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Potential Future Applications & Topologies of Solid-State-Transformers (SSTs)

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Outline

- SST Origins
  - Traction
  - Smart Grids
- Key Characteristics
- *MEGATRENDS* → Future SST Application Areas
  - Datacenter
  - Smart Cities / Buildings
  - High Power EV Charging
  - More Electric/Hybrid Aircraft
  - More Electric/Hybrid Ships
  - Renewable Energy – Wind / Solar
  - Deep Sea Exploration etc.
- Key Topologies
- Industry Demonstrators
- Conclusions

Th. Guillod
G. Ortiz
Acknowledgement: D. Rothmund

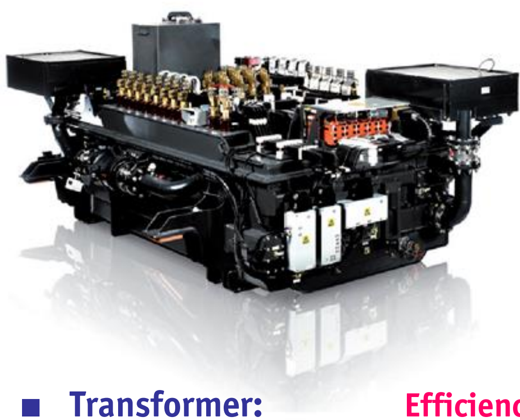
SST Origins

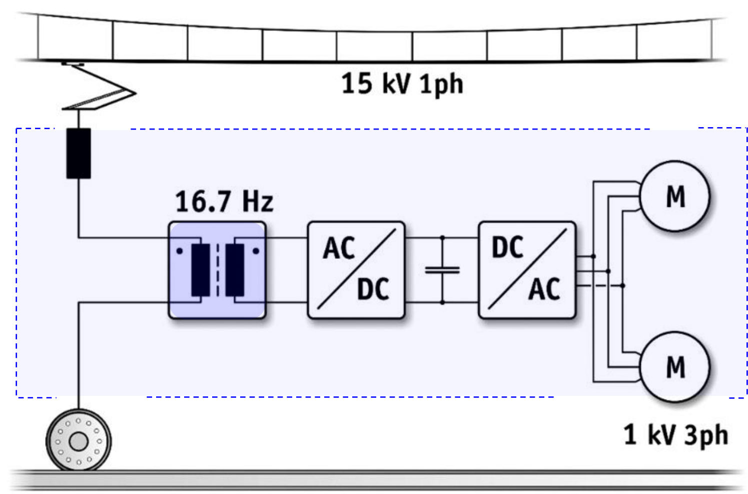
Next Generation Traction Vehicles

Classical Locomotives

- Catenary Voltage 15kV or 25kV
- Frequency $16^2/_3$Hz or 50Hz
- Power Level 1...10MW typ.

Source: www.abb.com





- **Transformer:**

Efficiency	90...95% (due to Restr. Vol., 99% typ. for Distr. Transf.)
Current Density	6 A/mm² (2A/mm² typ. Distribution Transformer)
Power Density	2...4 kg/kVA

► Passive Transformer

- **Magnetic Core Cross Section** $$A_{Core} = \frac{1}{\sqrt{2}\pi}\frac{U_1}{\hat{B}_{max}\, f}\frac{1}{N_1}$$

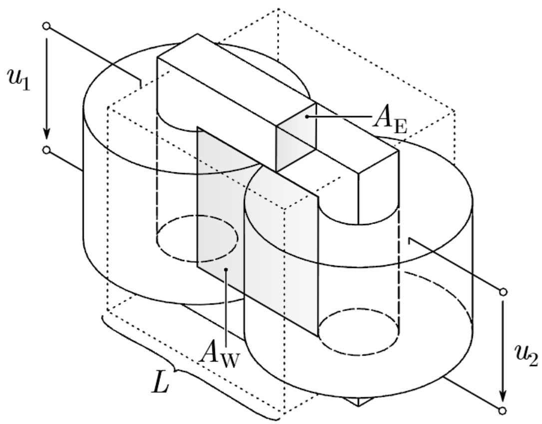
- **Winding Window** $$A_{Wdg} = \frac{2I_1}{k_W J_{rms}} N_1$$

- **Construction Volume**

$$A_{Core}A_{Wdg} = \frac{\sqrt{2}}{\pi}\frac{P_t}{k_W J_{rms}\hat{B}_{max}\, f} \sim L^4$$

$\uparrow \quad \uparrow \quad \uparrow$

P_t .... Rated Power
k_W .... Window Utilization Factor
B_{max}... Flux Density Amplitude
J_{rms}... Winding Current Density
f ..... Frequency

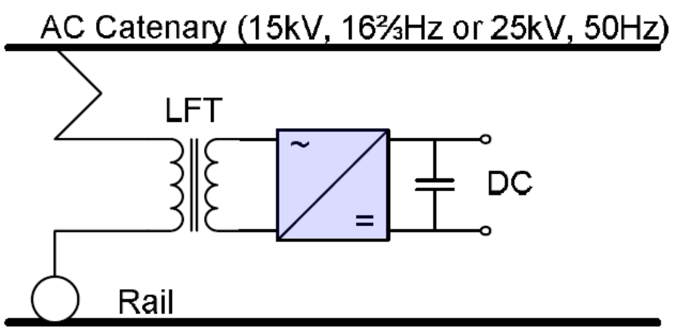


- Low Frequency → Large Weight / Volume
- Trade-off → Volume vs. Efficiency

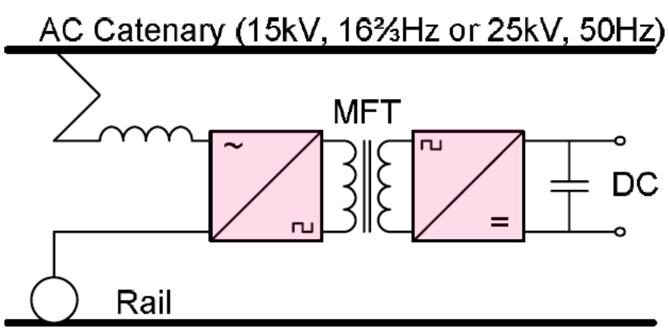
→ Next Generation Locomotives (1)

- **Trends**
  - * Distributed Propulsion System → Volume Reduction (Decreases Efficiency)
  - * Energy Efficient Rail Vehicles → Loss Reduction (Requires Higher Volume)
  - * Red. of Mech. Stress on Track → Mass Reduction

Source: ABB



Conventional AC-DC conversion with a line frequency transformer (LFT).

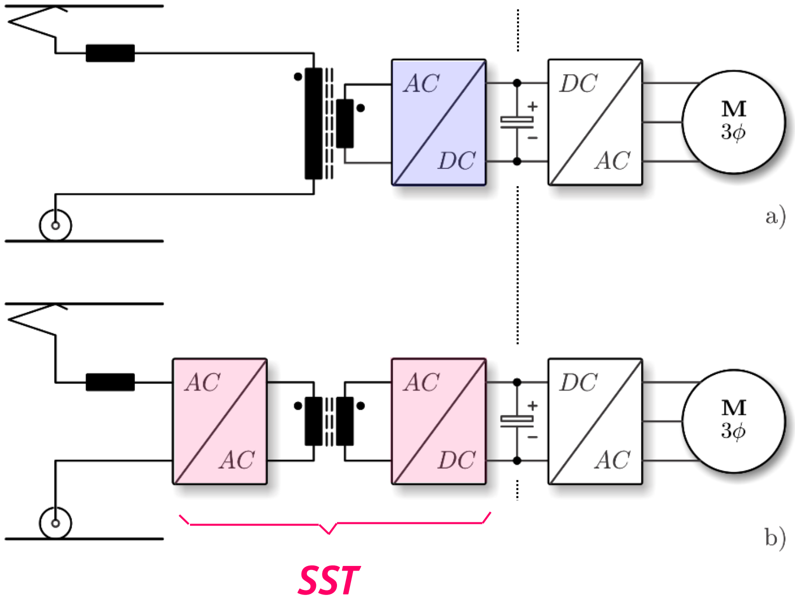


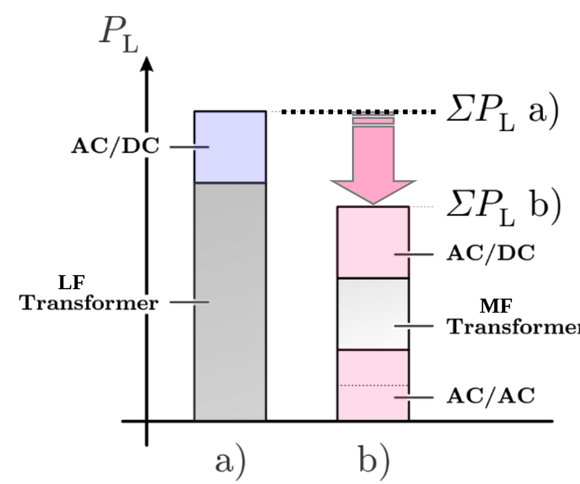
AC-DC conversion with medium frequency transformer (MFT).

- Replace LF Transformer with *MF Transformer & Power Electronics Interface* → *SST*
- Medium-Frequency Allows *Reduction of Volume & Losses*

→ Next Generation Locomotives (2)

■ Loss Distribution of Conventional & Next Generation Locomotives





- *MF Provides Degree of Freedom → Reduction of Volume & Losses (!)*

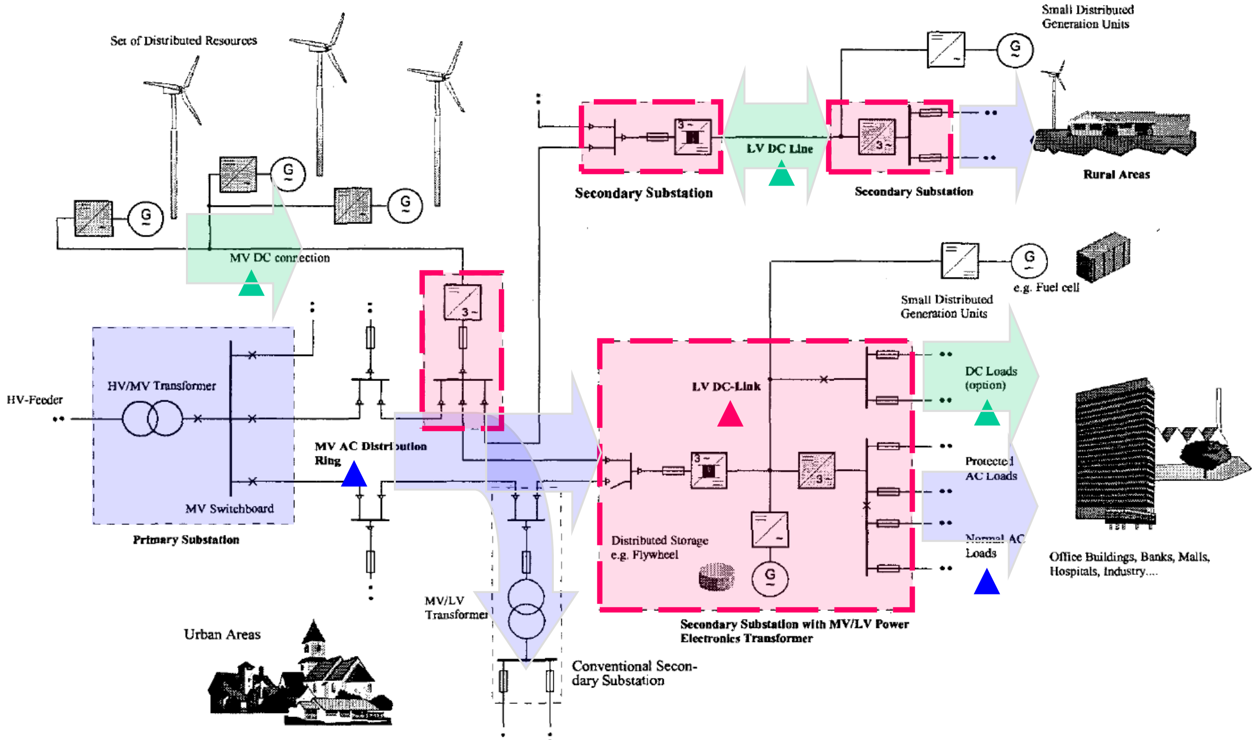
SST Motivation

Future Smart EE Distribution

Source: TU Munich

► Advanced (High Power Quality) Grid Concept

- Heinemann / ABB (2001)



- MV AC Distribution with DC Subsystems (LV and MV) and Distributed AC & DC Sources /Loads
- MF AC/AC Conv. with DC Link Coupled to Energy Storage provide High Power Qual. for Spec. Customers

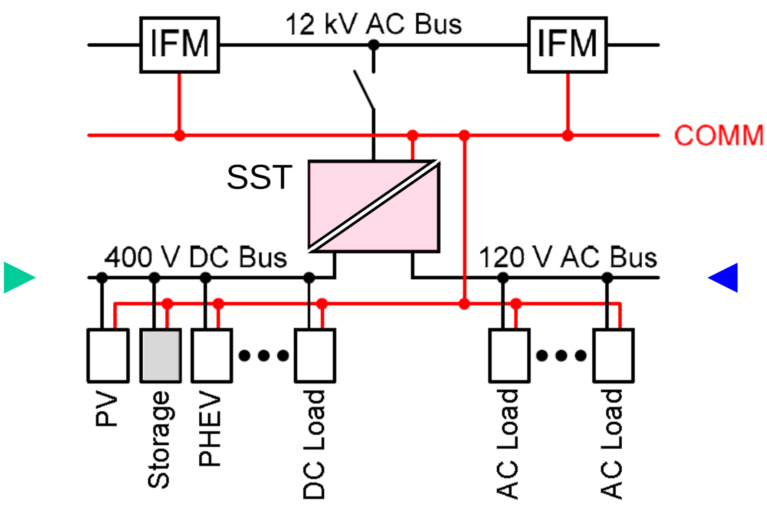
► Future Ren. Electric Energy Delivery & Management (FREEDM) Syst.

- Huang et al. (2008)

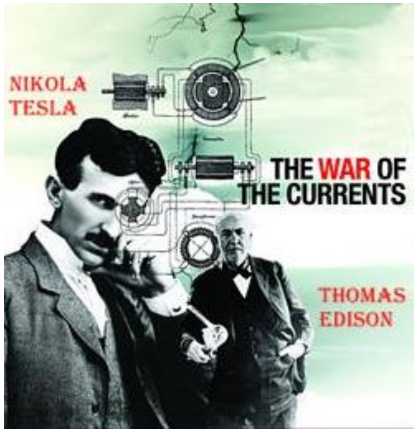
- SST as Enabling Technology for the "Energy Internet"

- Full Control of the Power Flow
- Integr. of DER (Distr. Energy Res.)
- Integr. of DES (Distr. E-Storage) + Intellig. Loads
- Protects Power Syst. From Load Disturbances
- Protects Load from Power Syst. Disturbances
- Enables Distrib. Intellig. through COMM
- Ensure Stability & Opt. Operation
- etc.
- etc.

IFM = Intellig. Fault Management



- Bidirectional Flow of Power & Information / High Bandw. Comm. → Distrib. / Local Autonomous Cntrl



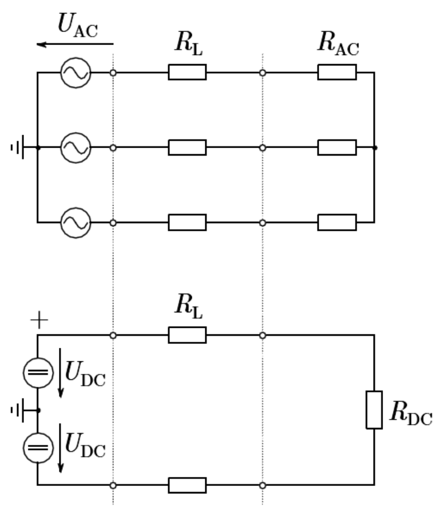
Source: www.yacht-chartercroatia.com

► AC vs. DC Power Systems

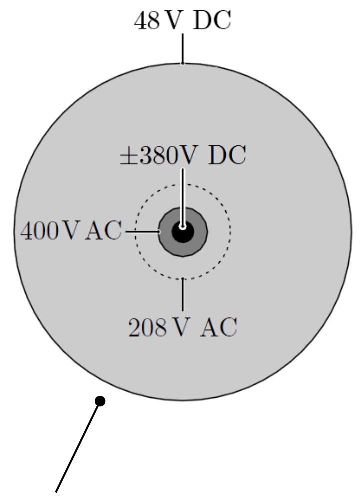
- DC Voltage Ensures Max. Utiliz. of Isol. Voltage → Highest Voltage RMS Value / Lowest Current (!)
- Quadratic Dependency of Losses on Voltage Level → Reduction of Conductor Cross Section

$$P_{V,AC} = 3 \cdot \left(\frac{\frac{1}{3}P}{U_{AC}}\right)^2 \cdot R_L$$

$$P_{V,DC} = 2 \cdot \left(\frac{P}{2U_{DC}}\right)^2 \cdot R_L$$



$$\frac{P_{V,DC}}{P_{V,AC}} = \frac{3}{2} \cdot \left(\frac{U_{AC}}{U_{DC}}\right)^2 \Bigg|_{U_{DC}=\sqrt{2}\,U_{DC}} = 0.75$$

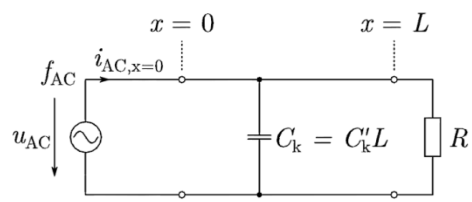


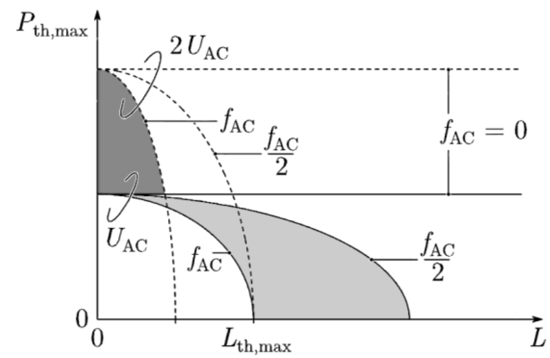
Conductor Cross Sections
for Same Losses

- DC Voltage Level Transformation Requires Power Electronics Interfaces
- DC Fault Current Clearing is Challenging (Missing Regular Current Zero Crossing)

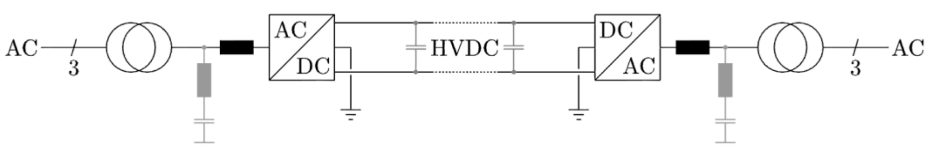
▶ AC vs. DC Power Transmission

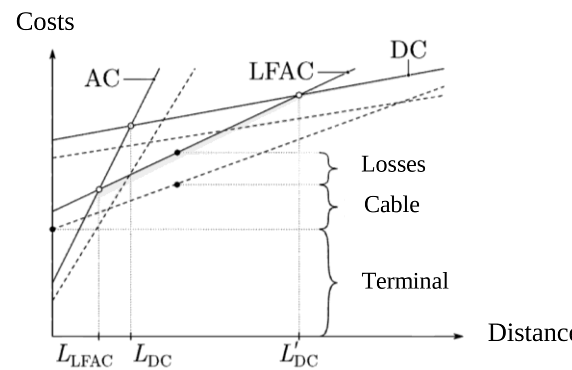
■ **AC Cable – Thermal Limit Due to Cap. Current @ L = 0**





■ **HVDC Transmission – Advantageous for Long Distances**

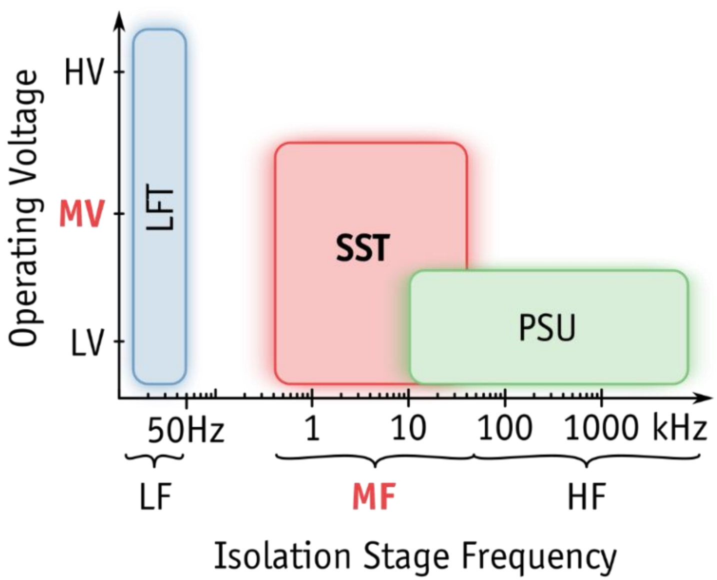


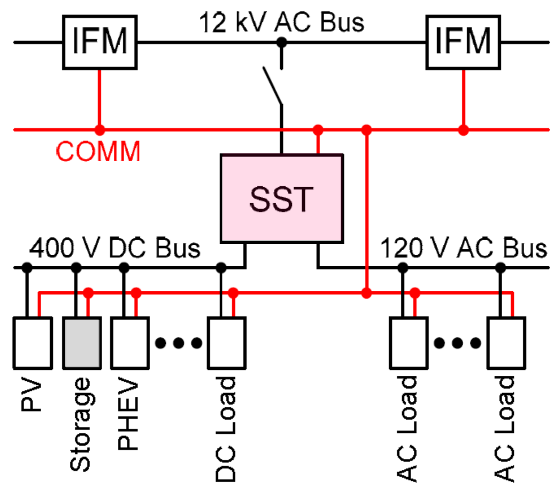


■ **Low-Frequency AC (LFAC) as Possible (Purely Passive) Solution for Medium Transmission Distances**

► SST Key Characteristics

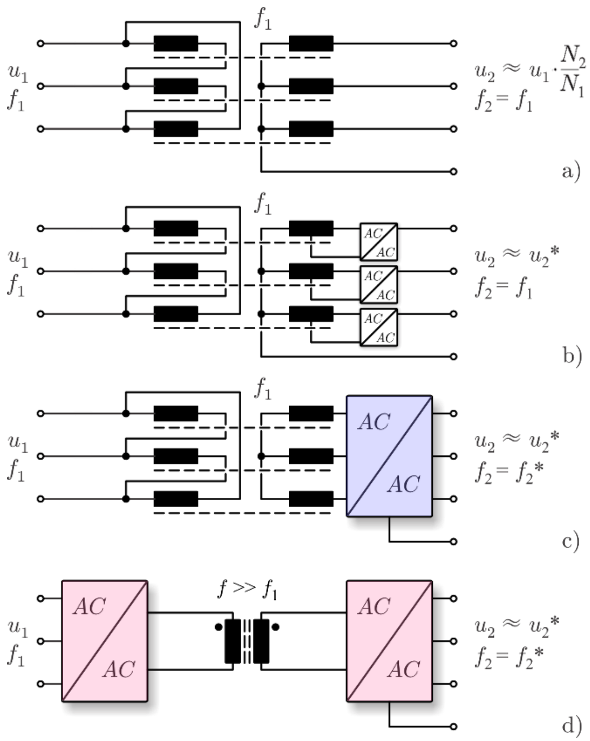
McMurray	Electronic Transformer (1968)
Brooks	Solid-State Transformer (SST, 1980)
EPRI	Intelligent Universal Transformer (IUT™)
ABB	Power Electronics Transformer (PET)
Wang	Energy Router
etc.	





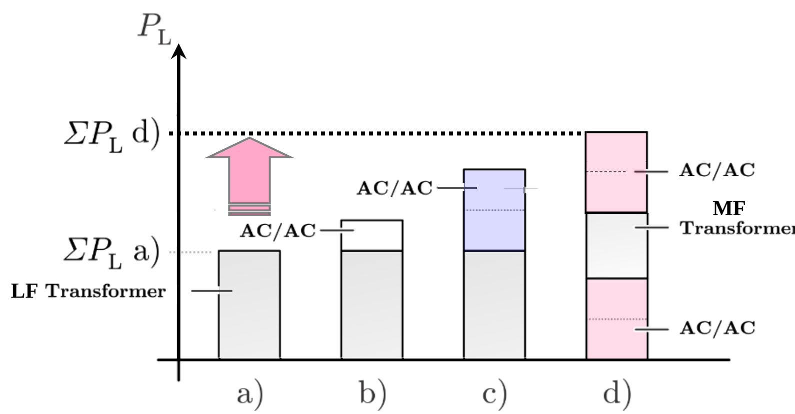
- Interface to Medium-Voltage / Medium-Frequency Isolation / AC or DC Input and/or Output

Remark Trade–Off - Controllability vs. Efficiency



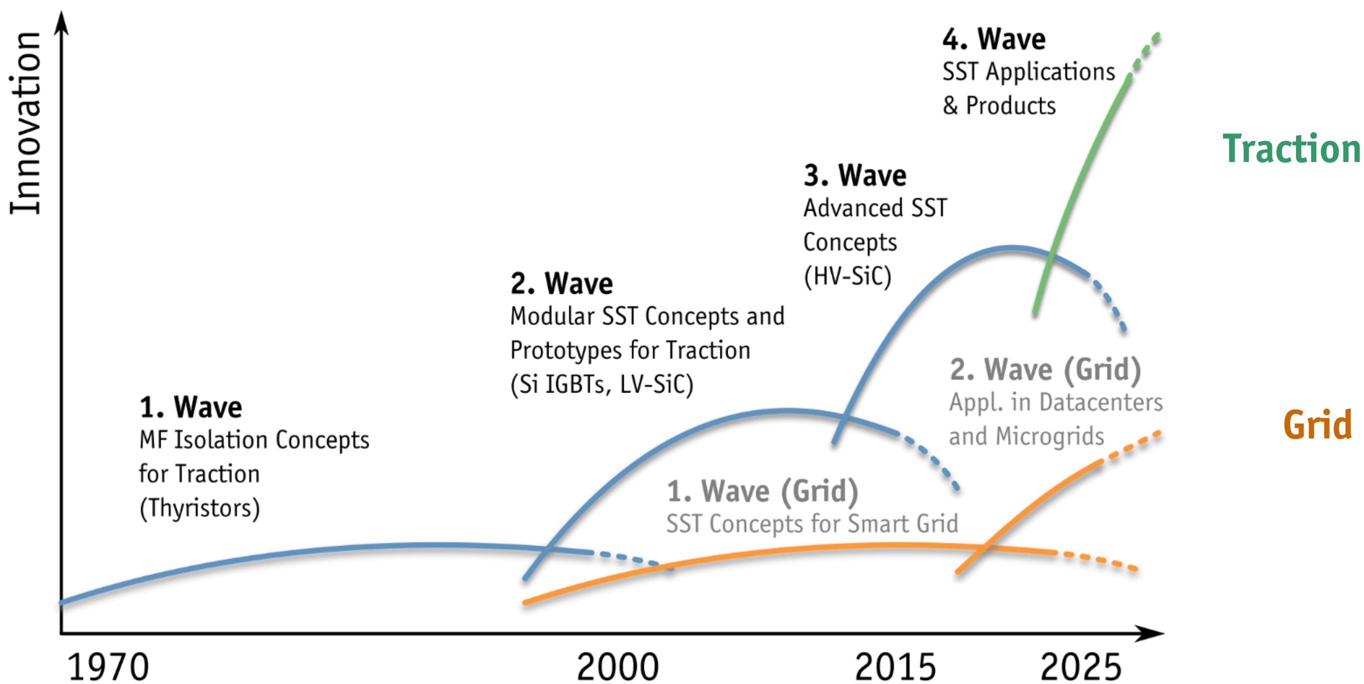
LF Isolation
Purely Passive (a)
Series Voltage Comp. (b)
Series AC Chopper (c)

MF Isolation
Active Input & Output Stage (d)



- Lower Efficiency of SST Compared to “Grid-Type” Passive Transformer
- Medium Freq. → Higher Transf. Efficiency only Partly Compensates Converter Stage Losses

▶ SST Development Cycles



- **Development Reaching Over Decades – Matched to "Product" Life Cycle**

**Global
Megatrends**

Digitalization
Urbanization
Sustainable Mobility
Renewable Energy
Etc.

Global Megatrends

Digitalization →
Urbanization
Sustainable Mobility
Renewable Energy
Etc.

▶ Deep Green / Zero CARBON Datacenters

— **Ranging from Medium Voltage to Power-Supplies-on-Chip**
— **Short Power Supply Innovation Cycles**
— **Modularity / Scalability**

— **Higher Availability**
— **Higher Efficiency**
— **Higher Power Density**
— **Lower Costs**

Server-Farms
up to 450 MW
99.9999%/<30s/a
$1.0 Mio./Shutdown

Since 2006
Running Costs >
Initial Costs

Source: REUTERS/Sigtryggur Ari

33 Watts

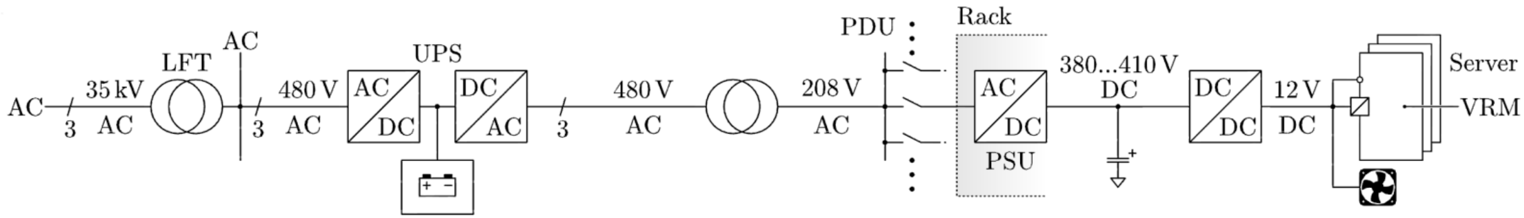
→

60 Watts

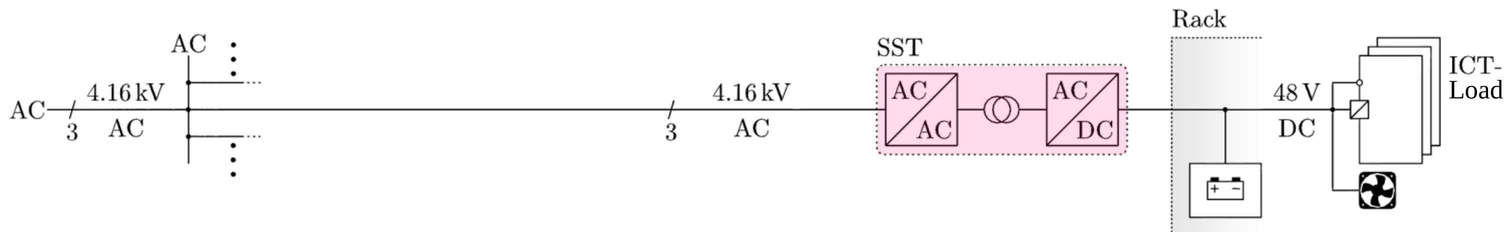
→ Future *Modular* SST-Based Power Distribution

- 5…7% Reduction in Losses & Smaller Footprint
- Improves Reliability & Power Quality

— Conventional



— Direct 3-Φ 6.6kV AC → 48V DC Conversion / Unidirectional SST



- *MV → 48V → 1.2V - Only 2 Conversion Stages from MV to CPU-Level (!)*

Global Megatrends

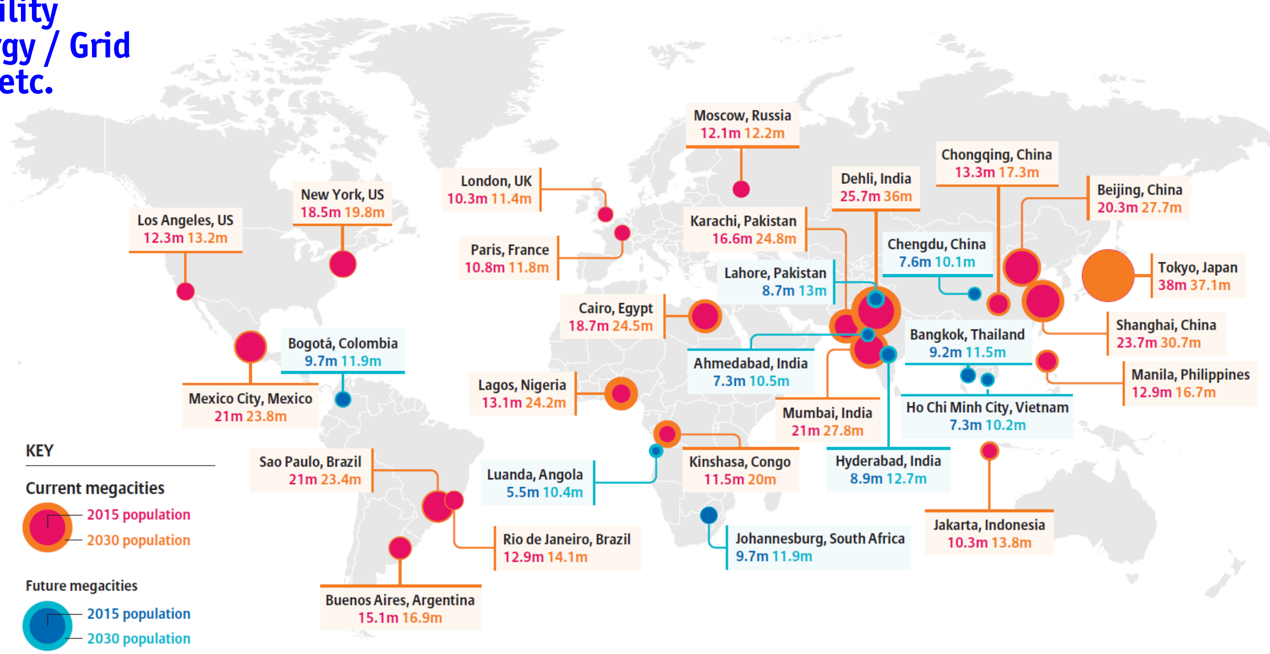
Digitalization
Urbanization
Sustainable Mobility
Renewable Energy
Etc.

▶ Urbanization

- 60% of World Population Exp. to Live in Urban Cities by 2025
- 30 MEGA Cities Globally by 2023

— Smart Buildings
— Smart Mobility
— Smart Energy / Grid
— Smart ICT, etc.

Source: World Urbanization Prospects: The 2014 Revision



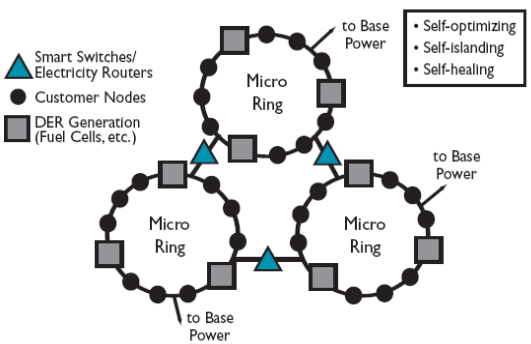
▶ *Selected Current & Future MEGA Cities 2015 → 2030*

→ Smart Cities / Grids / Buildings

— *Masdar = "Source"*
— **Fully Sustainable Energy Generation**
  * Zero CO_2
  * Zero Waste
— **EV Transport / IPT Charging**
— **to be finished 2025**

Masdar CITY
www.masdar.ae

Source: EPRI ELECTRIC POWER RESEARCH INSTITUTE



Smart Cities / Grids / Buildings

— *Masdar = “Source”*
— **Fully Sustainable Energy Generation**
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Masdar CITY
www.masdar.ae

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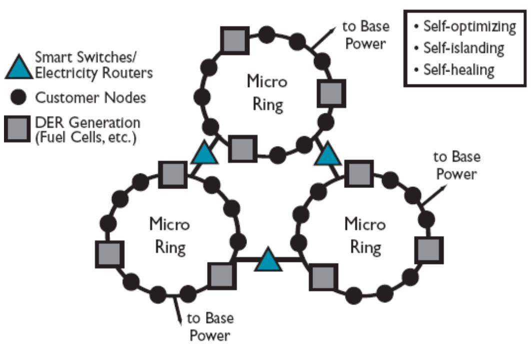
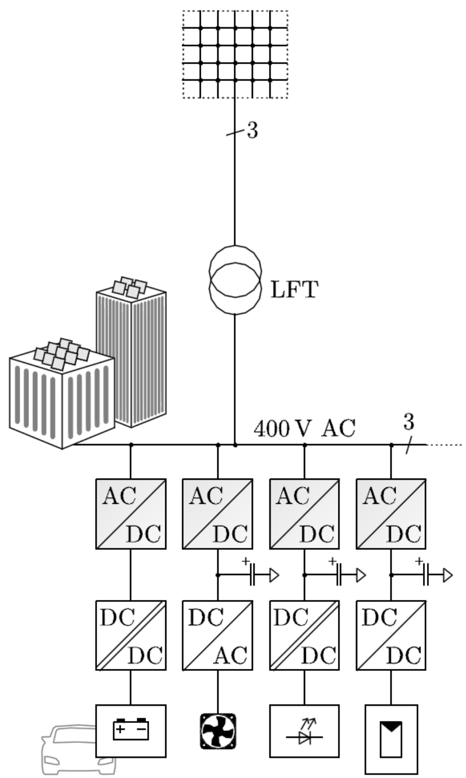
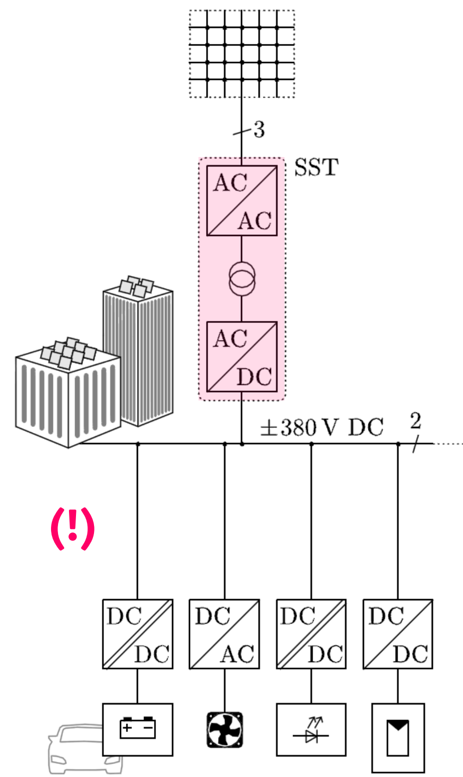


→ DC Microgrids

- Local DC Microgrid Integrating Loads/Ren. Sources/Storage
- No Low-Voltage AC/DC Conversion → Higher Efficiency & Lower Realization Effort





— Conventional

— *Future SST-Based Concept*

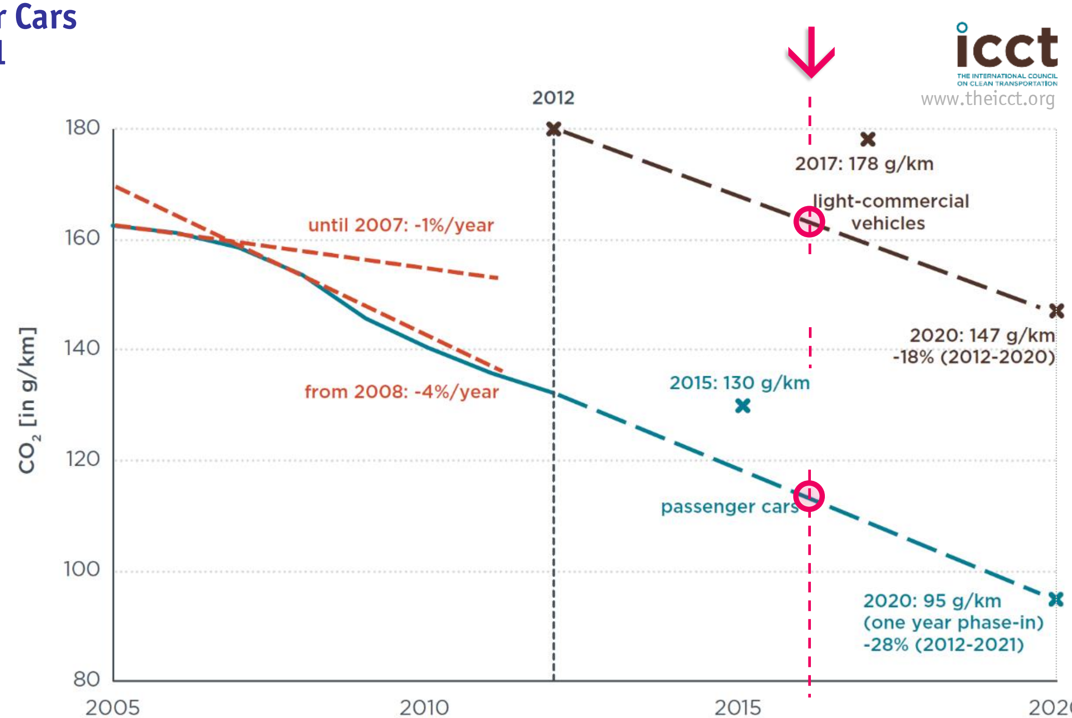
Global Megatrends

Digitalization
Urbanization
Sustainable Mobility
Renewable Energy
Etc.

▶ Sustainable Mobility

- **EU Mandatory 2020 CO_2 Emission Targets for New Cars**

— 147g CO_2/km for Light-Commercial Vehicles
— 95g CO_2/km for Passenger Cars
— 100% Compliance in 2021



▶ Hybrid Vehicles
▶ Electric Vehicles

→ Ultra-Fast / High-Power EV Charging

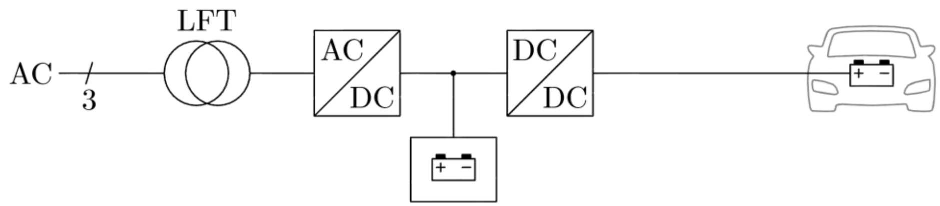
- Medium Voltage Connected Modular Charging Systems
- Very Wide Output Voltage Range (200…800V)

Source: Porsche Mission-E Project

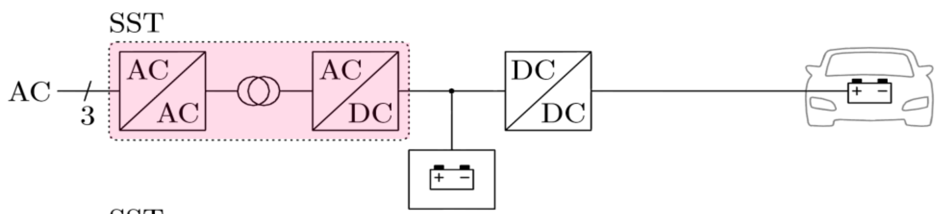
— E.g., Porsche *FlexBox* incl. Cooling
— Local Battery Buffer (140kWh)
— 320kW → 400km Range in 20min

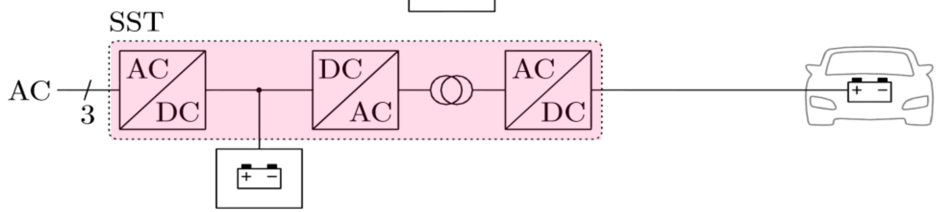
→ *Bidirectional SST-Based MV Interface*

- **Conventional**



- ***Future SST-Based Concept***



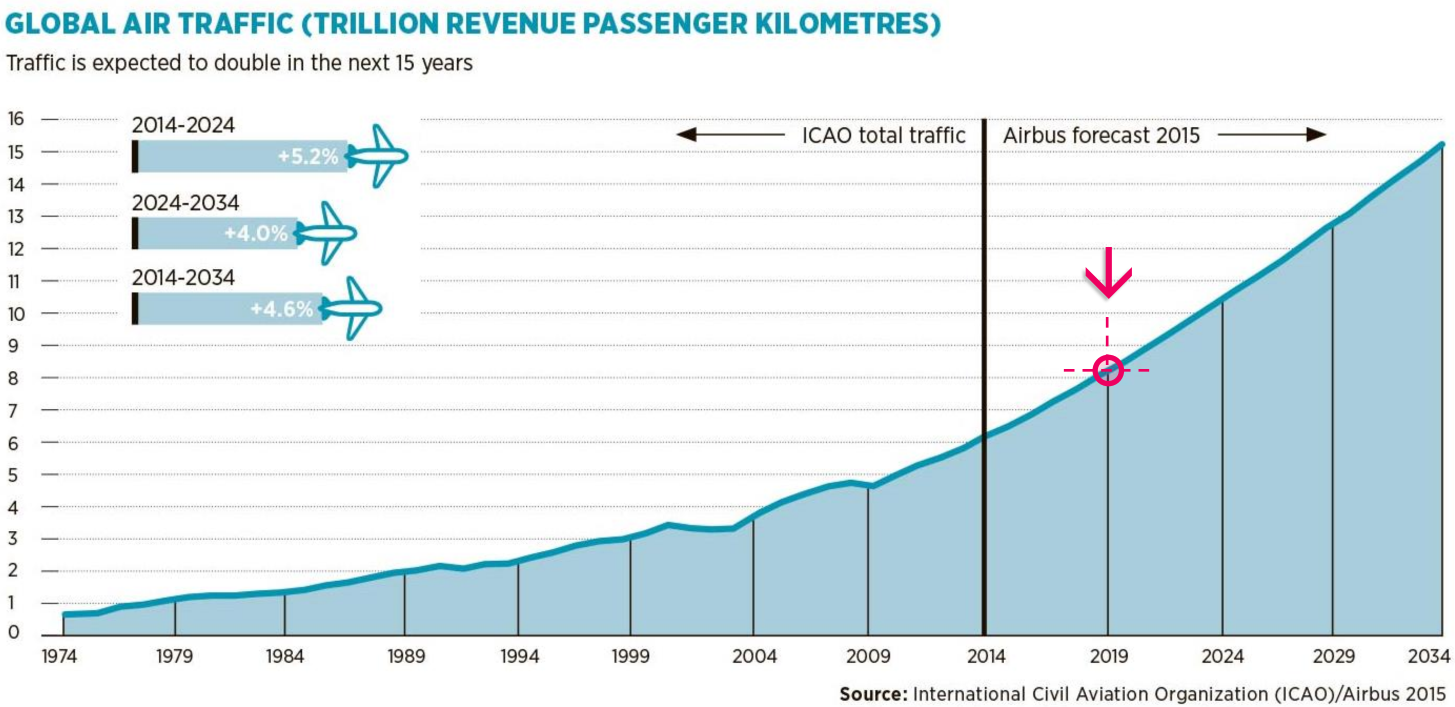


- **On-Site Power / Energy Buffer → „Energy-Hub"**
- **Power / Energy Management → Peak Load Shaving & Grid Support / Stabilization**

▶ Sustainable Air Transportation

■ **Massive Steady Increase of Global Air Traffic Over the Next Decades**

— **Need for 70´000 New Airliners over the Next 20 Years (Boeing & Airbus)**
— **Stringent *Flightpath 2050 Goals* of ACARE → Reduction of CO_2/NO_x/Noise Emissions**

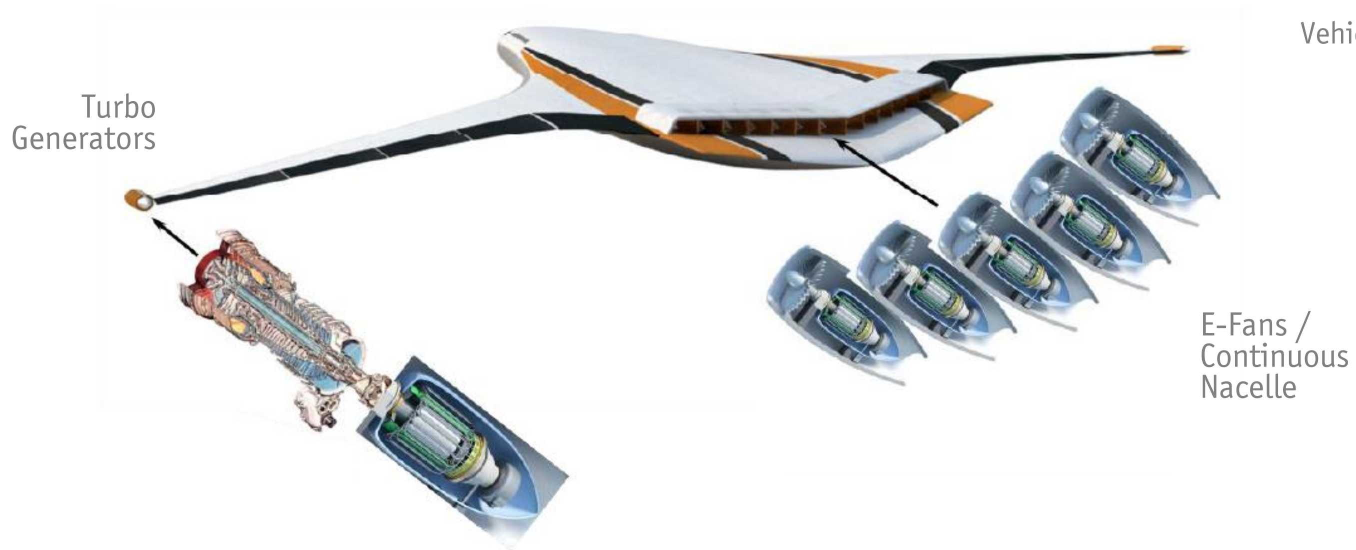


Future Distributed Propulsion Aircraft

- **Cut Emissions Until 2050**
  - **CO_2 by 75%,**
  - **NO_x by 90%,**
  - **Noise Level by 65%**

Source:

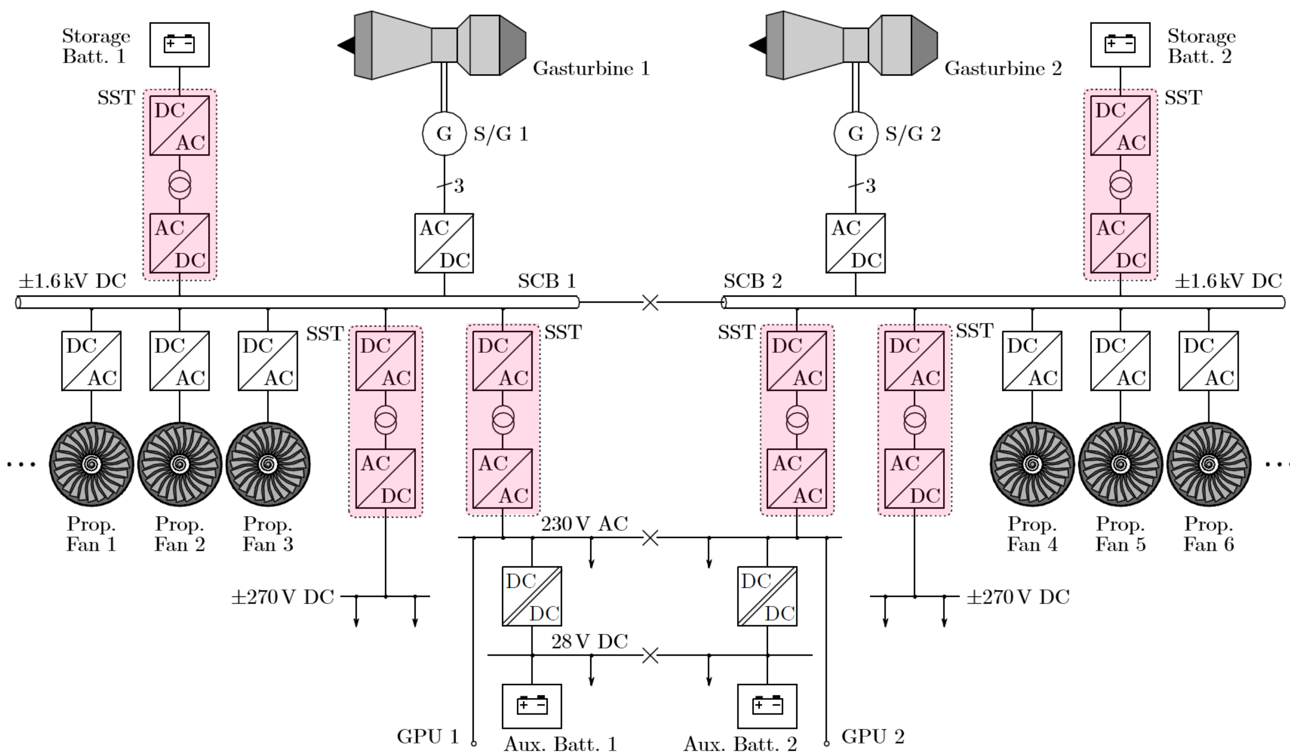
NASA N3-X Vehicle Concept



- **Wing-Tip Mounted Eff. Optimized Gas Turbines & Distributed E-Fans ("E-Thrust")**
- **MV or Superconducting Power Distribution Integr. 1000Wh/kg Batteries (EADS-Concept)**

→ Future Aircraft Electric Power System

▶ **MV or Superconducting Power Distribution Integr. 1000Wh/kg Batteries (EADS-Concept)**



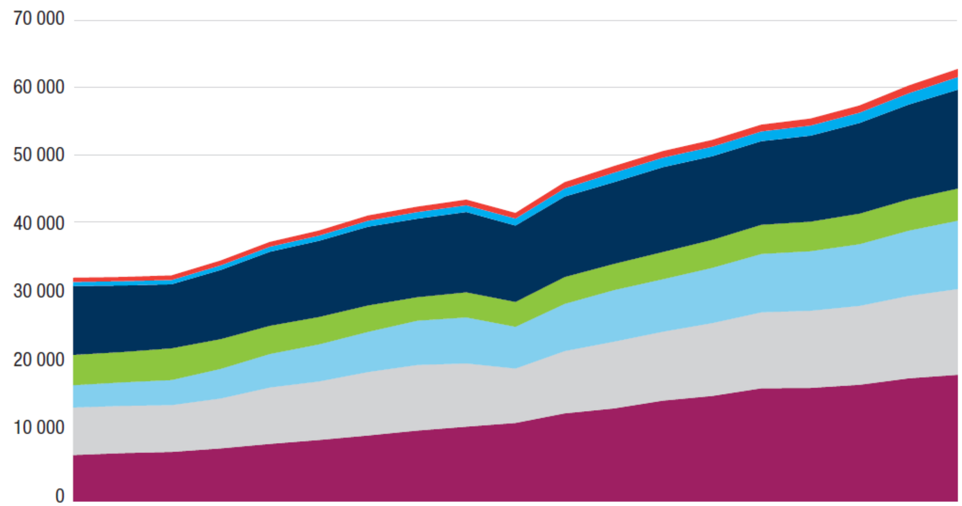
- **Generators — 2 x 40.2MW (NASA)**
- **E-Fans — 14 x 5.7 MW (1.3m Diameter)**

▶ Sustainable Maritime Transportation

■ 80% of All Globally Traded Goods Transported by Ships

— IMO → Ship Energy Eff. Management Plan (SEEMP) & Energy Eff. Design Index (EEDI)
— Crude Oil → New Fuel Types (LNG)
— Fully-Electric Port Infrastructure

Source: UNCTAD 2018



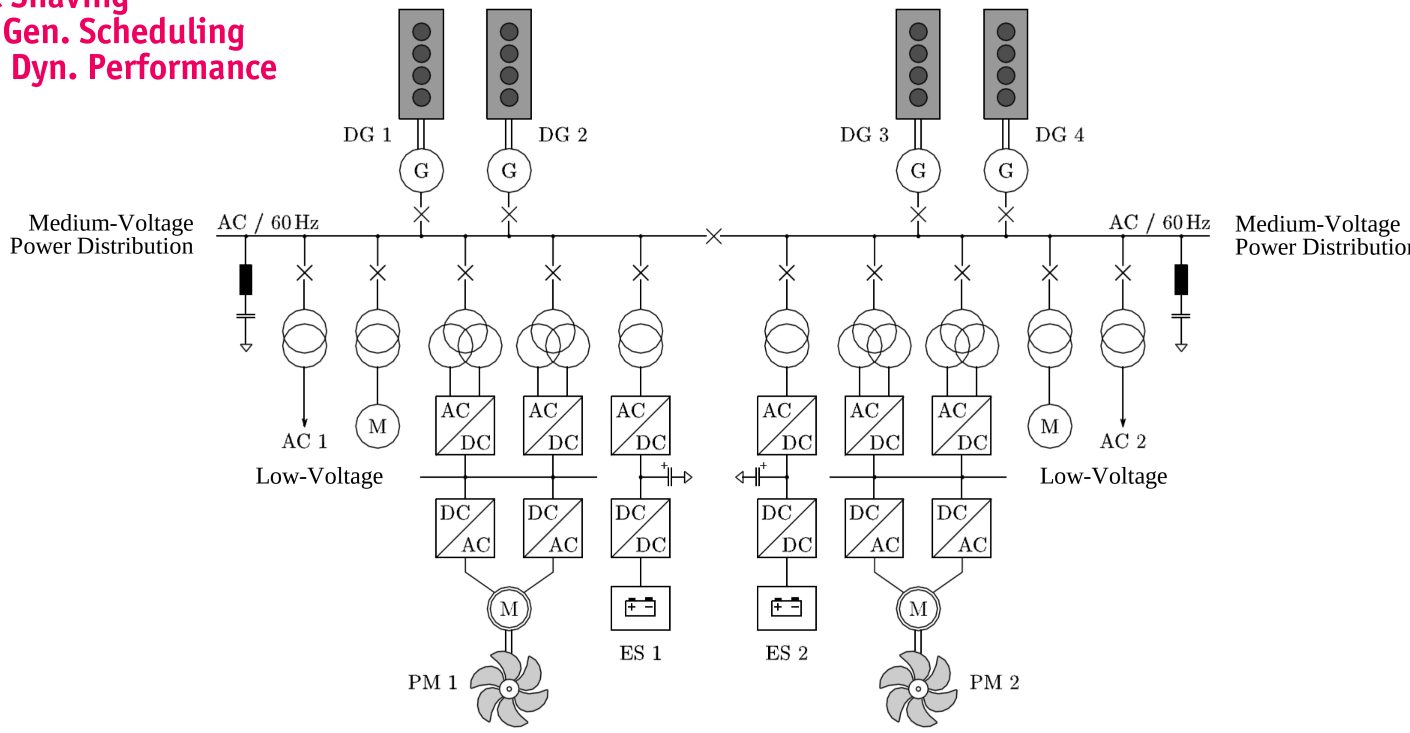
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017[a]	2018[b]
Chemicals	580	589	620	632	650	676	713	747	759	783	848	888	903	925	920	961	993	1 058	1 111
Gas	576	591	611	662	717	735	833	913	956	958	1 148	1 344	1 333	1 337	1 381	1 421	1 462	1 595	1 766
Oil	9 614	9 303	8 938	9 665	10 348	10 654	10 984	10 981	11 211	10 679	11 255	11 420	11 831	11 657	11 659	11 993	12 657	13 216	13 809
Other dry cargo	4 233	4 245	4 414	4 150	3 920	3 818	3 712	3 257	3 517	3 481	3 723	3 645	3 795	3 923	4 065	4 139	4 242	4 384	4 497
Containers	3 111	3 279	3 512	4 124	4 687	5 158	5 601	6 178	6 431	5 815	6 588	7 206	7 352	7 712	8 157	8 290	8 635	9 117	9 535
Minor dry bulks	6 638	6 573	6 538	6 965	7 876	8 170	8 852	9 160	8 817	7 586	8 705	9 312	9 624	10 172	10 617	10 775	11 018	11 510	11 967
Main Bulks	6 509	6 793	6 937	7 448	8 061	8 626	9 245	9 941	10 476	11 006	12 336	13 019	14 099	14 764	15 828	15 897	16 314	17 217	17 729

▶ Worldwide Seaborne Trade in Billions of Cargo Ton-Miles

→ Hybrid Diesel-Electric Propulsion

- No Mech. Coupling of Propulsion & Prime Movers (DGs) → Eff. Optim. Load Distrib. to the DGs
- Energy Storage (Batt., Fuel Cell, etc.)

— Peak Shaving
— Opt. Gen. Scheduling
— High Dyn. Performance

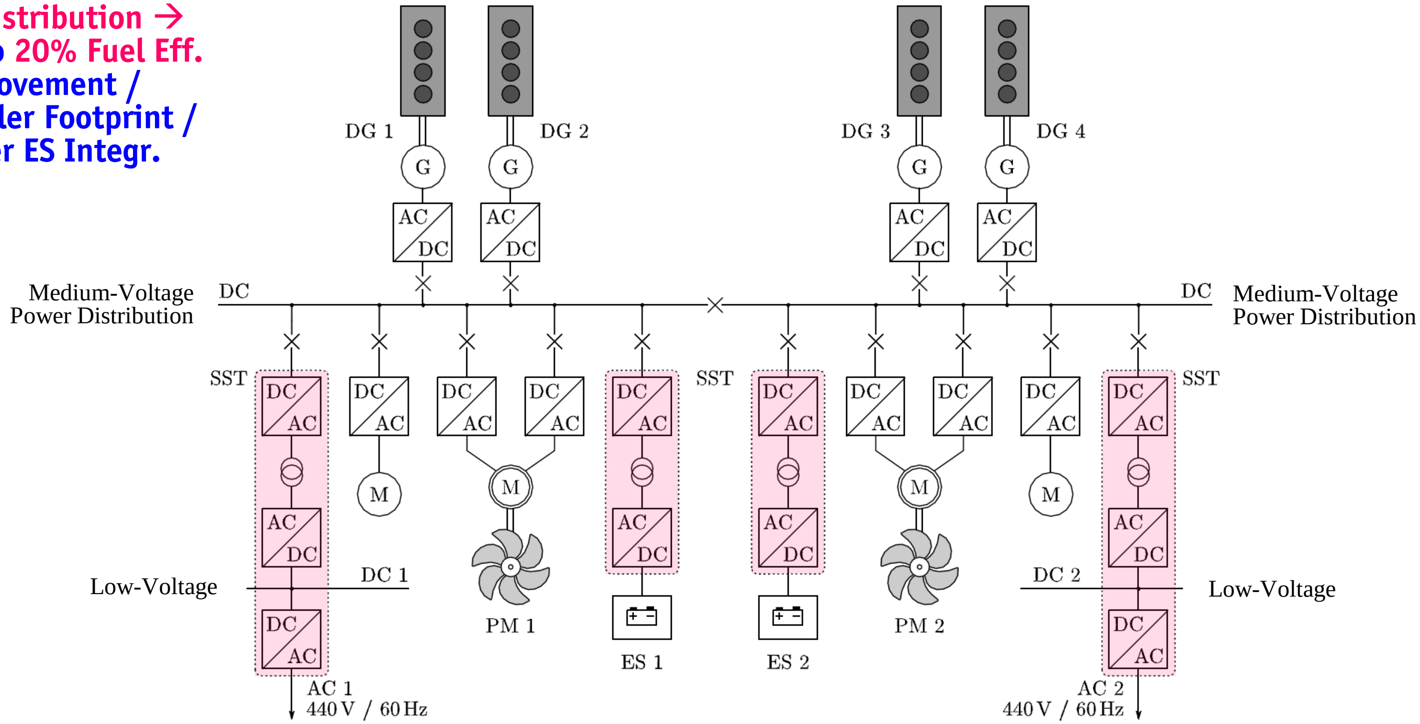


- Conv. AC Power Distrib. Network → Disadvantage of Const. Prime Mover / Generator Speed

Shipboard DC Power Distribution

- Future DC/AC-SST Interface to Low-Voltage AC & DC Grid
- Future DC/DC-SST Interface to Energy Storage (ES)

— DC Distribution → Up to 20% Fuel Eff. Improvement / Smaller Footprint / Easier ES Integr.

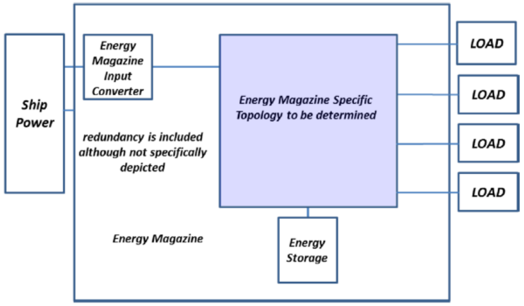


- 1kV/< 20MW or 1...35kV/20...100MW DC Distribution (Radial or Ring, Central. or Distrib.)

→ Future Combat Ships (1)

- MV Cellular DC Power Distribution on Future Combat Ships etc.

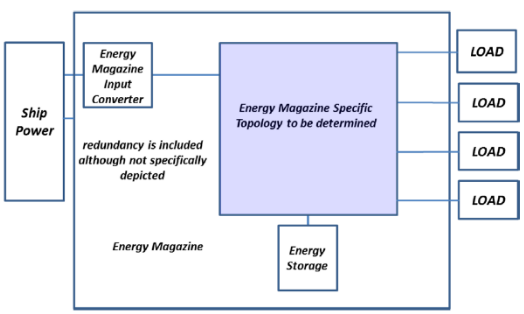
Source:
General Dynamics



► "Energy Magazine" as Extension of Electric Power System / Individual Load Power Conditioning
► Bidirectional Power Flow for Advanced Weapon Load Demand
► Extreme Energy and Power Density Requirements

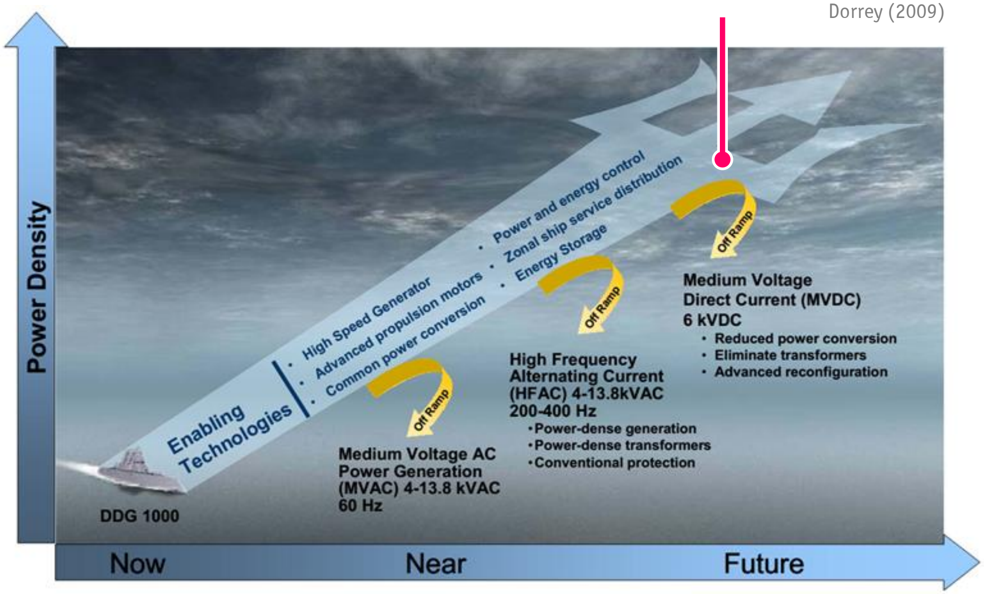
→ Future Combat Ships (2)

■ MV Cellular DC Power Distribution on Future Combat Ships etc.



6kV DC/DC SST for Size/Weight Reduction

Dorrey (2009)



► "Energy Magazine" as Extension of Electric Power System / Individual Load Power Conditioning
► Bidirectional Power Flow for Advanced Weapon Load Demand
► Extreme Energy and Power Density Requirements

Global Megatrends

Digitalization
Urbanization
Sustainable Mobility
Renewable Energy →
Etc.

Off-Shore Wind Farms

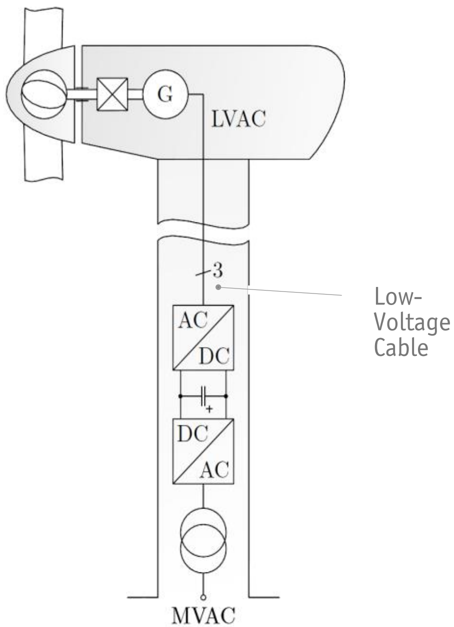
- **Medium-Voltage Power Collection and Transmission**

Source: M. Prahm / Flickr

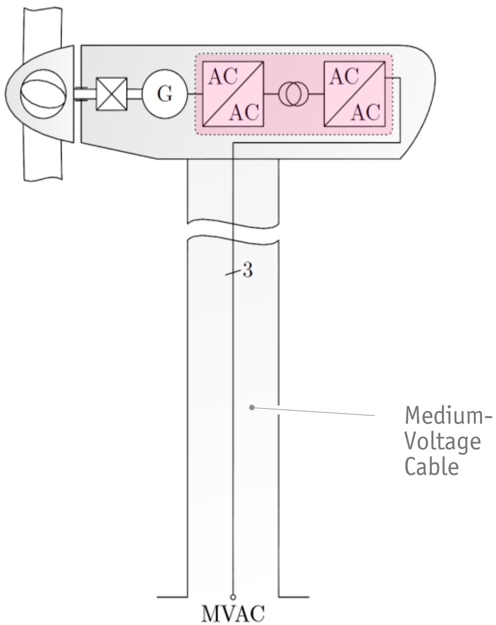
► Off-Shore Wind Farm

→ *Wind Turbine Electrical System*

- Current 690V Electrical System → Significant Cabling Weight/Costs & Space Requirement
- Future Local Medium-Frequency Conv. to Medium-Voltage AC or DC

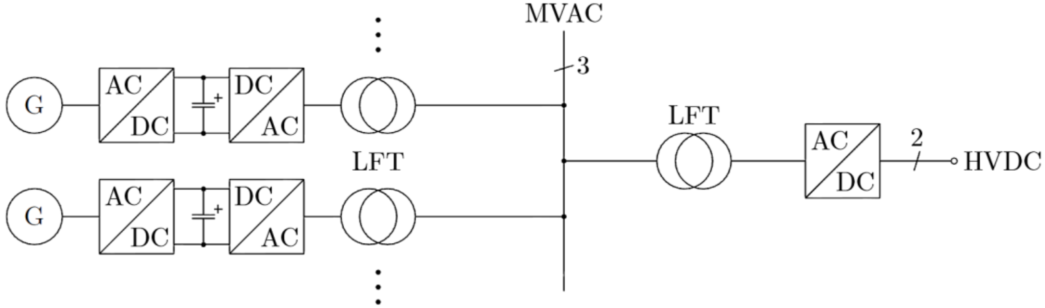


▶ On-Shore Wind Power System

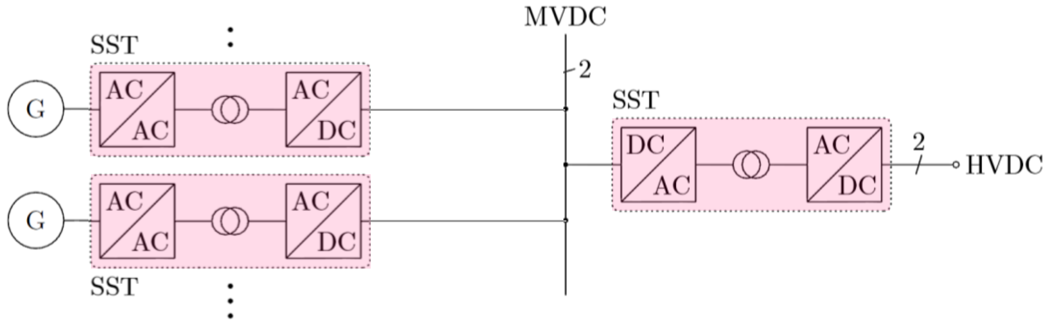


▶ Future Off-Shore System

→ Off-Shore Collector-Grid Concepts



- **Conventional AC Collector-Grid**



- DC/DC-SST Interface of Wind Turbine DC Link to MVDC Collector Grid → **Lower Losses (1%) & Volume**
- DC/DC-SST Interface of MVDC Grid to HVDC Transmission → **Lower Losses (1%) & Volume**

Utility-Scale Solar Power Plants

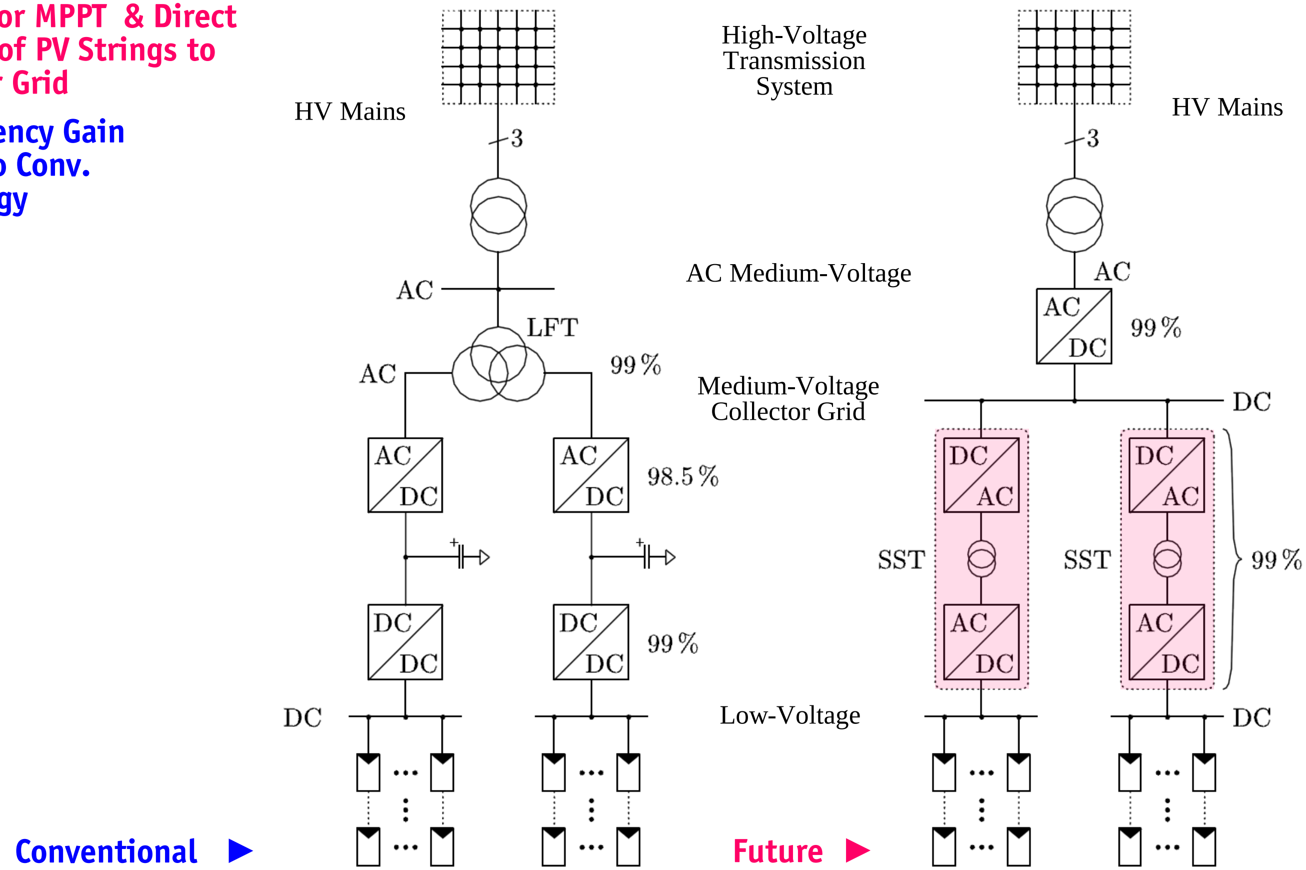
- **Medium-Voltage Power Collection and Transmission**

Source: REUTERS/Stringer

- **Globally Installed PV Capacity Forecasted to 2.7 Terawatt by 2030 (IEA)**

→ Future DC Collector Grid

- DC/DC SST for MPPT & Direct Interfacing of PV Strings to MV Collector Grid
- 1.5% Efficiency Gain Compared to Conv. AC Technology

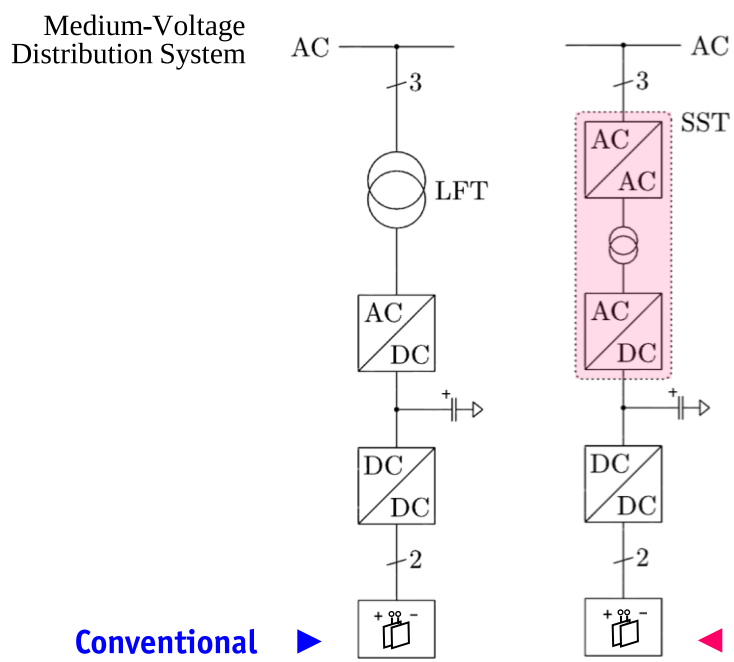


► Power-to-Gas

- Electrolysis for Conversion of Excess Wind/Solar Electric Energy into Hydrogen
  → Fuel-Cell Powered Cars
  → Heating

- High-Power @ Low DC Voltage (e.g. 220V)
- Very Well Suited for MV-Connected SST-Based Power Supply
- SST Allows Direct Interfacing to DC Collector Grid

– Hydrogenics 100 kW H_2-Generator (η=57%)



Conventional ►

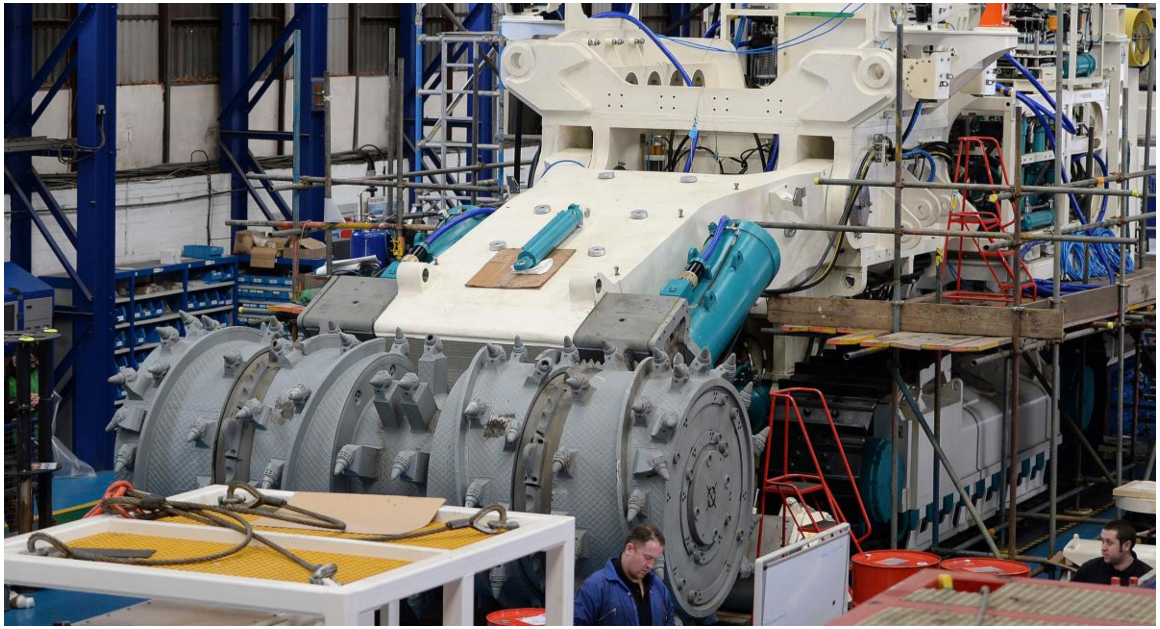
◄ Future

Global
Megatrends

Digitalization
Urbanization
Sustainable Mobility
Renewable Energy
Etc. →

▶ *Future Deep Sea Mining & Industrial Plants*

- "Subsea Factories" / Subsea Power Grid → Long-Distance MV Power Supply from Shore
- Subsea Mining Machines / ROVs / Pumps / Compressors etc.



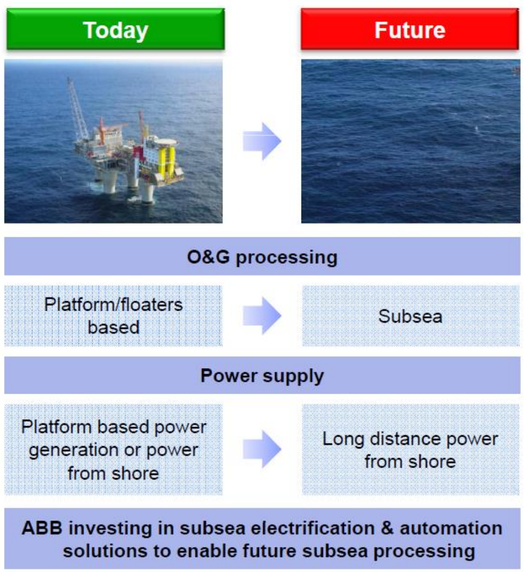
Source: SMD - Specialist Machine Developments

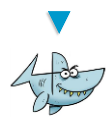
- Demand for Highly Compact / Efficient / Reliable Systems

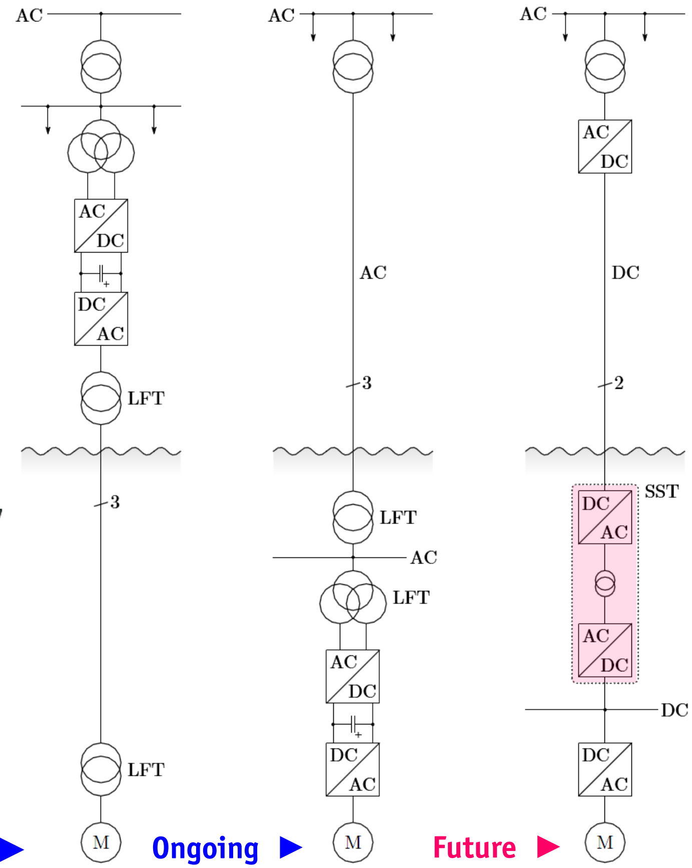
→ Future Power Supply of Subsea Systems

- DC Transmission from Shore
- No Platforms/Floaters

Source: Devold (ABB 2012)

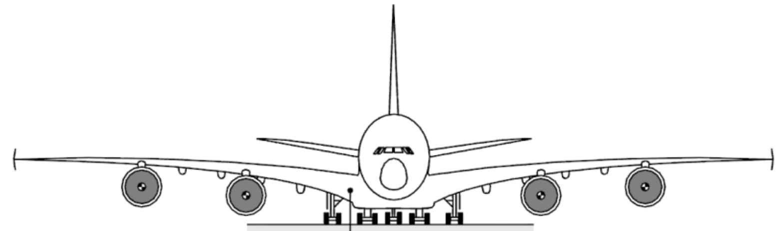


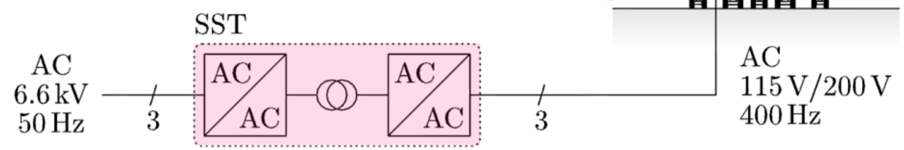




→ Cutting Emissions & Noise in Airports / Harbours

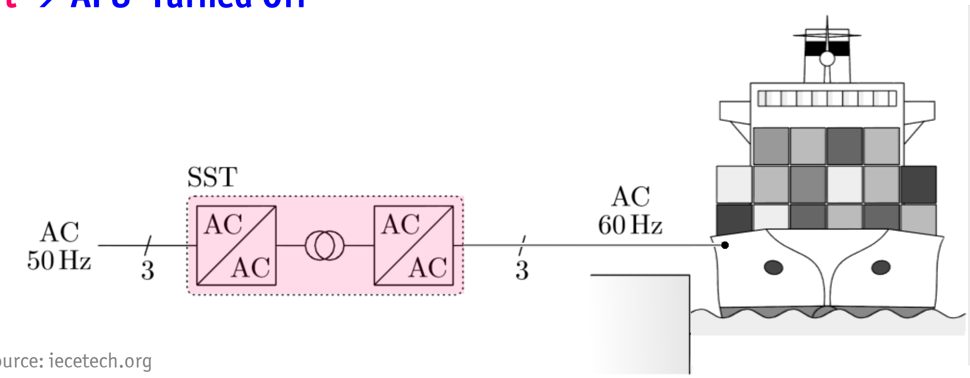
- **SST Medium-Voltage Interfaces**
  - Voltage Level / Frequ. Adaption
  - Low Space Requirement





- **Ground Power Supply of Aircraft → APU Turned Off**

Source: iecetech.org



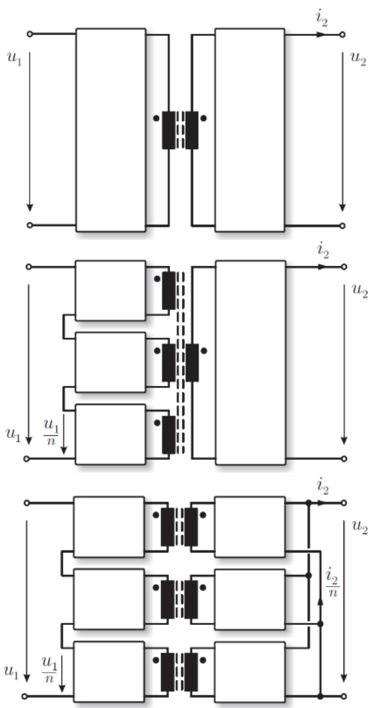
- **MV-Level Shore-Side Power to Docked Ships ("Cold-Ironing") → Diesel Aux. Engines Turned Off**

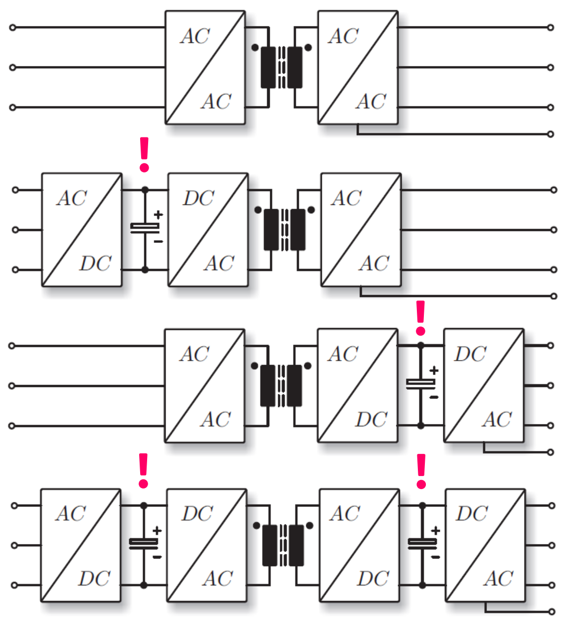
SST Concept Implementation

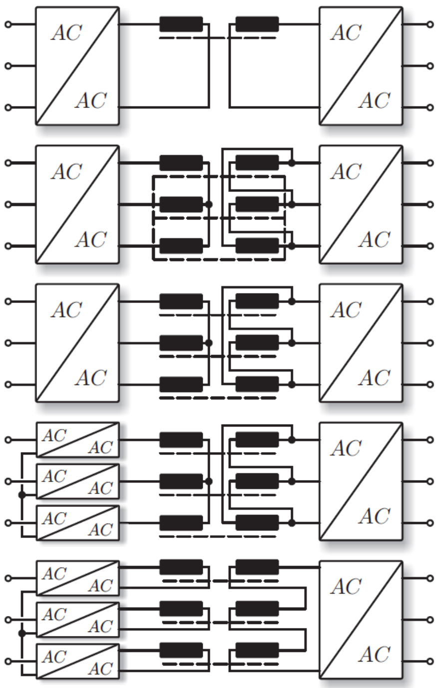
Creation of MV → LV SST Topologies

▶ Classification of SST Topologies

- Number of Levels Series/Parallel Cells
- Degree of Power Conversion Partitioning
- Degree of Phase Modularity

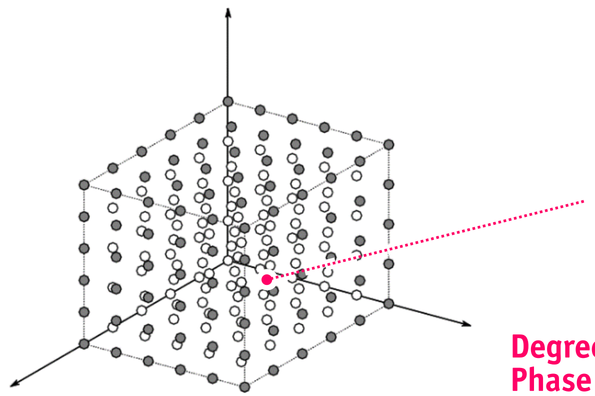


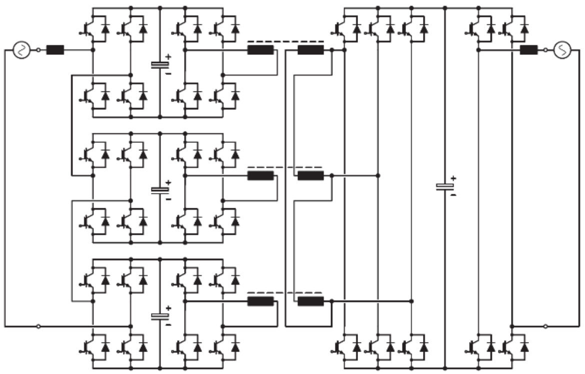




▶ 3-Dimensional Topology Selection Space

► Classification of SST Topologies





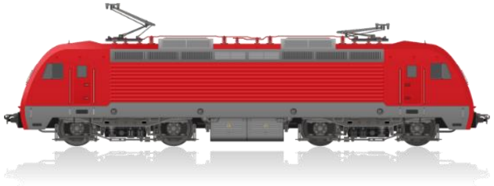
- Wrede (2003)

■ **Very (!) Large Number of Possible Topologies**

- Partitioning of Power Conversion → Matrix & DC-Link Topologies
- Splitting of 3ph. System into Individual Phases → Phase Modularity
- Splitting of Medium Operating Voltage into Lower Partial Voltages → Multi-Level/Cell Approaches

Combining the Basic Concepts I

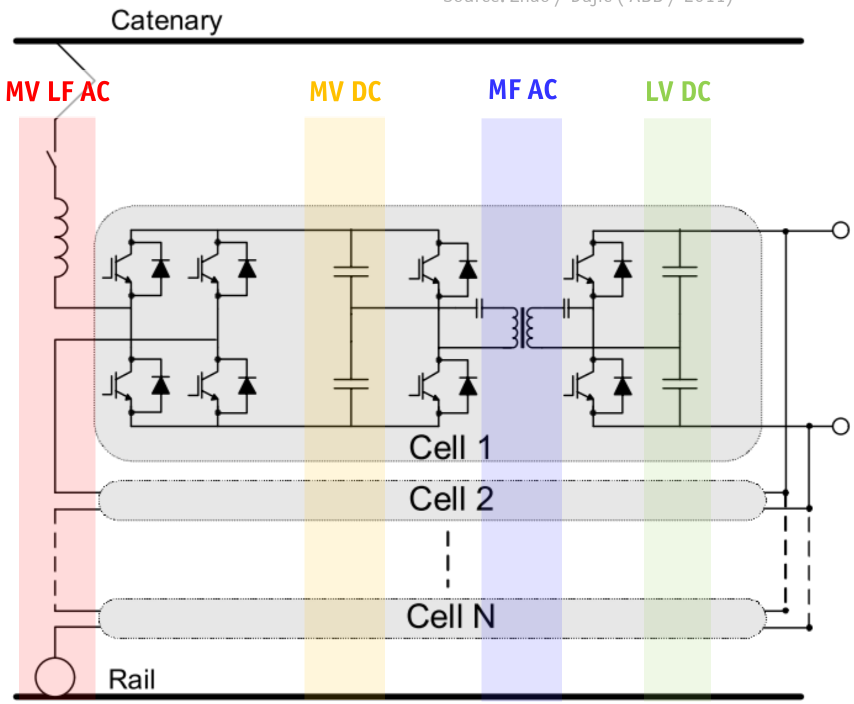
Single-Phase AC-DC Conversion / Traction Applications

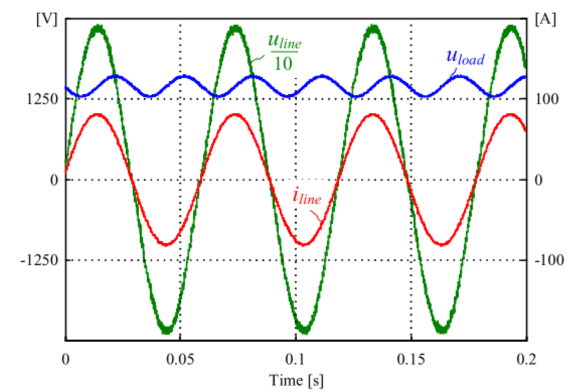


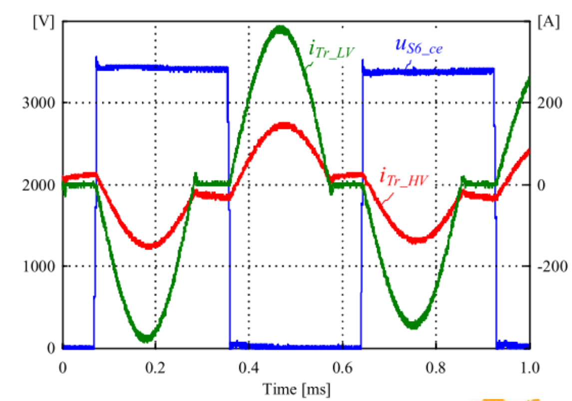
▶ Cascaded H-Bridges w. Isolated Back End

- Multi-Cell Concept (AC/DC Front End & Soft-Switching Resonant DC//DC Converter)
- Input Series / Output Parallel Connection – Self Symmetrizing (!)
- Highly Modular / Scalable
- Allows for Redundancy
- High Power Demonstrators: ABB BOMBARDIER the evolution of mobility ALSTOM etc.

Source: Zhao / Dujic (ABB / 2011)

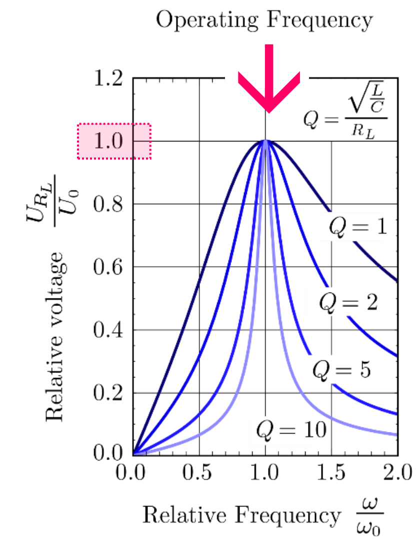


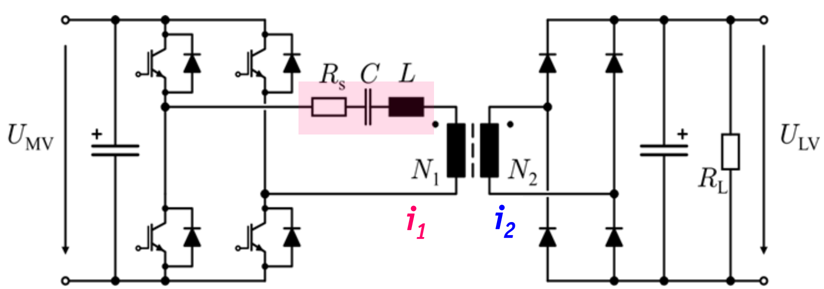


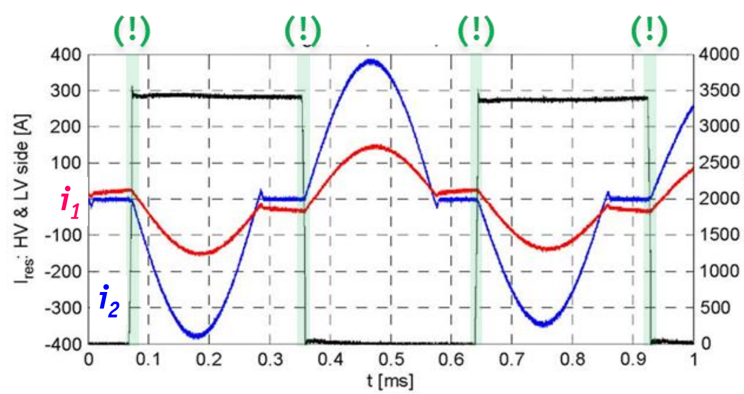


▶ DCX - "DC Transformer"

- $f_S \approx$ Resonant Frequency → "Unity Gain" ($U_2/U_1=N_2/N_1$)
- Fixed Voltage Transfer Ratio Independent of Transferred Power (!)
- Power Flow / Power Direction Self-Adjusting
- No Controllability / No Need for Control
- ZCS of All Devices

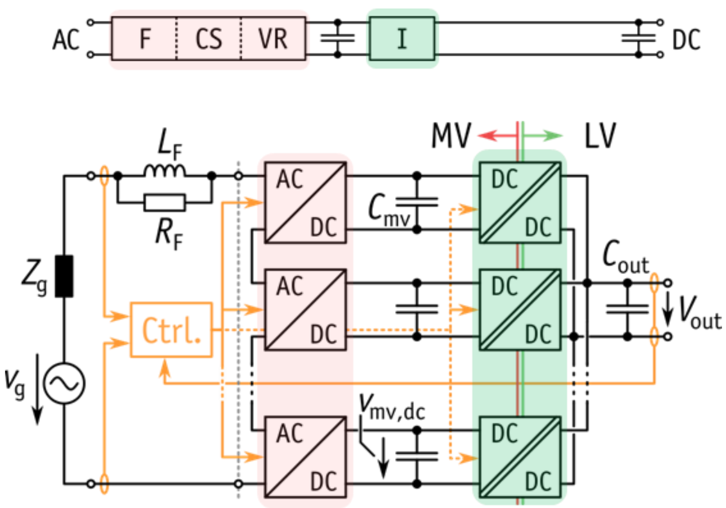




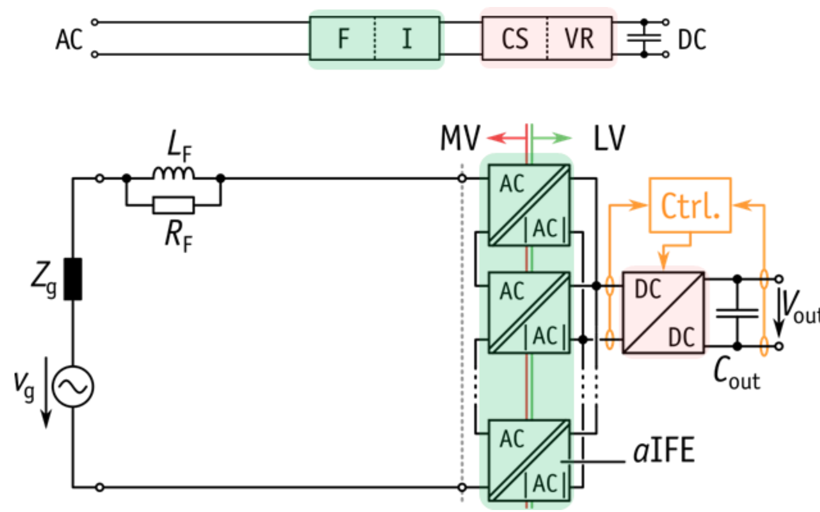


► Current Shaping & Isolation → Isolation & Current Shaping

■ Isolated DC/DC Back End



■ Isolated AC/ | AC | Front End



- **Typical Multi-Cell SST Topology**
- Two-Stage Multi-Cell Concept
- Direct Input Current Control
- Indirect Output Voltage Control
- High Complexity at MV Side

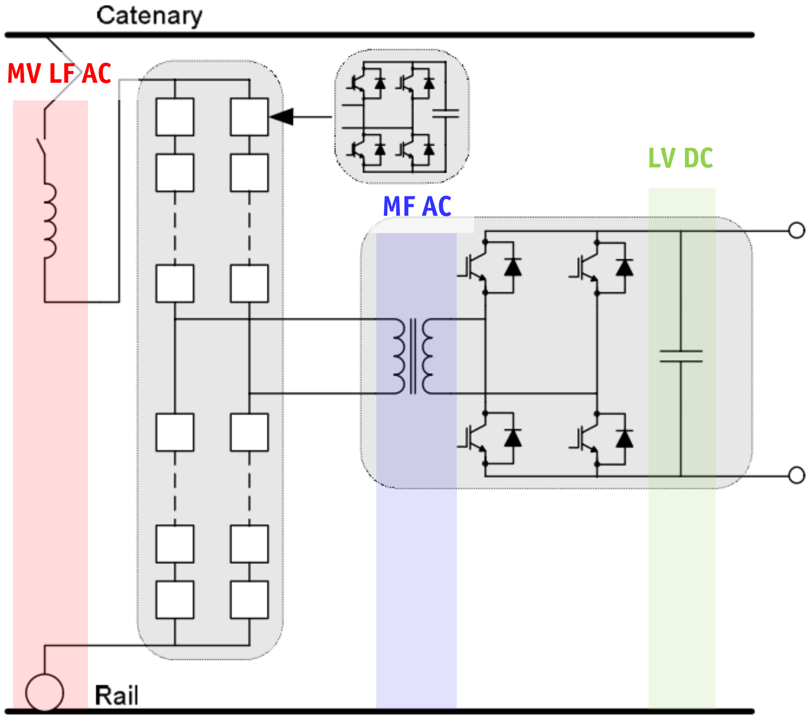
- **Swiss SST (S3T)**
- Two-Stage Multi-Cell Concept
- Indirect Input Current Control
- Direct Output Voltage Control
- Low Complexity on MV Side

Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra
70 NRP Energy Turnaround
National Research Programme

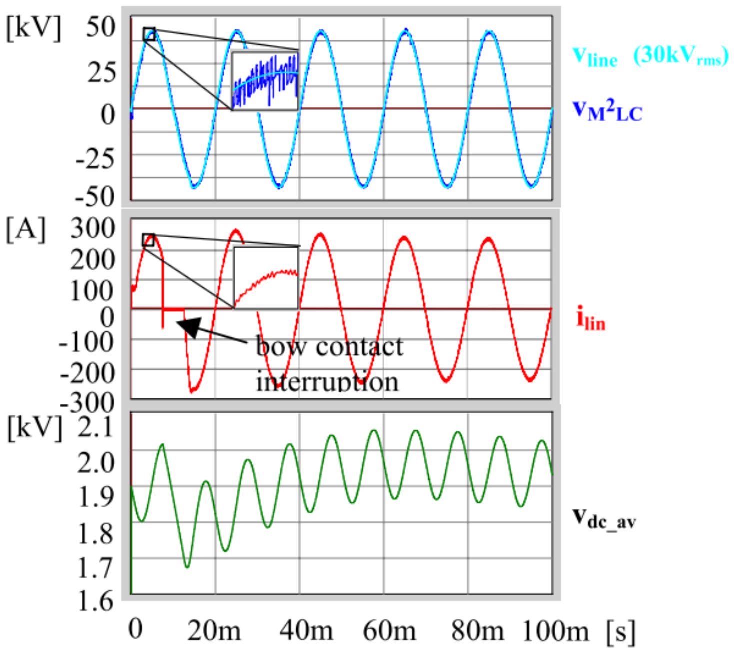
▶ Modular Multilevel Converter

- Single Transformer Isolation
- Highly Modular / Scalable
- Allows for Redundancy
- Challenging Balancing on Cell DC Voltages

SIEMENS
- Marquardt/Glinka (2003)

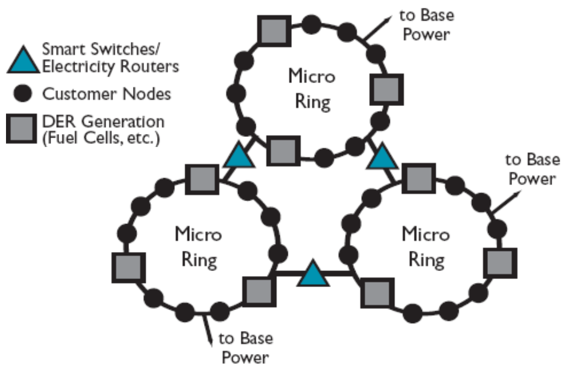


Source: Zhao / Dujic (ABB / 2011)



Combining the Basic Concepts II

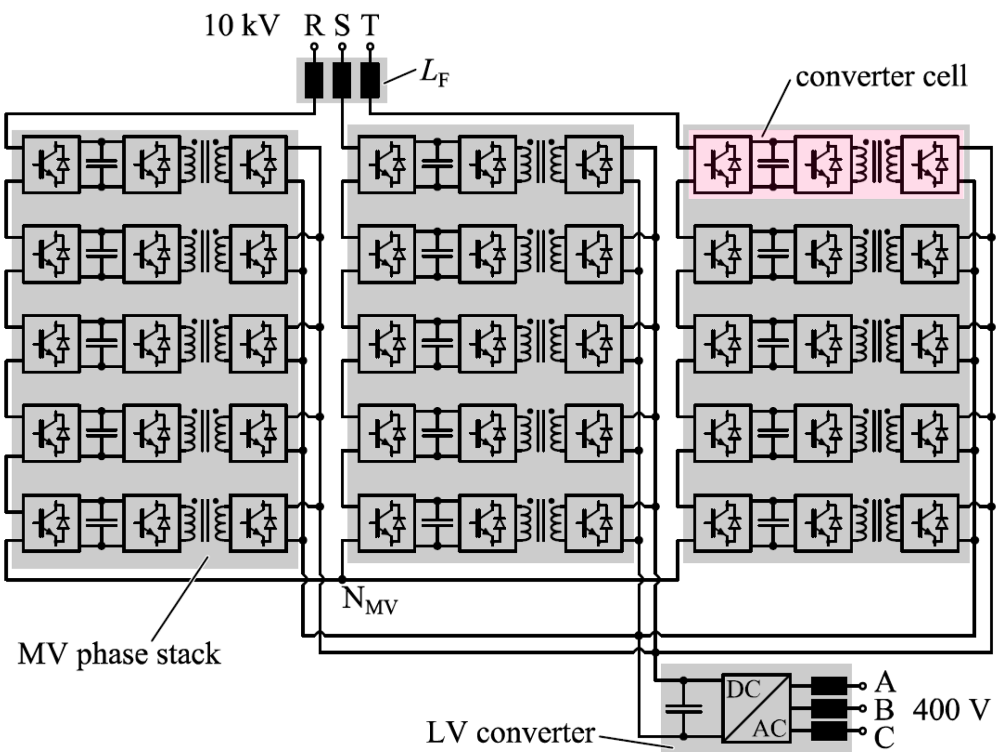
Three-Phase AC-AC Conversion / Smart Grid Applications



Source: EPRI ELECTRIC POWER RESEARCH INSTITUTE

▶ MEGALink @ ETH Zurich

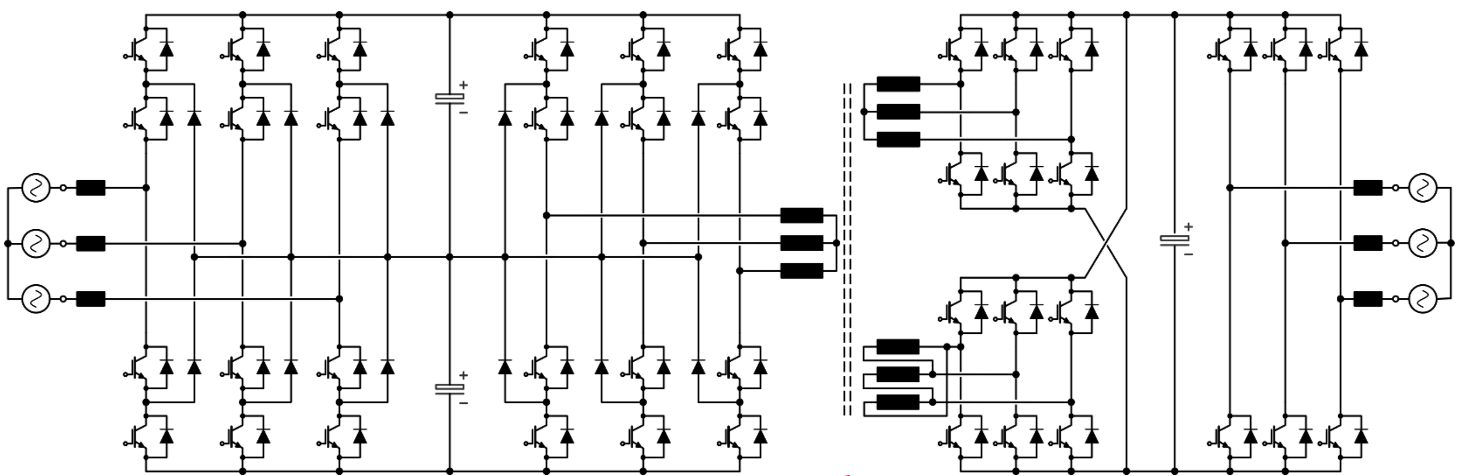
S_N = 630kVA
U_{LV} = 400 V
U_{MV} = 10kV



- 2-Level Inverter on LV Side
- HC-DCM-SRC DC//DC Conversion
- Cascaded H-Bridge MV Structure – ISOP Topology

► Single-Cell Structure (SiC)

- 13.8kV → 480V
- Scaled Prototype
- 15kV SiC-IGBTs, 1200V SiC MOSFETs



■ Redundancy Only for Series-Connection of Power Semiconductors (!)

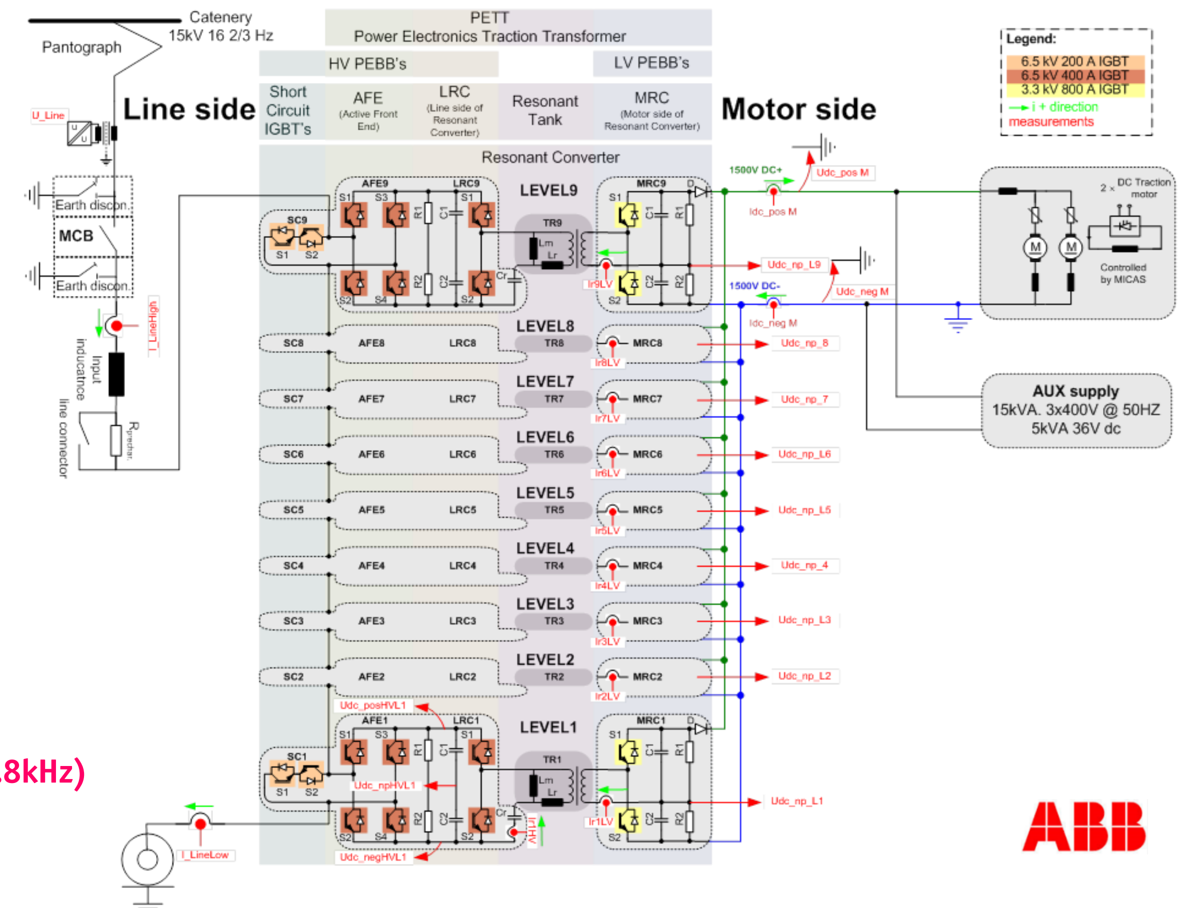
SST Demonstrator Systems

Future Locomotives
Smart Grid Applications

▶ 1ph. AC/DC Power Electronic Transformer - PET

- Dujic et al. (2011)

- Heinemann (2002)
- Steiner/Stemmler (1997)
- Schibli/Rufer (1996)



P = 1.2MVA, 1.8MVA pk
9 Cells (Modular)

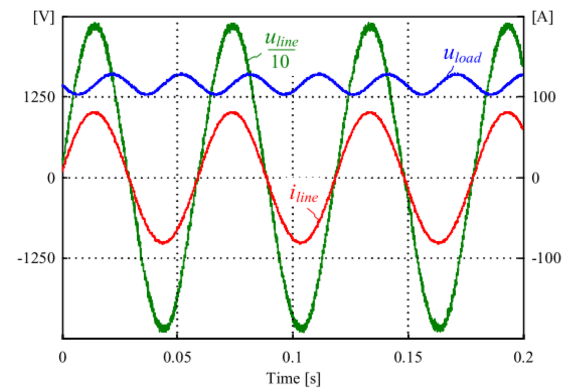
54 x (6.5kV, 400A IGBTs)
18 x (6.5kV, 200A IGBTs)
18 x (3.3kV, 800A IGBTs)

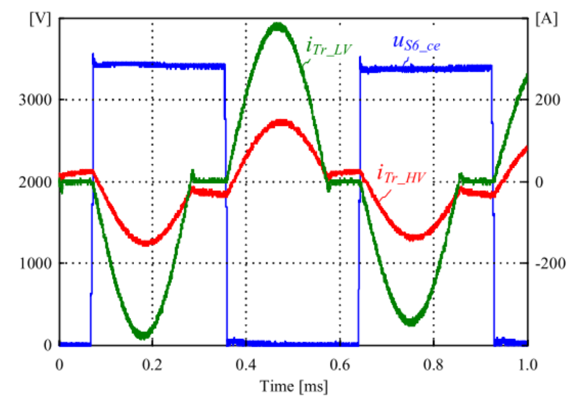
9 x MF Transf. (150kVA, 1.8kHz)
1 x Input Choke

ABB

▶ 1.2 MVA 1ph. AC/DC Power Electronic Transformer

- Cascaded H-Bridges – 9 Cells
- Resonant LLC DC/DC Converter Stages



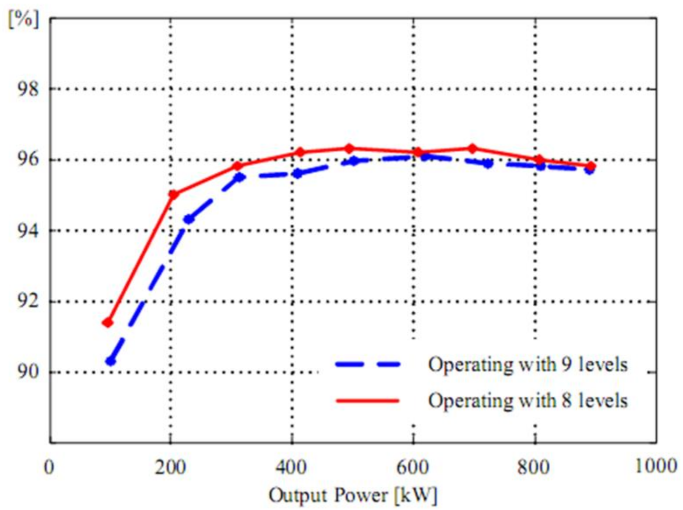


- Same Overall Volume as Conv. System
- Future Development Targets Cutting Volume in Half

▶ 1.2 MVA 1ph. AC/DC Power Electronic Transformer

- Cascaded H-Bridges – 9 Cells
- Resonant LLC DC/DC Converter Stages

Efficiency

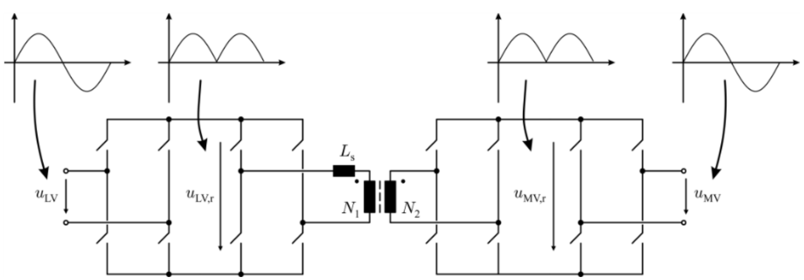


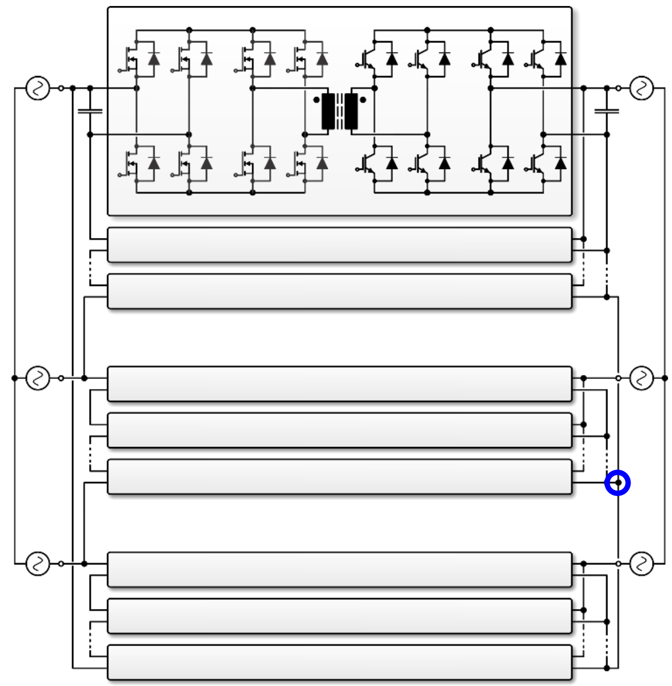
- Same Overall Volume as Conv. System
- Future Development Targets Cutting Volume in Half

▶ SiC-Enabled Solid-State Power Substation

- Das et al. (2011)
- Lipo (2010)
- Weiss (1985 for Traction Appl.)

- Fully Phase Modular System
- Indirect Matrix Converter Modules ($f_1 = f_2$)
- MV Δ-Connection (13.8kV$_{l\text{-}l}$, 4 Modules in Series)
- LV Y-Connection (265V, Modules in Parallel)





- SiC Enabled 20kHz/1MVA "Solid State Power Substation"
- 97% Efficiency @ Full Load / 1/3rd Weight / 50% Volume Reduction (Comp. to 60Hz)

► SiC-Enabled Solid-State Power Substation

- Das et al. (2011)

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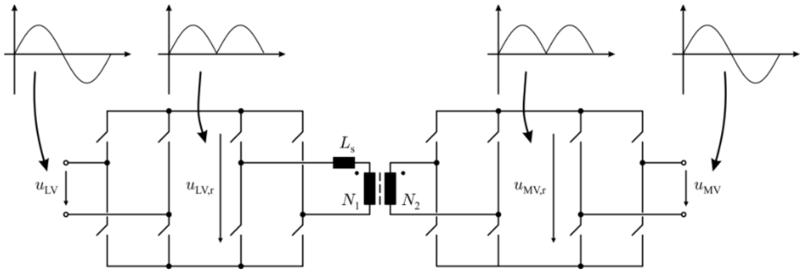
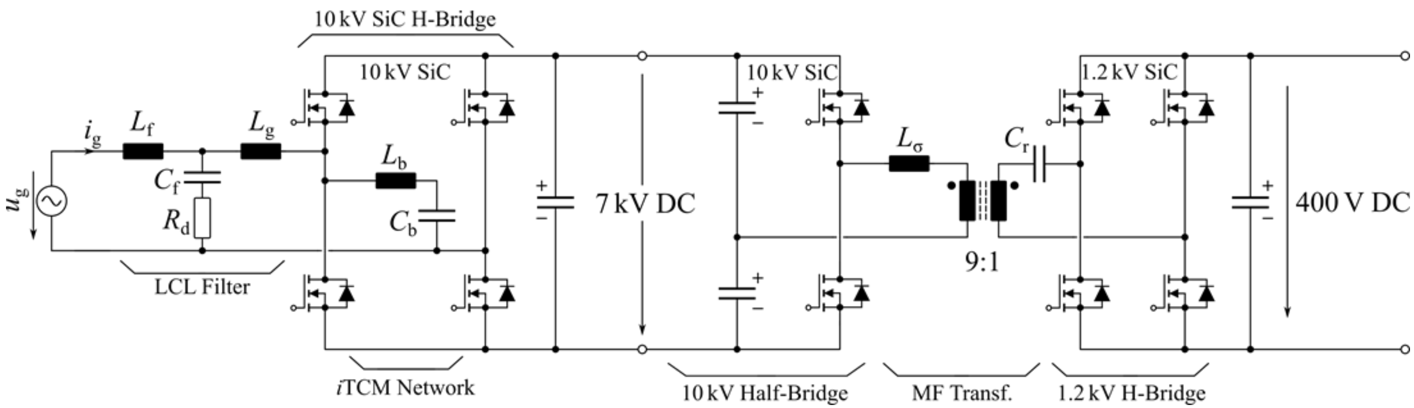


- SiC Enabled 20kHz/1MVA "Solid State Power Substation"
- 97% Efficiency @ Full Load / 1/3rd Weight / 50% Volume Reduction (Comp. to 60Hz)

25kW SwiSS-Transformer @ ETH Zurich

- Bidirectional 1-Φ 3.8 kV_{rms} AC → 400V DC Power Conversion
- Based on 10kV SiC MOSFETs
- Full Soft-Switching

★ 3.3 kW/dm³



★ 3.8 kW/dm³

▶ 35...75kHz iTCM Input Stage

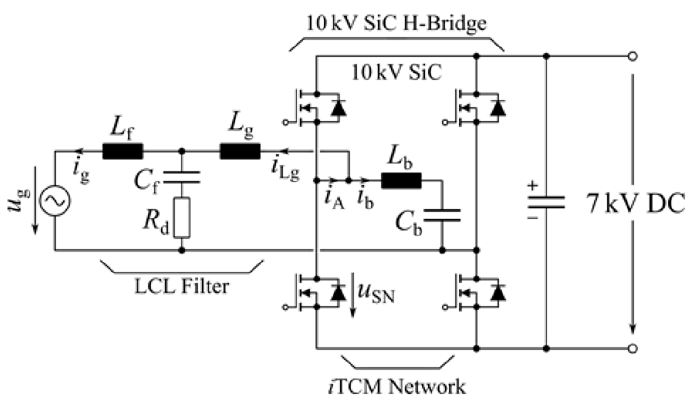
▶ 48kHz DC-Transformer Output Stage

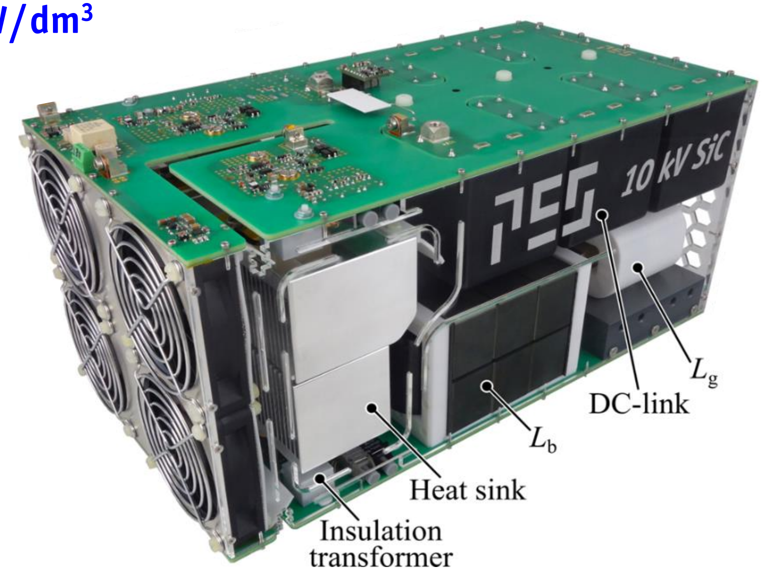
► 3.8kV → 7kV ZVS AC/DC Converter

- *Full-Bridge iTCM – integrated Triang. Current Mode Operation Enables ZVS*

— ZVS Requires Change of Sw. Current Direction in Each Sw. Period
— Open-Loop Variation of Sw. Frequency for Const. ZVS Current (35...75kHz)
— Separate Optim. of ZVS and Input Inductor Possible
— No Large Ripple Input Current

★ 3.3 kW/dm^3





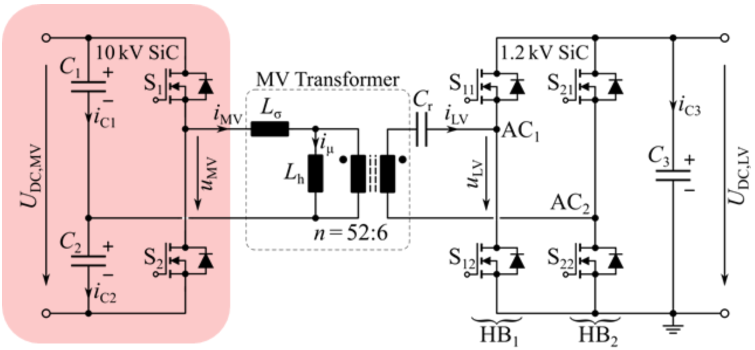
► Full-Load Measurement (25kW @ 3.8kVrms AC, 7kV DC) - ZVS Over Full AC Cycle (!)

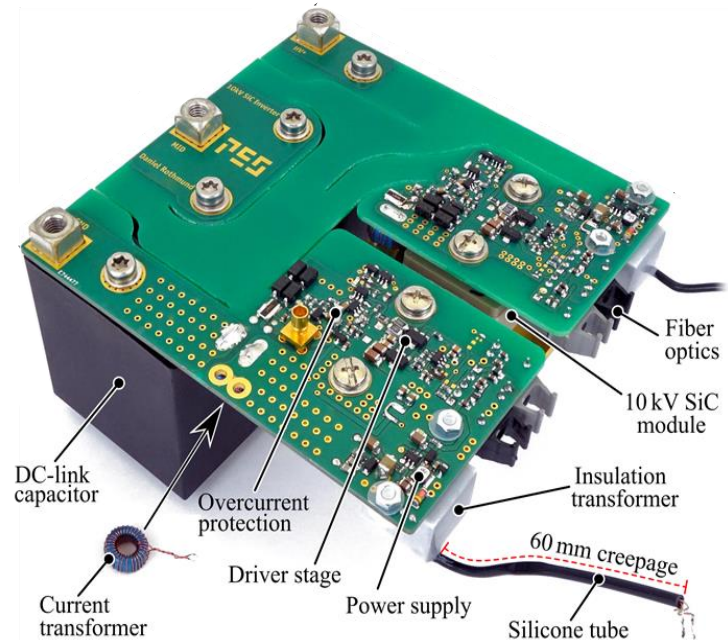
▶ 7kV → 400V DC/DC Converter

■ *MV-Side Half-Bridge*

— 48kHz Sw. Frequency, ZVS
— Cooling of Power Semicond. by Floating Heatsinks (Not Shown)
— Creepage Distances Ensured by PCB Slots

★ 3.8 kW/dm³



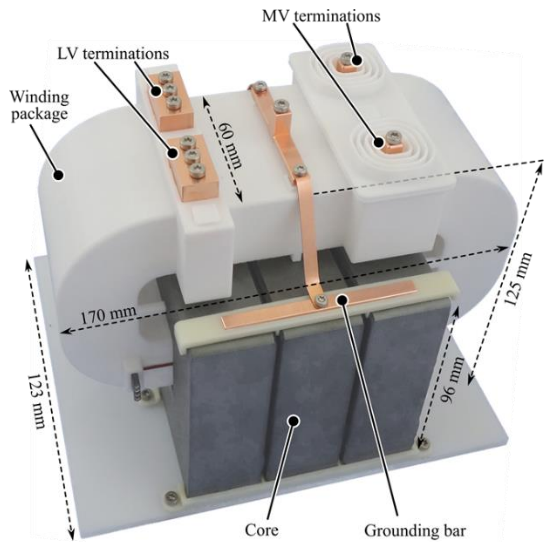


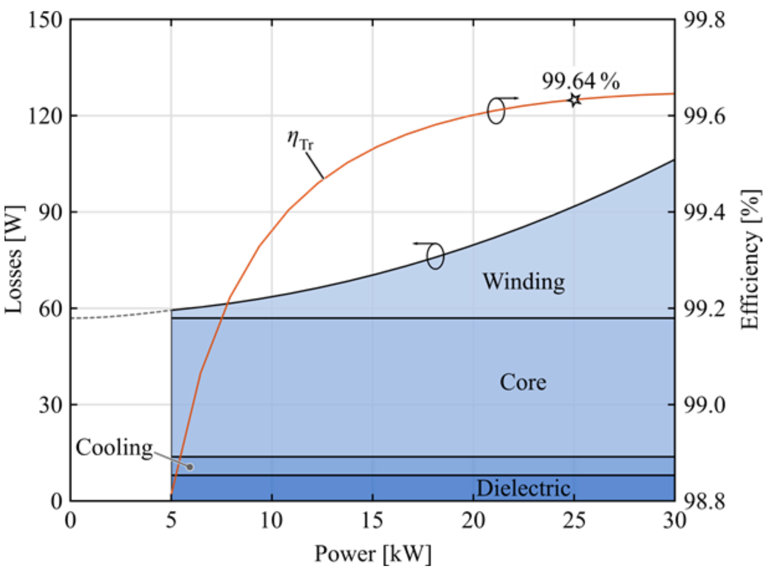
▶ Half-Bridge for Cutting Voltage in Half / Lower Switch Count

▶ 7kV → 400V DC/DC Converter

■ *MF-Transformer Measurement*

— **Fully Tested @ 25kW / 7 kV**
— **Calorimetric Loss Measurement**
— **99.64% Efficiency**

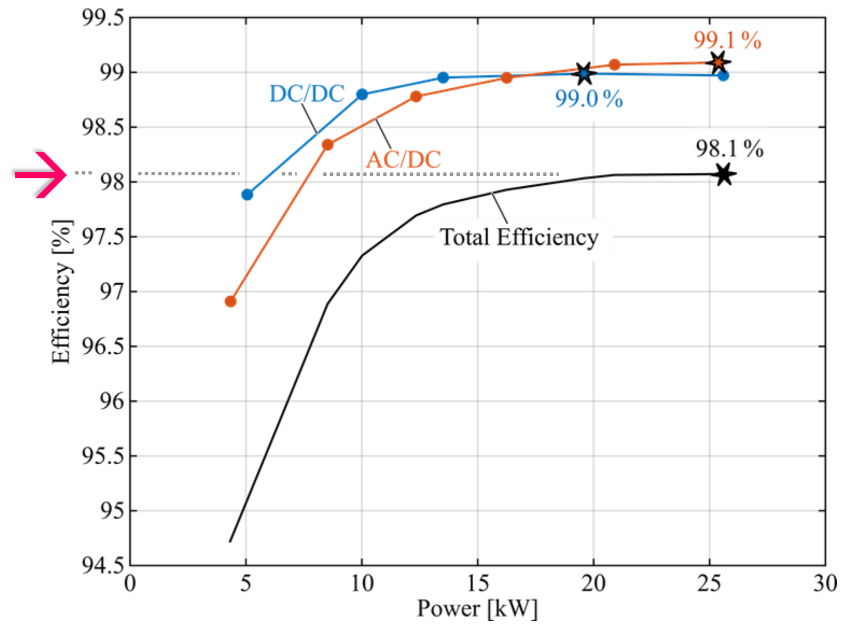




▶ **Transformer Prototype / Loss Distribution / Efficiency**

▶ Overall Performance

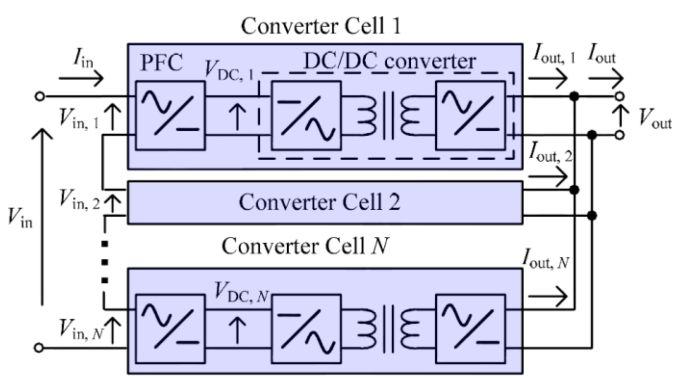
- *Full Soft-Switching*
- *98.1% Overall Efficiency @ 25kW*
- *1.8 kW/dm³ (30W/in³)*



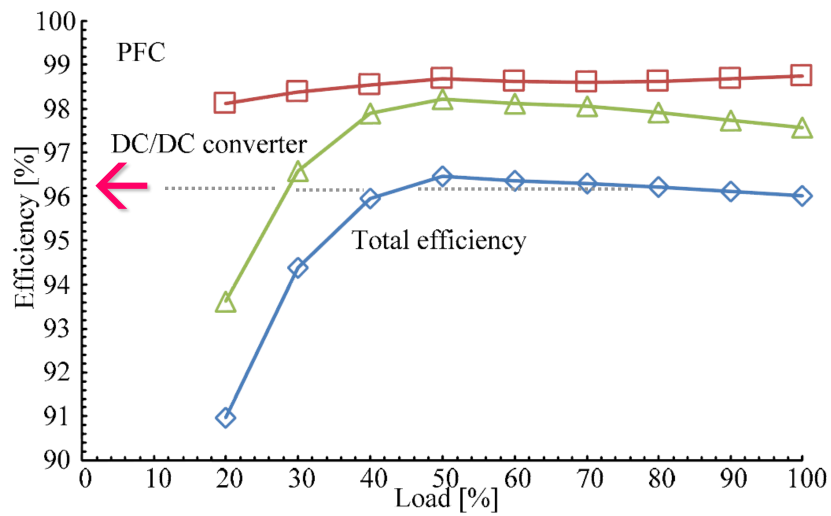
▶ *Red. of Losses & Volume by Factor of >2 Comp. to Alternative Approaches (!)*
▶ *Significantly Simpler Compared to Multi-Module SST Approach*

Remark 1-Φ 2.4 kV_{rms} AC → 54V DC Fuji Electric

- Published @ IEEE APEC 2017
- N=5 Series-Connected Cells @ MV-Side / Cost Optimum
- Input Stage Module → Boost PFC Half Contr. Thyr. Rect. / 1.2kV IGBTs & SiC Diodes
- Output Stage Module → 3-Level DC/DC Conv. - 600V SJ & 100V MOSFETs



Multi-cell converter.



Efficiency of the prototype.

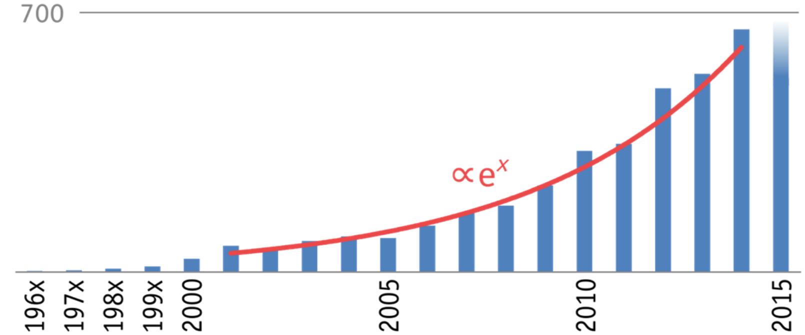
- Power Density of 0.4 kW/dm^3 (6.6W/in^3)
- 96% Overall Efficiency @ 25kW

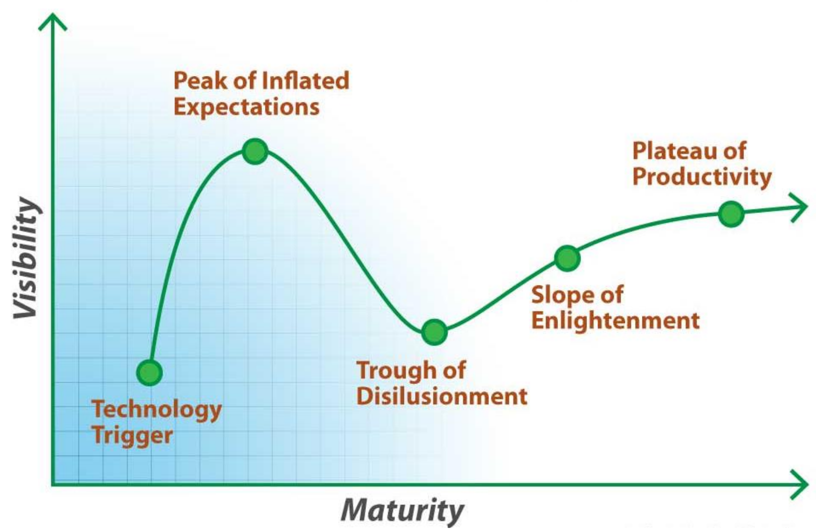
Conclusions

SST Limitations / Concepts
Research Areas

▶ The Solid-State Transformer Hype

- Large # of Publications !
- Research on Main Application Challenges Currently Largely Missing





Source: And Update My Website AndUpdateMyWebsite.com

- ▶ Protection (?)
- ▶ Control in Active Grids (?)
- ▶ System Level Adv. (?)

► SST Applications → *The Road Ahead*

- NOT (!) Weight / Space Limited
- Smart Grid, Stationary Applications

- AC/AC
  - Efficiency Challenge
  - More Eff. Voltage Control by
    * Tap Changers
    * Series Regulators (Partial Power)
  - Not Compatible w. Existing Infrastr.
  - Cost / Robustness / Reliability

- AC/DC
  - Efficiency Challenge more Balanced
  - "Local" Applic. (Datacenters, DC Distr.)
  - Cost / Robustness / Reliability

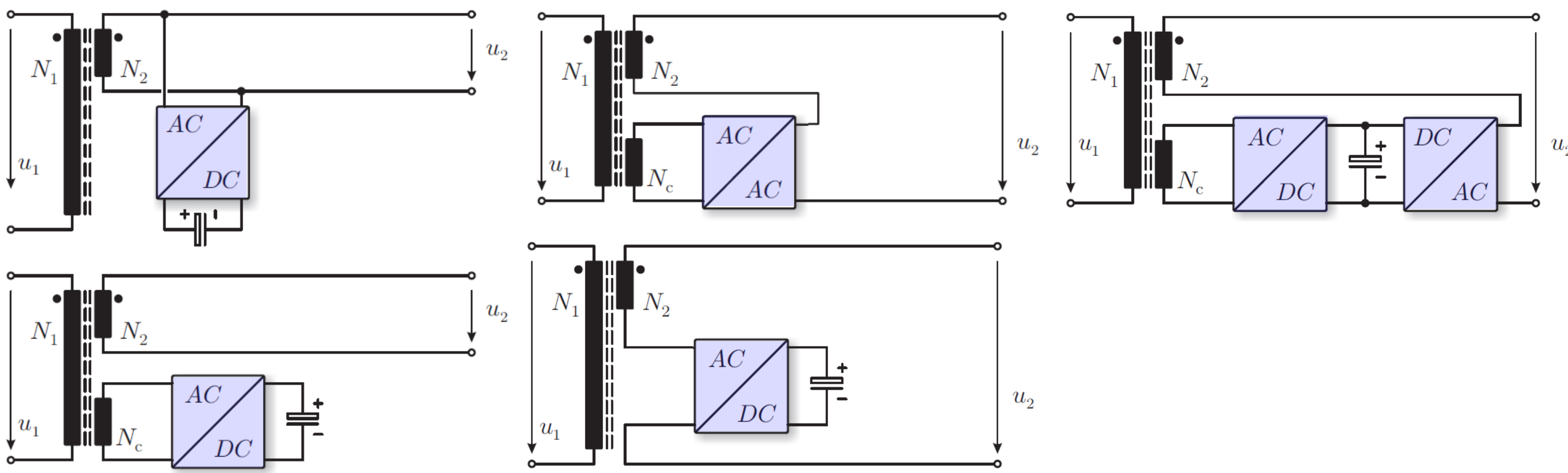
- DC/DC
  - No Other Option (!)
  - MV DC Collection Grids (Wind, PV)
  - Sw. Frequ. as DOF of Design

- Weight / Space Limited
- Traction Applic. etc.

- DC/DC
- AC/DC
- AC/AC
  - Sw. Frequ. as DOF of Design
  - Low Weight/Volume @ High Eff.
  - Local Applic. (Load/Source Integr.)

Remark "Hybrid" Transformers

- Combination of Mains-Frequ. Transformer & SST
- Fractional Power Processing → High Efficiency
- Low Blocking Voltage Requirement
- Simplified Protection



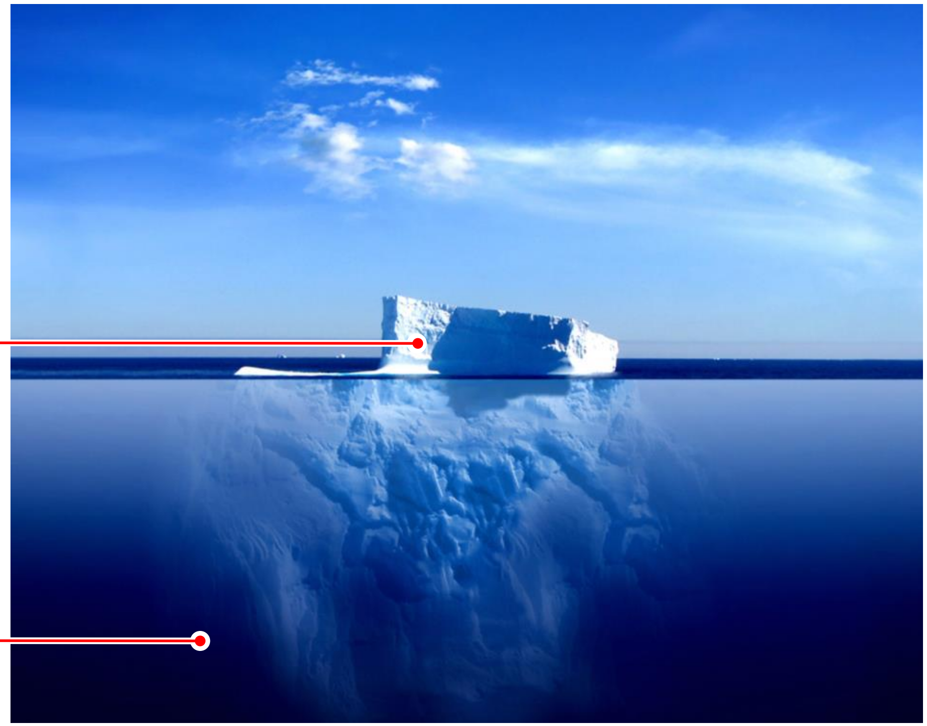
▶ **Shunt Connection**
— Reactive Current Inj.
— Harm. Curr. Inj.

▶ **Series Connection**
— Reactive Voltage Inj.
— Phase Shiftg / Volt. Cntrl

▶ **Combined Connection**
— Reactive / Harm. Curr. Inj.
— Volt. Cntrl / Phase Shiftg

▶ Current SST Research Status

Done !

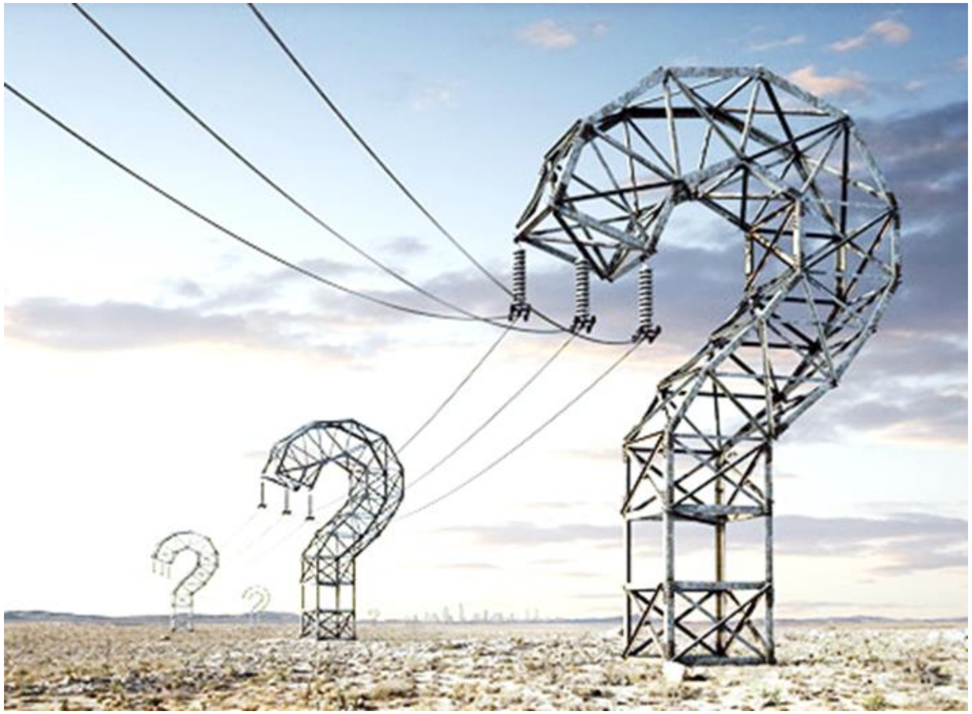


To be
Done...

■ **Huge** ***Multi-Disciplinary*** **Challenges / Opportunities (!) are Still Ahead**

Thank You!

Questions



Source: P. Aylward

www.pes.ee.ethz.ch/publications.html