

**MIDDLE EAST TECHNICAL UNIVERSITY**

**DEPARTMENT OF ELECTRICAL & ELECTRONICS ENGINEERING**

**EE 464 - Static Power Conversion II - Term Project**

**Social Isolation Inc.**

**Development of a DC-DC Converter for Battery Charging**

**Berkay Uzun - 2263812**

**Ali BELLİ - 2231421**

**Ahmet Halis Sabırlı – 223xxxx**

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# 1.Project Definition

In electrical cars, inside the vehicle, there are two different electrical systems which are low voltage and high voltage. The use of low voltage is to run the low power and low voltage components of the vehicle such as monitor, audio player or fans of the cooling system. To be able to charge the low voltage battery, there is a need of DC/DC converter between high voltage and low voltage system. The main motivation of the project is to construct an isolated 100W DC/DC converter which steps down the 220-400 V input to the 12 V output.

# 2. Topology Selection

For the topology selection, there is only one main consideration which is the output power level. The selected topology must satisfy the output power and should not be over designed on it. To do that, we have made some research and found the source to decide the topology. From the information given in Table 1, there are 5 options [1].

Table 1- Power ranges of some of isolated DC-DC converter topologies

|  |  |
| --- | --- |
| **TOPOLOGY** | **POWER RANGE HISTORICALLY USED** |
| **Flyback** | <100 W |
| **Forward** | 50W-200W |
| **Active Clamp Forward** | 50W-300W |
| **Push-Pull** | 100W-500W |
| **Half-Bridge** | 100W-500W |
| **Full-Bridge** | >500W |

When we look at the options, the Full-Bridge is not suitable. In addition, we can see that Push-Pull and Half-Bridge may be over design for our application because the lower limit of them is satisfying the maximum power requirement of our system. Therefore, they are not suitable for our application. After that point, there are staying 3 different topologies. Forward and Active Clamp Forward has more component compared to the Flyback converter and the Flyback converters maximum power limitation is satisfying our power level. Because of these reasons, we decided to use the Flyback topology to design the DC-DC converter. In addition to them, Flyback is a widely used topology and there are a lot of sources and controllers for this topology in power electronics field. Therefore, easy implementation of the topology has also made us to choose this topology.

# 3. Controller Selection

For the controller selection, we have only found two different controllers of the Analog Devices for our application. One of them is Forward and the other one is Flyback converter. The main limitation on the controllers is the maximum input voltage. Although, we have checked so many different producers’ controllers, we did not find suitable controllers other than the LT8316 and LT3752-1. The main typical applications of the controllers are given in Fig.-1 and Fig.-2.

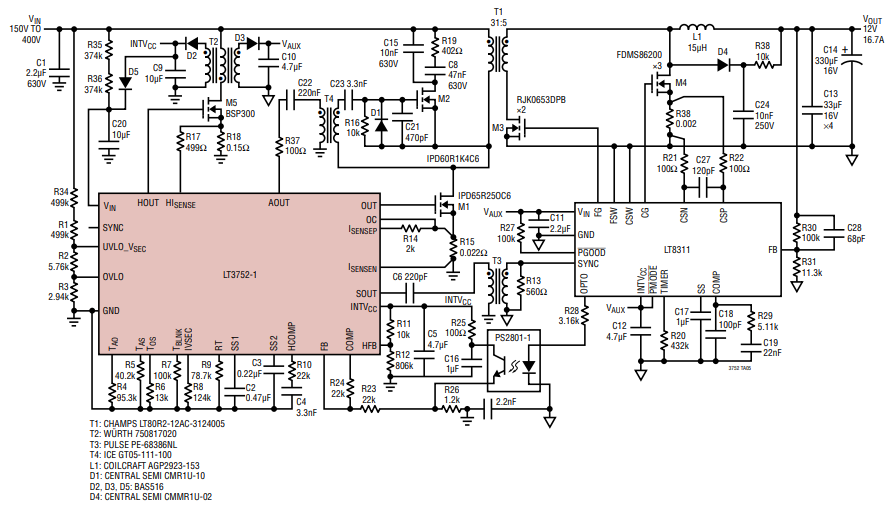


Figure-1 LT3752-1 Typical use

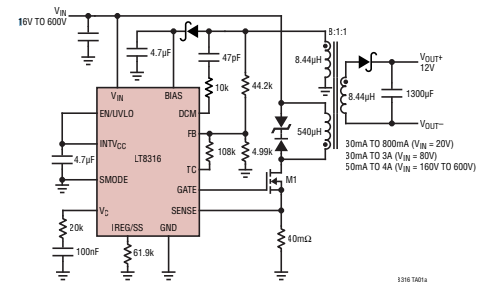


Figure-2 LT8316 Typical use

As the consideration given in the topology selection session, the Forward controller requires more component than the Flyback controller. Therefore, we have chosen the LT8316 DC-DC Flyback controller to develop the converter.

# 4. Transformer Design

In this part of the project, the following steps were done, the Magnetic Core Design, Winding Selection and Finite Element analysis. To do that, at first, we examined the Flyback topology and developed and Excel program to find the proper interval of inductance and turning ratios. There are mainly to considerations to find the intervals, which are the properties of the controller and the requirements of the Flyback topology. Before going into the calculations of the controller, we calculated the topology requirements for these conditions. After that we obtained the controller needs and intervals. By considering the results, we decided on which core we will use. When we finished the core selection, we began to clarify the wiring properties which are depended on the effective window area of the core and current flowing through wirings. After completing the wire and core selection parts, we run a finite element on ANYSY to check whether our transformer going into the saturation or not. By proving the non-saturated behavior of the core during the maximum limits of the operation, we finished the Transformer Design part.

## 4.1. Magnetic Core Design

Before going through the design, at first, we need to decide how we make design, in other words we need to fix some of the parameters to find the rest of the values. We decided to fix the desired duty cycle, desired current ripple, estimated efficiency, and the switching frequency. The switching frequency and the desired current ripple are fixed by considering the operation of the converter. After the fixing the values, the theoretical calculation of the Flyback topology going through like that,

We need to find some important variables of the circuit to continue the calculations,

The ratio is hard to find a proper turn numbers of the primary and secondary, therefore,

After deciding the turn, we need calculate estimated duty cycle of the system to find the turn number of the primary and secondary windings.

Now, let’s find the maximum turn number of the primary side,

As you can observe, we need the find a core to use the effective core area (Ac) and the saturation flux density (Bsat). Selecting the core is not straight forward issue. We selected it by checking the limitations again and again for different cores. The limitations will be calculated later. We selected one of the cores of TDK, which is ETD 29/16/10. The selected core properties are given in the Table 2.

Table 2- Selected magnetic Mn-Zn ETD shape core

|  |  |
| --- | --- |
| **PROPERTIES** | **VALUES** |
| **Saturation Flux Density(T)** | 0.36 |
| **Effective magnetic cross section(mm2)** | 76 |
| **Window Area (Winding Cross Section) (mm2)** | 97 |
| **Inductance Factor(nH/turn2)** | 383 |
| **Average Length of Turn(mm)** | 52.8 |
| **Effective magnetic path length (mm)** | 70.4 |
| **Relative permeability of core material (Ungapped)** | 2200 |
| **Relative permeability of core material (Gapped)** | 281 |
| **Airgap(mm)** | 0.2 |

We decided to use the primary turn as 25 and secondary as 3. Now, we need to calculate the final, effective, duty cycle,

Now, let’s find the effective inductance values for %100 inductor current ripple,

After finishing the theoretical calculations, now we need the find the limitations of the controller. There are 3 different minimum primary inductance limitation and one maximum primary inductance limitation. Before starting to the calculations, there are some parameters must be given which are used in the following calculations coming from the nature of the controller.

## 4.2. Winding Selection

## 4.3. Finite Element Analysis

# 5. Component Selection

# 6. LTspice Simulation Results

## 6.1 Steady-State Full-Load Responses

## 6.2 Load Regulation

## 6.3 Line Regulation

# 7. Conclusion

# 8. References

1. Topology Key to Power Density in Isolated DC-DC Converters. (n.d.). Retrieved April 27, 2021, from <https://www.powerelectronics.com/technologies/dc-dc-converters/article/21854364/topology-key-to-power-density-in-isolated-dcdc-converters>