

基于观测器的多机系统 气门开度的模糊 H_∞ 控制新方法

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摘 要: 研究了汽轮发电机组成的多机电力系统气门开度的模糊观测 H_∞ 控制器设计问题. 首先对多机电力系统建立 T-S 模糊模型, 由于实际电力系统的状态有时不能作为模糊规则的前件变量, 基于观测状态给出了多机电力系统具有 H_∞ 性能指标的条件, 但它不是基于线性矩阵不等式 (LMIs) 的, 只能通过两步法求解. 因此又提出仅需一步就能求解的基于 LMIs 的条件, 克服了两步法求解带来的保守性. 最后采用局部线性化方法对两机无穷大母线的气门开度控制系统建立 T-S 模糊模型, 并验证了控制方法的有效性.

关 键 词: 非线性多机电力系统; 模糊观测控制器; LMIs; H_∞ 性能; 气门开度

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New Observer-based Fuzzy H_∞ Control Approach for Steam Valve Opening of Multi-machine Power Systems

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Abstract: The observer-based fuzzy H_∞ controller design problem was considered for steam valve opening of multi-machine power systems which is consisting of turbo-generators. Firstly, T-S fuzzy model was used to establish the model for multi-machine power systems. Because sometimes the measurable state variables of actual power systems may not be used as the premise variables of the fuzzy rules, the observer-based conditions were derived to guarantee the H_∞ performance. However, the conditions are not based on the linear matrix inequalities (LMIs), which can only be solved by a two-step method. Then the LMIs-based conditions by only one step were proposed, in which the conservativeness of the conditions was reduced. Finally, the T-S fuzzy model was established for the steam valve opening of two-machine infinite bus power systems with local linearization method, and effectiveness of the proposed controller design was verified by the simulation results.

Key words: nonlinear multi-machine power systems; fuzzy observer-based controller; LMIs; H_∞ performance; steam valve opening

多机电力系统的气门开度控制对提高电力系统稳定性具有至关重要的作用, 多机电力系统是由一系列带有互联项的子系统组合的非线性系统^[1-3]. Takagi-Sugeno (T-S) 模糊模型用于逼近复杂非线性系统并进行控制具有很好的效果, 国内外许多学者基于 T-S 模糊模型对互联系统

的分散控制综合和分析方法进行了深入研究^[4-6]. 文献[7]针对一类带有参数不确定性的多机电力系统设计分散鲁棒控制器, 给出了系统稳定的条件. 而当系统状态不完全可测时, 需要设计基于观测器的状态反馈控制器, 但已有文献不可避免地都会出现非线性矩阵不等式 (non-

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LMIs) 的结果. 为求解 non-LMIs, 文献[8]给出了基于观测状态的两步走的控制器设计方法, 文献[9]采用基于遗传算法的寻优设计, 但都不可避免地带来结果的保守性. 文献[10]在 H_∞ 性能指标下研究不确定性系统的控制器设计问题, 得到使闭环系统稳定且满足一定的动态性能的充分条件.

本文研究了汽轮发电机组成的多机电力系统气门开度的模糊观测分散控制器的设计问题, 提出了仅需一步就能求解的 LMIs 条件, 减小了采用传统两步法求解所带来的保守性.

1 问题描述

考虑通过输电线连接的 N 台非中间再热式汽轮发电机组成的多机电力系统的气门开度控制问题, 定义第 i 台发电机的状态向量为 $\mathbf{x}_i(t) = [\Delta\delta_i(t) \ \Delta\mathbf{w}_i(t) \ \Delta\mathbf{P}_{Mi}(t) \ \Delta\mathbf{X}_{Ei}(t)]^T$, 其中, 转子角增量 $\Delta\delta_i(t) = \delta_i(t) - \delta_0$, 相对角速度 $\Delta\mathbf{w}_i(t) = \mathbf{w}_i(t) - \mathbf{w}_0$, 机械功率增量 $\Delta\mathbf{P}_{Mi}(t) = \mathbf{P}_{Mi}(t) - \mathbf{P}_{M0}$, 气门开度增量 $\Delta\mathbf{X}_{Ei}(t) = \mathbf{X}_{Ei}(t) - \mathbf{X}_{E0}$, 则每台发电机的状态方程描述为

$$\dot{\mathbf{x}}_i(t) = \mathbf{A}_i \mathbf{x}_i(t) + \mathbf{B}_i \mathbf{u}_i(t) + \sum_{j=1, j \neq i}^N \mathbf{r}_{ij} \mathbf{G}_{ij} \mathbf{g}_{ij}(x_i, x_j). \quad (1)$$

其中: $\mathbf{A}_i, \mathbf{B}_i, \mathbf{G}_{ij}$ 为系统矩阵; \mathbf{r}_{ij} 表示第 i 台发电机和第 j 台发电机有电气上的连接, 且 $\mathbf{r}_{ij} = \mathbf{r}_{ji}$; $\mathbf{g}_{ij}(t, x) = \sin(\delta_i(t) - \delta_j(t)) - \sin(\delta_0 - \delta_0)$.

根据式(1), 建立其 T-S 模糊模型为

$$\begin{aligned} \dot{\mathbf{x}}_i(t) &= \sum_{l=1}^{r_i} \mu_i^l(\xi_i(t)) (\mathbf{A}_i^l \mathbf{x}_i(t) + \mathbf{B}_{1i}^l \mathbf{u}_i(t) + \\ &\quad \mathbf{B}_{2i}^l \mathbf{w}_i(t) + \sum_{j=1, j \neq i}^N \mathbf{C}_{ij}^l x_j), \\ \mathbf{y}_i(t) &= \sum_{l=1}^{r_i} \mu_i^l(\xi_i(t)) (\mathbf{D}_{il}^l \mathbf{x}_i(t) + \mathbf{E}_{il}^l \mathbf{w}_i(t)), \\ \mathbf{z}_i(t) &= \sum_{l=1}^{r_i} \mu_i^l(\xi_i(t)) (\mathbf{D}_{i2}^l \mathbf{x}_i(t) + \mathbf{E}_{i2}^l \mathbf{u}_i(t)), \\ i &= 1, \dots, N; l = 1, \dots, r_i. \end{aligned} \quad (2)$$

其中: $\mathbf{x}_i, \mathbf{u}_i, \mathbf{z}_i, \mathbf{y}_i$ 分别是系统状态, 控制量, 可控输出和可测输出; $\xi_{i1}(t), \dots, \xi_{i r_i}(t)$ 是前件变量; $\mathbf{A}_i^l, \mathbf{B}_{1i}^l, \mathbf{B}_{2i}^l, \mathbf{D}_{il}^l, \mathbf{E}_{il}^l, \mathbf{D}_{i2}^l, \mathbf{E}_{i2}^l$ 代表子系统 S_i 的第 l 条规则的系统矩阵, \mathbf{C}_{ij}^l 表示第 i 和第 j 个子系统的第 l 条规则的互联矩阵, $\mu_i^l(\xi_i(t)) \geq 0$,

$$\sum_{l=1}^{r_i} \mu_i^l(\xi_i(t)) = 1.$$

根据并行分布补偿策略, 采用模糊控制器:

$$\mathbf{u}_i(t) = \sum_{l=1}^{r_i} \mu_i^l(\xi_i(t)) \mathbf{K}_i^l \hat{\mathbf{x}}_i(t). \quad (3)$$

其中: \mathbf{K}_i^l 为控制器增益; $\hat{\mathbf{x}}_i(t)$ 为观测状态.

考虑如下模糊观测器估计多机系统的状态:

$$\begin{aligned} \dot{\hat{\mathbf{x}}}_i &= \sum_{l=1}^{r_i} \mu_i^l (\mathbf{A}_i^l \hat{\mathbf{x}}_i + \mathbf{B}_{1i}^l \mathbf{u}_i + \mathbf{B}_{2i}^l \mathbf{w}_i + \\ &\quad \sum_{j=1, j \neq i}^N \mathbf{C}_{ij}^l \hat{x}_j - \mathbf{L}_i^l (\mathbf{y}_i - \hat{\mathbf{y}}_i)). \end{aligned} \quad (4)$$

其中 \mathbf{L}_i^l 是第 l 条观测规则的观测增益, 且 $\hat{\mathbf{y}}_i(t) =$

$$\sum_{m=1}^{r_i} \mu_i^m (\mathbf{D}_{il}^m \hat{\mathbf{x}}_i(t) + \mathbf{E}_{il}^m \mathbf{w}_i(t)).$$

定义系统的误差为

$$\mathbf{e}_i(t) = \hat{\mathbf{x}}_i(t) - \mathbf{x}_i(t). \quad (5)$$

由式(2), (4)和(5)可以得到:

$$\begin{aligned} \tilde{\mathbf{x}}_i &= \begin{bmatrix} \mathbf{x}_i \\ \mathbf{e}_i \end{bmatrix} = \sum_{l=1}^{r_i} \sum_{m=1}^{r_i} \mu_i^l \mu_i^m (\tilde{\mathbf{A}}_{ilm} \tilde{\mathbf{x}}_i + \tilde{\mathbf{B}}_{2il} \mathbf{w}_i + \tilde{\mathbf{C}}_{ijl} \tilde{\mathbf{x}}_j). \end{aligned} \quad (6)$$

$$\mathbf{z}_i = \sum_{l=1}^{r_i} \mu_i^l [\mathbf{D}_{i2}^l + \mathbf{E}_{i2}^l \mathbf{K}_i^m \quad \mathbf{E}_{i2}^l \mathbf{K}_i^m] \tilde{\mathbf{x}}_i. \quad (7)$$

$$\text{其中: } \tilde{\mathbf{A}}_{ilm} = \begin{bmatrix} \mathbf{A}_i^l + \mathbf{B}_{1i}^l \mathbf{K}_i^m & \mathbf{B}_{1i}^l \mathbf{K}_i^m \\ 0 & \mathbf{A}_i^l + \mathbf{L}_i^l \mathbf{D}_{iy}^m \end{bmatrix},$$

$$\tilde{\mathbf{B}}_{2il} = \begin{bmatrix} \mathbf{B}_{2i}^l & 0 \\ 0 & 0 \end{bmatrix}, \tilde{\mathbf{C}}_{ijl} = \text{diag} \left[\sum_{j=1, j \neq i}^N \mathbf{C}_{ij}^l \quad \sum_{j=1, j \neq i}^N \mathbf{C}_{ij}^l \right].$$

2 主要结果

定理 1 对于给定干扰 $\gamma_i > 0, i = 1, \dots, N$, 如果存在矩阵 $\mathbf{K}_i^l, \mathbf{L}_i^l$, 对称正定矩阵 $\mathbf{X}_i, \mathbf{Y}_i$, 对称矩阵 $\mathbf{X}_{ilm}, m > l, l, m = 1, \dots, r_i$, 满足矩阵不等式(8) ~ (10), 则式(3)和(4)使模糊互联系统(2)稳定且满足 H_∞ 性能指标 γ_i .

$$\Omega_{ill} < \mathbf{X}_{ill}, \quad (8)$$

$$\Omega_{ilm} + \Omega_{iml} \leq \mathbf{X}_{ilm} + \mathbf{X}_{iml}, l \neq m, \quad (9)$$

$$\begin{bmatrix} \mathbf{X}_{i11} & \cdots & \mathbf{X}_{i1r} & \mathbf{U}_{i1m}^T \\ \vdots & & \vdots & \vdots \\ \mathbf{X}_{i1r} & \cdots & \mathbf{X}_{irr} & \mathbf{U}_{irm}^T \\ \mathbf{U}_{i1m} & \cdots & \mathbf{U}_{irm} & -\mathbf{I} \end{bmatrix} < 0. \quad (10)$$

其中:

$$\Omega_{ilm} = \begin{bmatrix} \Omega_{ilm}^{11} & \mathbf{X}_i \mathbf{B}_{1i}^l \mathbf{K}_i^m \\ * & \Omega_{ilm}^{22} \end{bmatrix},$$

$$\mathbf{U}_{ilm} = [\mathbf{D}_{i2}^l + \mathbf{E}_{i2}^l \mathbf{K}_i^m \quad \mathbf{E}_{i2}^l \mathbf{K}_i^m],$$

$$\Omega_{ilm}^{11} = (\mathbf{A}_i^l + \mathbf{B}_{1i}^l \mathbf{K}_i^m)^T \mathbf{X}_i + \mathbf{X}_i (\mathbf{A}_i^l + \mathbf{B}_{1i}^l \mathbf{K}_i^m) +$$

$$\frac{1}{\gamma_i^2} \mathbf{X}_i \mathbf{B}_{2i}^l (\mathbf{B}_{2i}^l)^T \mathbf{X}_i + (N-1) \mathbf{X}_i^2 +$$

$$\sum_{j=1, j \neq i}^N (C_{ij}^l)^T C_{ij}^l, \\ \Omega_{ilm}^{22} = (A_i^l + L_i^l D_{il}^m)^T Y_i + Y_i (A_i^l + L_i^l D_{il}^m) + \\ (N-1) Y_i^2 + \sum_{j=1, j \neq i}^N (C_{ij}^l)^T C_{ij}^l.$$

证明:选择 Lyapunov 函数

$$V = \sum_{i=1}^N \begin{bmatrix} x_i \\ e_i \end{bmatrix}^T \begin{bmatrix} X_i & 0 \\ 0 & Y_i \end{bmatrix} \begin{bmatrix} x_i \\ e_i \end{bmatrix}, \text{对其求导得}$$

$$\dot{V} \leq \sum_{i=1}^N \sum_{l=1}^{r_i} \sum_{m=1}^{r_i} \mu_i^l \mu_i^m \left(\begin{bmatrix} \dot{x}_i^T & \dot{e}_i^T \end{bmatrix} X_{ilm} \begin{bmatrix} x_i \\ e_i \end{bmatrix} + \gamma_i^2 w_i^T w_i \right),$$

当 $w_i = 0$ 时, $\dot{V} < 0$, 即闭环系统渐近稳定. 当 $w_i \neq 0$ 时, $\dot{V} \leq -z_i^T z_i + \gamma_i^2 w_i^T w_i$, 当 $x(0) = 0$ 时,

$V(x(0)) = 0$, 得 $\sum_{i=1}^N \|z_i\|_2^2 \leq \sum_{i=1}^N \gamma_i^2 \|w_i\|_2^2$, 定理 1 得证.

注 1: 定理 1 不是基于线性矩阵不等式 (LMIs) 的, 只能由常规的两步法求解, 且两步法的 LMIs 条件仅是定理 1 的充分条件. 定理 2 给出了一种单步求解 LMIs 的条件, 且该条件是定理 1 的充分必要条件. 这克服了定理 1 中两步法求解带来的保守性.

定理 2 对于给定干扰 $\gamma_i > 0, i = 1, \dots, N$, 如果存在对称正定矩阵 \bar{X}_i, \bar{Y}_i , 对称矩阵 $\bar{M}_{il}, \bar{J}_{il}, P_{ilm}, Q_{ilm}, P_{ill}, Q_{ill}, m > l, l, m = 1, \dots, r_i$ 满足 LMIs (11) ~ (16), 则式 (3) 和 (4) 使模糊互联系统 (2) 稳定且满足 H_∞ 性能指标 γ_i .

$$\begin{bmatrix} \Pi_{ill} - P_{ill} & \bar{X}_i V_{il} \\ * & -I \end{bmatrix} < 0, \quad (11)$$

$$\begin{bmatrix} \Theta_{ilm} - Q_{ill} & \bar{Y}_i \\ * & -(N-1)^{-1} I \end{bmatrix} < 0, \quad (12)$$

$$\begin{bmatrix} \Pi_{ilm} + \Pi_{iml} - P_{ilm} - P_{iml} & \bar{X}_i V_{il} & \bar{X}_i V_{im} \\ * & -I & 0 \\ * & * & -I \end{bmatrix} < 0, \quad (13)$$

$$\begin{bmatrix} \Theta_{ilm} + \Theta_{iml} - Q_{ilm} - Q_{iml} & \bar{Y}_i \\ * & -2^{-1}(N-1)^{-1} I \end{bmatrix} < 0, \quad (14)$$

$$\begin{bmatrix} Q_{il1} & \cdots & Q_{ilr_i} \\ \vdots & & \vdots \\ Q_{ilr_i}^T & \cdots & Q_{ilr_i} \end{bmatrix} < 0, \quad (15)$$

$$\begin{bmatrix} P_{il1} & \cdots & P_{ilr_i} & \bar{X}_i (D_{i2}^1)^T + \bar{M}_{i1}^T (E_{i2}^1)^T \\ \vdots & & \vdots & \\ P_{ilr_i} & \cdots & P_{ilr_i} & \bar{X}_i (D_{i2}^{r_i})^T + \bar{M}_{ir_i}^T (E_{i2}^{r_i})^T \\ * & \cdots & * & -I \end{bmatrix} < 0. \quad (16)$$

其中:

$$\begin{aligned} \Pi_{ilm} &= \bar{X}_i (A_i^l)^T + A_i^l \bar{X}_i + \bar{M}_{il}^T (B_{1i}^m)^T + \\ & B_{1i}^l \bar{M}_{il} + \frac{1}{\gamma_i^2} B_{2i}^l (B_{2i}^l)^T + (N-1) I, \\ \Theta_{ijk} &= (A_i^l)^T \bar{Y}_i + \bar{Y}_i A_i^l + (D_{il}^l)^T \bar{J}_{il}^T + \bar{J}_{il} D_{il}^l + \\ & \sum_{j=1, j \neq i}^N (C_{ij}^l)^T C_{ij}^l, K_i^l = \bar{M}_{il} \bar{X}_i^{-1}, L_i^l = \bar{Y}_i^{-1} \bar{J}_{il}, V_{il} = \\ & [(C_{il}^l)^T \cdots (C_{ij}^l)^T \cdots (C_{iN}^l)^T], j = 1, \dots, N, j \neq i. \end{aligned}$$

证明略.

注 2: 考虑系统建模误差、工况变化、故障及干扰等情况引起的系统参数不确定性情况, 利用定理 1 和定理 2 的推导方法也可得到类似的结论.

3 仿 真

选取文献 [11] 中的两机无穷大母线电力系统及其系统参数, 系统包含 3 台发电机, 1# 发电机和 2# 发电机分别通过变压器 T1 和 T2 接入无穷大母线, 以 3# 发电机作为参考.

采用局部线性化方法对多机气门开度控制系统建立 T-S 模糊模型, 系统矩阵为

$$A_1^1 = \begin{bmatrix} 0 & 1 & 0 & 0 \\ 0 & -0.63 & 39.27 & 0 \\ 0 & 0 & -2.86 & -2.86 \\ 0 & -0.64 & 0 & -10 \end{bmatrix},$$

$$A_2^1 = \begin{bmatrix} 0 & 1 & 0 & 0 \\ 0 & -0.29 & 30.80 & 0 \\ 0 & 0 & -2.86 & -2.86 \\ 0 & -0.64 & 0 & -10 \end{bmatrix},$$

$$A_1^2 = \begin{bmatrix} 0 & 1 & 0 & 0 \\ 0 & -1.46 & 39.27 & 0 \\ 0 & 0 & -2.86 & -2.86 \\ 0 & -0.64 & 0 & -10 \end{bmatrix},$$

$$A_2^2 = \begin{bmatrix} 0 & 1 & 0 & 0 \\ 0 & -1.04 & 30.80 & 0 \\ 0 & 0 & -2.86 & -2.86 \\ 0 & -0.64 & 0 & -10 \end{bmatrix},$$

$$A_{12}^2 = \begin{bmatrix} 0 & 0.83 & 0 & 0 \\ 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 \end{bmatrix},$$

$$A_{21}^2 = \begin{bmatrix} 0 & 0.75 & 0 & 0 \\ 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 \end{bmatrix},$$

$$A_{ij}^1 = \text{diag}[0 \ 0 \ 0 \ 0], D_i^1 = [0.25 \ 0.2 \ 0.3 \ 0]^T,$$

$$\begin{aligned} B_{1i}^1 &= B_{1i}^2 = [0 \ 0 \ 0 \ 10]^T, D_i^2 = [0.2 \ 0.1 \\ 0.5 \ 0]^T, D_{i1}^1 &= D_{i2}^1 = [1 \ 1 \ 0 \ 0], E_{i1}^1 = 0.25, \\ E_{i1}^2 &= 0.3, E_{i2}^1 = 0.3, E_{i2}^2 = 0.2, B_{2i}^1 &= [0.5 \ 0 \ 0 \\ 0]^T, B_{2i}^2 &= [0 \ 0.5 \ 0 \ 0]^T, i=1,2, l=1,2. \end{aligned}$$

利用 Matlab 的 Lmiedit 工具箱, 求解得

$$\begin{aligned} K_1^1 &= [1.08 \ 0.67 \ 4.33 \ 0.54], \\ K_1^2 &= [1.05 \ 0.78 \ 4.21 \ 0.73], \\ K_2^1 &= [0.89 \ 1.00 \ 2.86 \ 0.23], \\ K_2^2 &= [0.77 \ 0.86 \ 1.22 \ 0.04], \\ L_1^1 &= [43.54 \ 304.66 \ 6.21 \ -15.33], \\ L_1^2 &= [23.34 \ 450.38 \ 5.05 \ -12.34], \\ L_2^1 &= [48.30 \ 124.07 \ -0.31 \ -125.55], \\ L_2^2 &= [51.01 \ 134.31 \ -0.32 \ -145.07]. \end{aligned}$$

给定初值 $x_1(t) = x_2(t) = [1 \ 1 \ 1 \ 1]^T$ 及扰动 $w_1(t) = \sin(2\pi t)$, $w_2(t) = \cos(2\pi t)$, 系统输出见图 1, 观测误差曲线见图 2~3.

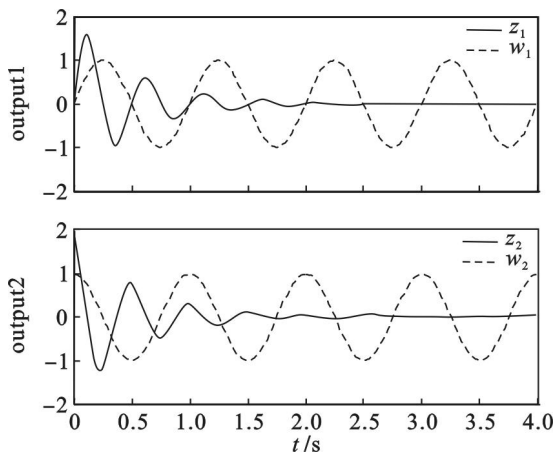


图 1 1#和2#发电机的输出曲线

Fig. 1 Outputs of 1# and 2# generator

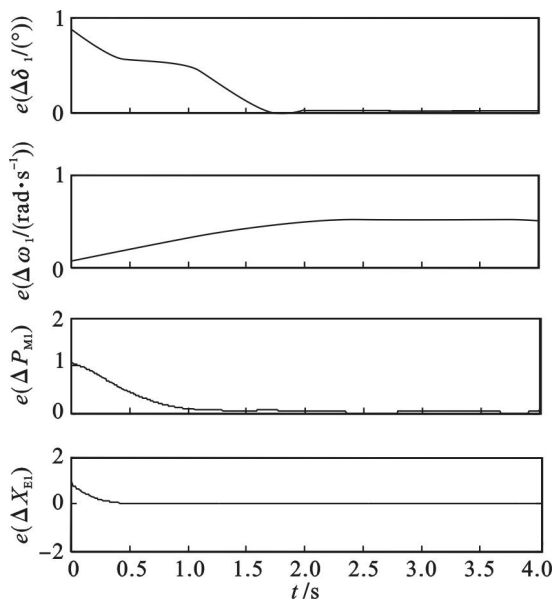


图 2 1#发电机的观测误差曲线

Fig. 2 Observer errors of 1# generator

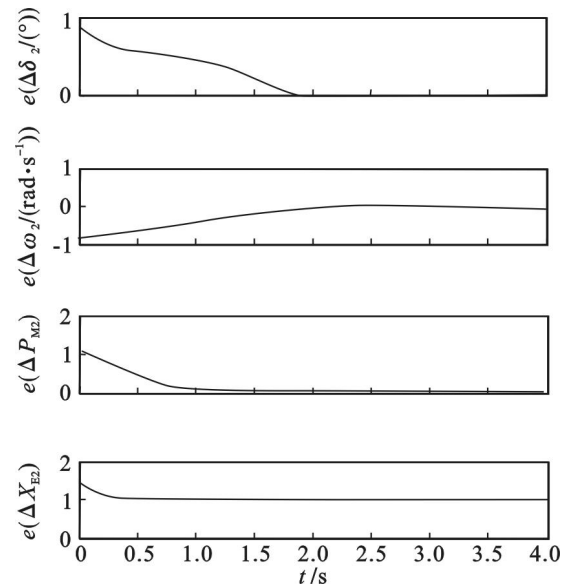


图 3 2#发电机的观测误差曲线

Fig. 3 Observer errors of 2# generator

4 结 语

本文研究了汽轮发电机组的多机电力系统气门开度的基于观测状态的分散控制器的设计问题. 基于 T-S 模糊模型给出了多机电力系统具有 H_∞ 性能指标的条件, 该基于 LMIs 的条件仅一步就能求解, 减小了采用传统两步法求解的保守性. 仿真结果验证了其有效性.

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