Analysis and Robustness Improvement of Finite-Control-Set Model Predictive Current Control for IPMSM With Model Parameter Mismatches

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ABSTRACT Analysis and robustness improvement of FCS-MPCC for IPMSM with model parameter mismatches are studied in this paper. The prediction error of the current in synchronous rotation coordinate is analyzed and it is divided into two categories according to whether it is related to the selected optimal voltage vector. A robustness improvement method by extracting the information of both kinds of prediction errors in the last sampling period is proposed. The simulation and experimental results demonstrate that the proposed method can effectively improve the ability to resist multiple model parameter mismatches.

INDEX TERMS Model predictive current control, parameter mismatch, interior permanent-magnet synchronous motor.

I. INTRODUCTION

Permanent magnet synchronous motors (PMSMs) including surface-mounted PMSMs (SPMSMs) and interior PMSMs (IPMSMs) have been applied in many industrial fields because of high power density, high efficiency, and excellent performances [1], [2], [3]. Finite-control-set model predictive control (FCS-MPC) [4], [5], [6], [7], [8] has been emerging as one of the promising methods for the control of PMSMs due to its advantages of excellent dynamic performance, nonlinear processing ability, and flexibility to handle multiple constraints and objectives. FCS-MPC obtains the optimal voltage vector according to the predictive model, and thus, its performance highly depends on the accuracy of the model parameters. However, the utilized model parameters in the predicting process of FCS-MPC may not match with the actual ones due to the measurement error and the inevitable change of the inductance, resistance and flux during the operation of PMSMs. Both the steady and dynamic performances of FCS-MPC may be deteriorated with model parameter mismatches [9] and it has been one of the main barriers to its widespread application.

To address the problem, some methods have been studied. The model parameter mismatches can be viewed as one of the disturbances of the system, and the extended state observer [10] has been designed to compensate for model parameter mismatches. In addition, the sliding-model observers (SMO) have also been studied to enhance the robustness [11], [12], [13], [14], [15]. A multistep error tracking based continuous model predictive control with a SMO differentiator is studied in [11] to improve the robustness. A robust predictive speed control for PMSM using integral SMO is proposed in [12]. Robust MPCC based equivalent input disturbance approach for PMSM drive is studied in [13]. The SMO is introduced in the non-cascade predictive control to estimate and compensate the disturbance caused by the uncertain parameters [14]. A continuous integral-type terminal SMO has been studied to deal with the mismatched disturbance [15]. The above disturbances observers are suitable for the continuous model predictive control methods [16], [17],
and the methods to combine them with FCS-MPC remain to be solved.

The robustness improvement for FCS-MPC for PMSM has also been studied in recent years. The last prediction errors of a given voltage vector with a weighting factor are added to prediction stage at the presence of inductance uncertainty in [18] to improve the robustness of FCS-MPCC. However, the method in [18] has not considered the parameter mismatches of the stator resistance and the magnetic flux linkage, which make it cannot deal with the cases of multiple parameter mismatches. A cost function in proportional-integral form is introduced in [19] to eliminate the steady-state errors under model parameter mismatches for the finite-control-set model predictive current control (FCS-MPCC) of PMSM. Without quantitative analysis of the prediction errors, the newly designed cost function fails to mitigate the torque ripples and current harmonics caused by parameter mismatches. The methods utilizing current variation or update mechanisms to reconstruct the PMSM model have been studied in [20] and [21] to suppress the disturbances caused by parameter mismatches. An improved FCS-MPCC based on the increment model for surface-mounted PMSM is studied in [22]. However, the proposed methods in [18], [19], [20], [21], and [22] are all for SPMSMs of which the d-axis and q-axis inductances are viewed as identical. For IPMSMs of which the q-axes inductance is bigger than the d-axis inductance, the prediction error analysis is not fully identical to the methods for SPMSMs, and thus, applying the methods in [18], [19], [20], [21], and [22] to IPMSMs needs further studies. The model free predictive control methods have been studied in [23] and [24], but the measuring noises or errors may lead to instability of the system. An online inductances identification with a recursive algorithm is inherently incorporated into the FCS-MPC of IPMSM to deal with the inductance parameter mismatch [25], however, the parameter mismatches of the resistance and flux have not been considered. The model parameter mismatches for other electrical machines have also been studied [26], [27], [28]. A robust model reference adaptive system estimator incorporating online parameter identification algorithm for parallel predictive torque control of induction motor is studied in [26]. The impact of parameters mismatch on the FCS-MPCC performance of a five-phase induction motor drive is studied in [27]. Influence of covariance-based methods in the performance of predictive controller for five-phase induction motor is studied in [28] to improve the robustness. The models of the motors studied in [26], [27], and [28] are different from IPMSMs, and accordingly, applying the methods in [26], [27], and [28] to IPMSMs needs further studies.

In this paper, analysis and robustness improvement of FCS-MPC for IPMSM with model parameter mismatches are studied. The prediction errors caused by model parameter mismatches in the two-step prediction considering the time-delay compensation is analyzed. The prediction errors are divided into two categories according to whether it is related to the selected optimal voltage vector. Then, a parameter mismatch compensation method by calculating both kinds of prediction errors according to the error information in last sampling period is proposed. The main contribution of this article is that the prediction errors with model parameter mismatches considering the model of IPMSM is studied and a compensation scheme by calculating the prediction errors with a new and simple method is proposed. The proposed method can deal with multiple parameter mismatches including the stator resistance, magnetic flux linkage, inductances in both d and q axes. The control performances of the proposed method including the steady-state errors of current tracking, current harmonics, and torque ripples can ensure almost the same as the FCS-MPCC without parameter mismatches. The effectiveness of the proposed method is verified by the simulation and experimental results.

\[ i_d^p(k+1) = \left(1 - \frac{R^2 T_s}{L_d^*}\right) i_d(k) + \omega_c T_s L_d^* i_q(k) \]
\[ + \frac{T_s}{L_d^*} u_d(k) \]
\[ i_q^p(k+1) = \left(1 - \frac{R^2 T_s}{L_q^*}\right) i_q(k) - \omega_c T_s L_q^* i_d(k) \]
\[ - \omega_c T_s \frac{\psi_f}{L_q^*} \frac{1}{T_q^*} + \frac{T_s}{L_q^*} u_q(k) \]

where \( R \) is the stator resistance, \( \psi_f \) is the magnetic flux linkage, \( \omega_c \) is the electrical angle rotational velocity, \( u_d, i_d, \) and
where ‘Δ’ represents the prediction error, $C_d$ and $C_q$ can be calculated as (8), $M_d$ and $M_q$ can be calculated as (9).

\[
\begin{align*}
C_d &= \left( \frac{R}{L_d} - \frac{R^\wedge}{L_d^\wedge} \right) i_d(k) T_s + \left( \frac{L_q^\wedge}{L_d^\wedge} - \frac{L_q}{L_d} \right) \times \omega_k q_i(k) T_s \\
C_q &= \left( \frac{R}{L_q} - \frac{R^\wedge}{L_q^\wedge} \right) i_q(k) T_s + \left( \frac{L_d}{L_q} - \frac{L_d^\wedge}{L_q^\wedge} \right) \times \omega_k i_d(k) T_s + \left( \frac{\psi_f}{L_q} - \frac{\psi_f^\wedge}{L_q^\wedge} \right) \omega_k T_s \\
M_d &= \left( \frac{1}{L_d^\wedge} - \frac{1}{L_d} \right) T_s \\
M_q &= \left( \frac{1}{L_q^\wedge} - \frac{1}{L_q} \right) T_s
\end{align*}
\]

As can be seen from (6)-(9), the prediction errors have already appeared in $i_d(k+1)$ and $i_q(k+1)$. The currents in $d$ and $q$ axes are predicted twice in a whole process to compensate the system delay. The prediction errors appeared in $i_d^p(k+2)$ and $i_q^p(k+2)$ are caused by not only the deviation of the motor parameters but also the prediction errors in $i_d^p(k+1)$ and $i_q^p(k+1)$, which may further increase the prediction errors.

The prediction errors in $i_d^p(k+2)$ and $i_q^p(k+2)$ are

\[
\begin{align*}
\Delta i_d(k+2) &= i_d^p(k+2) - i_d(k+1) = C_d + M_d u_d(k+1) \\
\Delta i_q(k+2) &= i_q^p(k+2) - i_q(k+2) = C_q + M_q u_q(k+1)
\end{align*}
\]

where

\[
\begin{align*}
C_d^p &= \left( \frac{R}{L_d} - \frac{R^\wedge}{L_d^\wedge} \right) i_d^p(k+1) T_s \\
C_q^p &= \left( \frac{R}{L_q} - \frac{R^\wedge}{L_q^\wedge} \right) i_q^p(k+1) T_s + \left( \frac{\psi_f}{L_q} - \frac{\psi_f^\wedge}{L_q^\wedge} \right) \omega_k T_s
\end{align*}
\]

By combining (6)-(12), the prediction errors in $i_d^p(k+2)$ and $i_q^p(k+2)$ can be expressed as

\[
\begin{align*}
\Delta i_d(k+2) &= C_d + M_d u_d(k+1) + \gamma_1 \Delta i_d(k+1) + \gamma_2 \Delta i_q(k+1) \\
\Delta i_q(k+2) &= C_q + M_q u_q(k+1) + \gamma_3 \Delta i_q(k+1) + \gamma_4 \Delta i_d(k+1)
\end{align*}
\]
where
\[
\begin{align*}
\gamma_1 &= \left( \frac{R}{L_d} - \frac{R^\wedge}{L_q^\wedge} \right) T_s, \quad \gamma_2 = \left( \frac{L_d^\wedge}{L_d} - \frac{L_q}{L_d} \right) \omega_c T_s \\
\gamma_3 &= \left( \frac{R}{L_q} - \frac{R^\wedge}{L_q^\wedge} \right) T_s, \quad \gamma_4 = \left( \frac{L_d}{L_q} - \frac{L_q^\wedge}{L_q} \right) \omega_c T_s
\end{align*}
\]
(15)

According to (13) and (14), it can be seen that there are two kinds of prediction error. One is from the variation of parameters in the second prediction, the other is from the prediction error produced in the first prediction. Finally, an unexpected voltage vector may be selected in the second prediction according to the cost function defined in (5) due to inaccurate prediction results. The parameter mismatches will have adverse effects on motor operation. Thus, it’s necessary to compensate the prediction error to improve the operation performance.

### III. ROBUSTNESS IMPROVEMENT OF FCS-MPCC FOR IPMSM WITH MODEL PARAMETER MISMATCH

In accordance with the analysis of part B in section II, two kinds of prediction error should be compensated. If the prediction error in the first prediction has been compensated, i.e., \( \Delta i_d(k+1) = 0 \) and \( \Delta i_q(k+1) = 0 \), (13) and (14) can be rewritten as
\[
\begin{align*}
\Delta i_d(k+2) &= C_d + M_d u_d(k+1) \\
\Delta i_q(k+2) &= C_q + M_q u_q(k+1)
\end{align*}
\]
(16)

The form of (16) and (17) is the same as that of (6) and (7). Once \( C_d, C_q, M_d \) and \( M_q \) are figured out, \( \Delta i_d(k+1) \) and \( \Delta i_q(k+1) \) can be obtained. Then \( \Delta i_d(k+1) \) and \( \Delta i_q(k+1) \) are compensated in the second prediction. In the end, \( \Delta i_d(k+2) \) and \( \Delta i_q(k+2) \) are fully eliminated by (16) and (17). Accordingly, the key to improve the robustness is to get the values of \( C_d, C_q, M_d, \) and \( M_q \). The block diagram of the proposed robustness improvement method is shown in Figure 2.

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**FIGURE 2.** Block diagram of the proposed robustness improvement method.

At the \( k \)th instant, the current prediction errors in d and q axes are
\[
\begin{align*}
\Delta i_d(k) &= i_d^p(k) - i_d(k) = C_d + M_d u_d(k-1) \\
\Delta i_q(k) &= i_q^p(k) - i_q(k) = C_q + M_q u_q(k-1)
\end{align*}
\]
(18)

\[
\begin{align*}
\Delta i_d(k) &= i_d^p(k) - i_d(k) = C_d + M_d u_d(k-1) \\
\Delta i_q(k) &= i_q^p(k) - i_q(k) = C_q + M_q u_q(k-1)
\end{align*}
\]
(19)

In (18) and (19), \( u_d(k-1) \) and \( u_q(k-1) \) are known optimal voltage vectors at the \( (k-1) \)th instant. When the optimal voltage vectors are zero VVs, \( C_d \) and \( C_q \) are obtained by the difference between the predicted current and actual current as
\[
\begin{align*}
C_d &= i_d^p(k) - i_d(k) \quad \text{if} \quad u_d(k-1) = 0 \\
C_q &= i_q^p(k) - i_q(k) \quad \text{if} \quad u_q(k-1) = 0
\end{align*}
\]
(20)

Since the sampling period is quite short, it can be considered that the currents in d and q axes remain unchanged between adjacent sampling periods. In the meantime, the motor parameters are also approximately invariant and the rotor speed keeps stable. Hence, if the optimal voltage vectors are non-zero VVs, \( C_d \) and \( C_q \) can be regarded as equal to the \( C_d \) and \( C_q \) in the last sampling period, respectively.

When the optimal voltage vectors are non-zero VVs, \( M_d \) and \( M_q \) can be obtained by (22) and (23) as
\[
\begin{align*}
M_d &= \frac{\Delta i_d(k) - C_d}{u_d(k-1)} \quad \text{if} \quad u_d(k-1) \neq 0 \\
M_q &= \frac{\Delta i_q(k) - C_q}{u_q(k-1)} \quad \text{if} \quad u_q(k-1) \neq 0
\end{align*}
\]
(22)

When the optimal voltage vectors are zero VVs, \( M_d \) and \( M_q \) can be viewed as equal to the \( M_d \) and \( M_q \) in the last sampling period with assuming the motor parameters invariant between adjacent sampling periods.

Since \( u_d(k) \) and \( u_q(k) \) are optimal voltage vectors determined at last sampling period, the current prediction errors at the \( (k+1) \)th instant can be figured out by (6) and (7). Then the currents after compensation at the \( (k+1) \)th instant are expressed as
\[
\begin{align*}
i_d^m(k+1) &= \left( 1 - \frac{R^\wedge}{L_d} \right) i_d(k) + \omega_c T_s \frac{L_q^\wedge}{L_d} i_q(k) \\
&\quad + \frac{T_s L_q^\wedge}{L_d} u_d(k) - (C_d + M_d u_d(k)) \quad (24)
i_q^m(k+1) &= \left( 1 - \frac{R^\wedge}{L_q^\wedge} \right) i_q(k) - \omega_c T_s \frac{L_q^\wedge}{L_q^\wedge} i_q(k) \\
&\quad - \omega_c T_s \frac{L_q^\wedge}{L_q^\wedge} u_q(k) - (C_q + M_q u_q(k)) \quad (25)
\end{align*}
\]
where ‘m’ represents the modified value after compensation.

The modified currents are used for the second prediction while the parameter mismatch errors are compensated in the same way. The modified equations in the second prediction are expressed as
\[
\begin{align*}
i_d^m(k+2) &= \left( 1 - \frac{R^\wedge}{L_d} \right) i_d^m(k+1) + \omega_c T_s \frac{L_q^\wedge}{L_d} i_q^m(k+1) \\
&\quad + \frac{T_s}{L_d} u_d(k+1) - (C_d + M_d u_d(k+1)) \quad (26)
i_q^m(k+2) &= \left( 1 - \frac{R^\wedge}{L_q^\wedge} \right) i_q^m(k+1) - \omega_c T_s \frac{L_q^\wedge}{L_q^\wedge} i_q^m(k+1)
\end{align*}
\]
The parameters of the IPMSM are given in Table 1. The simulation results with the stator resistance mismatch are shown in Figure 4 and 5, where the reference speed and load torque are 750r/min and 40 N.m, respectively.

In Figure 4, \( R^\wedge \) is equal to \( R \) in the interval of 1-2s and the mismatch happens in the interval of 2-3s where \( R^\wedge \) is equal to 2\( R \). According to the curves of \( i_d, i_q \), and the error between \( i_d, i_q \) and their references \( e_{d\_RMS}, e_{q\_RMS} \), the stator resistance mismatch has few effects on the control performance of \( i_d, i_q \). The total harmonic distortion (THD) of the phase currents as shown in Figure 4 (d) only increases about 0.02%. In addition, the curves of \( e_{d\_RMS}, e_{q\_RMS}, \) and THD of phase current with different ratios of the stator resistance mismatch are shown in Figure 5, and it is shown that \( e_{d\_RMS}, e_{q\_RMS}, \) and THD of phase current only change slightly with \( R^\wedge/R \). Accordingly, the effects of the stator resistance mismatch on the steady performance of the conventional FCS-MPCC are not obviously.

The simulation results with the permanent magnet flux linkage mismatch are shown in Figure 6 and 7, where the reference speed and load torque are the same as Figure 3. In Figure 6, \( \psi^f \) is equal to \( \psi_f \) in the interval of 1-2s and the mismatch happens in the interval of 2-3s where \( \psi^f \) is equal to (24) and (25). The modified currents \( i_d(k), i_q(k) \) are calculated by (20)-(23). Then, the currents after compensation at the \( (k + 1)th \) instant, i.e., \( i_d^{m} (k + 1), i_q^{m} (k + 1), \) are calculated according to (24) and (25). The modified currents \( i_d^{m} (k + 2), i_q^{m} (k + 2) \) calculated by (26) and (27) are used for the second prediction to compensate the time delay. At last, the modified cost function defined in (28) is evaluated for each voltage vector, and the voltage vector with minimal \( g^m \) is selected.

### IV. SIMULATION AND ANALYSIS

In order to analyze the effects of the model parameter mismatches on the control performance of FCS-MPCC and verify the effectiveness of the proposed robustness improvement method, simulation is conducted with Matlab software and the parameters of the IPMSM are given in Table 1. The \( i_d = 0 \) control method is adopted in the simulation. The sample period \( T_s \) is set to 60\( \mu \)s and the dc bus voltage is set to 540V.

| Parameter                  | Value    |
|----------------------------|----------|
| Pole pairs                 | 4        |
| Stator resistance          | 0.1Ω     |
| d-axis inductance          | 0.95mH   |
| q-axis inductance          | 2.05mH   |
| Permanent magnet flux linkage | 0.225Wb  |
to \(2\psi_f\). According to the curves of \(i_d, i_q\), and the error between \(i_d, i_q\) and their references as shown Figure 6 (a)-(c), the permanent magnet flux linkage mismatch can cause steady errors between \(i_q\) and its reference. The total harmonic distortion (THD) of the phase currents as shown in Figure 6 (d) increases about 0.24%.

In addition, the curves of \(e_d, e_q\), and THD of phase current with different ratios of permanent magnet flux linkage mismatch are shown in Figure 7, and it is shown that \(e_q\), and THD of phase current increase with \(\psi^* / \psi_f\) deviation from 1.

The simulation results with \(L_d\) mismatch are shown in Figure 8, where the reference speed and load torque are the same as Figure 4. In Figure 8, \(L^*_{d}\) is equal to \(L_d\) in the interval of 1-2s and the mismatch happens in the interval of 2-3s where \(L^*_{q}\) is equal to \(0.5L_d\). According to the curves of \(i_d, i_q\), and the error between \(i_d, i_q\) and their references as shown Figure 8 (a)-(c), the \(L_d\) mismatch can increase the tracking errors between \(i_d, i_q\) and their references. The total harmonic distortion (THD) of the phase currents as shown in Figure 8 (d) increases from 9.37% to 13.12%.

The simulation results with \(L_q\) mismatch are shown in Figure 9, where the reference speed and load torque are the same as Figure 4. In Figure 9, \(L^*_{q}\) is equal to \(L_q\) in the interval of 1-2s and the mismatch happens in the interval of 2-3s where \(L^*_{q}\) is equal to \(1.8L_q\). According to the curves of \(i_d, i_q\), and the error between \(i_d, i_q\) and their references as shown Figure 9 (a)-(c), the \(L_q\) mismatch can increase the tracking errors between \(i_d, i_q\) and their references. The total harmonic distortion (THD) of the phase currents as shown in Figure 9 (d) increases from 9.37% to 11.69%.

Due to the difference between \(L_d\) and \(L_q\) of IPMSM and the coupling between the model in d and q-axis, the inductance mismatch is much more complex. Figure 10 shows the root mean square values of the error between \(i_d, i_q\) and their references (\(e_d, e_q\)) with different inductance mismatches. In the case where \(L_d\) and \(L_q\) change in a small range (no more than \(\pm 10\%\)), the current errors change very little, indicating that the conventional FCS-MPCC can resist a small range of inductance mismatch. However, both \(e_d\) and \(e_q\) increase obviously with the mismatch increasing. It can be seen that the inductance mismatch has a greater
impact on the performance of current tracking than the stator resistance and permanent magnet flux linkage mismatches.

B. EFFECTIVENESS ANALYSIS OF THE PROPOSED ROBUSTNESS IMPROVEMENT METHOD

To verify the effectiveness of the proposed robustness improvement method, simulation results are given in Figure 11-Figure 15, where the speed reference and load torque are set as 750 r/min and 40 N.m respectively. The simulation time is set as 0.8s. The conventional FCS-MPCC is applied before 0.4s, and the proposed robustness improvement method is applied at 0.4s. Multiple parameter mismatches are set in the simulation, i.e., $R^{\wedge}$ is equal to $2R$, $L_d^{\wedge}$ is equal to $0.5L_d$, $L_q^{\wedge}$ is equal to $1.2L_q$, and $\psi_f^{\wedge}$ is equal to $1.25\psi_f$.

Simulation results of the speed are shown in Figure 11. According to the enlargement in Figure 11, the biggest value of the speed fluctuation exceeds 10r/min for the conventional FCS-MPCC with multiple parameter mismatches, and it has been reduced to 2.8r/min with the proposed robustness improvement method.

Simulation results of the electromagnetic torque are shown in Figure 12. The biggest value of the torque fluctuation is about 37.75 N.m for the conventional FCS-MPCC with multiple parameter mismatches, and it has been reduced by about 56.3% with the proposed robustness improvement method.

Simulation results of the phase current ($i_a$) are shown in Figure 15. The THD of $i_a$ is 18.57% for the conventional FCS-MPCC with multiple parameter mismatches, and it has been reduced to 11.37% with the proposed robustness improvement method.

The THD values of $i_a$ with various sample period ($T_s$) are shown in Figure 16 where the load torque in Figure 16 (a) and (b) is 40 and 80 N.m. The results in Figure 16 indicate that the THD values decrease with the decrease of $T_s$. Compared with the conventional FCS-MPCC,
the current harmonic has been decreased with the proposed FCS-MPCC.

To analyze the dynamic characteristic of the FCS-MPCC with the proposed robustness improvement method, simulation results with load torque sudden change from 40 N.m to 80 N.m at 1.0s are shown in Figure 17. The curves of the speed, $i_d$, and $i_q$ are shown in Figure 17 (a), (b), and (c), respectively. As shown in the enlargement of the speed in Figure 17 (a), the speed can reach its reference in 8ms with the load torque sudden change from 40 N.m to 80 N.m. The currents can also track their references according to the enlargements of the curves of $i_d$ and $i_q$.

Accordingly, the above simulation results indicate the FCS-MPCC with the proposed robustness improvement method can realize satisfied steady-state and dynamic performances with model parameter mismatches.

C. COMPARATIVE ANALYSIS

Comparative analysis is given in this part to illustrate the advantages of the proposed method. Comparative results of $i_q$, $i_d$, $i_a$, and the root-mean-square values of the electromagnetic torque ripples are given in Figure 18-21, where the results of the conventional FCS-MPCC without parameter mismatches, the conventional FCS-MPCC with parameter mismatches, the robust FCS-MPCC proposed in [19] and the proposed FCS-MPCC are shown in Figure 18-21 (a), (b), (c), and (d), respectively. Two cases of parameter mismatches are simulated, i.e., in the process of $x$ as shown in Figure 18-21, $R^\wedge$ is equal to 2, $L^\wedge_d$ is equal to 0.5, $L^\wedge_q$ is equal to 1.2, and $\psi^\wedge_f$ is equal to 1.25, while, in the process of $y$, $R^\wedge$ is equal to 0.5, $L^\wedge_d$ is equal to 2, $L^\wedge_q$ is equal to 0.5, and $\psi^\wedge_f$ is equal to 0.4. In Figure 18-21, the speed reference and load torque are set as 750 r/min and 80 N.m respectively.

By observing Figure 18, the fluctuation of $i_q$ for the conventional FCS-MPCC in the parameter mismatches process of $x$ increases obviously compared with the conventional FCS-MPCC without parameter mismatches. In addition, there is a steady-state error of $i_q$ in the parameter mismatches process of $x$ for the conventional FCS-MPCC. As shown in Figure 18 (c), the steady-state error of $i_q$ in the parameter mismatches process of $y$ can be mitigated with the robust FCS-MPCC proposed in [19] where a newly designed cost
function in proportional-integral form is adopted. However, the fluctuation of $i_d$ as shown in Figure 18 (c) is still high. With the proposed FCS-MPCC, both the steady-state error and the fluctuation of $i_d$ have been decreased. The curves shown in Figure 18 (d) for the proposed FCS-MPCC are almost the same as Figure 18 (a) for the conventional FCS-MPCC without parameter mismatches.

As shown in Figure 19, the fluctuation of $i_d$ for the conventional FCS-MPCC in the parameter mismatches process increases obviously compared with the conventional FCS-MPCC without parameter mismatches. The root-mean-square value of the electromagnetic torque ripples ($T_{e, RMS}$) for the conventional FCS-MPCC without parameter mismatches is 2.51 N.m, and it increases to 5.52 and 3.01 N.m in the parameter mismatches process of $x$ and $y$, respectively. The ripples in the electromagnetic torque increase substantially with the conventional MPCC in the process of parameter mismatches. As shown in Figure 20 (c), $T_{e, RMS}$ has been reduced slightly with the method in [19]. With the proposed method, $T_{e, RMS}$ has been reduced to 2.52 and 2.53N.m, which are similar as the conventional MPCC without parameter mismatches.
FIGURE 21. Comparative results of \( T_e \). (a) The conventional FCS-MPCC without parameter mismatches (b) The conventional FCS-MPCC with parameter mismatches (c) The FCS-MPCC proposed in [19] (d) The proposed FCS-MPCC.

Comparative results of \( T_e^{\text{RMS}} \) with various load torque are shown in Figure 22. In the two cases of the parameter mismatches, both the torque ripples can be greatly reduced with the proposed method. For the parameter mismatches process of \( \Theta \), the torque ripples of the proposed method, as shown in Figure 22(a) have been reduced by more than 54.4% compared with the conventional FCS-MPCC. For the parameter mismatches process of \( \Psi \), the torque ripples of the proposed method, as shown in Figure 22(b) have been reduced by more than 16.3% compared with the conventional FCS-MPCC. The newly designed cost function in proportional-integral form in [19] is helpful to decrease the steady-state error of \( i_d \) and \( i_q \). According to the comparative results shown in Figure 18-22, the proposed method can realize better performances than the FCS-MPCC proposed in [19] in the aspects of current harmonics and torque ripples.

V. EXPERIMENTAL VERIFICATION
The proposed MPCC is implemented on a PMSM drive platform of which the photos are shown in Figure 23. The experimental platform includes a TMSF28377D control board, 2L-VSI, power supply, PC, the tested IPMSM (Motor 1) and an extra IPMSM to offer the load torque (Motor 2). Motor 2 is controlled by another inverter and it can work in both speed and torque control mode. The proposed FCS-MPCC is implemented on a 4 pole-pairs IPMSM drive platform based on a 2L-VSI of which the dc bus voltage is about 540V. The current probes are adopted to measure the phase current and the curves of \( i_d \) and \( i_q \). The speed are measured with a digital-to-analog chip on the control board. The stator resistance \( (R_0) \), d-axis inductance \((L_{d0})\), q-axis inductance \((L_{q0})\), permanent magnet flux linkage \((\psi_{f0})\) of the IPMSM which are obtained by off-line identification are 0.1Ω, 0.95mH, 2.05mH, and 0.225Wb, respectively. For the FCS-MPCC, the sampling period \((T_s)\) is set as 60µs. The reference of \( i_d \) is obtained by a proportional-integral-controller based speed control loop and the reference of \( i_q \) is set as 0. In the experiment, the reference of the speed is set as 750 r/min and the load torque is about 50N.m.

The experimental results for both the conventional and proposed FCS-MPCC with parameter mismatches are given in Figure 24-26, where the parameters adopted in the prediction satisfy \( R^\wedge = 3R_0, L_{d0}^\wedge = 0.4L_{d0}, L_{q0}^\wedge = 4L_{q0}, \) and \( \psi_{f0}^\wedge = 2\psi_{f0} \).

Curves of \( i_d \) and \( i_q \) of the conventional and proposed FCS-MPCC are shown in Figure 24 and Figure 25, respectively. It can be seen that both \( i_d \) and \( i_q \) of the conventional FCS-MPCC can not accurately track the reference current under this case. The steady-state error of \( i_d \) and \( i_q \) caused by parameter mismatches for the conventional FCS-MPCC is about 26.8A and 27.5A, respectively. Fortunately, with the
proposed robustness improvement method, the steady-state error of \( i_d \) and \( i_q \) have been reduced to 0.67A and 1.65A, respectively. It’s even worse that there are large distortions on the currents for the conventional method, i.e., the root mean square value of the tracking error of \( i_d \) and \( i_q \) is about 31.38A and 32.76A, respectively. Fortunately, with the proposed robustness improvement method, the root mean square value of the tracking error of \( i_d \) and \( i_q \) has been reduced to 9.28A and 5.65A, respectively. For the conventional FCS-MPCC with parameter mismatches, the poor current tracking will deteriorate system performances. Conversely, the proposed FCS-MPCC achieves fairly good current tracking performances.

The current of phase ‘a’ of the IPMSM (\( i_a \)) is also measured in the steady state, which is shown in Figure 26. In the conventional FCS-MPCC, the waveform is greatly distorted resulting from parameter mismatches. The THD of \( i_a \) as shown in Figure 26 (a) is 25.30% and there are a large amount of low-order harmonics. By the implementation of the proposed robustness improvement method, the current quality can be effectively promoted as shown in Figure 26(b) and the THD has been reduced to 15.92%.

Accordingly, the above analysis indicates that the proposed robustness improvement method is effective and it can achieve satisfactory performance in the case where multiple parameters of IPMSM are mismatched. Compared with the conventional FCS-MPCC for IPMSM, the proposed method increases some computational complexity. The implementation time of the proposed increases about 1.7 \( \mu \)s, which is only 2.83% of the sampling period. Accordingly, the increased computational complexity has little impact with the adopted TMSF28377D control board.

The current transient response results with the proposed method is shown in Figure 27. The speed keeps 750 r/min...
through the speed controller of the load motor and the reference of $i_q$ for the tested IPMSM changes suddenly from 30A to 60A. According to the enlargement in Figure 27, $i_q$ can track the step change within 0.65ms, which indicate the excellent dynamic performance of the proposed method.

Comparative analysis between the proposed method and the robust FCS-MPCC proposed in [19] is experimentally studied. Comparative results of $i_q$ and $i_d$ are shown in Figure 28 and 29, respectively. By comparing Figure 25 with Figure 28, the steady-state error of $i_q$ can be mitigated with both the proposed method and the method in [19]. The root-mean square values of the ripples of $i_d$ with the proposed method and the method in [19] are 5.65 and 25.64A. By comparing Figure 24 with Figure 29, the steady-state error of $i_d$ can be mitigated with both the proposed method and the method in [19]. The root-mean square values of the ripples of $i_d$ with the proposed method and the method in [19] are 9.28 and 19.32A. Accordingly, the proposed method can realize better performances in the aspect of current tracking compared with the previously studied method in [19].

VI. CONCLUSION
In this paper, the prediction error caused by model parameter mismatches in the two-step prediction considering the time-delay compensation is analyzed and a robustness improvement method is proposed to depress the model parameter sensitivity. The conclusion is given as follows:

1) The prediction errors with parameter mismatches of the stator resistance, magnetic flux linkage, inductances in both $d$ and $q$ axes are studied. The mismatches of stator resistance and magnetic flux linkage mainly cause the steady-state error of the current tracking, while the mismatches of inductances cause both the steady-state error and the increase of the current ripples.

2) The parameter mismatch compensation method by calculating the prediction errors which have been divided into two kinds can mitigate the steady-state error of the current tracking and reduce the current harmonics caused by parameter mismatches.

3) The simulation and experimental results indicate that the proposed method can deal with multiple parameter mismatches and the control performances of the proposed method including the steady-state errors of current tracking, current harmonics, and torque ripples can ensure almost the same as the FCS-MPCC without parameter mismatches. The torque ripples of the proposed method can be reduced by more than 54.4% and 16.3% compared with the conventional FCS-MPCC in the parameter mismatches process of 1) and 2), respectively.

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