



A Single-Phase Electric Vehicle Battery Charger

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ABSTRACT

Electric vehicles are another and best in class development in transportation and power part that have various points of interest with respect to budgetary and natural. This assessment presents a thorough review and appraisal of various types of EV and its related equipment explicitly battery charger and charging station. An assessment is made on the business and model EV to the extent electric range, battery size, charger power and charging time. Dynamic rectifiers square measure utilized in orchestrated essentialness unit battery chargers as front-end converters to interface the workplace arrange planning to screen the organization quality. A broad overview of single-stage on-board formed battery chargers for EV. Despite the fact that business EVs square measure still to be set up with melded chargers, an outsized combination of geographies are prepared for mix. This paper presents an absolutely novel single-stage dynamic rectifier for occupations of on board imperativeness unit battery chargers. The orchestrated amazing rectifier, with a lessened arrangement of semiconductors, is incorporated 4 MOSFETs what is a huge amount of, four diodes, and may convey 5 express voltage levels, allowing decreasing the uninvolved channels need to interface with the wattage sort out. In proposed structure maker work on Two MOSFETs are used with altered charging cycles to it. There are two PID control exercises for controlling of voltage and second for controlling of current. Heartbeat blaming is controlled for the help of PID control movement. These PID boundaries are isolated from ANN. Waveforms obviously shows that in charging stage battery voltage in growing constantly. State of charge growing during charging cycle. From the waveforms we can without a very remarkable stretch assume that the beat blaming for ANN gives extraordinary continuous state of blaming for consistent battery voltage.

Key words : V Battery Charger; Five-Level Active Rectifier; Power Quality.

1. INTRODUCTION

EV rely upon the grid to charge their batteries. Charging process takes significantly additional time than refueling vehicles with an inward start engine and this generally lessens the availability of the EVs to the drivers [1]. In order to guarantee a reasonable availability, the current EVs are

outfitted with lithium-molecule batteries supporting a charging current that, imparted in amps, is proportionate to xC , where C is the constraint of the battery and x is an enlargement factor more noticeable than 1 [2]. Ongoing fossil oil side task inadequacy related an Earth-wide temperature help related issues have caused a significant move from inward beginning motorized vehicles towards EVs. Be that since it might, high battery cost and moderate charging methodology square measure starting in the no so distant past enraging the change. At present, in concerning each single business electron volt, chargers square measure place on-board as independent units. This to a huge degree controls the charging power since a charger assessed for prime forces would be excessively overpowering to put on-board the vehicle. Likewise, it may to boot adversely affect the vehicle's weight, even as on the predefined house underneath the top.

1.1 Background

The foundation Scenario of EV is a novel advancement approach in the transportation and power division that has various favorable circumstances to the extent fiscal and ecological. Medium size EVs has batteries with a set aside imperativeness of a few kWh. Their charging from a nearby 3 kW connection outlet props up from 6 to 8 hours, which is satisfactory for a present moment charging. For a shorter charging, AC blaming stations for impetus to 22 kW are starting at now situated in the city while blaming stations for impetus to 43 kW for AC deftly, and to 50 kW for DC nimbly are proposed to be set [3]. By them, batteries can charged to half of their full cutoff in around ten minutes or less, or to 80% in around 30 minutes. The AC smoothly requires an EV-locally accessible battery charger. The incredible AC charging presents two issues on this issue: I) cost and unwieldiness of the charger that should not to impact volume, mass and cost of the EVs, and ii) stress on the constrained idea of the lattice organization while batteries are charged.

1.2 Motivation

The motivating factor of this project is that the energy efficiency is a top priority, boosted by a major concern with climatic changes and by the soaring oil prices in countries that have a large dependency on imported fossil fuels. Large portion of oil consumption is in road vehicle run for transportation system by 2030 as per the report made by international energy outlook, transportation sector will increased its oil consumption share in world market is up to

the 55 % [1]. Aiming an improvement of energy efficiency, are evolution in the transportation sector is being done. Large amount of money are spending in the research to update power electronics, mechanical structures and information and control system of electrical transportation system. Recently, EV have grown rapidly as demanded green energy from the world. Mostly in metro cities air pollution is due to CO₂ emitted by conventional gasoline vehicles. The paper offers a broad review of single-stage on-board coordinated battery chargers for EV. Albeit business EVs square measure still to be ready with coordinated chargers, a large variety of topologies are projected for reconciliation. This paper presents a completely unique single-stage dynamic rectifier for the employment of aboard electron volt battery chargers. The projected dynamic rectifier, with a diminished variety of semiconductors, is established by four MOSFETs what is more, four diodes, and May deliver 5 clear voltage levels, allowing change the upstage channels accustomed interface with the power lattice.

1.3 Conceptual Background

Electric drive vehicles are exceptionally alluring because of low street discharges, can possibly reinforce the force framework by offering auxiliary types of assistance. A much bending framework current with a unitary force issue is practiced inside the lattice perspective for all the working power run, adding to watch the administration quality. The nature of the movement, this administration method, and consequently the guideline system square measure displayed well overall. Duplicate winds up in changed conditions of movement square measure acquainted with include the possibility and inclinations of the anticipated unique rectifier. Fragments. in particular, the board electronic fragments that square measure used for the stimulus and individuals required for battery charging styles square measure ne'er used all the while. Since these parts square measure like one another, it's possible to change various them to play out different limits. On the off probability that the identical drivetrain is utilized for stimulus even with respect to the charging technique, the charging power is once in a while again constrained by its size, cost, and weight since the drivetrain square measure officially required for the drive. Sorts of electron volt Chargers square measure portrayed into 2 kinds dependent on their imperativeness move methods. Each methods have different force equipment interfaces and their horribly own focal points and limitations known with profitability, usage, and establishment.

1. **Semiconductive Chargers:** These chargers have a hard-wired relationship between the capacities flexibly and in this manner the force gadget that is used for charging the EV's. They, for the principal half, involve 2 phases, a working rectifier for power issue cure and a raise gadget.

2. **Inductive Chargers:** These chargers don't need a physical hard-wired relationship with the capacity gracefully to move the imperativeness to the EV's battery structure. They utilize

basic (transmitter) and helper (gatherer) twists for power move using the luring timeframe rule. By and huge, an incredible gadget moves the capacity through the huge air opening that is then amended to charge the battery. Semiconductive chargers square measure progressively proficient stood out from inductive chargers.

The Extent of this paper covers basically semiconductive chargers. the issues with electron volt chargers square measure for the premier half associated with fluctuated periods of power change; streaming streams in topologies with high-repeat transformers; incidents inside the switches; turn recovery hardships inside the diodes, or the disasters inside the snubber circuits associated with the topologies. The decline inside the conductivity mishaps square measure constrained by the openness of the contraptions with low on-state free fall (or low R_{DS(on)} in MOSFETs).

2. LITERATURE SURVEY

Made on-board single-make battery chargers for EVs are kept an eye out for during this paper. Their working principles in the midst of the charging strategy are clarified. The assessment starts with ways that sort out essentially the gadget into the charging system, leaving the machine be for mechanical get-together mode in the midst of the charging approach. It's trailed by topologies giving every gadget and SR machine the twofold convenience. The last inspected assembling contains topologies association a gadget and IM or PM machine into the charging method. Finally, topologies from the majority of the 3 social gatherings are quantitatively thought about guided into the utilization of extra components and furthermore the need for instrumentation reconfiguration between the working modes. [2]

A wildcat assessment of single-orchestrate dynamic rectifiers for electrical vehicle (EV) battery chargers is showed up and talked with respect to. Dynamic rectifiers are utilized in arranged warmth unit battery chargers as front-end converters to interface the capacity framework proposing to confirm the capacity quality. During this paper, four topologies of dynamic rectifiers are thought of: typical force factor-amendment; balanced bridgeless; and full-accomplice full-controlled. [3]

Framework the board quality essentials for onboard heat unit chargers are imagined through the IEC models on consonant current radiations. In any case, with the wide relationship of EVs, these measures are at risk for future improvement covering an extra significant constant band and stricter symphonies bring to end center interests. On these lines, fluorocarbon battery chargers must be constrained to on AN especially basic measurement redesign the probability of this drawn from the structure. For locally available chargers sorted out for satisfying three-create convenient charging what's more single-plan moderate charging, deals in get-together the information channel's down set up guidelines ar unavoidable. [4]

With a complete objective to deal with the issues of warmth unit buyers to the degree charging straightforwardness, onboard chargers that achieve cooling/dc adjustment ar

control. In like manner, onboard chargers, are consigned remain single or joined systems. By re-using portions of the equality the board set okay with charging, the last decreases the cost of the charger. Shortcomings of joined structures are a piece of attraction closeness issues and modern administration plans [5].

Solid-state switch-mode adjustment converters have accomplished a made mensuration for upgrading power quality to the degree the executive's issue change (PFC), reduced supreme troupes coincidental injury at information AC mains and altogether arranged DC yield in buck, support, buck-help and amazing modes with informal and bifacial force stream. This paper deals with a complete study of improved force quality converters (IPQCs) arrangements, the board draws near, structure features, AN attestation of components, elective associated thoughts, and their sensibility and determination for express applications. [6]

An onboard charger is liable for charging the battery pack in a very module [1] and [2] electrical vehicle (PHEV). During this paper, a 3.3kW two-stage charger design is displayed for a PHEV. The objective of the structure is to achieve high adequacy, or, at the finish of on the far side what a few would consider potential the charger live, charging time and furthermore the whole and cost of power drawn from the utility. [7]

A totally extraordinary three-coordinate buck-type shared characteristic administration issue rectifier genuine for top force electrical Vehicle battery charging mains interfaces. The characteristics of the gadget, named country Rectifier, along with the nature of the action, bearing framework, moderate administration structure, and situating conditions are painted well overall. Also, the anticipated rectifier is showed up differently in relation to a customary 6-switch buck-type cooling dc the executive's alteration. [8]

This paper presents check unavoidable aftereffects of electrical vehicle (EV) action as A disconnects uninterruptible force give (UPS). Aside from the standard framework to-vehicle and vehicle-to-structure modes, this paper shows AN improved vehicle-to-home action mode. This new advancement mode joins the region of an impact power outage inside the force arranged and furthermore the refinement inside the warming unit charger the executives to figure as A secluded UPS. Precisely once the capacity cross-area voltage is restored, the voltage passed on by the onboard heat unit charger is all around requested synchronized with the capacity to sort out voltage before a total change to the standard model. This paper presents potential consequences of 2 figurings to comprehend an impact power outage: the establishment proposes that sq. (RMS) check methodology subject to half-pattern of the capacity network voltage, and furthermore the arms estimation guided into a Kalman channel. [9]

This paper shows model insightful stream the executives related with another topology of single-switch three-level (SSTL) dynamic rectifier, or, constantly finish AN application for a solitary author charger for electrical vehicles (EVs). In the midst of each testing sum, this blessing the executive's plot picks the state of the SSTL dynamic rectifier

to tie the ruin between the structure current and its reference. Using this structure, it's possible to ask bending system current with low full-scale gatherings bowing and unitary force issue, or, around the days finish the quality nuts and bolts for EVs chargers. [10]

To comprehend the design of matrix associated EV charging station which is incorporated with Sustainable power source framework. Which is a Solar PV housetop framework and go about as a reinforcement framework for satisfying force need of an EV charging station which help to diminish weight on matrix. Sustainable power sources is a best answer for creation of vitality as a nearby age of intensity which help charging station run financially as it team up with framework associated charging station at off pinnacle period the force is taken by matrix for activity of station and around then the sunlight based pv framework charges the reinforcement batteries which are interface with station for providing capacity to charge EV's at top hours. [11]

In the period of thousand years, the electric vehicle (EV) has a popularity from numerous area which is to supplant the current interior burning vehicle since it has given a negative side effects towards the earth and furthermore because of the expanding of the cost of the non-renewable energy sources that diminishing step by step. The electric vehicle is one of the elective method to lessen contamination by moving the electric vehicle by utilizing the vitality that put away in the battery's vehicle and after the battery has arrive at its breaking point, at exactly that point the oil will proceed with the job of the vitality to move the electric vehicle. The vitality that required by the battery's vehicle are created from the charging station which it associated with the circulation organize. The charging or releasing of the electric vehicle could cause some power quality issues in a couple of terms, for example, voltage profile, power misfortunes and so on. [12]

3. PROPOSED SYSTEM ARCHITECTURE

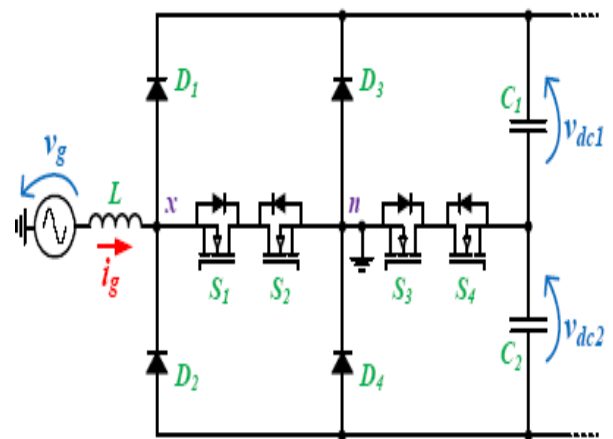


Figure 1: Five level active rectifiers for EV battery chargers

Five level active rectifiers for EV battery chargers is shown in figure 1. Operation of active rectifier is described as follows:

3.1 Switch S1 and S4 are OFF

Input voltage varies between (VVB) 0 and +V_{dc}/2 V

When input VVB 0 and +V_{dc}/2 V and switch S2 is ON and S3 is OFF the output voltage is 0V (a) whereas if S2 is OFF and S3 is ON then output voltage is V_{dc}/2 V. (b)

VVB +V_{dc}/2 V and +V_{dc}

When input VVB +V_{dc}/2 V and +V_{dc} and switch S2 is ON and S3 is OFF the output voltage is +V_{dc}/2 V (c) whereas if S2 is OFF and S3 is OFF then output voltage is [+V] _{dc} V. (d)

3.2 Switch S2 and S3 are OFF

VVB 0 and -V_{dc}/2 V

When input VVB 0 and -V_{dc}/2 V and switch S1 is ON and S4 is OFF the output voltage is 0V (e) whereas if S1 is OFF and S4 is ON then output voltage is -V_{dc}/2 V. (f)

VVB -V_{dc}/2 V and -V_{dc}

When input VVB -V_{dc}/2 V and -V_{dc} and switch S1 is OFF and S4 is ON the output voltage is -V_{dc}/2 V (g) whereas if S1 is OFF and S4 is OFF then output voltage is [-V] _{dc} V. (h)

- d) Var = +V_{dc} V – When the produced VVB +V_{dc}/2 to = +V_{dc};
- e) Var = 0 V – When the produced VVB 0V to -V_{dc}/2;
- f) Var = -V_{dc}/2 V – When the produced VVB 0V to -V_{dc}/2;
- g) Var = -V_{dc}/2 V – When the produced VVB -V_{dc}/2 to -V_{dc};
- h) Var = -V_{dc} V – When the produced VVB -V_{dc}/2 to -V_{dc}.

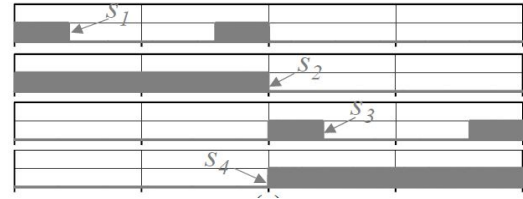


Figure.3: MOSFET's pulse-patterns (S1, S2, S3 and S4)

4. RESULT AND DISCUSSION

Matlab simulation (figure 4) clearly illustrate charging and discharging cycles of the battery. Source switch is there to select operation type as charging or discharging.

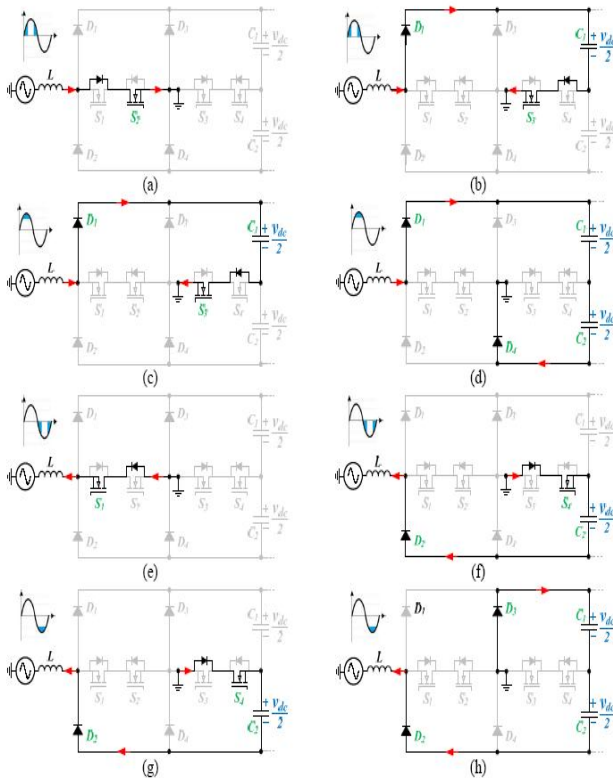


Figure.2: Operation of proposed rectifier

Stages of operation of the proposed single phase (figure 2) five level active rectifier are given below:

- a) Var = 0 V – When the produced VVB 0V to +V_{dc}/2;
- b) Var = +V_{dc}/2 V – When the produced VVB 0V to +V_{dc}/2;
- c) Var = +V_{dc}/2 V – When the produced VVB +V_{dc}/2 to +V_{dc};

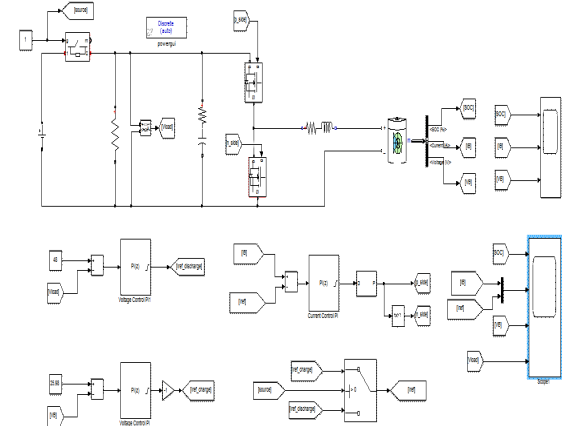


Figure.4: Simulation Model in MATLAB

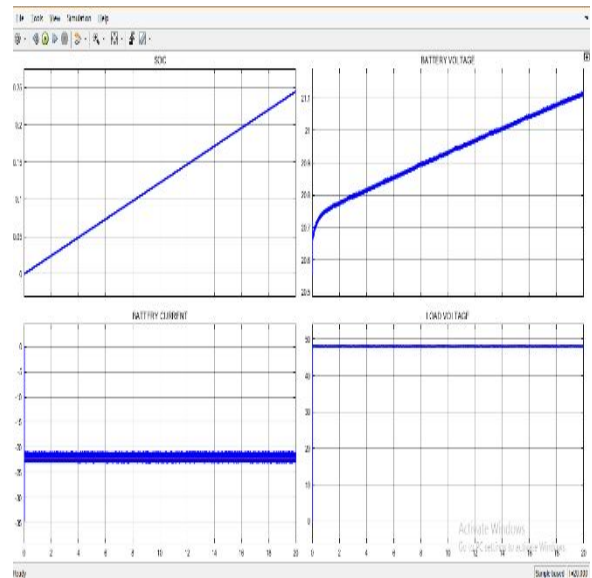


Figure.5: Final Result in Matlab

Two MOSFETs are utilized with modified charging cycles to it. There are two PID control activities for controlling of voltage and second controlling of current. Heartbeat accusing is controlled of the assistance of PID control activity. These PID boundaries are extricated from ANN. Waveforms unmistakably shows that in charging stage battery voltage in expanding continually. Condition of charge expanding during charging cycle. From the waveforms we can without much of a stretch infer that the beat accusing of ANN gives great steady condition of accusing of gradual battery voltage.

5. CONCLUSION

In this Paper creator are delineate charging and releasing patterns of the battery. Source switch is there to choose activity type as charging or releasing. Two MOSFETs are utilized with reversed charging cycles to it. There are two PID control activities for controlling of voltage and second for controlling of current. Heartbeat accusing is controlled of the assistance of PID control activity. These PID boundaries are extricated from ANN. The anticipated Board Electric Vehicle charger is of two stage type while a singular stage model can organized which will reduce the setbacks related with the sections and grow capability. Furthermore, the Boost PFC converter is arranged with a basic regulator the propelled strategy for the regulator can organize which can realize using microcontrollers. A Bi-directional isolated DC-DC converter can expected for both G2V and V2G modes and can fill in as LDC. To diminish the trading disasters a ZVS or ZCS geography of the arranged DC-DC converter can made which will reduce the mishaps related with the switches during turn ON or state of mind executioner. Waveforms obviously shows that in charging stage battery voltage in expanding continually. Condition of charge expanding during charging cycle. From the waveforms we can undoubtedly reason that the beat accusing of ANN gives great gradual condition of accusing of steady battery voltage.

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