Simplified Control Structure of Fuzzy Logic and Kalman Filter for Induction Motor Drive

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DOI: http://dx.doi.org/10.55579/jaec.202153.334

Abstract. The paper deals with utilization of Kalman filter and fuzzy logic control in induction motor drive with direct torque control (DTC). In order to lower ripple of stator current vector in DTC drive, pulse width modulation technique with high switching frequency is applied. However, performance of the DTC also depends on the accuracy of both stator resistance and stator current vector. In the paper, the stator resistance and stator current components are assumed to be distorted by Gaussian noises. In order to reduce the effect of noises especially at low speed and very low speed regions, a simple Kalman filter is applied for filtering current components, and fuzzy logic theory is used to increase flexibility of proportional-integral (PI) compensator in the speed controller of the drive structure. Simulations are implemented in conditions of high-level noises of stator current and stator resistance, and a wide range of load torque. An ITAE-based criterion is utilized to evaluate performance of drive structures. Results confirmed the expected dynamic properties of the proposed drive structure.

Keywords

Induction motor (IM) drive, direct torque control (DTC), Kalman filter (KF), fuzzy logic, ITAE performance index.

1. Introduction

Conventional direct torque control (DTC) technique proposed in the 1980s [1]-[2] were implemented in high-performance applications of induction motor (IM) drives. This technique can be co-ranked with vector control (VC) technique introduced by Hasse and Blaschke [3]-[4], although the control structures with DTC do not contain many complicated frame transformations, current regulators as those with VC [5]-[6]. Robustness of direct torque controlled
drive systems is also guaranteed [7]. Several DTC modifications are utilized to reduce ripples of the stator flux, the stator current, and the motor torque. In 12-sector method, locus of stator flux phasor is divided into twelve sectors, and six auxiliary vectors are additively defined [8]. For direct calculation method [9], voltage vector is a weighted sum vector of deviations of motor torque and stator flux. The above methods produce variable switching frequency of voltage source inverter (VSI). Insertion of Pulse-Width Modulation (PWM) into the DTC control structure makes switching frequency constant. Sinusoidal PWM (SPWM) and Space Vector PWM (SVPWM) can be deployed for modulation. Excitation, limitation of stator current, switching losses reduction, total harmonic distortion minimization for both two-level and three-level VSIs are also guaranteed with PWM-DTC [10, 11]. Therefore, it is implemented in both sensor and sensorless IM drives with DTC [10]-[12].

In practical IM drives, any errors in stator resistance and stator current that are inputs of signal calculation block in DTC schemes degrade the IM drive performance especially at low speed and very low speed areas [13]. Sources of the noises are changes of operating conditions, errors in offline/online identification algorithms, offsets, gain errors and gain unbalances in the transduced variables [14]-[16]. In order to reduce stator currents noises, one of most appropriate solutions is Kalman filter (KF) that provides the optimal Bayesian estimates for linear systems which independent Gaussian process and measurement noises are inserted into their dynamics [17]-[18]. For nonlinear systems, Taylor series expansions are applied in extended Kalman filter (EKF) to linearize nonlinear models about working points [19, 20]. In case of highly nonlinear systems, in order to parameterize mean and covariance without linearization steps, a set of points is sampled discretely for Unscented Kalman filter (UKF) [21]. Kitani-dis Kalman filter (KKF) and its extended versions (EKKF) are developed and applied for unknown or highly non-Gaussian inputs for both linear and nonlinear systems [22]-[26]. In the paper, there are three assumptions as follows: unknown IM state-space model, high switching frequency of SVPWM technique, Gaussian noises of stator currents and stator resistance. In field of IM drive, various techniques have been combined with KFs to improve performance of estimation. Differential evolution (DE) is utilized to offline optimize the covariance matrices of a KF-based algorithm which estimates the stator-flux linkage components [27]. Kalman filter is employed for the filtration of stator currents and obtaining their derivatives in sensorless IM drive [28]. The motor speed and flux are estimated by a multiple-model EKF with Markov chain [29]. Covariance matrices in EKF have been optimized by using a particle swarm optimization algorithm [30]. An adaptive algorithm is inserted to update system noise covariance matrix in EKF [31]. The system noise covariance matrix is tuned by genetic algorithm [32]. In the paper, improvement of KFs performance is not focused, instead a combination of Kalman filtering and fuzzy logic control is utilized.

Fuzzy logic control (FLC) is chosen because it is able to incorporate experience, intuition and heuristics into the system instead of relying on system dynamics models [33], or simulate behavior of controller [34]. In order to reduce computation time, FLC employs reduced number of fuzzy inference rules in IM drive with DTC [35]. Dynamic FLC is combined with predictive DTC (P-DTC) to reduce the parameter dependency of P-DTC [36]. An adaptive weight genetic algorithm is utilized to find optimum membership functions and control rules in gear shifting fuzzy control of a vehicle equipped with an automated manual transmission [37]. In permanent magnet synchronous motor (PMSM) drive, an adaptive fuzzy logic-based duty cycle vector modulator and an extended Kalman estimator is combined to avoid extra usage of multiple mechanical sensors, reject external perturbations, reduce stator current harmonics and guarantee accurate prediction model in model predictive DTC [38]. In order to reduce rigidity of conventional direct power control and lower power ripples in an active power filter, fuzzy logic-based controller is utilized to replace hysteresis controllers and switching table [39]. FLC is employed in a maximum power point tracking algorithm to get entire energy from PV modules for PMSM drive system [40]. FLC is incorporated into model predictive DTC to get optimal switching states
that minimize electromagnetic torque and stator flux errors in PMSM drive [41]. In speed control of BLDC motor, a combination of deep learning and fuzzy logic tunes gain values of PID controller to obtain an effective speed regulator [42]. Estimated position and speed error are optimized with ANFIS and fuzzy-PID methods in sensorless speed control of switched reluctance motor [43]. In IM drive with VC, self-tuning technique is utilized to update the output scaling factor of the main FLC speed controller [44], and a hybrid fuzzy-fuzzy controller that consists of fuzzy slip frequency controller and fuzzy current amplitude controller is developed [45]. A 3-D Mamdani type-2 fuzzy controller gives lower flux and torque ripples than conventional proportional-integral (PI) controller in IM drive with DTC [46]. Next, control structure with combination of Kalman filtering and fuzzy logic is described. Simulation results are presented in next section. Finally, conclusions are given.

2. Proposed control structure of induction motor drive

Figure 1 represents proposed IM drive structure with combination of fuzzy logic and Kalman filter. Stator resistance whose variation affects dominantly to performance of DTC strategy is assumed to be distorted by zero-mean Gaussian noise. Deformations of stator current vector in process and measurement are also produced by the noise. In the combination, Kalman filter is employed to smooth two components of stator current vector, and parameters of proportional-integral (PI) controller are adjusted by fuzzy logic to cope with system uncertainty.

Important quantities of PWM-DTC strategy are obtained according to Eqs. (1)-(5):

\[
\psi_{sa} = \int \left( u_{sa} - \hat{i}_{sa} R_s \right) dt \tag{1}
\]

\[
\psi_{sb} = \int \left( u_{sb} - \hat{i}_{sb} R_s \right) dt \tag{2}
\]

\[
\psi_s = \sqrt{\psi_{sa}^2 + \psi_{sb}^2} \tag{3}
\]

\[
\gamma = \arcsin \left( \frac{\psi_{sb}}{\psi_s} \right) \tag{4}
\]

\[
T_e = \frac{3p}{2} \left( \hat{i}_{sb} \psi_{sa} - \hat{i}_{sa} \psi_{sb} \right) \tag{5}
\]

where inputs of Signal Calculation block: \(u_{sa}, u_{sb}\) - stator voltage vector components; \(\hat{i}_{sa}, \hat{i}_{sb}\) - filtered components of stator current vector; \(R_s\) - known value of stator resistance; outputs of the block: \(\psi_s\) - magnitude of stator flux vector; \(\gamma\) - orienting angle; \(T_e\) - electromagnetic motor torque.

Kalman Filter block receives two signal inputs: \(i_{sa}, i_{sb}\) from T3/2 block, and utilizes a compacted Kalman filter algorithm to obtain two signal outputs: \(\hat{i}_{sa}, \hat{i}_{sb}\) according to Eqs. (6)-(13):

\[
x_k = Fx_{k-1} + w_{k-1} \tag{6}
\]

\[
y_k = Hx_k + v_k \tag{7}
\]

\[
x_k = Fx_{k-1} \tag{8}
\]

\[
P_k = FP_{k-1}F^T + Q \tag{9}
\]

\[
\tilde{z}_k = y_k - Hx_k \tag{10}
\]

\[
K_k = P_k H^T \left( H P_k H^T + R \right)^{-1} \tag{11}
\]

\[
x_k = x_k + K_k \tilde{z}_k \tag{12}
\]

\[
P_k = (I - K_k H) P_k \tag{13}
\]

where: \(x = [i_{sa} \ i_{sb}]^T\): state vector; \(F, H\): state transition matrix, measurement matrix, they are Identify matrices because of unknown IM model and measuring process; \(w, v\): zero-mean Gauss-

Fig. 1: Proposed drive structure.
sian process, measurement noise vectors with covariances \( Q = \sigma_p^2 \mathbf{I} \), \( R = \sigma_M^2 \mathbf{I} \); symbols \( \lambda, \sim \) respectively denote estimated, predicted vectors. Next, design of PI-FLC speed controller is carried out.

Speed error \( e_\omega \) is normalized to \( e_\omega N \) by dividing the \( e_\omega \) by maximum value of reference speed \( \omega_{\text{ref}} \). The \( e_\omega N \) and its difference \( \Delta e_\omega N \) have 3 linguistic variables \( \text{PO}, \text{ZE}, \text{NE} \) which indicate positive, zero, negative respectively. The \( \text{PO}, \text{ZE}, \text{NE} \) have membership functions: \( \Gamma \)-function, \( \Delta \)-function, \( L \)-function respectively expressed by Eqs. (14)-(19):

\[
\mu_{\text{PO}}(e_\omega N) = \begin{cases} 
1, & e_\omega N \geq H_e \\
1, & H_e - e_\omega N < 0,
\end{cases}
\]

\[
\mu_{\text{ZE}}(e_\omega N) = \begin{cases} 
0, & e_\omega N \geq H_e \\
0, & e_\omega N < H_e + e_\omega N < 0
\end{cases}
\]

\[
\mu_{\text{NE}}(e_\omega N) = \begin{cases} 
0, & e_\omega N \geq 0 \\
1, & e_\omega N < -H_e
\end{cases}
\]

\[
\mu_{\text{PO}}(\Delta e_\omega N) = \begin{cases} 
0, & \Delta e_\omega N \geq H_\Delta e \\
0, & H_\Delta e - \Delta e_\omega N < 0,
\end{cases}
\]

\[
\mu_{\text{ZE}}(\Delta e_\omega N) = \begin{cases} 
0, & \Delta e_\omega N \geq 0 \\
1, & \Delta e_\omega N < -H_\Delta e
\end{cases}
\]

where limits \( H_e \) and \( H_\Delta e \) are in the domain \( [0, 1] \). Fuzzy rule base with 9 rules receives two inputs \( e_\omega, \Delta e_\omega \) to obtain three linguistic values \( L, M, S \) which respectively denote for large, medium, small of controller parameters \( K_P, 1/T_I \) (see Tab. 1).

**Tab. 1: Fuzzy rule base.**

| \( \Delta e_\omega \) | \( e_\omega \) |
|----------------------|-----------------|
| \( \text{PO} \) | \( \text{ZE} \) | \( \text{NE} \) |
| \( L, S \) | \( M, S \) | \( S, S \) |
| \( \text{ZE} \) | \( L, M \) | \( M, M \) | \( S, M \) |
| \( \text{NE} \) | \( L, L \) | \( M, L \) | \( S, L \) |

Gaussian membership functions that are defined in Eqs. (20)-(25) are chosen for values \( L, M, S \) in because of their smoothness [47]. In order to get crisp values of \( K_P, 1/T_I \), centroid method is selected to defuzzify.

\[
\mu_{\text{P} \text{L}}(K_P) = \begin{cases} 
1, & K_P \geq M_P \\
0, & K_P \leq m_P 
\end{cases}
\]

(20)

\[
\mu_{\text{M}}(K_P) = \begin{cases} 
0, & K_P \geq M_P \\
1, & K_P \leq m_P 
\end{cases}
\]

(21)

\[
\mu_{\text{S}}(K_P) = \begin{cases} 
0, & K_P \geq M_P \\
1, & K_P \leq m_P 
\end{cases}
\]

(22)

\[
\mu_{\text{L}}(1/T_I) = \begin{cases} 
1, & 1/T_I \geq M_I \\
0, & 1/T_I \leq m_I 
\end{cases}
\]

(23)

\[
\mu_{\text{M}}(1/T_I) = \begin{cases} 
0, & 1/T_I \geq M_I \\
1, & 1/T_I \leq m_I 
\end{cases}
\]

(24)
\[
\mu_S(1/T_I) = \begin{cases} 
0, & 1/T_I > M_I \\
\frac{1}{(1/T_I - m_I)^2} e^{-\left(\frac{1}{2}\frac{(1/T_I - m_I)^2}{\sigma_I^2}\right)}, & m_I < 1/T_I < M_I \\
1, & 1/T_I \leq m_I 
\end{cases}
\]

(25)

where \(0 < m_P < M_P, 0 < m_I < M_I\). Remaining parameters are chosen so that symmetry of membership functions graphs is ensured, and intersections between membership functions for pairs of variables \(L & M, S & M\) have a value of 0.5 as in Eqs. (26)-(29):

\[
C_P = (m_P + M_P)/2 
\]

(26)

\[
\sigma_P^2 = (M_P - m_P)^2/(32 \ln 2) 
\]

(27)

\[
C_I = (m_I + M_I)/2 
\]

(28)

\[
\sigma_I^2 = (M_I - m_I)^2/(32 \ln 2) 
\]

(29)

3. Simulation results

In this section, simulations are implemented on Matlab/Simulink environment with IM parameters given in Tab. 2 at reference speeds of 60 rpm and 6 rpm that represent low and very low speed ranges respectively. The VSI has input of 540 Vdc and switching diagrams of 6 IGBTs are based on SVPWM method with frequency of 20 kHz. Reference torque - output of speed controller in drive structures is limited in range \(\pm 14\) Nm. Graphs of important quantities are recorded with load torque and reference speeds shown in Figs. 2-3.

\[
\begin{array}{|c|c|}
\hline
\text{Parameter} & \text{Value} \\
\hline
\text{Rated power} & 2.2\ kW \\
\text{Rated speed} & 1420\ rpm \\
\text{Rated voltage} & 230\ V/400\ V \\
\text{Rated torque} & 14.8\ Nm \\
\text{Number of pole pairs} & 2 \\
\text{Moment of inertia} & 0.0047\ kgm^2 \\
\text{Stator resistance} & 3.179\ W \\
\text{Stator inductance} & 0.209\ H \\
\text{Mutual inductance} & 0.192\ H \\
\text{Rotor resistance} & 2.118\ W \\
\text{Rotor time constant} & 0.0087\ s \\
\hline
\end{array}
\]

Tab. 2: IM specifications.

For simplicity, assume that, \(\sigma_P^2 = \sigma_M^2 = K_P\) and variance of added relative value of stator resistance is \(K_r\). For performance comparison of drive structures, Integral Time Absolute Error (ITAE) performance index (see Eq. (30)) is selected. Ratios of ITAE indices (RITAE) are used to compare between proposed structure and drive structure described in [7]:

\[
\text{ITAE} = \int_0^1 t|\omega(t)|dt 
\]

(30)

\[
\text{RITAE}_{KF} = \text{ITAE}_{KF}/\text{ITAE}_{CO} 
\]

(31)

\[
\text{RITAE}_{PR} = \text{ITAE}_{PR}/\text{ITAE}_{CO} 
\]

(32)

Fig. 2: Load torque with load jump = 6 Nm at time 0.5s.

Fig. 3: Reference speeds \(\omega_{ref} = 60\) rpm and 6 rpm.
Fig. 4: Speed at $\omega_{\text{ref}} = 60 \text{ rpm, } K_\sigma = 0.5^2, K_r = 0.01^2,$ load jump 2 Nm (upper) and 8 Nm.

Fig. 5: Speed at $\omega_{\text{ref}} = 60 \text{ rpm, } K_\sigma = 1.5^2, K_r = 0.01^2,$ load jump 2 Nm (upper) and 8 Nm.

Fig. 6: Speed at $\omega_{\text{ref}} = 60 \text{ rpm, } K_\sigma = 0.5^2, K_r = 0.04^2,$ load jump 2 Nm (upper) and 8 Nm.

Fig. 7: Speed at $\omega_{\text{ref}} = 60 \text{ rpm, } K_\sigma = 1.5^2, K_r = 0.04^2,$ load jump 2 Nm (upper) and 8 Nm.

where subscripts CO, KF, and PR represent conventional drive structure, one with Kalman filtering, and proposed one respectively. Speed controller in CO and KF structures has $K_P = 1.5, T_I = 0.03\text{s}$. For PR structure, selection of $m_P, M_P, m_I, M_I$ is similar to that in [12]: $m_P = 0.1, M_P = 2.9, m_I = 27.12, M_I = 320$. Limits $H_e$ and $H_{\Delta e}$ are chosen experimentally as follows $H_e = 0.16, H_{\Delta e} = 0.0009$. Simulations are obtained with 4 values of load jump, noises of stator resistance and stator current.

Figures 4-11 show motor speed responses obtained with minimum or maximum simulated values of $K_\sigma, K_r$, and load jump for both speed regions. Overshoot and undershoot of speed responses for three drive structures are listed in Tabs. 3-4. It is easy to see that overshoots for KF structure are lowest ones in most cases, and undershoots for PR structure are smallest ones in all cases.
Fig. 8: Speed at $\omega_{\text{ref}} = 6$ rpm, $K_\sigma = 0.5^2$, $K_r = 0.01^2$, load jump 2 Nm (upper) and 8 Nm.

Fig. 9: Speed at $\omega_{\text{ref}} = 6$ rpm, $K_\sigma = 0.5^2$, $K_r = 0.04^2$, load jump 2 Nm (upper) and 8 Nm.

Fig. 10: Speed at $\omega_{\text{ref}} = 6$ rpm, $K_\sigma = 1.5^2$, $K_r = 0.01^2$, load jump 2 Nm (upper) and 8 Nm.

Fig. 11: Speed at $\omega_{\text{ref}} = 6$ rpm, $K_\sigma = 1.5^2$, $K_r = 0.04^2$, load jump 2 Nm (upper) and 8 Nm.

Settling times $t_{ss1}$, $t_{ss2}$ are searched in durations 0.0s-0.5s, 0.5s-1.0s, and listed in Tabs. 5-6 respectively. Letter “X” in the tables describes the fact that $t_{ss1}$ or $t_{ss2}$ can not be found. In most cases, $t_{ss1}$ and $t_{ss2}$ are shortest for KF structure and PR structure respectively. For PR structure, increment in difference ($M_I - m_I$) tends to reduce speed error [12] or ITAE, shorten settling times, make over shots higher. RITAEs at low speed and very low speed areas are respectively listed in Tabs. 7-10 and Tabs. 11-14.

All RITAEs are less than one. RITAE at low speed is greater than one at very low speed in same condition of load jump, $K_\sigma$ and $K_r$ for both KF and PR structures. For low speed, RITAEs for PR structure are approximately 18%-59% lower than those for KF structure, in cases of very low speed, those for PR structure are roughly 20%-67% smaller than those for KF.
The main reason for this is that PR structure gives significantly smaller undershoot than KF structure. Lowest values occur in condition of $K_r = 0.01^2$, load jump = 2 Nm, and highest ones happen in case of $K_r = 0.04^2$, load jump = 8 Nm. Figures 12-14 respectively show stator current components, stator flux components, and motor torque in condition of $\omega_{ref} = 60$ rpm, $K_\sigma = 1.5^2$, $K_r = 0.4^2$, load jump = 8 Nm.

The KF gives lower ripples of stator current, stator flux, and motor torque than the CO [7]. Responses for the PR are almost identical to those for the KF (see Figs. 12-14), because the PR inherits advantages of Kalman filtering from the KF. Moreover, performance of the PR is further enhanced by wide operation condition coverage of fuzzy logic, especially at the time after load activation (see the overshoot of torque responses duration 0.5s-1.0s in Figs. 7 & 14). The peak torque at the time 0.5086s shows the flexibility of fuzzy logic. This brings lower undershoot and smaller $t_{ss2}$ of speed responses in most simulated cases.
| $K_r$ | 0.5$^2$ | 0.75$^2$ | 1.0$^2$ | 1.5$^2$ | $K_\sigma$ |
|------|--------|--------|--------|--------|--------|
| KF   | PR     | KF     | PR     | KF     | PR     |
| 0.01$^2$ | 0.81  | 0.48  | 0.63  | 0.39  | 0.32  | 0.40  | 0.27 |
| 0.02$^2$ | 0.84  | 0.47  | 0.69  | 0.39  | 0.33  | 0.49  | 0.27 |
| 0.03$^2$ | 0.86  | 0.47  | 0.74  | 0.38  | 0.66  | 0.33  | 0.59  | 0.28 |
| 0.04$^2$ | 0.88  | 0.46  | 0.78  | 0.38  | 0.72  | 0.33  | 0.66  | 0.29 |

**Tab. 9:** RIT AEs at $\Omega_{\text{ref}} = 60$ rpm, load jump = 6 Nm.

| $K_r$ | 0.5$^2$ | 0.75$^2$ | 1.0$^2$ | 1.5$^2$ | $K_\sigma$ |
|------|--------|--------|--------|--------|--------|
| KF   | PR     | KF     | PR     | KF     | PR     |
| 0.01$^2$ | 0.78  | 0.28  | 0.61  | 0.25  | 0.50  | 0.22  | 0.38  | 0.20 |
| 0.02$^2$ | 0.81  | 0.28  | 0.67  | 0.25  | 0.57  | 0.23  | 0.47  | 0.21 |
| 0.03$^2$ | 0.84  | 0.28  | 0.72  | 0.26  | 0.65  | 0.24  | 0.58  | 0.22 |
| 0.04$^2$ | 0.87  | 0.29  | 0.77  | 0.26  | 0.71  | 0.25  | 0.56  | 0.20 |

**Tab. 10:** RIT AEs at $\Omega_{\text{ref}} = 60$ rpm, load jump = 8 Nm.

| $K_r$ | 0.5$^2$ | 0.75$^2$ | 1.0$^2$ | 1.5$^2$ | $K_\sigma$ |
|------|--------|--------|--------|--------|--------|
| KF   | PR     | KF     | PR     | KF     | PR     |
| 0.01$^2$ | 0.82  | 0.45  | 0.67  | 0.38  | 0.56  | 0.33  | 0.44  | 0.28 |
| 0.02$^2$ | 0.85  | 0.45  | 0.73  | 0.38  | 0.65  | 0.34  | 0.57  | 0.29 |
| 0.03$^2$ | 0.88  | 0.45  | 0.79  | 0.39  | 0.73  | 0.35  | 0.69  | 0.31 |
| 0.04$^2$ | 0.90  | 0.45  | 0.83  | 0.39  | 0.80  | 0.36  | 0.76  | 0.31 |

**Tab. 11:** RIT AEs at $\Omega_{\text{ref}} = 60$ rpm, load jump = 2 Nm.

| $K_r$ | 0.5$^2$ | 0.75$^2$ | 1.0$^2$ | 1.5$^2$ | $K_\sigma$ |
|------|--------|--------|--------|--------|--------|
| KF   | PR     | KF     | PR     | KF     | PR     |
| 0.01$^2$ | 0.50  | 0.26  | 0.37  | 0.23  | 0.29  | 0.21  | 0.25  | 0.20 |
| 0.02$^2$ | 0.51  | 0.25  | 0.37  | 0.23  | 0.30  | 0.21  | 0.25  | 0.20 |
| 0.03$^2$ | 0.51  | 0.25  | 0.38  | 0.23  | 0.31  | 0.20  | 0.26  | 0.19 |
| 0.04$^2$ | 0.52  | 0.25  | 0.39  | 0.23  | 0.31  | 0.20  | 0.27  | 0.19 |

**Tab. 12:** RIT AEs at $\Omega_{\text{ref}} = 60$ rpm, load jump = 4 Nm.

| $K_r$ | 0.5$^2$ | 0.75$^2$ | 1.0$^2$ | 1.5$^2$ | $K_\sigma$ |
|------|--------|--------|--------|--------|--------|
| KF   | PR     | KF     | PR     | KF     | PR     |
| 0.01$^2$ | 0.67  | 0.27  | 0.51  | 0.24  | 0.40  | 0.22  | 0.30  | 0.20 |
| 0.02$^2$ | 0.68  | 0.27  | 0.53  | 0.24  | 0.42  | 0.22  | 0.32  | 0.20 |
| 0.03$^2$ | 0.70  | 0.27  | 0.55  | 0.24  | 0.45  | 0.22  | 0.34  | 0.19 |
| 0.04$^2$ | 0.72  | 0.26  | 0.58  | 0.24  | 0.48  | 0.22  | 0.37  | 0.19 |

**Tab. 13:** RIT AEs at $\Omega_{\text{ref}} = 60$ rpm, load jump = 6 Nm.

| $K_r$ | 0.5$^2$ | 0.75$^2$ | 1.0$^2$ | 1.5$^2$ | $K_\sigma$ |
|------|--------|--------|--------|--------|--------|
| KF   | PR     | KF     | PR     | KF     | PR     |
| 0.01$^2$ | 0.74  | 0.28  | 0.57  | 0.25  | 0.45  | 0.23  | 0.36  | 0.21 |
| 0.02$^2$ | 0.76  | 0.28  | 0.60  | 0.25  | 0.49  | 0.23  | 0.40  | 0.22 |
| 0.03$^2$ | 0.78  | 0.28  | 0.63  | 0.25  | 0.53  | 0.24  | 0.44  | 0.22 |
| 0.04$^2$ | 0.80  | 0.28  | 0.66  | 0.25  | 0.58  | 0.24  | 0.49  | 0.23 |

**Fig. 12:** Stator current components at $\omega_{\text{ref}} = 60$ rpm, $K_\sigma = 1.5^2$, $K_r = 0.04^2$, load jump = 8 Nm.

**Fig. 13:** Stator flux components at $\omega_{\text{ref}} = 60$ rpm, $K_\sigma = 1.5^2$, $K_r = 0.04^2$, load jump = 8 Nm.
Fig. 14: Torques at $\omega_{\text{ref}} = 60$ rpm, $K_\sigma = 1.5^2$, $K_r = 0.04^2$, load jump = 8 Nm.

4. Conclusions

Simplified structure using FLC and KF was presented in the paper. Simulations were implemented at two low speed and very low-speed regions in different conditions of load jumps, noise covariances of stator resistance and stator currents. The proposed control structure with simplified fuzzy logic controller and Kalman filtering brought lower values of ITAE performance index than both the conventional and the KF ones at both speed regions, wide ranges of load jump and noises. This structure gave shorter settling times and smaller undershoot in duration of load activation than two other ones. Type-2 fuzzy controllers or robust controllers can be utilized to get better performance. The proposed method can be applied in sensorless control, fault-tolerant control of IM drive.

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