



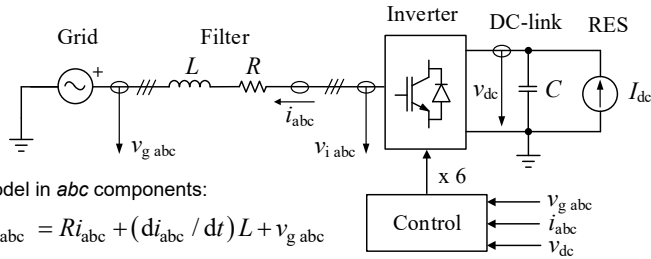
Alejandro Rolán<sup>1</sup> and Luis Sainz<sup>2</sup>  
<sup>1</sup> Department of Automatic Control  
<sup>2</sup> Department of Electrical Engineering  
 Technical University of Catalonia (UPC), Barcelona, Spain



## Introduction:

- ✓ Simple model of three-phase grid-connected inverters powered by a renewable energy source (RES).
- ✓ Behavior prediction under a faulty grid (voltage sags).
- ✓ Parametric approach: limaçon of Pascal + 3D plots.

## Inverter model under sags



1. Model in *abc* components:

$$v_{i\ abc} = R i_{abc} + (di_{abc} / dt)L + v_{g\ abc}$$

2. Model in *Ku* components (complex form of *Park* components):

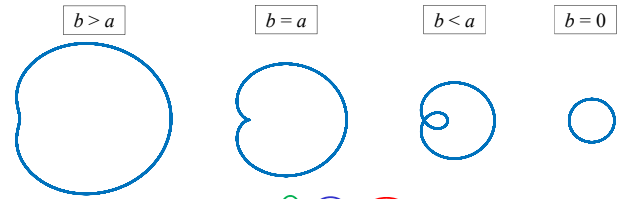
$$v_{if} = [R + L(d/dt + j\omega)]i_f + v_{gf}^+ + v_{gf}^- e^{-j2\omega t} = \text{transformed grid voltage (sags)}$$

3. ODE solution (assumptions:  $R \ll L$  and  $v_{if}$  = constant):

$$i_f = \frac{j}{X} [(v_{gf}^+ - v_{if}) + (v_{gf\ st}^- - v_{gf}^+ + v_{gf}^-) e^{-j\omega t} - v_{gf}^- e^{-j2\omega t}]$$

## Limaçon of Pascal

1. Polar coordinates:  $r = b + a \cos(\theta)$

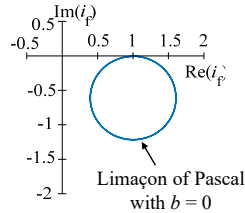
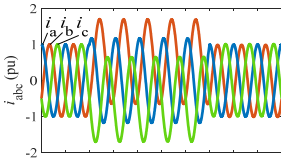
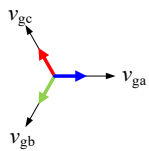


2. Complex equation:  $z = x + jy = \frac{a}{2} [be^{j\theta} + \frac{a}{2} e^{j2\theta}]$

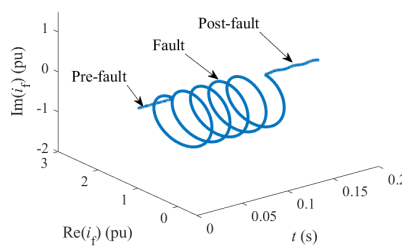
3. Comparison with  $i_f$ :  $i_f = \frac{j}{X} [(v_{gf}^+ - v_{if}) + (v_{gf\ st}^- - v_{gf}^+ + v_{gf}^-) e^{-j\omega t} - v_{gf}^- e^{-j2\omega t}]$   
 $a = \frac{2j}{X} (v_{gf}^+ - v_{if}) = -\frac{2j}{X} v_{gf}^-$  ;  $b = \frac{j}{X} (v_{gf\ st}^- - v_{gf}^+ + v_{gf}^-)$

## Inverter behavior under sags (simulation results with MATLAB™)

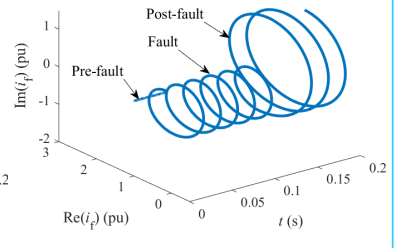
Type A sag



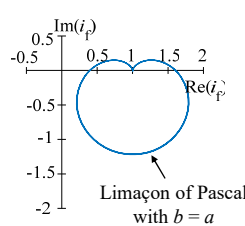
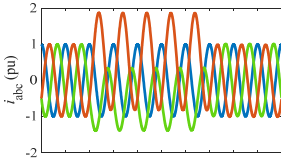
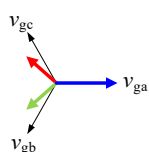
Sag duration: 100 ms



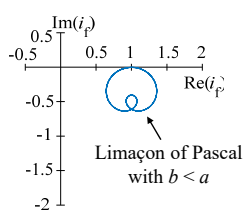
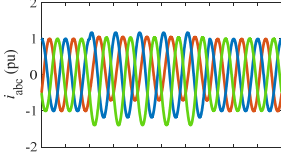
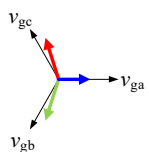
Sag duration: 110 ms



Type C sag



Type F sag



## Conclusions:

- ✓ Comprehensive analysis of three-phase grid-connected inverters operating under voltage sags.
- ✓ Novelty: parametric approach (limaçon of Pascal + 3D plots).
- ✓ Simplistic tool that can be used for grid-connected inverters to achieve fault ride-through (FRT) capability.