# Literature Review

For EV and HEV applications, there are quite design challenges. Such applications require small volume, high efficiency, high power over a wide speed range. Considering these requirements, induction machines and permanent magnet machines have been widely investigated in the literature. Due to their better power factor, higher torque density, better efficiency characteristics, permanent magnet machines are the preferred choice for the vehicle applications.

In the permanent magnet class, Interior Permanent Magnet (IPM) machines are superior to the Surface Permanent Magnet (SPM) machines. The reason is that the IPM machine have reaction and reluctance torque while SPM machines only have reaction torque component. This lead IPM machines to be more power and torque dense.

IPM machines are being used by various EVs and HEVs, some examples are Toyota Prius, Nissan Leaf and Chevrolet Volt [1]. Although its stator configuration is similar to the other types of machines, the IPM machines can have various rotor designs, each leading to a different performance characteristics [1].

Flux weakening is an important measure in IPMs that are used in electrical vehicle operations, due to the wide torque speed region requirements, and therefore deeply investigated. The torque expression for an IPM machine is given in (1).

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| --- | --- | --- |
|  |  | (1) |

Since for an IPM machine Ld < Lq, reluctance torque can be generated by applying a negative id current, which is commonly used for IPM machines. Applying a negative id current causes a worse power factor for the machine, which reduces the efficiency of the machine. Moreover, if not acted carefully, the magnets may get demagnetized if applied excessive id current.

To overcome this problem, a different IPM machine is investigated in [2], whose rotor structure is given in Figure 1. The proposed machine, called Flux-Intensifying IPM (FI-IPM). A FI-IPM has flux barrier across the q axis, therefore the d axis inductance of this machine is larger than q axis inductance, i.e. Ld > Lq. Thus, to generate reluctance torque, a positive id current is required. In the flux-weakening region still a negative id is required. Nevertheless, FI-IPM machine can have reduced id current (and less coercive force on the magnets) for the same operating point [2]. Permanent magnet operating points of a FI-IPM is given in Figure 2.

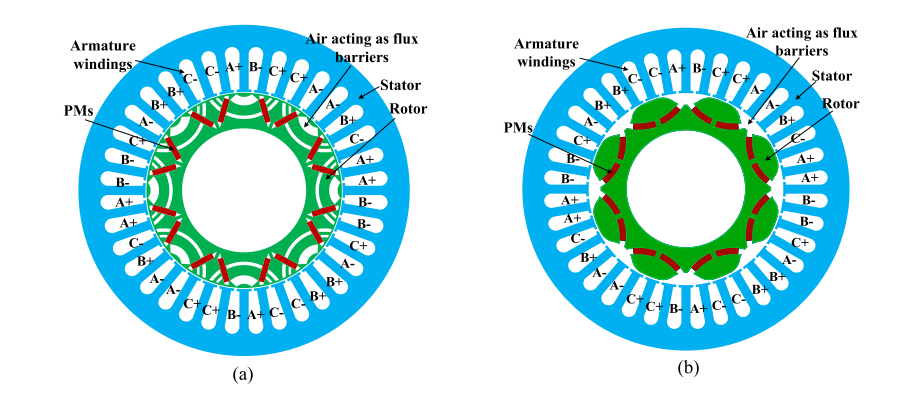


Figure 1: Different FI-IPM machines [2]

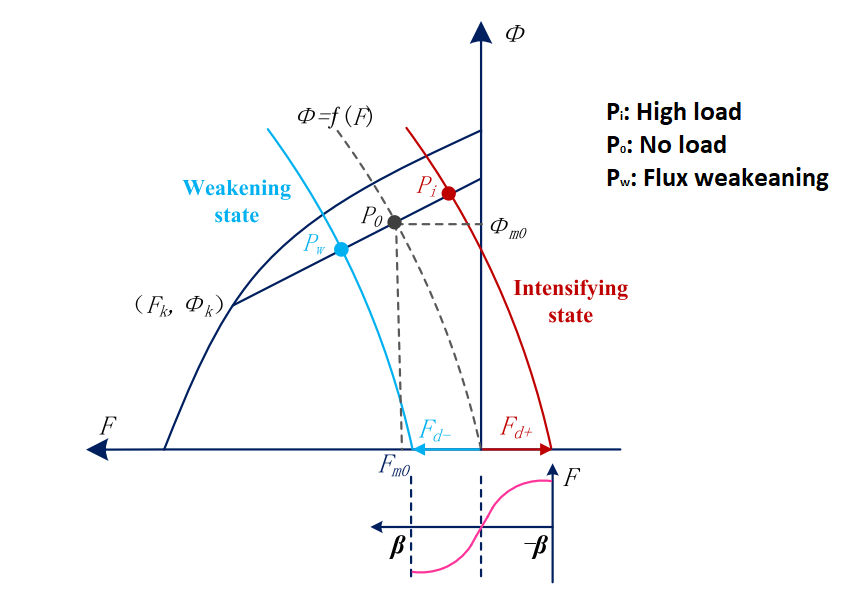


Figure 2: Permanent magnet operating points for an FI-IPM [2]

In [3], different types of rotor designs are compared over a base rotor structure, which are given in Figure 3. These rotor shapes are different in flux barrier shapes. Torque characteristics of those machines are provided in Table 1 [3].

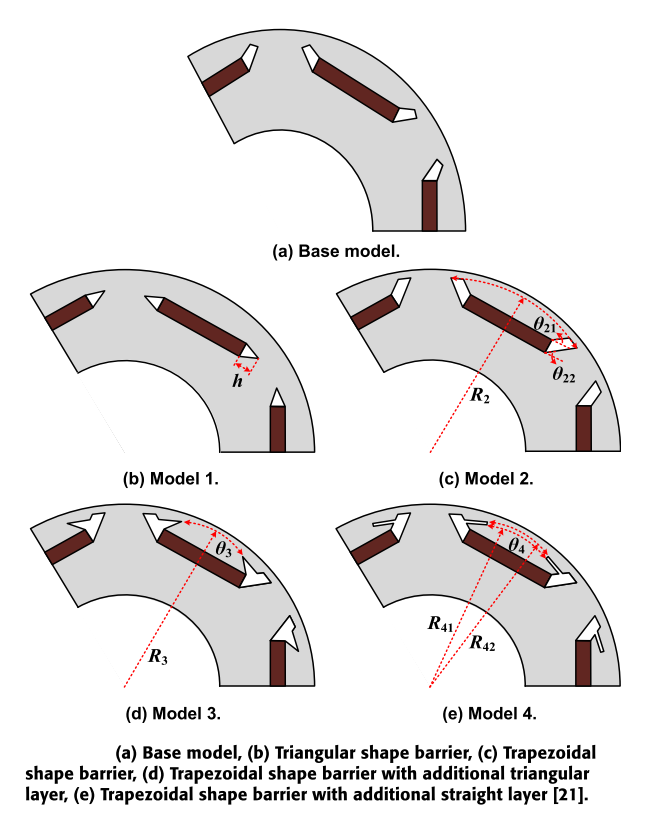
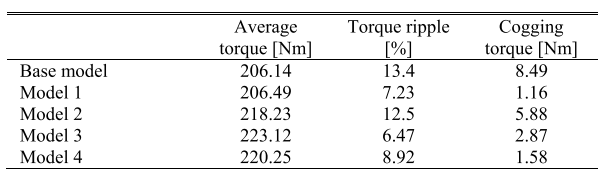


Figure 3: IPM rotor shapes with flux different barriers [3]

Table 1: Torque characteristics of the machines in Figure 3

While designing a rotor shape, the mechanical aspects should also be considered. The pressure and centrifugal forces acting on the rotor may cause permanent magnets to crack or loosen and fly off, irreversibly damaging the machine.

Vibration is also an important problem. It may not cause immediate damage, but the lifetime of the machine may reduce. Therefore, the vibrations should also be considered as in [4].

U-shaped, V-shaped and conventional shape rotor schemes are compared in [5]. For the stated ratings, it is found that the V-shaped rotor have better performance for the specified ratings.

# References

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[3] E. Sayed, Y. Yang, B. Bilgin, M. H. Bakr, and A. Emadi, “A comprehensive review of flux barriers in interior permanent magnet synchronous machines,” *IEEE Access*, vol. 7, pp. 149168–149181, 2019.

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