioning and objective

#### 1) Main concept

The maximum torque per amps command mode “MTPA” in terms of drive and control, is one of the easiest to implement. That is why this command mode is still used frequently, especially for low cost applications.

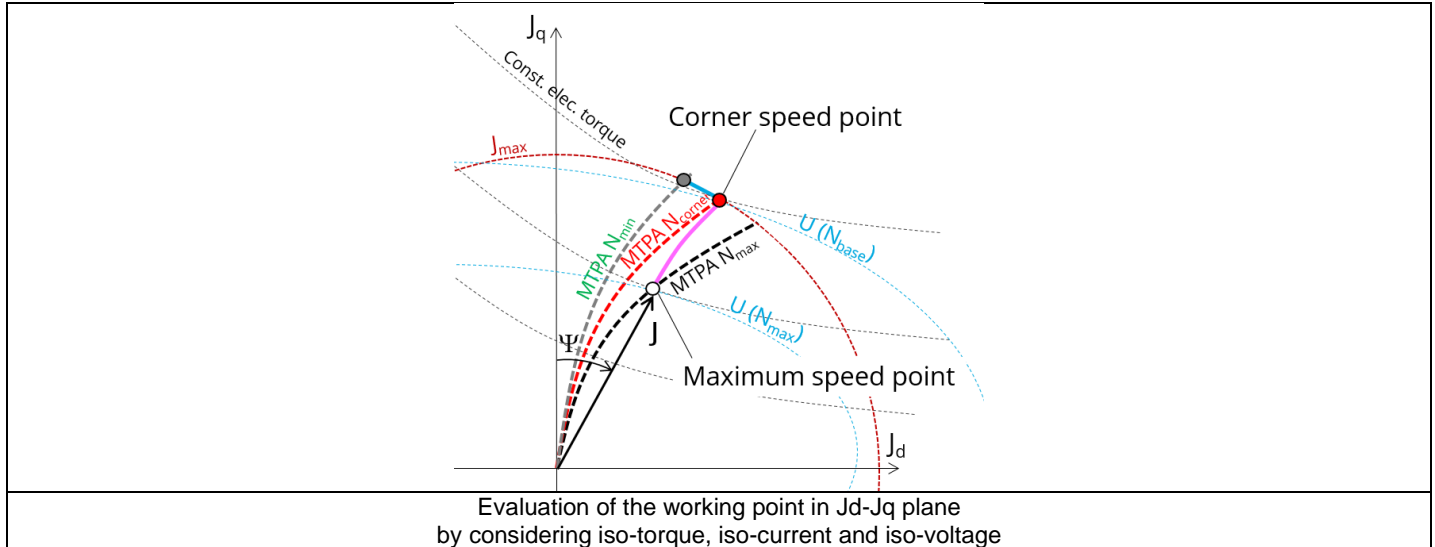
In FluxMotor®, the “MTPA” command mode is applied to compute the torque-speed curve and maps mainly thanks to MTPA curves function of the speed (more details on the global process of computation are presented in the next section).



In FluxMotor®, we consider not just one MTPA curve but as many MTPA curves as speed discretization imposed by the user.

In fact, the mechanical torque is function of current magnitude but also of the speed according to iron losses, magnet losses (neglected in FluxMotor®).

So, it is more rigorous to consider one MTPA curve for each speed.



In the most of case, losses function of current and speed (iron losses, magnet losses etc) are just some percent of total losses. For such cases, MTPA curves are very close to each other.

For some cases, losses function of current and speed dominate, so, MTPA curves present significant variations each other as in the figure above.

## 2) Minimum speed point

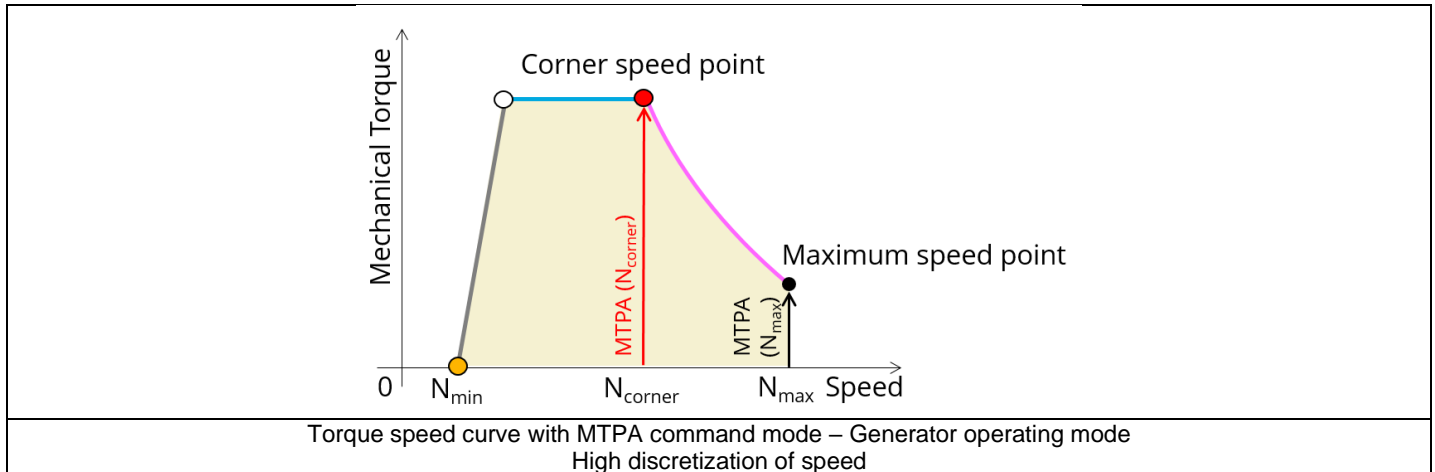
Note that, in generator operating mode, a minimum speed is needed to be able to supply electrical current.

In fact, mechanical power provided on the shaft must be higher than losses otherwise the electrical power is negative and no current can be supplied by the generator

This aspect is considered in FluxMotor® process and according to the discretization in speed imposed by the user, a minimum speed able to supply electrical current is deduced.

Higher is the discretization of speed, more accurate is the computed “minimum speed” but higher is the computation time.

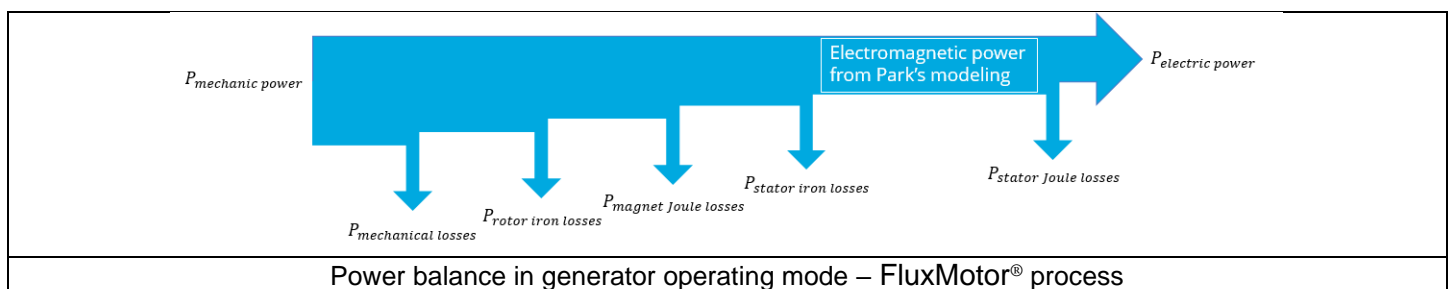
With a high discretization we get results as presented below:



## 3) Corner speed point and constant mechanical torque part

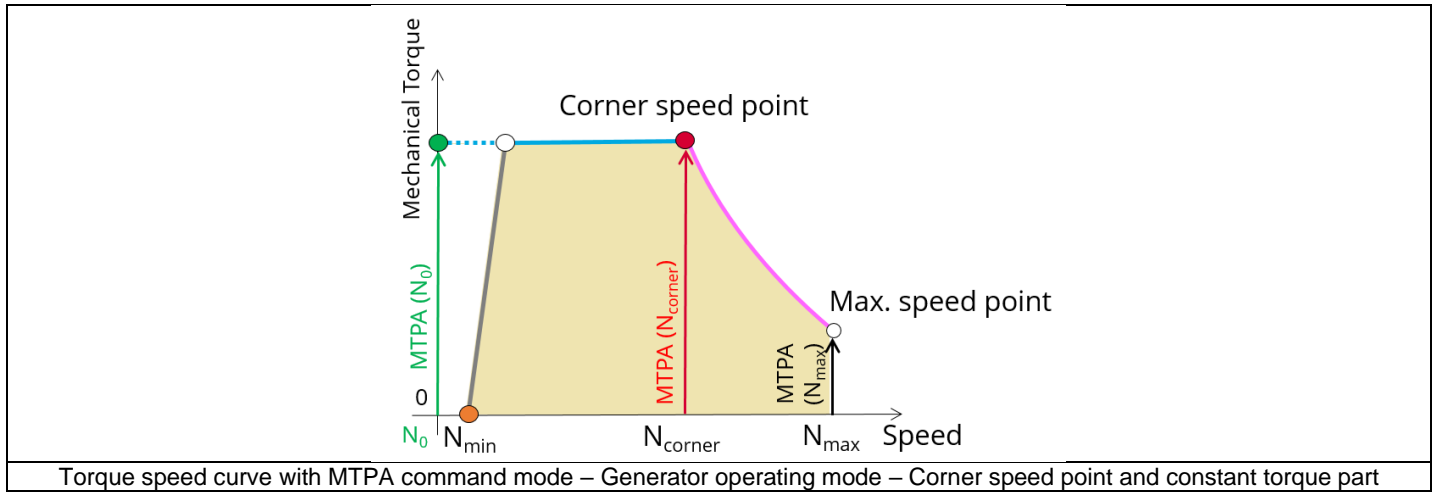
In generator operating mode, we speak about “Corner speed point” while in motor operating mode, we speak about “Based speed point”. In FluxMotor® terminology, the last working point of the constant torque part of the torque-speed curve is called “Base speed point” only if it is obtained for the maximum allowed line-line voltage and maximum line current. If it is not in the case, we called as “Corner speed point”.

In generator operating mode, with FluxMotor® process, the mechanical power and the electric power are computed from the electromagnetic power (obtained with Park’s model) following the power balance presented by the figure below.



When we work with a maximum current and with a control angle for maximizing the electromagnetic torque (maximize the electromagnetic power obtained with Park’s model), the mechanical torque will increase with the speed because some losses (like iron and mechanical losses) increase with the speed.

According to this point, it can provide a torque-speed curve with a reachable constant mechanical torque part at low speed, the process of computation imposed us to reach the value of no-speed mechanical torque at the corner speed point.



Note: The computed torque at no-speed corresponds to an unavailable working point in generator operating mode, it is just used in the process for computing the corner speed point and the constant mechanical torque part.

### 2.5.2.2 Torque-speed curve – Computation and displaying

#### 1) No-speed point

The first step consists of computing the no-speed point (Green point in the next image shown below).

The target is to find the maximum reachable mechanical torque ( $T_{max}$ ) considering:

- Line-line voltage less than or equal to the maximum allowed value ( $U \leq U_{max}$ )
- The maximum allowed line current ( $I = I_{max}$ )

MTPA curve at no-speed is used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d$ ,  $J_q$ ). The identification is done by interpolation of data on MTPA curves.

Note: The computed torque at no-speed corresponds to an unavailable working point in generator operating mode, it is just used for the process of computation of the corner speed point and of the constant mechanical torque part.

#### 2) Corner speed point

The second step consists of computing the corner speed point (Red point in the next image shown below).

The target is to find the maximum reachable speed ( $N_{max}$ ) considering:

- Line-Line voltage equal to the maximum allowed value ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )
- The Mechanical torque obtain at no-speed ( $T = T(N_0)$ )

An optimization process is used (integrating MTPA curves) and variable parameters are the speed ( $N$ ), the D-axis and the Q-axis components of the phase current ( $J_d$ ,  $J_q$ ).

### 3) Maximum speed point

The third step consists of verifying that the maximum speed set by the user ( $N_{max}$ ) is reachable (Black point in the image shown below).

The target is to find the maximum reachable torque ( $T_{max}$ ) considering:

- The maximum allowed Line-Line voltage ( $U = U_{max}$ )
- The maximum allowed line current ( $I \leq I_{max}$ )
- The maximum speed set by the user ( $N = N_{max}$ )

An MTPA curve is used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves.

If the user maximum speed is reachable, it will be found on the MTPA curve and the Torque-speed curve identification process continues. Sometimes, the maximum speed set by the user is unreachable by the machine. In this case, a computation of a reachable maximum speed is automatically done.

The second step can include the correction of the maximum speed if needed as previously explained.

The target is to find the maximum reachable speed ( $N_{max}$ ) considering:

- Line-line voltage equal to the maximum allowed value ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )
- The mechanical torque obtained at the corner speed point divided by ten ( $T = T(N_c)/10$ )

An optimization process is used (integrating MTPA curves) and variable parameters are the speed ( $N$ ), the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ).

### 4) Torque-speed curve in the range ]0, $N_c$ [

The corner speed, the maximum speed and the no-speed points being fixed, the fourth step consists of computing the part of the torque-speed curve where the torque is constant (Blue line in the image shown below).

The computation of operating points is done over ]0,  $N_c$ [ if « $N_c < N_{max}$ » but over ]0,  $N_{max}$ [ if « $N_c > N_{max}$ ».

The target is to find the corner speed mechanical torque ( $T_c$ ) on MTPA curves for each speed.

MTPA curves are used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves.

Note: At low speed, some computed working points can be unreachable in generator operating mode, (resulting negative electrical power). In this case, a correction is done, see the last subsection 2.5.2.4 (Torque-speed curves and maps correction).

### 5) Torque-speed curve in the range ] $N_c, N_{max}$ [

Then, the last step consists of computing the torque-speed curve over the speed range ] $N_c, N_{max}$  [ (Pink line in the image shown below). This step is done only if  $N_c < N_{max}$ .

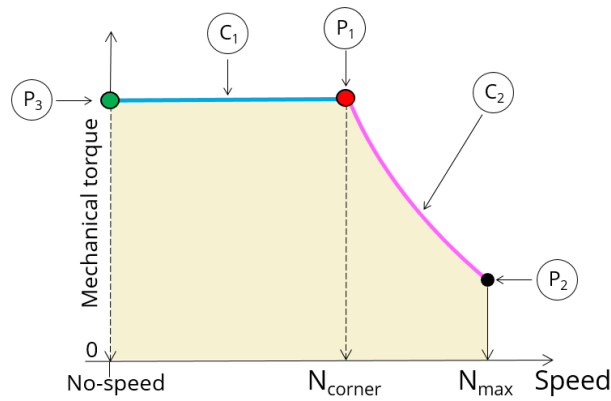
The target is to find the maximum reachable torque ( $T_{max}$ ) considering:

- Imposed speed with  $N \in ]N_c, N_{max}$  [
- Line-Line voltage equal to the maximum allowed value ( $U = U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )

MTPA curves are used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves.

Note: At high speed, some computed working points can be unreachable in generator operating mode, (resulting negative electrical power). In this case, a correction is done, see the last subsection 2.5.2.4 (Torque-speed curves and maps correction).





MTPA command modes – Torque-speed curve computation process

<b>P<sub>3</sub></b>	<b>No-speed point</b>	Target: Maximum mechanical torque ( $T_{max.}$ )
	Constraints	$I = I_{max}$ $U \leq U_{max}$
	Variable parameters	$J_d, J_q$
<b>P<sub>1</sub></b>	<b>Corner speed point</b>	Target: Maximum speed ( $N_{max}$ )
	Constraints	$I \leq I_{max}$ $U = U_{max}$ $T = T(N_0)$
	Variable parameters	$J_d, J_q, \text{Speed}$
<b>P<sub>2</sub></b>	<b>Max. speed point</b>	Target: Maximum mechanical torque ( $T_{max.}$ )T
	Constraints	$I \leq I_{max}$ $U = U_{max}$ $N = N_{max}$
	Variable parameters	$J_d, J_q$
<b>C<sub>1</sub></b>	<b>Low speed zone</b>	Target: $T = T_b$
	Constraints	$I \leq I_{max}$ $U \leq U_{max}$ $N \in [0, N_b[$
	Variable parameters	$J_d, J_q$
<b>C<sub>2</sub></b>	<b>High speed zone</b>	Target: Maximum mechanical torque ( $T_{max.}$ )
	Constraints	$I \leq I_{max}$ $U = U_{max}$ $N \in ]N_b, N_{max} [$
	Variable parameters	$J_d, J_q$

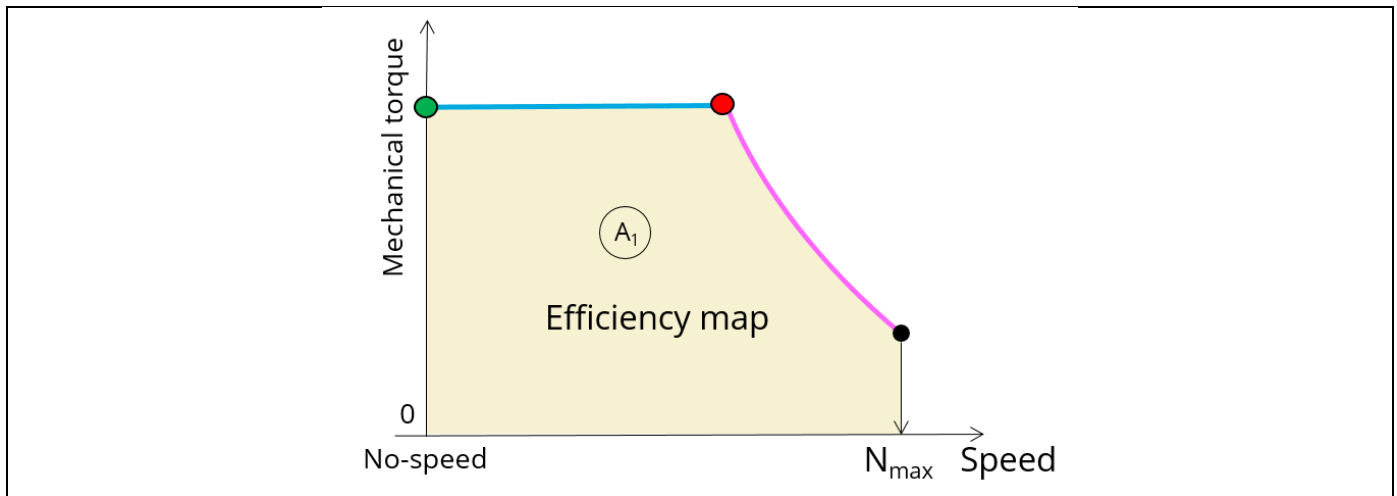
### 2.5.2.3 Efficiency map – Computation and displaying

Evaluating maps for all the electromagnetic quantities consists of computing the machine performance for each node of a grid bounded by the torque-speed curve. All working points defined by a value of torque and speed are computed over  $[0, T_c]$  and  $[0, N_{max}]$ . (Yellow part in the image shown below).

For each pair of “Torque - Speed” point, the target is to find the corresponding point on the corresponding MTPA curve:

- Imposed speed with  $N \in [0, N_{max}]$
- Imposed torque with  $T \in [0, T_c]$
- Line-Line voltage less than or equal to the maximum allowed value ( $U \leq U_{max}$ )
- Line current less than or equal to the maximum allowed value ( $I \leq I_{max}$ )

MTPA curves are used, and variable parameters are the D-axis and the Q-axis components of the phase current ( $J_d, J_q$ ). The identification is done by interpolation of data on MTPA curves.



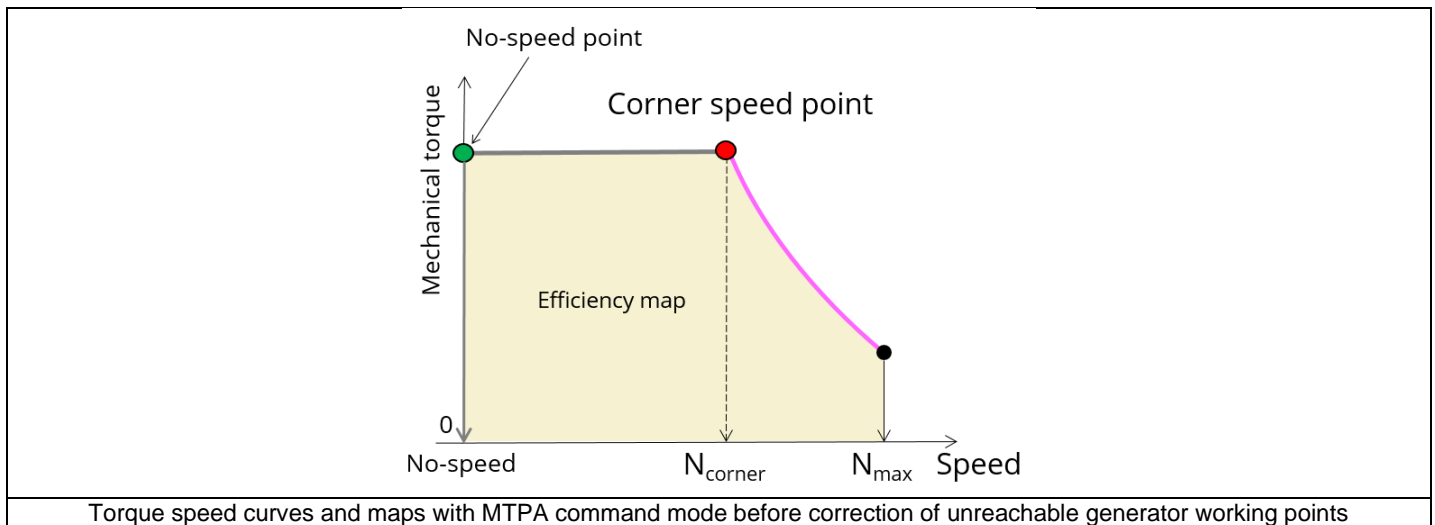
MTPA command modes – Efficiency map computation process

<b>A<sub>1</sub></b>	<b>Efficiency map</b>	Target: MTPA process
	Constraints	$I \leq I_{\max}$ $U \leq U_{\max}$ $T = T_{\text{target}}$ (got by user discretization) $N = N_{\text{target}}$ (got by user discretization)
	Variable parameters	$J_d, J_q$

Note: At low and high speed, some computed working points can be unreachable in generator operating mode, (resulting negative electrical power). In this case, a correction is done, see the last subsection 2.5.2.4 (Torque-speed curves and maps correction).

#### 2.5.2.4 Torque-speed curves and maps correction

As seen in the two previous subsections, the torque-speed curves and maps are computing in all the torque and speed ranges as show below:

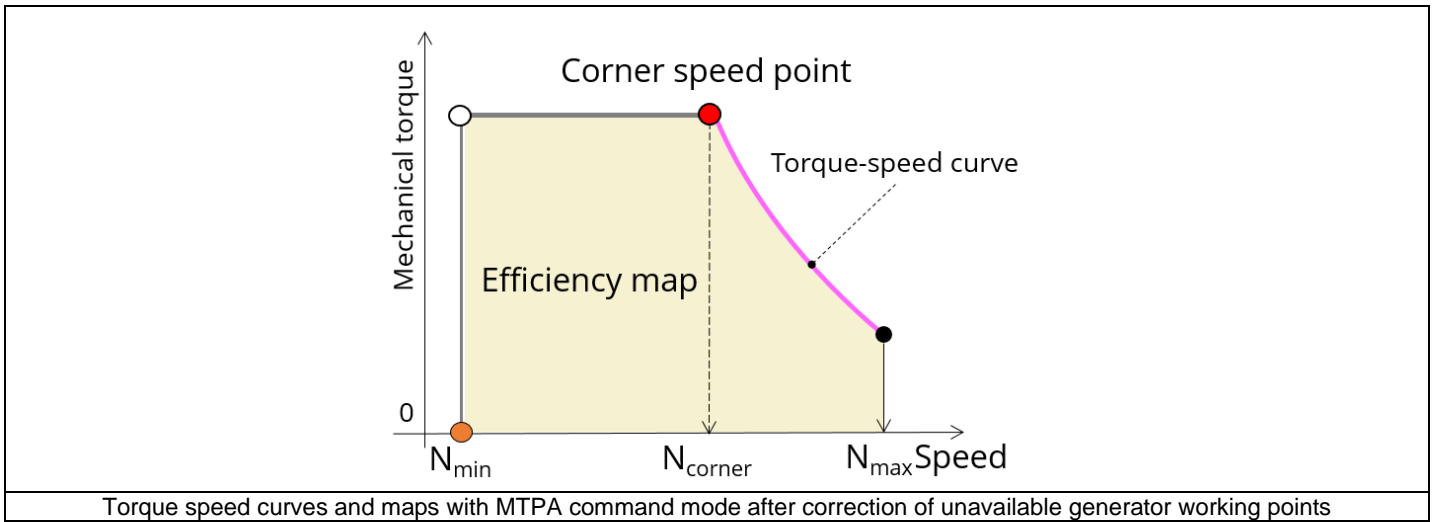


Torque speed curves and maps with MTPA command mode before correction of unreachable generator working points

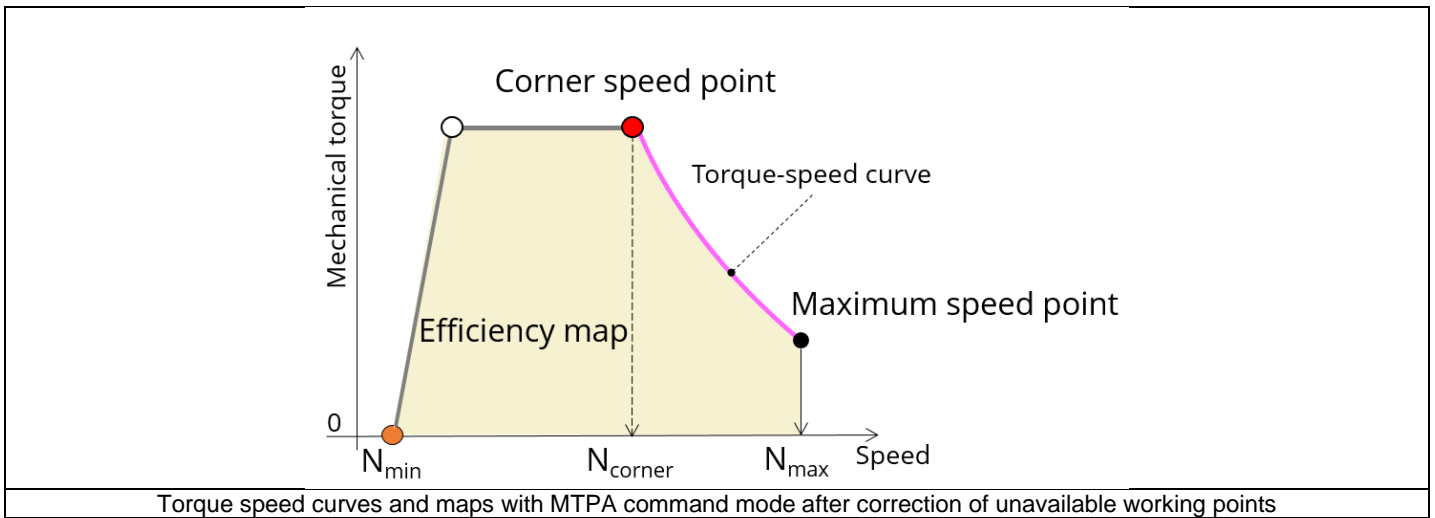
As seen previously, in generator operating mode, a minimum speed is needed to make the generator able to supply an electrical current. Mechanical power (i.e. mechanical torque and speed) must be higher than losses otherwise the electrical power is negative and no electrical current is supplied.

At low speed, a minimum speed limit always exists to make the generator able to supply electrical current. In FluxMotor® this limit is called "Minimum speed point".

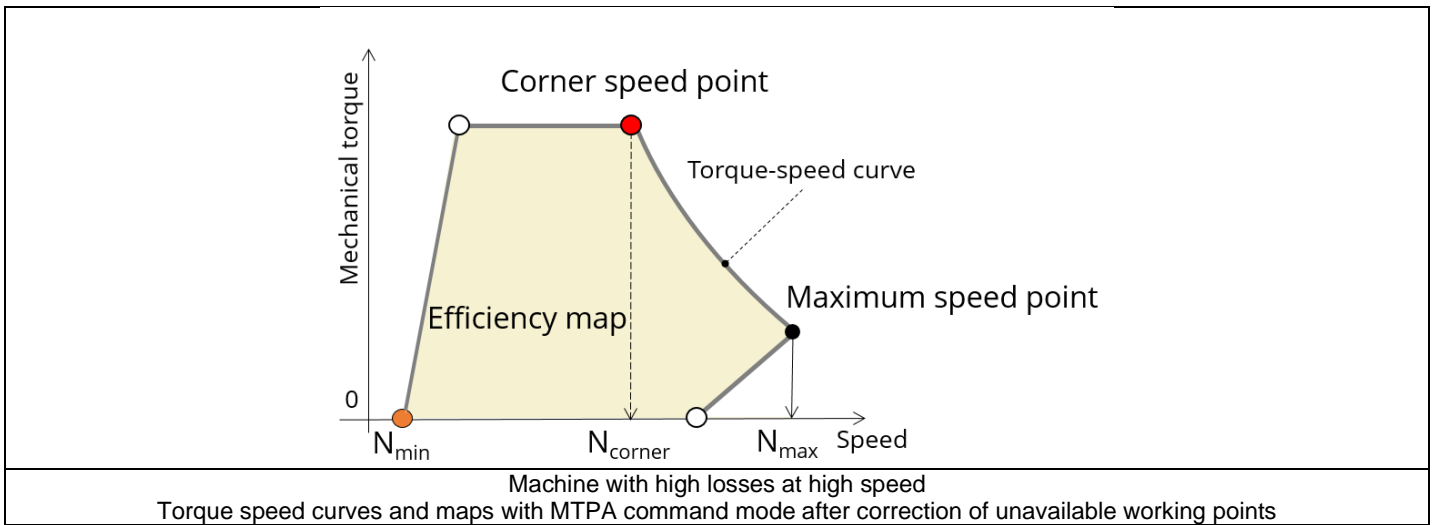
So, after the computation of the overall torque speed curves and maps a correction is done by detecting all the working points with negative electrical power. These points are considered as unreachable, and the resulting torque-speed curves and maps look like as the following figure:



Higher is the discretization of speed, more accurate is the computed “minimum speed” but higher is the computation time. With a high discretization we obtain results as presented below:



Additional unreachable working points can exist. In this case, the resulting torque speed curves and maps look as the following figure:



## 2.6 Test results

Once a test is finished, the corresponding results are automatically displayed in the central window.

### 2.6.1 Test conditions

#### 2.6.1.1 Inputs

All the parameter values, belonging to standard inputs or advanced inputs are described in this section. It shows the initial conditions considered for the test.

Here are the displayed subsections:

- Context
- Standard parameters
- Advanced parameters

For more information refer to the section 2.3 (Inputs).

#### 2.6.1.2 Settings

All the settings dedicated to the test and dealing with the thermal are displayed in this section.

Here is the displayed subsection:

- Thermal
- Electronics
- Mechanics

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Settings”.

#### 2.6.1.3 Winding and magnet characteristics

All winding and magnet characteristics are displayed in the following subsections:

- Magnet characteristics
- Winding characteristics

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section “Test generic information”.

### 2.6.2 Main results

#### 2.6.2.1 Machine performance – Corner speed point

All the machine main electromagnetic data computed for the corner speed point are presented in this table with the following subsections:

- General data
- Power balance

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section Test generic information”.

Note: Whatever is the convention (Motor / Generator), whatever is the considered test (DataSheet, Efficiency map, Working Point “U,I” etc) and whatever is the computed working point (Corner speed, maximum speed, working point etc), this table is the same.

#### 2.6.2.2 Machine performance – Maximum Speed point

All the machine main electromagnetic data computed for the maximum speed point are presented in this table with the following subsections:

- General data
- Power balance

For more details, please refer to the document: [MotorFactory\\_2022.3\\_SMPM\\_IOR\\_3PH\\_Test\\_Introduction](#) – section Test generic information”.

Note: Whatever is the convention (Motor / Generator), whatever is the considered test (DataSheet, Efficiency map, Working Point “U,I” etc) and whatever is the computed working point (Corner speed, maximum speed, working point etc), this table is the same.

### 2.6.2.3 Machine performance – User working point

All the machine main electromagnetic data computed for a user working point are presented in this table with the following subsections:

- General data
- Power balance

For more details, please refer to the document: MotorFactory\_2022.3\_SMPM\_IOR\_3PH\_Test\_Introduction – section Test generic information”.

Note: Whatever is the convention (Motor / Generator), whatever is the considered test (DataSheet, Efficiency map, Working Point “U, I” etc) and whatever is the computed working point (Corner speed, maximum speed, working point etc), this table is the same.

### 2.6.2.4 Machine performance – Duty cycle data

This section is displayed before running the test, when the user wants to perform additional analysis on some working points. To do that the user must set the input: “User working point(s) analysis” on the value “Duty cycle”.

The following subsections are displayed:

- General data
- Power balance
- Energy balance

Mean values as well as minimum and maximum values of general data, power balance and energy balance are computed and displayed.

Notes:

The mean value of a quantity “Qty” is computed as:

$$\frac{1}{T_{\text{Duty cycle}}} \int_0^{T_{\text{Duty cycle}}} \text{Qty} dt$$

The minimum and maximum values are defined over the duty cycle.

## 2.6.3 Curves

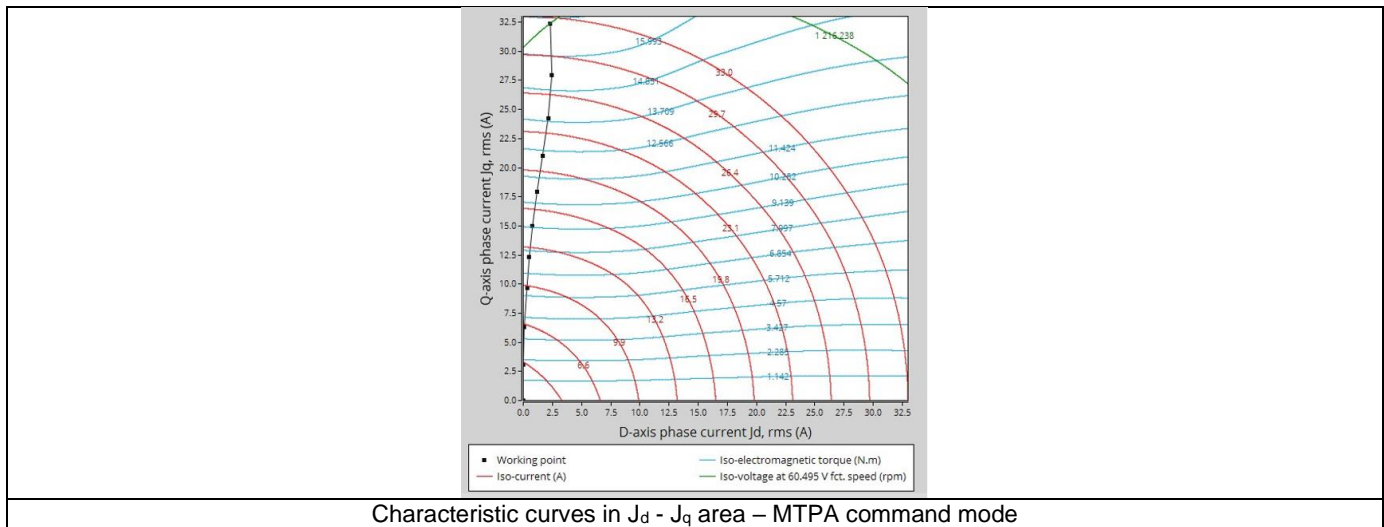
### 2.6.3.1 Torque-speed curves

List of torque-speed curves computed and displayed:

- Mechanical torque versus speed
- Electric current versus speed
- Phase voltage versus speed
- Control angle ( $\Psi$ ) versus speed
- Powers versus speed
- Power factor versus speed
- Losses versus speed

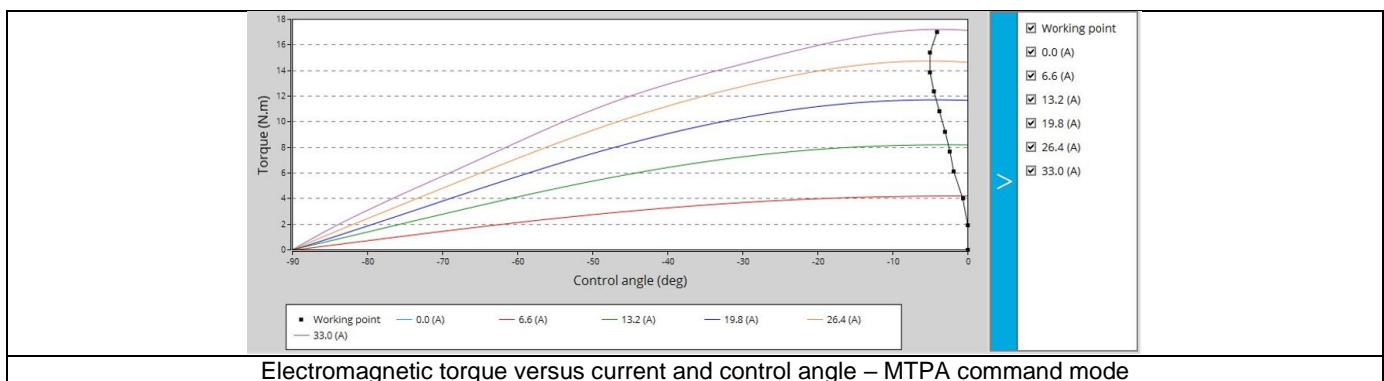
### 2.6.3.2 Characteristic curves

#### 1) Characteristic curves in $J_d - J_q$ plane – iso-torque, iso-current, iso-voltage and working point



On this figure, we can see the “MTPA curve at the base speed” which begins from the point [0;0] and finish at the base speed point (working point on the top left).

#### 2) Torque versus control angle ( $\Psi$ ) for different electric current values and working point



This figure displays the same kind of information given in the (MTPA curve at the base speed) “Characteristic curves in  $J_d - J_q$  area” but in the Torque versus control angle area.

## 2.6.4 Torque-speed Maps

List of torque-speed maps computed and displayed:

- Efficiency in torque-speed area
- Electrical current (Phase, D-axis, Q-axis)
- Phase voltage (Phase, D-axis, Q-axis)
- Control angle ( $\Psi$ ) in torque-speed area
- Power (Machine electrical, mechanical)
- Power factor in torque-speed area
- Losses (Machine total, Joule, iron, mechanical, additional) in torque-speed area

Note: When a user working point has been targeted or if a duty cycle is considered, the corresponding working points are displayed on all the maps described above.

## 2.6.5 Duty cycle curves

List of curves dealing with the duty cycle when expected:

- Speed versus time
- Mechanical torque versus time
- Control angle versus time
- Current versus time (Phase, D-axis, Q-axis)
- Voltage versus time (Phase, D-axis, Q-axis)
- Power factor versus time
- Power versus time (Machine electrical and mechanical)
- Efficiency versus time
- Losses versus time (Machine total, Joule, Iron, mechanical and additional)