Comparison of the DC/DC-Converters for Fuel Cell Applications

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Abstract—The source voltage of high-power fuel cell shows strong load dependence at comparatively low voltage levels. In order to provide the voltage of 750V on the DC-link for feeding electrical energy into the mains via a three phase inverter a step-up converter with a large step-up ratio is required. The output voltage of this DC/DC-converter must be stable during variations of the load current and the voltage of the fuel cell. This paper presents the methods and results of the calculation of the efficiency and the expense for the realization for the circuits of the DC/DC-converter that meet these requirements.

Keywords—DC/DC-converter, calculation, efficiency, fuel cell.

I. INTRODUCTION

This paper presents the methods and results of the comparison of circuits of the DC/DC-converter for the output power of 5 kW and the output voltage of 750V. In the Section II the used structures of the 5kW-fuel cell systems are shown. Section III provides the mathematical analysis of the chosen circuits of the DC/DC-converter, design of these circuits. In Section IV the methods and results of comparison of the DC/DC-converters are presented.

II. STRUCTURES OF THE ELECTRICAL FUEL CELL SYSTEM

In [1] the typical structures of the electrical fuel cell system are presented. For the reasons of the controllability, reliability and the low cost the structure, which is shown in Fig. 1 is chosen. The DC/DC-converter with galvanic isolation provides the isolation of the fuel cell potential from the grid.

![Fig. 1](image1.png)

Fig. 1 The structure of the electrical fuel cell system for the DC/DC-converter with galvanic isolation.

In the case of the DC/DC-converter without galvanic isolation the structure, which is shown in Fig. 2 is described. The power that flows through each DC/DC-converter is a half of the input power. For DC/DC-converter without galvanic isolation, the losses in the one of the DC/DC-converters must be calculated for the output power of 2.5kW and must be doubled.

![Fig. 2](image2.png)

Fig. 2 The structure of the electrical fuel cell system for the DC/DC-converter without galvanic isolation.

The result is a total loss for two DC/DC-converters.

III MATHEMATICAL ANALYSIS OF THE CIRCUITS OF DC/DC-CONVERTERS FOR THE FUEL CELL SYSTEM

A. Choice of the investigated circuits

The DC/DC-converter for fuel cell applications must be fit into the requirements:

- high step-up conversion ratio
- high stability of the output voltage during the variations of the output current and the input voltage
- high efficiency
- low cost

The first requirement excludes all circuits without a transformer. High step-up conversion ratio in these circuits is only at extreme high duty cycles, which are not acceptable [3]. The second requirement excludes all circuits for which a controller cannot be designed for a stable output voltage [4]. A transferred power of 5kW is another key value for choosing the circuits for the investigation. In some circuits the design of the transformer for this power results in a large size of the transformer, another circuits have problems with the saturation of the transformer [5]. These circuits will not be investigated. The following factors can result in high efficiency and low cost of the converter [6]:

- low current or voltage stresses of the semiconductors
- utilization of the B-H-characteristic of the transformer in all quadrants
- low input current ripple
- low number of components
- simple design of the transformer

All the circuits, that combine some of these benefits, will be investigated and are shown in the Fig.3. The circuits were investigated for the ideal transformer. The leakage inductances of the transformer were not considered.
The parameter of each circuit (turns ratio of the transformer, duty cycle) has a great influence on the efficiency of each circuit. The following values change with the variation of the duty cycle:

- rms and average values of the switch and diode currents
- blocking voltage of the switches and diodes
- size of the transformer

Hence the optimal duty cycle for each circuit exists, at which the efficiency of the circuit is maximum. For this duty cycle the above-named values must be calculated. For some circuits the estimation of this duty cycle is quite complex. This paper provides some criteria for the choosing of the optimal duty cycle. With the help of these criteria the duty cycle for each circuit will be determined.

A. Boost converter with tapped inductor

The boost converter with tapped inductor provides no galvanic isolation an hence should be connected to the fuel cell as shown in the Fig. 2. Each of the boost converter must provide a maximum step-up ratio of 12.5 for variation of the input voltage $V_i = 30...60V$. The maximum input current occurs at the minimum input voltage and hence the efficiency of the converter is minimum at the maximum input voltage. This efficiency will be calculated. The maximum duty cycle is determined as (Fig.4):

$$D = \frac{t_1 - t_0}{T} \quad (1)$$

With T- switching period, and for the turns ratio of the tapped inductor $\mu = W_2 / W_1 = 4$ can be calculated [6]:

$$D = \frac{V_o}{V_i} / \left( \frac{V_o + W_2}{W_1} \right) = \frac{12.5 - 1}{12.5 + 4} = 0.73 \quad (2)$$

It was shown in [7] that the losses in the clamping-circuit are at this duty cycle minimum. The simulated waveforms of the boost converter with tapped inductor for these parameters are shown in the Fig. 4. The rms values of the switch current, diode current and the input current can be calculated regarding to the functions $i_{T1}(t), i_{D1}$ in [6]:

$$I_{T1, RMS} = \sqrt{3} \frac{I_{T1}}{3} \frac{L_1^2 [1 + \mu]^2}{L_1^2} \frac{2}{3} V_i D^2 T_i_{1, \min} + 3 D I_{1, \min}^2 \quad (3)$$

$$I_{D1, RMS} = \frac{1}{3} \frac{L_2^2 [1 + \mu]^2}{L_1^2} \frac{L_1^2 [1 + \mu]^2 + (1 - D) T_i (V_o - V_i)}{3 L_2^2 (V_o - V_i)^2 (1 + \mu)^2} + B_i \quad (4)$$

$$I_{i, RMS} = \frac{1}{3} \frac{L_2^2 (V_o - V_i)}{V_o - V_i} \frac{L_1^2 [1 + \mu]^2 + (1 - D) T_i (V_o - V_i)}{3 L_1^2 (V_o - V_i)^2 (1 + \mu)^2} + B_i \quad (5)$$

with

$$B_i = \frac{DT_i}{3 L_1^2} \left( V_i^2 D^2 T_i + 3 V_i D T_i_{1, \min} L_1 + 3 I_{1, \min}^2 L_1^2 \right)$$

$$I_{1, \min} = i_{T1}(t_0)$$

- minimum switch current,
\( I_{2,\text{max}} = i_{D_1}(t_1) \) - maximum diode current.

The average value of the input current and the diode current can be calculated regarding to the functions \( i_{T_1}(t) \) in [6]:

\[
I_{\text{avg}} = 0.5(1-D)^2T_{L_1}^{-1}\left[V_i - V_o(1+\bar{u})^{-2}\right] + (1-D)I_{2,\text{max}} 
\]

With \( B_2 = V_i(1-D)^2 - V_o(1-D)^2(1+\bar{u})^{-2} + V_oD^2 \)

The blocking voltages of the switch and the diode were calculated in [6] as follows:

\[
V_{T_1} = (V_o - V_i)(W_1 + W_2) + V_i 
\]

\[
V_{D_1} = (V_o - V_i)(W_1 + W_2)(W_2/W_1 - 1) + V_o - V_i 
\]

It can be seen from the Fig. 4 that the switch and the diode are turned on and turned off at their full blocking voltage. At the time \( t_2 \) the diode \( D_1 \) is switched off and the switch \( T_1 \) is switched on. The current of the diode \( D_1 \) falls to zero and the current of the switch \( T_1 \) rises. This commutation phase occurs in consideration of the leakage inductances of the tapped inductor and results in the hard turn on of the switch \( T_1 \). The reverse-recovery current of the diode \( D_1 \) at turn off results in the over current at the switching on of the switch \( T_1 \). This over current can be calculated:

\[
\Delta i_{T_1,\text{on}} = I_{\text{RM},D_1}(1+W_2/W_1) 
\]

**B. Extended forward converter**

The extended forward converter was proposed and mathematically analysed in [2]. This converter provides no galvanic isolation and hence should be connected to the fuel cell as shown in the Fig. 2. Each of the boost converter must provide a maximum step-up ratio of 12.5 for variation of the input voltage \( V_i = 30...60V \). It was shown in [2] that the output voltage in steady-state if the voltage ripple of the capacitors is low can be calculated as follows:

\[
I_{D_{1,\text{avg}}} = 0.5T_{L_1}^{-1}B_2 + (1-D)I_{2,\text{max}} + I_{1,\text{min}}D 
\]

The blocking voltages of the diodes \( D_1, D_2, D_3 \) and the blocking voltage of the switch can be calculated as in [7]:

\[
V_{D_1} = \left(\frac{V_i}{1-D} - V_i\right)\bar{u} 
\]

\[
V_{D_2} = V_i\bar{u} 
\]

The voltage \( V_C \) is the blocking voltage of the switch. It can be seen from (12) that this voltage strongly increases with the increase of the duty cycle. To minimize the blocking voltage of the switch the possibly minimum duty cycle must be chosen. From (13), (14) it can be shown that the design of the circuit for the duty cycles lower than 55% results in the use of high-blocking voltage diodes (>1.2 kV). For these reasons the turns ratio of the transformer \( \frac{N_2}{N_1} = \frac{1}{D^2} \) at the maximum duty cycle of 0.57 at the input voltage of 30V was determined. The simulated waveforms of the extended forward converter for these parameters are shown in the Fig. 5.
The blocking voltage of the switch can be calculated:

$$V_{T1} = V_{Ce} = \frac{V_i}{1-D}$$

(24)

The switch and the diode are turned on and turned off at their full blocking voltage. It is important for the calculation of the switching losses of the switch and the diode. The choice of semiconductors for the switch must be done according to the maximum blocking voltage of the switch:

$$V_{T1,\text{max}} = \frac{V_{i,max}}{1-D}$$

(25)

It can be seen from the Fig. 5 that the same commutation phase as for the boost converter with tapped inductor at turn on of the switch T1 occurs. The over current at turn on of the switch T1 can be calculated:

$$\Delta I_{T1,\text{on}} = I_{RM,D1}$$

(26)

C. Current-fed full-bridge converter

The current-fed full-bridge converter was mathematically analysed in [8]. This converter provides a galvanic isolation and hence should be connected to the fuel cell as shown in the Fig. 1. The step-up conversion ratio can be, as shown in [8], calculated:

$$\frac{V_o}{V_i} = \frac{\bar{u}}{1-2t_{ov}/T}$$

(27)

with $t_{ov} = t_2 - t_1 = t_4 - t_3 = T(D-0.5), \quad D>0.5$

(28)

-time period, where all transistors are on, $T = t_4 - t_0$ -switching period.
The blocking voltages of the transistor and the secondary diodes can be, as shown in [8], calculated:

$$V_{T1} = \frac{V_o}{\bar{u}}$$

(29)

$$V_{DI} = V_o$$

(30)

$$I_{T1,RMS} = \frac{1}{T} \left\{ \left( \frac{L_{i,min}}{2} + \frac{(V_{\bar{u}} - V_o)(D - 0.5)T}{2L_3 \bar{u}} \right)^2 L_3 + \frac{\left( L_{i,min} - \frac{(V_{\bar{u}} - V_o)(D - 0.5)T}{L_3 \bar{u}} \right)^2 L_3}{3V_i} \right\}^{1/2}$$

(34)

To reduce the blocking voltage of the transistor the maximum turns ratio of the transformer is needed. The solution of (27) for the turns ratio is:

$$u_{\text{max}} = 2V_o \left( \frac{1-D_{\text{min}}}{V_i,\text{max}} \right) = 2.750V \cdot (1-0.5) / 60V \approx 12$$

(31)

The simulation results for these parameters are shown in the Fig. 6.

Fig. 6 Simulated waveforms of the current-fed full-bridge converter

It can be seen from Fig. 6 that the switch T3 is switched off at the time $t_0$ at the full blocking voltage. At the time $t_1$ the switch T1 is switched on. The current of the switch T1 rises and the current of the switch T1 falls until the input current distributes equally between these switches. This commutation phase results in the hard turn on of the switch. At the time $t_1$ the diode D1 is switched off. The reverse-recovery current of the diode D1 results in the over current at the switching on of the switch T1. This over current can be calculated:

$$\Delta I_{T1,\text{on}} = 0.5I_{RM,D1}$$

(32)

with $I_{RM,D1}$ - reverse-recovery current of the diode D1

The time period, where the switches T1, T4 or T2, T3 are on, is defined as follows:

$$t_4 - t_3 = T(1-D)$$

(33)

Considering (28), (33), the rms values of the switch current, diode current and the input current can be calculated[see (34), (35) at the bottom of the page]:

$$V_{T1} = V_{Ce} = \frac{V_i}{1-D}$$

(24)
The blocking voltages of the transistor and the secondary diodes can be, as shown in [9], calculated:

\[ V_{T1} = V_i \]  \hspace{1cm} (43)  
\[ V_{D1,max} = V_o \]  \hspace{1cm} (44)

It can be seen from (43) that the blocking voltage of the switch does not depend on duty cycle and turns ratio of the transformer. The conclusion of these thoughts is that the efficiency will be lower with the decreasing of maximum duty cycle. The duty cycle of 50% is practically unrealizable. Hence a little bit smaller duty cycle of 45% was determined. The simulation results for these parameters are shown in the Fig. 7.

**D. Current-fed push-pull converter**

The current-fed full-bridge converter was mathematically analysed in [8]. This converter provides a galvanic isolation and hence should be connected to the fuel cell as shown in the Fig. 1. The step-up conversion ratio can be, as shown in [8], calculated:

\[ V_o = \frac{\bar{u}}{\left(1 - \frac{2\omega}{T}\right)} \]  \hspace{1cm} (38)

The blocking voltages of the transistor and the secondary diodes can be, as shown in [7], calculated:

\[ V_{T1} \approx 2V_o / \bar{u} \]  \hspace{1cm} (39)  
\[ V_{D1,off} = V_o / 2 \]  \hspace{1cm} (40)

To reduce the blocking voltage of the transistor the maximum turns ratio of the transformer is needed. The solution of (38) for the turns ratio is:

\[ \bar{u}_{max} = V_o (1 - D_{max}) / V_{i,max} = 750V \cdot (1 - 0.5) / 60V \approx 24 \]  \hspace{1cm} (41)

The waveforms of this converter are identical with the current-fed full-bridge converter. The blocking voltage of the switch is twice as high as in full-bridge converter. The equations (34)-(36) are valid for the current-fed push-pull converter with 

\[ \bar{u} = W_2 / 2W_1. \]

**E. Voltage-fed full bridge converter**

The voltage-fed full bridge converter was mathematically analysed in [3]. This converter provides a galvanic isolation an hence should be connected to the fuel cell as shown in the Fig. 1. The minimum turns ratio of the transformer [3]:

\[ \bar{u}_{min} = \frac{V_o}{2V_{i,min}D_{max}} = \frac{750V}{2 \cdot 30V \cdot 0.5} \approx 28 \]  \hspace{1cm} (42)

The maximum duty cycle cannot be increased above 50%. Decreasing of the duty cycle results in increasing of the turns ratio of the transformer and increasing of rms and maximum value of the switch current. The blocking voltages of the transistor and the secondary diodes can be, as shown in [9], calculated:

\[ V_{T1} = V_i \]  \hspace{1cm} (43)  
\[ V_{D1,max} = V_o \]  \hspace{1cm} (44)

It can be seen from (43) that the blocking voltage of the switch does not depend on duty cycle and turns ratio of the transformer. The conclusion of these thoughts is that the efficiency will be lower with the decreasing of maximum duty cycle. The duty cycle of 50% is practically unrealizable. Hence a little bit smaller duty cycle of 45% was determined. The simulation results for these parameters are shown in the Fig. 7.

**Fig. 7 Simulated waveforms of the voltage-fed full-bridge converter**

During time periods \( t_1 \ldots t_2 \) and \( t_3 \ldots t_4 \) all switches are turned off, the energy is not transferred to the output. The switches \( T_1, T_4 \) and \( T_2, T_3 \) are connected serial to the input voltage. The blocking voltage of all switches during time periods \( t_1 \ldots t_2 \) and \( t_3 \ldots t_4 \) can be hence calculated:

\[ V_{T1,off} = V_{T1,on} = \frac{V_i}{2} \]  \hspace{1cm} (45)

It was considered during the calculation of the switching loss that all switches are turned on and off at the half of the input voltage. The diodes are turned off at the voltage, which is equal to the output voltage. The time equations of the waveforms in [2] for the time periods \( t_0 \ldots t_1 \) and \( t_2 \ldots t_3 \) are the same as for the extended forward converter for the time period \( t_1 \ldots t_2 \). Considering (42), the rms, average values of the switch current, diode current and the input current can be calculated [see (47), (48)at the bottom of the page]:

\[ I_{D1,avg} = I_{2,min} \frac{\bar{u}(1 - 2D)D^2T}{2V_o} \]  \hspace{1cm} (46)
The asymmetrical full bridge converter was mathematically analysed in [3]. This converter provides a galvanic isolation an hence should be connected to the fuel cell as shown in the Fig. 1. The maximum duty cycle can be determined at same way as for voltage-fed full-bridge converter. The minimum turns ratio of each transformer can be, as shown in [3], calculated:

\[ \frac{V_o}{2V_{i,max}} = \frac{750V}{2 \cdot 30V \cdot 0.5} = 28 \]  

(51)

The simulation results for these parameters are shown in the Fig. 8. The blocking voltages of the transistor and the secondary diodes can be, as shown in [2], calculated:

\[ V_T = V_i \]  

(52)

The transformer of the forward converter with a switch \( T_1 \) is magnetized during the time period \( t_0 \ldots t_1 \). The demagnetization of the transformer occurs during the time period \( t_2 \ldots t_3 \). During the time period \( t_1 \ldots t_2 \) the primary voltage of the transformer is null. Hence the switches \( T_1 \) and \( T_2 \) are connected serial to the input voltage. The switching off voltage of the switch \( T_1 \) is:

\[ V_{T1,off} = 0.5V_i \]  

(53)

The free-wheeling-Diode \( D_2 \) doesn’t conduct during the time periods:

\[ t_1 - t_0 = t_3 - t_2 = DT \]  

(56)

The conduction losses of the switch can be calculated [3]:

\[ P_{cond(T)} = R_{DS,on} \frac{I_{T,RMS}^2}{N_T} \]  

(59)
With \( I_{\text{RMS}} \) – rms value of the switch current, \( N_T \) – number of parallel connected MOSFET for one switch.

The switching losses of the MOSFET could be calculated regarding to the measured switching losses, Fig. 9. The measured switching losses can be converted into the values for certain values of the over current and switching on and off voltages. To simplify the calculation, it was considered that 50\% of the on switching loss is direct proportional to the over current and another 50\% of the on switching loss is direct proportional to the over voltages. To simplify the calculation, it was considered that all semiconductors are placed on the same heat sink. The junction temperature of on the transistor \( T_1 \) and the diode \( D_1 \) can be calculated:

\[
T_{\text{J(on)}} = T_a + \sum_{k=1}^{\infty} \left( \frac{R_{\text{th(j)}}}{N_T} + \frac{R_{\text{th(D)}}}{N_D} \right) \sum_{k=1}^{\infty} \frac{P_{\text{VT(on)}}}{N_T} \frac{P_{\text{VT(D)}}}{N_D} \frac{N_D}{N_T}
\]

The switching losses of the MOSFET could be calculated regarding to the measured switching losses, Fig. 9. The switching loss of the diode can be calculated:

\[
P_{\text{cond}} = r_d \cdot I_{\text{D,RMS}}^2 / N_D + V_{\text{T0}} I_{\text{D,avg}}
\]

With \( r_d \) – differential resistance, \( V_{\text{T0}} \) – threshold voltage, \( N_D \) – number of parallel connected diodes.

The switching loss of the diodes was calculated regarding to the approximated waveforms, which are shown in Fig. 10.

The fall time of reverse-recovery-current can be calculated:

\[
t_f = t_{rr} - t_{t}
\]

The fall time of reverse-recovery-current can be calculated:

\[
t_f = t_{rr} - t_{t}
\]

After the calculation of all losses in the circuit the junction temperatures of all semiconductors must be calculated. It was considered that all semiconductors are placed on the same heat sink. The junction temperature of on the transistor \( T_1 \) and the diode \( D_1 \) can be calculated:

\[
T_{\text{J(on)}} = T_a + \sum_{k=1}^{\infty} \left( \frac{R_{\text{th(j)}}}{N_T} + \frac{R_{\text{th(D)}}}{N_D} \right) \sum_{k=1}^{\infty} \frac{P_{\text{VT(on)}}}{N_T} \frac{P_{\text{VT(D)}}}{N_D} \frac{N_D}{N_T}
\]

With \( R_{\text{th(j)}} \) – junction to case thermal resistance of the MOSFET (can be taken from the datasheet), \( R_{\text{th(D)}} \) – heat sink to ambient thermal resistance, \( n_0 \) – total number of diodes in the circuit, \( N_T \) – total number of switches in the circuit, \( P_{\text{VT(D)}} \) – total loss for one switch, \( P_{\text{VT(D)}} \) – total loss for one diode, \( T_a \) – ambient temperature, \( N_D \) – number of parallel connected semiconductors for one switch, \( N_D \) – number of parallel connected semiconductors for one diode.

After calculation of the junction temperature the new parameter of the semiconductors for this temperature can be calculated. The loss for this parameter must be then calculated. The loss for the new parameter and the loss for the old parameter are compared. The iteration will continue until this difference has a minimum value. The goal of the calculation is to determine the number of transistors for each circuit that are needed to keep the junction temperature of the MOSFETs at the definite value \( T_f = 92^\circ C \). This value is identical for all circuits. Hence the expense for the semiconductors for each circuit can be seen. The results of the calculation are presents in the Table I.

B. Calculation of the expense for filter and for transformer

The minimum core-cross-section of the transformer that is sufficient to provide that the transformer will not saturate can be regarded to [3] calculated:

\[
A_{K,\text{min}} = \frac{V_{\text{i}} I_{\text{Is}}}{N_I A_{\text{Bmax}}}
\]

With \( V_{\text{i}} \) – primary voltage of the transformer, \( I_{\text{Is}} \) – magnetizing inductance, \( N_I \) – number of turns at the primary side, \( I_{\text{Is}} \) – constant component in the magnetization of the transformer, \( A_{\text{Bmax}} \) – maximum magnetic flux swing.

The maximum magnetic flux swing was determined in consideration that the transformer will not saturate. For the circuits with the utilization of the B-H-characteristic of the transformer in all quadrants the magnetic flux can change from negative value to positive. The flux swing can be then double. The size of the transformer of DC/DC-converters is compared at the same utilization of the transformer for each circuit.

The length of magnetic path that corresponds to the calculated core-cross-section can be then determined with the
help of the datasheets of ferrite cores. The copper loss in the primary or secondary winding in the transformer [3]:

$$P_{c,u} = \rho \cdot A_{cu} \cdot (I_{cu,1}^2 + I_{cu,2}^2) / \rho \cdot A_{cu}$$  \hspace{1cm} (67)

With $I_{cu}$ – length of magnetic path, $N_{cu,1}$ – number of turns of the primary or secondary winding, $A_{cu,1}$ – copper area for the primary or secondary winding, $I_{cu,1}^2$ – rms value of current in the primary or secondary winding, $\rho = 1.724 \cdot 10^{-9} \cdot \text{cm} \cdot \text{mm}$ – resistivity per unit length for copper. The copper area for the primary or secondary winding can be calculated [3]:

$$A_{cu} = \frac{I_{cu}}{\rho \cdot f \cdot 1200 \cdot \text{mm}^2}$$  \hspace{1cm} (68)

The calculation of current and voltage stresses, efficiency of the DC/DC-converter requires a larger transformer. With $i_{\text{max}} = 4 \text{A/mm}^2$ – maximum current density in the winding.

The magnetization losses of the transformer $P_{V_{f,c}}$ at the defined magnetic induction $B_1$ and defined frequency $f_1$ can be determined from the datasheet of the core. The magnetization losses at another magnetic induction $B_2$ and another frequency $f_2$ are [3]:

$$P_{V_{f,c}} = P_{V_{f,1}} \cdot \left( \frac{B_2}{B_1} \right)^{2 \beta} \cdot \left( \frac{f_2}{f_1} \right)^{2 \gamma}$$  \hspace{1cm} (69)

With $\gamma = 1.45, \beta = 2.7$ for ferrite materials [3].

The calculated losses are shown in the Fig. 10. The efficiency, calculated in the Table I, considers the total semiconductor loss and total transformer loss.

The relative input current ripple can due to [6] be defined as:

$$\Delta I_i = \frac{I_{i,RMS}}{I_{i,avg}}$$  \hspace{1cm} (70)

Fig. 11 Calculated losses of the DC/DC-converters

The higher current ripple causes the larger input filter. The calculated values for the current ripple are shown in the Table I. It can be seen that the current-fed circuits have minimum input current ripple. The extended forward converter has the highest current ripple because of not to high duty cycle. The criterion for the determination of the duty cycle was possible highest efficiency. The required core cross section of the transformer is minimum for the voltage-fed full-bridge converter. The DC/DC-converter with a quite high duty cycle (boost converter with tapped inductor, extended forward converter) requires a larger transformer.

Fig. 12 Calculated losses of the DC/DC-converters

Six circuits of the DC/DC-converter for the input voltage $V_i = 30 \text{V}$, output voltage $V_o = 750 \text{V}$, the output power $P_o = 5 \text{KW}$ and the switching frequency $f_s = 60\text{kHz}$ were mathematically analyzed. The results of the analysis are the rms, average values of the switch and diode currents, the maximum voltage...
stresses of the switches and diodes, the switch and diode voltages at turn on and turn off. These values were used for the calculation of the efficiency, relative input current ripple and the minimum size of the transformer. The extended forward converter has the highest efficiency of 94.3% and the boost converter with tapped inductor has the lowest efficiency of 90.3%. For the extended forward converter the lowest number of transistors is needed.

REFERENCES


