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**NEA**

**2013**

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**: (4507)**

**:29-10-2013**

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V/F,

93 - 94%,

SPWM

CSI

3 - 4%

## ABSTRACT

It is a fact that the technological progress in recent years has allowed the creation of sophisticated electronic systems of ships. It has also contributed to the implementation of efficient control methods to electrical marine engines.

Efforts of development in the electronic control of electric motors aim at increasing the efficiency of the process and in reduced cost implementation.

Most engines used today are inductions and exhibit an efficiency of 93 to 94%, lowest by 3-4% of the synchronous motors efficiency. For AC motors used in electric propulsion engines, there are several methods of control, such as the scalar control, the SPWM and CSI control and the vector control.

Also, we should mention that the three-phase motors differ on their construction, which determines the type of application and concerning the induction motors control, the method of electronic control unit is being used.

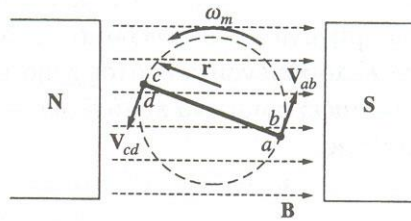
The aim of this thesis is the presentation of electronic control of electric motors ships. To achieve this we present preliminary the marine engines and their characteristics. Then we refer to the methods used in electronic control.



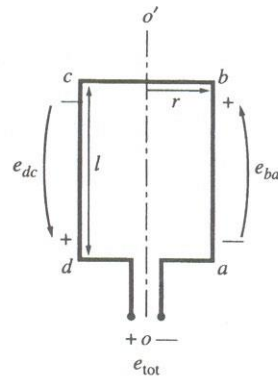




1.3



**B** είναι το ομοιόμορφο μαγνητικό πεδίο, με φορά όπως φαίνεται.



$\mu$   $e_{IND}$   $\mu$

$\mu$  .

$e_{IND} = (v \times$

$B_R) \cdot I \cdot H$

$e_{IND} = 2vB_R l \sin = \max \sin t.$

$\hat{e}$

$\mu$   $\mu$

$\mu$   $\mu$

$\mu$

$\mu$

:

1.  $\mu$   $\mu$

2.

3.  $\mu$

$\mu$  :

$\mu$   $\mu$   $\mu$

$\mu$  ,

$\mu$   $i$   $\mu$  ,

$\mu$

$\mu$

$\mu$

$t_{IND} = R_{loop} \times B_s.$

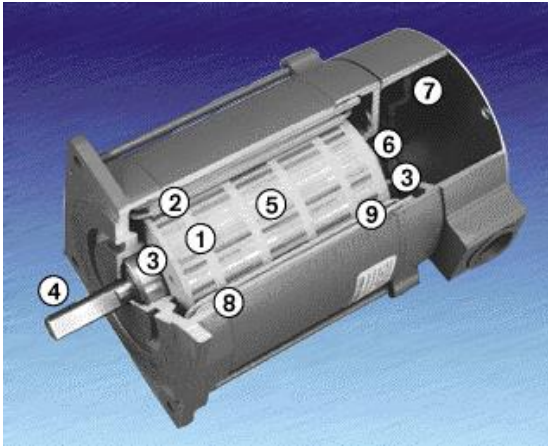


μ μ

·  
·

μ μ

μ .



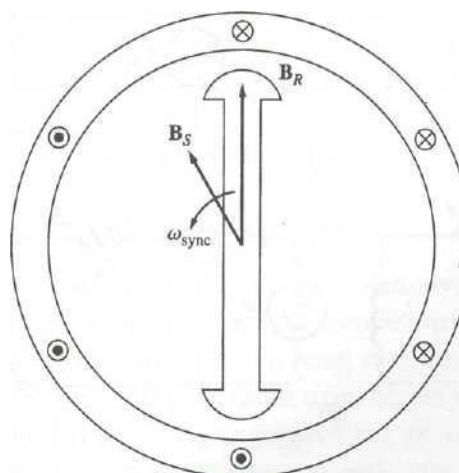
- 1. μ μ ( )
- 2. μ
- 3. ê μ
- 4.
- 5. 50
- 6. ê
- 7.
- 8.
- 9. 8

:1

1.5.1

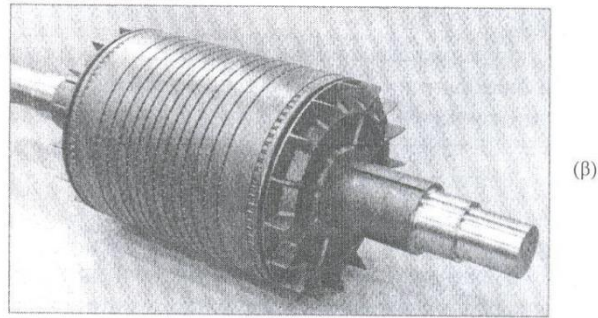
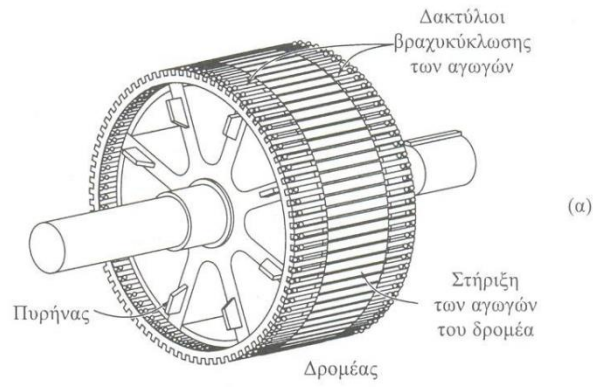
ά ά

$\mu$  ,  $\mu$  ,  $\mu$   
 $\mu$  ( R)  $\mu$  IF.  $\mu$   
 $\mu$   $\mu$   $\mu$   $\mu$   $\mu$   
 $\mu$   $\mu$   $\mu$  S.  
 $\mu\mu$  ,  
 $\mu$  .  $\mu$  ,  
 $\mu$  (  $\mu$  ) .  $\mu$   
 $\mu$   $\mu$   $\mu$   $\mu$   
 $\mu$  .  $\mu$  :  
 $\mu$  " " ,



Σχήμα 1. Σύγχρονος κινητήρας δύο πόλων





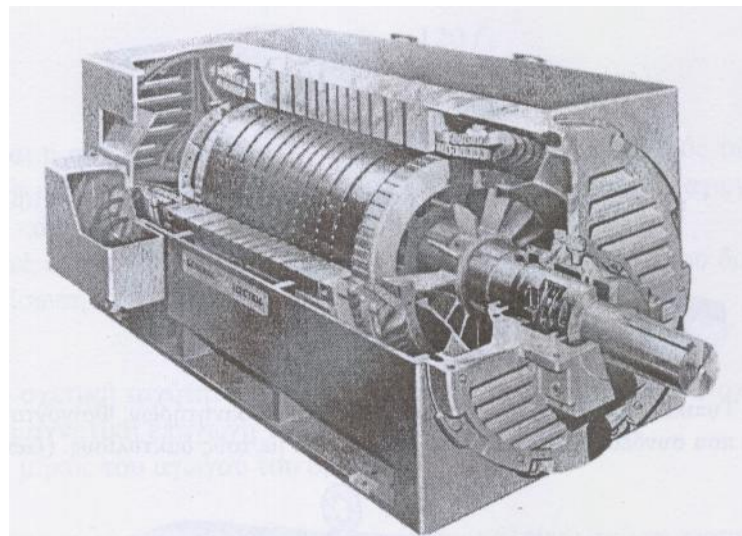
μ 3. ( )      μ μ μ μ ,  
 ( )      μ μ μ

μ 3      μ μ μ  
 μ μ μ μ

μ μ μ μ

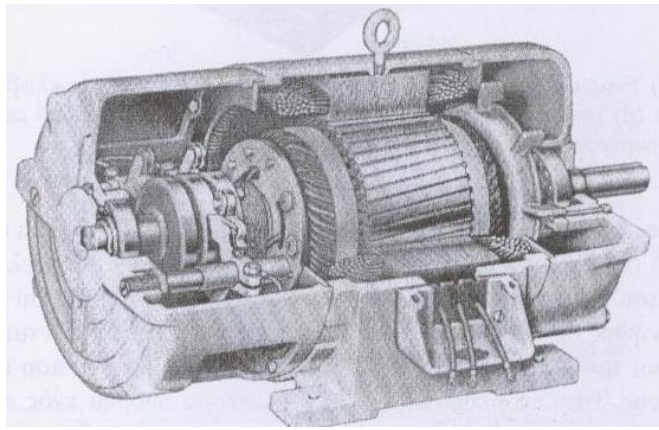
μ 4 μ

μ μ μ .



μ 4. μ





μ 6.

μ μ

μ

μ

μ

.

1.6.2

μ

μ 7,

μ

.

μ

μ

μ

μ

μ

μ

μ

.

μ

Bs

μ

μ

$$n_{sync} = \frac{120 f_e}{P}$$

fe

μ

Hz

μ

μ

.

μ

Bs

μ

.

∅

μ

μ

$$e_{ind} = (\mathbf{v} \times \mathbf{B}) \cdot \mathbf{I}$$

=

μ

μ

, = μ

I =

μ

μ .

μ

μ

μ





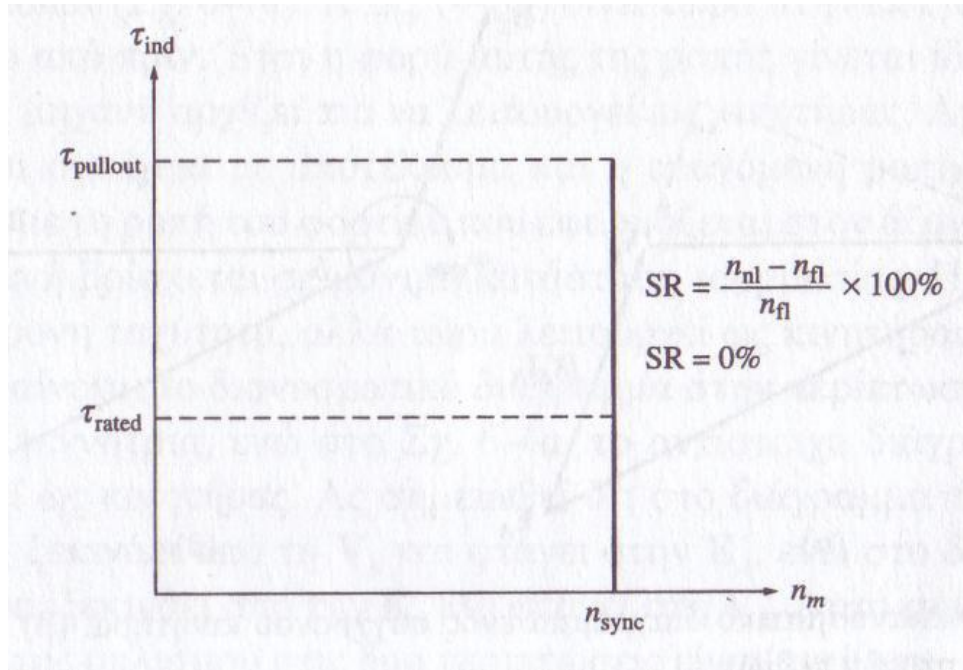






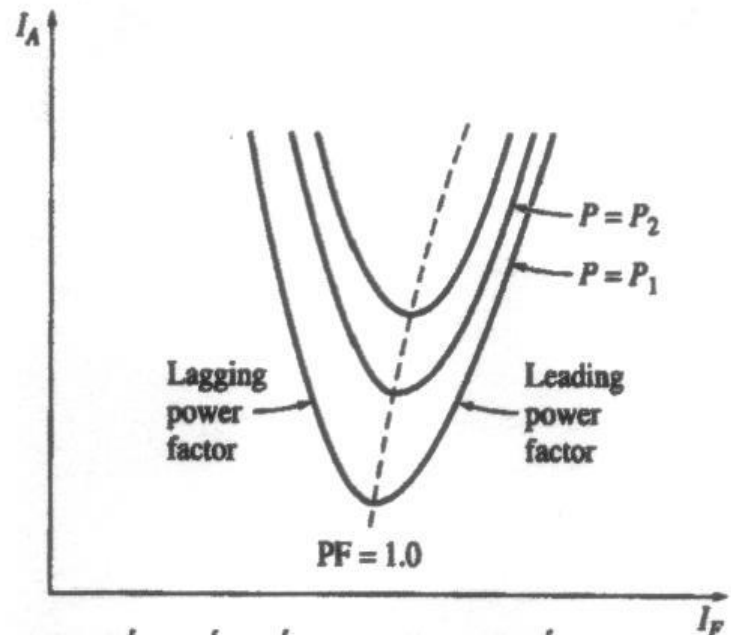


μ 9.



μ 9:

( μ 10).



μ 10:

I

IF

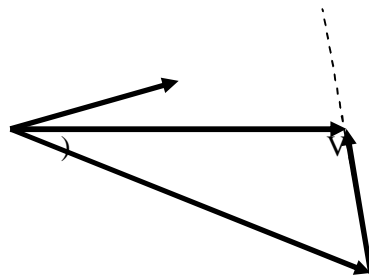


. 11 ,

?

. 11 ,

(= )



11.



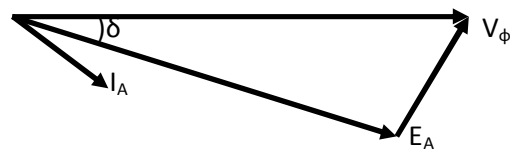
12,

$V$ ,  
 $\sin$   $\cos$ ,

$Q$ .  
 $V$

$6Q$

$Q$



12 :

2.5

---

50Hz 60Hz

.13 ,  $t = 0$  s.  
 $B_R$   $B_S$

$$i_{ind} = K B_R \times B_S$$

.13 ,  $t = 1/240$ s.

$\emptyset$

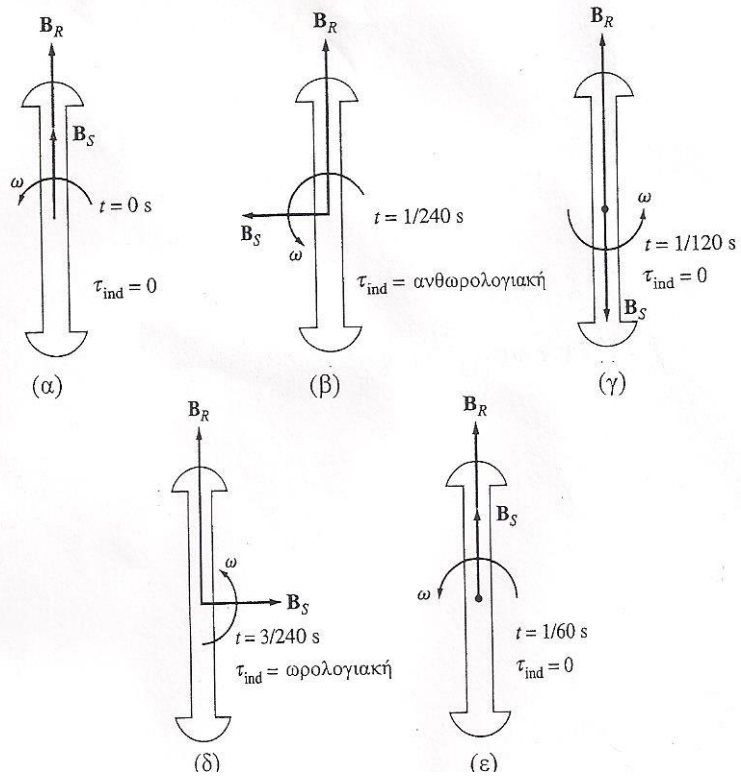
$t = 2/240$ s,

.13 ,

$t = 3/240$ s,

$i_{ind}$

$t = 4/240$  s,



: 13.

1.

2.

2.5.1



(cycloconverters)



(synchroconverters)

Hz

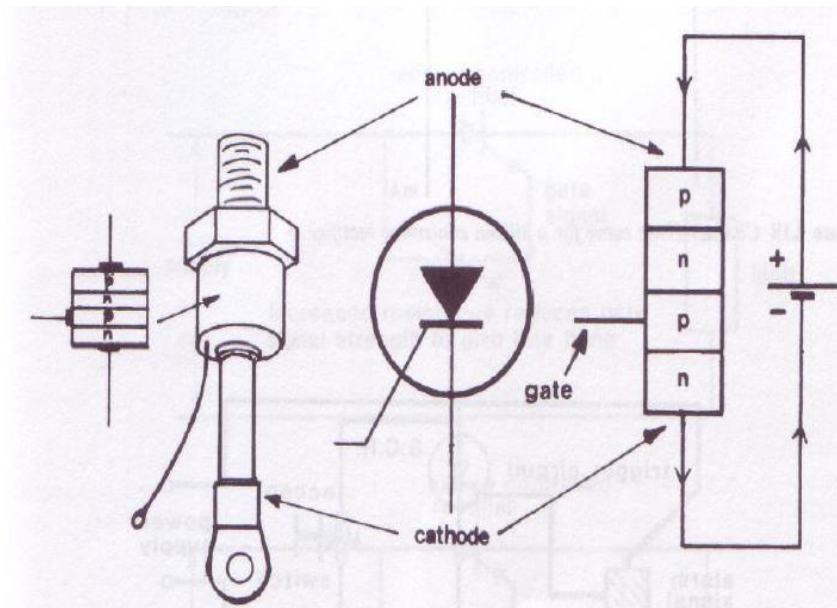
2.5.2

,  
 .  
 .  
 ÷ ∅

2.6

2.6.1

,  
 , p n ( 2).

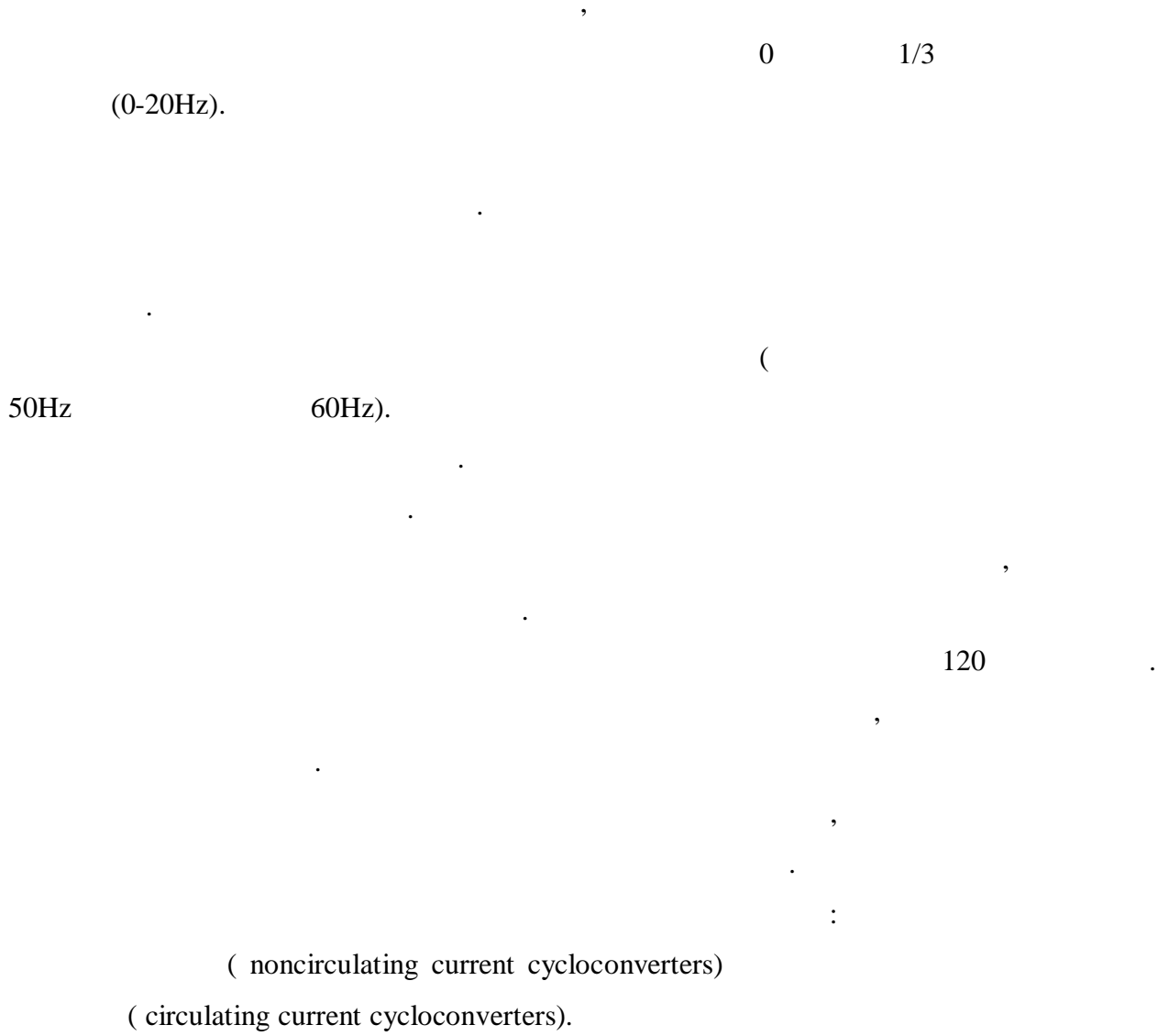


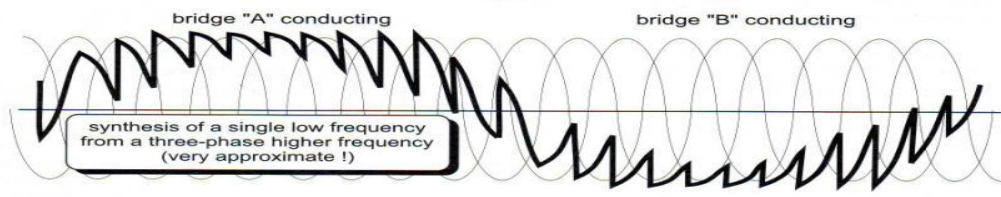
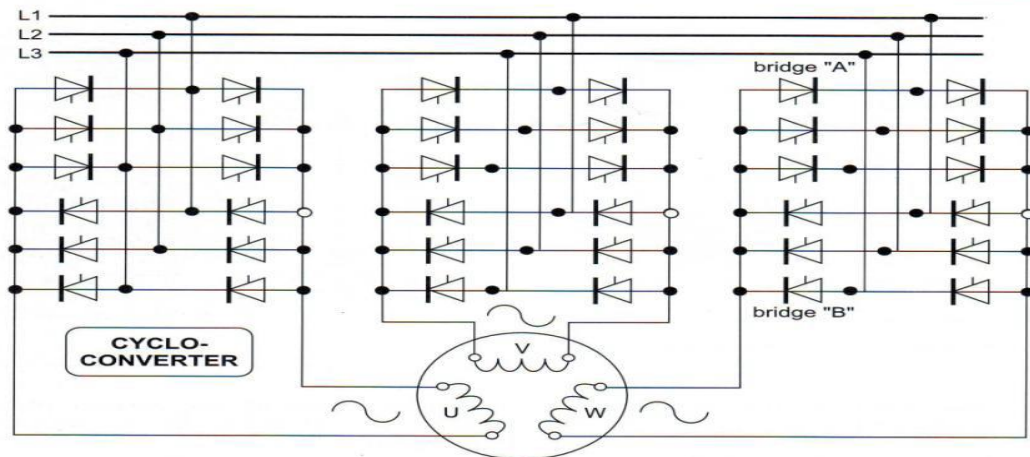
2: Silicon Controlled Rectifier (SCR)

n-p  
(gate)

microsecond.

## 2.6.2





3:

60Hz,

20Hz.

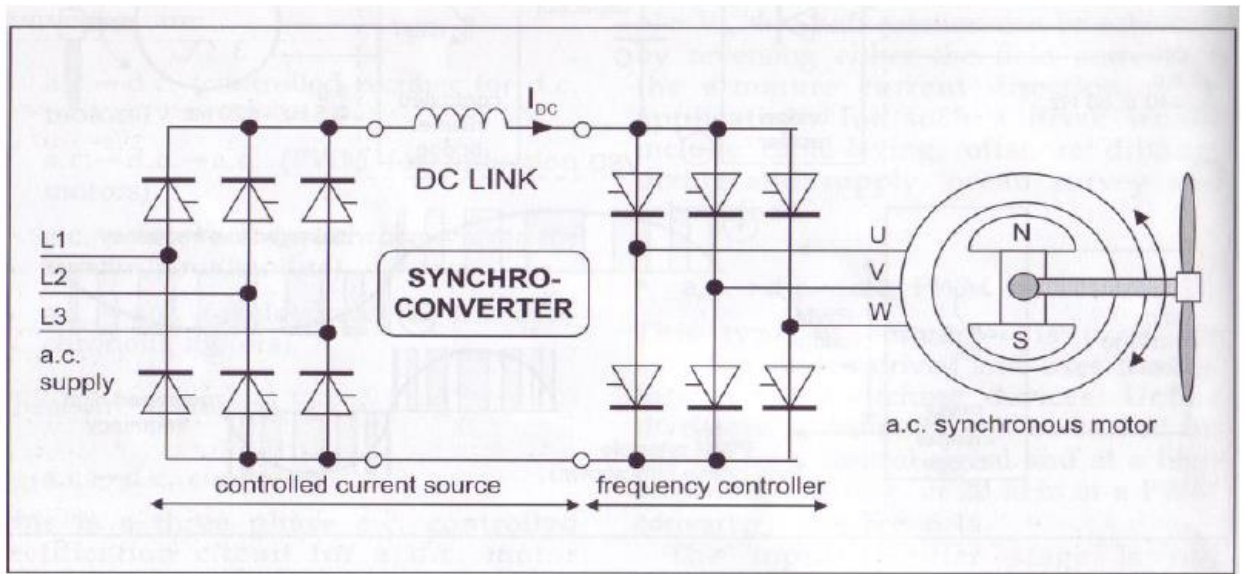


2.6.3

(inverter),

0 2

(0-120Hz).



4:

( ),

IDC

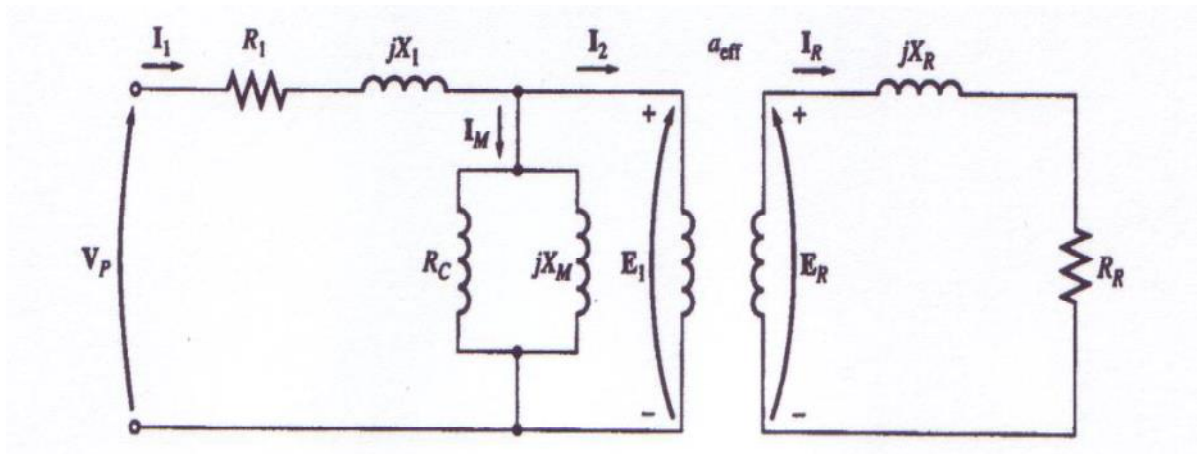
( ),

### 3:

#### 3.1

---

(singly excited)(  
(doubly excited),



5:

(blocked locked rotor)

(0 V)

$E_{R0}$ ,

$$E_R = sE_{R0}$$

**3.2**

**ó**

---

(s).

$$s = \frac{n_s - n_m}{n_s} (\times 100\%)$$

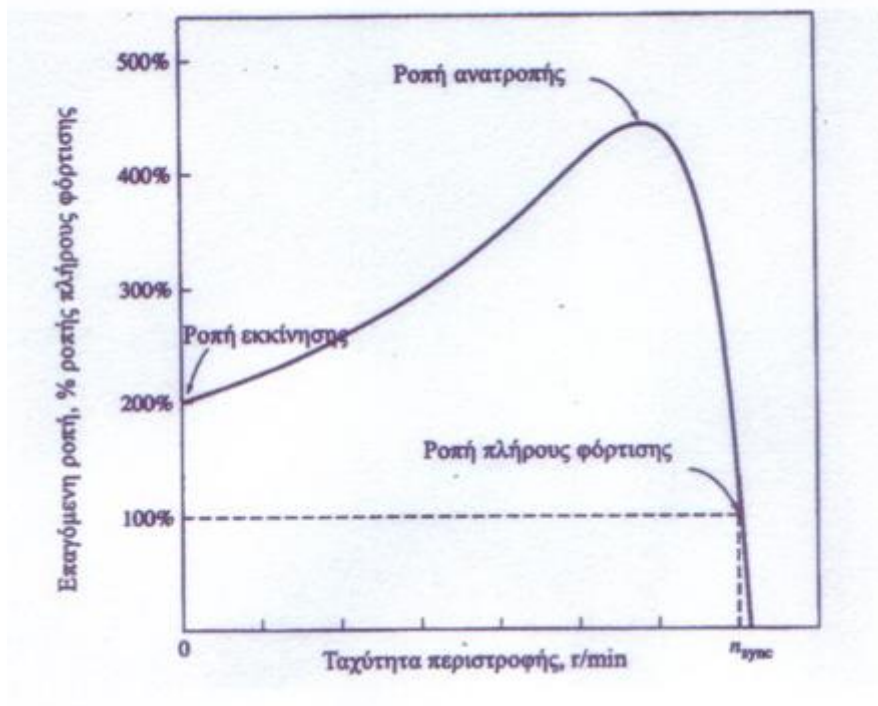
H

:

$$n_m = (1 - s)n_s$$

:

$$f_{\bar{R}} = sf_s$$



14:

$\delta$

.

,  $\phi$

Y,

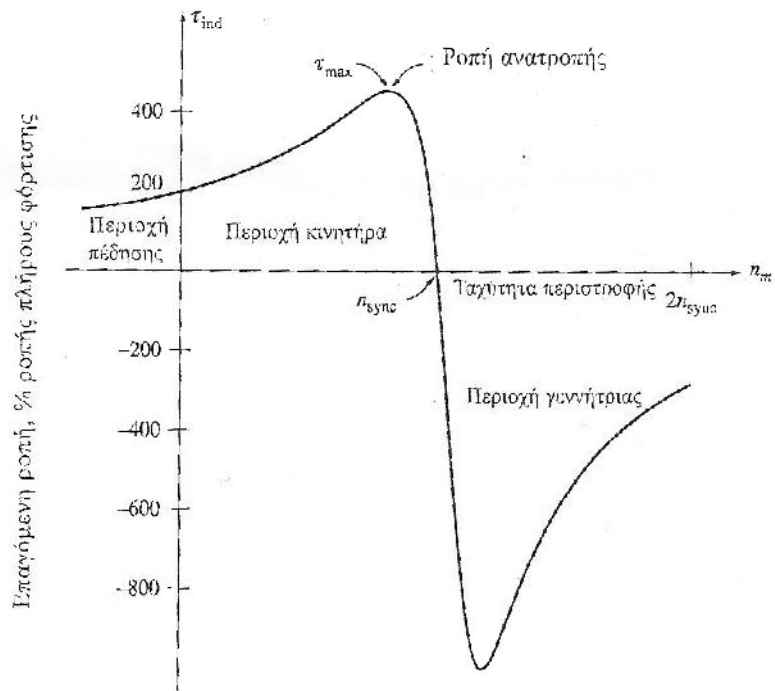
( )

( )

( )

. Το γεγονός αυτό είναι πολύ χρήσιμο σε μία από τις τεχνικές ελέγχου της ταχύτητας του επαγωγικού κινητήρα.

(plugging).



13:

6

( )

μ

. μ ,  
μ , μ ,

, ,

μ (across-the-line starting).

μ μ μ μ

μ μ μ μ .

μ , μ

μ . μ μ μ

μ μ

μ . μ μ

μ μ

μμ ( μ μμ )

. μμ μ

μ μ .

μ μ

μ μ . μ μ

μ μ , μ

μ μμ . ,

μ .

, μ μ μ μ

μ . μ μ

μ

, μ μ μ

μ , μ μ

. , μ μ μ

μ μ , μ

.





### 3.4

---

C) . ( ,  
5% ,  
,  
,  
( $P_{RCL} = sP_{AG}$ ).

$n_{sync}$ .

:

$$n_{sync} = \frac{120 f_g}{P}$$

: (1)

(2)

$n_{sync}$

ó

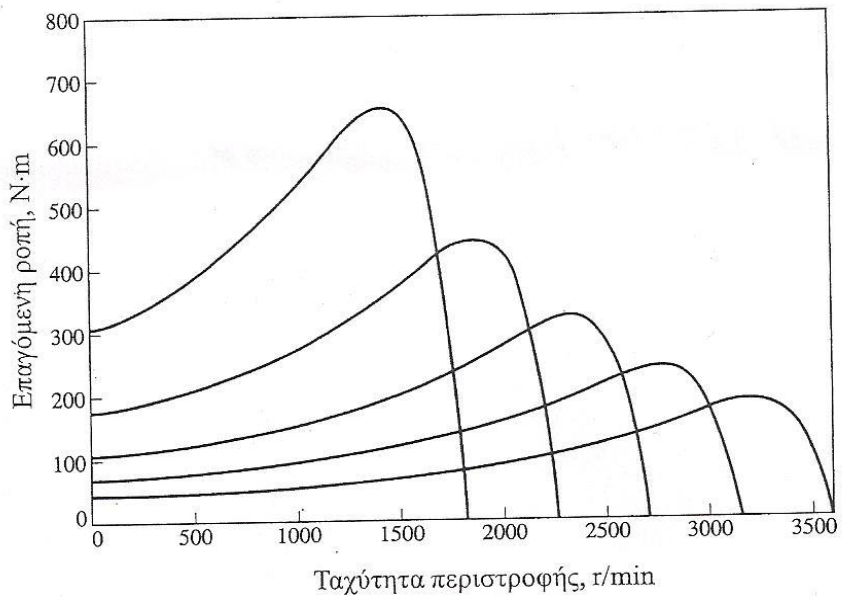
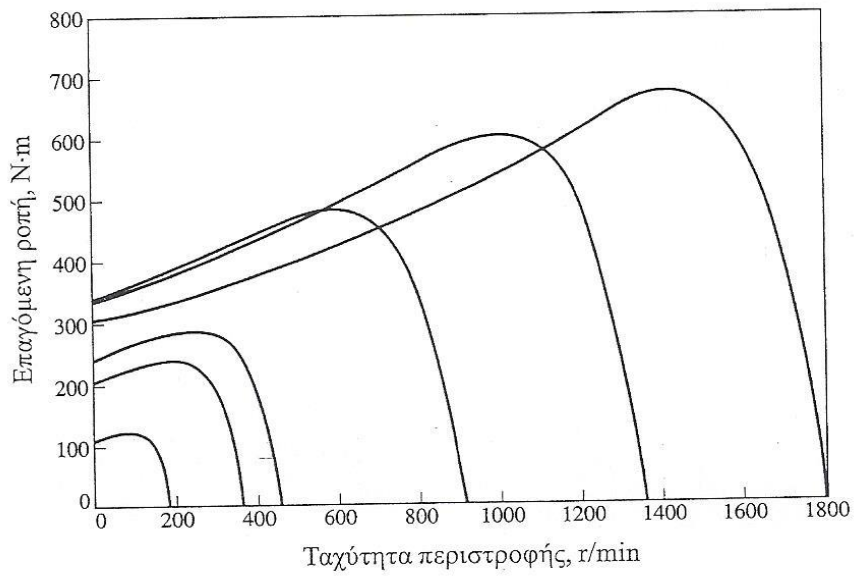
(base speed).

, 5%

(derating)

faraday.

$$v(t) = -N \frac{d\phi}{dt}$$



16:

. ( )

δ

. ( )

δ

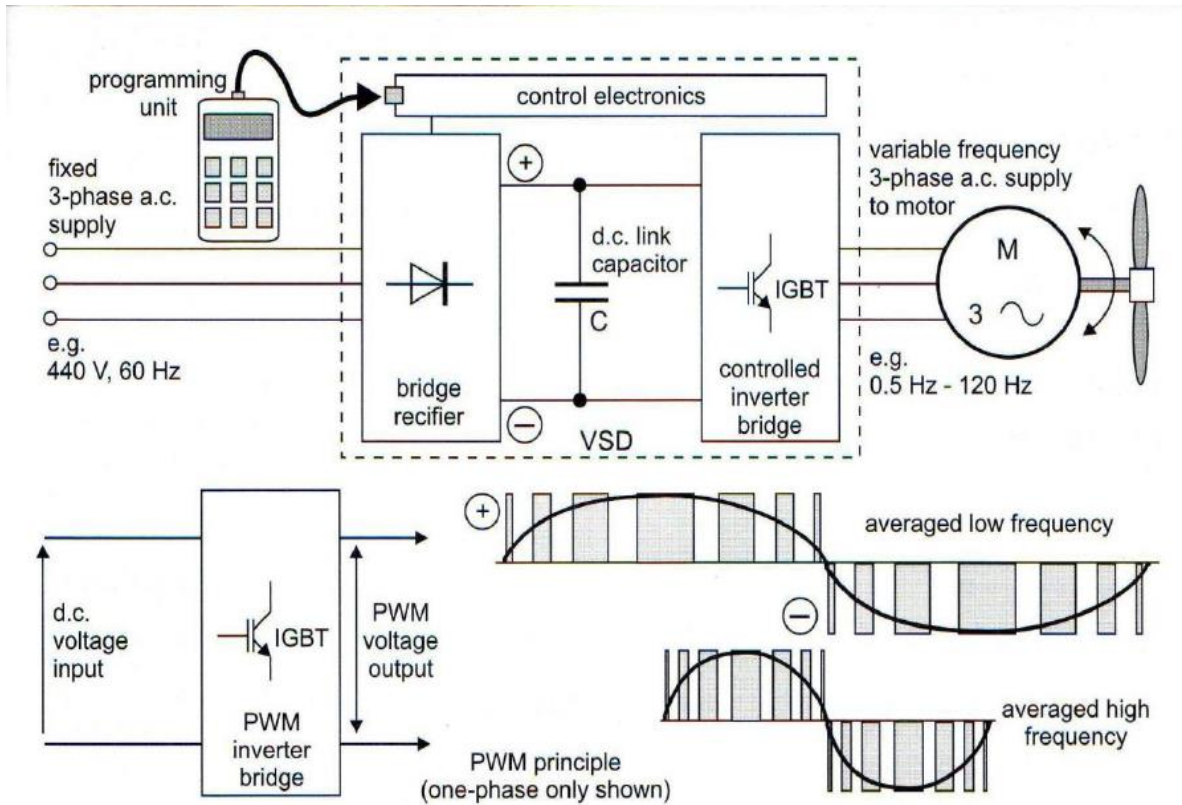
**3.6**

---

16,

ó

### 3.7



6:

IGBT (Insulated Gate Bipolar Transistors).

, 440V, 60Hz,

IGBT

1880 Nicola Tesla,

1888.

μ μ μ

(American Institute of Electrical Engineers - AIEE, μ

μ IEEE), μ

μ μ μ

μ μ μ

μ μ -

μ

(reluctance motor).

1888,

μ . , μ

μ

μ μ .

μ μ μ 1888

1895.

μ μ

μ . μ μ μ

μ

μ μ . 1896

μ

μ

μ μ .

μ

1970,

,

, μ

.

μ μ μ

μ

,

μ

μ

.

μ

μ

100 hp

μ

μ

7,5 hp

1897.

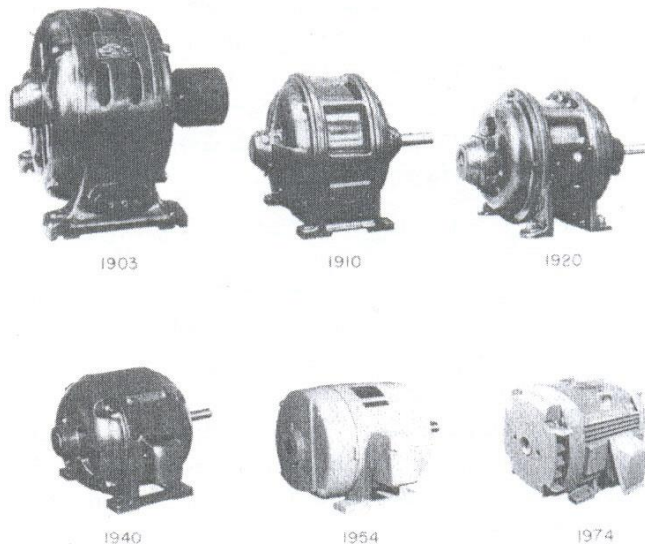
μ

15 hp .17( )

μ ,

μ

μ μ 1973 μ  
 μ μ ,  
 μ μ μ  
 μ



17:

μ μ 220 V μ 15 hp. 1890, μ ,  
 μ μ μ μ

μ μ

μ μ

μ

μ

μ

μ

:

1.

μ

μ

μ

μ

2.

μ

μ

μ

μ

μ

μ

μ

μ

μ

μ

μ

3.

μ

μ





4.1

ø ( )

,

,

,

,

,

ø

,

-

,

[1]

55

( . )

1950.

,

( . )

:



**4.2.**

---

**4.2.1**

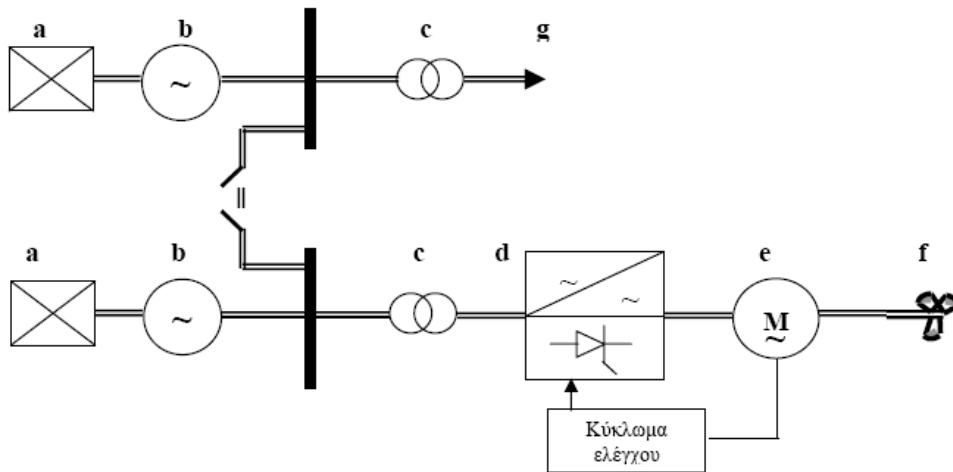
7.

(DC link)

(Bow

thrusters).

( )



c. d. e. f. g.  
( , , , )

7:

## 4.2.2

), ( (DC, AC) ( . . . )).

1)

- 
-

•

« » (AES),

2)

(

(converter), (inverters)

.).

•

•

, ( - )

( ,

.)

« »

•



ó :

(3-

5 knots).





## 4.3

---

3 - 4%

3,3 - 6,6 kV.

98%.

Joule

«  
, NdFeB)

» (

, Sm- Co

(torque ripples)

(vibrations).

V/F,

SPWM CSI,

IGBT (Insulated Gate

Bipolar Transistors).





[1]: . (1999), « »,

« », ,

[2]: ,, (2005): « ó

: »,

[3]: ,, . ,, ,, ,, ,, ,, ,,

, . (2006): «H :

», : «

- », 12-13

[4]: Bose B.K. (1997), *Power Electronics and Variable Frequency Drives: Technology and Applications*, IEEE Press, New York.

[5]: Bucknall R. W. G., Doherty K. P., Haines N. A. (1997), The matrix converter: the ultimate electric drive technology, Proceedings of *Electric Warship: Power, Control, System Protection* Seminar, ImarE, United Kingdom.

[6]: ,, (2005. , .

[7]: . ( )

[8]: Stephen J. Chapman *AC-DC*

