

150 °C in nominal operation point. Compared to the state of the art (2L-IGBT), this corresponds to an improvement of 2.1 % at 25 °C and 2.7 % at 150 °C. In addition, the efficiency remains almost constant over a large load range between 25 and 125 %.

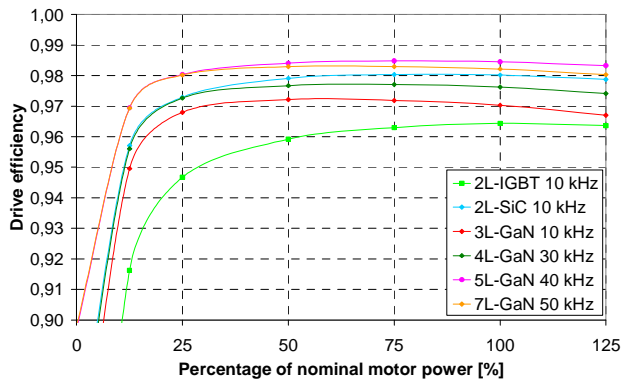


Fig. 18. Efficiency of the power electronic system with inverter and motor filter as function of motor power at 25 °C junction temperature

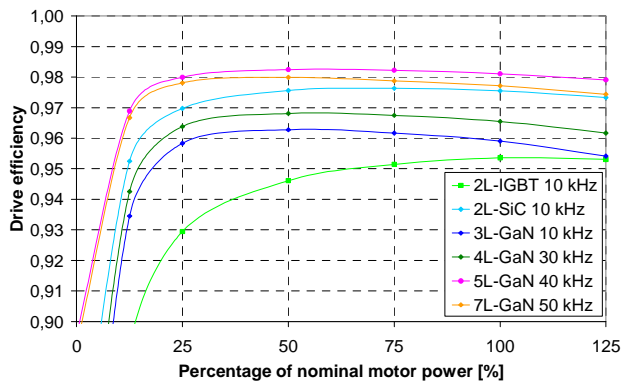


Fig. 19. Efficiency of the power electronic system with inverter and motor filter as function of motor power at 150 °C junction temperature

4. Conclusion

Low-voltage wide-bandgap power semiconductors (SiC MOSFETs, GaN FETs) are now available for multilevel inverters with 560 to 750 V DC link voltages. They have hardly any switching losses, so that very high switching frequencies (several 100 kHz) are possible. With a higher number of inverter levels, the size of the motor filter can be reduced. For the investigated 11 kW induction motor, the five-level inverter with 40 kHz switching frequency is an optimum topology. Volume and weight of the motor filter can be reduced by 86 % and 78 % respectively. The overall efficiency of the power electronic system achieves 98.5 % at 25 °C and 98.1 % at 150 °C junction temperature. Compared to the state of the art (two-level with IGBTs with 5 kHz switching frequency), this is an improvement of 2.1 % at 25 °C and 2.7 % at 150 °C. Moreover, lower inverter power losses would lead to a reduction of cooling effort and to smaller inverter size. The application of multilevel inverters can make a contribution to efficiency improvement in electrical drives for new applications as e-mobility or renewable energy conversion.

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