

# Evaluating Impact of WTG Control Strategies on the Structural Integrity of Support Structures using FMECA

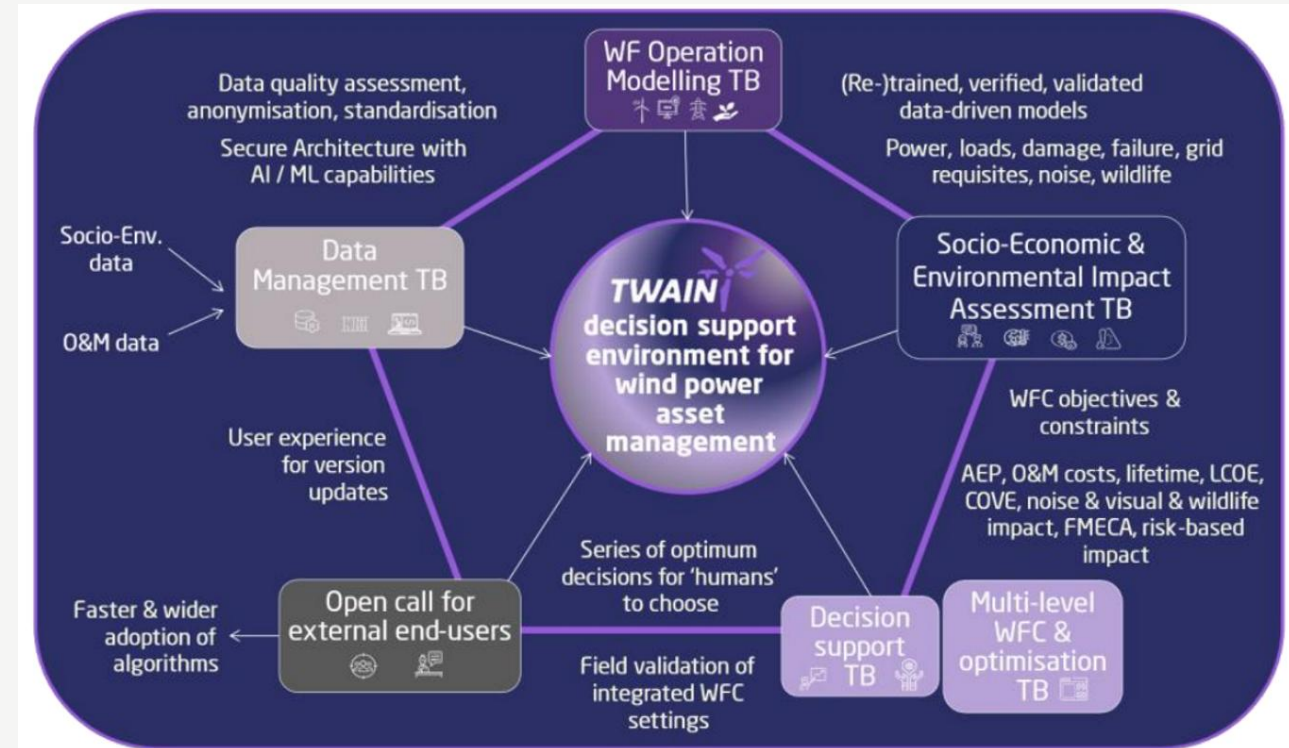


Koen Hermans - Ramboll  
EERA DeepWind, 14 January 2026



Use of AI to train surrogate models to enable multi-objective optimization of **wind farm control**

Set of toolboxes and case studies showcasing the functionality



# About Ramboll

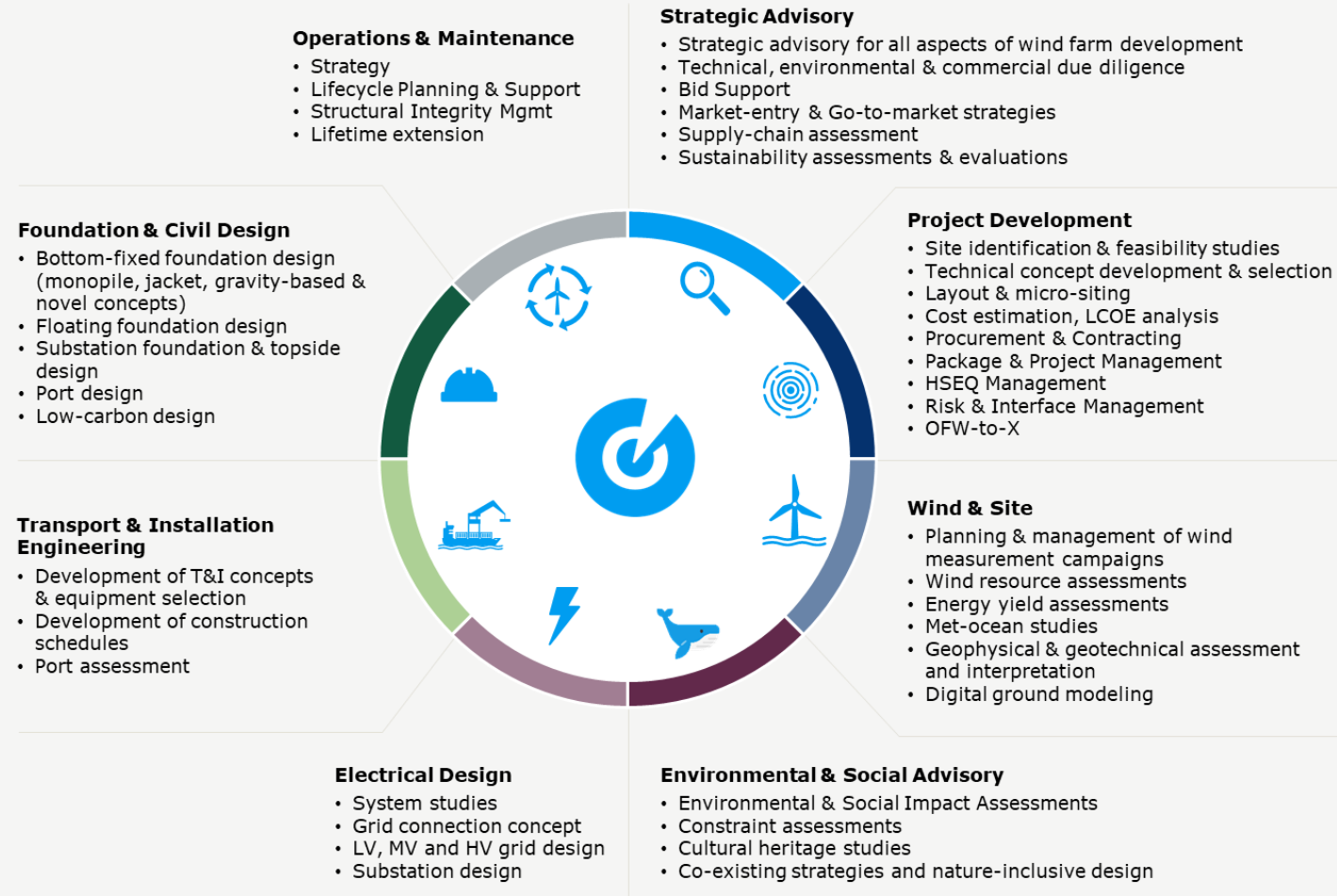


Assisting clients from  
pre-feasibility to operation

900+ wind experts

Offices in 26 countries

Technology agnostic consultant

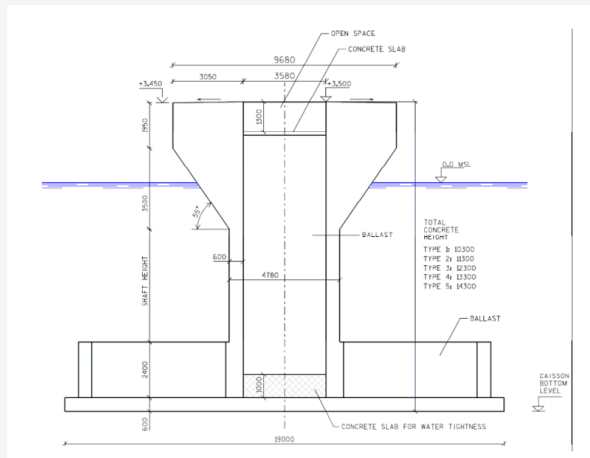


- Operators are focused on keeping their asset operational following a pre-determined inspection & maintenance schedule.
- Leading players are aiming to implement risk based inspection: planning more selective visits, using findings from remote monitoring and observations on site → **Reliability Centered Maintenance**.
- How should they change their approach in the context of wind farm control?

# Research question

## in the context of wind farm control

*What is the impact of wind farm control on the structural reliability of wind turbines?*



Case study on the tower & foundation of Lillgrund offshore wind farm, located in Sweden, operational since 2007, featuring **gravity based foundations**

- Methodology:
  - (Semi-quantitative) Failure Modes, Effects, and Criticality Analysis (FMECA).
  - Workshop with 11 experts from consortium partners ( DTU, CENER, TUM, EDF, Engie)
- Objective:
  - Identify means to monitor and improve operational reliability, reduce failure risks, and inform strategies for spare part management and risk-based inspections.
- What control strategies do we consider?
  - Baseline (normal power production)
  - Derating
  - Yaw steering (up to 30 degrees)

# Structured approach to evaluating risk

- Break down our system (wind power plant) into subsystems and components
- Assign **functional descriptions** of each component
- Describe **failure modes**, the **failure cause** and **end effect**
- Evaluate **likelihood** and consequential probability in the **beta factor**
- Score the consequence of the end effect for **severity** across multiple types of impact (safety, production availability, environmental, intervention, spare part costs)
- All scores are given on a 3 tier scale (low – medium – high) with defined categories
- **Continuous improvement**: reassess scoring based on feedback from operations

# How do we evaluate risk?

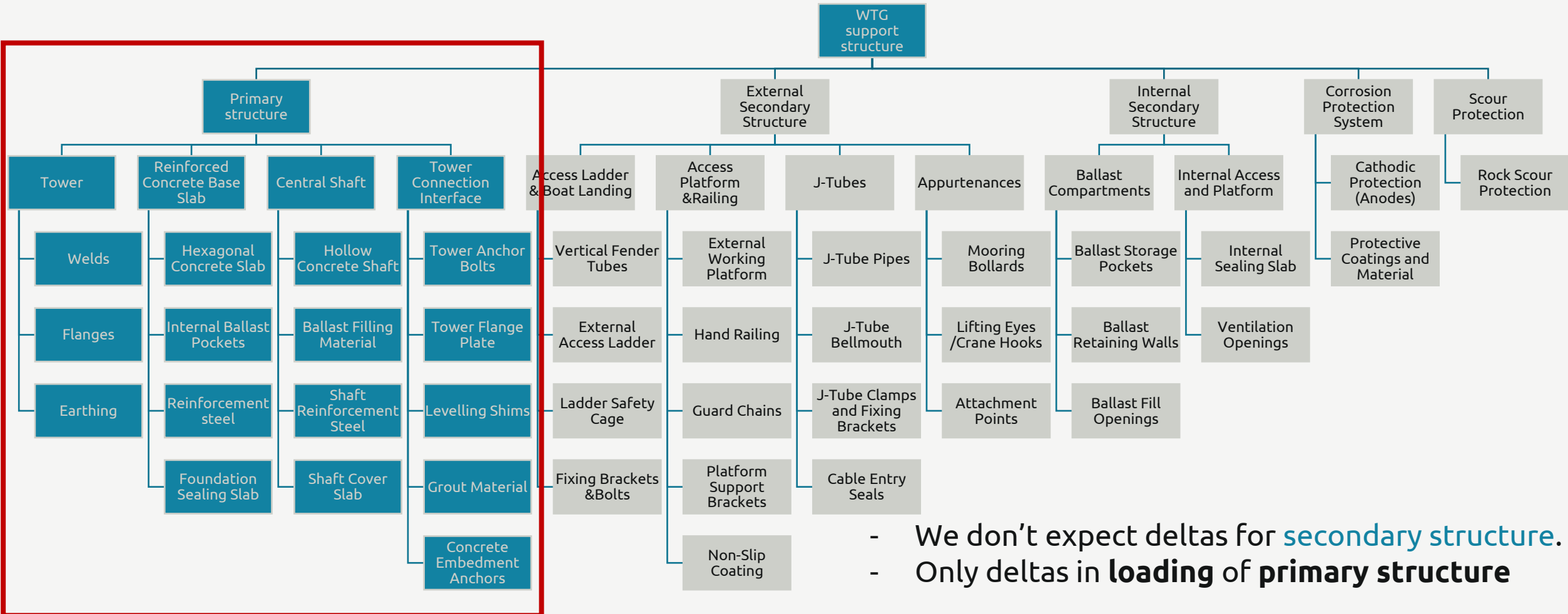
- Two parameter approach:
  - Risk = likelihood \* consequence.
- Three parameter approach (IEC 60812:2018):
  - Risk Priority Number = likelihood \* detectability \* consequence
- Ramboll approach (Scheu et al 2019\*)
  - Criticality Number = Likelihood \*  $\beta_{\text{factor}}$  \* ( $\Sigma$  Severity)

Criticality level	Criticality number range
Low	5 – 43
Medium	44 – 90
High	91 – 135

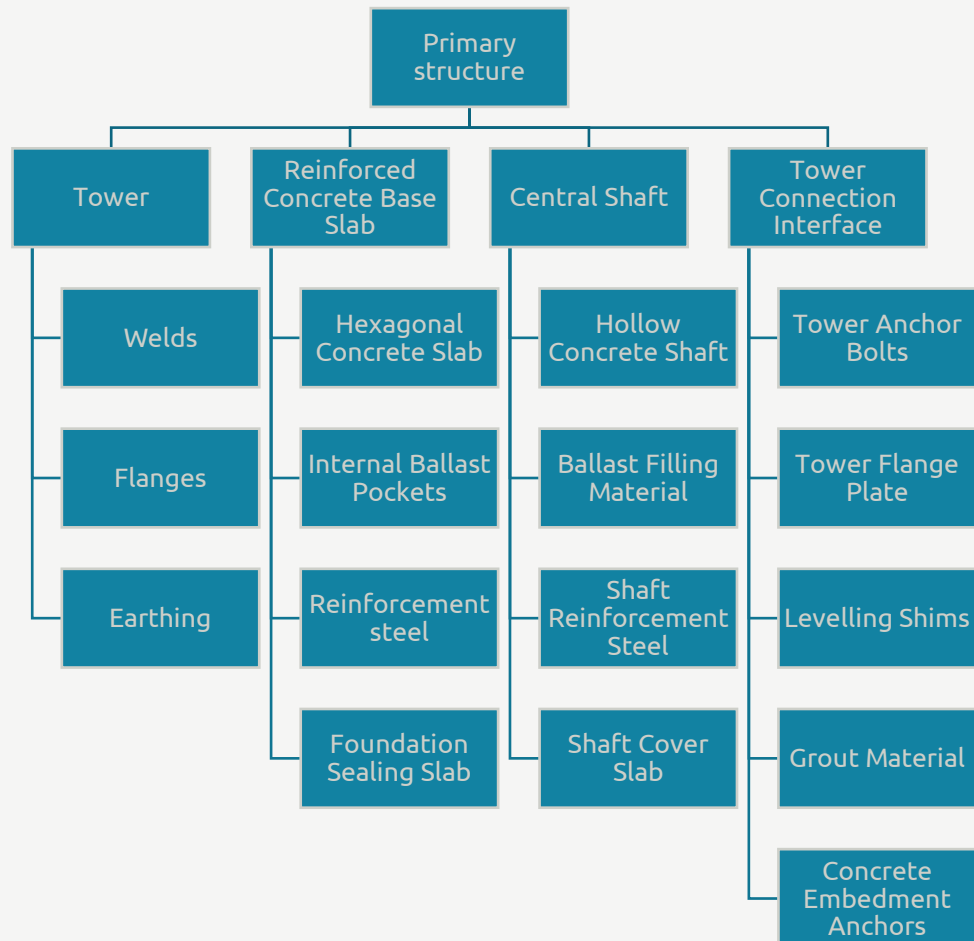


# Step 1: System Breakdown

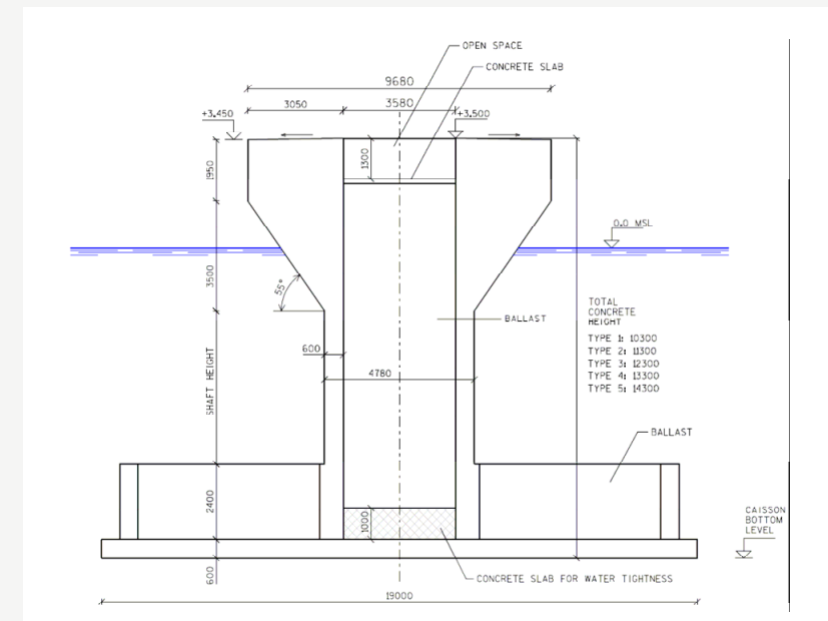
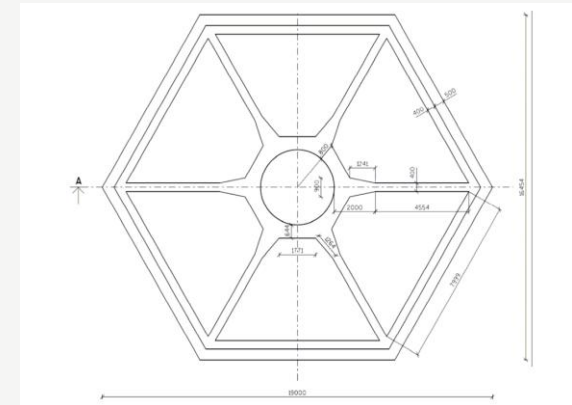
The asset/sub-system under consideration is divided into systems and components.



# Primary Structure Breakdown



- We don't expect deltas for secondary structure.
- Only deltas in **loading** of **primary structure**



# Change in loading for control strategies

- Derating:
  - Damage equivalent loads **decrease**
- Wake steering
  - Damage equivalent loads **increase**
  - Different loading profile due to yaw offset

# Example failure mode description

**Failure mode:** Aerodynamic force variations beyond design assumptions lead to increased dynamic loading on the tower. These repeated stress cycles accelerate fatigue crack initiation and propagation in critical tower locations.

**Failure cause:** Dynamic loading passed down from the rotor to the support structure

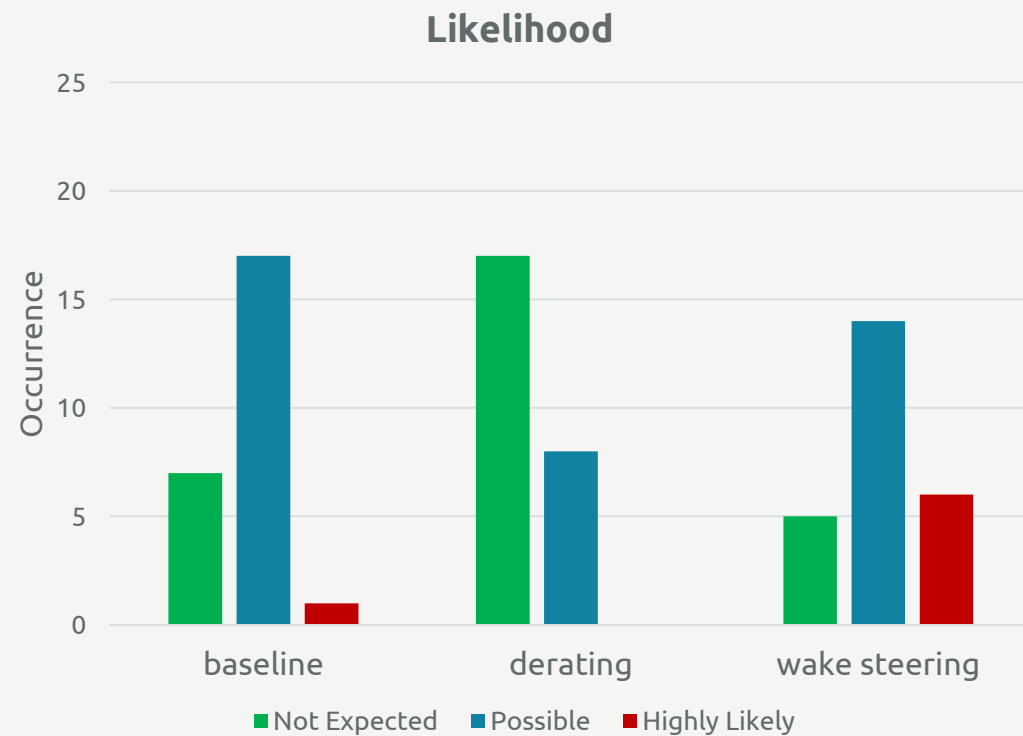
## Likelihood

- Baseline: Possible
- Derating: Not Expected
- Wake steering: High

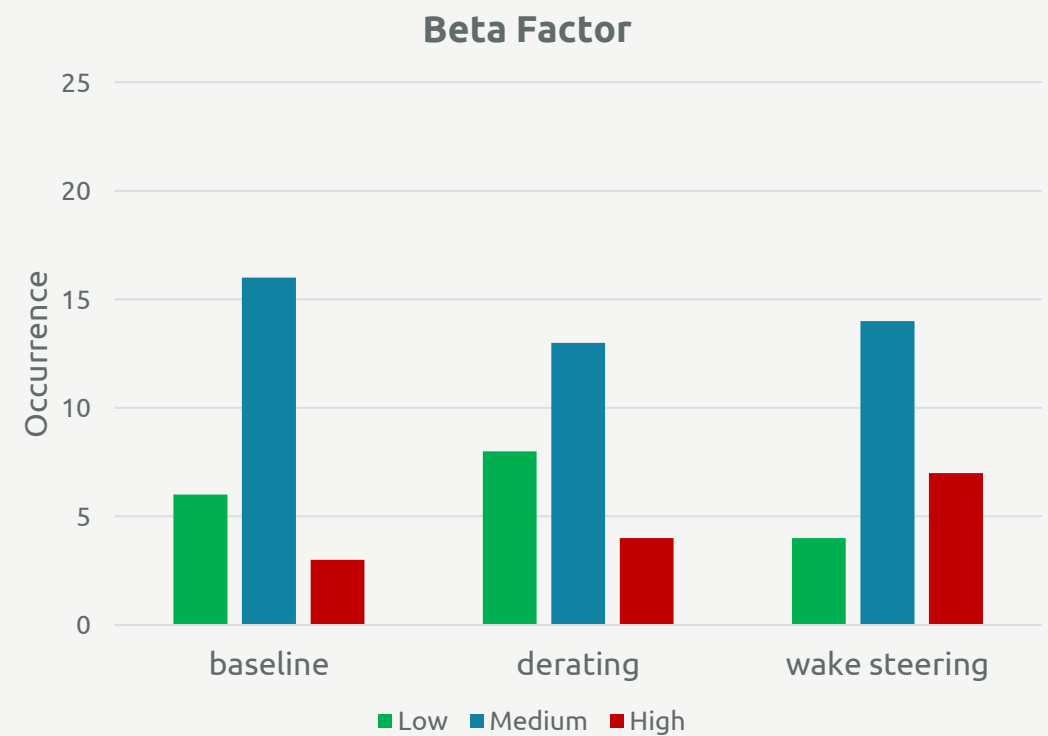
## Beta Factor

- Baseline: Medium
- Derating: Low
- Wake steering: High

## Changes in distribution of **likelihood**

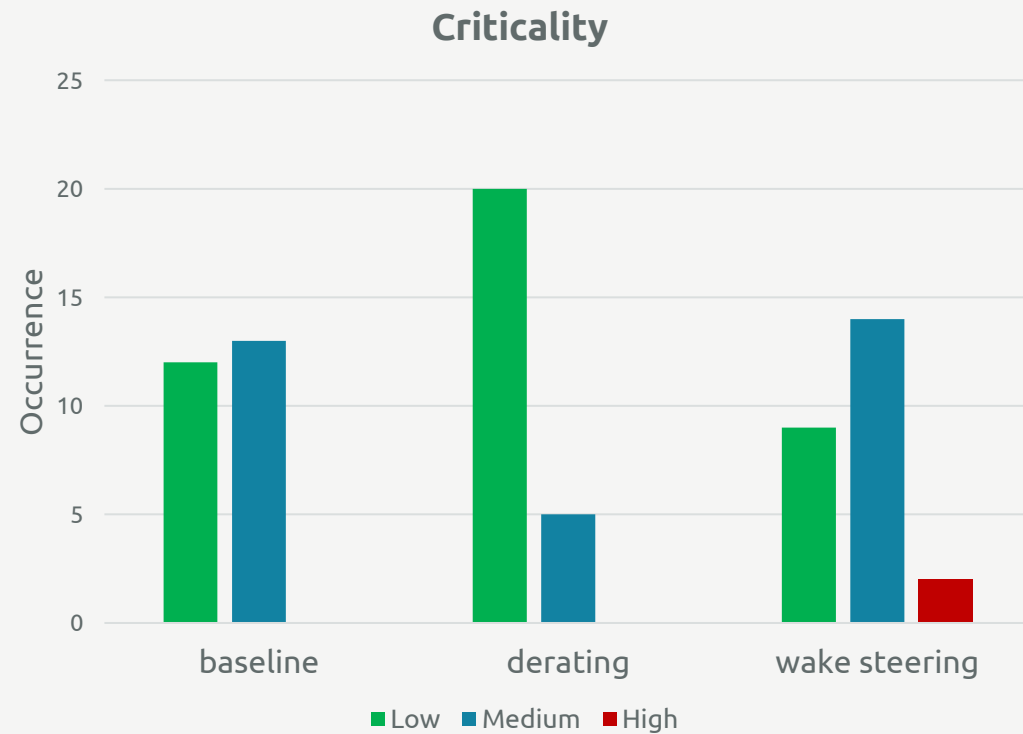


## Changes in distribution of **beta factor**



## Changes in distribution of Criticality

$$\text{Criticality Number} = \text{Likelihood} * \beta_{\text{factor}} * \left( \sum \text{Severity} \right)$$



- We have applied FMECA to identify and evaluate **failure modes** that may be impacted by a **change in wind turbine control**
- Semi-quantitative scoring, based on experience of the participants and assumptions on the change in loading
- Focus on the differences in **likelihood** and **beta factor** to reflect different conditions.

## Next steps

- Quantify the delta in DEL for Lillgrund and its effect on remaining lifetime and failure rates
- Evaluate failure modes for other components (e.g. blades, yaw bearing)

# Thank you



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Want to discuss more? Please send me an e-mail at [khermans@ramboll.com](mailto:khermans@ramboll.com)