Enhanced Phase-Shifted Current Control for Harmonic Cancellation in Three-Phase Multiple Adjustable Speed Drive Systems

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Abstract—A phase-shifted current control can be employed to mitigate certain harmonics induced by the Diode Rectifiers (DR) and Silicon-Controlled Rectifiers (SCR) as the front-ends of multiple parallel Adjustable Speed Drive (ASD) systems. However, the effectiveness of the phase-shifted control relies on the loading condition of each drive unit as well as the number of drives in parallel. In order to enhance the harmonic cancellation by means of the phase-shifted current control, the currents drawn by the rectifiers should be maintained almost at the same level. Thus, this paper firstly analyzes the impact of unequal loading among the parallel drives, and a scheme to enhance the performance is introduced to improve the quality of the total grid current, where partial loading operation should be enabled. Simulation and experimental case studies on multi-drive systems have demonstrated that the enhanced phase-shifted current control is a cost-effective solution to multiple ASD systems in terms of harmonic cancellation.

Index Terms—Harmonics, phase-shifted current control, Diode Rectifiers (DR), Silicon-Controlled Rectifiers (SCR), three-phase multiple drives, adjustable speed drives.

I. INTRODUCTION

HARMONICS and efficiency are always major issues for industrial drives, including Adjustable Speed Drive (ASD) systems [1]–[5]. At present, a lot of three-phase ASD drives still employ 6-pulse-bridge “uncontrollable” Diode Rectifier (DR) or “half-controllable” Silicon-Controlled Rectifiers (SCR) as the front-ends [1], [6], [7], mainly because of their low cost, simple control structure, and high reliability during operation. Fig. 1 then exemplifies a two-drive system consisting of a DR-fed and a SCR-fed drive. Basically, the major responsibility of the front-end apparatuses is to convert the alternative-current (ac) power to the direct-current (dc) power that is used by the Variable-Frequency Converter (VFC). However, this ac-dc rectification also brings significant harmonic currents that distort the modern power grid, leading to poor power quality. The harmonic currents appearing in the grid can potentially: 1) trigger system resonance, 2) lower the energy conversion efficiency, and 3) cause malfunctions of the equipment that is also connected to the Point of Common Coupling (PCC) [8]. Hence, regulations concerning harmonic emissions by the drive systems are released and are also continuously updated [9], [10].

At the same time, state-of-the-art strategies are also developed to address this harmonic issue in motor drive applications [1], [5], [11], [12], which can simply be categorized into four types, depending on the schemes that have been used. As the simplest and the most straightforward way, passive devices like ac and dc chokes can be installed [5], [13], [14]. However, large in size, heavy in weight, and high potentials of resonance have hindered its extensive applications, especially in high power drives. Alternatively, the use of phase-shifting transformers as the very front-ends can increase the pulse number of the ac-dc rectifiers [15]–[21], which in return will significantly alleviate the distortion level at the grid side [22]. For instance, in [15], a 12-pulse rectifier front-end has been formed with a multi-pulse transformer and auxiliary circuits, which results in a Total Harmonic Distortion (THD) level of the grid current being lower than 6% in a wide range of loading levels. While in [20], an 18-pulse rectifier system has been presented, leading to even lower THDs. Nevertheless, the cost and overall volume of phase-shifting transformers are the major drawbacks [18]. In addition, the active power filtering techniques can be employed [7], [23]–[26]. The active power filtering techniques seem as promising solutions in terms of the effectiveness in harmonic mitigation, while at the cost of overall control complexity. Such techniques are more suitable in low-power applications [27]. Furthermore, there are hybrid harmonic mitigation solutions reported in literature [21], [27], [28]. In all, either increased system overall volume and/or the control complexity can be observed in the above applications, being a big barrier for size- and cost-effective ASD systems, which however is still of high interest.

Additionally, as it has been emphasized in [1], [11], the harmonic controllability or the harmonic mitigation flexibility
The fundamental strategy is proposed, followed by the experimental results in current control is effective for harmonic cancellation in multi-drive systems. It has been confirmed that the enhanced phase-shifted drive systems is introduced in the basics of the phase-shifted current control in multi-drive systems. Finally, the quality of the total grid currents will become multi-level, leading to a better THD. Moreover, in practice, it is almost impossible always to ensure draw unequal currents (in terms of amplitude) from the grid. Nevertheless, the square currents in Fig. 3 can be expressed by summing up all harmonic currents as

\[ i_{sp}(t) = \sum_{h=1}^{\infty} i_{hp}(t) \]

with \( h = 1, 2, 3, \ldots \) being the harmonic order, \( p = a, b, c \), and \( i_{hp}(t) \) being the \( h \)-th order harmonic component of the SCR input current that is obtained through the Fourier analysis as

\[ i_{hp}(t) = a_{hp} \cos(h\theta) + b_{hp} \sin(h\theta) \]

where \( \theta = \omega t \) with \( \omega \) being the angular grid frequency, \( a_{hp} \) and \( b_{hp} \) are the corresponding Fourier coefficients. Since \( i_{sp}(t) \) is half-wave symmetrical, there will be no even harmonics (i.e., \( a_{hp} = b_{hp} = 0 \) for even \( h \) [33]. For odd harmonics (i.e., \( h = 1, 3, 5, \ldots \)), the Fourier coefficients can be obtained by

\[ a_{hp} = \frac{2I}{\pi} \int_{0}^{\pi} i_{sp}(t) \cos(h\theta) d\theta, \quad b_{hp} = \frac{2I}{\pi} \int_{0}^{\pi} i_{sp}(t) \sin(h\theta) d\theta \]

and further given as

\[ \begin{cases} a_{hp} = \frac{2I}{h\pi} [-\sin(h\alpha_p) + \sin(h\alpha_p + h\beta)] \\ b_{hp} = \frac{2I}{h\pi} [\cos(h\alpha_p) - \cos(h\alpha_p + h\beta)] \end{cases} \]

in which \( \alpha_p \) is the phase angle for the phase-\( p \) current in respect to \( \omega t = 0 \) (defined to be zero at the positive zero crossing of the phase-a voltage \( v_{aN} \) as shown in Fig. 3), and \( \beta = 120^\circ \) is
the phase-a current can be obtained as

\[ k \cdot \cdots \cdot \]

and thus \( \alpha = 0^\circ \) the phase-a current with

\[ i_s, \quad p = a \]

as well to calculate the current THD:

\[ \text{THD}_{i_s} = \frac{1}{I_{i_s}} \sqrt{\sum_{k=1}^{\infty} (I_{k,i_s})^2} \times 100 = 31\%. \] (6)

Subsequently, Fig. 4 gives the harmonic distribution of the square currents drawn by a SCR unit, which indicates that the rectangular currents drawn by the SCR or DR contains significant low-order harmonics, leading to a poor THD of around 31%. It should be noted that for both rectifiers such non-triplen low-order harmonic currents are in inverse proportion to the harmonic order (see, (5)), which should be lowered as much as possible in three-phase ASD applications.

**B. Phase-Shifted Current Control**

As mentioned in the last paragraph, either a SCR-fed or a DR-fed drive system will draw highly distorted currents from the grid. In particular, the low-order harmonic currents (e.g., 5th, 7th, 11th, and 13th) are not desired in such applications, which however can be attenuated to certain levels by a phase-shifted current control in the case of multi-drive systems.

To illustrate this harmonic mitigation strategy, the two-drive system shown in Fig. 2 is adopted in the following, where the \( h \)-th harmonic component of the input square currents for the SCR unit can also be represented as a phasor,

\[ I_{sp}^h = I_{sp}^h e^{j\phi_{sp}^h} \] (7)

where \( I_{sp}^h \) and \( \phi_{sp}^h \) are the corresponding magnitude and phase, respectively. According to (2) and (3), the magnitude \( I_{sp}^h \) and phase \( \phi_{sp}^h \) can be calculated by

\[ I_{sp}^h = \left[ (a_p^h)^2 + (b_p^h)^2 \right]^{1/2} \quad \text{and} \quad \phi_{sp}^h = \arctan \left( -b_p^h / a_p^h \right) \] (8)

in which, as previously defined, \( h = 1, 3, 5, \cdots \) is the harmonic order, \( a_p^h \) and \( b_p^h \) are the Fourier coefficients of the corresponding phase-\( p \) current. In a similar manner, the input rectangular currents \( i_{dp} \) for the DR unit can be obtained by substituting \( \alpha = 0^\circ \) into (2) and (3). Hence, the \( h \)-th harmonic component of the square currents (i.e., \( i_{dp} \)) for the DR unit can also be expressed as phasors by

\[ I_{dp}^h = I_{dp}^h e^{j\phi_{dp}^h} \] (9)

with \( I_{dp}^h \) and \( \phi_{dp}^h \) being the corresponding magnitude and phase, respectively, which can be obtained through (3) and (8) considering \( \alpha = 0^\circ \).

According to the superposition principle and Fig. 2, the phasor of the \( h \)-th harmonic component of the total currents appearing in the grid (\( i_{gp} \)) can be expressed as

\[ i_{gp}^h = I_{gp}^h + I_{dp}^h = I_{gp}^h e^{j\phi_{gp}^h} + I_{dp}^h e^{j\phi_{dp}^h} \] (10)

indicating the possibility to cancel out the \( h \)-th harmonic component of the total grid current. Specifically, the harmonic cancellation by means of the phase-shifted current control can be attained, only when

\[ I_{sp}^h = I_{dp}^h \quad \text{and} \quad \phi_{sp}^h = \phi_{dp}^h - \pi \] (11)

which will result in \( I_{gp}^h = 0 \), being the magnitude of the \( h \)-th harmonic grid current. Fig. 5 exemplifies the effectiveness of the phase-shifted current control, where the criteria in (11) are accomplished. As a consequence that a phase-shift of 36° has been introduced to the SCR unit, all the harmonics of fivefold the grid fundamental frequency (e.g., the 5th and the 25th harmonics) have been mitigated, leading to an improved THD of around 16.4%.

It should be pointed out that, in practice, there will be more than two drive units connected to the PCC (e.g., in an office building). This further enables the possibility to alleviate the harmonic generation to the grid by means of the
α of drives under random loading conditions with linearly-de signed firing angles

Fig. 6. Simulation results of a multi-drive system consider ing various number

devices (e.g., active power filtering systems). It is thus a size-

be designed specifically in such a manner that the resultant

current can be achieved. In that case, the firing angles should

phase-shifting control [34], as even more levels of the grid

current can be achieved. In that case, the firing angles should

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THD of the grid current will vary within 14% to 18%; the power factor will be around

0.95. However, for a multi-drive system consisting of two drive

loading condition). Specifically, the THD of the grid current

will vary within 14% to 18%; the power factor will be around

0.95. However, for a multi-drive system consisting of two drive

units, the resultant THD of the grid current will vary in a wide

range (15% to 28%). To sum up, unequal loading will affect

the harmonic cancellation performance of the phase-shifted

control for a small number of parallel drives, which should be

addressed properly. The following thus introduces an enhanced

phase-shifted control scheme for two-drive systems.

C. Enhanced Phase-Shifted Control Strategy

Clearly, the latter criterion in (11) can be fulfilled by

introducing a phase shift to the SCR unit (i.e., \( \alpha_f = 180^\circ/h \)).

\[
\bar{v}_s = \bar{v}_d \cos \alpha_f = 1.35V_{LL} \cos \alpha_f
\]

in which \( \bar{v}_d \) is the average rectified voltage of the DR unit and

\( V_{LL} \) is the Root-Mean-Square (RMS) value of line-to-line grid

voltages (e.g., \( v_{ab} \)). On the condition that communication is

available in the multi-drive systems, the loading information

can then be obtained. A power ratio \( \gamma \) and a load current ratio \( \lambda \) are then defined as

\[
\gamma = \frac{P_s}{P_d} \quad \text{and} \quad \lambda = \frac{\bar{i}_{os}}{\bar{i}_{od}}
\]

with \( P_s = \bar{v}_{os} \cdot \bar{i}_{os} \) and \( P_d = \bar{v}_{od} \cdot \bar{i}_{od} \) being the boost output

powers, where \( \bar{i}_{os} \) and \( \bar{i}_{od} \) are the average load currents (boost

converter outputs), and \( \bar{v}_{os} \) and \( \bar{v}_{od} \) are the average dc-link

voltages. Ignoring the power losses on the boost converters
gives \( P_s \approx \bar{v}_s \cdot I_s \) and \( P_d \approx \bar{v}_d \cdot I_d \). Thus,

\[
\gamma = \frac{\bar{v}_{os} \cdot \bar{i}_{os}}{\bar{v}_{od} \cdot \bar{i}_{od}} \approx \frac{\bar{v}_s \cdot I_s}{\bar{v}_d \cdot I_d}
\]
in which \( I_s \) and \( I_d \) are the average rectified currents shown in Fig. 2 (i.e., controlled as dc currents by the PFC circuits).

As a consequence, in order to maintain the rectified currents at the same level (i.e., \( I_s = I_d \)), the following condition should be maintained:

\[
\frac{\bar{v}_{os}}{\bar{v}_{od}} = \frac{\cos \alpha_f}{\lambda} \tag{15}
\]

Hence, if the loading of the drives can be adjusted, the dc-link voltage references \( v_{od}^* \) and \( v_{os}^* \) for the DR and the SCR unit, respectively, can be set accordingly, which will fulfill the condition in (15). As aforementioned, the communication between the two drive units is required in order to implement (15) in the drive system. It will in return enhance the performance of the phase-shifted current control. Notably, the enhanced phase-shifted control actually “forces” the SCR unit to operate at partial loading in regards to the loading of the DR system:

\[
P_s = P_d \cos \alpha_f \tag{16}
\]

However, seen from a practical application standpoint, it is almost impossible to achieve the loading of two drives according to (16), although most of the drives are rarely (or not always) operating at rated conditions. Alternatively, in a multi-drive system consisting of several drive units (less than five) with boost converters in the dc-links, certain SCR-fed drive systems can be grouped with the same firing angle according to the loading of the rest drives. In that case, it is still possible to maintain the power relationship of (16). Otherwise, the firing angle should be adjusted according to the loading. Additionally, in a multi-drive system (even more DR-fed and/or SCR-fed ASD systems of unequal loading), the flexibility of power quality maximization can be enhanced, where similar grouping configuration can be applied, thus leading to improved current quality. While in such applications, the firing angles for the SCR drives can also be optimally assigned in order to minimize the harmonic emissions.

In order to verify the effectiveness of the enhanced phase-shifted current control, experiments have been firstly conducted on a two-drive system referring to Fig. 2, where it is assumed that the loading of the drives can be adjusted. The control algorithms are implemented in digital signal processors (Texas Instruments TMS320F28335), where hysteresis and Proportional Integrator (PI) controllers are adopted as the rectified current and dc-link voltage controllers in Fig. 2, respectively (i.e., \( P \) to control the rectified currents, \( i_s \) and \( i_d \), and the output voltages, \( v_{os} \) and \( v_{od} \)). The PI controller is given in the \( z \)-domain as

\[
G_{PI}(z) = k_p + k_i T_s \left( \frac{1 + z^{-1}}{1 - z^{-1}} \right) \tag{17}
\]

where \( k_p \) and \( k_i \) are the proportional and the integral gains, respectively. All the system parameters are listed in Table I.

### A. Conventional Phase-Shifted Current Control

Firstly, a firing angle of 32° (i.e., \( \alpha_f = 32^\circ \)) is chosen according to Fig. 8 for the minimum THD, where the loading is almost the same (i.e., \( I_{os} = I_{od} \)). Moreover, \( v_{os}^* \) and \( v_{od}^* \) are set as 650 V, which means that the enhanced scheme is not enabled although \( P_s \approx P_d \). Fig. 9 presents the experimental results for the multi-drive system shown in Fig. 2 with the conventional phase-shifted current control. It can be observed in Fig. 9(c) that the amplitudes of the currents drawn by both rectifiers are not equal (i.e., \( I_s \neq I_d \)) due to the phase-shifted current control. As a result, the total grid current THD_{\text{ip}} (i.e., 16.3%) is slightly drifted away from the theoretical minimum value that can be achieved by the phase-shifted current control. This can be even worse when the firing angle is larger and the unequal loading is severer. Nevertheless, with the phase-shifted current control, the grid current quality is improved in contrast to that (31%) shown in Fig. 4.

### B. Enhanced Phase-Shifted Control Scheme

Following, the test adopts the enhanced scheme presented in § II, where the dc-link voltages should be set according to (15) and the loading condition (16). That is to say the loading of the drives has been adjusted. For comparison, the firing angle for the SCR remains the same (i.e., \( \alpha_f = 32^\circ \)), while the dc-link voltage for the DR unit (i.e., \( v_{od}^* \)) has been increased to \( v_{od}^* = 703 \) V in order to tolerate the unequal loading (i.e., the unequal rectified currents). The experimental results are shown in Fig. 10.

<table>
<thead>
<tr>
<th>Table I</th>
<th>Parameters of the Multi-Drive System (Fig. 2).</th>
</tr>
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<tbody>
<tr>
<td>Parameter</td>
<td>Symbol</td>
</tr>
<tr>
<td>DC-link inductor</td>
<td>( L_s, L_d )</td>
</tr>
<tr>
<td>DC-link capacitor</td>
<td>( C_s, C_d )</td>
</tr>
<tr>
<td>Grid frequency</td>
<td>( f_g )</td>
</tr>
<tr>
<td>Grid phase voltage (RMS)</td>
<td>( v_{abc, N} )</td>
</tr>
<tr>
<td>Grid impedance ( Z_g )</td>
<td>( L_{g, R_g} )</td>
</tr>
<tr>
<td>PI dc-link voltage controller</td>
<td>( k_p, k_i )</td>
</tr>
</tbody>
</table>

III. RESULTS
Compared to the conventional phase-shifted current control, the proposed control scheme ensures that the rectified currents from both rectifiers are almost at the same level (i.e., $I_s \approx I_d$), as it is shown in Fig. 10(c). Hence, the THD$_{i_{ga}}$ is lowered to 16%, which is close to the theoretical minimum (15.8%). Notably, due to the presence of a grid impedance, it is not possible to achieve the theoretical minimum THD by the phase-shifted control in practice. In addition, it is also indicated in Fig. 10 that, when the enhanced scheme is enabled (implemented), the SCR unit will operate at partial loading condition in respect to the loading of the DR unit (i.e., $P_s \approx P_d \cos \alpha_f$), as what has been assumed. This demonstrates the feasibility to implement the enhanced scheme practically by partially operating certain drives. In all, the above tests are in agreement with the discussions in §II.

In order to further demonstrate the effectiveness of the proposal, more tests have been carried out on the same two-drive system. In this case, the loading of the SCR unit is around 80% of the DR unit when the dc-link voltages are the same. This will lead to unequal input currents for the rectifiers, and thus a poor current quality if the conventional phase-shifted current control is adopted, as previously discussed. Therefore, the enhanced phase-shifted current control scheme is applied to both rectifier units, where the dc-link voltage references are set according to (15) and the firing angle for the SCR is $32^\circ$ (i.e., $\alpha_f = 32^\circ$). In particular, the dc-link voltage reference for the DR unit $v_{od}^*$ is reduced to 630 V, while the dc-link voltage reference for the SCR unit remains the same (i.e., $v_{os}^* = 650$ V). The results are shown in Fig. 11.

As it is shown in Fig. 11(c), the enhanced phase-shifted current control can ensure that the currents drawn by the rectifiers are at the same level. Consequently, the grid current quality is improved (i.e., THD = 16.1%) in contrast to the results with the conventional phase-shifted current control. It should be pointed out that the slight current difference between the rectified currents is induced by the loading variations during operation. All the above experimental tests have demonstrated that the enhanced phase-shifted current
Fig. 11. Experimental results of the multi-drive system shown in Fig. 2 using the enhanced (load adaptive) phase-shifted current control ($\alpha_f = 32^\circ$) under different power levels: (a) grid current $i_{ga}$ [10 A/div], grid voltage $v_{aN}$ [200 V/div], DR input current $i_{da}$ [10 A/div], and SCR input current $i_{sa}$ [10 A/div], (b) Fast Fourier Transform (FFT) analysis of the grid current $i_{ga}$ [% of fundamental, 20%/div], and (c) SCR rectified current $i_d$ [5 A/div], DR rectified current $i_a$ [5 A/div], SCR dc-link voltage $v_{os}$ [20 V/div], and DR dc-link voltage $v_{od}$ [20 V/div].

control scheme in multi-drive systems can improve the quality of the total currents. While it should be noted that the drive systems may have to operate under different (partial) loading conditions.

C. Case Study on a Four-Drive System

However, practically, it is difficult to operate the drives at the desired power levels. Instead, it is more feasible to consider more drives, where certain drives can be grouped in order to achieve the power relationship in (16). Hereafter, a four-drive system is considered, and Fig. 12 shows the multi-drive system architecture. Compared to the two-drive system shown in Fig. 1, there are two more SCR-fed drives connected to the PCC as shown in Fig. 12, whose parameters are the same as those given in Table I. The nominal power for each drive has been designed at 7.5 kW with the line-to-line voltage being 400 V. Simulations have been carried out in MATLAB/Simulink, where the system has experienced a step-change from a random operation condition to the enhanced operation mode (certain drives are grouped). Fig. 13 presents the simulation results.

In the random operation mode, the loading of 7.5 kW, 1.05 kW, 2.38 kW, and 4.34 kW has been recorded, where the corresponding firing angles of $0^\circ$, $17.19^\circ$, $8.21^\circ$, and $26.55^\circ$ have been observed for the four-drive system (see Fig. 12). As seen in Fig. 13, this random operation results in a THD of 17.3% at the PCC. However, the drives can be grouped according to (16) - #1 and #2 are in one group with the total power being 8.55 kW (denoted as $P_1$); #3 and #4 are in the other group with the total power being 7.12 kW (denoted as $P_2$), forming an equivalent “two-drive” system. Thus, when the firing angles are designed as $0^\circ$, $0^\circ$, $32^\circ$, and $32^\circ$, it gives...
$P_2 \approx P_1 \cos \alpha_l$ with $\alpha_l \approx 32^\circ$. This meets the condition for the enhanced phase-shifted current control. It is the grouping of drives that leads to a lower THD (15%) of the grid current at the PCC, as shown in Fig. 13, where it can be seen that the multi-drive system can operate stably during the transient. Nevertheless, the above case demonstrates the feasibility of the enhanced scheme in practical multi-drive systems.

IV. CONCLUSION

In this paper, an enhanced phase-shifted control aiming at harmonic cancellation has been introduced to three-phase multi-drive systems, which have boost converters in the dc-link. The enhancement is achieved by adjusting the drives to operate in partial loading conditions, which in return can ensure that the levels of the currents drawn by the front-end rectifiers are almost equal. Experimental results have confirmed that the enhanced phase-shifted current control can maximize canceling out certain harmonics of interest in the multiple ASD systems by introducing proper phase-shift to the SCR units. That is to say, a minimum THD of the total grid current is almost maintained constant among the parallel drives operating at partial loading conditions. Notably, for practical multi-drive systems consisting of more than two drive units, the harmonic mitigation enabled by the phase-shifted current control can be implemented, as most of the drives are not operating at rated power levels, which has exemplified by simulations. Furthermore, power quality oriented optimization can be performed according to the loading condition.

REFERENCES


YANG et al.: ENHANCED PHASE-SHIFTED CURRENT CONTROL FOR HARMONIC CANCELLATION IN MULTIPLE ASD SYSTEMS

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