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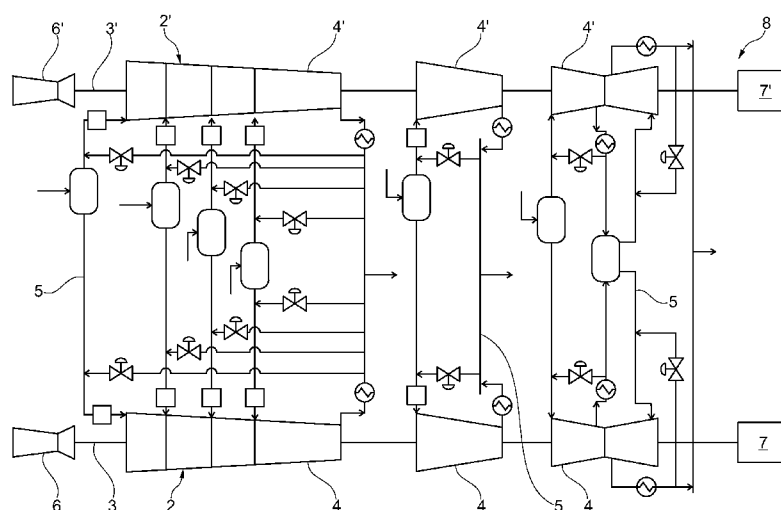


Fig. 2

(57) Abstract: A method for handling the shutdown of a turbomachine string (2) installed in a plant (8) for the liquefaction of a gaseous product comprising at least two turbomachine strings (2, 2') comprises the steps of detecting the shutdown of a first turbomachine string (2'); promptly increasing the driving torque on a shaft (3) of a second turbomachine string (2) when the shutdown is detected; maintaining the driving torque increase on the shaft (3) of the second turbomachine string (2) until a preset speed of the motor driver (6, 7) is reached or a predetermined period of time expires.

METHOD FOR HANDLING THE SHUTDOWN OF A TURBOMACHINE STRING IN A LIQUEFACTION PLANT OF A GASEOUS PRODUCT

DESCRIPTION

The subject matter of the present disclosure relates to a method for
5 handling the shutdown of a turbomachine string in a liquefaction plant
of a gaseous product. In particular, the method discussed in the
present disclosure relates to a liquefaction plant for producing liquefied
natural gas (LNG).

10 In the state of the art, the production of LNG is performed in a
dedicated plant, in which the natural gas is progressively cooled during
a multi-step refrigeration process. Indeed, the plant comprises several
heat exchangers in which the natural gas transfers heat to a
refrigerating fluid.

15 With more detail, the refrigerating fluid is circulated through its
plumbing. A group of compressors attached to the same shaft are
called a "string" in the technical field. A string also comprises one or
more power unit. Typically, a string is powered by a turbine and,
optionally, by an electrical motor driver. A plant comprises a variable
20 number of strings, but normally there are at least two strings in each
plant. In the following disclosure a plant is assumed to comprise two
strings for ease of description, however no loss of generality is
intended, since the same concepts can be readily extended to a plant
with more than two strings.

SUMMARY

25 Whenever a strings shuts down for an unforeseen reason, all of the
refrigerant flow that was shared between the strings will be handled by
a single string only. This causes a sudden increase of the compressors
absorbed power. If the driver cannot supply that much power, or it does

supply it but at a reduced rate, the speed of the still active string may decrease towards the minimum gas turbine speed and potentially shutdown for under-speed. The risk of a potential shutdown is higher as the string is operating near its minimum operating speed. The shutdown of the still active string will completely halt the LNG production in the plant.

A first embodiment of the invention therefore relates to a method for handling the shutdown of a turbomachine string. The turbomachine string is installed in a plant for the liquefaction of a gaseous product which comprises at least two turbomachine strings. Each turbomachine string comprises at least a motor driver and at least a driven compressor and all motor drivers are driving the driven compressors before a shutdown event occurs. The method comprises the steps of detecting the shutdown of a first turbomachine string. A further step is promptly increasing the driving torque on a shaft of a second turbomachine string when a shutdown is detected. The driving torque increase is maintained until a preset speed of the motor driver is reached or a predetermined period of time expires.

A second embodiment also relates to a control unit for a motor driver of a turbomachine string. The control unit comprises a sensor module configured to detect the speed of a shaft of the turbomachine string. A torque setting module is operatively connected to the detection module and is configured for setting a torque of the motor driver. A detection module is configured for detecting the shutdown of another turbomachine string. In particular, the torque setting module is configured to promptly increase the driving torque on a shaft of the second turbomachine string when the shutdown is detected and to maintain the driving torque increase on the shaft of the second turbomachine string until a preset speed of the motor driver is reached or a predetermined period of time expires.

Advantageously, it is possible to raise the speed of the string and of the motor driver before the overload from the shutdown of the other string is felt by the turbine. Therefore, as the motor driver anticipates its contribution to the torque of the still active string, the turbine
5 powering it does not risk being overloaded.

Further details and specific embodiments will refer to the attached drawings, in which:

- Figure 1 is a schematic representation of the functioning of a control unit for a motor driver of a turbomachine string according to an
10 embodiment of the present invention;
- Figure 2 is a schematic representation of a liquefaction plant of a gaseous product.

DETAILED DESCRIPTION

The following description of exemplary embodiments refers to the
15 accompanying drawings. The same reference numbers in different drawings identify the same or similar elements. The following detailed description does not limit the invention. Instead, the scope of the invention is defined by the appended claims.

Reference throughout the specification to “one embodiment” or “an
20 embodiment” means that a particular feature, structure, or characteristic described in connection with an embodiment is included in at least one embodiment of the subject matter disclosed. Thus, the appearance of the phrases “in one embodiment” or “in an embodiment” in various places throughout the specification is not necessarily
25 referring to the same embodiment. Further, the particular features, structures or characteristics may be combined in any suitable manner in one or more embodiments.

With reference to the attached drawings, with the number 1 is indicated a control unit for a motor driver of a turbomachine string.

The turbomachine string will also be described briefly in this disclosure for ease of reference, and it will be indicated with reference number 2.

5 Indeed, the turbomachine string 2 comprises a shaft 3. A plurality of compressors 4 are attached to the shaft, so that they can compress each a different fluid. The vapor coming from chillers and/or cold box units is separated in the suction drum (usually provided at the inlet of each compressor stage) in order to separate vapor from liquid
10 entrainment before feeding the compressor stage. The vapor outgoing from compressors 4 is routed to coolers and/or condensers section before entering in the next compressor stage or feed accumulator or chillers and/or cold box units. .

The turbomachine string 2 also comprises a motor driver 6, 7
15 connected to the shaft 3. The motor driver itself may comprise a turbine 6, attached onto the shaft 3. The turbine 6 is the primary power source of the string 2. The motor driver 6, 7 may comprise an helper motor 7, which is preferably an electric motor. The helper motor 7 is also connected to the shaft 3. Please note that in the embodiment of the
20 invention shown in the figures, the motor driver 6, 7 comprises both the helper motor 7 and the turbine 6. However, in further embodiments, not shown in the drawings, the motor driver may comprise either one of the helper motor 7 or the turbine 6.

As shown in the schematic figure 2, a plant 8 may comprise more than
25 one string 2. In this example, the plant 8 comprises two turbomachine strings 2, 2'. In particular, the turbomachine strings 2, 2' are considered identical for the purpose of the present disclosure. However, in further embodiments not shown in the drawings, the two turbomachine strings 2, 2' may comprise different components. Also, in further embodiments

not shown in the drawings, there can be any number of turbomachine strings 2.

Accordingly, the control unit 1 will be described in detail. Indeed, the control unit 1 will be described by subdividing it into a plurality of modules. Such subdivision is done for ease of description only, and in no way should be considered as reflecting the physical structure of the control unit 1 itself. Rather, each module can be implemented as an electronic circuit on a suitable hardware support, as a software routine, subroutine or library or as both. Each module may reside on a local unit or may be distributed over a network. Also, the modules can communicate with each other either via a suitable wired or wireless protocol.

With particular reference to figure 1, the control unit 1 comprises a sensor module 9, which is configured to detect the speed of the shaft 3 of the turbomachine string 2 on which it is installed. Indeed, the sensor module 9 is configured to emit a speed signal V_s representing a value of the speed of the shaft 3. The sensor module 9 is by itself known to the person skilled in the art, and will therefore not be further described.

The control unit 1 also comprises a torque setting module 10, which is configured to set a torque of the motor driver 6, 7. The torque setting module 10 is operatively connected to the sensor module 9, and is configured to acquire the above mentioned speed signal V_s .

Moreover, the torque setting module 10 is configured to emit a torque request signal T_r that is sent to the helper motor 7.

Specifically, the torque setting module 10 comprises a computing submodule 11 configured to compute a driving torque request value of the helper motor 7 as a function of the current rotation speed of the shaft 3 of the turbomachine string 2 and of the current driving torque request value. Indeed, during normal operating conditions, the torque

request signal Tr is computed by the torque setting module 10. The torque request signal Tr is selected as the maximum between a first torque request signal $Tr1$, which is the normal torque request during standard operating condition, and a second torque request signal $Tr2$ which handles the torque request to the motor driver 6, 7 under trip conditions. The first torque request signal $Tr1$ is computed by the computing submodule 11, on the basis of the torque request signal Tr itself and of the speed signal Vs . The computation of the second torque request signal $Tr2$ will be explained in a following part of the present disclosure.

The control unit 1 also comprises a detection module 12, which is configured to detect the shutdown of another turbomachine string 2'. In particular, it may detect the malfunction of either the helper motor 7' or of the turbine 6' before their malfunction has a significant impact on the speed of the shaft 3'. On the malfunction of the other string 2', the detection module 12 is configured to emit a malfunction signal Ms , which enables the response of the control unit 1 to the unplanned shutdown.

Indeed, the torque setting module 10 acquires the malfunction signal Ms , which enable the logic capable of handling this condition. Indeed, the torque setting module 10 comprises an operating module 13, operatively connected to the detection module 12. The operating module 13 is configured to set a driving torque request value of the helper motor 7 during the shutdown of the other turbomachine string 2'. In particular, the operating module performs this operation by computing the second torque request signal $Tr2$. As explained above, the torque request signal Tr is selected as the higher torque request between the torque setting module 10 first torque request signal $Tr1$ and the operating module 13 second torque request signal $Tr2$. Therefore, under operating condition, the first torque request signal $Tr1$ from the torque setting module is selected. Under emergency

conditions, since the operating module 13 needs to drive shaft 3 to a higher speed in order to handle a higher load, the signal second torque request $Tr2$ is selected, since it is higher than the signal first torque request $Tr1$.

- 5 In other words, when the detection module 12 signals the shutdown of another turbomachine string 2', the driving torque request value is higher than a preset driving torque request during a stationary operating condition. In particular, this driving torque increase is performed immediately on detecting the shutdown of the other
- 10 turbomachine string 2'. In other words, the control unit 1 does not simply react to the dynamics of the turbomachine string 2, which would also increase the torque on the shaft 3 but, anticipating the higher load, it begins increasing the torque before the higher load actually happens.

Additionally, the torque setting module 10 also comprises a turbine speed setting module 14, which is configured to compute a target rotation speed of the turbine 6 by ramping the current rotational speed to the maximum value (MCS). Specifically, the turbine speed setting module 14 acquires the speed signal Vs and the malfunction signal Ms . The turbine speed setting module emits a fuel request signal Fr to

15 regulate the fuel flow to the turbine 6. At the same time of the helper motor 7 action, if needed, the turbine speed setting module 14 also increases the target rotation speed of the turbine 6 on the detection of a shutdown by the detection module 12. The rotation of the turbine 6 can be increased as needed, up until the maximum continuous speed.

- 25 Also, it is to be noted that the operating module 13 is configured to compute the driving torque request value of the helper motor 7 also as a function of a target rotation speed of the turbine 6. Specifically, the turbine speed setting module 14 emits a turbine setpoint signal Ts that is acquired by the torque setting module 10, specifically by the
- 30 operating module 13.

The function of the control unit 1 is as follows: on detection of the shutdown of a first turbomachine string 2', the driving torque on the shaft 3 of the second turbomachine string 2 is increased. In particular, the driving torque increase is obtained through setting a driving torque request value of the motor driver 6, 7 of the second turbomachine string 2 during the shutdown of the first turbomachine string 2'. With more detail, the detection of the malfunction by the detection module 12 enables the operating module 13, part of the torque setting module 10, which handles the malfunction condition on the side of the still operating turbomachine string 2. This torque request value, carried by the second torque request signal Tr2 of the operating module 13, is selected as being higher than a preset driving torque request during a stationary operating condition.

It is to be noted that the driving torque increase is performed immediately on detecting the shutdown of the first turbomachine string 2'.

The driving torque request value of the helper motor 7 is obtained as a function of the current rotation speed of the shaft 3 of the second turbomachine string 2 and of the current driving torque request value. Optionally, a target rotation speed of the turbine 6 is obtained by ramping the current rotational speed to the maximum value (MCS). The driving torque request value of the helper motor 7 is obtained also as a function of the target rotation speed of the turbine 6.

During the transient, if the still operating string 2 reaches the Maximum Continuous Speed (MCS), the control unit 1 will switch to regulation mode for maintaining the MCS.

If, on the other hand, the string 2 does not reach the Maximum Continuous Speed (MCS) and if the propane and MR vapor flow from the liquefaction process increase too much during the acceleration of the string 2, the motor driver 7 torque may reach the maximum

capability without reaching the MCS. Once the liquefaction process transient is finished, the speed of the string 2 will be further increased up to the MCS, since by then the compressors 4 will have absorbed the torque decrease. The control unit 1 will then switch to regulation mode
5 for maintaining the MCS.

It is to be noted that the operation of the control unit 1 can be regulated either automatically, in which case a timer (not shown in the drawings) deactivates after a preset time interval from when the malfunction of the other turbomachine string 2' was first detected. Alternatively or
10 additionally, the control unit 1 can be deactivated by a manual switch (not shown). Additionally, it is possible for the operator to enable and/or disable the operating module 13 of the torque setting module 10. Similarly, it is possible for the operator to enable and/or disable the trip prevention logic of the turbine speed setting module 14.

CLAIMS:

1. Method for handling the shutdown of a turbomachine string (2), said turbomachine string (2) being installed in a plant (8) for the liquefaction of a gaseous product comprising at least two turbomachine strings (2, 2'), each turbomachine string (2, 2') comprises at least a motor driver (6, 6', 7, 7') and at least a driven compressor (4, 4'), the method comprising the steps of:

- detecting the shutdown of a first turbomachine string (2');
- promptly increasing the driving torque on a shaft (3) of a second turbomachine string (2) when the shutdown is detected;
- maintaining said driving torque increase on the shaft (3) of the second turbomachine string (2) so that the speed of the motor driver (6, 7) is increased from a current speed to a preset speed or a predetermined period of time expires.

2. Method according to the previous claim, wherein the motor driver (6, 7) is a turbine (6) and/or a helper motor (7), preferably an helper electric motor (7).

3. Method according to claim 1 or 2, wherein the preset speed is the maximum operating speed of the motor driver (6, 7).

4. Method according to any one of the previous claims, further comprising the step of maintaining said preset speed for a predetermined period of time or until the event causing the shutdown of the first turbomachine string (2') is ended.

5. Method according to any one of the claims from 1 to 3, further comprising the step of maintaining said driving torque increase until the event causing the shutdown of the first turbomachine string (2') is ended.

6. Method according to any one of the previous claims, wherein said driving torque increase is obtained through setting a driving torque request value of the motor driver (6, 7) of the second turbomachine string (2) during said shutdown of the first turbomachine string (2'), said driving torque request value being higher than a preset driving torque request of said motor driver (6, 7) during a stationary operating condition.

7. Method according to any one of the previous claims, wherein said driving torque request value of said motor driver (6, 7) is obtained as a function of the current rotation speed of the shaft (3) of the second turbomachine string (2) and of the current driving torque request value.

8. Method according to any one of the previous claims, wherein said driving torque request value of said motor driver (6, 7) is obtained also as a function of a target rotation speed of a turbine (6) attached to the shaft (3) of the second turbomachine string (2).

9. Method according to the previous claim, wherein said target rotation speed of said turbine (6) is obtained as a function of the current rotation speed of the shaft (3).

10. Control unit (1) for a motor driver (6, 7) of a turbomachine string (2), comprising:

- a sensor module (9) configured to detect the speed of a shaft (3) of said turbomachine string (2);

- a torque setting module (10) operatively connected to the detection module (12) and configured for setting a torque of a motor driver (6, 7);

- a detection module (12) for detecting the shutdown of another turbomachine string (2'); wherein the torque setting module (10) is configured to promptly increase the driving torque on a shaft (3) of the

second turbomachine string (2) when the shutdown is detected and to maintain said driving torque increase on the shaft (3) of the second turbomachine string (2) so that the speed of the motor driver (6, 7) is increased from a current speed to a preset speed or a predetermined period of time expires.

11. Control unit (1) according to the previous claim, wherein the torque setting module (10) comprises an operating module (13) configured to set a driving torque request value of an helper motor (7) of the second turbomachine string (2) during said shutdown of the first turbomachine string (2'), said driving torque request value being higher than a preset driving torque request of said helper motor (7) during a stationary operating condition.

12. Control unit (1) according to claim 10 or 11, wherein the torque setting module (10) comprises a operating module (13) configured to compute a driving torque request value of said helper motor (7) as a function of the current rotation speed of the shaft (3) of the second turbomachine string (2) and of the current driving torque request value.

13. Control unit (1) according to any preceding claim, wherein said operating module (13) is configured to compute said driving torque request value of said motor driver (7) also as a function of a target rotation speed of a turbine (6) attached to the shaft (3) of the second turbomachine string (2).

14. Control unit (1) according to any claim from 10 to 13, wherein the torque setting module (10) comprises a turbine speed setting module (14) configured to compute said target rotation speed of said turbine (6) as a function of the current rotation speed of the shaft (3).

15. Turbomachine string (2, 2') comprising a control unit (1) according to any claim from 10 to 14.

16. Use of a control unit (1) according to any claim from 10 to 14 for the upgrade of a turbomachine string (2, 2').

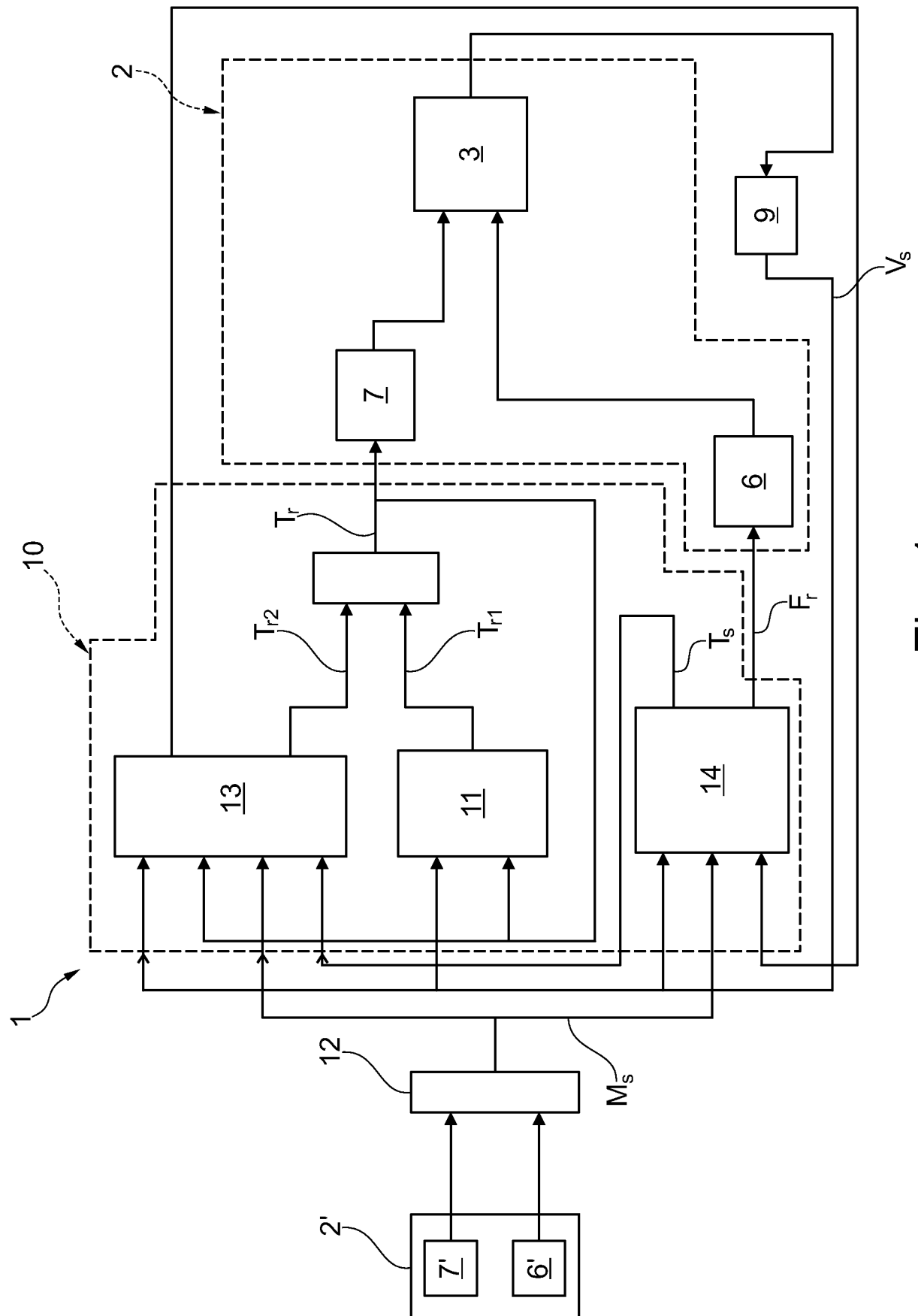


Fig. 1

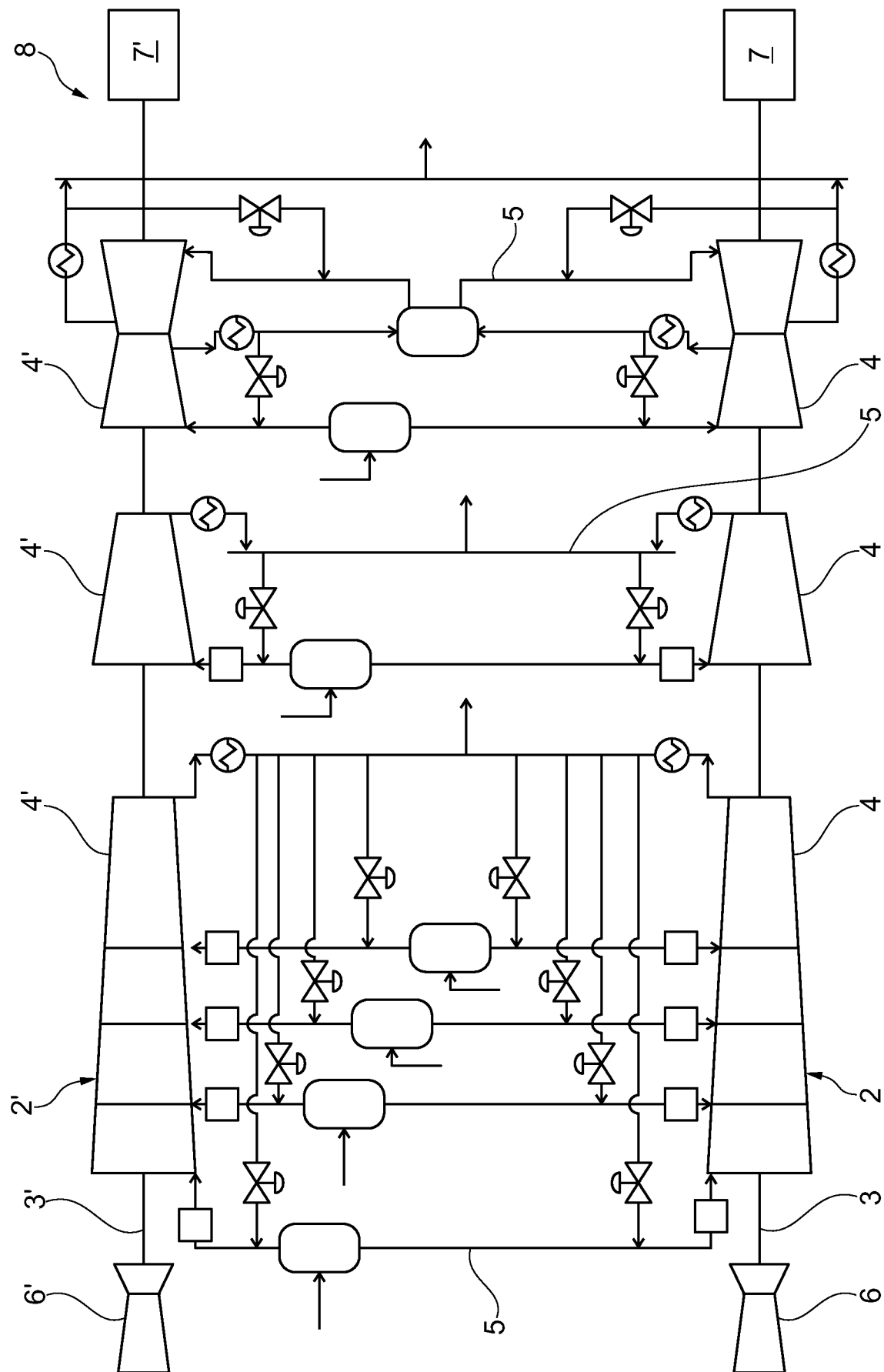


Fig. 2

INTERNATIONAL SEARCH REPORT

International application No

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A. CLASSIFICATION OF SUBJECT MATTER

INV. F04D25/16 F04D27/02 F25J3/04
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

F04D F25J

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 2012/121376 A1 (HUIS IN HET VELD WILHELMUS HERMANUS [NL]) 17 May 2012 (2012-05-17) paragraphs [0135] - [0143] figure 4	1-16
X	US 2003/233836 A1 (TANIMOTO KENJI [JP] ET AL) 25 December 2003 (2003-12-25) paragraphs [0095] - [0099]	1-16
A	EP 2 600 089 A1 (AIR LIQUIDE [FR]) 5 June 2013 (2013-06-05) paragraph [0018]	1



Further documents are listed in the continuation of Box C.



See patent family annex.

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INTERNATIONAL SEARCH REPORT

Information on patent family members

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