ISSN: 2581-3404 (Online) IF: 5.445 (SJIF)

IJIRTM, Volume-7, Issue-5, September-2023.

Review of Single-Stage Isolated Bridgeless Charger for Light Electric Vehicle

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Abstract: *The rapid growth of light electric vehicles (LEVs) as eco-friendly urban transportation solutions has triggered a surge in research on efficient and compact charging systems. This paper presents a comprehensive review of single-stage isolated bridgeless chargers designed for light electric vehicles. These chargers address the need for high-power density, reduced size, and enhanced efficiency in the charging process. The review covers the fundamental operational principles, topologies, control strategies, and key design considerations of single-stage isolated bridgeless chargers. Furthermore, a comparison of various charger configurations is presented, highlighting their advantages and limitations in terms of efficiency, cost, and power factor correction. The review concludes by identifying current research trends and potential areas for further advancement in single-stage isolated bridgeless chargers for LEVs, emphasizing the importance of innovation in power electronics and control techniques to meet the evolving demands of sustainable urban mobility.*

Keywords: - Converter, Photovoltaic, Grid, Electric Vehicles, DC-DC.

Introduction

With the evolution of Electric Vehicles (EVs) in the modern world, the need for development of charging infrastructure for EVs has become paramount. The Plug-in electric vehicles (PEVs) widely utilize three-phase off-board DC fast chargers for their propulsion systems. An off-board charger topology typically includes an AC-DC power factor correction (PFC) converter, an isolated or non-isolated DC-DC converter, and in some cases PV systems [1]. During a battery charging mode by the grid or solar cells, the converter works as an isolated zeta converter. In the propulsion and regenerative operations, the developed converter has buck/boost conversion capability to adjust the dc bus voltage according to driving conditions for the BLDC motor drive to use a cost-effective motor controller and inverter switches. As a result, the overall system is compact, efficient, and cost-effective to make it a suitable solution for an on-board charging system [2].

MPPT is implemented to improve the efficiency of the solar converter and enables the converter to extract maximum power from the solar panels for charging the battery. Suitable charging modes like Constant Voltage (CV) and Constant Current (CC) modes are required to prevent overcharging of the battery. The designed converter would prove to be an efficient solution for the charging of EVs and help the expansion of EVs in the world [3].

Figure 1: EV charging station.

Introduce a high step-up DC-DC converter for the integration of the photovoltaic (PV) energy into the electric vehicle (EV) DC fast charging systems. The proposed converter has an interleaved structure using the integration of coupled inductor (CI), built-in transformer (BIT), and switched-capacitor concepts to achieve high-voltage gain, low current and voltage stresses on the power switches and diodes, and high efficiency [4]. A voltage source converter (VSC) is used to connect the charger. Moreover, a buck-boost converter is used to regulate the power flow in/from the BES in a charging station. The design of high frequency transformer for DAB, is required to consider the selection of leakage inductance. A bidirectional charger of a 1.1 kW power transfer capability is designed. An improved phase shift control of second stage converter is used to regulate the output during disturbances from the source side and a pulse width modulation (PWM) control is used to regulate the DC link voltage [6]. Adaptive neuro fuzzy inference system (ANFIS) is used in control unit which improves the performance of the converters. MPPT (maximum power point tracking) technique is used to get the appropriate pulses for DC/DC converter to extract the maximum output power from PVS at different conditions. The proposed system is simulated in MATLAB/SIMULINK environment and results are discussed to validate the system [10]. By using constant power control, a hybrid generation system including wind, solar and lithium batteries is proposed in this paper to overcome the uncertainty in the output power of new energy. Perturbation and observation method is employed to track the maximum power point of photovoltaic (PV) array and wind turbine, electric vehicle (EV) energy storage system with bi-directional DC-DC control logic is conducted to constantly adjust the unbalanced power [11].

II. Literature Review

J. Gupta et al.,[1] describe a single-stage, high-power- factor (HPF) charging system for low- and medium-powered electric vehicles (LEVs). A bridgeless isolated modified SEPIC (BIMSEPIC) HPF ac-dc converter is used in the charger's design to provide good performance across a range of charging modes. The given architecture is distinct from traditional bridgeless SEPIC topologies in that it has a single switch structure, requires minimal gate drive circuitry, and guarantees zero circulating current across the switch's antiparallel diode. Because the charger operates in a discontinuous conduction mode, the control complexity and related cost of implementation are greatly reduced. The switching losses and size of the magnetic component are also greatly reduced. The proposed architecture is then developed, tested via simulation, and implemented to ensure it is suitable for use in charging LEVs.

B. Singh et al.,[2] presents the change conduction misfortune because of decreased gadget current pressure and accordingly, the charger effectiveness is moved along. The interleaved Luo converter consolidates low information and result current wave because of wave crossing out. This charger works in consistent current mode up to specific battery condition of charge (SOC). In any case, for higher SOC range, it keeps up with steady voltage charging utilizing a flyback converter at the following stage. Two converters are planned in DCM to give inbuilt zero current exchanging and circuit diodes show great converse recuperation. An inborn PF pre-regulation is gotten at input mains over an extensive variety of supply voltages as well as dc-connect voltage.

J. Dalal et al.,[3] provides, the implementation of a universal solar charger using a DC-DC converter has been discussed. The universal solar charger is needed for charging the EVs using solar panels and reduces the energy demand from the power grid. A buck-boost converter has been implemented using the MSP430G2553 microcontroller which charges the battery using Maximum Power Point Tracking (MPPT) technique.

R. Rahimi et al.,[4] The reverse-recovery problem of all diodes is solved due to the presence of the leakage inductances of CI and BIT. Operation modes and steady-state analysis of the proposed converter in the continuous conduction mode (CCM) are presented. To verify the merits of the proposed converter, a comparison between the proposed converter and other related converters is performed. Furthermore, an 800 W converter with the input voltage of 40 V and the output voltage of 800 V is simulated in PLECS Blockset to validate the theoretical analyses.

S. P. Sunddararaj et al.,[5] discusses the circuit model and performance of a bidirectional chopper with coupled inductor for electric vehicle applications. The coupled inductor operates as the filter inductor for non-isolated part of the converter and as a transformer for the isolated converter topology. The reduction of switching voltage stress across the power semiconductor devices is achieved by series connection of two switch bridges. This converter is further tested with a nine level inverter. The bidirectional converter designed for electric vehicles is further interfaced with a multilevel inverter (nine level). The implementation of the converter design is simulated using MATLAB/SIMULINK.

U. Sharma et al.,[6] presents voltage source converter (VSC) is utilized to interface the charger. Besides, a buck-help converter is utilized to manage the power stream in/from the BES in a charging station. The plan of high recurrence transformer for Spot, is expected to think about the determination of spillage inductance. A bidirectional charger of a 1.1 kW power move capacity is planned. A superior stage shift control of second stage converter is utilized to manage the result during unsettling influences from the source side and a heartbeat width tweak (PWM) control is utilized to direct the DC connect voltage.

S. D. Kadam et al.,[7] presents the converter used for PV cell based applications is to have a minimum number of changes organizes and give segregation. Impedance (Z) -source inverter topology can evacuate numerous stages and accomplish voltage lift and DC- AC power converter in a solitary stage. The utilization of uninvolved parts likewise displays a chance to incorporate vitality stockpiling frameworks (ESS) into them. This suggested paper presents displaying, plan and activity of an adjusted Modified Z-source inverter incorporated with a split essential confined battery charger for charging of electric vehicles (EV).

G. Guru et al.,[8] During the parking of EVs, power produced by solar photovoltaic (PV) present in the PV powered EVs is underutilized when the capacity of the EV battery is full. Also, a converter is devoted in the conventional EVs to perform the vehicle to grid (V2G) or vehicle to vehicle (V2V) operation. To utilize PV and to perform V2G operation, a novel non-isolated dual-input single output DC-DC converter (DISOC) is proposed. The

DISOC structure can be reconfigured to perform six types of operation based on the status of power availability with PV, battery and also the running status of the EV. Simultaneous power transfer from both the input sources, charging the battery from solar PV, V2G and G2V operations are the key features of the proposed converter. The converter operation, component design, effect of parasitic elements on the converter performance, small-signal model, etc., have been reported. The hardware prototype of the converter is fabricated for 500 W, and the experimental results are presented.

S. Atanalian et al.,[9] presents a bidirectional power electronics converter assisted by Photovoltaic Panels for Electric Vehicle battery charging application is presented. The charger is composed of two conversion stages: an AC/DC converter represented by an active- rectifier, and a DC/DC converter illustrated by a Dual Active Bridge. The solar renewable energy is considered an alternative DC source assisting in charging the battery. The charger is tested using MATLAB/SIMULINK under different charging and discharging scenarios. An Electric Vehicle equipped with a bidirectional battery charging system has the ability to act as source or a load.

K. K. Jaladi et al.,[10] provides an insight of electric vehicle charging station which is supplied by three sources grid, photovoltaic system (PVS) and battery energy system (BES), and this system works in both conditions like shore and offshore. Power grid, equipped with an AC/DC converter supplies a continuous and constant power to EV charging station through a DC/DC converter. BES used as a buffer by storing excessive energy at light load conditions and supplying it when needed. Control unit enables the bi- directional DC/DC converter for charging and discharging.

Z. Xin et al.,[11] Large-scale grid-connected new energy will cause great fluctuation of power system and even endanger the stability of it. Energy storage technology with reasonable control logic can balance the fluctuating power and enhance the stability of power system. Voltage source converter (VSC) with d- q decoupling control is used to maintain the DC bus voltage. The simulation results of Simulink verify the feasibility and effectiveness of the proposed system.

R. A. da Câmara et al.,[12] presents an application of the multi-port bidirectional three-phase AC-DC converter as interface between a microgrid composed by several power sources and an electric vehicle charging station (EVCS). The main advantage of using this converter is that it can integrate multiple power sources and loads into a single power conversion stage and thus control the power flow between them reducing the number of power conversion stages and / or devices as well as weight and volume of the entire system and the control architecture does not require communication structure as main current solutions in this field present.

III. Challenges

1.) Range anxiety - Range anxiety is one of the crucial challenges ahead of the growth path for electric vehicles in India. The EV customers are often worried about the vehicles capability to reach point B from point A before the battery runs out. This issue is closely connected to the scarce charging infrastructure in India. The Ev charging infrastructure in India too low compared to the petrol pumps. Also, the available Ev charging stations are concentrated in urban areas only.

2.) Consumer perception - The consumer perception about electric vehicles in India is still weak compared to ICE vehicles. The range anxiety, lack of charging infrastructure, a wide gap between EV and ICE vehicle prices, lack of assurance about satisfactory resale value play key roles in that. Despite the Indian consumers are becoming more open about adopting e-mobility than before the negative perception about EVs is still there.

3.) High price - There is no price parity between electric vehicles and ICE vehicles in India. Electric vehicles are way more expensive than their conventional fuel-powered counterparts. For example, the Tata Nexon price starts from ₹7.19 lakh, while the Tata Nexon EV price starts from ₹13.99 lakh. This huge price difference discourages many interested EV buyers to shy away from making the final decision to buy a BEV.

4.) Scarce battery technology - The lithium-ion battery is the most popular and widely used energy source for EVs. India doesn't produce lithium. The country doesn't produce li-ion batteries either. India relies on import for EV batteries resulting in the sky- high price for these important components and eventually the EVs as well.

Advantages:

1.) Low cost of ownership - It is a proven fact by many researches that EVs offer way lower cost of ownership in their lifecycle compared to fossil fuel powered vehicles. At times, the cost of ownership for an EV is as lower as 27% than a fossil fuel vehicle. The incessant rise of petrol and diesel costs is increasing the cost of ownership further for the conventional vehicles.

2.) Easier to maintenance - An internal combustion engine usually contains more than 2,000 moving parts. An electric motor onboard an EV on the other hand contain around 20 moving parts. The only major components in an EV are the battery and the electric motor. This makes the EVs much easier for maintenance, reducing the cost of ownership significantly.

3.) State EV policies - Several state governments across India have already announced their respective EV policies. Some of them promote the supply side, while some promote the demand side. There are EV policies that promote both the supply and demand side through incentives, discounts and other benefits. Delhi Ev policy for example is one such state EV policy. These policies are driving the growth of the electric vehicles in India, in a slow but steady manner.

4.) Cleaner environment - The direct and obvious advantage of adopting electric mobility is the cleaner environment. Electric vehicles don't emit pollutants into the air like their ICE counterparts. The EVs are silent as well unlike their ICE counterparts. This means EVs ensure a cleaner and quieter environment.

IV. Conclusion

In the realm of light electric vehicles (LEVs), the development of efficient and compact charging systems holds paramount significance. This review delved into the realm of single-stage isolated bridgeless chargers, shedding light on their operational intricacies, design variations, and control strategies. The analysis revealed that these chargers offer a promising solution for achieving high-power density and enhanced efficiency in the charging process, which are critical for the proliferation of LEVs as practical urban transportation options.

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