



Novel scheme for enhancement of fault ride-through capability of doubly fed induction generator based wind farms

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ARTICLE INFO

Article history:

Received 14 April 2010

Accepted 15 January 2011

Available online 24 March 2011

Keywords:

Doubly fed induction generator (DFIG)

Fault ride-through (FRT)

Low voltage ride-through (LVRT)

Zero voltage ride-through (ZVRT)

Rotor speed stability

Variable speed wind turbine

ABSTRACT

Enhancement of fault ride-through (FRT) capability and subsequent improvement of rotor speed stability of wind farms equipped with doubly fed induction generator (DFIG) is the objective of this paper. The objective is achieved by employing a novel FRT scheme with suitable control strategy. The proposed FRT scheme, which is connected between the rotor circuit and dc link capacitor in parallel with Rotor Side Converter, consists of an uncontrolled rectifier, two sets of IGBT switches, a diode and an inductor. In this scheme, the input mechanical energy of the wind turbine during grid fault is stored and utilized at the moment of fault clearance, instead of being dissipated in the resistors of the crowbar circuit as in the existing FRT schemes. Consequently, torque balance between the electrical and mechanical quantities is achieved and hence the rotor speed deviation and electromagnetic torque fluctuations are reduced. This results in reduced reactive power requirement and rapid reestablishment of terminal voltage on fault clearance. Furthermore, the stored electromagnetic energy in the inductor is transferred into the dc link capacitor on fault clearance and hence the grid side converter is relieved from charging the dc link capacitor, which is very crucial at this moment, and this converter can be utilized to its full capacity for rapid restoration of terminal voltage and normal operation of DFIG. Extensive simulation study carried out employing PSCAD/EMTDC software vividly demonstrates the potential capabilities of the proposed scheme in enhancing the performance of DFIG based wind farms to fault ride-through.

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1. Introduction

The use of renewable energy sources for electric power generation is gaining importance in order to reduce global warming and environmental pollution, in addition to meeting the escalating power demand of the consumers. Among various renewable energy technologies, grid integration of wind energy electric conversion system is being installed in huge numbers due to their clean and economical energy conversion [1]. Recent advancements in wind turbine technology and power electronic systems are also more instrumental for the brisk option of grid integration of wind energy conversion system [2]. Doubly fed induction generator (DFIG) based wind turbines offer more advantages such as operation over wide range of rotor speeds, four-quadrant active and reactive power control capabilities with improved efficiency compared to other wind turbine technologies [3–6]. With back to back pulse width modulated (PWM) converters connected in the rotor circuit of induction machine known as rotor side converter (RSC) and grid side converter (GSC), independent control of real power/speed and reactive power can be achieved by employing vector control method [6]. The main advantage of DFIG is that the con-

verters carry only a fraction (25–30%) of the total power; hence the losses in the power electronic converters and their cost are considerably less.

In the past, the protection requirements of wind turbines were focused on safe-guarding the turbines themselves. When the network suffers any transient disturbance such as voltage sag or short circuit fault, the wind turbine generators are usually disconnected from the grid as soon as the occurrence of voltage dip in the range of 70–80%. However, with large integration of wind generators in the power system network, loss of considerable part of wind generators following a transient disturbance is not preferable. Tripping of numerous wind generators during transient disturbance can further risk the stability of power system thereby contributing to amplification of the effect of the disturbance that has originated. According to recent grid code requirement [7,8], wind generators should remain connected and actively support the grid during network fault or any other transient disturbance. Therefore, it has become inevitable for existing and new upcoming wind generators to be equipped with “fault ride-through (FRT) or low voltage ride-through (LVRT) or zero voltage ride-through (ZVRT) schemes” to avoid their disconnection from the power system network during grid faults. Moreover, FRT is extremely important for maintaining system reliability and voltage stability, especially in areas where concentration of wind power generation facilities are high.

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As a result of grid fault, the DFIG terminal voltage drops to a very low value, which is accompanied with increased stator current. The stator disturbance is further transmitted to the rotor because of magnetic coupling between the stator and rotor, thereby resulting in high transient rotor current. As the stator–rotor turns ratio of DFIG is chosen according to the desired variable speed range, it may not be possible to obtain the required rotor voltage from RSC to control high rotor current during grid faults. Current control techniques are usually adopted to limit the rotor current, which however leads to high voltage at the converter terminals that may harm the RSC.

The traditional method to protect the RSC of DFIG is to short circuit the rotor windings using a “thyristor crowbar” circuit [9,10]. Thyristor crowbar is usually made of anti-parallel thyristors or a diode bridge with anti-parallel thyristors and additional resistors if any needed. The external resistors are deployed to reduce the rotor current on fault occurrence and the reactive power requirement of the induction machine on fault clearance [11]. The thyristor crow bar is enabled and signals to RSC are blocked whenever the rotor current exceeds its limit. The crowbar and RSC recover to the pre-fault condition after the terminal voltage is restored above certain value following fault clearance. Hansen and Michalke have utilized power factory DIgSILENT, a power system simulation toolbox, to study the FRT capability of wind turbines [11]. A supplementary damping controller to damp the torsional oscillations in the wind turbine shaft that may affect the converter operation during grid faults was investigated. In addition, criteria for selection of size of crowbar resistance based on the parameters namely rotor current, electromagnetic torque and reactive power were demonstrated. The results of the analysis show that a small value of crow bar resistance causes high rotor current and torque transient peaks at the fault moment. A high value of crow bar resistance can however imply a risk of excessive transients in rotor current, electromagnetic torque and reactive power at the instant of removal of crowbar circuit. In [12], a soft transition from transient condition to normal operation with thyristor crowbar circuit is attempted by setting the reference values for the controllers equal to the values of currents at the moment of fault clearance. These values are then slowly ramped up to the required reference values. In spite of the above, with thyristor crowbar scheme, transients could not be avoided at the resumption of normal operation.

Seman et al. have proposed an active crowbar circuit employing fully controllable bidirectional switches to protect the converters of DFIG [13]. The operation of active crow bar is controlled by dc link voltage. However, the dc link voltage alone is not a suitable candidate for the control of active crow bar circuit as it does not reflect the increase in rotor current under all situations. An additional anti-parallel thyristor switch in the stator circuit to limit the stator current subsequent to the instant of fault clearing was proposed in [14]. This method requires an additional switch with the rating of stator circuit and also it disconnects the stator winding during fault and completely interrupts stator active power generation. The impediment situation in all the above solution methods is troublesome evacuation of heat generated in the resistors of the crowbar circuit for a long-duration voltage sag or interruption. Moreover, the speed deviation that is resulted by a grid disturbance could not be averted in both thyristor and active crowbar FRT schemes. Hence with the above schemes, the reactive power requirement of DFIG at the instant of fault clearance is higher than the pre-fault value.

In this paper, a novel FRT scheme is proposed. In this scheme, the input mechanical energy of the wind turbine during grid fault is stored and utilized at the moment of fault clearance, instead of being dissipated in the resistors of the crowbar circuit as in the existing FRT schemes. The proposed FRT scheme, which is

connected between the rotor circuit and dc link capacitor in parallel with RSC, consists of an uncontrolled rectifier, two sets of IGBT switches, a diode and an inductor. As these components are rated for rotor circuit power ratings, the proposed scheme is cost-effective.

The objective of the proposed scheme which employs minimal additional hardware components and simple control technique for successful fault ride-through of DFIG are:

- Satisfactory performance and compliance with grid code requirements.
- Protection of generator converters against over-current and dc link capacitor against excessive over-voltage.
- Enhancing the stability of DFIG by damping speed deviations and electromagnetic torque fluctuations.
- Reduction of reactive power requirement of DFIG with rapid reestablishment of terminal voltage at fault clearance.

The rest of the paper is organized into following sections. Basic control structure and operation of DFIG is briefly presented in the next section. In Section 3, the proposed FRT scheme with a suitable control technique for performance enhancement of DFIG is presented. An extensive analysis and performance evaluation of proposed FRT scheme under severe symmetrical grid fault condition at the generator terminals is carried out by simulation using PSCAD/EMTDC software, which is presented in Section 4. The imperative results obtained with the proposed FRT scheme are included in the concluding remark.

2. Basic control structure and operation of DFIG

The basic control structure of DFIG is shown in Fig. 1. The wind turbine drives the rotor of DFIG through a set of low/high speed gear box mechanical system. The stator of the DFIG is directly connected to the grid through a step up transformer, while the rotor is connected to the grid through back to back insulated gate bipolar junction transistor (IGBT) pulse width modulated (PWM) converters with a common dc link capacitor. In the present analysis, the entire system is modeled in a synchronously rotating d-q reference frame for achieving decoupled control of real and reactive powers of DFIG. Since the objective of this paper is primarily to enhance the FRT capabilities of DFIG, the authors suggest the readers to refer to the past literatures [6,15–18], for computer modeling of DFIG.

During normal operation, GSC principally maintains dc link capacitor voltage constant regardless of the direction and magnitude of the rotor power. As the converters are rated for a small fraction of generator rating, the reactive power reference is set to zero. However, reactive power controllability will be useful during the process of voltage reestablishment for a duration while RSC remains blocked after a grid fault has been cleared [15–16]. The RSC performs independent control of speed/real power, reactive power between DFIG and the grid, by means of rotor current regulation employing two stage controllers. Thus, DFIG can be operated at any desired power factor by injecting small reactive power into the rotor circuit using RSC. These features make DFIG, a versatile electrical machine for grid integration of wind power generation facilities. In this paper, in order to substantiate the performance of the proposed FRT scheme, DFIG is considered to operate at unity power factor.

3. Proposed FRT scheme

The structure of proposed FRT scheme, which is connected between the rotor circuit and dc link capacitor in parallel with RSC

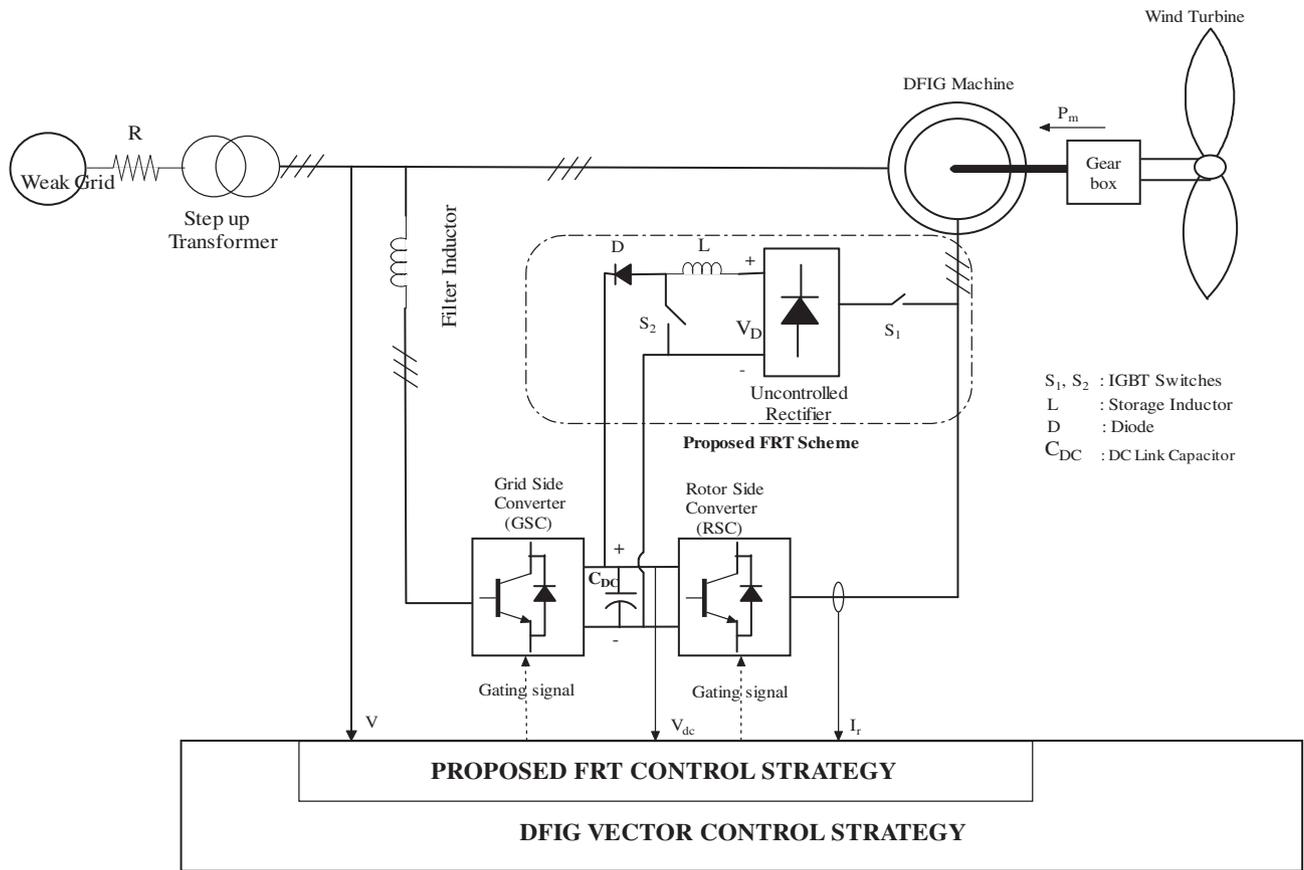


Fig. 2. Proposed fault ride-through scheme and control for DFIG.

Table 1 Sequence and mode of operation of proposed FRT scheme.

On fault occurrence (Mode-1)	On fault clearance (Mode-2)
<ul style="list-style-type: none"> • If the rotor current exceeds the permissible limit, block gating signals to the RSC • Measure the terminal voltage and compute the voltage dip (ΔV) • If either the voltage dip (ΔV) is more than the threshold value or dc link voltage level exceeds its limit, connect the proposed FRT scheme by closing the switches S_1 and S_2 • After initial rotor current transients die out, restore gating signals to RSC when the rotor current reduces below the permissible limit • Input mechanical energy of the wind turbine is stored in inductor L of the proposed FRT scheme through uncontrolled rectifier and switches S_1 and S_2 	<ul style="list-style-type: none"> • Measure the terminal voltage and compute the voltage dip (ΔV) • If the voltage dip (ΔV) is less than the threshold value, disconnect the FRT scheme by opening the switches S_1 and S_2 • The stored electromagnetic energy in the inductor is transferred into the dc link capacitor

IGBT Switches S_1 and S_2 are closed

IGBT Switches S_1, S_2 are open

very high value of R_{cw} can imply a risk of excessive transients in rotor current, torque and reactive power while removing the crowbar [11]. Similarly, if the inductor size is too small, the entire mechanical energy of the wind turbine during the transient period cannot be stored. Large inductor size will make the scheme bulky and costly. Considering the correct choice of R_{cw} obtained for an existing DFIG machine, a procedure is presented in this section to acquire an initial guess for the choice of storage inductor L .

In the proposed FRT scheme, in order to achieve a performance equivalent to that of the active crowbar scheme, the energy content of the storage inductor should be at least equal to the energy

dissipation capacity of the crowbar resistor R_{cw} in active crowbar scheme. With this hypothesis, the size of storage inductor is computed as follows.

Neglecting switching losses in the power electronic devices, the energy dissipated in the resistor R_{cw} of an active crowbar FRT scheme during the fault event is given by

$$E_{cw} = I_{rdc}^2 R_{cw} t_f \tag{1}$$

where I_{rdc} is the Rectified Rotor current (A); R_{cw} , the Crowbar resistance (Ω) and t_f is the Fault duration (s).

During same fault duration, the energy required to be stored in inductor L , employing the proposed FRT scheme is given by

$$E_L = \frac{1}{2} L i_{rdc}^2 \quad (2)$$

where L is storage inductor (H).

Based on the hypothesis, the capacity of energy content of the inductor should be greater than or at least equal to the dissipation capacity of the resistors R_{cw} in the crowbar FRT scheme, i.e.

$$E_L \geq E_{cw} \quad (3)$$

Thus, from (1)–(3),

$$\frac{1}{2} L i_{rdc}^2 \geq I_{rdc}^2 R_{cw} t_f \quad (4)$$

From (4), the choice of inductor size is computed as,

$$L \geq 2 R_{cw} t_f \quad (5)$$

Equation (5) is a good starting point for selection of the inductor size in the proposed FRT scheme.

4. Simulation study

The detailed simulation study and performance evaluation of the proposed FRT scheme have been dealt in this section. A 10 MW DFIG machine connected to weak power system network is simulated using PSCAD/EMTDC software. The machine parameters are given in the Appendix A. A symmetrical grid fault is simulated at 3s and sustained for a period of 250 ms, a duration during which the wind turbine is required to remain connected and operational as per grid code requirement. Owing to large mechanical time constant of wind turbine, the variations in wind speed during the fault event is ignored. The permissible limit considered on dc link voltage, V_{dc_limit} , is 1.5 times the rated value (1 kV) and rotor current limit, I_r_limit , is 2.0 p.u. The threshold value of voltage dip for the operation of proposed FRT scheme is 0.15 p.u.

The performance of the proposed FRT scheme for a severe symmetrical grid fault condition, where the terminal voltage goes down to zero volt as shown in Figs. 3 and 4, is compared with existing FRT schemes such as short-circuited rotor and active crowbar schemes. The proposed one is expected to perform as ZVRT scheme. In simulating active crowbar circuit, the crowbar resistance (R_{cw}) is chosen as 0.76Ω ($R_{cw} = 20 R_r$, where R_r is the rotor resistance) as recommended in [20] and utilized in [21]. As wind generators are expected to be disconnected from the grid for fault duration longer than $t_f = 0.25$ s [7,8], the size of the inductor utilized in the proposed scheme is computed as follows:

$$R_{cw} = 20 R_r; t_f = 0.25 \text{ s}; \text{ Using (5), } L \geq 2 R_{cw} t_f; L \geq 0.38 \text{ H.}$$

Therefore, an inductor of $L = 0.50$ H is chosen for the simulation study.

Using the selected value of inductor, the performance comparison of the proposed FRT scheme with short-circuited rotor and active crowbar FRT schemes is presented in the following subsection based on rotor speed deviation, restoration of terminal voltage, dc link voltage, and electromagnetic torque fluctuations, active and reactive powers of DFIG. The simulation results are presented in Figs. 3–9 (readers are requested to use color print for better understanding).

4.1. Comparison of proposed FRT scheme with other FRT schemes

With short-circuited rotor scheme, the terminal voltage dip causes high stator and rotor current transients, leading to blocking of gating signals to RSC. Consequently, due to demagnetization the average electromagnetic torque becomes zero as shown in Fig. 5. This torque unbalance causes a considerable and continuous increase in speed (from 1.28 p.u. to 1.39 p.u.) as observed in Fig. 6. The dc link voltage rises slightly between the two instants- blocking of RSC and triggering of crowbar circuit. From the instant of crowbar triggering, the dc link capacitor starts discharging and GSC acts to regulate the dc link voltage back to its reference value as seen from Fig. 7. After the clearance of fault at 3.25 s and subsequent to removal of crowbar circuit at 3.31 s, the dc link voltage reaches the set point value. The generator behaves as squirrel cage induction machine and draws reactive power for its magnetization until the crowbar circuit is removed and signals to RSC are restored. Moreover, due to high speed deviation at the end of fault, large amount of reactive power is drawn by DFIG for magnetization which is clearly evident from Fig. 8. Thus the recovery process of the terminal voltage is unduly delayed as observed from Fig. 4. Consequently large fluctuations in electromagnetic torque and power oscillations that have resulted are shown in Figs. 5 and 9.

In order to improve the performance obtained with short-circuited rotor scheme, active crowbar FRT scheme was employed in the past. By increasing the rotor resistance at the instant of fault clearing, rotor speed deviation and reactive power requirement of induction machine following any grid disturbance can be substantially reduced [11,19]. This concept forms the basis for active crowbar resistor schemes. Therefore, the performance of DFIG depends on the size of crowbar resistor, which in turn depends on the machine size. In this paper, crowbar resistance of $R_{cw} = 0.76 \Omega$ is considered. As expected, the performance of DFIG with active crowbar FRT scheme is better than that of short-circuited rotor scheme in view of speed deviation (from 1.28 p.u. to 1.37 p.u.) and reactive power requirement of DFIG at the instant of fault clearing as shown in Fig. 6 and Fig. 8 respectively. However, it can be observed from Fig. 5 that demagnetization and subsequent electromagnetic torque reduction during the fault period could not be averted. On fault clearance, fluctuations in electromagnetic

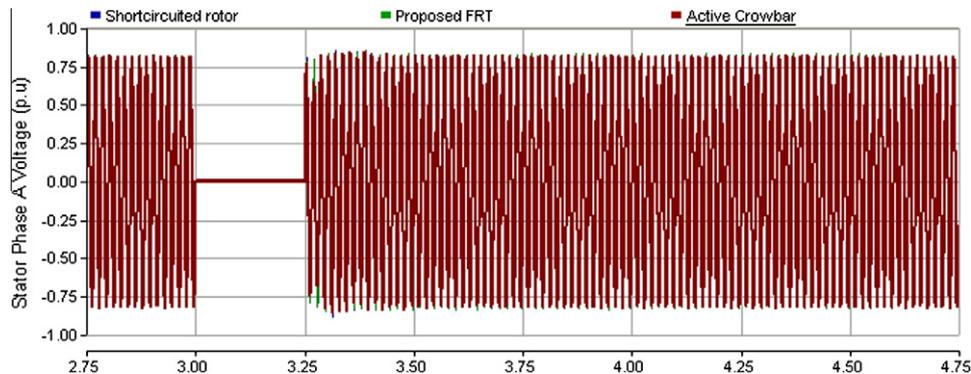


Fig. 3. Instantaneous stator phase voltage.

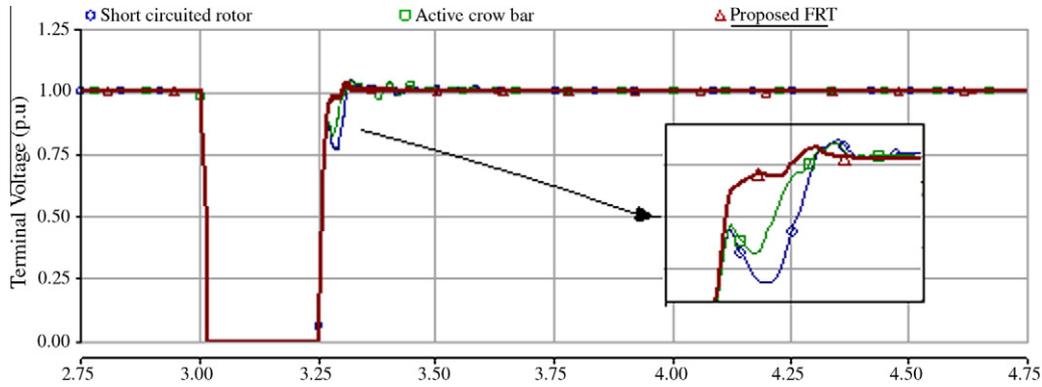


Fig. 4. DFIG terminal voltage.

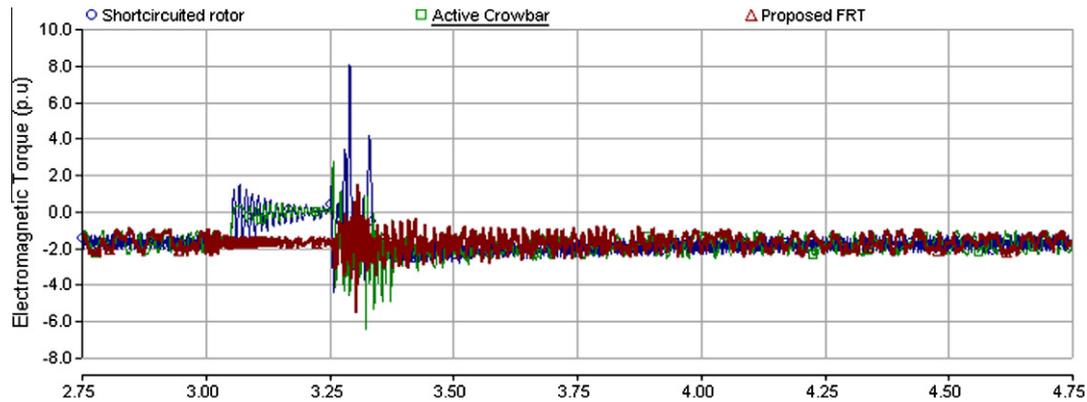


Fig. 5. Electromagnetic torque.

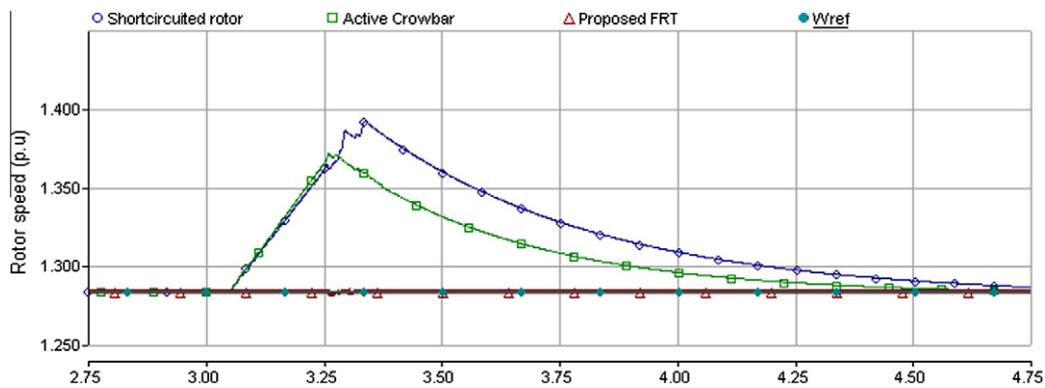


Fig. 6. Rotor speed.

torque and power are observed as expected; however their magnitudes are slightly less compared to short-circuited rotor scheme.

In this scheme, the input mechanical energy from the wind turbine is dissipated as heat in the crowbar circuit during the fault period. Hence, this method needs to confront the troublesome evacuation of heat generated in the resistors of the crowbar circuit during severe faults [16]. Therefore, an attempt is made in this paper employing a simple additional circuitry instead of resistor crowbar circuit to temporarily store the input mechanical energy of the wind turbine during the fault period and subsequently utilize the same for charging of DC link capacitor on fault clearance.

The sequence of operation of the proposed FRT scheme is discussed in Section 3. In response to grid fault, terminal voltage decreases and currents in the stator and rotor circuit increases

rapidly. As the rotor current exceeds the permissible limit, the gating signals to RSC are blocked. Since the dip in terminal voltage has already surpassed more than the threshold value, switches S_1 and S_2 are turned ON and the proposed FRT circuit gets connected to the rotor circuit. Since the FRT circuit is connected, the rotor current subsides below the permissible limit and the gating signals to RSC are restored and generator magnetization is done over the rotor circuit. Now the input mechanical energy of the wind turbine gets stored as electromagnetic energy in the inductor L , instead of being dissipated in the resistor R_{CW} as in the case of an active crowbar. Since the torque balance is achieved as shown in Fig. 5, between the developed electromagnetic torque of induction machine and the input mechanical torque of the wind turbine, the rotor speed is nearly maintained at the pre-fault value as shown in Fig. 6. Consequently the reactive power requirement of

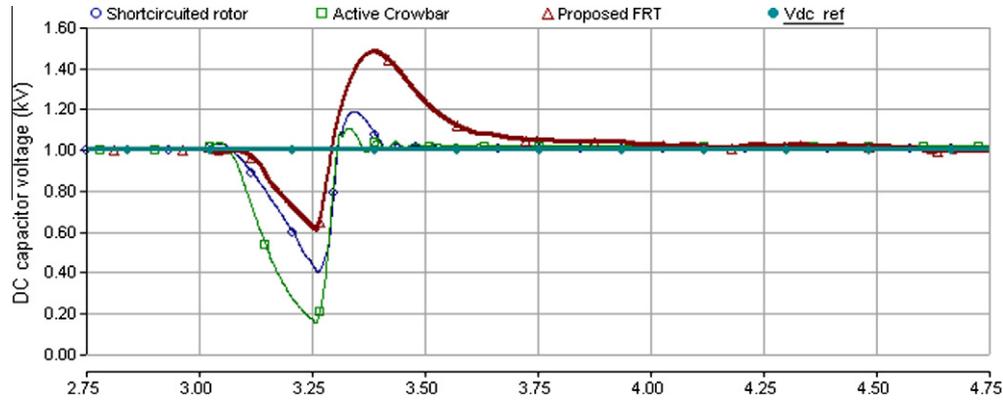


Fig. 7. DC link capacitor voltage.

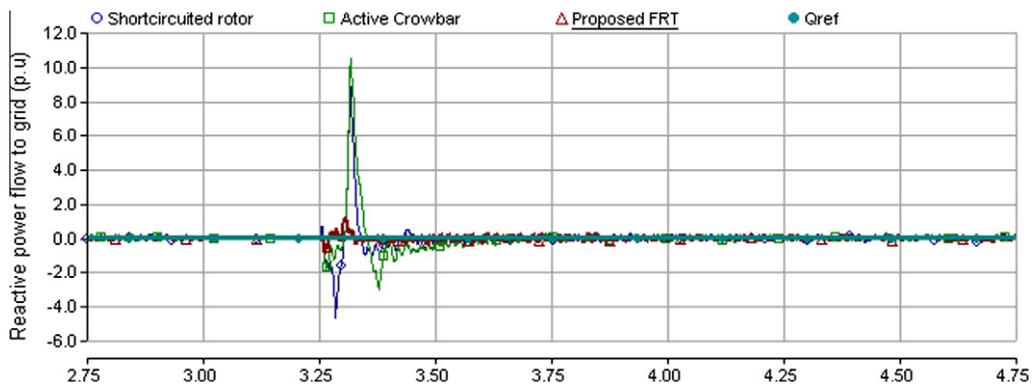


Fig. 8. Reactive power flow.

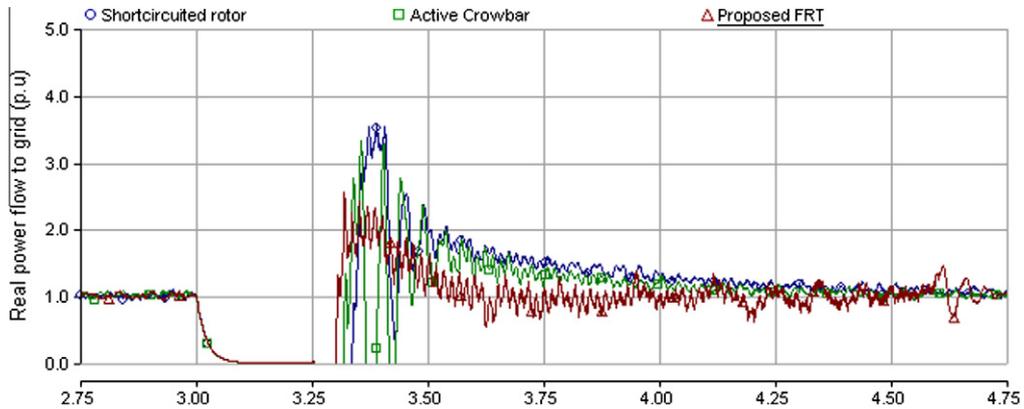


Fig. 9. Real power flow.

DFIG on fault clearance as observed from Fig. 8 is also greatly reduced due to large reduction in rotor speed deviation from its pre-fault value. Hence rapid recovery of terminal voltage of DFIG to nominal voltage at 3.28 s, which can be inferred from Fig. 4, is accomplished with the help of proposed FRT scheme. From Figs. 5, 8 and 9, it is clear that the fluctuations in electromagnetic torque and powers of DFIG at the instant of fault clearing are also greatly reduced.

On fault clearing, when the dip in terminal voltage is still below the threshold value, the switches S_1 and S_2 are turned OFF. Now the diode D gets forward biased and the stored energy in the inductor L is transferred into the dc link capacitor C_{dc} , charging it to 1.47 p.u momentarily for a short duration, however it reduces back to its

reference value at 3.90 s. Consequently, the current in GSC needed for charging the dc link capacitor is also reduced and thus the proposed FRT scheme assists GSC and RSC in restoring the normal operation of DFIG. In the proposed FRT scheme, it is observed that the performance of DFIG has improved to a greater extent and comply with the grid code requirements.

The current through the storage inductor during and after the fault period is shown in Fig. 10. Based on the results of the parameters of DFIG (namely, electromagnetic torque, reactive power and speed) obtained with the proposed FRT scheme, it can be confirmed that the size of inductor chosen in the present study is more appropriate and thus the proposed method of computation of initial guess for the size of storage inductor is also validated.

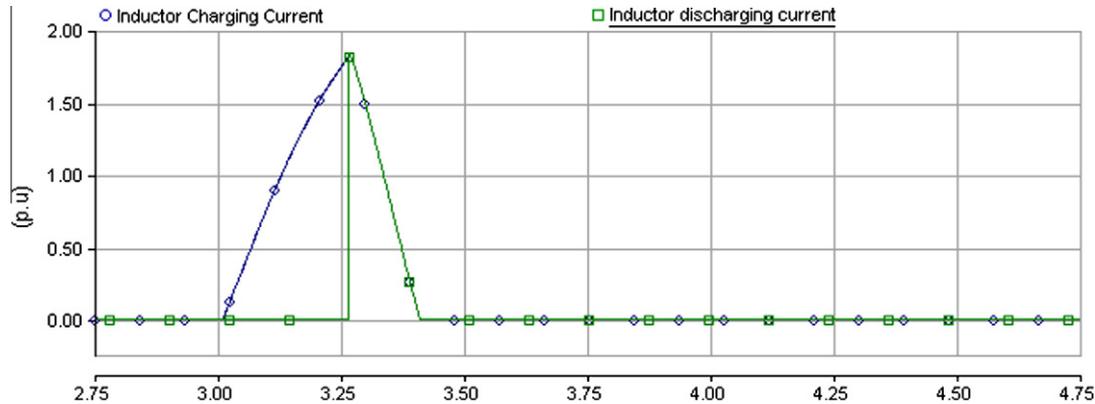


Fig. 10. Current through the storage inductor.

5. Conclusion

A novel fault ride-through (FRT) scheme for doubly fed induction generator (DFIG) based wind farm for achieving enhanced performance capabilities in addition to retaining the generator to stay connected to the power system during grid faults is proposed in this paper. The performance of proposed FRT scheme, which uses minimal additional hardware components rated for rotor circuit power rating, is validated for a severe symmetrical grid fault conditions at the terminal of DFIG. Extensive simulation studies employing PSCAD/EMTDC software is carried out and the performance of the proposed scheme is compared with other existing FRT schemes namely short-circuited rotor and active crowbar FRT schemes.

In this scheme, the input mechanical energy of the wind turbine during grid fault is stored and utilized at the moment of fault clearance, unlike other existing FRT schemes wherein this is dissipated in the resistors of the crowbar circuit. This results in achieving rotor speed stability, reduced rotor speed deviation and electromagnetic torque fluctuation. Consequently, less reactive power requirement is needed and rapid reestablishment of terminal voltage is attained on fault clearance. Moreover, as the stored energy in the inductor of the proposed scheme is utilized for charging the dc link capacitor on fault clearance, the grid side converter is relieved from charging the dc link capacitor and it can be utilized to its full capacity for rapid restoration of terminal voltage. The simulation results vividly demonstrate the enhanced performance capabilities of proposed FRT scheme employed for DFIG based wind farms.

Appendix A. DFIG parameters

Rated power	–10 MVA
Angular moment of inertia	–4.0 s
Base voltage	–13.8 kV
Base angular frequency	–377 rad/s
Magnetizing reactance	–3.2 p.u.
Mechanical damping	–0.10 p.u.
Stator to rotor turns ratio	–2.63
Stator resistance	–0.0012 p.u.
Wound rotor resistance	–0.0020 p.u.
Stator leakage reactance	–0.172 p.u.
Rotor leakage reactance	–0.040 p.u.
DC link capacitance	–30 mF
Filter Inductor	–0.10 p.u.

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