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## PERFORMANCE ANALYSIS OF THE HYBRID POWER SYSTEM USED FOR SUPPLYING THE AUTONOMIC ROAD LIGHT INSTALLATIONS

### ANALIZA WYDAJNOŚCI HYBRYDOWEGO UKŁADU ZASILANIA AUTONOMICZNEGO SYSTEMU OŚWIETLENIA DROGOWEGO

#### Abstract

The performance of hybrid power system used for supplying power to the autonomous road light system is analyzed in this paper. The calculations were based on data describing the typical climatic conditions in the selected location on Polish territory. The power flow simulation results were presented. The results show that the efficiency of micro-wind turbine is low. This leads to the conclusion that there is no economic justification to use it in such systems.

*Keywords: autonomic, road light, hybrid, simulation, photovoltaic*

#### Streszczenie

W artykule przedstawione zostały wyniki analizy wydajności hybrydowego układu zasilania autonomicznego systemu oświetlenia drogowego. Obliczenia przeprowadzone zostały metodą symulacji komputerowej na podstawie danych opisujących typowe lata meteorologiczne w miejscowości Szczecinek. Ponadto przedstawiony został przewidywany poziom naładowania zasobnika energii systemu. Otrzymane wyniki świadczą o niskiej przewidywanej wydajności mikro-turbiny wiatrowej. Prowadzi to do wniosku, iż jej zastosowanie w analizowanym układzie nie ma uzasadnienia ekonomicznego.

*Słowa kluczowe: autonomiczny, oświetlenie, hybrydowy, symulacja, fotowoltaika*

**DOI: 10.4467/2353737XCT.15.403.5034**

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## Denotations

$G_{STC}$	– solar radiation under STC conditions 1000 [W/m <sup>2</sup> ]
$G_c$	– hourly average of solar radiation [W/m <sup>2</sup> ]
$I_{scmr}$	– short-circuit current of module under under STC conditions [A]
$V_{ocmr}$	– open-circuit voltage under STC conditions [V]
$dV/dT$	– module voltage temperature coefficient [-]
$dI/dT$	– module current temperature coefficient [-]
$I_{mppSTC}$	– maximum power point current of module under STC conditions [A]
$T_{pv}$	– PV module temperature [K]
$N_s$	– number of cells connected in series
$R_{sm}$	– module series resistance
$n$	– P-N junction quality coefficient [-]
$l_m$	– number of modules in PV panel
$V_d$	– velocity of wind, which start the turbine
$V_o$	– a minimum value of wind speed, at which the turbine reaches the rated power
$V_g$	– wind speed limit, at which the turbine turns off
$N_n$	– wind turbine nominal power
$\gamma$	– Rayleigh distribution shape coefficient 2 [-]
$A$	– rotor surface [m <sup>2</sup> ]
$\rho$	– typical air density 1.225 [kg/m <sup>3</sup> ]

## 1. Introduction

In recent years, autonomic road light systems became much more popular. The power supply unit uses renewable energy from wind and the Sun. Installation of such systems is not preceded by a long-term analysis of the location when it comes to renewable energy potential. For this reason a lot of this applications do not fulfill its function properly, especially when the configuration was selected incorrectly. Considered supply system comprises: photovoltaic panel, micro wind turbine and a lead-acid battery. Quasi-static mathematical models of each component were used to simulate the system. Such an approach requires the input data in a form of time series average values describing the temperature, wind speed, solar radiation and system load. For the purposes of this study the data describing typical climatic conditions (TCC) in Szczecinek (Poland) were used.

## 2. Method

### 2.1. Photovoltaic panel

In order to calculate the expected energy yield of the photovoltaic panel it is necessary to calculate the temperature of its modules for each step in the simulation. For this purpose the single layer PV thermal models described in [1] were used. In this approach the temperature

of the module is treated as a linear function of the solar radiation with straight angle of incidence. The influence of forced convection was neglected in this model, for increased

accuracy the simulation step in which the wind speed exceeds  $1 \frac{\text{m}}{\text{s}}$  were calculated using the other model described in [2]. Values of natural convection coefficient  $h = 25.3 \frac{\text{W}}{\text{m}^2\text{K}}$

and the forced  $h_f = 6 \frac{\text{W}}{\text{m}^2\text{K}}$  have been adopted in accordance with [3]. The influence of module temperature for open circuit voltage was taken into account.

$$V_T = \frac{dV}{dT} T_{PV} \quad (1)$$

The temperature-caused change of module current was calculated as:

$$I_T = \frac{dI}{dT} (T_{PV} - T_{STC}) \quad (2)$$

To calculate the time series energy produced by a photovoltaic panel, on the basis of [4], [5] and [6] the quasi-static PV model was created. The method of calculation of the hourly average generated power is presented below.

The current of module under the given conditions of solar radiation is given by:

$$I_{scm} = \frac{G_c}{G_{STC} (I_{scmr} + I_T)} \quad (3)$$

The average value of the open circuit voltage is given by:

$$V_{ocm} = V_{ocmr} + \frac{dV}{dT} (T - T_{STC}) n N_s V_T \log \left( \frac{I_{scm}}{I_{scmr}} \right) \quad (4)$$

The average value of module MPP current, under given conditions is calculated as:

$$I_{mpp} = \frac{I_{mppSTC} G_c}{G_{STC} + I_T} \quad (5)$$

The average value of module voltage corresponding to the same conditions is given by:

$$V_{mpp} = n N_s V_T \log \left( \frac{1 + I_{scm} - I_{mpp}}{I_{scm} e^{\frac{V_{ocm}}{n N_s V_T}} - 1} \right) - I_{mpp} R_{sm} \quad (6)$$

The average value of generated power is calculated as:

$$P_g = V_{mpp} I_{mpp} I_m \quad (7)$$

Additionally the conversion losses (contacts and wires resistance) are about 5 percent of produced energy [4]. Module parameter values have been adopted in accordance with the note sheet of BP-Solar-380. The relations have been analyzed in Mat-lab. Exemplary calculations results carried out for the PV panel which rated power is 240 W are presented below.

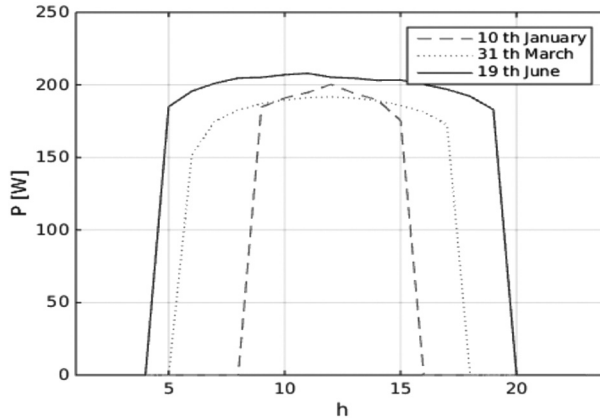


Fig. 1. The hourly average value of power generated by PV module with angle of elevation 30° and south orientation

The results show that the total daily value of generated power depends mostly on ratio of the length of day and night. Occurring in the course of the year, changes of this ratio are most important for the autonomic road light systems, where load increases relatively to the length of nights.

## 2.2. Estimate of the energy yield of micro wind turbine

In a considered system the micro-wind turbine is mounted directly on the lamppost. For this reason the axis of the rotor is usually located at an altitude between 7 to 11 m above the ground. It is very important for the amount of energy supplied to the turbine by the air stream. According to [7] the measurements were performed at similar heights above the ground. According to [8] wind velocity distribution as a function of time, a density function can be approximated by Weibull or Rayleigh. The practical possibilities of using wind energy are limited by the construction of turbine and this can be estimated with a method given in [8] as follows:

The amount of energy produced by the turbine into the wind speed range from  $V_d$  to  $V_o$  was calculated as:

$$E_1 = \frac{3}{2} N_n T \int_{V_d}^{V_0} \left[ \left( \frac{V}{2} \right)^{(s-1)} e^{-\left( \frac{V}{2} \right)^s} \right] \sin \left( \frac{\pi}{2} \frac{V - V_d}{V_0 - V_d} \right) dV \quad (8)$$

For the wind speed range from  $V_o$  to  $V_g$ :

$$E_2 = \frac{\gamma}{\beta} N_n T \int_{V_0}^{V_g} \left( \frac{V}{\beta} \right)^{(s-1)} e^{-\left( \frac{V}{\beta} \right)^s} dV \quad (9)$$

The total energy produced by micro-turbine in a given period of time:

$$E_c = E_1 + E_2 \quad (10)$$

To the future calculations the Rayleigh distribution was used, where  $\beta = 1.1258$  coefficient is taken as an example according to [7]. On this basis, values of annual energy yield were estimated for a turbine with rated power 400 W. The calculations were conducted for different values of turbine starting speed ( $V_d$ ).

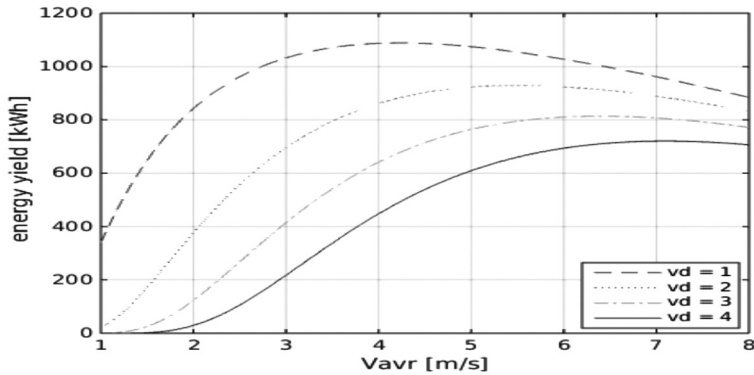


Fig. 2. Annual yield of turbine as a function of average wind speed, for different values of  $V_d$

The results show that the values of  $V_d$  affect the annual yield of turbine, especially for low wind speeds. The most frequently value of this parameter, reported by the manufacturers, is about  $2 \frac{\text{m}}{\text{s}}$ . For the purpose of this study the experimental verification of parameter  $V_d$  has not been made. For this reason, for further calculations  $V_d = 3 \text{ m/s}$  were adopted. The parameters of considered turbine are as follows:

- turbine has a three-bladed rotor
- rotor blade design provides a maximum value of power coefficient  $C_p = 0.4$
- rotor diameter is 1.5 m

For those parameters the minimum value of  $V_o$  is approximately given by:

$$V_0 = \sqrt[3]{\frac{N_n}{\rho A C_p}} \quad (11)$$

For a rated power  $N_n = 400$  W the value of  $V_0 = 7.73 \frac{\text{m}}{\text{s}}$  is assumed to the further calculations. For the purpose of energy flows, simulations of the hourly energy yield of turbine were calculated using the method presented above for each average value of wind speed. The hourly average value of generated power was calculated by dividing it by corresponding time unit.

### 2.3. Energy storage

For the purpose of power flow simulation in systems with energy storage the kinetic model of battery was developed in National Renewable Energy Laboratory (USA). The model has been described in details in [4]. This model considers the limitations of available power stored in the battery, in the case of rapid unloading and access to free capacity of the battery during charging. The dependences was implemented in Mat-lab in accordance with [4]. Additionally the charging and discharging losses were treated as constant and equal. The value of these processes: efficiency coefficient was assumed as 0.8. The parameters of the model were adopted for a lead-acid battery in accordance with Homer software database.

### 2.4. System load

The LED lamps with rated voltage of 12 V, are most frequently used as a load of autonomic road light systems. Load power between 20 to 120 W is usually used in such installations, 80 W was adopted to the further calculations. In order to simulate the system energy flows, the hourly time series of energy consumption was created with following assumptions:

- the light source operates from dusk to dawn
- the load power is constant during simulation step (the influence of temperature is neglected)

Distribution of daily averages load power has been calculated.

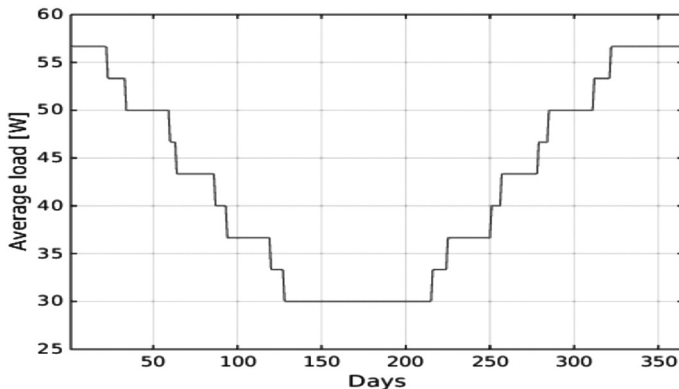


Fig. 3. Daily averages of load power [W]

### 3. Results

The simulation was performed with a quasi-static approach which means that all of variables are constant during the simulation step. The simulation process is based on energy conservation law, the system energy balance is calculated for each step and on this basis the battery state of charge is determined. According to [4] such calculations can provide acceptable accuracy at time step 1 h. For this reason the hourly averages of generated and consumed power were used. The considered system configuration is:

- photo-voltaic panel is composed of three modules with a total capacity 240 W
- micro wind turbine rated power is 400 W
- nominal load power is 80 W
- battery capacity is 2400 Wh

In order to compare the performance of each energy sources during the year, the daily averages of their power generation were calculated.

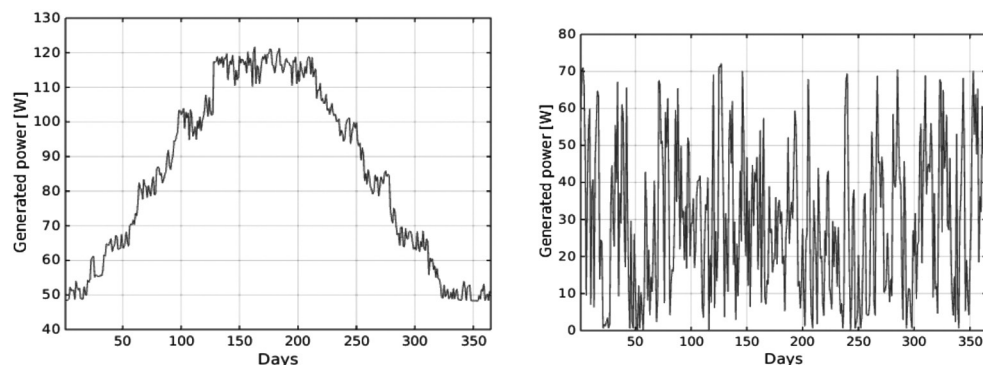


Fig. 4. Daily averages of photovoltaic collector output (left) and micro wind turbine output (right)

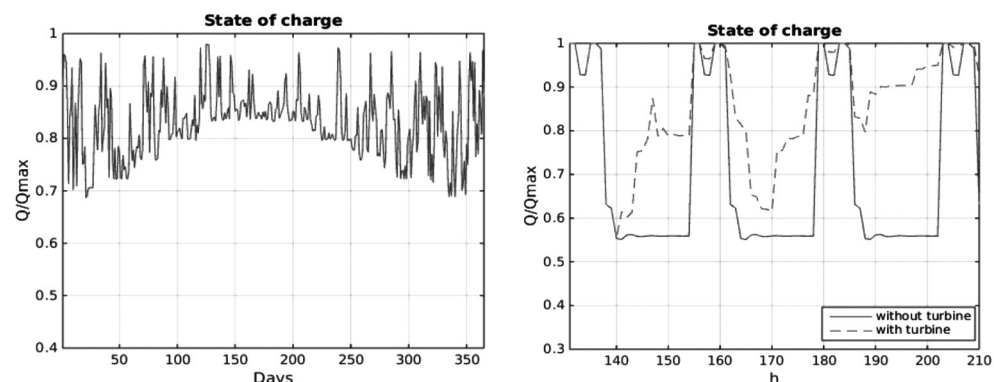


Fig. 5. Battery state of charge – daily averages (left), and without wind turbine support (right)

The results show that the differences between the collector performance in winter and summer period are significant. It is particularly important in view of annual load profile of

considered system. The daily averages of power generated by micro-wind turbine practically do not exceed 70 W, with rated power 400 W. The calculated annual average of turbine output power is only 29.43 [W]. For reference, the average output power of photovoltaic panel is more than three times higher, and equals 89.62 W. In order to assess whether the system is able to work autonomously, the battery state of charge was calculated.

#### 4. Conclusions

The considered configuration of standalone road light system could be able to work autonomously, but the influence of ambient temperature for a total battery capacity was neglected in this study. The battery state of charge does not fall below 0.4. It is important in the view of battery service life [9]. In accordance with the expectations the wind turbine has a greater share in energetic balance of system in a winter period and during the nights. The contribution of wind turbine yield, in total energy balance of the system is slight and unpredictable. For this reason it is doubtful to consider it in optimization calculations of battery capacity. This leads to the conclusion that there is no economic justification to support such systems by a micro wind turbine.

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