
# *Performance Analysis of DC Primary Power Protection in Railway Cars using EMTP-RV*

Event: EMTP-RV User Group meeting

Location: New Orleans

Presenter: Maxime Berger

Title: Jr. Eng., M.A.Sc. candidate

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# *Performance Analysis of DC Primary Power Protection in Railway Cars using EMTP-RV*

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**Further details will be provided in the following reference:**

M. Berger, C. Lavertu, I. Kocar, J. Mahseredjian, « Performance Analysis of DC Primary Power Protection in Railway Cars using a Transient Analysis Tool », Vehicle Power and Propulsion Conference (VPPC), 2015 IEEE, Oct. 2015 [Digest Accepted]

# Agenda







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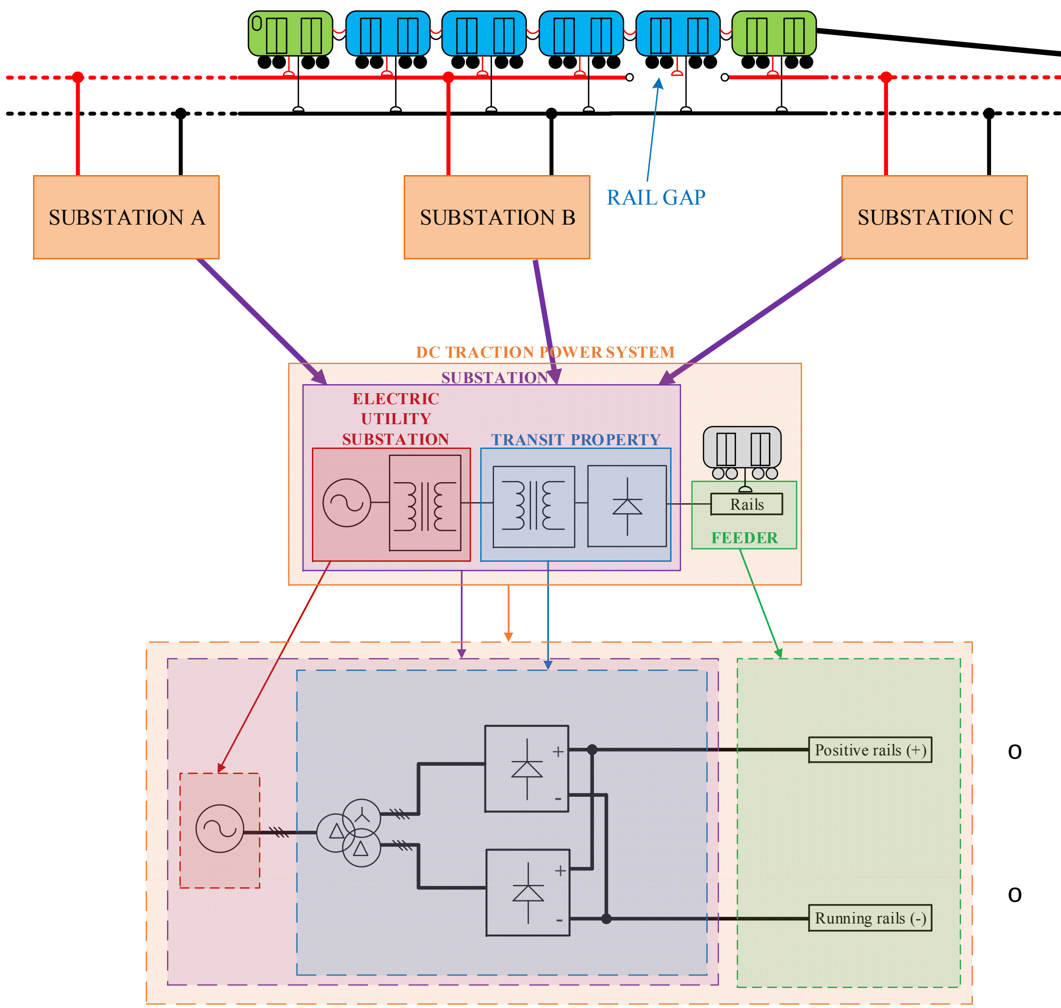
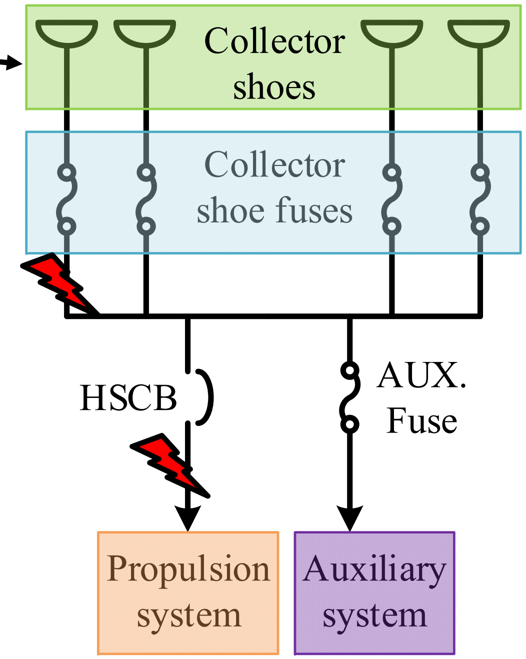
# Introduction
## Context




- Primary DC Voltage: 600 V, 750 V, 1 kV, 1.5 kV
- Average Rated Power: 2 MW - 5 MW (some even bigger)





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General Objectives:
- Equipment and cables protection
- Limit high thermal and magnetic energy (typically undercar)

Specific Objectives:
- Determine available fault level
- Define Ratings and Settings of the protective devices
- Evaluate fault duration
- Assess selectivity of protective devices
- Determine protection performance under different scenarios

# Progress







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# Why using a transient analysis tool ?

A transient analysis tool is used since:

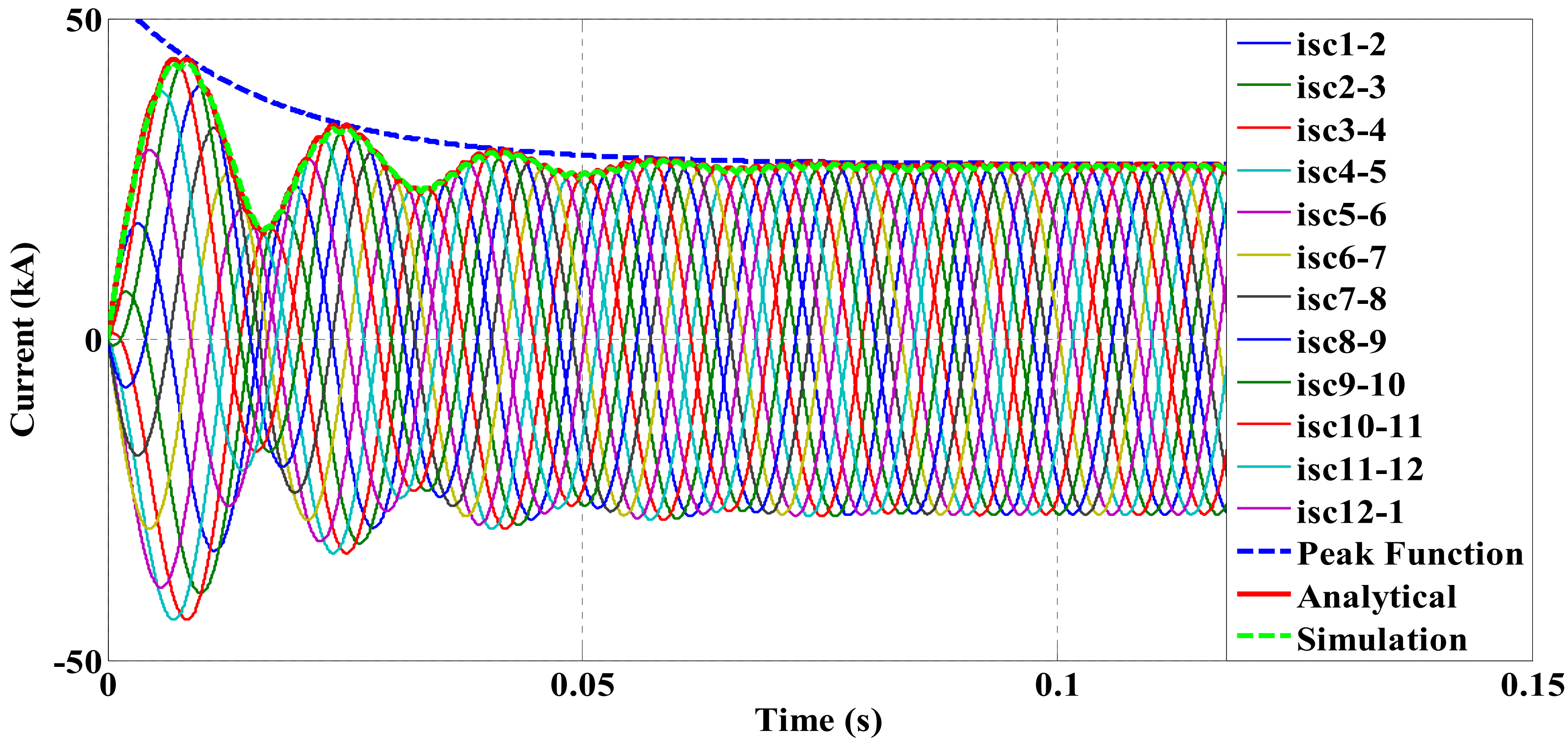
- Traditional AC RMS Time-Current Curves (TCCs) are of a limited use in DC.

- AC Let-Through Curves are also of limited use and may not be always available in DC.

We will see why…

# Why using a transient analysis tool ?
## Short Circuit Current Waveform

- Short-circuit current waveform depends on the substation rectifiers transient response: It is neither AC nor DC [8].





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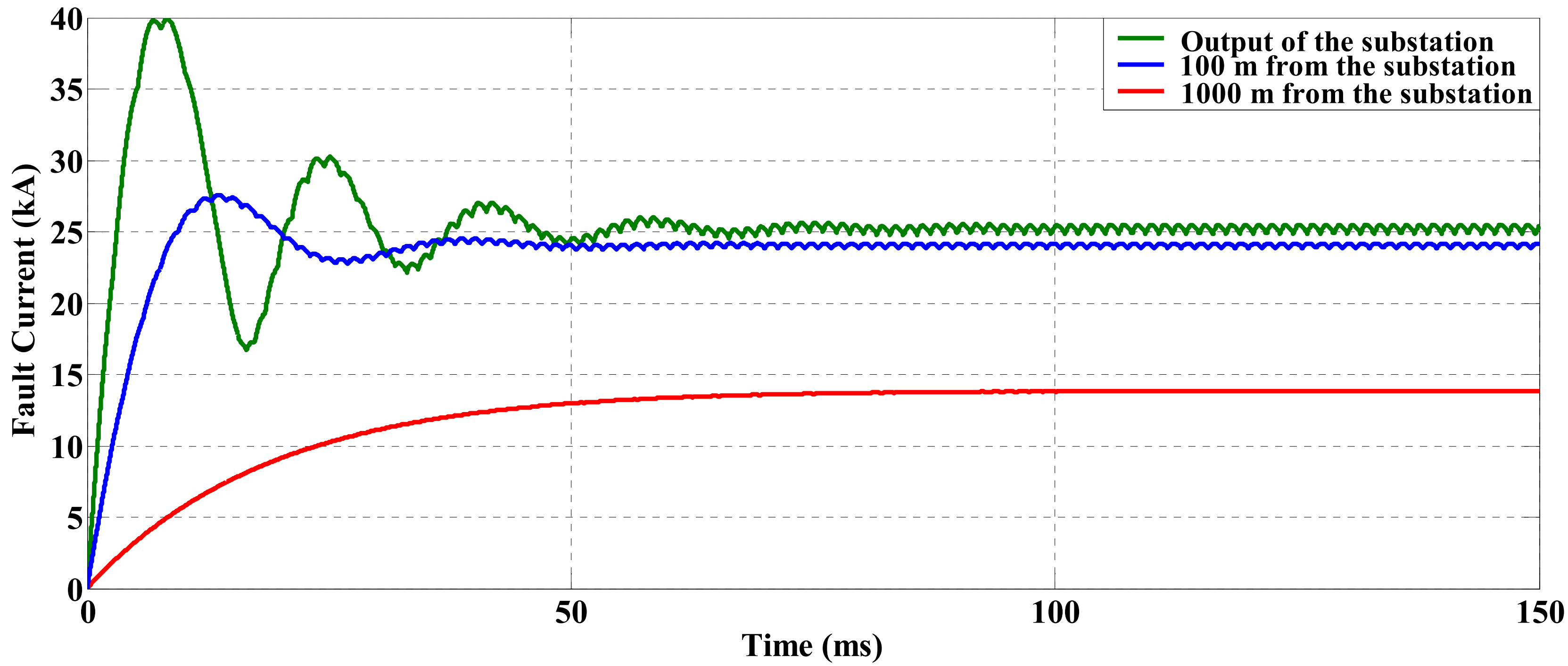
# Why using a transient analysis tool ?
## Fault Level

- Fault level depends on the location of the train throughout the DC traction system due to the track parameters – (Close, Max. Energy, Remote)





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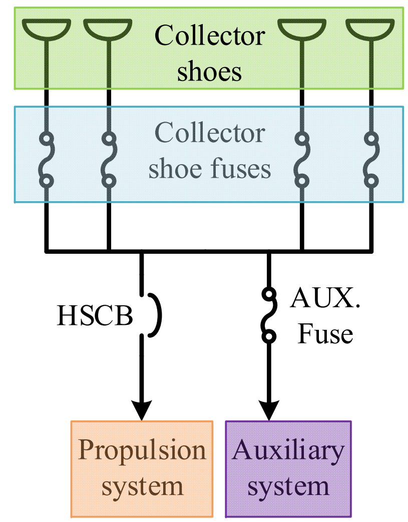
# Why using a transient analysis tool ?
## Current-Limiting Fuses vs High Speed Circuit Breaker

- Current-Limiting Fuses (CLF) and High Speed Circuit Breaker (HSCB) :
  - Different detection mechanisms:
    - HSCB: Magnetic
    - CLF: Thermal
  - Sophisticated arcing mechanism.
  - MOST IMPORTANT: Likely to break transient current.
  - Downstream HSCB energy limitation have an impact on the energy seen by the upstream fuses.





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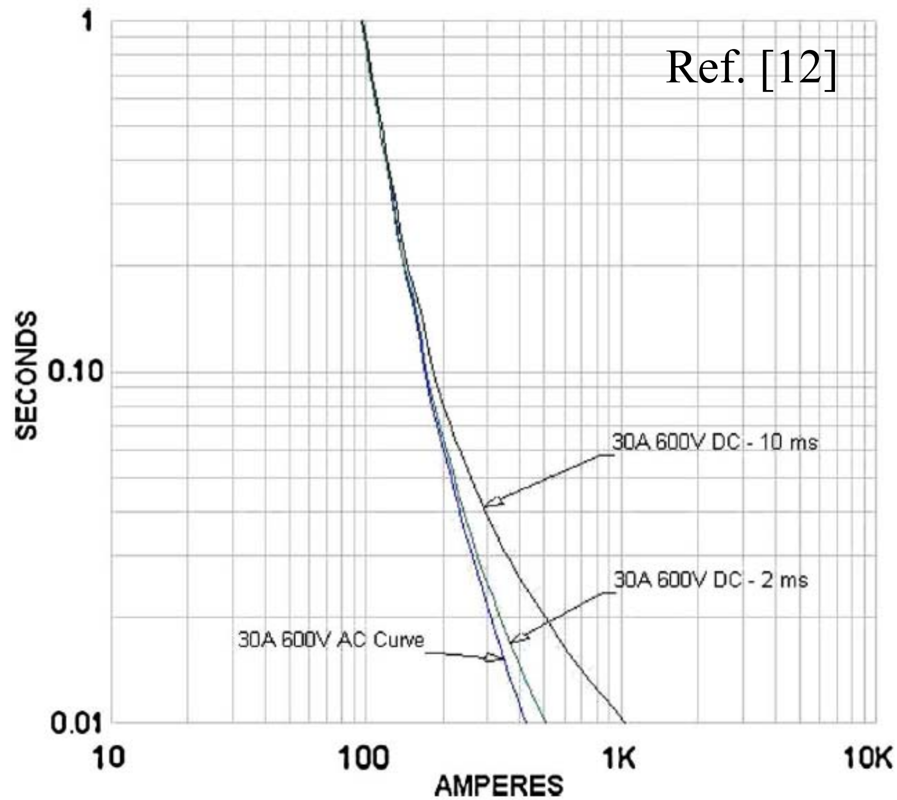
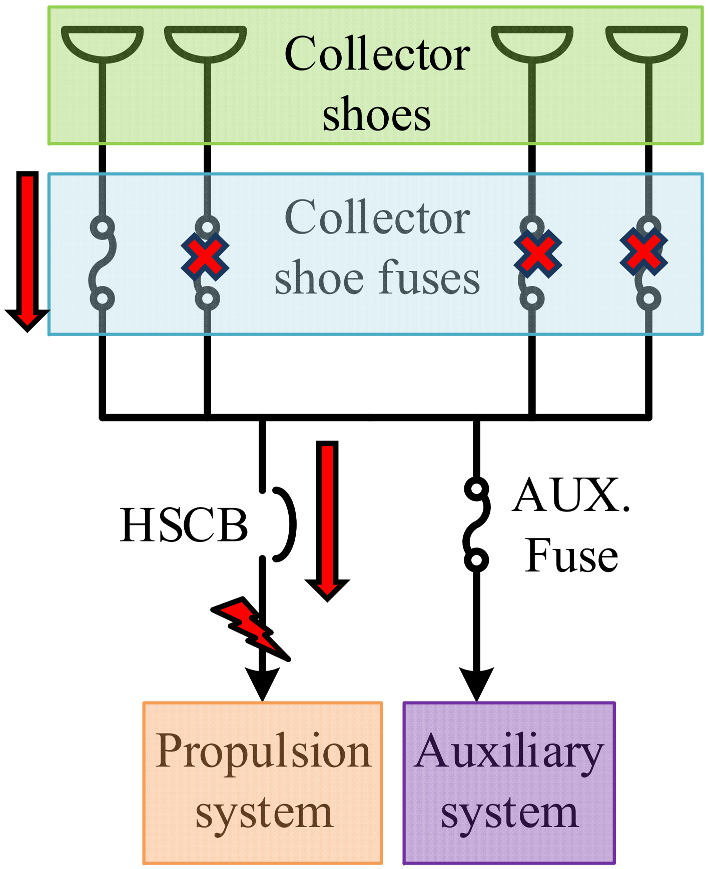
## CLF vs HSCB – Detection mechanism

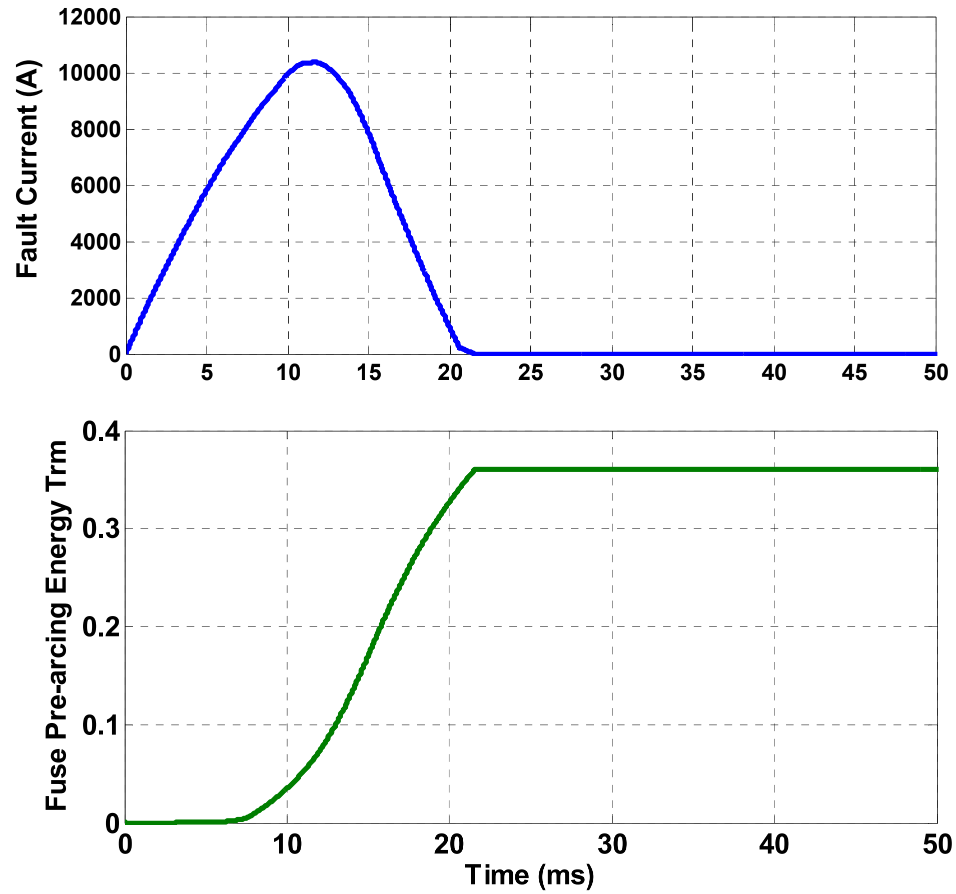
- Effect of the fault circuit L/R ratio on fuse Time-Current Curve (TCC)



# Why using a transient analysis tool ?
## CLF vs HSCB – HSCB Energy Limitation Impact on the CLFs

Case with the HSCB breaking the fault current (with $I_d$= 2000A):





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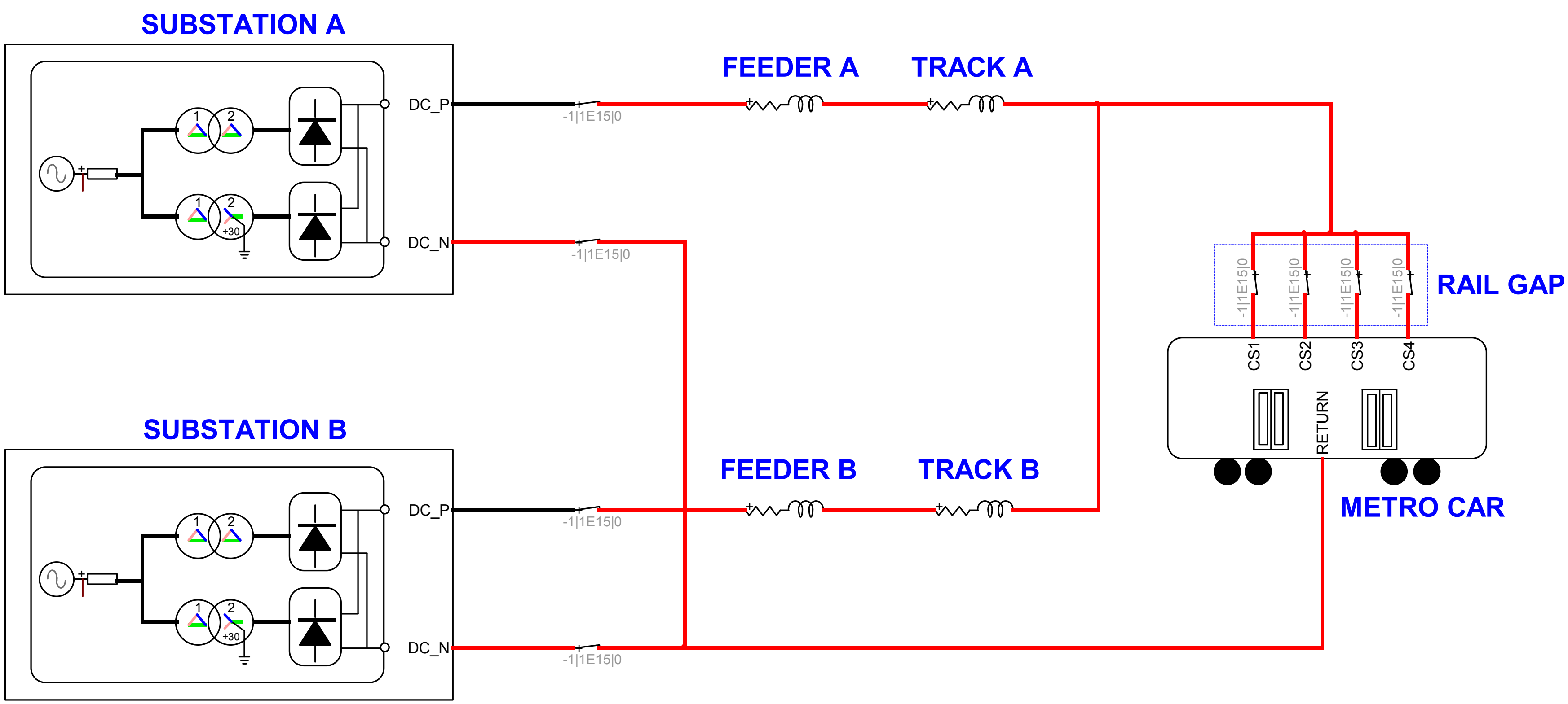
# Progress

# Building the model
## DC Traction System Model





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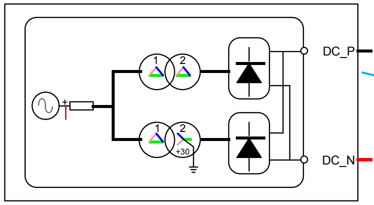
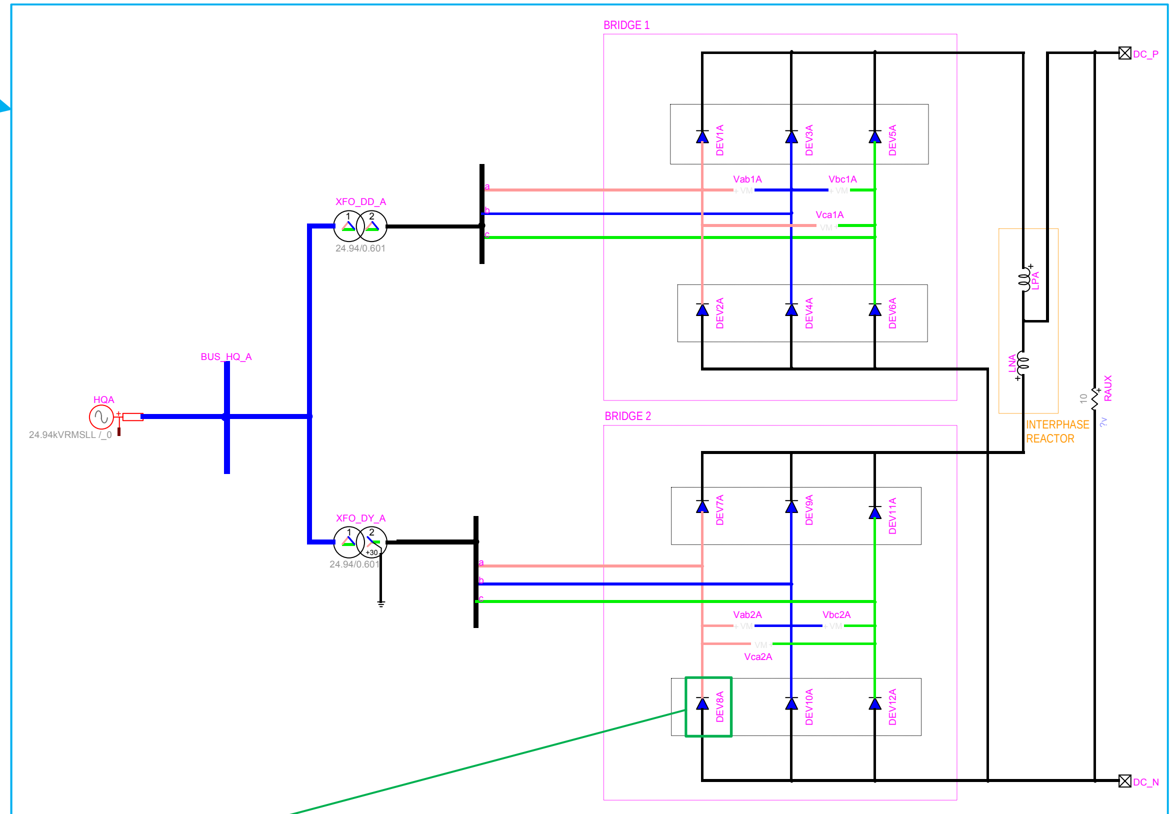
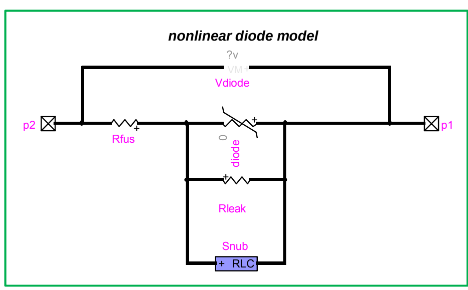
# Building the model
## Substation Model

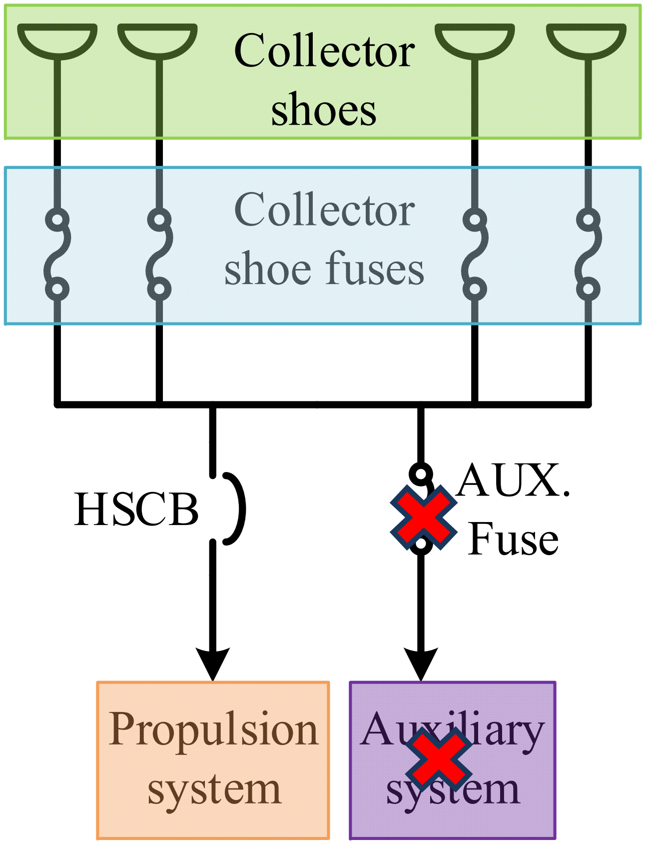


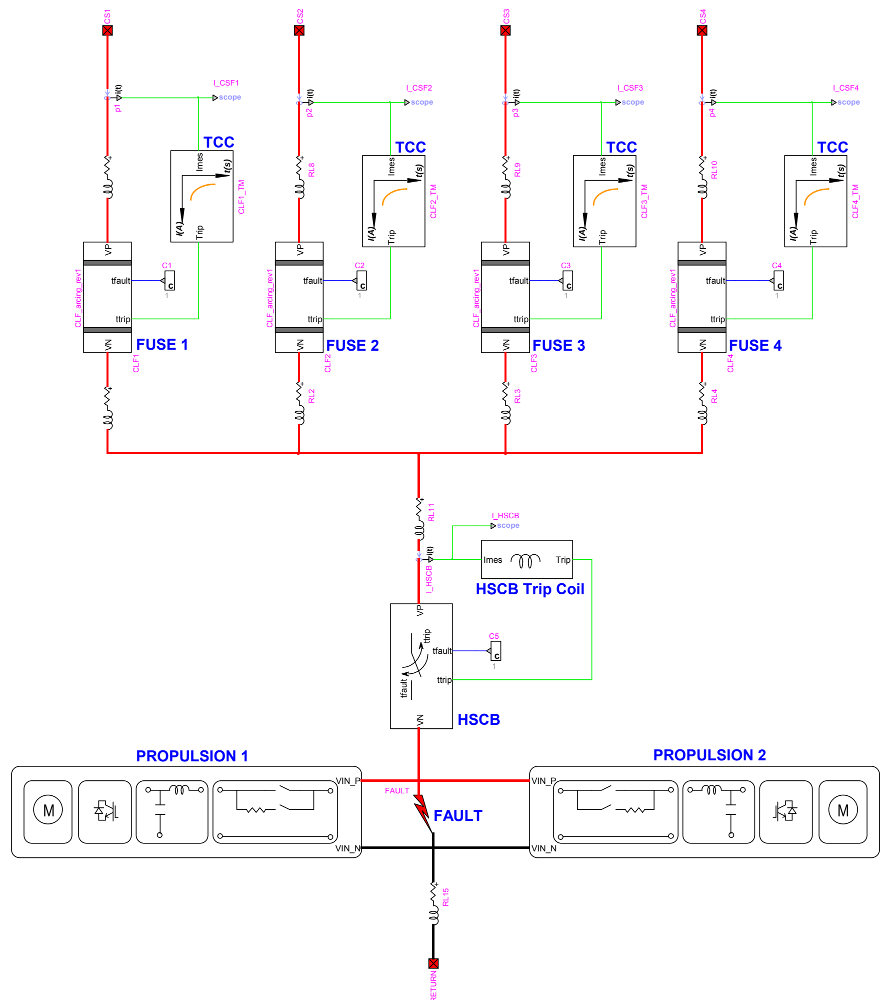




*Mainly based on « Société de Transport de Montréal (STM) » 2.5 MW, 750 Vdc, 12-pulse parallel rectifier data [11].*

# Building the model
## Car Model





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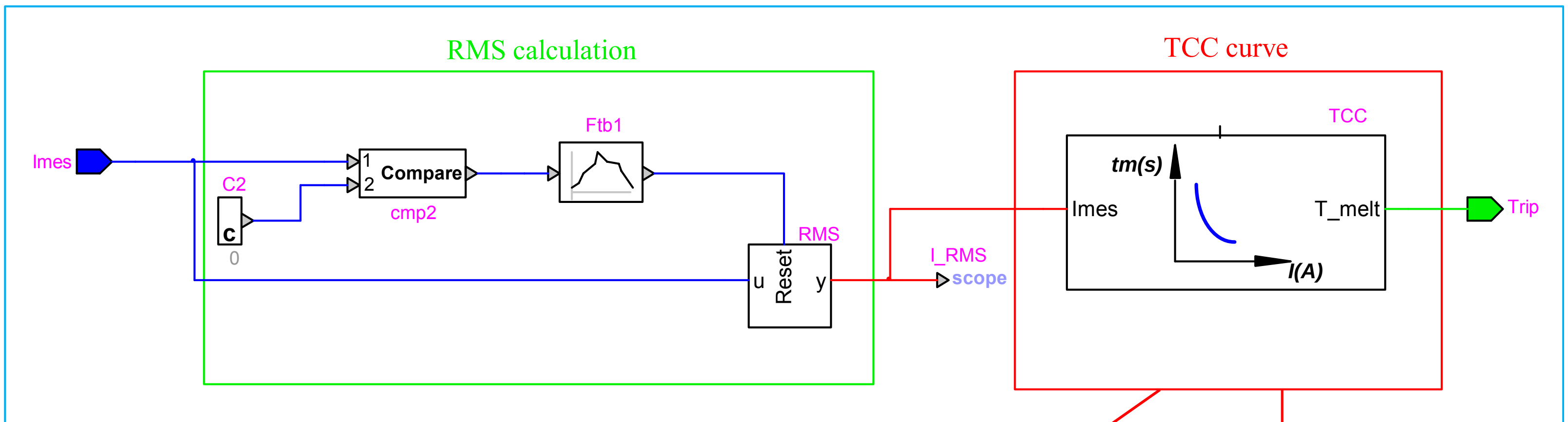
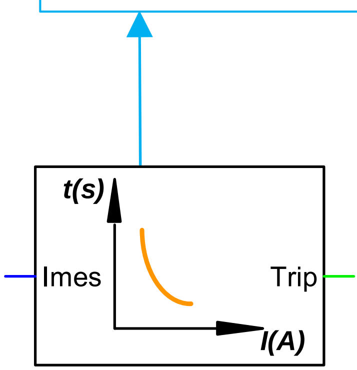
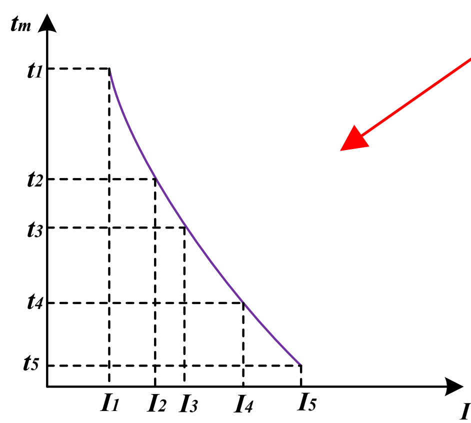
# Building the model
## Current-Limiting Fuse (CLF)

Fuse Time-Current Curve (TCC) Model (Melting Time):




$$Tr_m = \int \left(1 / t_m(t)\right) dt$$

Fuse melting energy reached when $Tr_m$=1





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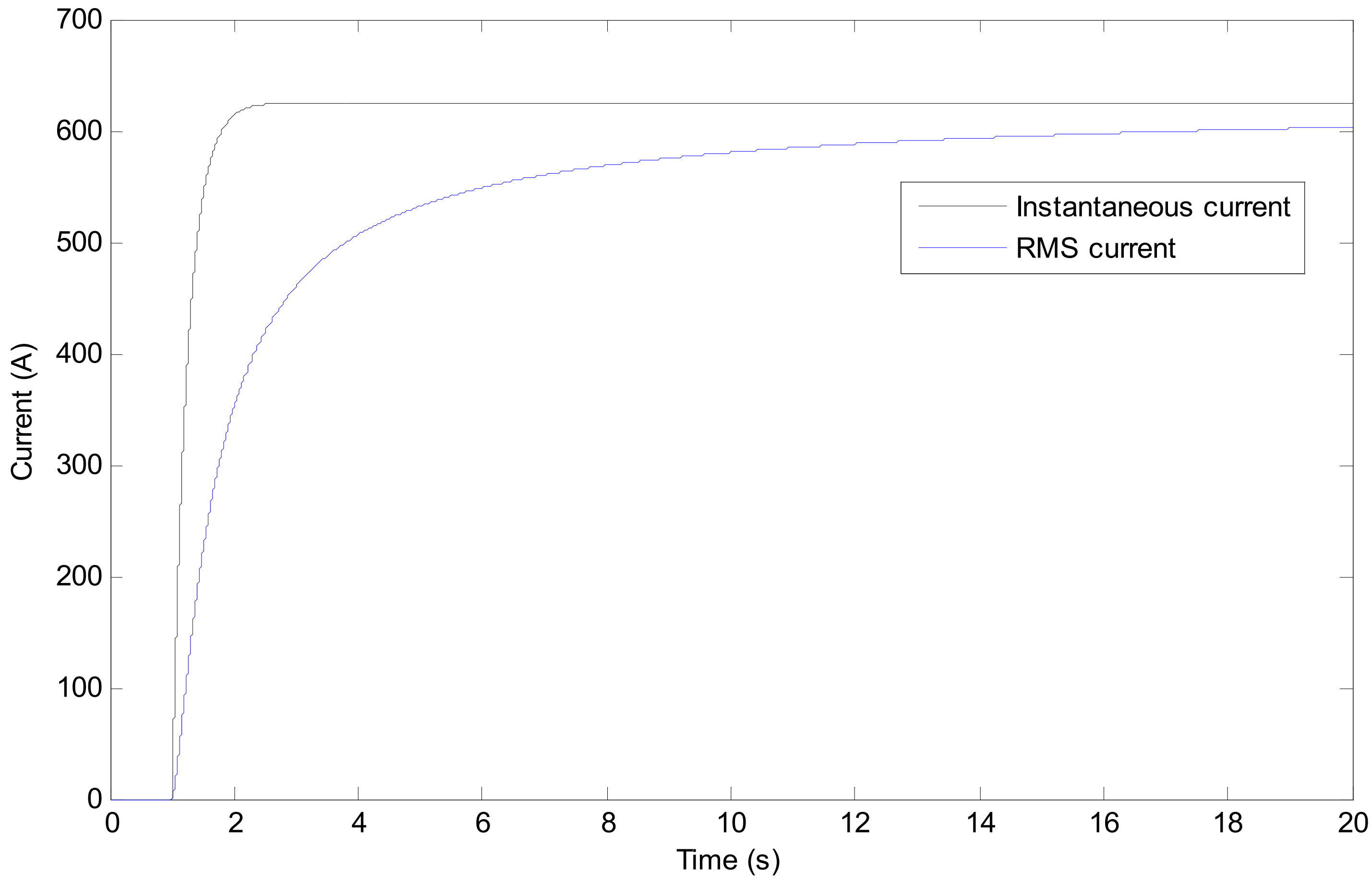
# Building the model
## Current-Limiting Fuse (CLF)

- What is the RMS current in transient DC? [3]





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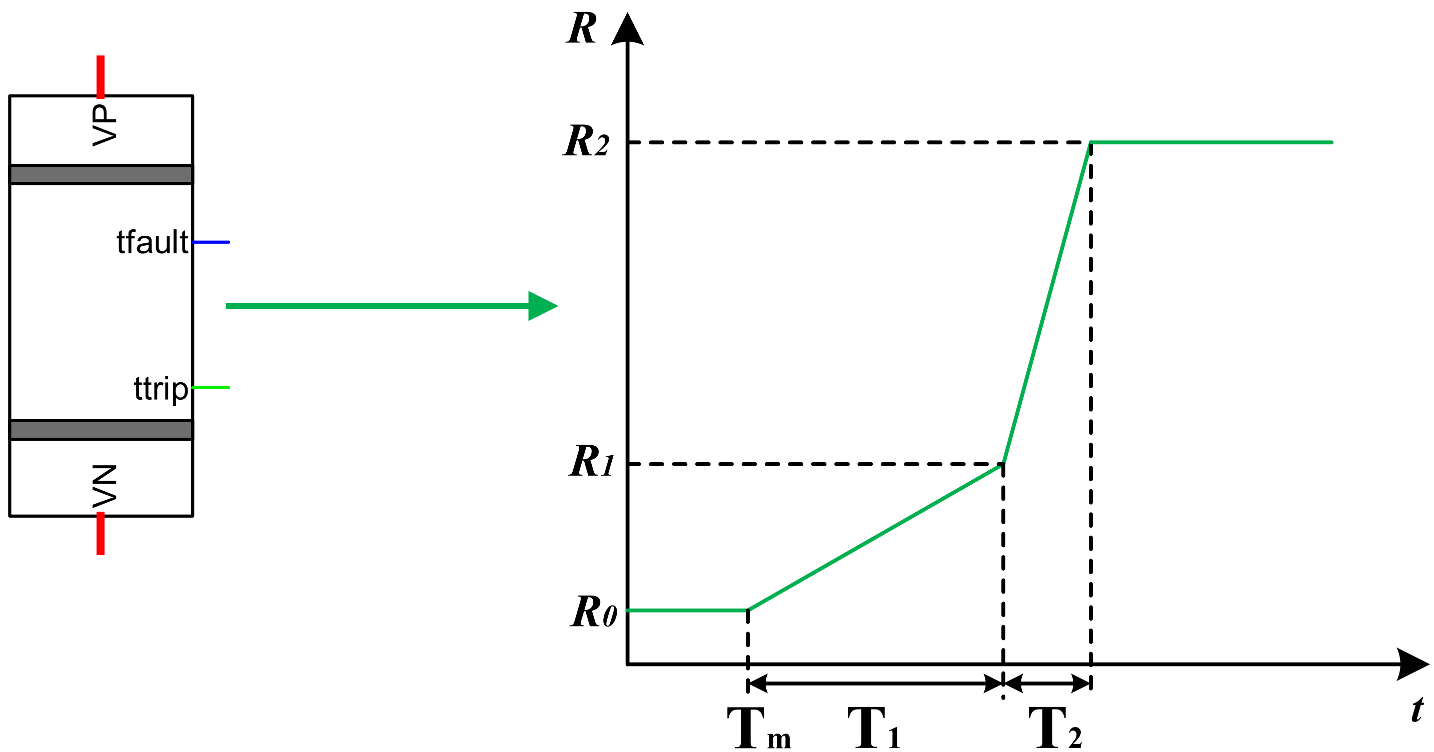
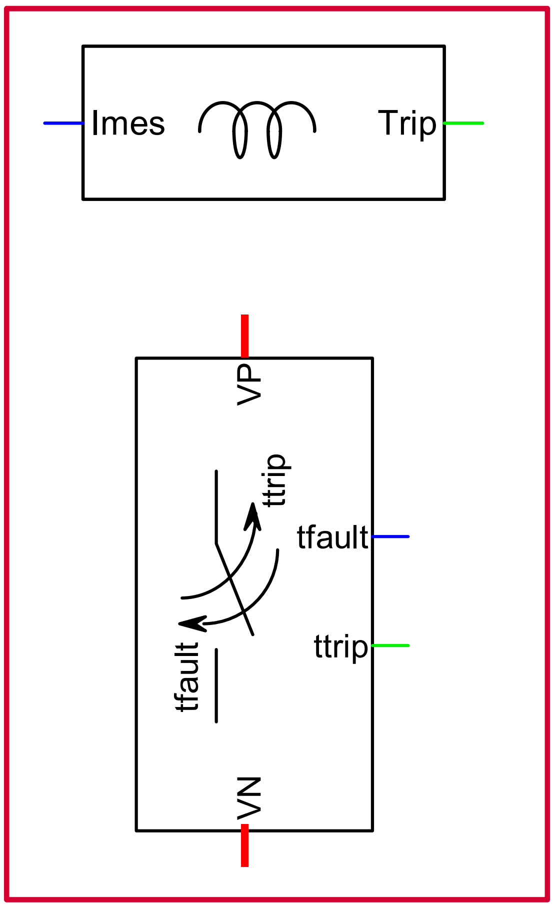
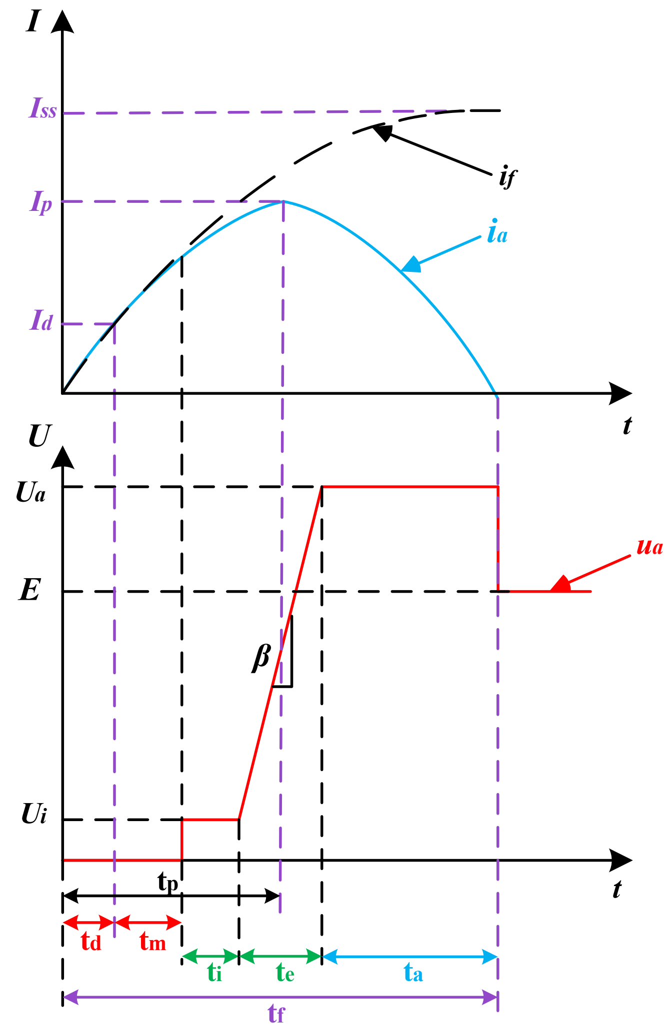
Fuse arcing model (Piecewise linear increasing resistance):



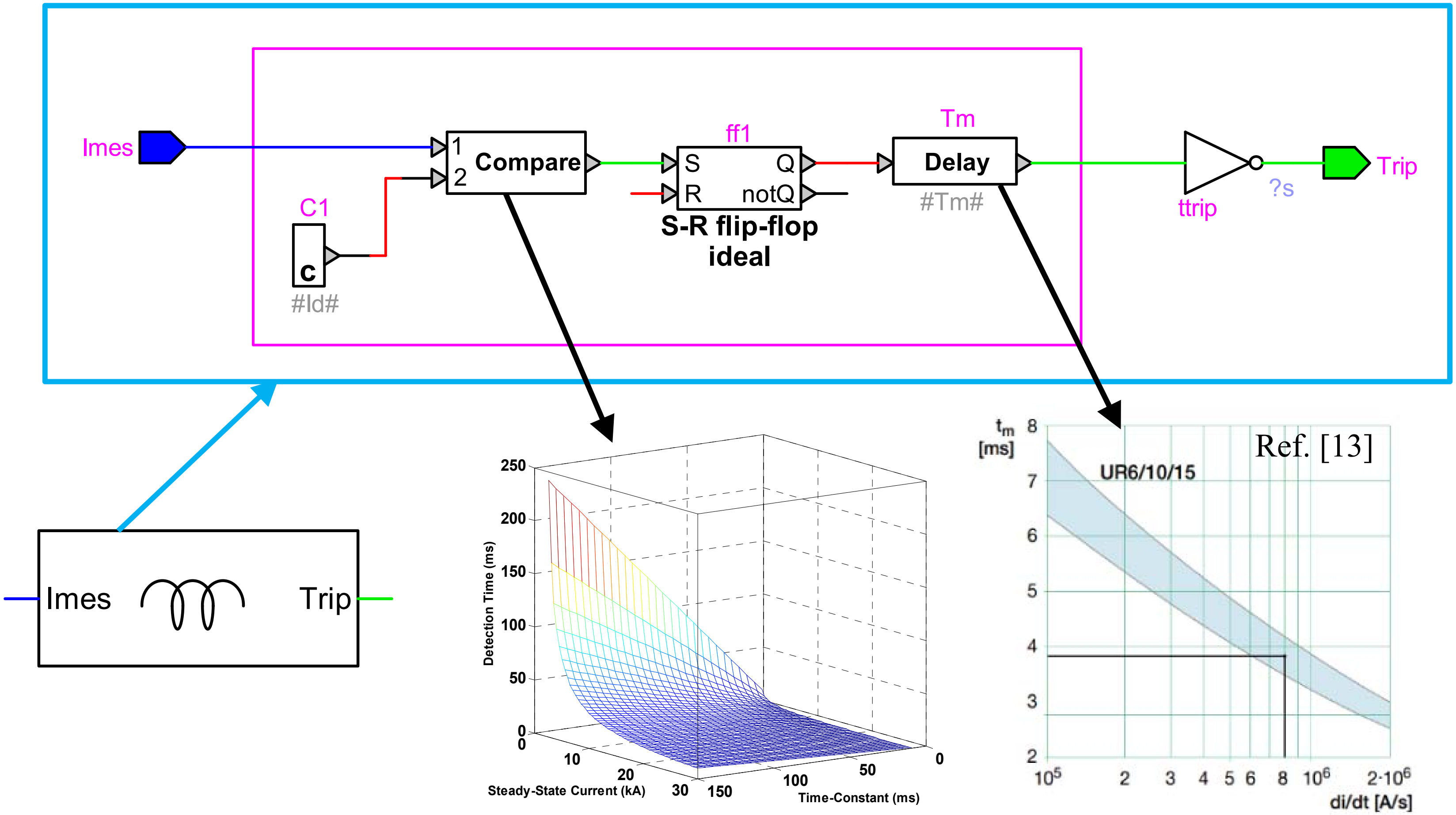
# HSCB Detection and Opening:



# Building the model
## High Speed Circuit Breaker (HSCB)

### HSCB Detection (trip coil):





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# Progress







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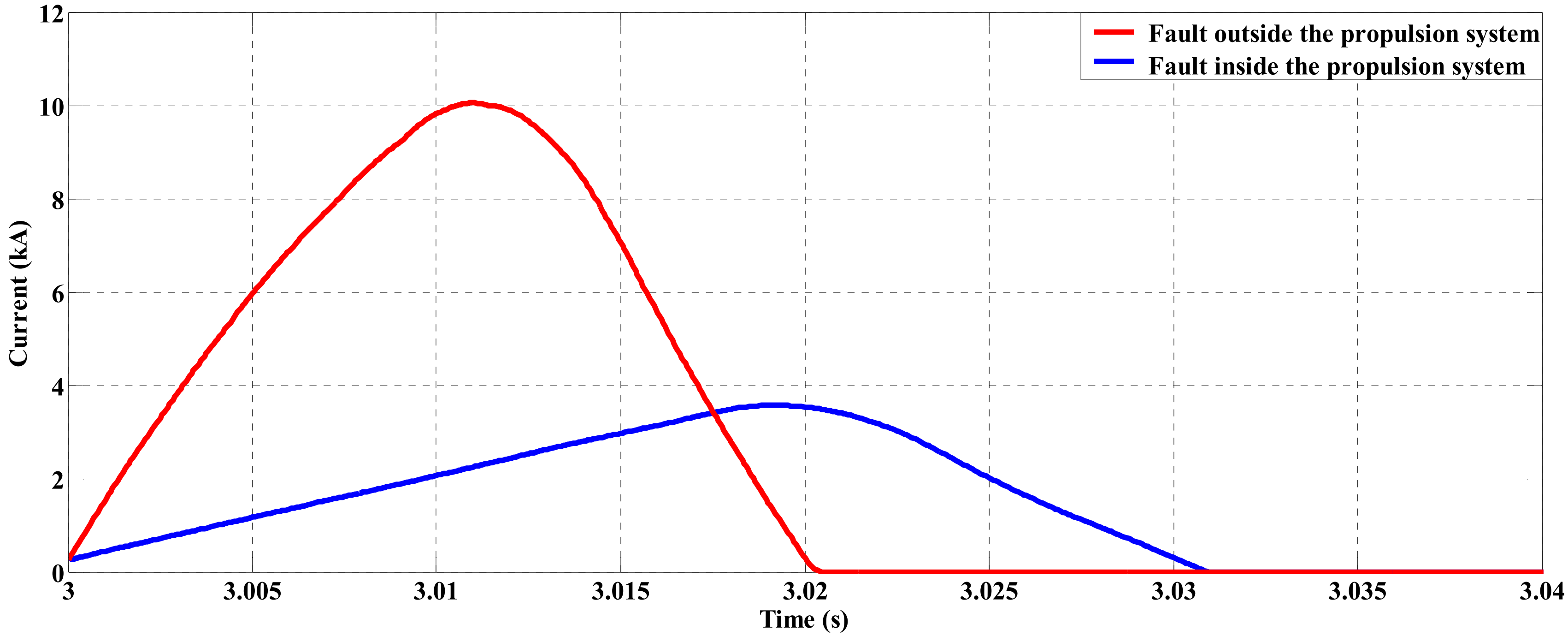
# Case Study

## Case #1 – Fault inside vs outside the propulsion system

- In both case, the HSCB clears the fault.
- Extra damping of the filter inductors increases the fault clearing time.





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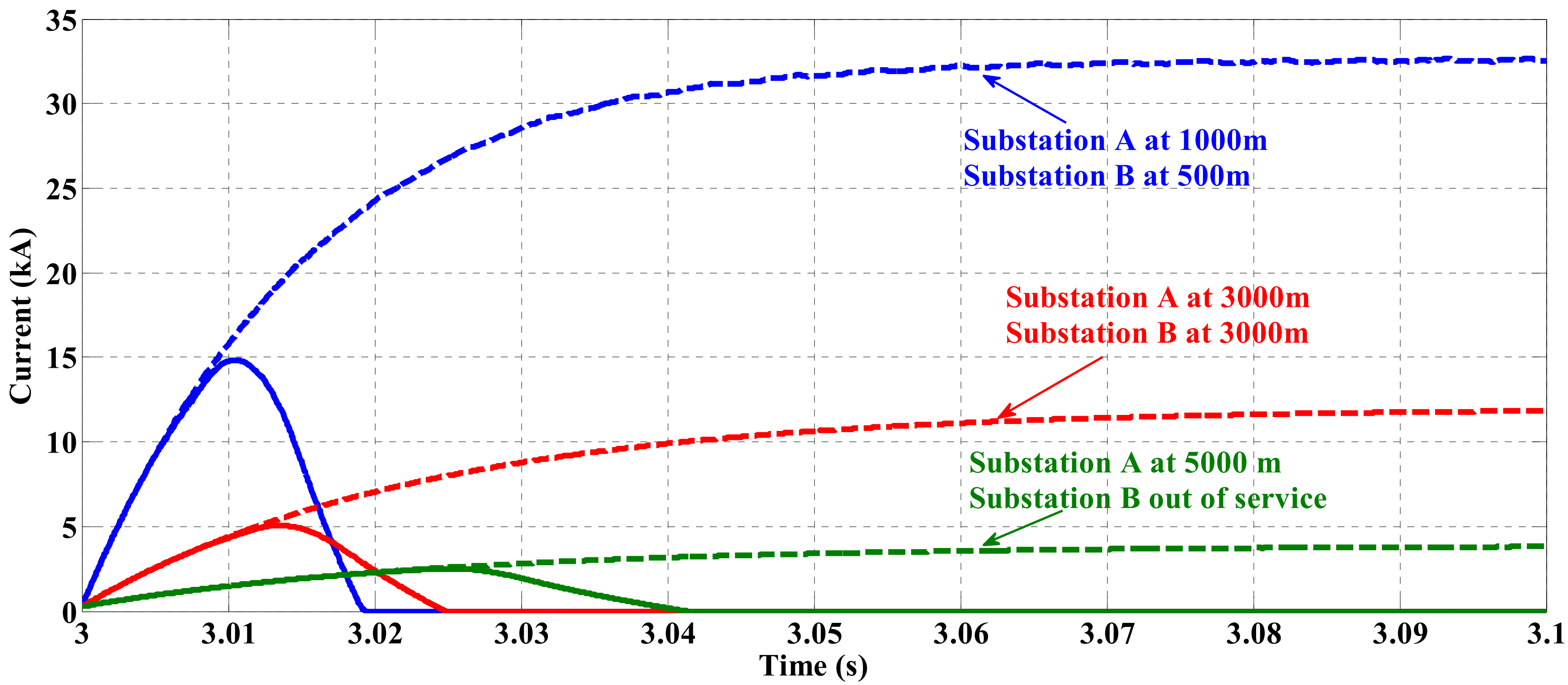
# Case Study
## Case #2 – Fault current and HSCB operating time (different location)

- In all cases, the HSCB clears the fault.
- Track inductance increases the fault clearing time.





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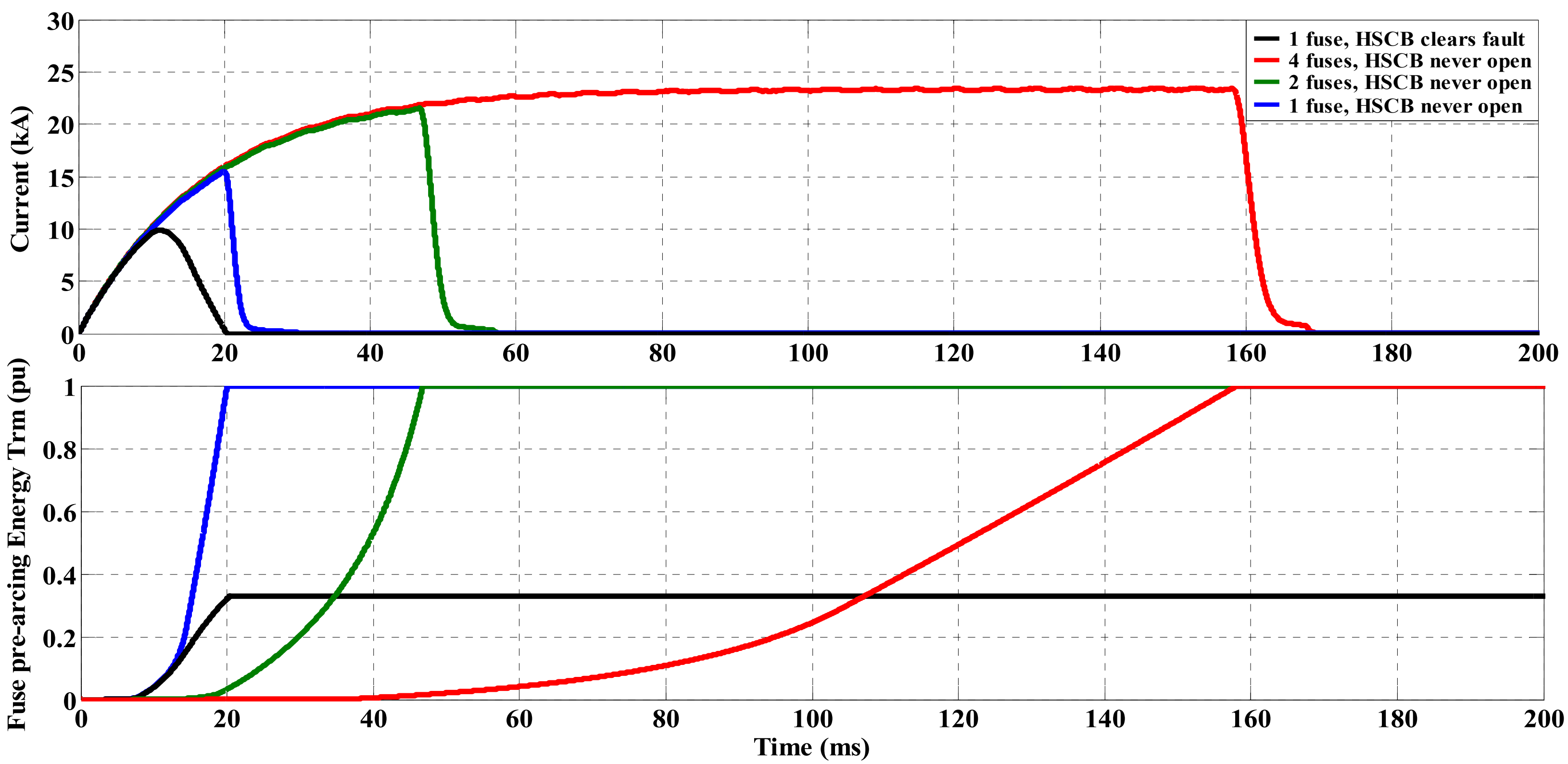
# Case Study
## Case #3 – Different car configurations and operating conditions

- **Black**: Selectivity of a single fuse in series with the HSCB
- **Red**, **Green**, **Blue**: (4), (2) or (1) fuse sharing the current





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# Progress

1 Introduction

2 Why using a transient simulation tool?

3 Building the model

4 Case Study

5 Conclusion





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# Conclusion

- By working closely with transit authority, fuse and HSCB manufacturers, the proposed tool could be used by railcar design engineers to study the performance of primary power protection.

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# Q&A

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