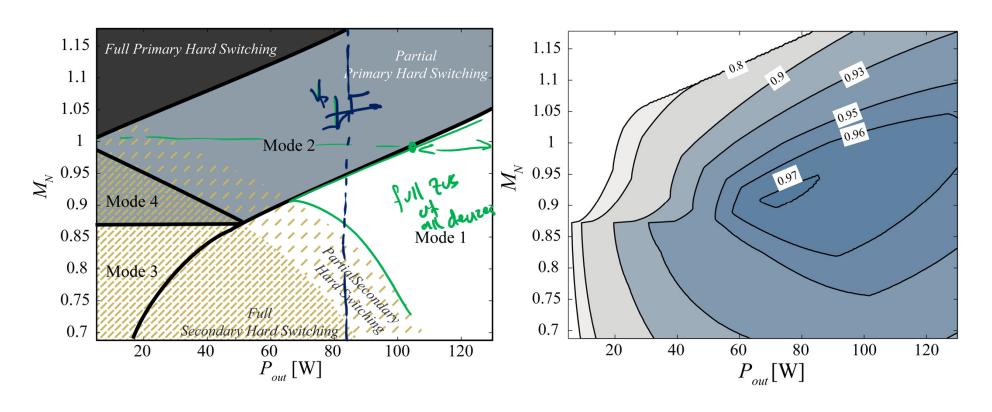
Soft Switching Range with Varying V_{out}



Application Example: Automotive

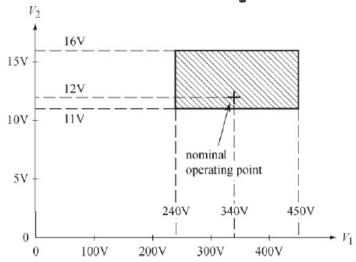


Fig. 1. Converter operating voltage ranges required for automotive application.

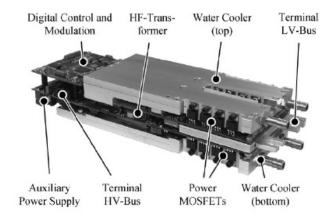


Fig. 3. Automotive DAB converter (273 \times 90 \times 53 mm).

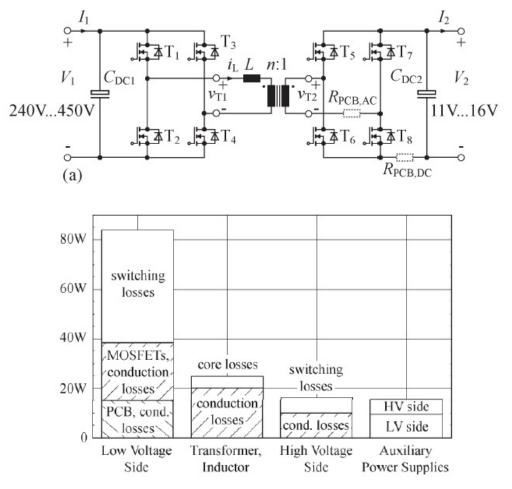
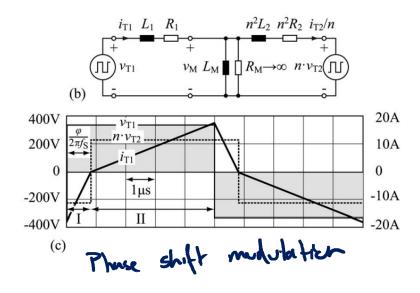
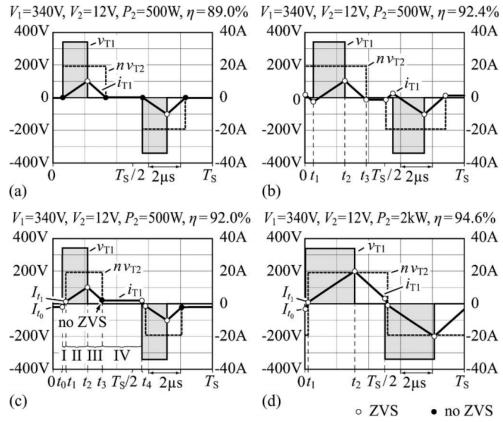


Fig. 13. Calculated distribution of the power losses for operation at $V_1 = 340 \text{ V}$, $V_2 = 12 \text{ V}$, and $P_2 = 2 \text{ kW}$.

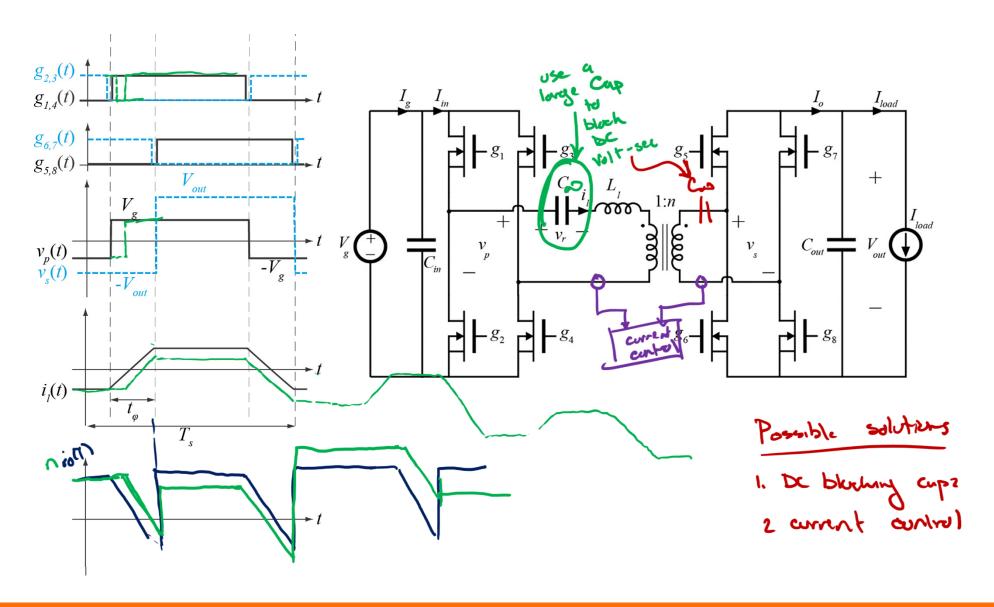
*F. Krismer, J.W.Kolar, "Accurate Power Loss Model Derivation of a High-Current Dual Active Bridge Converter for an Automotive Application, IEEE Trans. On Industrial Electronics, March 2010

Alternate Modulation Schemes

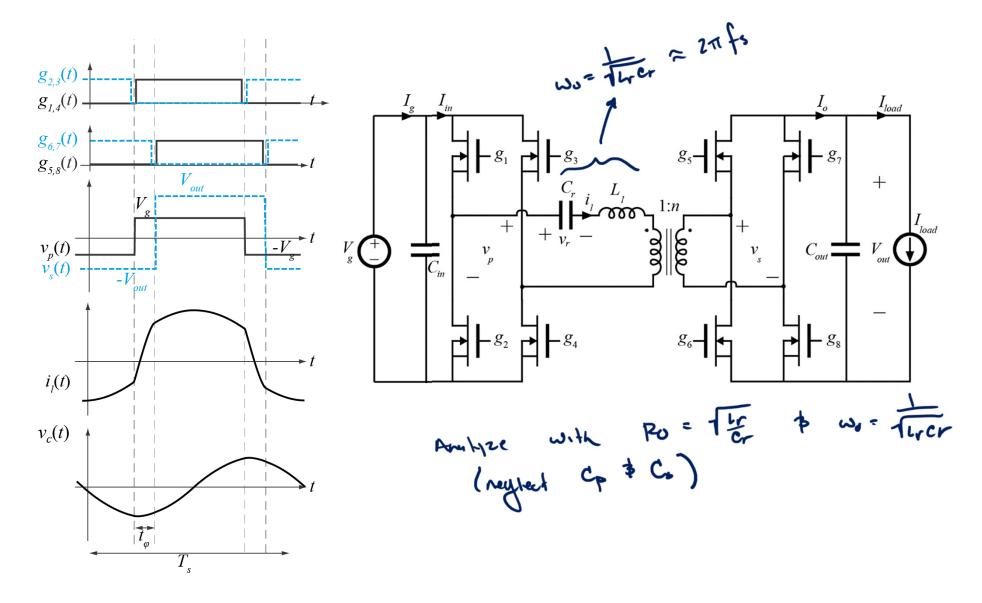




DAB: Transformer Saturation



Series Resonant Converter



Subinterval Equivalent Circuits

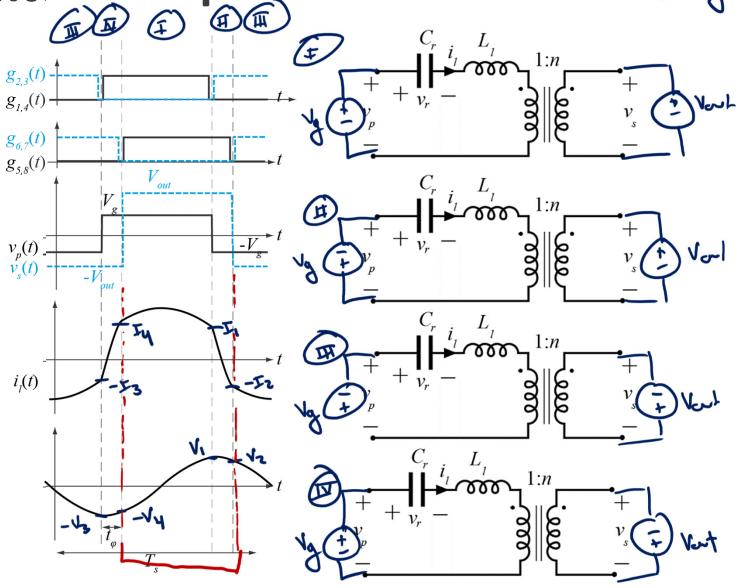




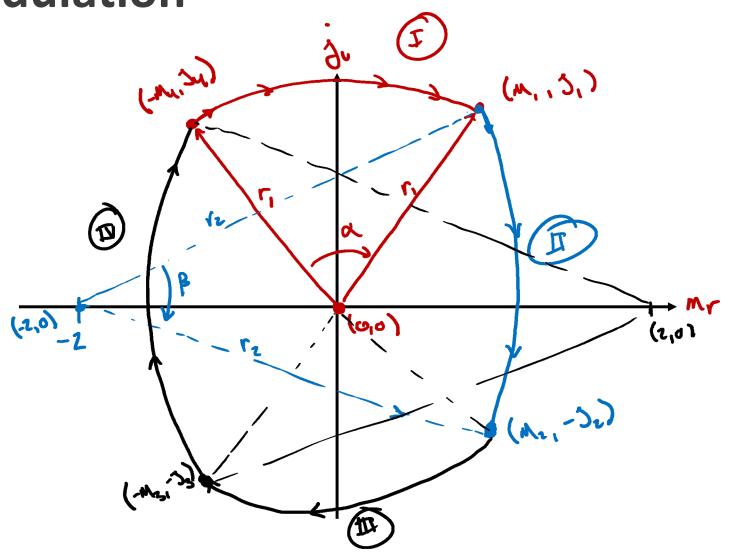
$$V_r = -V_y - V_x \qquad i_v = 0$$

$$M_r = -2 \qquad J_v = 0$$

$$V_{v} = V_{g} + \frac{\sqrt{v}}{r}$$



Complete State Plane – Phase Shift Modulation



State Plane Solution

$$T = \frac{M_1^2 + J_1^2 - M_2^2 + J_2^2}{M_1^2 + J_1^2 - M_2^2 + J_2^2}$$

$$d = \frac{\tan^2 \left(\frac{M_1}{J_1}\right) + \tan^2 \left(\frac{M_1}{J_1}\right) - \frac{1}{3!}}{d^2 + d^2 + d^2}$$

Because of symmetry
$$M_1 = M_2 \quad J_1 = J_3$$

$$M_2 = M_4 \quad J_2 = J_4$$

$$II) \frac{|z|^2 = (2r J_1)^2 + M_1^2 = (2r J_2)^2 + M_2^2}{|z|^2 + M_1^2 + M_1^2 + M_1^2 + M_1^2}$$

$$B = tun'(\frac{S_1}{2rM}) + tun'(\frac{32}{2rMe})$$

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$$J_1 = J_2 + 1$$
 $J_1 = J_2$

Consequence

 $M_1 = M_2$
 $M = M$
 $M = M$

Averaging Step