

Outdoor inverter discharge





Overview

Why do EV inverters need to be discharged?

Abstract: when an Electrical Vehicle (EV) encounters an accident or the vehicle is taken to a service station, the DC-link capacitor in the inverter must be discharged to ensure safety of both the passengers and the operator.

Can a flyback converter provide a low-voltage discharge circuit?

The study introduces a low-voltage discharge circuit enabled by a flyback converter using MOSFET in linear mode, presenting two distinct approaches. The paper includes a simulation comparison of winding-based discharge with the proposed Hybrid discharge technique.

What is a DC-link capacitor in a traction inverter?

Figure 1. Simplified Block Diagram of a Traction Inverter The DC-Link capacitor is a part of every traction inverter and is positioned in parallel with the high-voltage battery and the power stage (see Figure 1). The DC-Link capacitor has several functions, such as to help smooth voltage ripples, filtering unwanted harmonics and reducing noise.

Can a flyback converter reduce DC-link voltage overshoot?

The proposed technique enhances redundancy, decreases the discharge time and minimize the risk of DC-link voltage overshoot during the regeneration action caused by quadrature axis current injection. The study introduces a low-voltage discharge circuit enabled by a flyback converter using MOSFET in linear mode, presenting two distinct approaches.



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