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A NOVEL APPROACH TO BIDIRECTIONAL CONVERTER FOR ENERGY INTERACTION BETWEEN GRID AND ELECTRIC VEHICLES

[1]HEMALATHA KATHARI , [2]SURESH KORNEPATI

[1]*PG Scholar, Dept. of EEE, Sri Mittapalli College Of Engineering, Tummalapalem, Guntur(DT), AP, India.*
[2]*Associate Prof, Dept. of EEE, Sri Mittapalli College Of Engineering, Tummalapalem, Guntur(DT), AP, India.*

Abstract: *In vehicle-to-matrix (V2G) frameworks, electric vehicles collaborate with the network as circulated vitality stockpiling frameworks that offer numerous potential advantages. As a vitality interface between a vehicle and the matrix, the bidirectional converter assumes an essential part in their communication. Its unwavering quality, security, cost, proficiency, weight, size, music, and other factors are of fundamental significance for V2G acknowledgment, particularly for on-board tasks. Past the regular existing topologies for bidirectional chargers, this paper presents a novel high-control factor bidirectional single-organize full-connect (BSS-FBC) topology, which offers focal points in control thickness, estimate, weight, cost, effectiveness, control quality, dynamic trademark, unwavering quality, and multifaceted nature. Its operational standards and control procedures are exhibited. Symphonious investigation based on twofold Fourier indispensable is performed with definite examination of line current symphonious attributes between the BSS-FBC topology what's more, uni polar/bipolar controlled single-stage beat width tweak (PWM) converters. A dynamic model of the topology is determined, its dynamic conduct investigated, and its compensator outline strategy created. Recreation and trial comes about are utilized to confirm the outline and examination. Outline contemplations for the key parameters are talked about. A 3.3 kW model is produced for this topology and approved in its vehicle applications. The outcomes exhibit obviously the advantages and favorable circumstances of the new topology.*

Keywords: *vehicle-to-grid; bidirectional converter; single-stage; harmonic analysis; dynamic characteristic.*

1. Introduction: With common assets draining at a disturbing pace and the expansion of contamination, the Smart Grid has been perceived as a promising innovation progression to address these issues [1,2]. For a similar reason, electric vehicles (EV) with their zero discharge qualities have turned into a primary main impetus in the car business as the greener vehicles of the cutting edge [3,4]. While combination of vast amounts of electric vehicles into the lattice brings new specialized and foundation challenges for supported load development and administration, it likewise displays new open doors in giving adaptability in control administration in dispersion systems [5,6]. Specifically, past their run of the mill parts as burdens to a power framework, electric vehicle battery frameworks can fill in as dispersed vitality stockpiling for lattice control administration. Overseen appropriately, they can conceivably enhance the dependability and security of utility frameworks, bolster coordination of sustainable power source ages, and enhance general framework proficiency, prompting the idea of vehicle-to-lattice (V2G). As of late, there has been developing enthusiasm for V2G. The examination on its effect on control frameworks has heightened as of late since an ever increasing number of researchers have concentrated on the V2G innovations. Among them, control procedures for various control destinations are the most examined subjects. In [13] the creators expected to limiting burden change in family unit smaller scale braces. In [15], a two-arrange enhancement show is embraced to limit the pinnacle load and load change. V2G control techniques going for crest shaving and valley filling are introduced in, with expenses of all vitality assets and framework task as the minimization objective. In control procedures in light of aggregators' cost or EV proprietors' cost are presented. By and large, the majority of the above techniques are advancement issues with unequivocal target works, and can be explained by quadratic programming, blended whole number programming, molecule swarm enhancement, or different strategies. As of late, continuous V2G control has developed as a promising future research bearing. Additionally, continuous control techniques for EVs in interest of recurrence direction are still effectively sought after. Moreover, considerable research endeavors have been devoted to battery administration in V2G applications, for example, battery models and state estimation. V2G-related correspondence and system arrangements are another effectively contemplated V2G specialized theme territory, particularly regarding benchmarks, organize engineering, security conservation, and security assurance. Inside the brilliant network system received by the U.S. National Institute of Standards and Technology (NIST), V2G intends to accomplish two central capacities: data cooperation and vitality connection. Past the above V2G advancements, as a vitality interface, bidirectional converters are the establishment for electric vehicles to understand their parts as portable vitality stockpiling frameworks. Therefore, their dependability, security, cost, proficiency, weight, size, sounds, and numerous different elements critically affect the vitality connection. Bidirectional converter topologies have been examined broadly as electric vehicles chargers. They can be partitioned into two essential classes: off-board bidirectional chargers and on-board bidirectional chargers. Off-board bidirectional chargers ordinarily

utilize two-arrange topologies that consolidate a three-stage beat width regulation (PWM) converter and a bidirectional DC-DC converter. Their segments ordinarily are of huge power rating and size, and they are frequently utilized as a part of fast charging and releasing applications. Because of their energy rating, size, cost, and clamor, off-board bidirectional chargers are more reasonable for business charging stations, as opposed to neighborhoods.

2. Typical Topologies of Bidirectional Converters for Connecting Electric Vehicles and Grid

As the interface between an electric vehicle and an utility matrix, the bidirectional converter must oblige certain fundamental necessities from both the vehicle and matrix. Traveler electric vehicles generally have a greatest battery voltage in the vicinity of 300 and 400 V, and a bidirectional charger control rating of around 3 kW in the on-board charging mode. With regards to confinement, voltage stress, and current pressure, full-connect topologies are normally favored. In addition, on-board conditions require the converter to have high power thickness, little size, light weight, savvy, safe, and solid. For utility matrices, bidirectional chargers must meet important symphonious norms. Moreover, high vitality change proficiency is required. Bidirectional chargers can be separated into disengaged and non-confined composes. Figure 1 portrays a topology that can be utilized for non-segregated on-board bidirectional chargers. It is made out of single-stage PWM converter and bidirectional buck-support DC-DC converter. This topology utilizes less switches. Be that as it may, without galvanic confinement, security of its task is endangered.

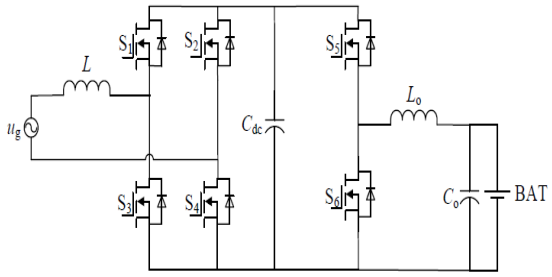


Figure 1. Topology of non-isolated on-board bidirectional charger composed of pulse width modulation (PWM) converter and bidirectional buck-boost DC-DC converter.

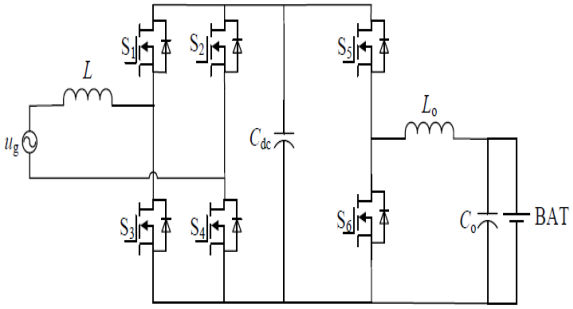


Figure 2. Topology of non-isolated on-board bidirectional charger composed of PWM converter and cascaded buck-boost DC-DC converter.

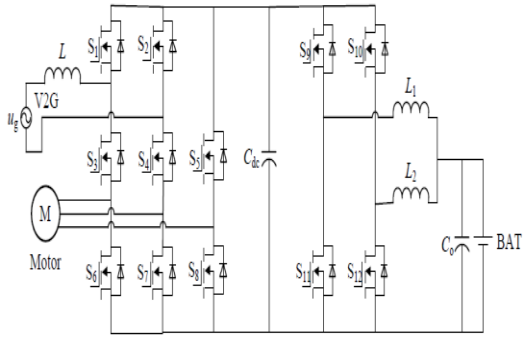


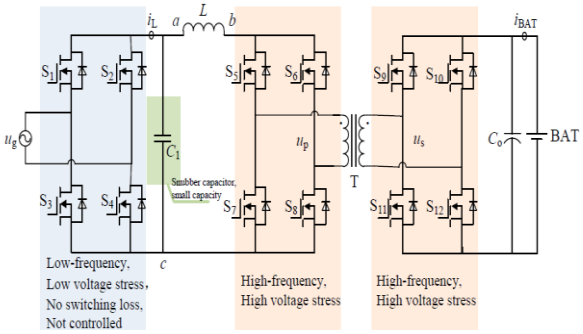
Figure 3. Topology of non-isolated integrated bidirectional charger composed of eight-switch inverter (ESI) and interleave DC-DC converter.

3. Novel High Power Factor Bidirectional Single-Stage Full-Bridge Topology

The primary objective of this paper is to build up another topology of bidirectional on-board converters to address the key issues expounded in Section 2, and to accomplish high power thickness, little size, low weight, decreased cost, enhanced proficiency, low symphonious twisting, and upgraded unwavering quality. Normal bidirectional converters with best consonant files embrace a two-organize structure with a network side current molding stage (PWM converter) and a bidirectional DC-DC converter arrange. They experience the ill effects of low power thickness and effectiveness, and also staggering expense. The moderately short existence of DC interface electrolytic capacitors decreases framework unwavering quality. Typically these two phases are controlled independently by two small scale control units utilizing distinctive control techniques, prompting high many-sided quality. To beat these weaknesses, a novel bidirectional topology for vitality communication between electric vehicles and networks is proposed in this paper. The primary thought is to coordinate the network side current molding stage and DC-DC change arrange into a solitary stage structure. The topology and its examination are point by point straightaway.

3.1. Topology of the Novel Converter

Figure 9 demonstrates the proposed topology of a powerful factor bidirectional single-arrange full-connect converter. L is the sifting inductor; Co is the vitality stockpiling capacitor; T is a high-recurrence segregation transformer; and BAT is the battery pack. C1 is the dead-time capacitor whose capacitance is very little and predominantly functions as the snubber capacitor amid dead time in the releasing mode to ingest the staying little inductor current, and in that capacity a humble film capacitor can be utilized. This topology disposes of the massive and costly DC moderate connection capacitors and the full tank in the regular two-state topologies, and utilizes a solitary stage change to accomplish solidarity control factor activity. Contrasted with the previous run of the mill topologies, this topology contains just a single inductor and one stockpiling capacitor, has higher power thickness, littler size, lighter weight, diminished cost, and enhanced unwavering quality. Additionally misfortunes on the aloof parts are lessened, making it reasonable for applications to the on-board condition. Besides, its line-recurrence exchanging span (S1– S4) has no exchanging misfortune, prompting higher vitality effectiveness. What's more, not at all like the run of the mill two-organize topologies in which twelve switches work in high recurrence and under high voltage stretch, the lower exchanging recurrence and voltage worry of S1– S4 in this topology suggests that dynamic parts of lower review can be chosen, and conduction misfortunes and expenses are lower. At last, S1– S4 don't should be controlled and can be driven by beats with settled obligation cycles, additionally rearranging the control intricacy.



PWM Modulation of the Topology

Suppose that the grid voltage can be described as ( ) sin ω *g gm s u t =U t* , where *Ugm* is the peak value of the fundamental voltage for the grid and ωs is the angular frequency of the fundamental voltage for the grid. According to the operational principles described before, the inductor current can be described as:

$$i_g(t)=\begin{cases} i_L(t) & 2k\pi \le \omega_s t < 2k\pi+\pi \\ -i_L(t) & 2k\pi+\pi \le \omega_s t < 2k\pi+2\pi \end{cases}$$

and:

$$L\frac{di_L}{dt}=\begin{cases} U_{gm}\sin\omega_s t-u_{bc}(t) & 2k\pi \le \omega_s t < 2k\pi+\pi \\ -U_{gm}\sin\omega_s t-u_{bc}(t) & 2k\pi+\pi \le \omega_s t < 2k\pi+2\pi \end{cases}$$

It follows that:

$$L\frac{di_g}{dt}=\begin{cases} U_{gm}\sin\omega_s t-u_{bc}(t) & 2k\pi \le \omega_s t < 2k\pi+\pi \\ U_{gm}\sin\omega_s t+u_{bc}(t) & 2k\pi+\pi \le \omega_s t < 2k\pi+2\pi \end{cases}$$

7. Conclusions

This paper presents a novel high power factor bidirectional single-organize full-connect topology (BSS-FBC) reasonable for V2G applications. Contrasted and other run of the mill topologies, notwithstanding accomplishing comparative high recurrence confinement and bidirectional vitality transformation, it offers a few exceptionally attractive highlights, for example, high power thickness, little size, light weight, minimal effort, high productivity, high power factor, little symphonious contamination, great unique execution, basic control, high unwavering quality, and low unpredictability. Its operational standards and control procedures in the charging and releasing modes are displayed. Since the consonant record is of basic significance to the interface with the utility network, symphonious investigation based on twofold Fourier essential is performed with examination of line current symphonious trademark between the BSS-FBC topology and existing unipolar/bipolar controlled single-stage PWM converters. For vitality collaboration, amazing unique trademark is vital. This paper sets up powerful modes for the BSS-FBC, examines its dynamic trademark, thinks about to single-stage PWM converters that go about as the primary phase of run of the mill two-arrange topologies. The plan contemplations for the key parameters of this topology are introduced. Besides, the fundamental points of interest and exceptional highlights of this novel topology are extensively talked about and confirmed. At long last, a 3.3 kW model of the proposed BSS-FBC innovation is produced, and its magnificent attributes are confirmed by test in a vehicle application. There are some open issues in the ways portrayed in this paper. At display, the new topology can't control the stage point of the present which is a helpful component for control factor control. Including this element will be an important research theme. Constant change of energy transformation proficiency by means of hypothetical estimation, topology change, part choices, and control innovation will be basic for cooperation applications in V2G. Moreover, scaling down plan of the converter is another essential subject for expansive utilization of this innovation.

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ABOUT AUTHORS

Kathari.Hemalatha, is currently pursuing her M-Tech (PE&ED) in Electrical Engineering Department, Sri Mittapalli College Of Engineering,Guntur(Dt), A.P. She received her B-Tech in Electrical Engineering Department from Sri Mittapalli College Of Engineering,Tummalapalem.

Currently She is working under the guidance of Suresh Kornepati Associate Professor in Sri Mittapalli college of Engineering, Tummapalem, Guntur, A.P, India.

Suresh Kornepati, Working as Associate Professor and HOD. He has 17 Years of Teaching experience. His areas of interest Includes Power systems, Power Quality Improvement, Renewable Energy Systems etc. He has published 12 Technical Papers.

