

Power Angle Characteristics of a Cylindrical Rotor Synchronous Machine:

The armature resistance r_a of an alternator is very small compared to synchronous reactance. So, neglecting r_a the phasor diagram of the machine is as shown in fig.1(a)

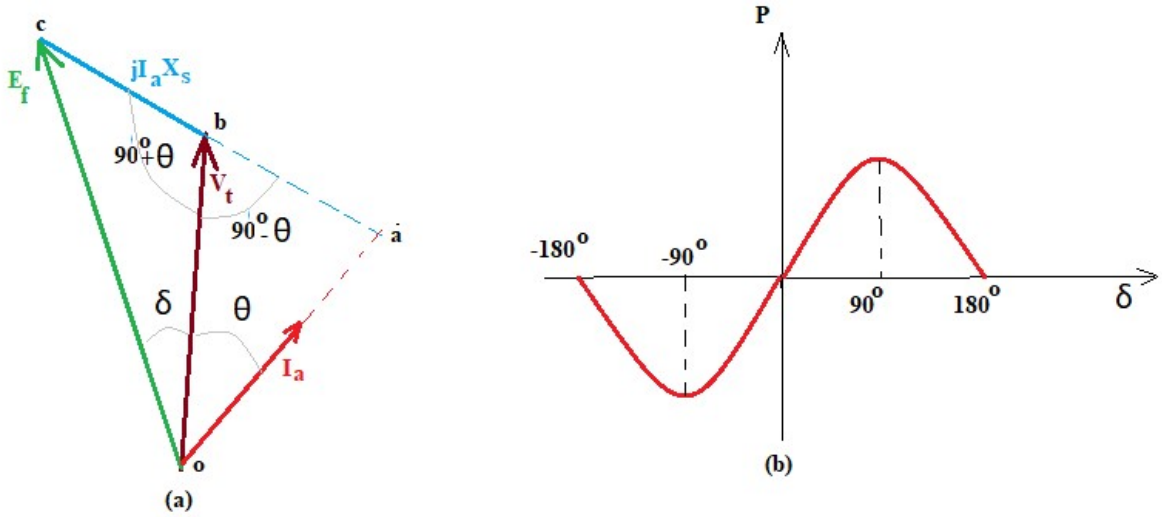


Fig. 1

$$\frac{bc}{\sin boc} = \frac{oc}{\sin obc}$$

$$\frac{I_a X_s}{\sin \delta} = \frac{E_f}{\sin(90^\circ + \theta)}$$

$$I_a X_s \sin(90^\circ + \theta) = E_f \sin \delta$$

$$I_a X_s \cos \theta = E_f \sin \delta$$

$$I_a \cos \theta = \frac{E_f \sin \delta}{X_s}$$

Per phase power developed by the machine is $P = V_t I_a \cos \theta$. So,

$$P = \frac{E_f V_t}{X_s} \sin \delta$$

The machine is running on infinite bus bar with constant terminal voltage V_t and constant induced emf E_f with a load current of I_a .

Due to some transient disturbance, the rotor speed momentarily decreases from synchronous speed and rotor falls back by a small angle, and E_s called the synchronizing voltage appears. Magnitude of V_t and E_f can not change but the equation $\overline{E_f} = \overline{V_t} + j\overline{I_a}X_s$ should hold good, so current I_s called the synchronizing current develops $I_s = \frac{E_s}{X_s}$. Now, from the phasor diagram,

$$E_s = BA = 2 E_f \sin \frac{\Delta\delta}{2}$$

$$\frac{E_s}{X_s} = I_s = 2 \frac{E_f}{X_s} \sin \frac{\Delta\delta}{2}$$

So the synchronizing power P_s associated with I_s is given by

$$V_t \times 2 \frac{E_f}{X_s} \sin \frac{\Delta\delta}{2} \cos(\delta + \Delta\delta) = \frac{V_t E_f}{X_s} \Delta\delta \cos \delta = P_{sy} \Delta\delta$$