# JPE 17-4-13

https://doi.org/10.6113/JPE.2017.17.4.972 ISSN(Print): 1598-2092 / ISSN(Online): 2093-4718

# Application of Multiple Parks Vector Approach for Detection of Multiple Faults in Induction Motors

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# Abstract

The Park's vector of stator current is a popular technique for the detection of induction motor faults. While the detection of the faulty condition using the Park's vector technique is easy, the classification of different types of faults is intricate. This problem is overcome by the Multiple Park's Vector (*MPV*) approach proposed in this paper. In this technique, the characteristic fault frequency component (*CFFC*) of stator winding faults, rotor winding faults, unbalanced voltage and bearing faults are extracted from three phase stator currents. Due to constructional asymmetry, under the healthy condition these characteristic fault frequency components are unbalanced. In order to balanced them, a correction factor is added to the characteristic fault frequency components of three phase stator currents. Therefore, the Park's vector pattern under the healthy condition is circular in shape. This pattern is considered as a reference pattern under the healthy condition. According to the fault condition, the amplitude and phase of characteristic faults frequency components changes. Thus, the pattern of the Park's vector changes. By monitoring the variation in multiple Park's vector patterns, the type of fault and its severity level is identified. In the proposed technique, the diagnosis of faults is immune to the effects of unbalanced voltage and multiple faults. This technique is verified on a 7.5 *hp* three phase wound rotor induction motor (*WRIM*). The experimental analysis is verified by simulation results.

Key words: Bearing fault Park's vector (*BFPV*), Multiple Park's vector (*MPV*), Rotor fault Park's vector (*RFPV*), Stator fault Park's vector (*SFPV*), Unbalanced voltage Park's vector (*UVPV*), Wound rotor induction motor (*WRIM*)

## I. INTRODUCTION

The wound rotor induction motor (*WRIM*) is a versatile induction motor. It is generally recommended for a high starting torque with a reduced inrush current. The *WRIM* is commonly used for industrial and marine applications, exhaust fan and blowers, crushers, cranes, hoists, chippers, conveyors, etc. Variations in the load, hostile environments, dirt contamination in windings and bearings, poor lubricant in the bearing, and power supply problems, can all lead to failures in the stator winding, rotor winding and bearings [1], [2]. The statistics for the commonly occurring faults in induction motors are given in Table I [2]-[4]. These faults result in reductions in efficiency, overheating, unbalanced magnetic forces, ripple in torque, vibration, etc. If these faults are not detected in the incipient stage, they may result in a loss of

production due to unwanted downtime, financial loss in term of the maintenance/replacement of machines and the time involved in such operations. In order to avoid this, these faults need to be detected at the incipient level.

The literature related to stator winding, rotor winding and bearing faults is given Table II. It is noticed that Cardoso et al. reported the Parks vector approach for the detection of stator winding faults [10]. It is observed that the Park's vector approach is simple and easy to analyze. However, under unbalanced voltage condition it is difficult to conclude whether the variation in stator currents Park's vector pattern is due to a stator winding fault or unbalanced voltage. Similarly, under unbalanced voltage condition the detection of bearing and rotor winding faults is difficult. If multiple faults occurs simultaneously it is difficult to detect which type of fault has occurred. In order to overcome this problem the Extended Parks vector approach was reported in [24], [26] by Cruz et al. This approach is able to detect and classify the type of fault. However, this approach requires an expert opinion. The Parks vector approach is easy to analyze but makes it difficult to classify multiple faults. Where, in the

Manuscript received Jan. 6, 2017; accepted Apr. 1, 2017

Recommended for publication by Associate Editor Kwang-Woon Lee. <sup>†</sup>Corresponding Author: tushar.vilhekar@gmail.com

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 TABLE I

 STATISTICS ON THE OCCURRENCE OF FAULTS IN IMS

Type of fault	IEEE-IAS % of failure	EPRI % of failure	Allianz % of failure
Stator fault	26	36	66
Rotor fault	8	9	13
Bearing fault	44	41	13
Other faults	22	14	8

TABLE II
TECHNIQUES PROPOSED FOR THE DETECTION OF VARIOUS FAULTS

Techniques	ADVANTAGES	Limitation	Ref.				
Stator faults							
Magnetic	Immune to noise	Unable to					
pendulum		detect fault	[5]				
oscillation		location					
External stray	Economic,	Depend on					
flux analysis	Immune to	sensor position	[6]				
	unbalanced						
	voltage						
Negative	Not affected by	Unbalanced					
sequence	construction	voltage affected	[7], [8]				
impedance	asymmetry	detection at					
	-	small severity					
Double Park's	Immune to	Less sensitive	503				
vector	unbalanced	low fault	[9]				
	voltage	severity					
Pattern based	Identify fault	Unbalanced					
	location, easy to	voltage affected	[10]-[13]				
	analyzed	detection					
<u></u>	Rotor fau	lts					
Neural network	Immune to	Requires	51 43 51 <b>(</b> 3				
	intrinsic electric	accurate data	[14]-[16]				
	and magnetic	and rigorous					
<u></u>	asymmetry	training	[17] [20]				
Stator and rotor	Not affected by	Requires expert	[17]-[20]				
currents	load oscillation	opinion	[21] [22]				
Space	Low cost, Non	Requires expert	[21]-[23]				
harmonics	Invasive Deduced	opinion	[24] [2(]				
Extended and	Reduced	Unable to	[24]-[26]				
Park s vector	computation	leastion					
Short Frag	Paduaad	Poquiros export	[27]				
Short Freq.	acomputational	conjunion	[27]				
transform	requirement	opinion					
uansionn	Rearing fa	nlte					
Stator current	More accurate	Requires expert	[28] [30]				
Stator current	whole accurate	opinion	[28]-[30]				
Shaft neutral	Simple and easy	Types of faults	[31]				
voltage	to monitor	difficult to	[51]				
voltage	to monitor	classify					
Shaft current	Classify single	Less sensitive	[32]				
Shult current	point or	lower power	[52]				
	generalized fault	rating					
Autoregressive	Immune to	Difficult to	[33]				
stator current	voltage variation	classify types of	[00]				
_ and callent	i shage furnation	faults					
Instantaneous	Not affected by	Requires expert	[34]				
frequency	noise	opinion	(÷.)				
Proposed	Immune to	Not reported in					
technique	unbalanced	literature					
1	voltage, detect						
	multiple fault						
	and its severity						

case of Extended Parks vector approach, it is easy to classify

the type of faults but difficult to analyzed it. By combining the advantages of both of these approaches (*i.e.* Parks vector and Extended Parks vector) a novel Multiple Park's Vector (MPV) approach is proposed in this paper. The advantages of the proposed technique make it easy to analyze faults. This technique is able to classify multiple faults, immune to unbalance supply voltage. In addition, it is a non-invasive technique that can detect the fault severity. Furthermore, in the case of winding faults the proposed technique can identify the winding fault location (*i.e.* phase in which fault occurred). In the case of a winding fault, the proposed technique can identify the winding fault location (*i.e.* phase in which winding fault occurred). It also gives information about unbalance in the phase voltages.

In the present technique, a FFT (fast Fourier transform) of the stator currents is analyzed for stator faults, rotor faults, unbalanced voltage and bearing faults. The characteristic fault frequency components (CFFC) for each of the faults are extracted. Under the healthy condition, due to constructional asymmetry, the CFFC of particular fault are unbalanced in terms of the amplitude and phase. Under such condition, the Park's vector patterns of the CFFC is not circular in shape. In order to have the Park's vector pattern circular under the healthy condition, a correction factor is added in the CFFC of each phase stator current. By monitoring the variation in the MPV patterns, the type of faults and their severity is identified.

#### II. ANALYTICAL APPROACH

The winding representation of the stator and rotor winding for an *a* phase winding fault in the stator winding and rotor winding is shown in Fig. 1, where,  $sa_2$  and  $ra_2$  represent stator and rotor faulty windings for  $\alpha$  (no of turns shorted in the stator winding/total number of turns per phase in the stator winding) and  $\beta$  (no of turns shorted in the rotor winding/total number of turns per phase in the rotor winding/total number of turns per phase in the rotor winding) fraction of turns shorted, respectively. For the healthy condition,  $\alpha$  and  $\beta$  are zero. The mathematical expression for the stator voltage in term of the flux linkage and current is [35]:

Where:

$$\begin{bmatrix} v_s \end{bmatrix} = \begin{bmatrix} R_s \end{bmatrix} \begin{bmatrix} i_s \end{bmatrix} + \rho \begin{bmatrix} \lambda_s \end{bmatrix}$$
(1)

$$\begin{bmatrix} v_s \end{bmatrix} = \begin{bmatrix} v_{sa1} & v_{sa2} & v_{sb} & v_{sc} \end{bmatrix}^T,$$
  

$$\begin{bmatrix} i_s \end{bmatrix} = \begin{bmatrix} i_{sa} & (i_{sa} - i_f) & i_{sb} & i_{sc} \end{bmatrix}^T,$$
  

$$R_s = R_s \ diag \ \begin{bmatrix} 1 - \alpha & \alpha & 1 & 1 \end{bmatrix},$$
  

$$\lambda_s = L_{ss}i_s + L_{sr}i_r$$
(2)

the suffixes s and r denote the parameters associated with the stator winding and rotor winding, respectively. The parameters R and L denote the resistance and inductance of



Fig. 1. Schematic diagram of the stator winding and rotor winding for stator winding and rotor winding faults.



(a) Stator winding fault. Fig. 2. Frequency propagation.

the winding. The parameters v, i and  $\lambda$  represents the voltage, current and flux linkage, respectively.  $L_{ls}$  and  $L_{ms}$  indicate the leakage and magnetizing inductance of the winding, respectively. The self and mutual inductances are given in the appendix. From Equ. (1), the stator currents is expressed as below:

$$[i_{s}] = [R_{s}]^{-1} \{ [v_{s}] - \rho [\lambda_{s}] \}$$
(3)

# A. Relationship between Stator Winding Faults and the Stator Current

From Equ. (3), it is observed that the current in the stator winding depends on the stator winding resistance and flux linkage. The flux linkage of the stator winding depends on the self-inductance of the stator winding and the mutual inductance with the rotor winding Equ. (2). which is as expressed below [36]:

$$L_{ss} = \frac{\mu_0 \Re \pi l N_s^2}{2g} \tag{4}$$

$$L_{sr} = \frac{\mu_0 \Re \pi l N_s N_r}{4g} \tag{5}$$

Where,  $\mu_0$  and  $\Re$  represents the permeability of air and the mean radius of the air-gap, respectively. *l* and *g* denote the length of the rotor and the air-gap, respectively. From Eqns. (4) and (5) it is observed that the self and mutual inductances of the stator winding are proportional to the number of turns in the stator winding ( $N_s$ ). Therefore, from Eqns. (2)-(5), the stator current is a function of the number of turns in the stator winding.

$$i_s = f_1(N_s) \tag{6}$$

The *WRIM* frequency propagation of a stator winding fault is shown in Fig. 2(a). It is noticed that the  $3^{rd}$  order harmonic component represents the *CFFC* for a stator winding fault (due to stator winding asymmetry) [37]. Hence, during the stator winding fault condition, the  $3^{rd}$  order harmonic component is produced in the stator currents.

# B. Relationship between Rotor Winding Faults and the Stator Current

The stator current depends on the mutual inductance between the stator winding and the rotor winding from Eqns. (2)-(3). The mutual inductance between the stator winding and the rotor winding is proportional to the number of turns in the rotor winding  $(N_r)$ , as expressed in Equ. (5). Therefore, from Eqns. (2), (3) and (5) the stator current is a function of the number of turns in the rotor winding.

$$i_s = f_2(N_r) \tag{7}$$

The *WRIM* frequency propagation of a rotor winding fault is shown in Fig. 2(b). The  $3^{rd}$  order harmonic component of the slip frequency in the rotor current represents the *CFFC* for a rotor winding fault (due to rotor winding asymmetry), which is reflected as the  $(1\pm 2s)$  order *CFFC* in the stator currents. Therefore, the  $(1\pm 2s)$  order harmonic component represents the *CFFC* for a rotor winding fault in the stator currents [37].

# C. Relationship between Unbalanced Voltage and the Stator Current

From Equ. (3), the stator current depends on the supply voltage. Therefore, the stator current is a function of the supply voltage.

$$i_s = f_3(v_s) \tag{8}$$

An unbalance in the supply voltage produces negative sequence component which, produces the  $2^{nd}$  order *CFFC* in the stator currents. Hence, the  $2^{nd}$  order represents the *CFFC* for an unbalanced voltage.

# D. Relationship between Bearing Faults and the Stator Current

The electromagnetic torque in term of electrical quantities is expressed as [36]:

$$T_{em} = i_s \frac{\partial}{\partial \theta_r} L_{sr} i_r \tag{9}$$

The dynamic electromagnetic torque in terms of the rotor speed and damping coefficient is expressed below [38]:

$$T_{em} = T_m + J\rho\omega + B\omega \tag{10}$$

Where,  $\theta_r$ ,  $T_m$ , and J represents the rotor angular position, mechanical torque and moment of inertia of a rotor connected to a load, respectively. B and  $\omega$  denote the damping coefficient and instantaneous angular speed of the *WRIM*, respectively. The term  $J\rho\omega$  represents dynamic torque under the transient condition. From Eqns. (9)-(10), the stator current in term of the damping coefficient is expressed as below:

$$i_{s} = (T_{m} + J\rho\omega + B\omega) / (\frac{\partial}{\partial\theta_{r}} L_{sr} i_{r})$$
(11)

A failure in the bearings leads to an increase in the friction of the *WRIM* [38], which is further reflected in terms of the damping coefficient. Under the bearing failure condition the damping coefficient is increased. In order to supply the load demand, the stator current has to be increased. This means that the stator current is a function of the bearing failure *i.e.* the damping coefficient.

$$i_s = f_4(B) \tag{12}$$

Basically, there are four types of bearing faults *i.e.* ball faults, cage damage, and inner and outer raceway bearing faults. To verify the proposed technique, an outer raceway fault is considered (pit). The *CFFC* for outer raceway faults is expressed as below [34]:

$$f_o = \frac{n}{2} f_m [1 - \frac{BD}{PD} \cos \gamma]$$
(13)

Where, n and  $f_m$  represent the number of balls in the bearing and the mechanical frequency, respectively. *BD* and *PD* denote the ball diameter and bearing pitch diameter, respectively, while y indicates the ball contact angle.

#### E. Correction Factor

Under the healthy condition, the three phase stator current is balanced in terms of amplitude and phase as expressed below:

$$i_{sa} = I_m \sin(\omega t)$$
  

$$i_{sb} = I_m \sin(\omega t - 120^\circ)$$
  

$$i_{sc} = I_m \sin(\omega t - 240^\circ)$$
  
(14)

However, under the stator winding fault condition, the  $3^{rd}$  order harmonic component represents the *CFFC*. Under the healthy condition the  $3^{rd}$  order *CFFC* is present in the stator current due to winding asymmetry, which is expressed as below:

$$i_{sa_{sf}} = I_{ma_{sf}} \sin 3(\omega t)$$

$$i_{sb_{sf}} = I_{mb_{sf}} \sin 3(\omega t - 120^{\circ}) = I_{mb_{sf}} \sin 3(\omega t)$$

$$i_{sc_{sf}} = I_{mc_{sf}} \sin 3(\omega t - 240^{\circ}) = I_{mc_{sf}} \sin 3(\omega t)$$
(15)

From Equ. (15) it is noticed that the phase shift between the  $3^{rd}$  order harmonic components is not equal to 120. In addition, because of constructional asymmetry, the amplitude of the  $3^{rd}$  order *CFFC* for all of the phases are not the same. Therefore, under such conditions the stator fault Park's vector (*SFPV*) pattern is not circular in shape. In order to have a circular pattern, a correction factor is added to the amplitude and phase of the *CFFC* of the three phase stator currents. As a result, the amplitudes of the three phases are unity and the shift between them is 120. The  $3^{rd}$  order *CFFC* of the three phase stator currents after adding a correction factor is

expressed as below:

$$i_{sa_{sf}} = I_{ma_{sf}} \hat{I}_{a_{sf}} \sin(3\omega t + \phi_{a_{sf}})$$

$$i_{sb_{sf}} = I_{mb_{sf}} \hat{I}_{b_{sf}} \sin(3\omega t + \phi_{b_{sf}})$$

$$i_{sc_{sf}} = I_{mc_{sf}} \hat{I}_{c_{sf}} \sin(3\omega t + \phi_{c_{sf}})$$
(16)

Where,  $\hat{I}_{a_{s'}}$ ,  $\hat{I}_{b_{s'}}$  and  $\hat{I}_{c_{s'}}$  are the 3<sup>rd</sup> order harmonic amplitude correction factor in the *a*, *b* and *c* phases, respectively.  $\phi_{a_{s'}}$ ,  $\phi_{b_{s'}}$  and  $\phi_{c_{s'}}$  are the 3<sup>rd</sup> order harmonic phase correction factors in *a*, *b* and *c* phases, respectively. Similarly, the (1±2s) order harmonic component represents the *CFFC* for rotor faults. The (1±2s) order harmonic components for all of the stator currents after adding a correction factor are expressed as below:

$$i_{sa_{rf}} = I_{ma_{rf}} \hat{I}_{a_{rf}} \sin((1 \pm 2s)\omega t + \phi_{a_{rf}})$$

$$i_{sb_{rf}} = I_{mb_{rf}} \hat{I}_{b_{rf}} \sin((1 \pm 2s)\omega t + \phi_{b_{rf}})$$

$$i_{sc_{rf}} = I_{mc_{rf}} \hat{I}_{c_{rf}} \sin((1 \pm 2s)\omega t + \phi_{c_{rf}})$$
(17)

The  $2^{nd}$  order harmonic component represents the *CFFC* for an unbalanced voltage. The  $2^{nd}$  order harmonic components of the three phase stator currents after adding a correction factor is expressed below:

$$i_{sa_{uv}} = I_{ma_{uv}} \hat{I}_{a_{uv}} \sin(2\omega t + \phi_{a_{uv}})$$

$$i_{sb_{uv}} = I_{mb_{uv}} \hat{I}_{b_{uv}} \sin(2\omega t + \phi_{b_{uv}})$$

$$i_{sc_{uv}} = I_{mc_{uv}} \hat{I}_{c_{uv}} \sin(2\omega t + \phi_{c_{uv}})$$
(18)

 $\frac{n}{2} f_m [1 - \frac{BD}{PD} \cos \gamma]$  represents the *CFFC* for bearing faults.

The *CFFC* of the three phase stator currents after adding a correction factor are expressed as below:

$$i_{sa_{bf}} = I_{ma_{bf}} \hat{I}_{a_{bf}} \sin(\omega t + \phi_{a_{bf}})$$

$$i_{sb_{bf}} = I_{mb_{bf}} \hat{I}_{b_{bf}} \sin(\omega t + \phi_{b_{bf}})$$

$$i_{sc_{bf}} = I_{mc_{bf}} \hat{I}_{c_{bf}} \sin(\omega t + \phi_{c_{bf}})$$
(19)

Where, suffixes *sf*, *rf*, *uv* and *bf* represents parameters related to stator winding faults, rotor winding faults, unbalanced voltage and bearing faults, respectively.

# F. Relationship between Multiple Park's Vector, the Stator Current and the Proposed Algorithm

Two dimensional representations of the *CFFCs* of the three phase stator currents are used for the detection of stator winding faults, rotor winding faults, unbalanced voltage and bearing faults in the *WRIM*. The Park's vector transformation is expressed as below [10]:

$$i_{d} = \sqrt{\frac{2}{3}} i_{sa_{CFFC}} - \frac{1}{\sqrt{6}} i_{sb_{CFFC}} - \frac{1}{\sqrt{6}} i_{sc_{CFFC}}$$
(20)  
$$i_{q} = \frac{1}{\sqrt{2}} i_{sb_{CFFC}} - \frac{1}{\sqrt{2}} i_{sc_{CFFC}}$$



Fig. 3. Algorithm of the proposed technique.

From the above discussion, it is understood that the patterns of the Park's vector depend on the stator currents. In addition, from Eqns. (6), (7), (8) and (12), it is noticed that the stator current depends on the number of turns in the stator winding, the number of turns in the rotor winding, the supply voltage and the bearing health condition. Thus, the Park's vector pattern is a function of stator faults, rotor faults, supply voltage and bearing faults. Under healthy conditions, the Park's vector pattern is circular in shape. Whenever faults occurs in the WRIM, an additional frequency component is introduced in the stator currents. By continuously monitoring the Park's vector pattern of the corresponding CFFC, the health of the respective faults is identified. In the proposed technique, multiple faults are monitored by multiple Park's patterns. Hence, the proposed technique is referred to as Multiple Park's Vector technique (MPV).

The algorithm of the proposed technique is shown in Fig. 3. Where, SFPV, RFPV, UVPV and BFPV represent stator fault, rotor fault, unbalanced voltage and bearing fault Park's vectors, respectively. In the proposed technique, the CFFC for stator faults, rotor faults, bearing faults and unbalanced voltage are extracted from the three phase stator currents. The CFFC is unbalanced in amplitude and phase. Hence, to balance it, an amplitude and phase correction factor is added to it. The amplitude and phase correction factor of the CFFC is static with respect to the supply voltage and load condition. By using balanced CFFCs for each fault condition, three phase sine waves are generated. Thereafter, the Park's vector transformation is applied to convert the three phase quantity into a two phase quantity. By comparing instantaneous Park's vector patterns with reference Park's vector patterns, the



(b) Photograph of the laboratory test setup. Fig. 4. Experimental *WRIM*.

TABLE II	1			
DESIGN SPECIFICATION OF THE EXPERIMENTAL WRIM				
Parameters	Specification			
Power rating	7.5 hp			

Power rating	7.5 hp
Stator turns/coil	57 (342 turns/phase)
Rotor turns/coil	22 (220 turns/phase)
Bearing pitch diameter (PD)	46 mm
Ball diameter (BD)	9 mm
Number of balls ( <i>n</i> )	9
γ (assume)	$0^{0}$

health of the stator winding, rotor winding, unbalanced voltage and bearings can be identified.

## **III. EXPERIMENTAL SETUP**

The proposed technique is experimentally verified in the laboratory on a 4 pole, 400 V, 50 *Hz WRIM*. The detailed design specifications of the experimental *WRIM* are given in Table III. A functional diagram of the experimental setup and a laboratory test setup photograph of the *WRIM* are shown in Fig. 4(a) and Fig. 4(b), respectively. In order to have a stator winding fault, seven different tappings from the stator each phase winding are taken out externally. As a result, the fault severity level can be varied from 1 turn to 12 turns shorted. Similarly, in order to have a rotor winding fault, one tap of 8 turns from each of the rotor phase winding is taken out externally through extra sliprings. The winding faults are

performed externally on the *WRIM* by connecting an external rheostat of 0-50  $\Omega$ , 20 *A* to limit the circulating current *i.e.* to control the fault severity [38]. A *FAG* make 6206 bearing is used to support the rotor of the *WRIM*. The specifications of the bearing are given in Table III. To analyze a bearing outer race fault, the bearing is damaged by drilling into the outer race. In order to load the *WRIM*, a *DC* shunt generator is coupled to the experimental *WRIM*, which is further connected to a variable resistive load bank. A Tektronix *DSO* (*DPO* 3054) is used to monitor the experimental results. *LEM* make *LA-55P* current sensors are used to sense the stator currents. The proposed algorithm is implemented in LabView<sup>®</sup> software using a NI USB 6361 data acquisition system.

# IV. EXPERIMENTAL RESULTS

An analysis has been carried out in four parts, *i.e.* in the first part a stator fault, in second part a rotor fault, in third part unbalance voltage and last part bearing faults are analyzed. In this analysis, the *CFFC* for stator fault, rotor fault, unbalanced voltage and bearing faults are extracted from the stator currents. To have circular Park's vector patterns, a correction factor is added in the *CFFC*. By continuously monitoring the reference *SFPV*, *RFPV*, *UVPV* and *BFPV* and the corresponding instantaneous Park's vectors, the health of the stator winding, rotor winding, unbalanced voltage and bearing are monitored. The experimental results are validated with simulation results.

### A. Stator Winding Fault Analysis

The stator winding fault is one of the most commonly occurring faults in induction motors [4]. The three phase stator current FFT spectrums under healthy and 12 turns shorted in the stator a phase winding are shown in Fig. 5(a), Fig. 5(b) and Fig. 5(c). It is noticed that, the 3<sup>rd</sup> order frequency component shows a significant variation. This means that the 3<sup>rd</sup> order frequency component represents the CFFC for stator faults. However, the variation of the 3<sup>rd</sup> order frequency component in the *a* phase stator current is greater when compared to the other phases. This confirms that a stator winding fault has occurred in the stator a phase winding. A 3<sup>rd</sup> order frequency component phasor diagram of three phase stator currents under the healthy condition is shown in Fig. 5(d). In this figure, the dotted line represent the healthy condition without a correction factor, and the continuous line represents with a correction factor. This shows that the 3<sup>rd</sup> order frequency component is unbalanced in amplitude and phase. Therefore, under such conditions, the SFPV pattern is not circular in shape. In order to get a circular SFPV pattern, amplitude and phase correction is added in it. The amplitude and phase correction factor for the  $3^{rd}$  order *CFFC* of three phase stator currents are given in Table IV. The phasor diagram after adding correction is



Fig. 5. Experimental stator current FFT spectrum under the healthy condition and 12 turns shorted in the stator a phase winding at the rated load and voltage conditions and (d) a phasor diagram of the 3<sup>rd</sup> order CFFC of the three phase stator currents under the healthy condition with and without a correction factor.



Fig. 6. Experimental SFPV patterns of the three phase stator current  $3^{rd}$  order frequency components under: (a) healthy and 2, 6, 12 turns shorted in the stator *a* phase winding; (b) healthy and 12 turns shorted in each phase of the stator winding at the rated load and voltage conditions.

shown in Fig. 5(d). It can be observed that the three phase  $3^{rd}$  order frequency components are balanced in amplitude and phase. Hence, the *SFPV* pattern of the corresponding vectors is circular in shape, as shown in Fig. 6(a).

When 12 turns of the stator *a* phase winding are shorted, this leads to a change in the amplitude and phase of the three phase stator currents  $3^{rd}$  order *CFFC*. The *SFPV* pattern of the corresponding  $3^{rd}$  order *CFFC* become elliptical in shape, as shown in Fig. 6(a). The *SFPV* pattern of the  $3^{rd}$  order *CFFC* three phase stator currents for 2 and 6 turns shorted in the stator *a* phase winding are shown in Fig. 6(a). This

TABLE IV Amplitude and Phase Correction Factor for the 3rd Order Frequency Component

$\hat{I}_{a_{\rm sf}}$	$\phi_{a_{sf}}$ ,	$\hat{I}_{b_{sf}}$	$\pmb{\phi}_{\!\scriptscriptstyle b_{\!\scriptscriptstyle s\!f}}$	$\hat{I}_{c_{\rm sf}}$	$\phi_{c_{sf}}$
1/0.126	-74.83	1/0.266	13.6	1/0.1	-19.1
=7.937		=3.759		=10	



Fig. 7. Experimental stator current FFT spectrum under the healthy condition and 8 turns shorted in the rotor *a* phase winding at the rated load and voltage conditions: (d) phasor diagram of the (1+2s) order CFFC of the three phase stator currents under the healthy condition with and without a correction factor at *s*=0.2 and (e) RFPV patterns for 8 turns shorted in the rotor *a* phase winding at 1 *pu*, 0.75 *pu* and 0.5 *pu* fault severities under the rated load and voltage conditions.

reveals that as the stator winding fault severity level increases, the amplitude of the major axis of the *SFPV* is increased and the amplitude of the minor axis of the *SFPV* is decreased. Thus, the difference between major and minor axis of the *SFPV* represents the stator winding fault severity. The *SFPV* pattern for 12 turns shorted in each of the phase stator windings are shown in Fig. 6(b). It is noticed that the orientation of the *SFPV* pattern for a stator winding fault in each phase is different. Thus, the orientation of the SFPV pattern represents the stator winding fault location (*i.e.* faulty phase).

### B. Rotor Winding Fault Analysis

The rotor winding fault is one of the most commonly occurring faults in induction motors [4]. The three phase stator current FFT spectrum under the healthy condition and 8 turns shorted in the rotor *a* phase winding are shown in Fig.

TABLE V Amplitude and Phase Correction Factor for the (1+2s) Order Frequency Component at s=0.2

$\hat{I}_{a_{r\!f}}$	$\phi_{a_{rf}}$ ,	$\hat{I}_{b_{r\!\prime}}$	$\phi_{b_{rf}}$	$\hat{I}_{c_{r\!f}}$	$\phi_{c_{rf}}$
1/0.071	-43.3	1/0.079	-3.59	1/0.04	-21.29
=14.09		=12.66		=25	

7(a), Fig. 7(b) and Fig. 7(c). It is noticed that the  $(1\pm 2s)$  order frequency component shows a significant variation. This means that the  $(1\pm 2s)$  order frequency component represents the CFFC for rotor faults. However, the variations of the (1+2s) order frequency component of the stator currents in all of the phases are almost same. This is due to the fact that the air-gap stator and rotor windings are not tightly coupled. A  $(1\pm 2s)$  order CFFC phasor diagram of the three phase stator currents under the healthy condition is shown in Fig. 7(d). It reveals that the  $(1\pm 2s)$  order frequency component is unbalanced in amplitude and phase. Therefore, the RFPV pattern is not circular in shape. In order to get a circular RFPV pattern, an amplitude and phase correction factor needs to be added. The amplitude and phase correction factors for the (1+2s) order CFFC of each of the phase stator currents are given in Table V. The phasor diagram after adding a correction factor is shown in Fig. 7(d). It can be observed that the three phase  $(1\pm 2s)$  order CFFC is balanced in amplitude and phase. Hence, the RFPV pattern of the corresponding vectors is circular in shape, as shown in Fig. 7(e).

8 turns of the rotor *a* phase winding are shorted, which leads to changes in the amplitude and phase of the three phase stator currents  $(1\pm 2s)$  order CFFC. The RFPV of the corresponding  $(1\pm 2s)$  order CFFC becomes elliptical in shape, as shown in Fig. 7(e). The winding fault severity level is varied by varying the winding fault resistance, which further controls the fault circulating current, which controls the fault severity level. The RFPV of the (1+2s) order CFFC three phase stator currents for 8 turns shorted in the rotor a phase winding at 1 pu, 0.75 pu and 0.5 pu fault severity levels, are shown in Fig. 7(e). This reveals that when the rotor winding fault severity level decreases, the size of the RFPV is decreased. Thus, the size of the RFPV represents the rotor winding fault severity level. The RFPV is also analyzed for winding faults in the *b* phase and *c* phase rotor windings. However, the similar results are noticed as those of a winding fault in the rotor *a* phase.

#### C. Unbalanced Voltage Analysis

The unbalanced voltage in power systems is a common problem at the distribution level. The three phase stator current *FFT* spectrum under the healthy condition and 3% unbalanced voltage are shown in Fig. 8(a), Fig. 8(b) and Fig. 8(c). It is noticed that, the  $2^{nd}$  order frequency component shows a significant variation. This means that the  $2^{nd}$  order frequency component represents the *CFFC* for unbalanced voltage. However, the variation of the  $2^{nd}$  order frequency



Fig. 8. Experimental stator current FFT spectrum under the healthy condition and a 3% unbalanced voltage at the rated load conditions: (d) phasor diagram of the  $2^{nd}$  order CFFC of the three phase stator currents under the healthy condition with and without a correction factor and (e) UVPV patterns of the  $2^{nd}$  order CFFC three phase stator current under the healthy condition and 3%, 5% and 8% unbalanced voltages.

component of the stator *a* phase current is greater when compared to the others. As a result, the voltage amplitude of the stator *a* phase is greater when compared to the other phases. A 2<sup>nd</sup> order CFFC phasor diagram of the three phase stator currents under the healthy condition is shown in Fig. 8(d). This reveals that the  $2^{nd}$  order *CFFC* is unbalanced in amplitude and phase. Therefore, the UVPV pattern is not circular in shape. In order to get a circular UVPV pattern, a amplitude and phase correction factor needs to be added. The amplitude and phase correction factor for the 2<sup>nd</sup> order CFFC of the three phase stator current is given in Table VI. A phasor diagram after adding the correction factor is shown in Fig. 8(d). It can be seen that the three phase  $2^{nd}$  order frequency components are balanced in amplitude and phase. Hence, the UVPV pattern of the corresponding vectors is circular in shape, as shown in Fig. 8(e).

Under the unbalanced voltage condition, the amplitude and phase of the three phase stator current  $2^{nd}$  order *CFFC* changes. Therefore, the *UVPV* pattern of the corresponding  $2^{nd}$  order *CFFC* become elliptical in shape, as shown in Fig. 8(e). The *UVPV* for a 3% unbalanced voltage at a higher *a* phase voltage, a 5% unbalanced voltage at a higher *b* phase voltage, and a 8% unbalanced voltage at a higher *c* phase voltage are shown in Fig. 8(e). This shows that when the amount of unbalanced voltage increases, the amplitude of the *UVPV* major axis is increased and amplitude of the *UVPV* minor axis is decreased. Thus, the difference between the

TABLE VI Amplitude and Phase Correction Factor for the 2rd Order Frequency Component



Fig. 9. Experimental stator current FFT spectrum under the healthy condition and the outer raceway bearing damaged at the rated load conditions: (d) phasor diagram of the bearing fault CFFC of the three phase stator currents the under healthy condition with and without a correction factor and (e) BFPV patterns under the healthy condition and the outer raceway bearing damaged at the rated load and voltage conditions.

major and minor axis of the UVPV represents the level of the unbalance in the supply voltage. From the UVPV pattern it can also be seen that the orientation of the UVPV pattern for an unbalanced voltage at the *a* phase, *b* phase and *c* phase higher voltage is different. Thus, the orientation of the UVPV pattern represents the *a* phase, which has a higher voltage.

## D. Bearing Fault Analysis

A bearing fault is the most frequently occurring fault in induction motors [4]. The three phase stator current *FFT* spectrum under the healthy condition and the bearing fault condition (outer raceway damaged) are shown in Fig. 9(a), Fig. 9(b) and Fig. 9(c). It can be noticed that the 81.45 *Hz* ( $3.62xf_m$  at s=0.1) frequency component shows a significant variation. This means that the 81.45 *Hz* frequency component represents the CFFC for a bearing fault. However, a variation of the 81.45 *Hz* frequency component of the three phase stator currents are almost the same. This is due to the fact that the bearing is rotating with respect to the stator winding. A 81.45 *Hz CFFC* phasor diagram of the three phase stator currents the under healthy condition is shown in Fig. 9(d).

TABLE VII Amplitude and Phase Correction Factor for the Bearing Faults CFFC

$\hat{I}_{a_{bf}}$	$\phi_{a_{bf}}$ ,	$\hat{I}_{b_{bf}}$	$\pmb{\phi}_{\!\scriptscriptstyle b_{\!\scriptscriptstyle b\!f}}$	$\hat{I}_{c_{bf}}$	$\phi_{c_{bf}}$
1/0.025	18.97	1/0.071	-138.5	1/0.035	-114.3
=40		=14.085		=28.571	

TABLE VIII
COMPARISON OF THE EXPERIMENTAL AND SIMULATION AREA OF
THE SFPV, RFPV, UVPV AND BFPV UNDER THE RATED LOAD
AND NO LOAD CONDITIONS

Types of	Severity	Ra	ted load	No	No load	
faults	of fault	Expt.	Simu.	Expt.	Simu.	
		Area	Area	Area	Area	
		$(A^2)$	$(A^2)$	$(A^2)$	$(A^2)$	
	Healthy	3.14	3.14	3.14	3.14	
	2T	3.302	3.353	3.399	3.483	
	4T	3.432	3.566	3.489	3.826	
Stator	6T	3.541	3.779	3.682	4.169	
	8T	3.874	3.992	3.947	4.512	
	10T	4.082	4.205	4.123	4.855	
	12T	4.315	4.423	5.199	4.396	
	0.5 PU	43.895	45.207	44.89	46.128	
Rotor 8T	0.75 PU	114.14	116.423	118.7	120.28	
shorted	1 PU	222.57	224.78	229.2	231.59	
Unbalanc	3%	4.351	4.437	4.524	4.573	
ed	5%	3.13	3.193	3.236	3.439	
Voltage	8%	3.424	3.842	3.475	3.42	
Bearing	Outer	402.32	404.24	409.3	407.65	
_	raceway					

This reveals that the 81.45 Hz *CFFC* is unbalanced in amplitude and phase. Therefore, the *BFPV* pattern is not circular in shape. In order to get a circular *BFPV* pattern, a amplitude and phase correction factor needs to be added. The amplitude and phase correction factor for a 81.45 Hz *CFFC* of the three phase stator current is given in Table VII. A phasor diagram after adding a correction factor is shown in Fig. 9(d). It can be observed that the three phase 81.45 Hzfrequency components are balanced in amplitude and phase. Hence, the *BFPV* pattern of the corresponding vectors is circular in shape, as shown in Fig. 9(e). Under the faulty bearing condition, the amplitude and phase of the three phase stator current 81.45 Hz *CFFC* changes. Therefore, the *BFPV*  pattern of the corresponding 81.45 *Hz CFFC* becomes elliptical in shape, as shown in Fig. 9(e).

## E. Comparison of Experimental and Simulation Results

Experimental and simulation results of the SFPV, RFPV, UVPV and BFPV area under the rated load and no load conditions are given in Table VIII. The proposed experimental system is analyzed in MATLAB<sup>®</sup>. It can be observed that since the severity of the stator winding and rotor winding faults increase, the area of SFPV and RFPV are increased. In case of unbalanced voltage, when percentage of the unbalance increases, the area of the UVPV is decreased. From this, it can be concluded that the severity of a fault does not always depend on the area of the Park's vector. It depends on the difference between the major and minor axis. From this comparison, it can also be noticed that when the load WRIM increases, the area of SFPV, RFPV, UVPV and BFPV decrease. Therefore, the severity of the faults is decreased when the load on the WRIM increases. This is due to the fact that when the load on the WRIM increases, only the amplitude of the positive sequence increases when the amplitude of the negative sequence is constant. Hence, the difference between the positive and negative components is comparatively decreased. Thus, the severity of the faults decreased. The trend of the experimental results nearly matches the trend of the simulation results. Therefore, the proposed technique is verified by simulation results.

#### V. CONCLUSIONS

This paper introduced a new on-line and non-invasive approach for the detection of stator winding faults, rotor winding faults, unbalanced voltage and bearing faults. The *SFPV*, *RFPV*, *UVPV* and *BFPV* have been analyzed experimentally and simulated under healthy and faulty operating conditions. The instantaneous *SFPV*, *RFPV*, *UVPV* and *BFPV* are compared with the reference *SFPV*, *RFPV*, *UVPV* and *BFPV*. Based on the amount of deviation, the severity level of the fault is identified. Based on the orientation of the *SFPV*, the stator winding fault location is

## APPENDIX

$$\mathbf{L}_{ss} = L_{ls} \begin{bmatrix} (1-\alpha) & 0 & 0 & 0 \\ 0 & \alpha & 0 & 0 \\ 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 1 \end{bmatrix} + L_{ms} \begin{bmatrix} (1-\alpha)^2 & \alpha(1-\alpha) & -(1-\alpha)/2 & -(1-\alpha)/2 \\ \alpha(1-\alpha) & \alpha^2 & -\alpha/2 & -\alpha/2 \\ -(1-\alpha)/2 & -\alpha/2 & 1 & -1/2 \\ -(1-\alpha)/2 & -\alpha/2 & -1/2 & 1 \end{bmatrix}$$
$$\mathbf{L}_{sr} = L_{sr} \begin{bmatrix} (1-\alpha)\cos\theta_r & (1-\alpha)\cos(\theta_r + 2\pi/3) & (1-\alpha)\cos(\theta_r - 2\pi/3) \\ \alpha\cos\theta_r & \alpha\cos(\theta_r + 2\pi/3) & (1-\alpha)\cos(\theta_r - 2\pi/3) \\ \cos(\theta_r - 2\pi/3) & \cos\theta_r & \cos(\theta_r + 2\pi/3) \\ \cos(\theta_r + 2\pi/3) & \cos(\theta_r - 2\pi/3) & \cos\theta_r \end{bmatrix}$$

identified. Experimental results are compared with simulation results and it is observed that the trend of the experimental results is nearly matching with the simulation results. Thus, the proposed technique is validated. The advantages of the proposed fault detection technique is that it is immune to unbalanced voltage and multiple faults.

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