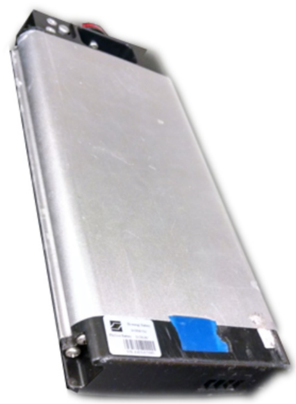
Lab 1



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Introduction to Battery Modeling

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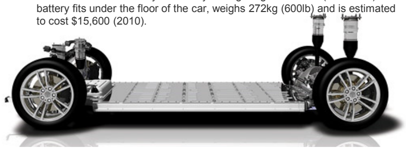
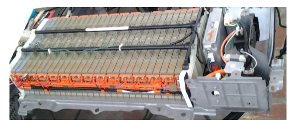
Example EV Batteries

Cutaway battery of Nissan Leaf electric vehicle. The Leaf includes a 24kWh lithium-ion battery with a city driving range of 160km (100 miles). The battery fits under the floor of the car, weighs 272kg (600lb) and is estimated to cost $15,600 (2010).



Tesla Model S frame-integrated battery. The Model S includes a 60-85kWh lithium-ion battery with a city driving range of 480km (300miles). The battery weighs 544kg (1200lb) and is estimated to cost $24-34,000.

Toyota Prius HEV Battery. The 2004 Prius included a 1.3 kWh NiMH battery consisting of 168 cells and with a $3K retail replacement cost



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Cell Equivalent-Circuit Models

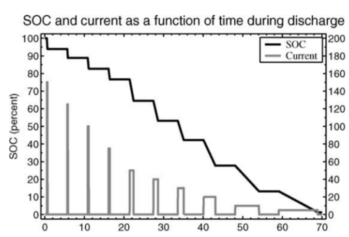
Objective:

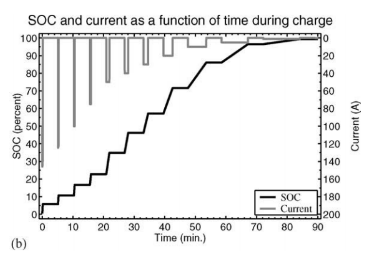
- Dynamic circuit model capable of predicting cell voltage in response to charge/discharge current, temperature

Further key techniques discussed in [Plett 2004-Part 2] and [Plett 2004-Part 3]

- Model parameters found using least-square estimation or Kalman filter techniques based on experimental test data
- Run-time estimation of state of charge (SOC)

Approach: Pulsed current tests





[Plett 2004-2] G. Plett, "Extended Kalman Filtering for Battery Management Systems of LiPB-Based HEV Battery Packs—Part 2: Modeling and Identification," Journal of Power Sources, Vol. 134, No. 2, August 2004, pp. 262–76.

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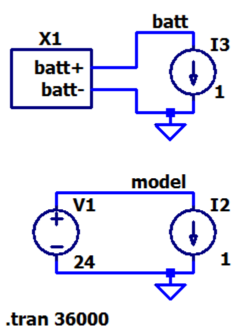
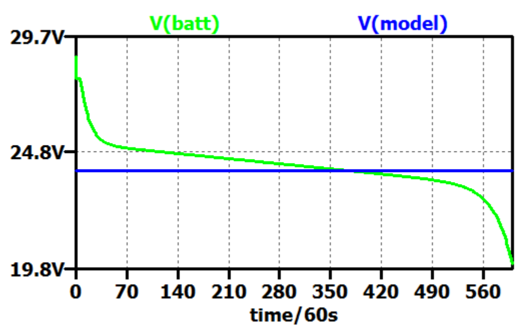
Battery Capacity and C-rate

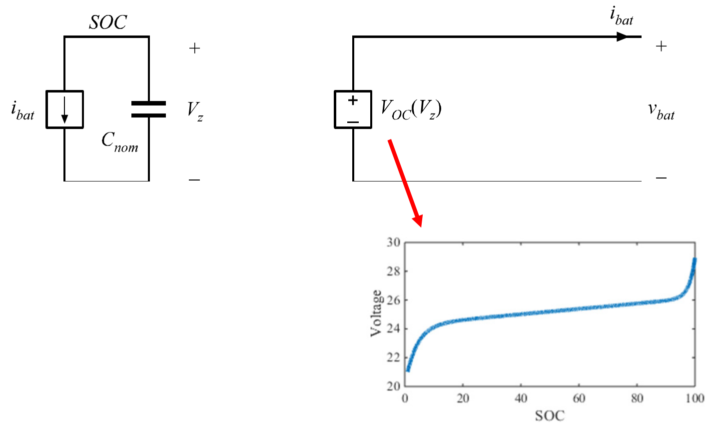
- Known beforehand:

Model 0: Voltage Source

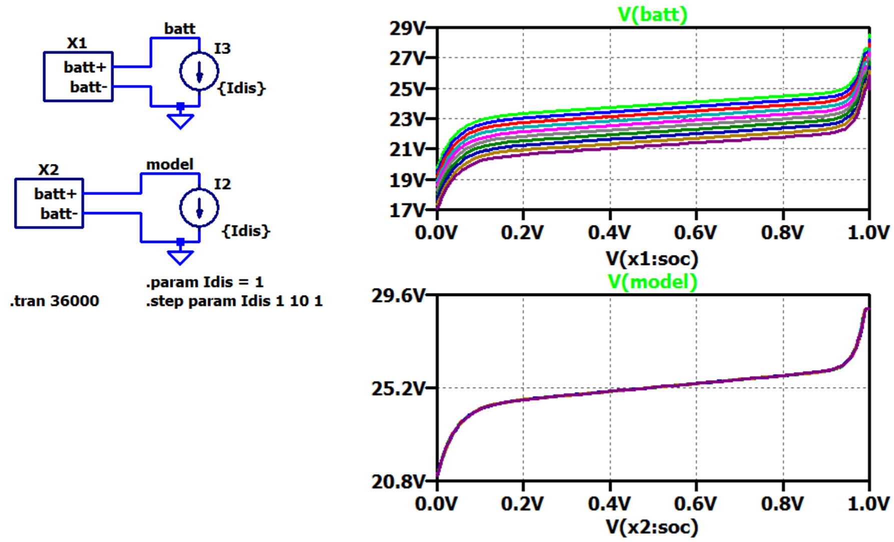




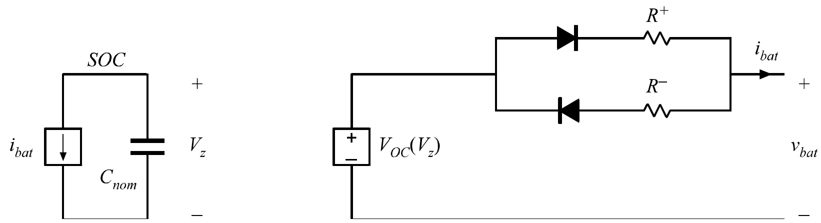
Model A: SOC and V_{oc}



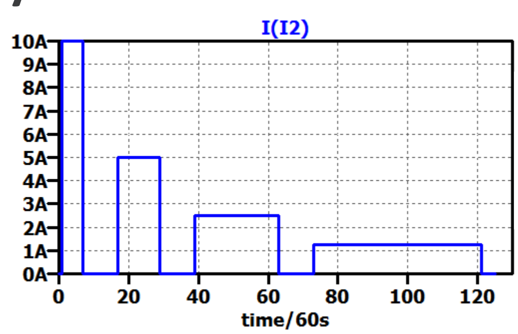
Model B: Series Resistance

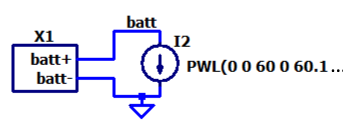


Model B: Series Resistance



Dynamic Performance

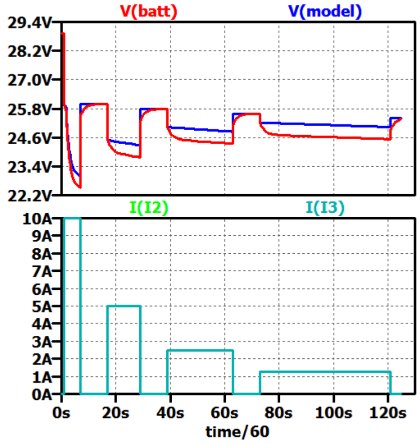




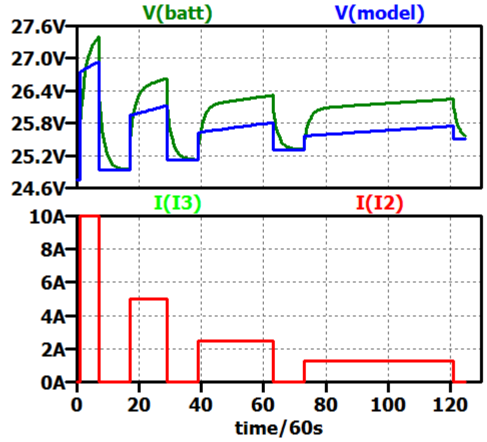
- Dynamic performance characterized by pulse train
- Constant percent of capacity per pulse [%Ahr]

Dynamic Performance

Discharge

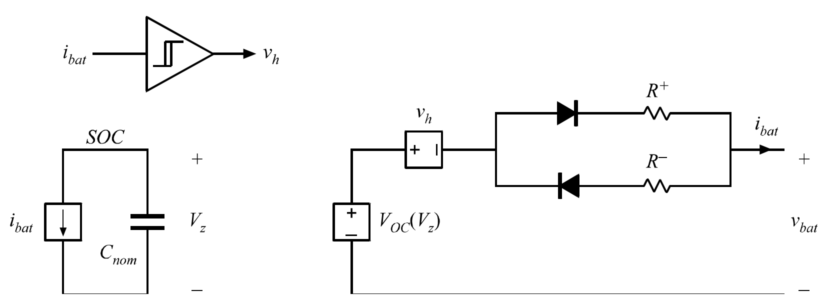


Charge

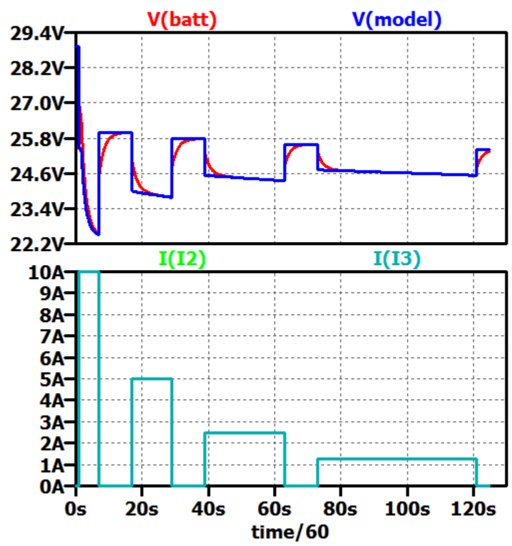


Model C: Zero-state Hysteresis

[Plett 2004]

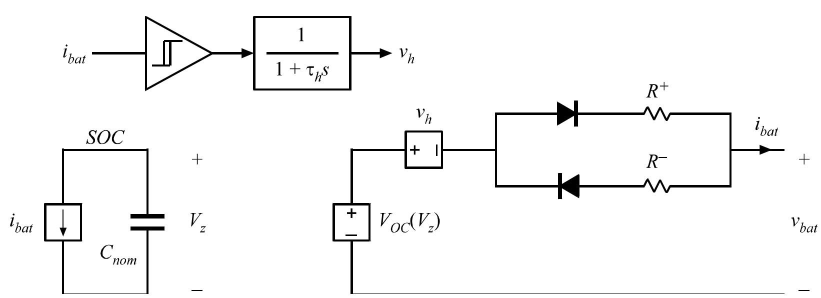


Model C Performance

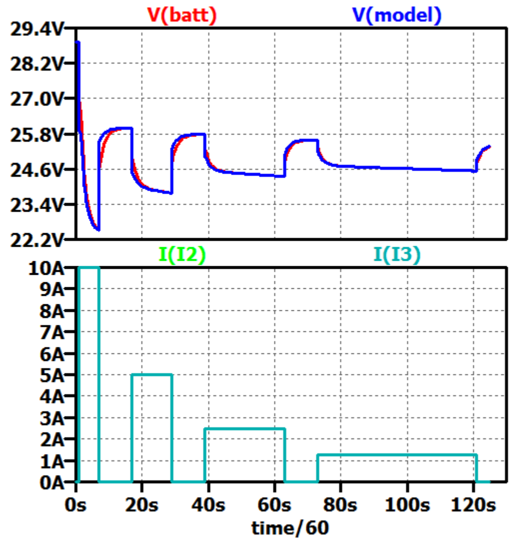


Model C1: One-state Hysteresis

[Plett 2004]

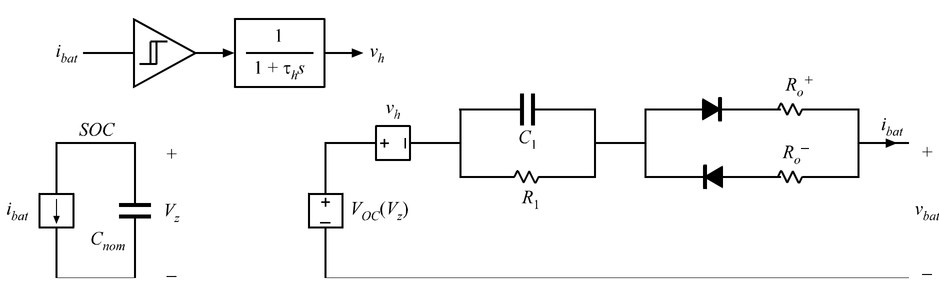


Model C1 Performance

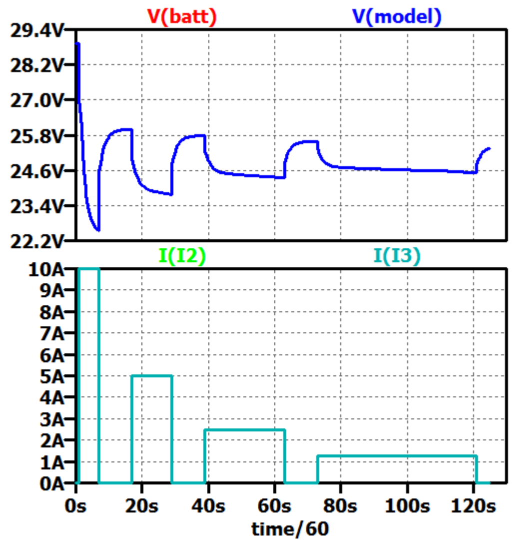


Model D: Diffusion (one-state)

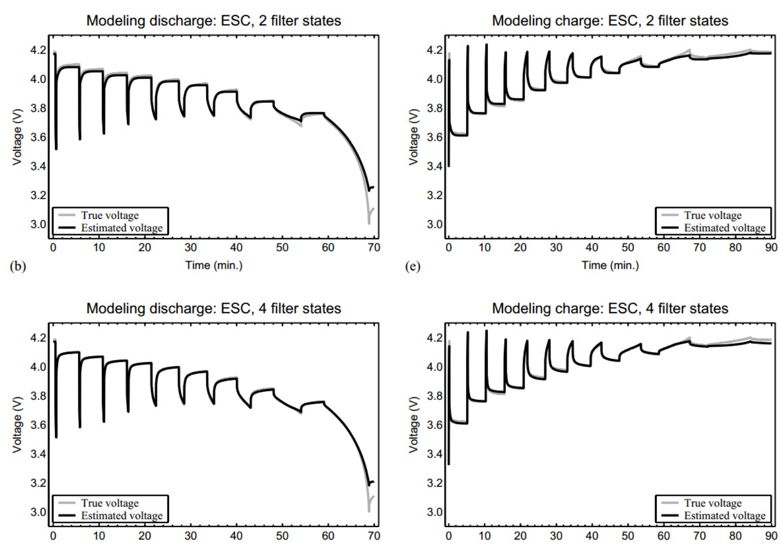
[Plett 2004]



Model D Performance

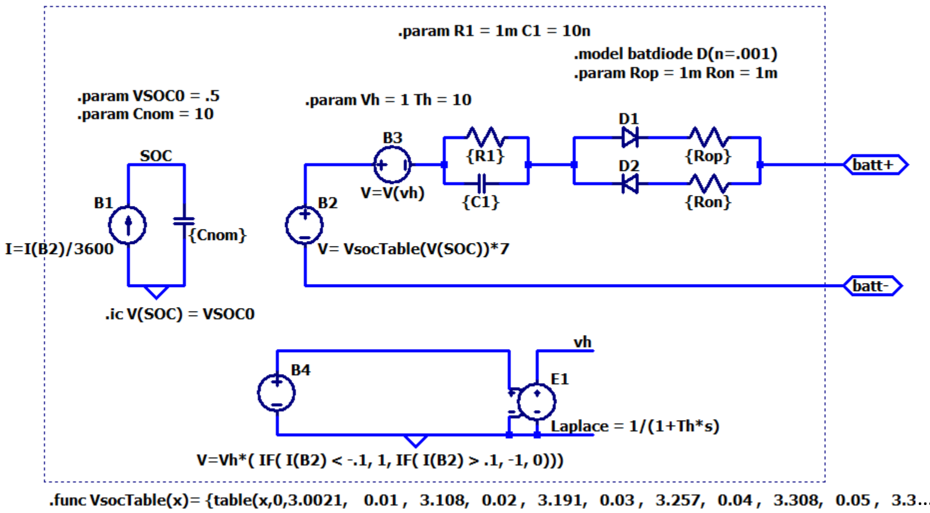


Experimental Results



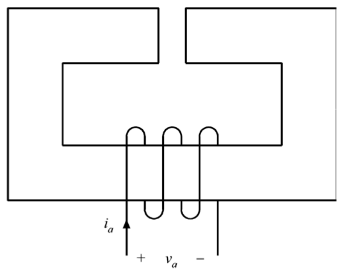
[Plett 2004-2] G. Plett, "Extended Kalman Filtering for Battery Management Systems of LiPB-Based HEV Battery Packs—Part 2: Modeling and Identification," Journal of Power Sources, Vol. 134, No. 2, August 2004, pp. 262–76.

Implementation in LTSpice

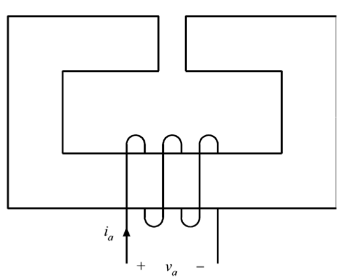


PM Motor Operation

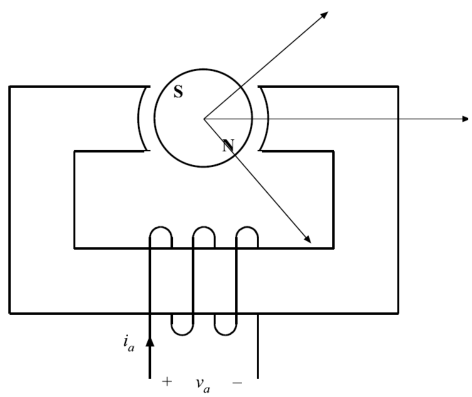
Magnetic Circuit



Equivalent Circuit



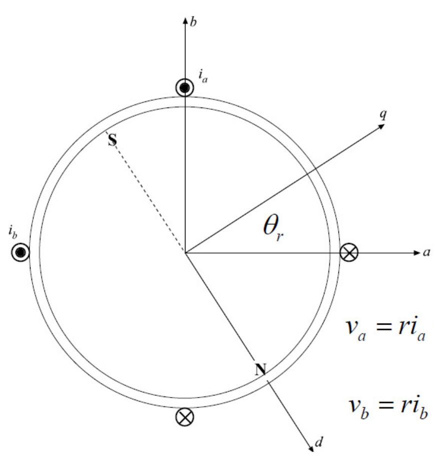
Single Phase Motor (Simplified)



Winding Voltage Equation

Electromechanical Conversion

2-Pole, 2-Phase PMSM

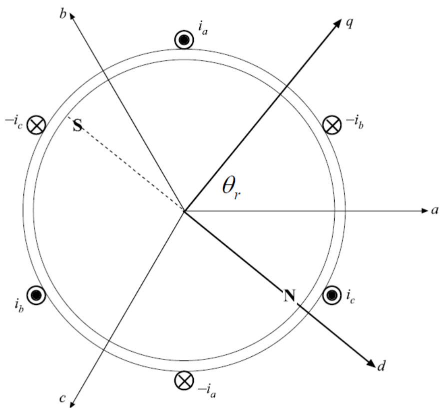


Two-pole, two-phase PMSM terminal characteristics in stator reference frame

$$\lambda_a(\theta_r) = \lambda_M \sin(\theta_r)$$
$$\lambda_b(\theta_r) = -\lambda_M \cos(\theta_r)$$

$$v_a = ri_a + \frac{d\lambda_a}{dt} = ri_a + L\frac{di_a}{dt} + \lambda_M \omega_r \cos(\theta_r)$$
$$v_b = ri_b + \frac{d\lambda_b}{dt} = ri_b + L\frac{di_b}{dt} + \lambda_M \omega_r \sin(\theta_r)$$
$$T_m = \lambda_M \left(i_a \cos(\theta_r) + i_b \sin(\theta_r)\right)$$

3-Phase, 2-Pole PMSM



$$\lambda_a(\theta_r) = \lambda_m \sin(\theta_r)$$

$$\lambda_b(\theta_r) = \lambda_m \sin\left(\theta_r - \frac{2\pi}{3}\right)$$

$$\lambda_c(\theta_r) = \lambda_m \sin\left(\theta_r - \frac{4\pi}{3}\right)$$

$$T_m = i_a \lambda_m \omega_r \cos(\theta_r) + i_b \lambda_m \omega_r \cos\left(\theta_r - \frac{2\pi}{3}\right) + i_c \lambda_m \omega_r \cos\left(\theta_r - \frac{4\pi}{3}\right)$$

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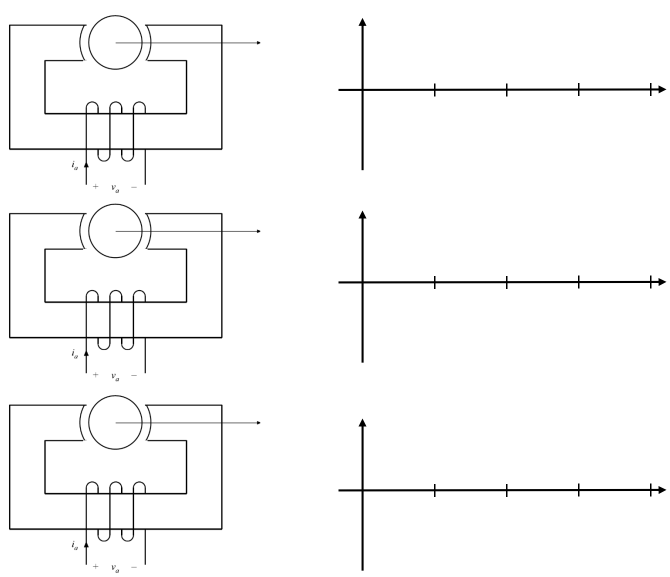
Different Number of Poles



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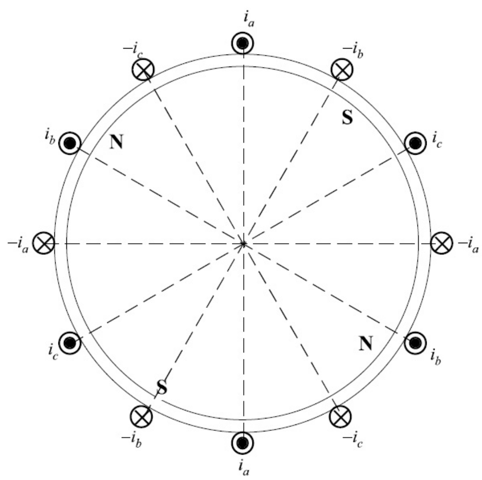
3-Phase, P-Pole PMSM

P = 4 example



Electrical and mechanical angle

$$\theta_r = \frac{P}{2}\theta_{rm}$$

Electrical and mechanical speed

$$\omega_r = \frac{P}{2}\omega_{rm}$$

Max torque per amp

$$T_m \le \lambda_m \frac{P}{2}\frac{3}{2} I$$