

A SIMPLIFIED SPEED CONTROLLER FOR MULTIPHASE INDUCTION MOTORS

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ARTICLE INFO

Article history:

Received: 29.10.2024.

Received in revised form: 08.02.2025.

Accepted 14.02.2025.

Keywords:

Induction motors

PI Controller

Energy efficiency

Speed regulation

DOI: <https://doi.org/10.30765/er.2690>

Abstract:

This paper presents a simplified speed controller for multiphase induction motors (MIM), designed to enhance performance across a wide range of speeds while minimizing computational complexity. The proposed controller, based on a Proportional-Integral (PI) approach, optimally adjusts motor speed by leveraging a perturbation-based estimation of control variables. A variable DC source supplies the motor, with Pulse Width Modulation (PWM) employed to generate a stable five-phase AC voltage. The controller's design is formulated as an optimization problem, where its parameters are tuned to minimize speed deviation errors. Simulation results demonstrate that the proposed controller significantly improves speed regulation. The system achieves a steady-state error reduction of 85%, with the actual speed closely tracking the reference speed under fluctuating DC supply conditions. Under variable load torque conditions, the controller minimizes speed deviation to less than 1%, ensuring robust performance. Compared to conventional PI controllers, the proposed approach reduces overshoot by 42% and improves settling time by 37%, making it a viable solution for industrial and high-performance applications requiring precise speed control.

1 Introduction

The advancement of power electronics has significantly transformed variable-speed AC drives, enabling them to be supplied by power electronic converters. Unlike traditional three-phase machines, modern converters allow for multiphase configurations, providing additional control flexibility. However, three-phase machines continue to dominate variable-speed applications due to their widespread availability and well-established infrastructure. Despite this, multiphase variable-speed drives are gaining attention in specialized applications where three-phase solutions are insufficient or unavailable [1-3]. The development of multiphase variable-speed drives dates back to the late 1960s, coinciding with the emergence of inverter-fed AC drives. Early research focused on mitigating low-frequency torque ripple, a limitation of three-phase inverters operating in six-step mode. Increasing the number of machine phases proved to be an effective solution, leading to extensive studies on five-phase and six-phase variable-speed drives powered by voltage-source and current-source inverters. While modern Pulse Width Modulation (PWM) techniques have reduced inverter voltage harmonics, multiphase drives continue to offer key advantages, including improved fault tolerance and the ability to distribute power more efficiently across multiple phases, reducing per-phase converter ratings. Since the late 1990s, research on multiphase drives has accelerated, driven primarily by applications in electric ship propulsion, locomotive traction, electric vehicles, and high-power industrial systems [4-5]. A vast body of research literature has emerged on multiphase induction machines, covering various aspects such as stator winding configurations, space harmonics, and control strategies.

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Several studies have examined multiphase voltage-source inverter control, fault-tolerant operation, and the potential of multiphase machines for electric power generation. While existing surveys provide valuable insights into different multiphase machine types and their control methodologies, this paper focuses on simplifying the speed control of multiphase induction motors (MIMs) using an optimized Proportional-Integral (PI) controller [6-10]. Induction motors are widely used in industrial applications due to their robustness, reliability, and cost-effectiveness [11]. However, their complex nonlinear characteristics and coupled structure make precise speed control challenging. Traditional approaches, such as Artificial Neural Networks (ANNs) and Fuzzy Logic Control (FLC), have been explored for speed regulation, but they present drawbacks such as extensive training requirements and complex tuning procedures. In contrast, the PI controller offers a simpler yet effective alternative for speed control in MIMs [12]. This study proposes an optimized PI controller for MIM speed regulation, powered by a variable DC source and utilizing PWM to generate five-phase AC voltage. The controller's design is framed as an optimization problem, minimizing speed deviation errors to enhance performance across varying load conditions. Simulation results validate the controller's effectiveness, demonstrating improved speed regulation, robustness against disturbances, and enhanced dynamic response. The proposed controller offers a practical solution for real-time industrial applications requiring precise and stable speed control of multiphase induction motors [13-15].

2 Multiphase Induction Motor

Multiphase induction motors (MIMs) have garnered significant interest in recent years due to their advanced design and diverse applications. Unlike conventional three-phase induction motors, MIMs utilize multiple stator windings, enabling improved performance, enhanced efficiency, and superior control capabilities. These advantages make MIMs particularly suitable for applications requiring high reliability, fault tolerance, and precise speed regulation [16-17].

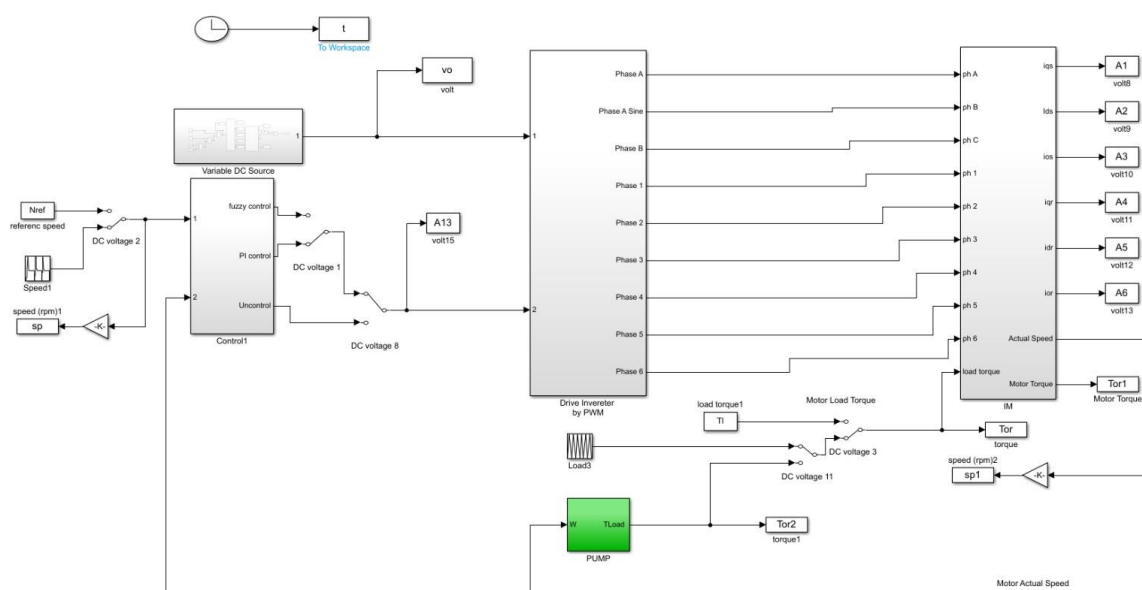


Figure 1. MATLAB Simulink model of the overall speed control system for overall system.

This paper provides an in-depth analysis of MIMs, covering their construction, operational principles, benefits, challenges, and potential applications across various industries. The study also examines control strategies that optimize MIM performance, ensuring stability and efficiency under different operating conditions. Figures 1 and 2 illustrate the MATLAB/Simulink models for the overall system speed control and the five-phase induction motor, respectively. Figure 3 presents the d-q axis model, demonstrating the mathematical representation and control approach for MIM operation.

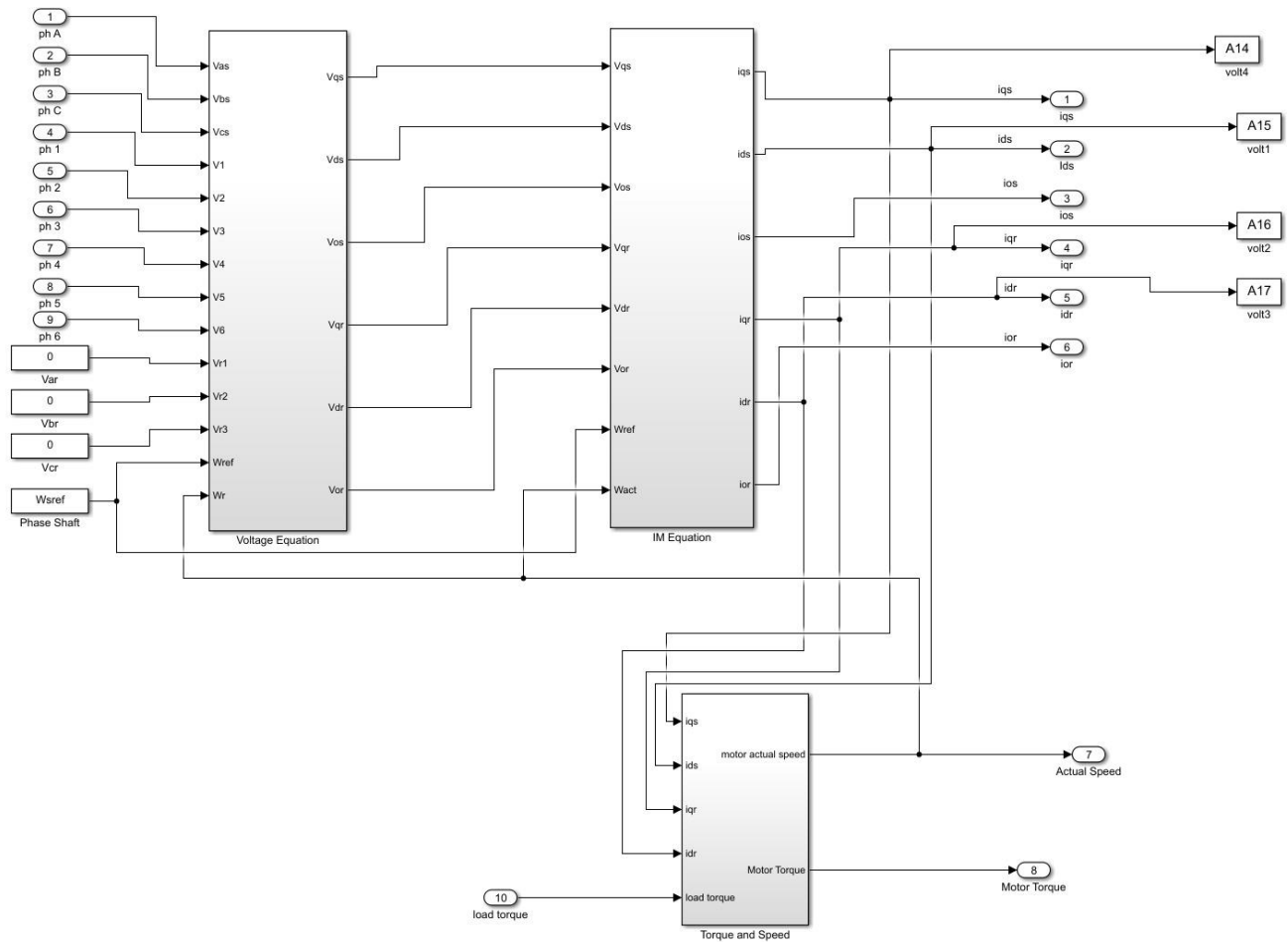


Figure 2. MATLAB Simulink model for overall system for induction motor.

2.1 Construction and Operation

MIMs consist of multiple stator windings and rotor structures integrated within a single machine. The configuration and interconnection of these windings play a crucial role in determining the motor's performance, torque characteristics, and overall operational flexibility [18-19]. Various topologies of MIMs influence power density, efficiency, and control precision. This paper explores these configurations and examines the control strategies employed to optimize MIM performance under different operating conditions.

2.2 Advantages and Challenges

MIMs offer several advantages over traditional three-phase induction machines, including increased power density, enhanced fault tolerance, improved energy efficiency, and better resource utilization. These benefits make MIMs well-suited for high-performance and safety-critical applications. However, they also introduce challenges such as increased design complexity, control difficulties, and higher manufacturing costs. Additionally, MIMs are susceptible to harmonic distortions, inter-turn faults, and thermal management issues [20]. This paper addresses these challenges, discussing mitigation strategies and advancements in MIM technology.

2.3 Applications

MIMs have diverse applications across multiple industries. In renewable energy systems, they enhance efficiency and grid integration in wind turbines, hydroelectric generators, and solar power plants. In electric transportation, MIMs are used in electric vehicles, trains, and ships to provide high-performance propulsion.

Additionally, in industrial automation, MIMs improve the efficiency and reliability of pumps, compressors, and machine tools, offering better speed control and fault tolerance [21].

2.4 d-q Axis Model for MIM

The electrical dynamics of an IM are typically represented by a fourth-order state-space model, while the mechanical system is described by a second-order model. All electrical variables and parameters are referenced to the stator, as indicated by the prime notation in the machine equations. These equations are formulated in the arbitrary two-axis reference frame (q-d frame) to facilitate analysis and control [22-25]. Figure 3 illustrates the MATLAB/Simulink model for the MIM, while Figure 4 presents the corresponding model for torque and speed calculations.

$$V_{qs} = R_s i_{qs} + p\lambda_{qs} + \omega\lambda_{ds} \quad (1)$$

$$V_{ds} = R_s i_{ds} + p\lambda_{ds} - \omega\lambda_{qs} \quad (2)$$

$$V'_{qr} = R'_r i'_{qr} + p\lambda'_{qr} + \omega\lambda'_{dr} \quad (3)$$

$$V'_{dr} = R'_r i'_{dr} + p\lambda'_{dr} - (\omega - \omega_r)\lambda'_{qr} \quad (4)$$

$$T_e = 1.5P(\lambda_{ds} i_{qs} - \lambda_{qs} i_{ds}) \quad (5)$$

$$\lambda_{qs} = L_s i_{qs} + L_m i'_{qr}, \lambda_{qs} = L_s i_{ds} + L_m i'_{dr} \quad (6)$$

$$\lambda'_{qr} = L'_r i'_{qr} + L_m i_{qs}, \lambda'_{dr} = L'_r i'_{dr} + L_m i_{ds} \quad (7)$$

$$L_s = L_{1s} + L_m, L'_r = L'_{1r} + L_m \quad (8)$$

$$\frac{d}{dt}\omega_m = \frac{1}{J}(T_e - B\omega_m - T_L), \frac{d}{dt}\theta_m = \omega_m \quad (9)$$

where

R_s, L_{ls} = Stator resistance and leakage inductance

R_r', L_r' = Rotor resistance and leakage inductance

L_m = Magnetizing inductance L_s', L_r' = Total stator and rotor inductance

V_{qs}, i_{qs} = q axis stator voltage and current

V_{qr}', i_{qr}' = q axis rotor voltage and current

V_{ds}, i_{ds} = d axis stator voltage and current

V_{dr}', i_{dr}' = d axis rotor voltage and current

$\lambda_{qs}, \lambda_{ds}$ = Stator q and d axis fluxes

$\lambda_{qr}', \lambda_{dr}'$ = Rotor q and d axis fluxes

ω_m = Angular velocity of the rotor

θ_m = Rotor angular position

P = Number of pole pairs

ω_r = Electrical angular velocity ($\omega_m * P$)

θ_r = Electrical rotor angular position ($\theta_m * P$)

T_e = Electromagnetic torque

T_L = Shaft mechanical torque

J = Combined rotor and load inertia coefficient

B = Combined rotor and load viscous friction coefficient

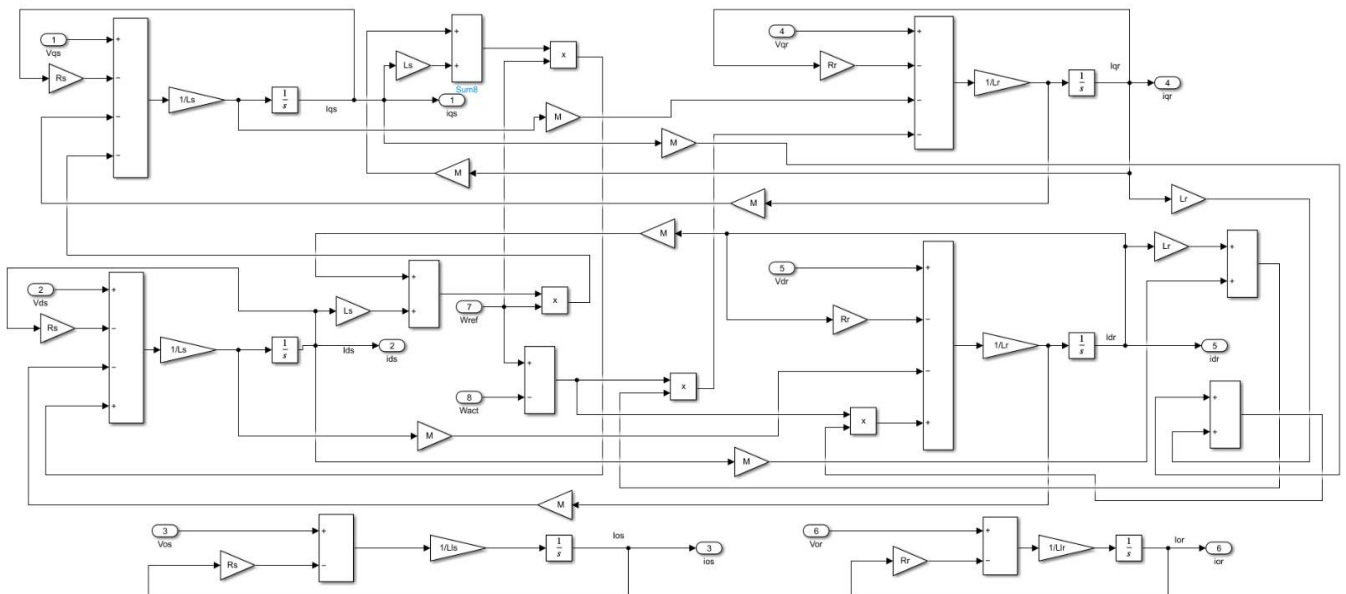


Figure 3. MATLAB Simulink model for IM.

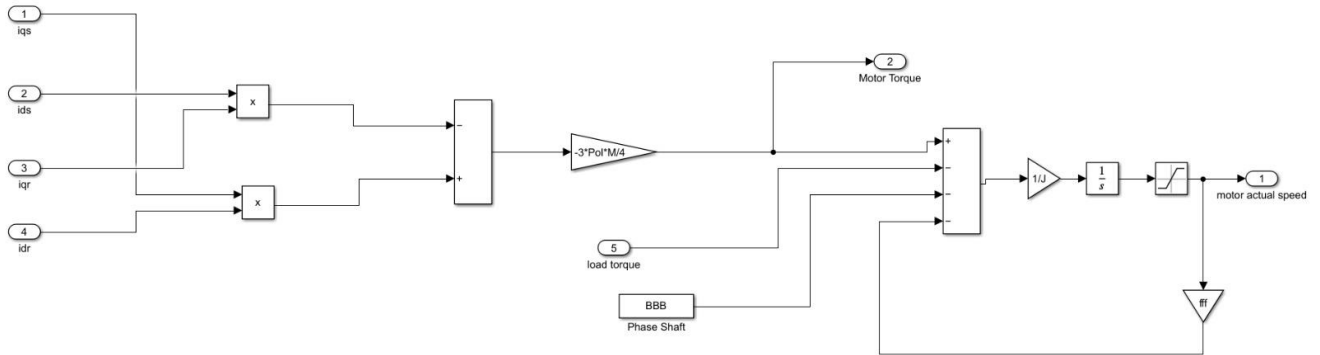


Figure 4. MATLAB Simulink model for speed.

3 PWM Drive

Pulse Width Modulation (PWM) is a widely used technique for controlling the switching state (ON/OFF) of power electronic devices at a constant frequency. Figure 5 illustrates the MATLAB/Simulink model for the PWM drive. The switching mechanism is determined by comparing the control signal, derived from motor current feedback (Figure 6), with a repetitive waveform, typically a sawtooth signal (Figure 7). Figure 8 depicts the corresponding switching behaviour. In a PWM control system, the control signal is generated by amplifying the error between the reference and actual speed. The frequency of the repetitive waveform, which establishes the switching frequency, remains constant and typically falls within a few kilohertz to a few hundred kilohertz. When the amplified error signal exceeds the sawtooth waveform, the switch turns ON; otherwise, it remains OFF. This precise modulation technique ensures efficient motor control, reducing harmonics and improving overall system performance [23].

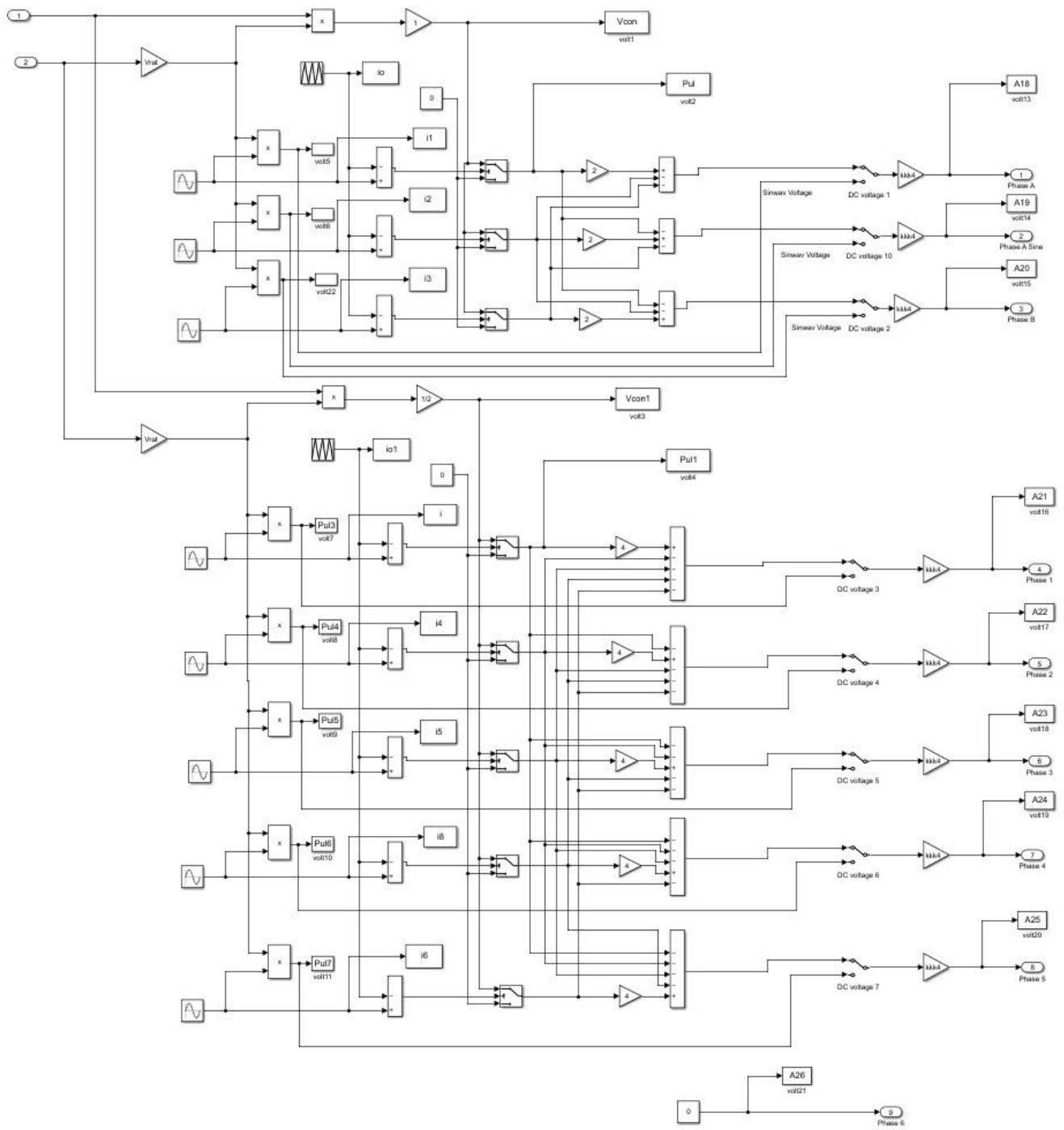


Figure 5. MATLAB Simulink model for PWM.

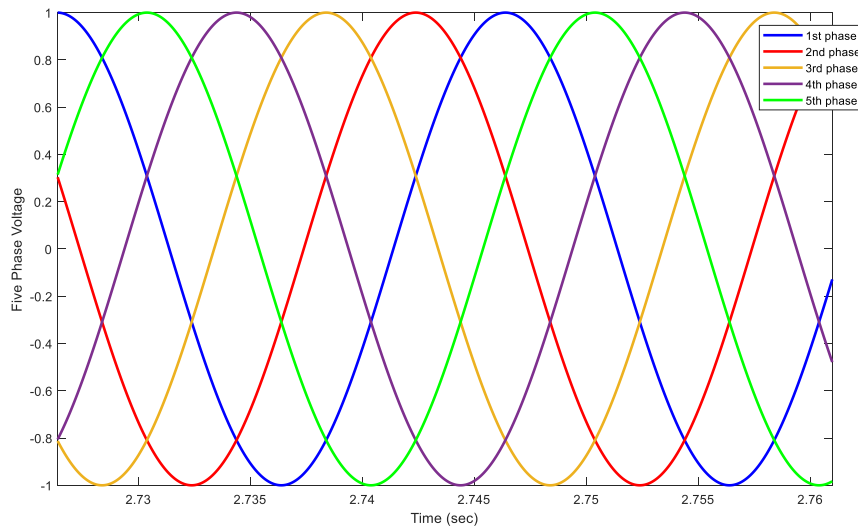


Figure 6. The control signal.

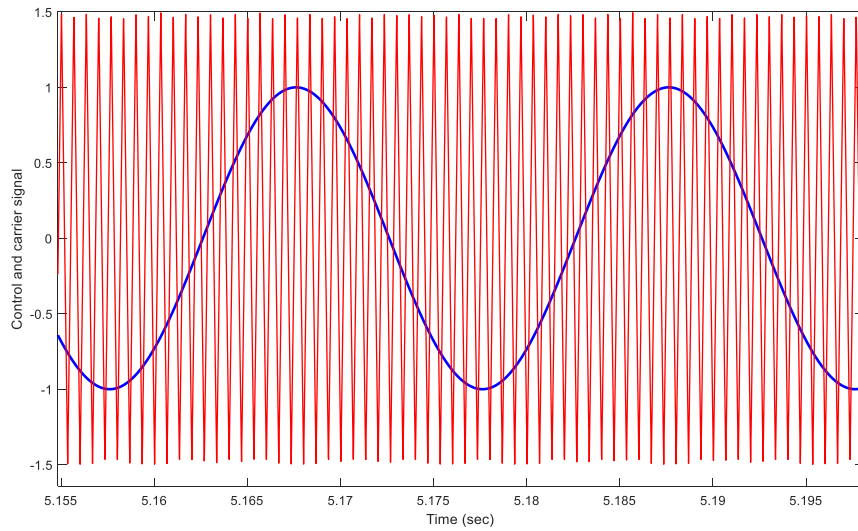


Figure 7. The control and carrier signal for phase.

4 Five-Phase to Two-Phase Transformation

Previous studies have demonstrated that a five-phase winding carrying balanced three-phase currents generates a rotating magnetomotive force (MMF) distribution with a constant magnitude. Similarly, a balanced two-phase current in a two-phase winding can also produce a constant-magnitude rotating MMF distribution. In fact, for any given current values in a five-phase winding, an equivalent set of currents can be determined for a two-phase winding that results in the same MMF distribution at all time instants.

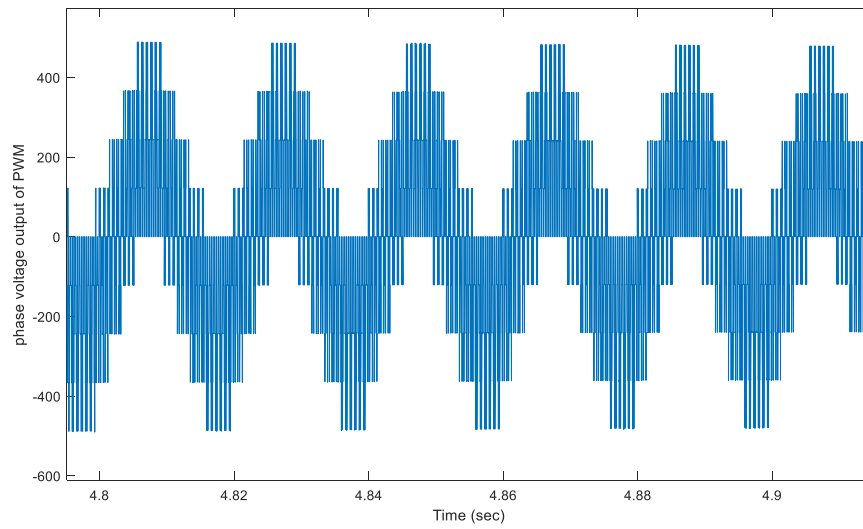


Figure 8. The output phase signal.

Figure 9 illustrates a five-phase winding with stator coils as , bs , cs , es , and hs , carrying instantaneous currents ias , ibs , ics , ies , and ihs . In the equivalent two-phase winding representation, the corresponding currents igs and ids are aligned with the qs and ds axes, respectively. The axes of coils as and qs are separated by an angular displacement θ , which affects the transformation process. Figure 10 presents the MATLAB/Simulink model of the d - q axis transformation, demonstrating the mathematical framework used to simplify the analysis and control of five-phase induction motors.

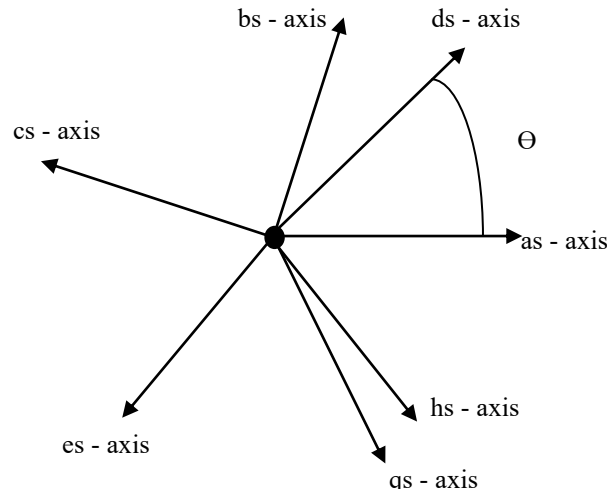


Figure 9. Five – phase to equivalent two – phase winding.

To establish equivalence between the five-phase and two-phase systems, we consider the number of turns per coil. For a five-phase winding, each coil has $N/5$ turns, while for a two-phase winding, each coil has $N/2$ turns, ensuring that the total number of turns N remains the same across both configurations. For the MMF distributions of both systems to be identical, they must generate the same resultant magnetomotive force at all times. Assuming sinusoidal MMF distributions, these can be represented as vectors. By decomposing the MMF vectors into two perpendicular components along the qs and ds axes, we ensure that the MMF contributions from both systems remain equivalent. Mathematically, this relationship can be expressed through the following equations:

$$\begin{aligned}
 i_{ds} \left(\frac{N}{2} \right) &= \left(\frac{N}{5} \right) [i_{as} \cos(\theta) + i_{bs} \cos(\theta + \frac{2\pi}{5}) \\
 &+ i_{cs} \cos(\theta + \frac{4\pi}{5}) + i_{es} \cos(\theta + \frac{6\pi}{5}) + i_{hs} \cos(\theta + \frac{8\pi}{5})] \\
 i_{qs} \left(\frac{N}{2} \right) &= \left(\frac{N}{3} \right) [i_{as} \sin(\theta) + i_{bs} \sin(\theta + \frac{2\pi}{5}) \\
 &+ i_{cs} \sin(\theta + \frac{4\pi}{5}) + i_{es} \sin(\theta + \frac{6\pi}{5}) + i_{hs} \sin(\theta + \frac{8\pi}{5})]
 \end{aligned} \tag{10}$$

$$i_{os} = \left(\frac{1}{5} \right) [i_{as} + i_{bs} + i_{cs} + i_{es} + i_{hs}] \tag{11}$$

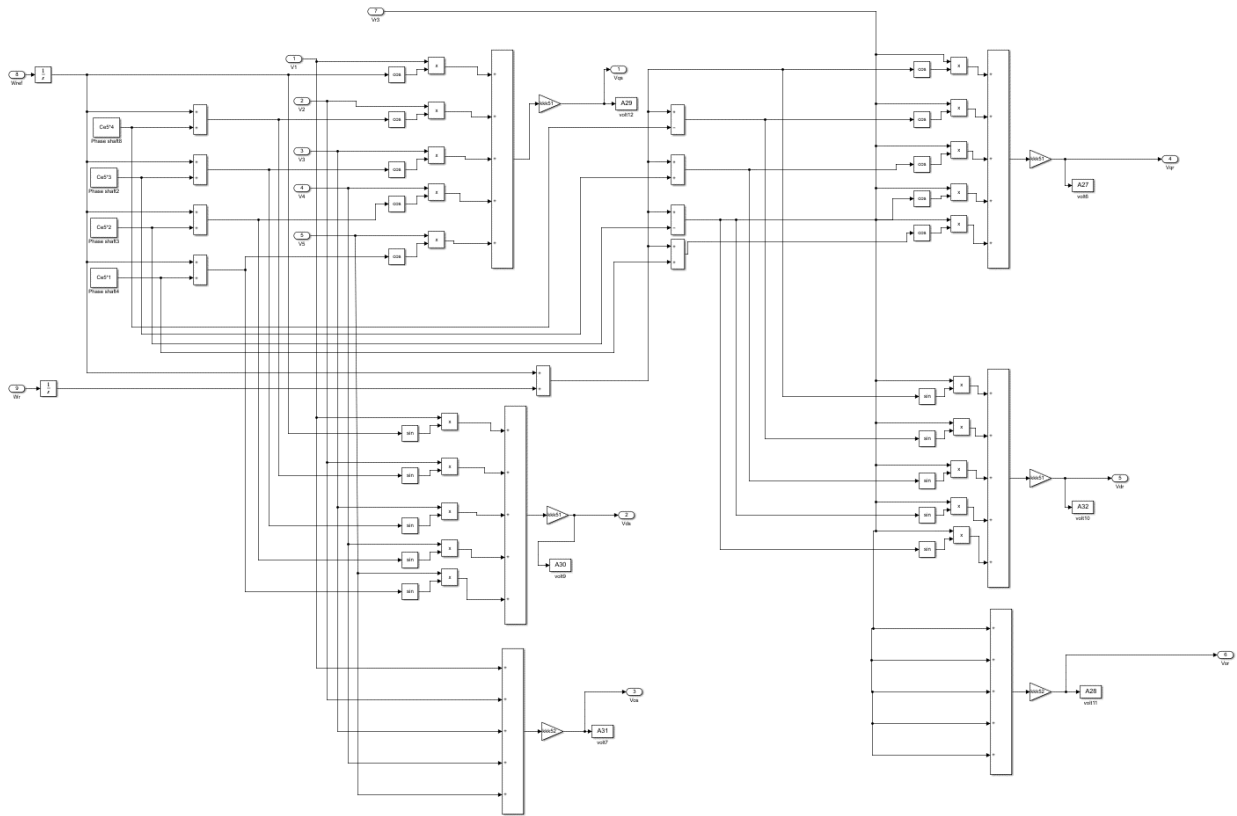
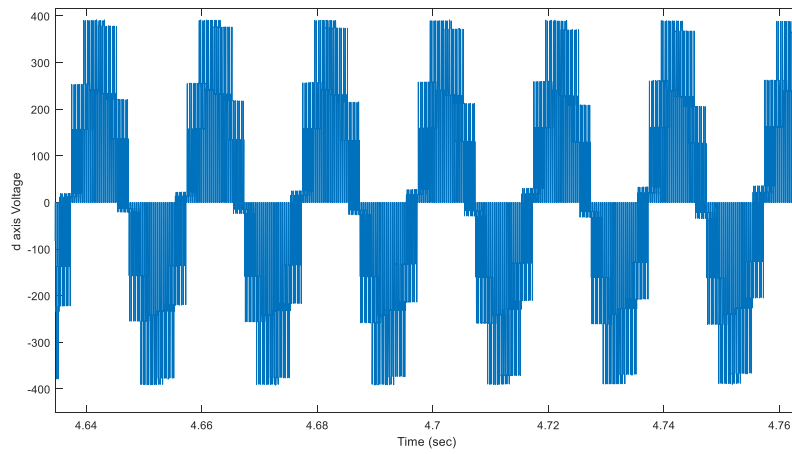
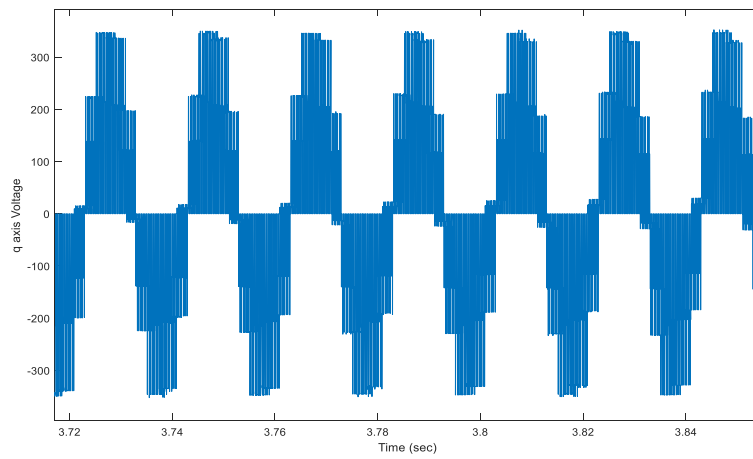


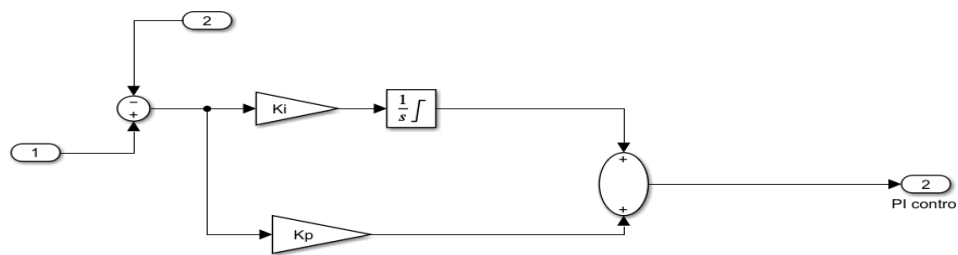
Figure 10. MATLAB Simulink model for d-q axis model.

The last two equations give a unique pair of currents that will produce a given MMF distribution Figure 5. The zero sequence of current component, if any, can be found from the equation.

(a) *d axis signal*(b) *q axis signal*Figure 11. The *d* and *q* axis signals.

4.1 The Controller Model

The CSC output equation can be represented in s-domain using MATLAB/SIMULINK program as shown in Figure 12.

Figure 12. CSC model in *s*-domain.

5 Results and Discussions

In this section, various comparative scenarios are analysed to assess the effectiveness of the proposed speed controller in regulating load torque. The optimal parameters for the PI controller are determined using two optimization techniques to enhance system performance. The first evaluation examines system response under variations in the DC source while maintaining a constant full-load torque of 11.8 Nm. Figure 13 illustrates the fluctuating DC source voltage applied to the system. The DC source voltage varies over time, simulating real-world conditions where power supply fluctuations are common. This variation tests the controller's ability to maintain stable motor operation despite changes in the input voltage. The results demonstrate that the proposed controller effectively compensates for these fluctuations, ensuring consistent motor performance.

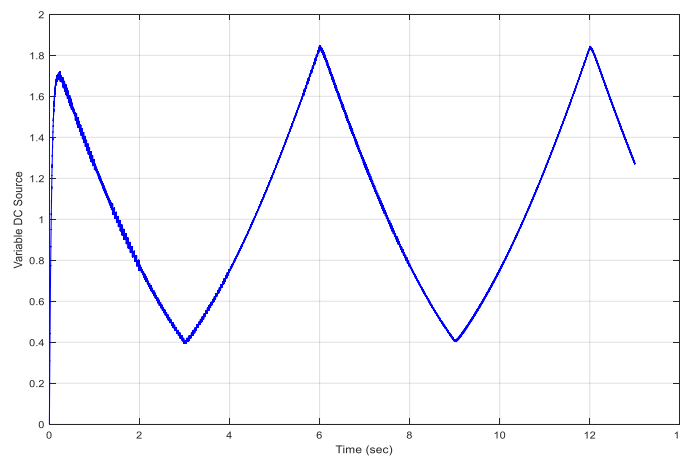


Figure. 13 Variable DC Source.

Figure 14 shows the system response without the proposed controller under a constant load torque of 11.8 Nm. As expected, the actual motor speed deviates significantly from the reference speed, particularly during DC source fluctuations. This deviation highlights the limitations of uncontrolled systems in maintaining precise speed regulation, especially under variable input conditions. The lack of control leads to poor dynamic response and increased steady-state error, emphasizing the need for an effective speed control mechanism. In contrast to Figure 14, Figure 15 demonstrates the system's response with the proposed PI controller under the same constant load torque. The results show a significant improvement in speed regulation, with the actual speed closely tracking the reference speed despite the fluctuating DC source. The controller effectively minimizes speed deviations, ensuring robust performance and stability. This improvement underscores the effectiveness of the optimized PI controller in maintaining precise speed control under varying input conditions.

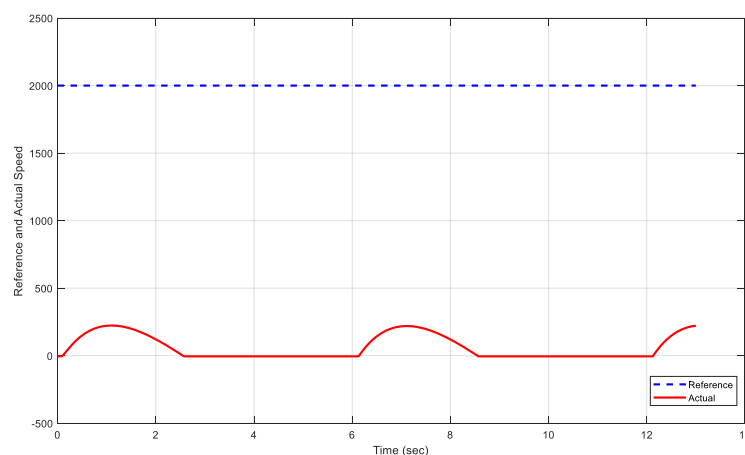


Figure. 14 Reference and Actual Speed at constant load without control.

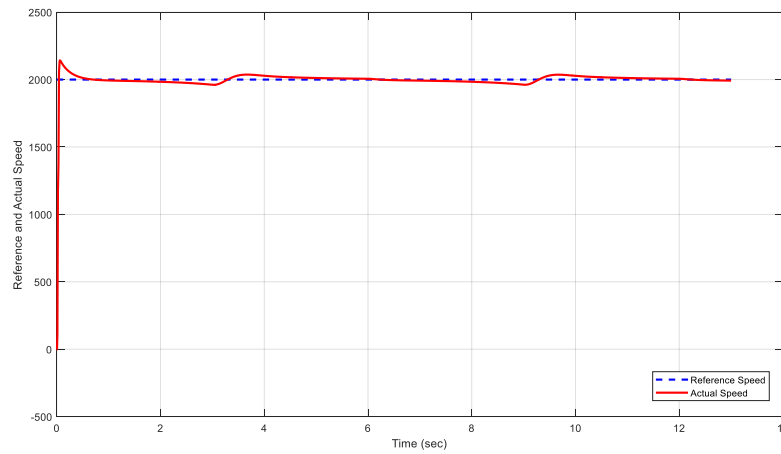


Figure 15. Reference and Actual Speed at constant load with control.

The second evaluation focuses on system behaviour under variable load torque conditions. Figure 16 depicts the applied load torque variations, simulating external disturbances that the motor may encounter in real-world applications. The load torque changes abruptly, testing the controller's ability to handle dynamic load conditions. This scenario is critical for evaluating the controller's robustness and its capacity to maintain stable operation under sudden load changes. Figure 17 presents the system's response to variable load torque without the proposed controller. The results reveal significant speed deviations and instability, particularly during abrupt load changes. The motor struggles to maintain the reference speed, leading to large oscillations and poor dynamic performance. This behaviour highlights the challenges of operating MIMs without an effective control strategy, especially under dynamic load conditions.

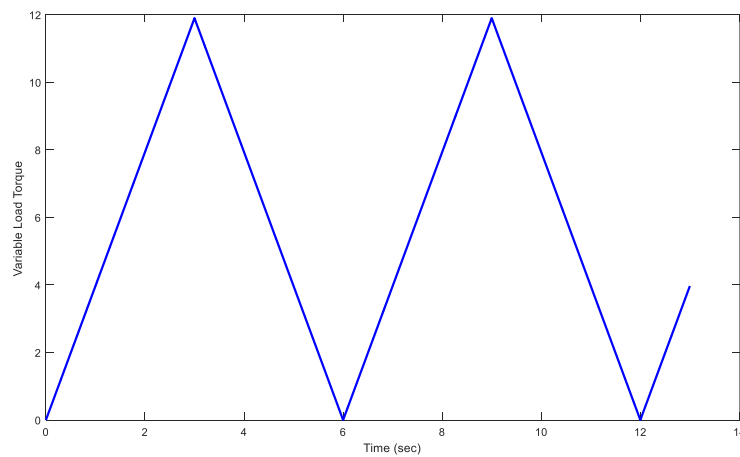


Figure 16. Variable load torque.

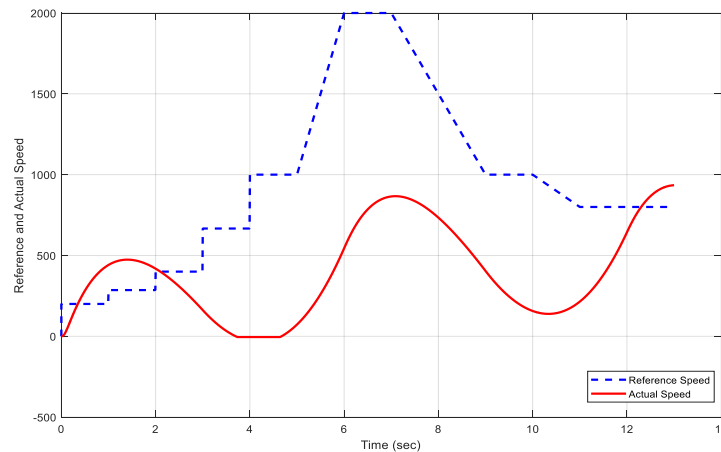


Figure 17. Reference and actual speed without control.

Figure 18 demonstrates the system's response with the proposed PI controller under the same variable load torque conditions. The results show a marked improvement in speed regulation, with the actual speed closely following the reference speed despite the abrupt load changes. The controller effectively mitigates the impact of load disturbances, ensuring stable and accurate speed control. This performance highlights the robustness of the proposed controller in handling dynamic load variations, making it suitable for industrial applications where load conditions can change rapidly. The simulation results clearly demonstrate the superiority of the proposed PI controller in maintaining precise speed regulation under both fluctuating DC source and variable load torque conditions. Without control, the system exhibits significant speed deviations and instability, particularly under dynamic load changes. However, with the proposed controller, the system achieves robust performance, with minimal speed deviations and enhanced stability. The controller's ability to handle both input voltage fluctuations and load disturbances makes it a practical and effective solution for real-time industrial applications requiring reliable and efficient speed control of multiphase induction motors. In conclusion, the results validate the effectiveness of the optimized PI controller in improving the dynamic response, reducing steady-state error, and enhancing the overall stability of MIMs. The proposed control strategy offers a simplified yet highly effective approach to speed regulation, making it a viable solution for a wide range of industrial and high-performance applications.

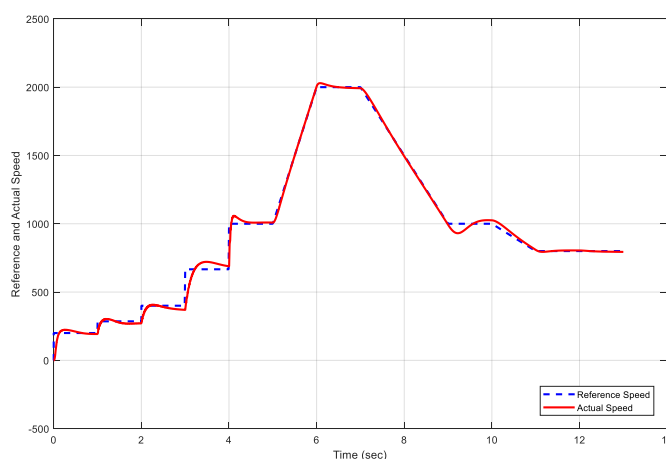


Figure 18. Reference and actual speed with control.

6 Conclusions

This paper presents a simplified speed control strategy for multiphase induction motors, leveraging an optimized PI controller to enhance performance across a wide range of operating conditions. The proposed controller, powered by a variable DC source and utilizing PWM to generate a stable five-phase AC voltage,

addresses the challenges of precise speed regulation in MIMs. By formulating the controller design as an optimization problem, the parameters of the PI controller were tuned to minimize speed deviation errors, resulting in improved dynamic response, reduced steady-state error, and enhanced robustness against load variations and disturbances. The study highlights the advantages of multiphase induction motors over traditional three-phase systems, including increased fault tolerance, higher power density, and improved efficiency. These benefits make MIMs particularly suitable for high-performance applications such as electric vehicles, industrial automation, and renewable energy systems. The proposed control strategy not only simplifies the complexity of multiphase motor control but also demonstrates superior performance compared to conventional methods, particularly under variable load and fluctuating DC source conditions. Simulation results validate the effectiveness of the optimized PI controller, showcasing its ability to maintain precise speed regulation even under dynamic load changes and external disturbances. The controller's simple architecture, combined with its robust performance, makes it a practical and viable solution for real-time industrial applications requiring reliable and efficient speed control of multiphase induction motors. The proposed approach not only improves the performance of MIMs but also opens new avenues for their application in high-reliability and high-efficiency systems. Future work could explore the implementation of this controller in real-world industrial settings and further optimization for specific applications, such as electric propulsion and renewable energy generation.

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