150kW Class Solar Electric Propulsion Spacecraft Power Architecture Model

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Deep Space Gateway (DSG)
- Perform missions in cislunar space
- Provide refueling capability
- 50 kW class solar electric propulsion (SEP)

Deep Space Transport (DST)
- Docks with DSG
- Minimize time between cislunar space and Mars surface
- 300 kW class SEP
Basic 150 kW Architecture

- 12 electric propulsion strings, each nominally consuming 12.5 kW
- 2 additional strings for avionics and support system power
- 158.8kW of total power including system losses
- Power system modeled in MATLAB® / Simulink ® (the MathWorks, Inc) using the ISS Model Library (Toolbox developed by PC Krause and Associates (PCKA)).
Non-Segmented Architecture

- Un-regulated Common bus architecture – 2 solar arrays designed to provide 155kW+ of power to a single HV bus
Transient Response – All Loads Turned On

- All propulsion strings RBI’s are closed at the same time.

- Solar Array 1 and 2 responses are identical.

- SA voltage reduces from the open circuit voltage (136 V) and reduces to 46 Volts.

- Total power increases from 5k+W to 80 kW. But system should be near 155kW (+losses)
Stability Analysis – Small Signal

- PCKA developed tool to calculate eigenvalues of the power system
  - ISS Model Library
- Jacobian matrix calculated at 10 load levels in equal steps from 10% to 100% for all 12 PPUs
- Eigenvalue real parts are negative, therefore stability is not of a concern
Stability Analysis – Large Signal

- Power/Voltage curve for 1 solar array superimposed with 6 loads
- Curves interest at 3 points (equilibrium points), creating 4 sections
- SA Power > Load Power
  - Array produces excess current and feeds system capacitance
  - Increase voltage
- SA Power < Load Power
  - Array draws current from system capacitance
  - Decrease voltage
- Stable equilibrium points
- Un-stable equilibrium points
Power/Voltage Curve Vs Time

un-stable equilibrium point

power/voltage as a function of time

“Turn on”
Transient Response to Incremental Commands

• Solar array voltage responses are identical (SA1 to SA2).
• Turning the loads on in a timed sequence allows the solar array voltage to settle at the higher equilibrium point (avoid exceeding the unstable equilibrium voltage).
• Increasing the delay time allows system to stabilize before turning on the next load.
• Flight controller update time is 1 second.
Segmented Architecture

- Segmented bus architecture – each solar array powers a single bus with +77.5kW of power
- Each bus provides power to 6 propulsion strings, 75kW + losses, and 1 string of avionics 2.5kW.
• Turning on all loads at the same time with the segmented bus at the same time has the same response as the non-segmented.

• This result is consistent regardless of architecture.
Transient Response to Incremental Commands

1 Millisecond Delay

- With the 1 millisecond delay, all loads associated with SA-1 are turned on first. Transient peaks are smaller than with the non-segmented.
- Overall, slightly better response than the non-segmented bus architecture.

20 Millisecond Delay

Voltage response on SA-2 (would be same as 1 just shifted in time)
Non-Segmented Regulated Architecture

- Common bus architecture
- Sequential shunt unit (SSU) at the output of the solar array
  - SSU regulates the solar array to keep it at a constant voltage and load.
**Transient Response to Incremental Commands**

- As the load increases in power demand (loads turned on), the SSU adjusts.

- Allows for a much more consistent solar array voltage and helps avoid the large signal stability issues seen prior.

- Previous SA-1 V peak was ~135V. (Non-segmented 20 millisecond delay)
Segmented Regulated Architecture

- Segmented bus architecture
- SSU at the output of the solar arrays
Transient Response to Incremental Commands

- Adding the SSU allows for a much more consistent solar array voltage and helps avoid the large signal stability issues seen prior.

- Previous SA-1 V peak was ~150V. (segmented architecture 20 millisecond delay)

- In terms of peak voltages, the regulated non-segmented bus architecture with 20 millisecond provided the best response. (voltage magnitude)

- The segmented bus architecture (~1 volt higher peak) provided less oscillations, since only have the loads impact each solar array.
- Maximum, Minimum, and new steady-state voltage recorded as each load is turned on.
- Regulated limits the voltage range (max, min) and the steady-state operating voltage of the solar array and bus.
Voltage Transient Response - Incremental
Fault Response (non-regulated)

- Fault with non-segmented causes array voltage to drop and both SA voltages decrease past unstable equilibrium point (settle at the lower stable voltage).
- The segmented architecture allows the SA not on the fault to remain operational (un-impacted by fault).
• The stability of the solar electric power system can be greatly affected by how high power loads are applied to the system:
  – Attempting to turn on all the loads instantaneously will force the solar array to operate below the unstable equilibrium point further decreasing the solar array voltage.
  – Turning on the loads incrementally with small delay (20ms) provided adequate results.
    • This could also be done in hardware by adding capacitors or limiting in-rush current.

• Regulating the bus voltage resulted in the smallest transient power swings.

• Segmenting the bus (1 solar array per bus) provided additional fault protection by not impacting the non-faulted propulsion strings.
Future Work

• Refine the existing 50 kW class model to reflect the Power and Propulsion Element notional reference architecture

• Expand the model to evaluate 300 kW class systems
Thank you!
Any Questions