

POWER Offshore Summer School 2006



Operation and Maintenance

Gerard van Bussel



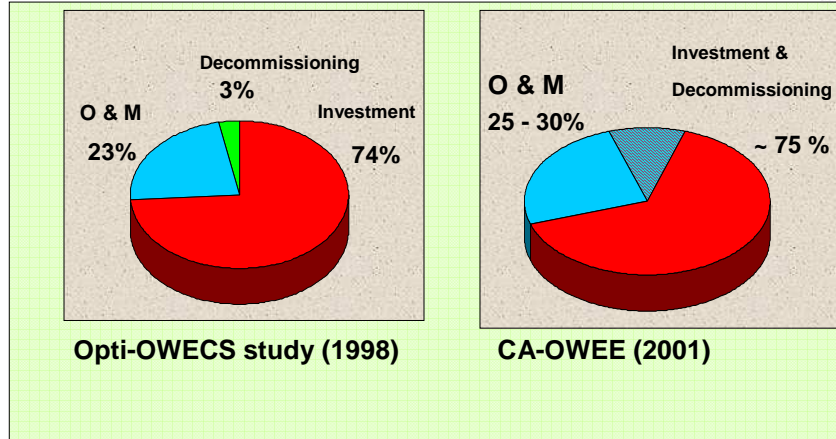
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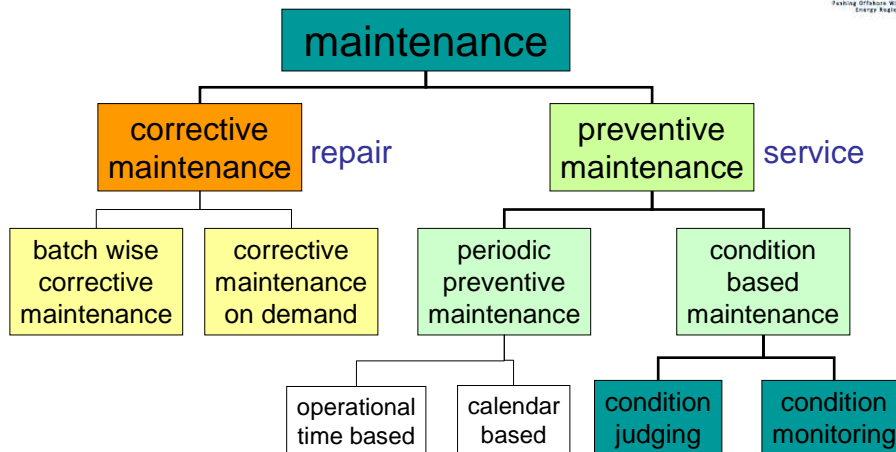
- Maintenance concepts
- RAMS definitions
- Access systems
- Maintenance strategies
- RAMS tools



Typical contribution to energy cost



Maintenance Concepts



Failure frequencies 500kW class



	Tacke TW600	Enercon 40	Vestas V39/500
number of turbines	25	26	59
	events/year	events/year	events/year
Lightning	0	0.03	0
Blade	0.76	0.42	0.32
Rotor Brake	0	0	0
Pitch Mechanism	0	0.30	0.03
Brake	0.08	0	0
Shaft/Bearing	0.04	0.03	0
Gearbox	0.16	0	0.03
Generator	0	0.03	0.33
Hydraulic	0.32	0	0.27
Yaw System	0.32	0.23	0.08
Anemometry	0	0	0.01
Electronics	0.04	0.42	0.33
Electric	0.20	0.69	0.30
Inverter	0	0	0
Sensors	0.08	0.07	0.18
Other	0.20	0.38	0.37
Overall Total	2.2	2.6	2.25

Failure frequencies **2.2** **2.6** **2.25**
 For larger machines (onshore) ● **2.2**

TU Delft

Failure frequencies multi MW class

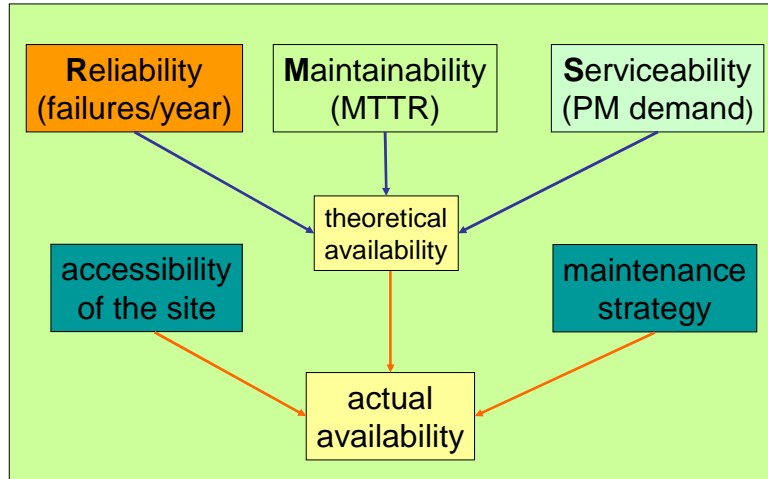
Total of all components **2.20 failures/year**



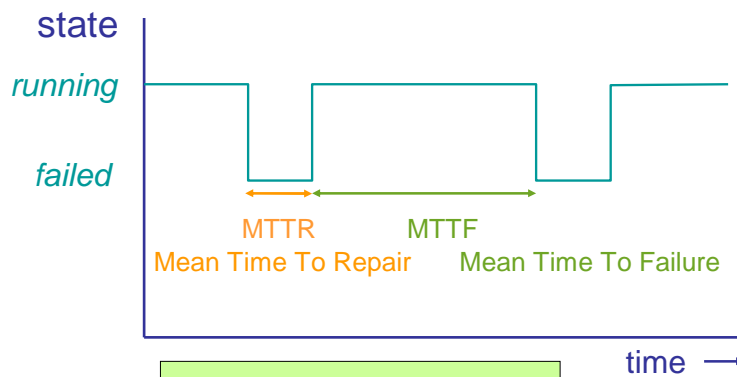
Component	Failure frequency (failures/year)
Shaft & Bearings	0.02
Brake	0.05
Generator	0.05
Parking Brake	0.05
Electric	0.14
Blade	0.16
Yaw System	0.23
Blade tips	0.28
Pitch Mechanism	0.28
Gearbox	0.30
Inverter	0.32
Control	0.34
Total	2.20

TU Delft

Reliability, Availability, Maintainability, Serviceability



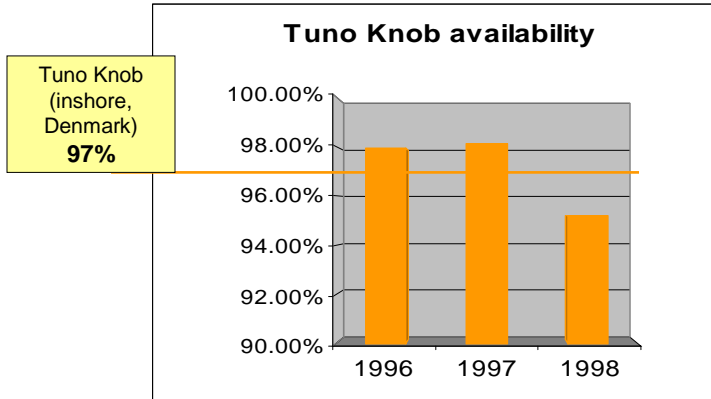
A measure for availability



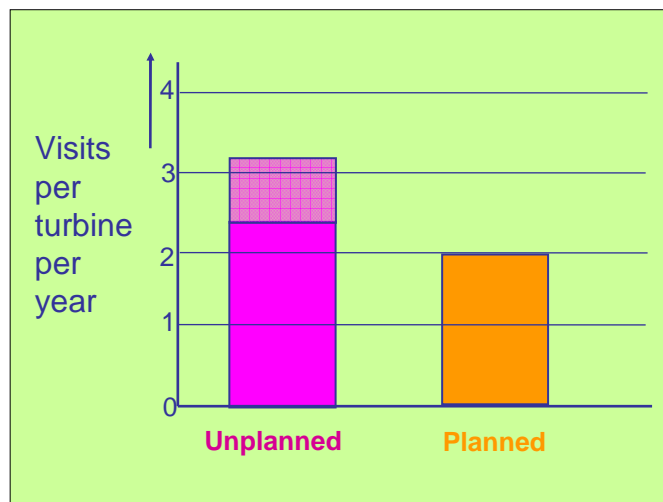
$$\text{Availability} = \frac{\text{MTTF}}{\text{MTTR} + \text{MTTF}}$$



Experienced Availability



Present maintenance demand

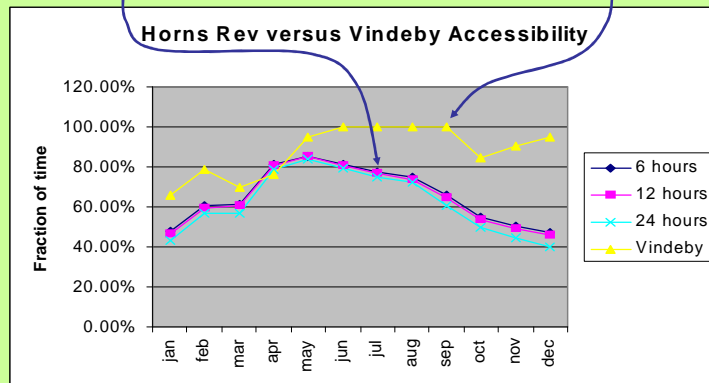


Accessibility of site (Vessel)



Horns Rev
(near shore,
North Sea)

Vindeby
(inshore,
Denmark)



Means of crew transport

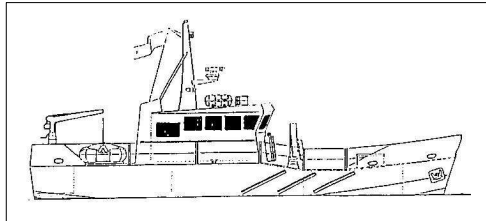


- Helicopter
 - fast
 - expensive
 - helipad
 - large operational window

- Tender vessel
 - fairly slow
 - cheap
 - boat landing
 - medium window



Means of crew transport and landing



Tender vessel
For crew transport

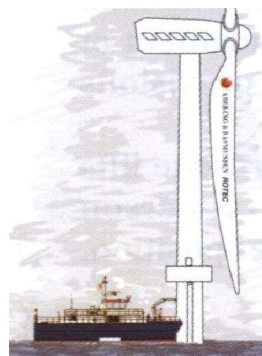
With a Zodiac
for landing



Means of crew transport and landing



Catamaran landing vessel



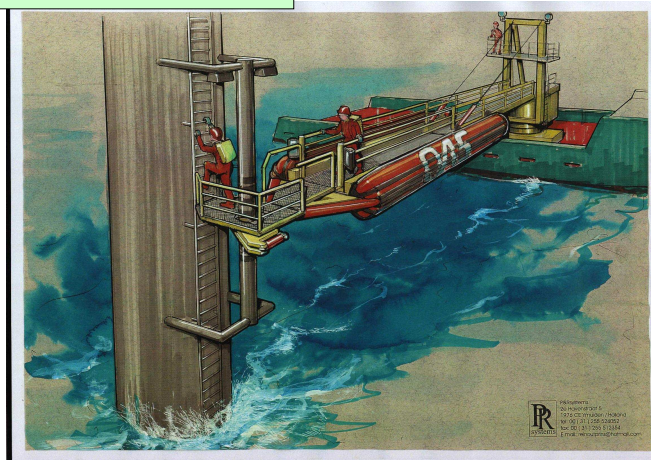
SWATH@A&R / Abeking & Rasmussen



Means of crew transport and landing



Flexible gangway



OAS: P&R systems / Reinout Prins



Means of crew transport and landing



Ampelmann



TU Delft / Jan van der Tempel



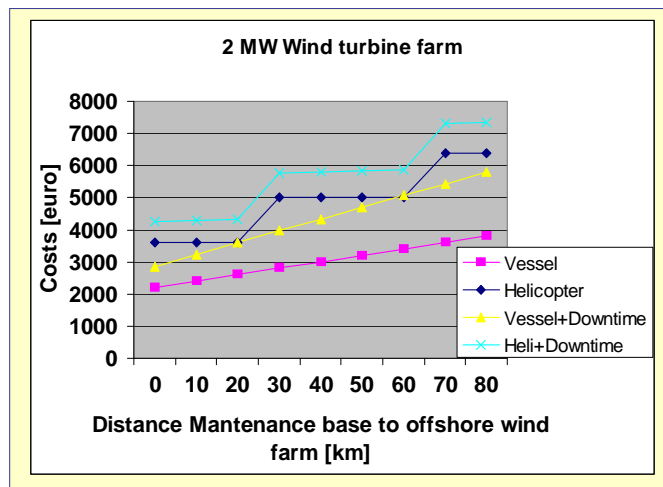
Means of crew transport and landing



Crew transport by helicopter



Cost comparison transport Vessel/Helicopter



Experiences in the real world



Maintaining Horns Rev:

- Access by boat: Winter 02/03: 5/7 days
Winter 03/04: 1/7 days
- Helicopter: 6/7 days
- Vestas responsible for crew (60 people)
Elsam for transport (6 people)
- 75.000 transfers in 1.5 years (2 x /day/turbine)

Experiences in the real world



Maintaining Horns Rev

Reasons:

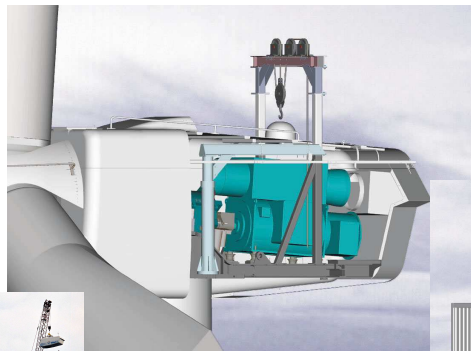
- Design not well adapted for offshore
- Strategy not optimal
- Onshore crews
- Sophisticated alarms, but what does it mean?

Lifting equipment (Installation and O&M)

- Jack-up barge
- Crane vessels
- Jack up vessel (self propelled)
- Purpose built/ adapted
- Helicopter
- Built-in facilities (in wind turbine)



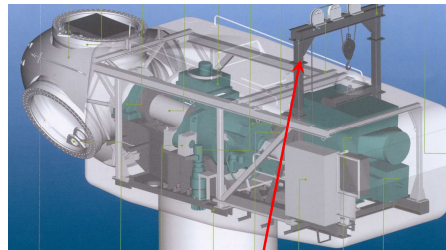
O&M lifting facilities



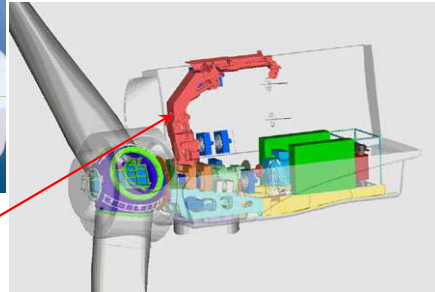
Utgrunden Wind farm, Sweden



O&M lifting facilities



GE Wind (Utgrunden, Sweden)



Nordex N80 Offshore

Internal cranes



Maintenance strategies



- PM and CM on demand
(onshore practice)
- Opportunity based maintenance
(PM when CM is demanded)
- Condition based maintenance
(PM and CM only when demanded)
- No maintenance/ batch maintenance



Maintenance strategies



- PM and CM on demand (onshore practice)
(reduced PM demand, increased reliability)

Maintenance strategies



- PM and CM on demand (onshore practice)
(reduced PM demand, increased reliability)
- Opportunity based maintenance
(flexible PM interval, increased reliability)

Maintenance strategies



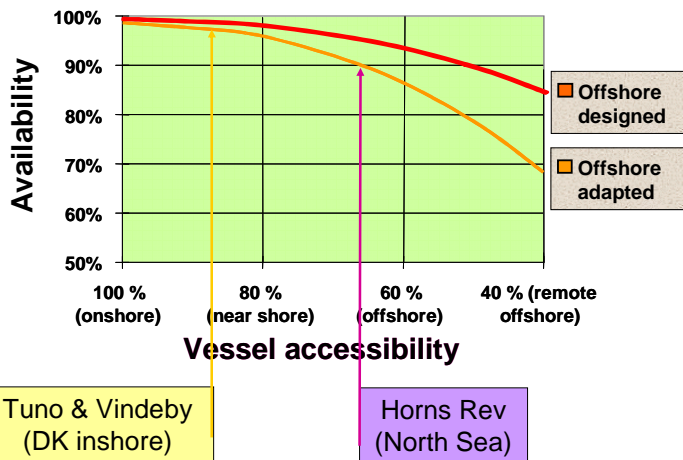
- PM and CM on demand (onshore practice)
(reduced PM demand, increased reliability)
- Opportunity based maintenance
(flexible PM interval, increased reliability)
- Condition based maintenance
(extensive condition monitoring)

Maintenance strategies



- PM and CM on demand (onshore practice)
(reduced PM demand, increased reliability)
- Opportunity based maintenance
(flexible PM interval, increased reliability)
- Condition based maintenance
(extensive condition monitoring)
- No maintenance/ batch maintenance
(only feasible when failure freq. < 0.2 /year)

Importance of (improved) Reliability



Reliability vs. turbine design



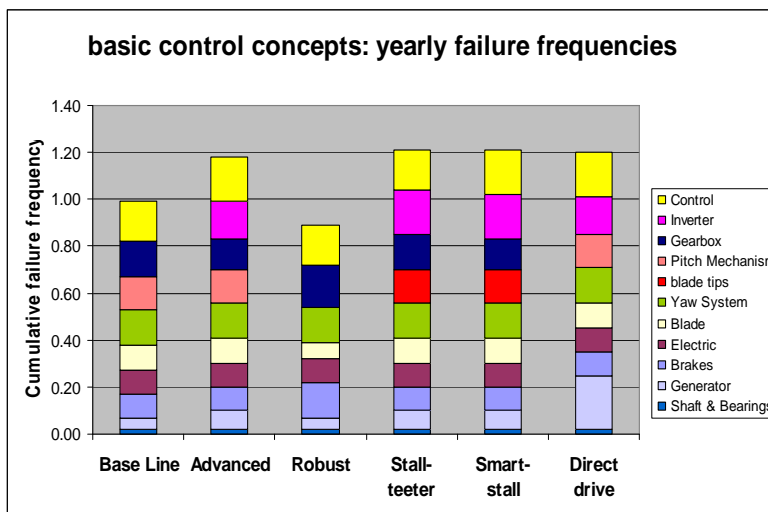
- Turbine design gets more complex:
 - Three bladed, variable speed pitch control
 - Doubly fed generators, Inverters
- **BUT**
- Offshore environment demands a robust, lean design:
 - Two blades !?
 - Stall control !??
 - Low speed or Direct drive generator !?



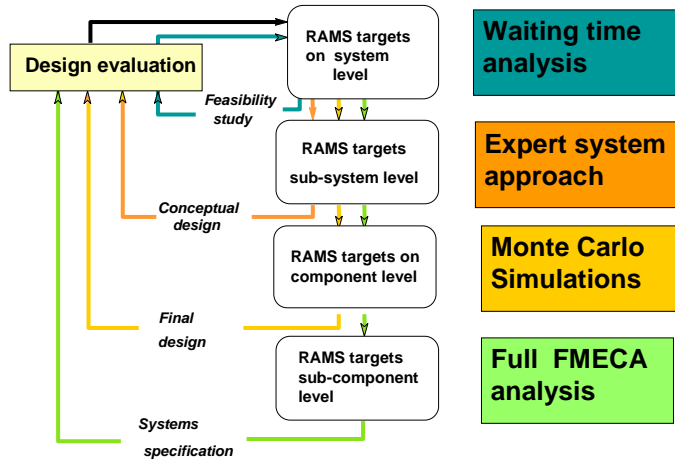
Wind turbine failures in past years



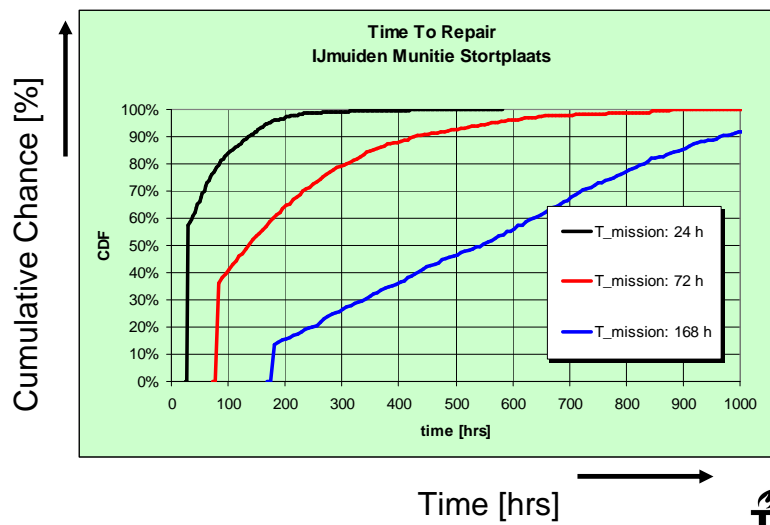
DOWEC concepts Reliability



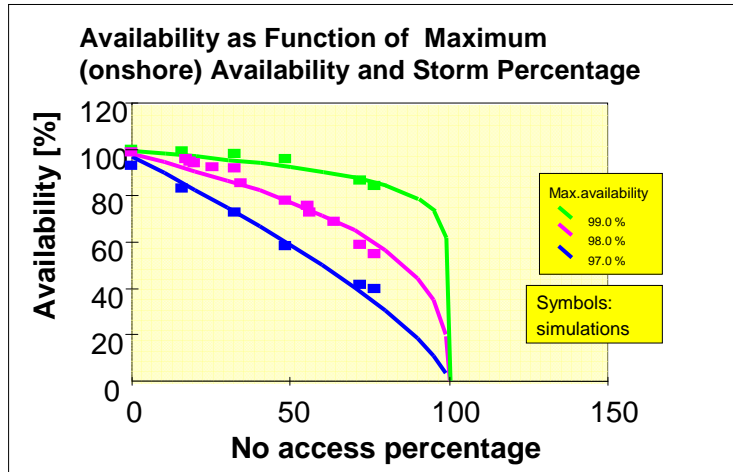
Assessing reliability, availability and O&M in the design process



Probabilistic Waiting time analysis



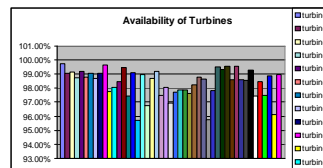
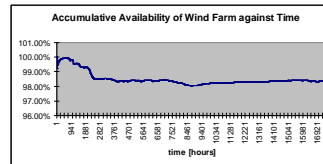
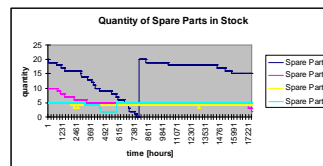
Trend lines in expert system



Numerical Monte Carlo Simulation



- Site conditions (wind and waves)
- Failures components of turbine, and wind farm
- Maintenance strategy
 - ships and crew
 - immediate/batch repair
 - overhaul
 - stock keeping





FMECA: Failure Mode Effect and Criticality Analysis

- systematic break down of:
 - functional components
 - hardware component
- analysis of:
 - effects of all kinds of failures upon functioning
 - criticality of failure (how does failure affect costs/environment)



Conclusions

- Present reliability insufficient
- - Opportunity based maintenance (flexible PM intervals needed)
- Condition based maintenance
- Crew transport by vessel
- Large (far) offshore scale wind farms need drastic design modifications