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Design and Control of Optimization in EV Acceleration with Regenerative Braking system

Lakpathi Maloth[1], **Dr.Prabodh Khampariya**[2],
[1]*Research Scholar, Dept. of Electrical Engineering*
Sri Satya Sai University of Technology and Medical Sciences,
Sehore Bhopal-Indore Road, Madhya Pradesh, India.
[2]*Research Guide, Dept. of Electrical Engineering*
Sri Satya Sai University of Technology and Medical Sciences,
Sehore Bhopal-Indore Road, Madhya Pradesh, India.

ABSTRACT

This paper gives a new approach to deal with optimizing the acceleration of EV (Electric Vehicles) utilizing a regenerative braking framework. This technique depends on the continuous detecting of motor current and crippling the regenerative braking at low speeds when the motor current falls below zero. It requires no equipment changes to the current architecture and can be actualized by adjusting the brake controller algorithm. The proposed controller is tried and approved on an EV test seat simulation model and the energy utilization is contrasted with a situation where a fixed cut-off point is considered at low speeds. The outcomes show improvement in separating the most extreme energy during regenerative braking by applying this strategy.

Keywords: Regenerative braking system, Test bench, cut-off point.

INTRODUCTION

Moving vehicles have a ton of motor energy, and when brakes are applied to slow a vehicle, the entirety of that active energy needs to head off to some place. Back in the Neanderthal long stretches of interior burning motor vehicles, brakes were exclusively contact based and changed over the dynamic energy of the vehicle into squandered warmth so as to decelerate a vehicle. The entirety of that energy was just lost to the earth. Luckily, we have advanced as an animal varieties and built up a superior way. Regenerative braking utilizes an electric vehicle's motor as a generator to change over a significant part of the active energy lost when decelerating once more into put away energy in the vehicle's battery. At that point, whenever the vehicle quickens, it utilizes a great part of the energy recently put away from regenerative braking as opposed to tapping in further to its own energy holds.

It is imperative to understand that all alone, regenerative braking is certainly not an otherworldly range promoter for electric vehicles. It doesn't make electric vehicles progressively proficient per sec, it just makes them less wasteful. Essentially, the most effective approach to drive any vehicle is quicken to a steady speed and afterward never contact the brake pedal. Since braking is going to evacuate energy and expect you to include additional energy to raise back to an acceptable level, you'd get your best range by basically failing to slow down in any case. In any case, that clearly isn't functional. Since we have to brake regularly, regenerative braking is the following best thing. It takes the wastefulness of braking and essentially makes the procedure less inefficient.

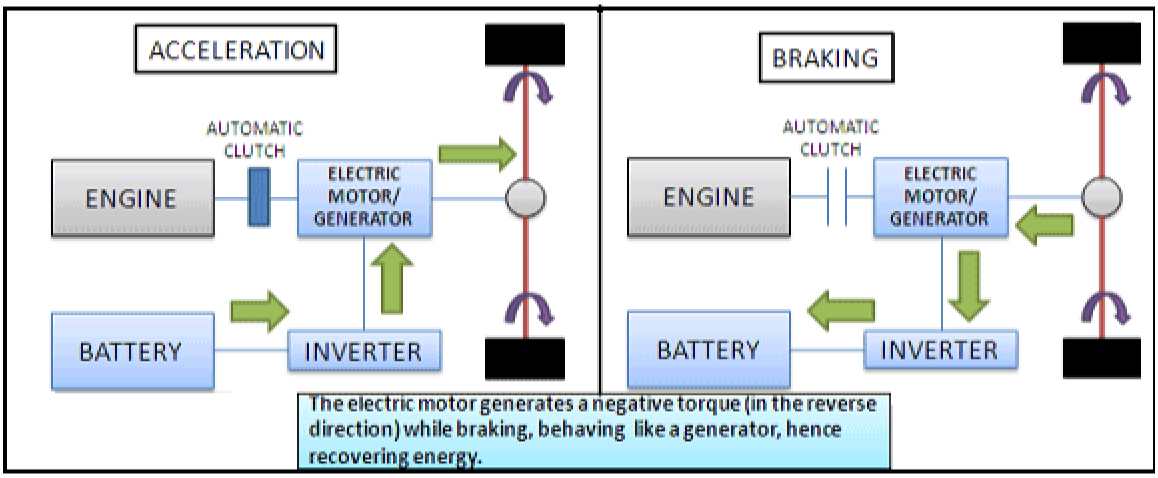


Figure 1. Regeneration braking system

Efficiency

No machine can be 100% effective (without violating the laws of material science), as any exchange of energy will unavoidably bring about some misfortune as warmth, light, clamor, and so on. Proficiency of the regenerative braking process fluctuates across numerous vehicles, motors, batteries and controllers, yet is regularly something to the tune of 60-70% productive. Regen normally loses around 10-20% of the energy being caught, and afterward the vehicle loses another 10-20% or so while changing over that energy again into acceleration, as per Tesla. This is genuinely standard across most electric vehicles including vehicles, trucks, electric bikes, electric bikes, and so on.

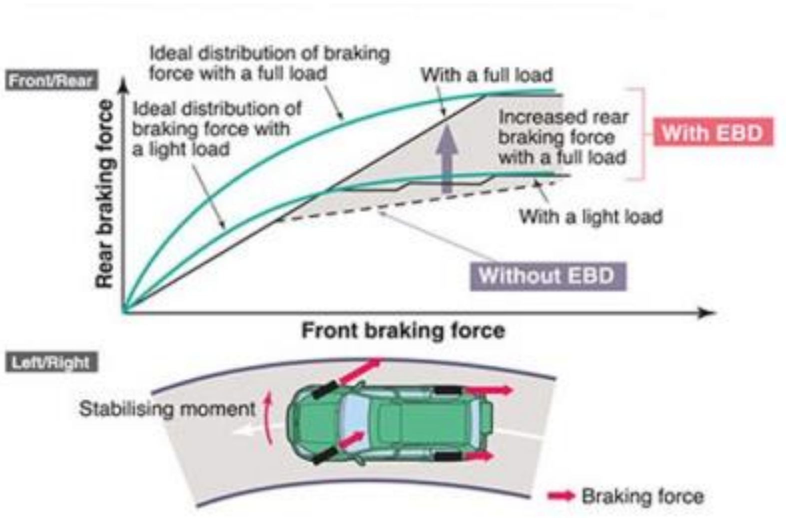


Figure 2. EBD

Effectiveness

Driving conditions have an enormous effect. You'll see much better adequacy for regenerative braking in go back and forth city traffic than in roadway driving. This should bode well, as though you're over and over braking, you'll recover significantly more energy than if you essentially drive for a considerable length of time without contacting the brake pedal. Landscape additionally assumes an enormous job here as well, as tough driving doesn't give you much possibility for braking, yet downhill driving will recover an a lot bigger measure of energy because of the long braking periods. On long downhills, regenerative braking can be utilized almost continually to direct speed while consistently charging the battery. Vehicle size might be the biggest factor in the adequacy of regenerative braking for the straightforward explanation that heavier vehicles have considerably more force and active energy. Much the same as a major flywheel is more successful than a little flywheel, a four-wheel electric vehicle has significantly more motor energy when moving than an electric bike or bike. Information for correlation can be to some degree difficult to find. Tesla vehicles show you the regenerative braking power, for example, 60 kW during hard braking, yet that doesn't address the all the more intriguing inquiry. We need to know how much energy we are recovering over an excursion, not how solid our brakes are each time we pound the pedal.

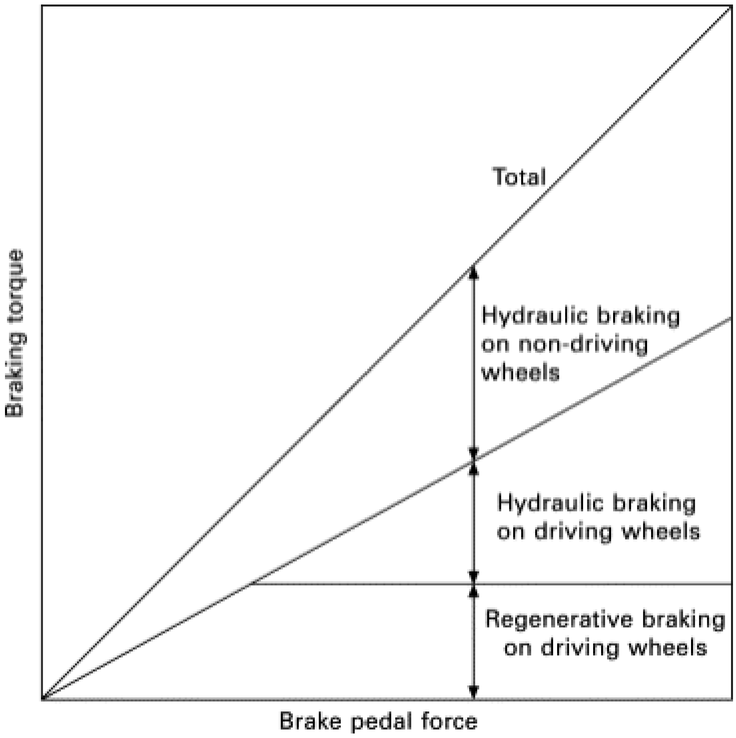


Figure 3. Regenerative braking torque vs force

PROPOSED METHODOLOGY

While controlling EV braking, two primary restrictions with respect to the regenerative braking ought to be considered. The main constraint is the most extreme regenerative braking ability, which is normally dictated by the braking torque capacity of the electric motor. The other restriction is the failure of the electric motor to work as a generator and charge the vehicle battery at low speeds. As the back EMF voltage is corresponding to the motor speed, at low speeds the back EMF can't be enhanced to arrive at the battery voltage level.

At the end of the day, as the vehicle slows down, working in the regenerative mode is insufficient. In this manner, the base speed of the motor where regenerative braking can be performed viably ought to be remembered for the EV controller.

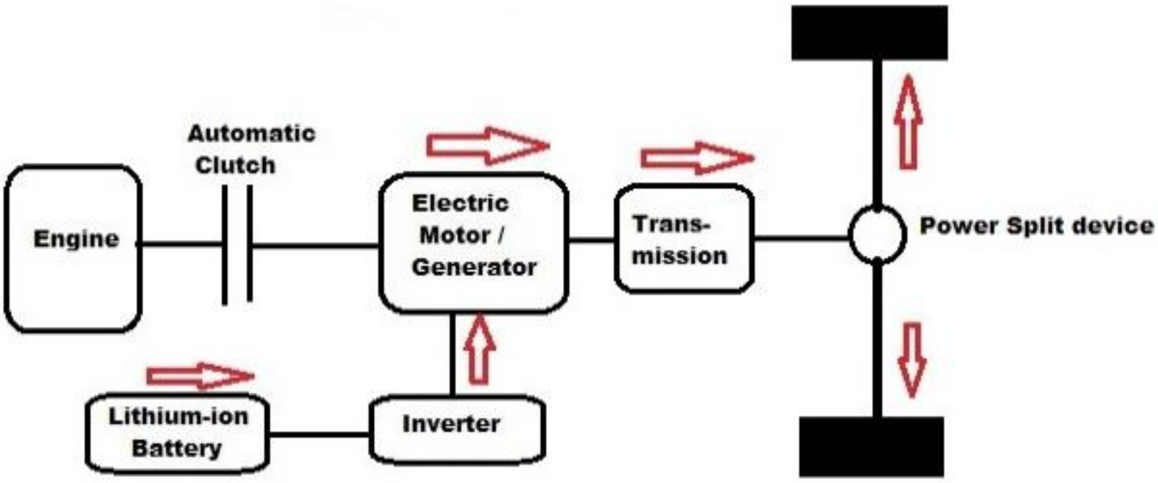


Figure 4 Low Speed Optimization

The low speed limit relies upon numerous elements, for example, the sort and determinations of the electric motor, mentioned brake power, and the voltage level of the energy stockpiling utilized inside the vehicle. Since the vast majority of these parameters are continually changing inside the vehicle, the low speed edge is likewise powerfully changing, making its computation a difficult errand, which requires continuous information on a wide range of states related with the vehicle.

The proposed brake controller in this paper depends on the way that despite the fact that at low speeds the electric motor is fit for creating negative torque for regenerative braking, an adjustment in the current flow bearing can fill in as a pointer for deciding the low speed edge point where regenerative braking is not, at this point proficient. Accordingly, by checking the motor current and taking care of it back to the brake controller, the low speed limit can without much of a stretch be resolved and utilized as a source of perspective point to begin diminishing regenerative braking share while expanding the contact braking share. A flowchart portrayal of the proposed brake controller for a front wheel-drive vehicle is appeared. In this design, the braking powers on the front pivot comprise of motor regenerative braking just as front wheel erosion brakes, while the back hub braking power is just because of grinding braking.

In this methodology, the required braking power on the front and back hub is determined by the perfect braking bend dissemination. For whatever length of time that the front hub's offer is inside the motor capacities and the motor current is over zero, demonstrating flow of current to the batteries, the front hub's braking power is met exclusively by the electric motor. At the point when the motor current begins to fall below zero at low speeds, showing current being drawn from the batteries, the brake controller bit by bit diminishes the regenerative braking portion of the motor and simultaneously, expands the grating braking portion of the front wheels. This guarantees most extreme energy recuperation and ideal utilization of vehicle rubbing and regenerative braking capacities even at low speeds.

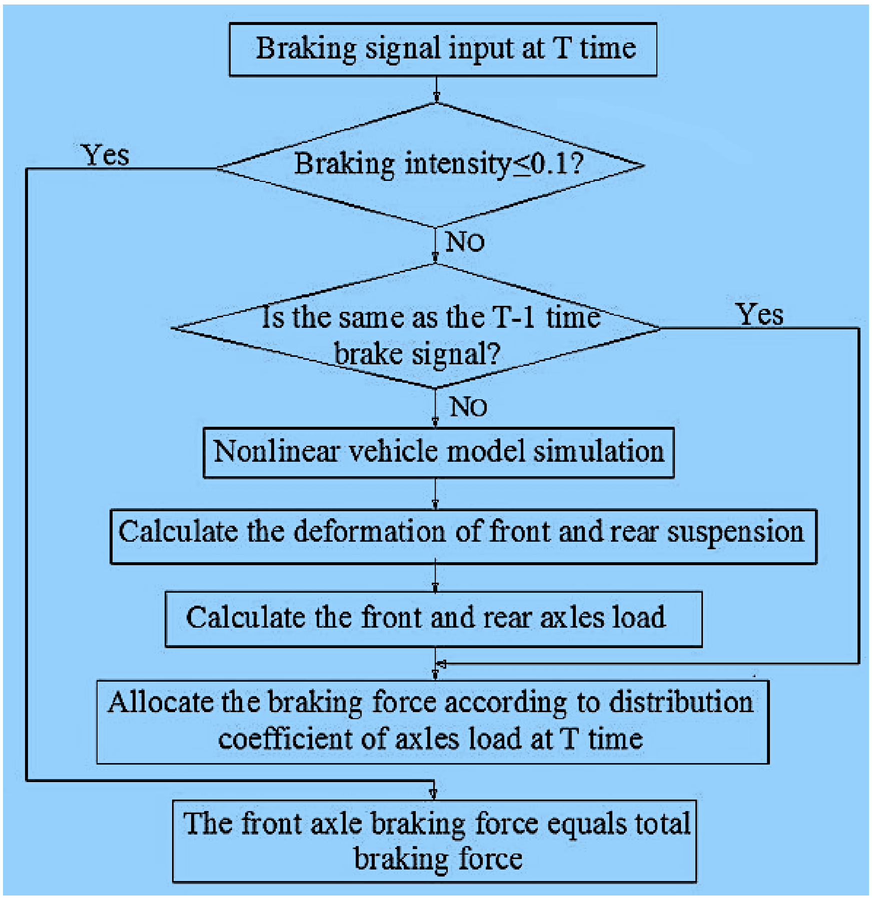


Figure 5. Regenerative Braking control Flowchart

SIMULATION RESULTS

The vehicle and test seat parameters utilized for the two tests. Each test was performed for a full pattern of the Urban Dynamometer Driving Schedule (UDDS). The principal test was performed utilizing the brake controller with a foreordained speed limit as the regenerative braking cutoff point. The subsequent test was executed considering motor current as the deciding variable for regenerative braking cut off point. For the two cases, the most extreme regenerative braking limit was thought to be - 50 N.m. Besides, the motor low-speed limit for the primary test was picked to be 200 rpm which is equal to a vehicle speed of 5 mile/h. The simulation results for the two cases are introduced in Table. 1

Values used

Vehicle mass (*m*) - 598 kg Air density (▯ *a*)- 1.43 kg/m^3 Aerodynamic drag coefficient (*Cd*) – 0.5

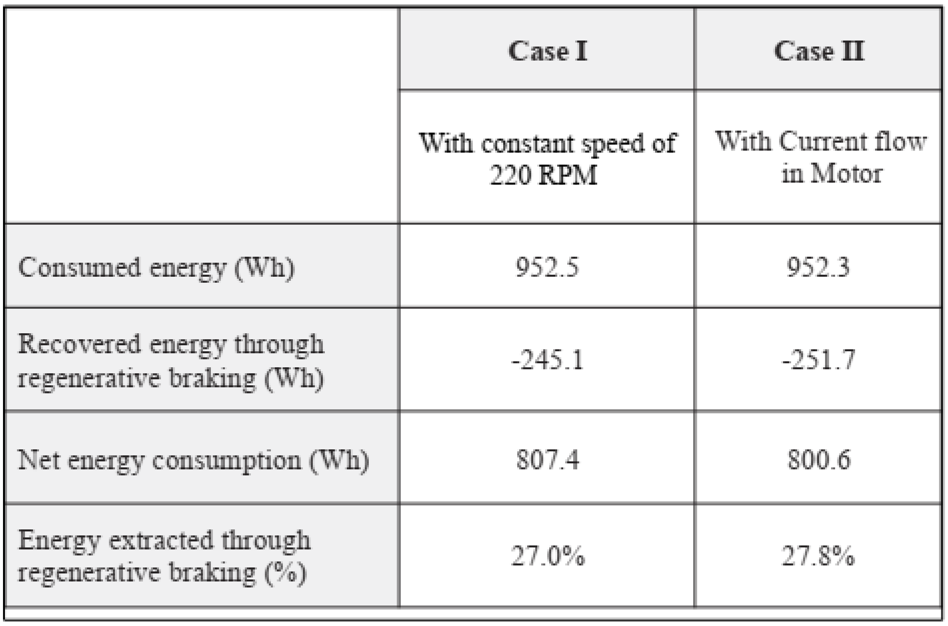
Frontal area (*Af*) – 1.4 m^2 0.01, Rolling resistance coefficient (*fr*) 0.28m

Wheel radius (*rd*) - 0.048 kg.m^2 Overall gear ratio (*G*) - 53.72 kg.m^2

Inertia of all the rotating components (*Jrotation*) Equivalent Vehicle -%95

Rotational Inertia (*Jew*) – 0.0087 N.m/(rad/s) Vehicle drive train overall efficiency (*4*) - 0.0123 N.m/(rad/s)

Table.1: Simulation Result



	Case I	Case II
	With constant speed of 220 RPM	With Current flow in Motor
Consumed energy (Wh)	952.5	952.3
Recovered energy through regenerative braking (Wh)	-245.1	-251.7
Net energy consumption (Wh)	807.4	800.6
Energy extracted through regenerative braking (%)	27.0%	27.8%

It very well may be seen from the outcomes that for the two cases the expended energy is nearly the equivalent since they are reenacting a similar vehicle. Be that as it may, true to form, the all out energy recouped from regenerative braking for case II, where the motor current is the deciding element for regenerative braking cutoff point, is higher. Subsequently, the net energy utilization for this case is lower than the past case.

For case I, the recuperated energy is 17% of the complete expended energy though in the event that II this energy is 17.8% of the all out devoured energy. This 0.8% expansion is identical to 6.6 Wh of energy more than one drive cycle which probably won't appear to be critical. while thinking about the complete battery limit. Notwithstanding, while thinking about a real EV, which is heavier and includes longer driving separations, this energy can be critical and can have an observable positive effect on expanding the driving reach. Moreover, this methodology requires least equipment adjustments and is for the most part dependent on changing the brake control algorithm, in this way, it tends to be viewed as a very financially savvy approach for a proficient utilization of the regenerative braking and broadening the driving extent.

CONCLUSIONS

This was accomplished by presenting a brake controller which considers brake power dissemination among regenerative and grinding braking. Diverse brake powers engaged with the EV braking process were quickly talked about and the significant test of distinguishing regenerative braking cutoff point at low speeds was illustrated. An ideal regenerative braking control approach that conquers the issue of distinguishing low speed regenerative braking cutoff edge was proposed dependent on direct motor current detecting. To approve the adequacy of this methodology, the proposed technique was contrasted with a case with a consistent cutoff point utilizing an EV test seat simulation model. The outcomes affirmed the viability of the proposed strategy in expanding the energy extraction during regenerative braking. It was reasoned that this little energy contrast can have huge impact on the driving extent and in general proficiency of the vehicle while considering a heavier vehicle with higher day by day driving separation. These examinations can prompt further productivity improvement of these vehicles through better utilization of regenerative braking capacity.

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