

※請在答案卷內作答

- 一、For the given wind generating system shown in Fig. 1, the synchronous generator (SG) is adopted, answer the following questions: (30%)
- (一)、(簡答題) Describe the differences in synchronous reactance between a salient-pole and a non-salient pole synchronous generators. (5%)
  - (二)、(計算題) If the three-phase load currents are balanced with  $i_a(t) = \sqrt{2} 10 \sin(377t) + \sqrt{2} 5 \sin(3 \times 377t)$  (A): (8%)
    1. Find the rms value of  $i_a(t)$ ; (4%)
    2. Find  $i_a(t) + i_b(t) + i_c(t)$ . (4%)
  - (三)、(計算題) If the wind generator output rms line voltage at a specific speed is  $V_{LL} = 200V$ , the AC-DC converter is chosen to be the diode rectifier, and all components are ideal, find the DC-link average voltage of  $v_d$ . (6%)
  - (四)、(計算題) For a single-phase transformer rated as 220V/60Hz, if the frequency is changed to 50Hz, find the voltage to maintain the rated frequency in the transformer core; (6%)
  - (五)、(簡答題) Draw the equivalent circuit of a practical single-phase transformer. (5%)

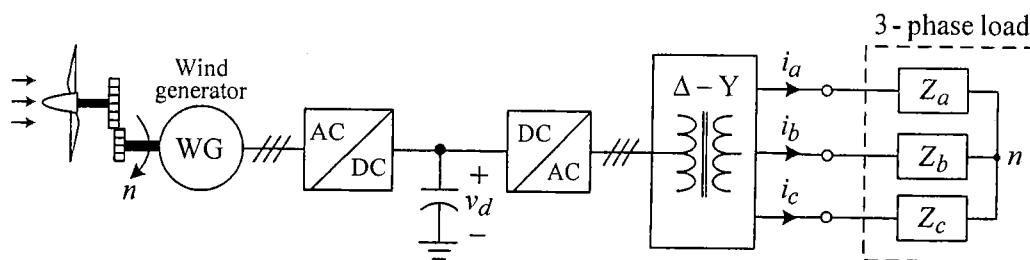


Fig. 1

- 二、(計算題) A salient-pole generator without dampers is rated 20 MVA, 13.8 kV and has a direct-axis subtransient reactance of 0.25 per unit. The negative- and zero-sequence reactances are, respectively, 0.35 and 0.10 per unit. The neutral of the generator is solidly grounded. With the generator operating unloaded at rated voltage with  $E_{an} = 1.0 \angle 0^\circ$  per unit, a single line-to-ground fault occurs at the machine terminals, which then have per-unit voltages to ground,

$$V_a = 0, V_b = 1.013 \angle -102.25^\circ, V_c = 1.013 \angle 102.25^\circ$$

Determine the subtransient current in the generator and the line-to-line voltages for subtransient conditions due to the fault. (14%)

- 三、(計算題) In the single-phase interface for a bidirectional power flow shown in Fig. 2,  $v_s = 240$  V (rms) at 60 Hz and  $L_s = 2.5$  mH. Neglect all losses and assume that the switch-mode converter is pulse-width modulated in its linear range. The converter is controlled such that it is either in phase or out of phase with  $v_s$ . Calculate the minimum value of the DC bus voltage  $V_d$  if the power flow through the converter is 2 kW (16%)
- (一)、 from the grid to the DC side; and (8%)
  - (二)、 from the DC to the grid. (8%)

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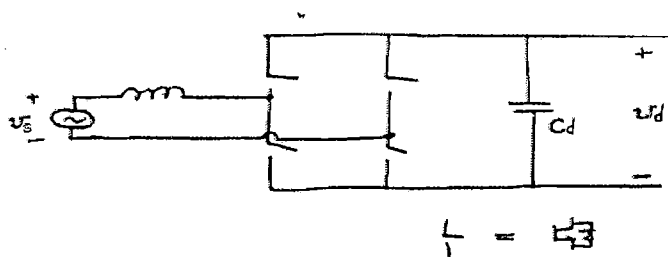


Fig. 2

- 四、 Consider the one-line diagram shown in Fig. 3. The voltage phasor at Bus 1 is  $V_i$ . The complex power generated from Generator  $i$  and the complex power consumed at bus  $i$  are  $S_{Gi}$  and  $S_{Di}$  respectively. The admittance between Bus  $i$  and Bus  $i+1$  is  $y_{i,i+1} = j0.1$   $i=1, 2$ . (15%)

(一)、(計算題) Find the Admittance matrix  $Y$ . (6%)

(二)、(簡答題) Write down the algorithm for Newton's method for solving power flow equations if  $S_{G2}=S_{G3}=0$ . Specify known and unknown variables. (9%)

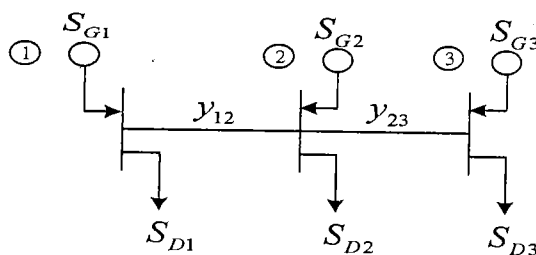


Fig. 3

- 五、(計算題) The fuel-cost curves of two generators are given as follows:  
 $F_1(P_{G1})=900+45P_{G1}+0.01P_{G1}^2$ ;  $F_2(P_{G2})=2500+40 P_{G2}+0.003P_{G2}^2$ . The total load to be supplies is 750MW. Use the optimal dispatch rule to find the output of each generator if line losses are neglected. (10%)

- 六、 Assume a round-rotor synchronous generator with the terminal voltage magnitude  $V_a$  and the synchronous reactance  $X_s$  delivering power to an infinite bus through a transmission line with reactance  $X_L$ . The voltage of the infinite bus is  $1.0 \angle 0^\circ$ . The power angle  $\delta$  during transients is described by the so-called swing equation: (15%)

$$M \frac{d^2}{dt^2} \delta + D \dot{\delta} + P_G(\delta) = P_M$$

where  $M$  is the machine inertia,  $P_G(\delta)$  is the electrical power output,  $D$  is damping, and  $P_M$  is the mechanical power output.

(一)、(計算題) Express  $P_G(\delta)$  in terms of  $V_a$ ,  $X_s$ , and  $X_L$ . (5%)

(二)、(簡答題) Does this system have multiple equilibrium points? How to identify their stability. (5%)

(三)、(簡答題) Illustrate how to the phase trajectory from the potential energy curve to derive the equal-area stability criterion for determining the critical clearing time (CCT) under some fault conditions. (5%)