Three-Winding-Coupled-Inductor-Based Dual Active Bridge DC-DC Converter with Full Load Range ZVS Under Wide Voltage Range

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Abstract—In this paper, a three-winding-coupled-inductor-based dual active bridge (TWCI DAB) DC-DC converter is proposed. Similar to the current-coupled DAB converter, the proposed TWCI DAB has small input current ripple and wide input voltage range. In addition, the zero-voltage-switching (ZVS) of all switches in the full load range under wide input voltage variation can be realized. With the magnetic integration structure, the size of the total magnetics can be reduced, and the efficiency is also increased compared with the discrete magnetic case. To better analyze the working principle of the three-winding-coupled-inductor, a general analysis method based on magnetic reluctance model is firstly introduced to obtain the expressions of high frequency current. Furthermore, ZVS analysis and inductor design to obtain low inductor root mean square (RMS) current and full load range ZVS based on the ZVS conditions, maximum power transfer and RMS current are presented. Finally, the validity of the proposed topology and design are verified by experimental results from a 1-kW laboratory prototype.

Index Terms—Dual active bridge, three-winding-coupled-inductor, wide voltage gain range, zero voltage switching.

I. INTRODUCTION

Bidirectional DC-DC converters are widely used in energy storage systems, electric vehicles and distributed renewable energy power generation system as a power link between batteries and high voltage bus [1], [2]. Although the non-isolated buck/boost converter is simple in structure [3], it is unsuitable for high voltage gain applications due to limited voltage conversion gain. Isolated bidirectional DC-DC converter with high frequency has been widely used due to its flexible voltage gain. Among them, dual active bridge (DAB) is a typical solution for bidirectional DC-DC converter [4] [5]. The topology of DAB converter mainly includes voltage-fed (VF) DAB and current-fed (CF) DAB.

For VF-DAB, in order to reduce the circulation loss, increase the voltage gain and extend the zero-voltage-switching (ZVS) range, various improvements of modulation strategies [6], [7] and topologies [8]-[10] have been proposed. However, for VF-DAB, it is difficult to achieve full load range soft-switching under wide voltage range application. Moreover, in battery charging application, during charging and discharging, voltage fluctuates in a very wide range, and the current ripple of VF-DAB port is relatively large, which may have impact on battery life [11]. For the purpose of facing with wide voltage range and reducing current fluctuations, the current-fed bidirectional DC-DC converter is an appropriate choice [12]-[18].

A current-fed bidirectional DC-DC topology with two-half-bridge using single phase shift (SPS) modulation was proposed in [13]. The low voltage side of the converter can be equivalent to the boost circuit, so it has the advantages of high voltage gain and small current ripple. However, due to the half bridge structure, the current stresses of the low voltage side switches are relatively large. The buck/boost converter and DAB converter are combined to form a staggered structure by sharing some switches to handle high current [14]. At the same time, the staggered structure of the current-fed dual active bridge (CF-DAB) DC-DC converter can significantly reduce the current ripple [15]. However, when the voltage conversion ratio changes, the circulation loss is relatively high. In order to reduce the circulation loss, a natural clamp current-fed converter is proposed to improve the topology [16]. But for low voltage side switches, ZVS may be lost. Another idea is to improve the modulation strategy, using pulse width modulation (PWM) plus phase shift control (PSPS) [17], gaining low root mean square (RMS) current and wide ZVS range. In order to further reduce the circulation current, PWM plus dual phase shift (PDPSS) control [18], [19] and dual PWM plus phase shift (DPPSS) control [12] were proposed. Basically, these controls utilize more control degrees of freedom to obtain better performance, which makes the modulation more complex.

In CF-DAB, although the improved modulation strategies and topologies can improve the performance. However, the...
In this paper, a new three-winding-coupled-inductor-based dual active bridge (TWCI DAB) DC-DC converter is proposed. The proposed solution has the following advantages.

a) The proposed TWCI DAB has similar performance to the CF-DAB with small input current ripple and wide voltage range. In addition, the integrated magnetic structure can significantly improve the power density and efficiency.

b) The proposed TWCI DAB can realize ZVS of all switches in the full load range under the condition of wide input voltage variation with the adopted PWM modulation. In addition, all the working modes are analyzed based on the integrated magnetic reluctance model, and a general analysis method of TWCI is provided.

c) Based on the analysis of working modes of the proposed TWCI DAB, mathematical expressions of the ZVS conditions for all switches are derived, and parameters optimization design for achieving full load range ZVS are discussed. It should be noted that, unlike the previous studies, the RMS current, ZVS ranges and maximum power transfer capability are all considered for the inductors design.

The rest of this article is organized as follows. The working principle and working modes analysis are described in Section II. In Section III, power characteristic and soft-switching conditions are discussed in detail. The parameters optimization design of the inductors, magnetic flux and comparative analysis of magnetics design are shown in Section IV. Section V presents the system parameters design. Section VI illustrates the experimental results to verify the effectiveness of the proposed solution. Section VII provides the conclusions.

II. OPERATION PRINCIPLE

The topology of TWCI DAB converter is depicted in Fig.1. In the low voltage side (LVS), \( V_{II} \) represents the wide range voltage. \( C_c \) is the clamping capacitor. \( N_1 \) and \( N_2 \) are turns number of the two LVS windings of coupled inductors, respectively. And \( N_s \) is the turns number of high voltage side (HVS) winding. The inductor \( L_{rs} \) denotes the leakage inductor.

Fig.1. The topology of proposed TWCI DAB.
on the secondary side of the TWCI. $C$ is the HVS filter capacitor. The converter works in the boost mode as the power flows from the LVS to the HVS; otherwise, it works in the buck mode.

Fig.2 shows PWM modulation signals and the steady-state waveforms of the converter operating in boost mode. The boost mode is mainly analyzed since the working principles of the two modes are symmetrical. The duty ratio $d$ of the switches $Q_1$ and $Q_2$ makes the voltage clamp of clamping capacitor $C_c$ to be $V_{Cc}$. $v_{abs}$ is an induced electromotive force generated by $v_{ab}$. $S_1$-$S_4$ are driven by pulse signals with 50% duty cycles. And the phase-shift control is applied between the LVS and the HVS.

To analyze the TWCI magnetic technique, the magnetic reluctance model of TWCI is shown in the Fig.3.

Fig.3. Magnetic reluctance model of TWCI.

The core reluctance is ignored since it is rather small compared with the air gap, $R_1$ and $R_2$ are the air gap reluctances of two outer legs respectively. In this paper, it is designed that $N_1 = N_2 = N_s$ and $R_1 = R_2 = R_p$ in order to simplify the working modes and analysis. $N_p$ is the turns of the LVS winding, and $R_p$ is the reluctance. According to the superposition theorem, the magnetic flux in each core leg is derived as

$$
\phi = \frac{N_i L_{i}}{R_p} + \frac{N_i L_{i} \Delta L_{i}}{R_p} - \frac{N_i L_{i} \Delta L_{i}}{R_p} - \frac{N_i L_{i} \Delta L_{i}}{R_p} - \frac{N_i L_{i} \Delta L_{i}}{R_p} - \frac{N_i L_{i} \Delta L_{i}}{R_p} - \frac{N_i L_{i} \Delta L_{i}}{R_p}
$$

(1)

According to Faraday’s law of electromagnetic induction, the voltages of the three windings can be written as

$$
v_{ab} = -N_s \frac{d\phi}{dt}, v_{ac} = -N_s \frac{d\phi}{dt}, v_{abs} = N_s \frac{d\phi}{dt}
$$

(2)

At the same time, according to the relationship between the slope of the leakage inductor current and the voltage across the leakage inductor, $v_{abs}$ can be written as

$$
v_{abs} = L_{ia} \frac{dL_{ia}}{dt} + v_{cd}
$$

(3)

The circuit working modes are shown in Fig.4, and the detailed circuit analysis is as follows.

Stage 1 (before $t_0$): During this stage, $Q_1, Q_{2a}, S_2$ and $S_1$ are turned on as shown in Fig.4 (a). The $N_1, N_2, N_s$ windings are all conducted. Consequently, $v_{ac}$ and $v_{abs}$, which are the voltages across $N_1$ and $N_2$ respectively, and the mid-point voltage $v_{cd}$ of the two arms of the HVS are expressed as

$$
v_{ac} = -V_{L}, v_{ac} = V_{Cc} - V_{L}, v_{cd} = -V_{H}
$$

(4)

Then, according to Faraday’s Law, the relation between the voltages and the magnetic flux of the TWCI can be obtained as

$$
\frac{d\phi}{dt} = \frac{V_j}{N_p}, \frac{d\phi}{dt} = \frac{-V_j + V_{L}}{N_p}, \frac{d\phi}{dt} = \frac{L_{ia} \frac{dL_{ia}}{dt}}{N_s}
$$

(5)

According to (1) and (5), the current slope of three windings
and \( V_{abs} \) can respectively be derived as

\[
\frac{dv_{ab}}{dt} = \frac{V_{Cc}N_v^2 - N_s N_vV_{H} + L_v R V_L}{L_v N_v^2}
\]

\[
\frac{dv_{ab}}{dt} = \frac{N_p N_vV_{H} + L_v (R V_L - R V_{Cc})}{L_v N_v^2}
\]

\[
v_{ab} = \frac{N_v}{N_s} V_{Cc}
\]

Stage 2 (for \( t_1 \)): At \( t_0 \), \( Q_{2a} \) is turned off. At this time, \( i_t \) charges \( C_{2a} \) and discharges \( C_2 \) until the body diode of \( Q_2 \) is conducted. It can be deduced that the condition for \( Q_2 \) to achieve ZVS conduction is \( i_t (t_0) < 0 \).

Stage 3 (for \( t_1 \)): At \( t_1 \), \( Q_2 \) is turned on under ZVS. Therefore, \( V_{vabs}, V_{vbe} \) and \( V_{vcd} \) are expressed as

\[
v_{vb} = V_I, v_{be} = -V_L, v_{cd} = -V_H
\]

Similarly, the current slope and \( v_{abs} \) can be written as

\[
\frac{di_a}{dt} = \frac{-N_s N_v V_{H} + L_v R V_L}{L_v N_v^2}
\]

\[
\frac{di_{vb}}{dt} = \frac{V_H}{L_v}, \quad v_{abs} = 0
\]

Stage 4 (for \( t_2 \)): \( Q_1 \) is turned off at \( t_2 \). \( i_t \) charges \( C_1 \) and discharges \( C_{1a} \) until the body diode of \( Q_{1a} \) is conducted. It can be deduced that the condition for \( Q_{1a} \) to achieve ZVS conduction is \( i_t (t_2) > 0 \).

Stage 5 (for \( t_2 \)): At \( t_2 \), \( Q_{1a} \) is turned on under ZVS. At this stage, \( V_{vabs}, V_{vbe} \) and \( V_{vcd} \) are expressed as

\[
v_{vb} = V_{e}, v_{be} = -V_L, v_{cd} = -V_H
\]

Likewise, the current slope and \( v_{abs} \) can be calculated as

\[
\frac{di_a}{dt} = \frac{-N_s^2 V_{Cc} - N_s N_v V_{H} + L_v (R V_L - R V_{Cc})}{L_v N_v^2}
\]

\[
\frac{di_{vb}}{dt} = \frac{V_H}{L_v}, \quad v_{abs} = \frac{N_v}{N_s} V_{Cc}
\]

Stage 6 (for \( t_3 \)): At time \( t_3 \), \( S_2 \) and \( S_1 \) are turned off. The leakage inductor current charges \( C_{2c} \) and \( C_{3s} \) and discharges \( C_{1s} \) and \( C_{3d} \) until the body diodes of \( S_1 \) and \( S_2 \) are conducted. The condition for \( S_1 \) and \( S_2 \) to achieve ZVS is \( i_{t,2s} (t_3) > 0 \).

Stage 7 (for \( t_3 \)): At time \( t_3 \), \( S_1 \) and \( S_2 \) are turned on under ZVS. Accordingly, \( V_{vabs}, V_{vbe} \) and \( V_{vcd} \) are expressed as

\[
v_{vb} = V_C, v_{be} = -V_L, v_{cd} = V_H
\]

Correspondingly, the current slope and \( v_{abs} \) can be written as (12).

The previous analysis provides a general analysis method of TWCI based on magnetic reluctance model. The current slope in each mode can be obtained, which is an important basis for analysis of power characteristics and ZVS.

### III. POWER CHARACTERISTICS AND ZVS ANALYSIS

#### A. Transmission Power with PPS Control

As Fig.2 shown, the phase shift angle between the rising edge of \( v_{abs} \) and \( v_{cd} \) is defined as \( \phi \). The total volt-seconds applied to the \( N_1 \) or \( N_2 \) winding of LVS over one switching period are

\[
-v_{cd} + (-V_1 + V_C) (1 - d) = 0
\]

Consequently, the duty cycle of \( Q_1 \) and \( Q_2 \) is given by

\[
d = 1 - \frac{V_1}{V_C}
\]

where \( V_C \) is the voltage across the clamping capacitor \( C_c \) and is a fixed value.

\( V_C \) is controlled to match the output voltage, and current slope of leakage inductor is zero during the power transmission stage 1 and 7. The turns number relationship of the TWCI can be obtained as

\[
N_p = \frac{V_C}{V_H}
\]

Through integration of the transformer voltage and current under PPS control, the power can be calculated as

\[
P = \left[ \frac{V_1^2 (1 - d) \left( \phi - (d - 0.5) \pi \right)}{2 \pi L_{ii1}} \right] \left[ -\phi^2 + 2d \phi \pi - d (2d - 1) \pi^2 \right] \phi \subset [0, (2d - 1) \pi]
\]

Fig.5 illustrates the relationship between transmission power

![Fig.5. Curves of transmission power and phase shift angle.](image-url)
and phase shift angle under PPS control. Under different voltages $V_i$, when the voltage matches and the phase shift angle $\phi$ range is $[0, 0.5\pi]$, the transmission power increases monotonically as the phase shift angle increases.

### B. ZVS Range Analysis

Based on mode analysis and calculation of instantaneous current, the current limit for charging/discharging the junction capacitor $C_{j1}/C_{j2}$ to achieve ZVS of $Q_1$ and $Q_2$ is written as

$$I_{\text{ZVS},0} = i(t) = \frac{R_T(V_i - V_{c1})}{2N_pV_{c1}} - \frac{\phi}{\pi} \in [0, (2d - 1)]$$

$$\frac{P}{2N_pV_{c1}} + \frac{R_TV_i^2}{2N_p^2V_{c1}} - \frac{R_TV_i}{2N_pV_{c1}} = \frac{V_i^2}{4V_{c1}L_{eq}}$$

$$\frac{V_i}{2V_{c1}L_{eq}} \sqrt{\frac{1 - V_i}{V_{c1}}} - 2L_{eq}P$$

The current limit for charging/discharging the junction capacitor $C_{j1}/C_{j2}$ to achieve ZVS of $Q_1$ and $Q_2$ can be obtained in the same way, which is written as

$$I_{\text{ZVS},0} = i(t) = \frac{R_T(V_i - V_{c1})}{2N_pV_{c1}} - \frac{\phi}{\pi} \in [0, (2d - 1)]$$

$$\frac{P}{2N_pV_{c1}} + \frac{R_TV_i^2}{2N_p^2V_{c1}} - \frac{R_TV_i}{2N_pV_{c1}} = \frac{V_i^2}{4V_{c1}L_{eq}}$$

$$\frac{V_i}{2V_{c1}L_{eq}} \sqrt{\frac{1 - V_i}{V_{c1}}} - 2L_{eq}P$$

And the ZVS current limit for charging/discharging the junction capacitor of all the HVS switches is written as

$$I_{\text{ZVS},1} = i(t) = \frac{V_i}{2N_pV_{c1}} - \frac{\phi}{\pi} \in [0, (2d - 1)]$$

$$\frac{P}{2N_pV_{c1}} + \frac{R_TV_i^2}{2N_p^2V_{c1}} - \frac{R_TV_i}{2N_pV_{c1}} = \frac{V_i^2}{4V_{c1}L_{eq}}$$

$$\frac{V_i}{2V_{c1}L_{eq}} \sqrt{\frac{1 - V_i}{V_{c1}}} - 2L_{eq}P$$

From (17) - (19) of the ZVS analysis above, it can be seen that after the specification parameters are determined, such as transmission power and winding turns ratio, etc., the ZVS of the converter switches are only related to $N_p/R_p$ and leakage inductor $L_{eq}$. To make the expression simple, it is defined that $L_{eq} = N_p^2/R_p$.

### IV. DESIGN CONSIDERATIONS

#### A. ZVS Design Related to $L_{eq}$ and Leakage Inductor

In this section, the parameter considerations for $L_{eq}$ and leakage inductor $L_{eq}$ are discussed with the goal of achieving full load range ZVS. The related parameters are: $V_i = 18-36V, V_{di} = 360V, P_N = 1kW$. According to (14), the duty cycle range is $0.5-0.75$.

According to the ZVS current limit formula of each switch,
The maximum power transfer is achieved when the leakage inductance satisfies the following condition:

\[
P(L_{dc}, d) = \frac{N_p^2 V_r^2}{8 N_p^2 L_{dc}} \left[ -8d^2 + 8d - 1 \right] P_n
\]

(20)

Consequently, taking Fig.7 as an example, the leakage inductance can be calculated as (21).

Under rated power \(P_n\), the RMS current of the leakage inductor can be calculated as:

\[
L_{eq} = \frac{N_p^2}{R_s} = L_{dc}, \quad N_{dc} = N_p = L_{eq}
\]

(22)

Fig.9 illustrates the curves for the RMS current. (a) RMS currents under different values of leakage inductor \(L_{dc}\). (b) RMS currents under different \(L_{eq}\) values.

Larger than 50 \(\mu\)H, the leakage currents change slightly. As can be seen, the RMS current decreases with the value of leakage inductance increases near \(V_L = 18\) to 33V. However, the trend of leakage inductor RMS current is opposite near \(V_L = 33\) to 36V. That is the RMS current increases with the leakage inductance increases. Considering that more windings will be needed to increase the inductance, the leakage inductance is designed to be 36 \(\mu\)H to make a tradeoff between RMS current and copper loss.

Based on the transferred power, the \(L_{eq}\) (DC inductor) value is around 10 \(\mu\)H when the current ripple is set as 15% of rated average current according to the general engineering design. And when the ripple is 100%, the \(L_{eq}\) value is around 2 \(\mu\)H. Consequently, Fig.9 (b) illustrates the RMS current curves of the outer-leg windings when \(L_{eq}\) changes from 2 \(\mu\)H to 10 \(\mu\)H. Similar to leakage inductor, considering the magnetic loss of the outer legs and the RMS current, \(L_{eq} = 6\) \(\mu\)H is finally selected for the equivalent inductor of the two outer legs.

\[
I_L = \frac{V_L}{2 \pi L_{eq}} \left[ \frac{\phi}{2} \left( 1 - d \right) \left( \phi - 2d \right) - \pi^2 / 12 \left( 2d - 1 \right)^2 \right] \left( 4d - 5 \right)
\]

(21)
C. TWCI Design Considerations

The physical topology of TWCI is shown in Fig.10. The standard EE cores and the Litz wire windings constitute the TWCI structure. According to Fig.8, the two windings on the outer legs function as the equivalent inductors as well as the transformer primary. It can not only reduce the volume of the magnetic element, but also reduce the input current ripple. The winding of the center leg can be used as the transformer secondary winding.

![Physical topology of TWCI using EE cores.](image)

**Fig.10.** Physical topology of TWCI using EE cores.

Different TWCI structures will produce different inherent leakage inductance. The structure A of TWCI is shown in Fig.11(a). Since the windings are all separated, it will produce a large leakage inductance, and reduce the maximum transmission power of the converter. In order to reduce the leakage inductance, according to source transfer equivalent transformation method, the center leg winding can be split into two outer leg windings, forming the structure B of TWCI, as Fig.11(b) shown.

By the measurement of impedance analyzer, the leakage inductance parameters of structure A and structure B of TWCI are shown in Table I.

It can be seen that the leakage inductance of the TWCI with winding interleaving structure can be effectively reduced. In order to decrease the leakage inductance, the structure B is finally selected for the prototype in this manuscript.

Then, the required leakage inductance is obtained by series connection of an external inductor, that is the leakage inductance $L_{rs\_TWCI}$ of the TWCI is compensated by an external series inductance $L_{rs\_series}$ to realize the required leakage inductance $L_{rs}$, as Fig.12 shows.

![Diagram of external series leakage inductor.](image)

**Fig.12.** The diagram of external series leakage inductor.

It should be noted that the TWCI central leg does not need the air gap to achieve decoupled-integration of the two outer leg windings. Meanwhile, dc component of the flux is eliminated in the center leg, and the magnetic loss can be eliminated. For the proposed TWCI, parameters including the core reluctance $R_p$ and the numbers of turns of the windings $N_p$, $N_s$ need to be determined. The detailed design process of TWCI is as follows.

In order to limit the core loss of a specified material, the maximum flux density change of the core is set as 150mT. And then the turns number $N_p$ of the two LVS windings of TWCI can be calculated as

$$N_p = \frac{dV_1T}{\Delta B A_e}$$

where $\Delta B$ is the change of the magnetic flux density, $A_e$ is the cross-sectional area of the two outer legs of EE42 cores, and $d$ is the duty cycle. And according to (15), the turns number $N_s$ of the HVS winding of TWCI can be obtained.

The self-inductances of two outer legs of TWCI are DC equivalent inductances $L_{eq}$, and $L_{eq} = 6\mu H$ has been designed to obtain low RMS current. According to the (22), the air gap reluctances of two outer legs can be derived, and the air gap length of two outer legs can be written as

$$l_g = \frac{R_p A_e}{\mu_0}$$

where $\mu_0$ is space permeability.

According to the magnetic flux expression (1), the magnetic flux waveforms can be obtained, as shown in Fig.13.

And the flux densities in each core leg are estimated as

$$B_1 = \frac{N_1 j_s + N_2 j_{s\_ls}}{R_p A_{c1}}$$

$$B_2 = \frac{-N_2 (i_s - i_c) - 2N_1 j_{s\_ls}}{R_p A_{c2}}$$

where $A_{c1}$, $A_{c2}$ and $A_{c}$ are cross-sectional areas of the two outer legs and the center post respectively.
D. Design and Loss Breakdown Comparison Between TWCI DAB and CF-DAB

Fig. 8 (b) describes the structure of discrete magnetic parts with two inductors and a transformer. The parameters for comparisons of TWCI and discrete magnetics are shown in Table II. As previously discussed, \( N_1 = N_2 \), and \( R_1 = R_2 \) are adopted for the TWCI. The core type is selected to ensure that the change of magnetic flux density to be the same. The proposed TWCI using a single EE42 can reduce the magnetic core occupied volume and achieve a higher power density compared with the two UF25 boost DC inductors and one EE42 transformer in the CF-DAB.

<table>
<thead>
<tr>
<th>Magnetic category</th>
<th>transformer design</th>
<th>2×inductor design</th>
<th>TWCI DAB</th>
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<tr>
<td>Core material</td>
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<td>Min-Zn power ferrite DMR40</td>
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<tr>
<td>Core model</td>
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<td>EE42</td>
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<tr>
<td>Length (mm)</td>
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<td>2×25</td>
<td>42</td>
</tr>
<tr>
<td>Width (mm)</td>
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<td>2×13</td>
<td>20</td>
</tr>
<tr>
<td>Height (mm)</td>
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<td>42</td>
</tr>
<tr>
<td>Magnetic flux density change (T)</td>
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<td>( \Delta B = 0.158 )</td>
<td>( \Delta B = 0.15 )</td>
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<tr>
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<td>2×9264.4</td>
<td>22601</td>
</tr>
<tr>
<td>Effective ( Ae ) (mm^2)</td>
<td>233</td>
<td>106</td>
<td>233</td>
</tr>
<tr>
<td>Turns</td>
<td>( N_1: N_2 = 5:25 )</td>
<td>( 2 \times 5 )</td>
<td>( N_1 = 5:25 )</td>
</tr>
<tr>
<td>Wire diameter (mm)</td>
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<td></td>
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<tr>
<td>Window factor</td>
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</table>

The loss breakdown comparisons between the discrete magnetics case of CF-DAB and the proposed TWCI at different \( V_L (18V, 27V \) and 36V) and different loads (\( P = 100W \) and 1000W) are shown in Fig. 14. \( P_{TWCI_DAB} \) and \( P_{CF-DAB} \) are total losses of TWCI DAB converter and CF-DAB converter, respectively. \( P_{TWCI_copper} \) and \( P_{TWCI_core} \) are copper loss and core loss of the TWCI DAB converter, respectively. And \( P_{TWCI_Lrs_copper} \) and \( P_{TWCI_Lrs_copper} \) are copper loss and core loss of the leakage inductor in TWCI DAB converter, respectively. \( P_{Ldc_copper} \) and \( P_{Ldc_copper} \) are copper loss and core loss of the two DC inductors in CF-DAB converter, respectively. And \( P_{Lrs_copper} \) and \( P_{Lrs_core} \) are copper loss and core loss of the transformer in CF-DAB converter, respectively. And \( P_{Lrs_copper} \) and \( P_{Lrs_copper} \) are turn-on loss and turn-off loss of all the switches, respectively. And \( P_{con} \) is conduction loss for switches. \( P_{dr} \) is driving loss. Under the PWM modulation strategy, the driving signals for the two switches in any bridge are complementary. The conduction of the antiparallel diode only exists in the dead time, and it lasts for a very short time. Thus, the conduction loss of antiparallel diode is ignored in this paper to simplify the analysis. Except for the difference of two DC inductors and transformers, other experimental parameters are the same, such as MOSFETs, PCB circuit boards, etc. In TWCI DAB, all the MOSFETs are turned on with ZVS. Hence, the turn-on losses are zero. The total losses consist of four parts, namely driving loss, switches loss, external inductor loss, and TWCI loss. As Fig. 14(a) shown, when the converter works at \( V_L = 18V \) and light load (100W), the total loss of CF-DAB is higher than that of the proposed TWCI DAB about 6W, which is mainly caused by hard turning off loss, leading to low efficiency at light load. When \( V_L = 36V \), the difference is reduced to 3W. As the input voltage increases, the current decreases, then the turn-off loss and the copper loss of the magnetic elements decrease. As Fig. 14(b) shown, when the converter works at \( V_L = 18V \) and heavy load condition (1000W), the power loss with the proposed CF-DAB is higher than that of TWCI DAB about 6.6W, which is mainly caused by the increased core and copper losses. Based on the theory of Steinmetz Equation [35], the product of the magnetic loss density of each leg and the effective volume is used to obtain the magnetic core loss of TWCI.

At low input voltages condition, the conduction time and input current increases as the input voltage decreases. The corresponding switching loss and magnetic element loss increase. Magnetic element loss and hard turn off loss dominate...
at light loads, leading to low efficiency at light load. As can be seen, the total loss of the integrated magnetic TWCI is reduced according to Fig.14. Therefore, TWCI DAB efficiency is higher than CF-DAB.

In addition to the benefits of easy to manufacture and leakage inductance reduction, the proposed TWCI can be modeled and analyzed directly with combination of the magnetic circuit and the electrical circuit, which can simplify the analysis process compared with analyzing them separately. On this basis, a general analysis method of TWCI is provided. In addition, according to Table II, when transmitting the same power, the power density of TWCI DAB can also be increased due to the reduction of core number and volume. Furthermore, efficiency of TWCI DAB is higher than CF-DAB with discrete magnetics according to the loss breakdown.

V. SUBMISSION OF FINAL MANUSCRIPT

In order to verify the effectiveness of the design method, a 1kW experimental prototype is built. And the experimental prototype is shown in Fig.15. The system specifications are illustrated in TABLE III. All the design parameters are designed taking into consideration the safe operation of converter for highest LVS current, i.e., 18V LVS voltage and 1kW output power.

![Fig.15. The experimental prototype.](image)

<table>
<thead>
<tr>
<th>TABLE III</th>
<th>SYSTEM SPECIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>$P$</td>
<td>1kW</td>
</tr>
<tr>
<td>$f$</td>
<td>150kHz</td>
</tr>
<tr>
<td>$V_a$</td>
<td>18–36V</td>
</tr>
<tr>
<td>$V_o$</td>
<td>360V</td>
</tr>
<tr>
<td>$C$</td>
<td>60μF</td>
</tr>
<tr>
<td>$Q_1$–$Q_4$</td>
<td>IPP023N10N5</td>
</tr>
<tr>
<td>$S_1$–$S_3$</td>
<td>UJ3C065030K3S</td>
</tr>
</tbody>
</table>

A. Equivalent Inductance $L_{eq}$ Design

In practice, the first consideration of the equivalent inductance $L_{eq}$ is the ZVS performance of the LVS switches. According to Fig.6 (a), (b), (c) and (d), the appropriate value range [2μH, 10μH] of $L_{eq}$ can be preliminarily selected. On the other hand, the RMS current should be discussed based on the allowed current ripple to obtain the optimized inductance $L_{eq}$. Taking the ZVS design of the LVS switches, current ripple and RMS current into consideration, $L_{eq}$ is designed to be 6μH.

B. Turns Ratio of TWCI Design

The turns ratio of TWCI should be designed to ensure the voltage matching control, that is the voltage of clamping capacitor $V_{CC}$ matches the output voltage $V_H$. The clamping voltage $V_{CC} = 72V$ and the output voltage $V_H = 360V$. According to (15), the turns ratio of TWCI is $n = N_a/N_p = V_H/V_{CC} = 5$.

C. Leakage Inductance $L_{rs}$ Design

The ZVS performance of the HVS switches is affected by the leakage inductance $L_{rs}$. According to Fig.6(e) and (f), the appropriate value range [18μH, 54μH] of $L_{rs}$ should be preliminarily selected. In addition, leakage inductor is closely related to the output power. Thus, $L_{rs} < 54μH$ should be satisfied to achieve maximum power transfer form Fig.7. Besides, the optimized leakage inductor is designed by the tradeoff between RMS current and copper loss based on the analysis of RMS current and voltage matching control, that is the voltage of clamping capacitor $VC_c$.

D. Clamping Capacitor Selection

The selection of the clamping capacitor $C_c$ should ensure that the voltage ripple across $C_c$ is confined within an allowed range. Due to the complementary of the LVS modulation, only half a switching cycle $[t_0, t_a]$ is analyzed. The clamping voltage $v_{CC}(t)$ can be calculated by

$$v_{CC}(t) = \frac{1}{C_c} \int_{t_0}^{t} i_a(t)dt + v_{CC}(t_a)$$ (26)

The current $i_a$ will charge/discharge $C_c$. During $[t_0, t_a]$, $i_a$ is larger than zero, so $C_c$ will be charged and $v_{CC}$ will rise; while during $[t_a, t_b]$, $i_a$ is smaller than zero, so $C_c$ will be discharged and $v_{CC}$ will fall. So, the maximum of $v_{CC}$ is at $t_a$, and minimum one is either at $t_0$ or $t_b$. So the voltage ripple $\Delta V_{CC}$ across $C_c$ can be illustrated as

$$\Delta V_{CC} = v_{CC}(t_b) - v_{CC}(t_a)$$ (27)

The clamping capacitor $C_c$ is designed to satisfy the following criteria:

$$\Delta V_{CC} / V_{CC} \leq 1\%$$ (28)

Calculation for the case of 18V input and 1kW load, the critical value for $C_c$ can be obtained

$$C_c \geq 42.3\mu F$$ (29)

A near 40% margin is designed. Thus, the clamping capacitor is selected to be 60μF.

E. Switches Selection

Considering the maximum voltage across the LVS switches $V_{Q1,Q2,Q3,Q4}$ is the clamping voltage $V_{CC}$, that is $V_{Q1,Q2,Q3,Q4} = 72V$. And the maximum voltage across the HVS switches $V_{S1,S2,S3,S4}$ is the output voltage $V_H$, that is $V_{S1,S2,S3,S4} = 360V$.

The current stresses of LVS switches $i_{S1} = i_a(t_a) = 60.67A$. And the current stresses of HVS switches $i_{Q1} = i_b(t_b) = 10.71A$. According to the voltage, current stresses and margin should be considered, device type IPP023N10N5 from Infineon company is selected for the LVS switches, and device type UJ3C065030K3S from United SiC company is selected for the HVS switches.
VI. EXPERIMENTAL RESULTS

Fig.16 shows the steady-state waveforms of the proposed TWCI DAB in boost mode under different voltages and loads. As shown, $v_{ab}$, $v_{ds}$, $i_{ds}$, $i_{Lrs}$ are the voltages and current of the proposed TWCI DAB, as described in Fig.1. Fig.16 (a) - (c) describe the steady-state waveforms at light load with $V_L$ = 18, 27, 36V, respectively. The corresponding duty cycle of Fig.16 (a) - (c) is $d = 0.75$, = 0.625, and = 0.5, respectively. It is seen that the pulse width of the midpoint voltage $v_{cd}$ between the HVS bridges is always fixed at 0.5 in these figures, which means the duty cycle of HVS switches is always equal to 0.5. The waveforms of the LVS voltage $v_{ab}$ are similar when $d > 0.5$. When $d = 0.5$, the operation waveforms of the PPS control is exactly the same as a SPS controlled converter. In addition, $v_{cd}$ lags behind $v_{ab}$ in phase to adjust the power among all waveforms. Meanwhile, the current slope is zero when both $v_{ab}$

Fig.17. ZVS experimental waveforms of switches with light load. (a) $Q_2$ when $V_L$ =18V. (b) $S_1$ when $V_L$ =18V. (c) $Q_2$ when $V_L$ =36V. (d) $S_2$ when $V_L$ =36V.

and $v_{ab}$ have been regulated to be stabilized values with the same polarity. Similarly, Fig.16 (d) - (f) and (g) - (i) depict steady-state waveforms at half load and full load, respectively. These demonstrate the working principle of the proposed TWCI DAB. And it is clear that the experimental waveforms coincide with the theoretical analysis pretty well.

The ZVS experimental waveforms of switches are shown in Fig.17 and Fig.18. Compared to heavy load, it is most difficult to achieve ZVS under light load. Meanwhile, compared with the top switch $Q_{ds}$ of LVS and the bottom switch $Q_c$ of LVS, $S_1$

Fig.18. ZVS experimental waveforms of switches with full load. (a) $Q_2$ when $V_L$ =18V. (b) $S_1$ when $V_L$ =18V. (c) $Q_2$ when $V_L$ =36V. (d) $S_2$ when $V_L$ =36V.

and $v_{ab}$
of HVS are more difficult to realize ZVS. Consequently, Fig. 17 illustrates the ZVS experimental waveforms of the bottom switch $Q_2$ of LVS and switch $S_1$ of HVS under different voltages at light load. The results show that ZVS can be achieved despite the voltage fluctuations at light load.

Fig. 18 illustrates the ZVS experimental waveforms of the bottom switch $Q_2$ of LVS and $S_1$ of HVS at different voltages at full load. It can be seen that ZVS can be achieved when input voltage changes.

Fig. 19 illustrates the load-step experimental result from half load to full load with $V_L=27V$. $V_H$ can keep stable and can return to the steady state value within 20ms.

Fig. 20 shows the measured efficiency at different loads and different voltages. In order to verify the effectiveness of the TWCI DAB, the discrete magnetic case of CF-DAB is also measured. The overall conversion efficiency is high, and the highest efficiency of the TWCI DAB reaches 95.7%. The proposed TWCI DAB achieves higher efficiency than the discrete magnetic elements of CF-DAB with the same magnetic material. The power loss at light load can be reduced for TWCI DAB, because the core loss makes up the majority of the total loss when converter operates at light load condition.

VII. CONCLUSIONS

In this paper, a TWCI DAB converter is proposed. Similar to the CF-DAB, the proposed TWCI DAB can achieve small input current ripple and wide input voltage range. In addition, the integrated magnetic structure can make the converter more efficient and improve the power density significantly. With the adopted PWM modulation, the proposed TWCI DAB can achieve ZVSs of the primary and secondary side switches within the full load range under wide voltage range. In addition, the design of equivalent inductor $L_{eq}$ and leakage inductor are introduced considering the maximum power transmission, soft switching conditions and RMS current. The experimental results of the proposed prototype verified the effectiveness of the proposed solution.

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