A Methodology for High-Power Drives Emulation Using a Back-to-Back Configuration

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ABSTRACT Validation of high-power converters at the development stage often cannot be performed using the real load. A testbench consisting of the Equipment Under Test (i.e., tested power converter) and an auxiliary power converter, preferably using power recirculation, can be used instead. A challenge for correct testing using this approach comes from the fact that the harmonic content of the currents can significantly differ between the testbench and the real system. This might strongly affect the loading of power switching devices compromising the reliability of the validation process. This paper proposes a methodology to select the operating conditions of both tested and auxiliary converters in the testbench to resemble a given operating condition of the actual system. Since identical behavior is not generally possible, a cost function will be used to trade-off among different factors (i.e., fundamental current magnitude and phase, harmonic content, etc.). The proposed approach evaluates a large number (hundreds of thousands) of testbench operating points in a few seconds and selects those which minimize the cost function. In a later stage, the selected points can be validated using detailed dynamic simulation. The selected conditions can then be used to test the converter in the testbench emulating the real system behavior in a given operating point condition. The proposed methodology was developed for railway electric drives but can be extended to other applications.

INDEX TERMS Railway traction drive, machine emulation, back-to-back inverters, current harmonics, power recirculation, high-power converter testbench.

NOMENCLATURE

\(v_a, v_b, v_c\): phase voltages in the time domain.
\(v_{EUT}\): EUT complex vector voltage in the time domain.
\(v_{EUTf}\): fundamental component of EUT complex vector voltage in the time domain.
\(v_{EUTh}\): \(h^{th}\) harmonic component of EUT complex vector voltage in the time domain (\(\omega_0 = h \omega_f\)).
\(V_{EUT}\): EUT voltage in the frequency domain.
\(V_{EUTF}\): fundamental component of EUT voltage in the frequency domain.
\(V_{EUTH}\): \(h^{th}\) harmonic component of EUT voltage in the frequency domain.
\(\alpha_{EUT}\): angle of fundamental component of EUT complex vector voltage.
\(\varphi\): EUT power factor.

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I. INTRODUCTION Validation of high-power converters at the development stage is a challenging task [1]. On one hand, often it cannot be performed using the real load. On the other, power...
consumption and/or dissipation requirements might be unacceptable. These drawbacks can be overcome by using a testbench consisting of the Equipment Under Test, EUT (i.e., tested converter) and an auxiliary converter (i.e., AUX) in a back-to-back configuration as shown in Fig. 1. Real-time emulators such as Power Hardware-In-the-Loop and Power Electronic Loads are employed in a wide number of applications including electric drives [2], [3], [4], [5], [6], [7], [8], [9], microgrids [10], [11], grid emulation [12], [13], [14] and energy storage systems [15]. The selection of a specific solution will depend on converter topology, employed filter, and load characteristics. Furthermore, power recirculation (or pump-back) is an important feature for high power applications due to concerns with energy consumption, cooling capability, and grid power availability of the test facilities [3], [16].

**FIGURE 1. B2B testbench.**

For the particular case of electric drives, the AUX converter emulates the behavior of the electric machine [17]. Controlling the AUX converter to make the EUT fundamental operating conditions (modulation index, fundamental frequency, fundamental current, power factor) match those expected for the real system is relatively easy to achieve. However, this approach neglects the fact that the harmonic content of the currents for the real system and testbench can significantly differ. Differences in the current harmonics between real system and testbench can have a relevant effect on the loading of power switching devices which can compromise the reliability of the validation process. Furthermore, the emulation results strongly depend on the modulation strategy and the inductors used in the testbench. Changes in the real system might imply a reset of the validation process.

Most testbenches reported in the literature handle power levels in the range of tens of kW [9], [16], [17], [18], [19], while very few are reported for the MW level [3]. In [3], an 11 MW testbench for a variable frequency drive (VFD) was reported by GE, neglecting the differences between the testbench and the real system regarding harmonic content or peak currents. At high power levels, it is not feasible to operate AUX converter with high switching frequency due to power semiconductor device limitations. This compromises the emulation accuracy since the harmonics injected by the emulation inverter can no longer be neglected. Also, the fact that the EUT is often required to operate under different modulation strategies and switching frequencies adds further complexity [20], [21], [22], [23]. Most machine emulators reported in the literature use PWM modulation with switching frequency in the order of tens of kHz [7], [16], [19], [24] where the switching harmonics introduced by the AUX inverter are easily filtered since these harmonics have higher frequencies compared to the fundamental component. In those cases, the same fundamental current magnitude can be guaranteed, the harmonic content of the current being less relevant. This is not the case for synchronous modulation techniques used in high-power drives that operate with very low switching-to-fundamental frequency ratios [20], [25] where switching harmonics occur at relatively low frequencies (5th, 7th, 11th, etc.). In these cases, it is not possible to achieve equal current harmonics and at the same time equal current magnitude as will be demonstrated in this paper.

Another challenging aspect that is not properly addressed in the literature, is the selection of the filter inductance value. For the particular case of electric drives, the AUX inverter and EUT inverter output voltage a direct representation of the machine back emf. However, this approach neglects the effects due to harmonics injected by the AUX inverter. In [26], it is recommended that the filter inductance value should be higher than the machine stator transient inductance value in order to compensate for the imposed emulation inverter harmonics and get a comparable THD to the real motor case. A value of 70 μH was selected for a testbench of power in the range of 40 kW, however, it is not indicated on which basis this value was chosen. In the proposed methodology, it is possible to identify the value of the inductance which provides the best matching of harmonic content and/or peak current.

To the best of the author’s knowledge, previous works do not consider the influence of both the harmonics injected by the AUX inverter and filter selection on the harmonic content or peak current of EUT currents. This can result in significant differences with respect to the real application in the operating conditions and stresses of power-switching devices [27], [28]. Instead of trying to precisely reproduce the operating conditions of the real system at the fundamental frequency (i.e., same fundamental voltage and current), some degree of freedom could be allowed in the selection of the operating mode of EUT and AUX converters. This degree of freedom would be used to increase the similarity between the current handled by the EUT devices in the testbench and the real system by considering both current harmonics and peak current. Detailed dynamic simulations could be used for this purpose. However, the number of cases that can be evaluated by simulation will be limited, as they are computationally time-consuming. This will compromise the level of optimization that can be achieved using this approach.

This paper proposes a methodology to find the operating point of a testbench which minimizes the differences with respect to a selected operating point of interest in the actual drive. Advantages of the proposed methodology compared to literature are: 1) allowing changes of drive modulation strategy, power topology and testbench filter inductance value. 2) Identifying the best filter inductance value to achieve
the best matching between the real drive and the testbench. 3) Reduced computational efforts since it is based on a simple analytical approach with minimal use of dynamic simulations.

The proposed approach, given an operating point to emulate, consists of three stages: 1) Evaluation of EUT and AUX inverters operating points and filter inductance values using predefined degrees of freedom, and selection of the optimal solution(s) according to a predefined cost function. Simplified analytical models will be used for this purpose. With the proposed approach, a large number (hundreds of thousands) of operating points and filter inductance values can be evaluated in a few seconds; 2) Verification of the optimal solution(s) by means of detailed dynamic simulations. 3) Implementation in the testbench of the optimal solution(s). The proposed methodology is especially well suited for high-power drives using synchronous modulation methods, though it can be applied to asynchronous PWM/SVM as well. The method can also be applied to any type of AC machine where the main objective is testing the devices in steady-state operation.

It is remarked on the importance of testing passive components (i.e., dc-link capacitors, busbar, etc.) under real system operation conditions. For high-power industrial drives, this process is done separately from the power electronic converter since power recirculation is usually used to decrease consumption and avoid energy waste. In this context, the same methodology proposed in this paper can be applied to test passive components. However, this remains out of the scope of this paper as the main focus is emulating stresses on power-switching devices.

The paper is organized as follows. Real system is described in Section II; testbench description and requirements are addressed in Section III; cost function is defined in Section IV; analytical models used for system emulation are presented in Section V; simulation and experimental results are presented in Sections VI and VII respectively, conclusions being summarized in Section IX.

II. REAL SYSTEM DESCRIPTION

Fig. 2 shows the schematic representation of the two topologies used for the railway traction drive. The voltage applied by the EUT to the IM can be represented using complex vector notation as (1):

$$v_{EUT} = \frac{2}{3}(v_{EUT}^a + v_{EUT}^b e^{j2\pi/3} + v_{EUT}^c e^{j4\pi/3})$$

All the following discussion will assume that the system is in steady state. For this case, (1) can be split into fundamental voltage $v_f$ and harmonics $v_h$ (2), with $h = -5, 7, -11, 13, \ldots$ for the usual modulation methods.

$$v_{EUT} = v_f^{EUT} + \sum_h v_h^{EUT}$$

The fundamental voltage $v_f^{EUT}$ is defined by both the modulation index $M^{EUT}$ (see Fig. 4) and the fundamental modulation strategies along the speed profile. The paper is focused on the high-power operation of traction inverters at high speed where synchronous modulation is used because in this case harmonics injected by the emulation inverter can no longer be neglected which adds further complexity.

FIGURE 2. Schematic representation of the two topologies used for the railway traction drive, consisting of: (a) 3L NPC inverter (EUT) and IM, (b) 2L inverter (EUT) and IM.

FIGURE 3. EUT output voltage and modulation strategy vs. motor speed. Labels 1-5 correspond to selected operating points of the real drive.
The harmonic content of EUT voltage, $\bar{V}_{EUT}$, will depend on the modulation index and modulation strategy. Harmonic components considered in this analysis are $-5$, $-7$, $-11$ and $13$, but can be easily extended to other harmonics if needed.

Same as the voltages, the resulting currents also consist of a fundamental component and harmonics, as shown by (6) in the frequency domain.

$$\bar{I}_{EUT} = \left\{ \bar{I}_{EUT}^f, \bar{I}_{EUT}^{h-5}, \bar{I}_{EUT}^{h-7}, \bar{I}_{EUT}^{h-11}, \bar{I}_{EUT}^{h-13}, \ldots \right\}$$  

Superposition in steady state will be used for the analysis of (4) and (6). The electric drive in Fig. 2a can be modeled as shown in Fig. 5a. The behavior at the fundamental frequency can be analyzed by means of vector diagrams as shown in Fig. 6. For the sake of simplicity it is assumed that $\alpha^{EUT} = 0$, i.e., $\bar{V}_{EUT}^f$ is aligned with the real axis (see Fig. 6a). This has no effect on the generality of the analysis. The fundamental current $I_{EUT}^f$ (see Fig. 6a) will be a function of the fundamental voltage magnitude and frequency, rotor speed (slip) and machine parameters. It can be obtained from the fundamental voltage $\bar{V}_{EUT}^f$ and the back-emf $\bar{V}_{bemf}$, which are connected through the stator transient impedance represented by $R_s$ and $L_{ds}$ (first circuit in the right side of the equality in Fig. 5a).

Current harmonics will depend on the harmonic content of $\bar{V}_{EUT}^f$ and the stator transient inductance, $L_{os}$, as back-emf harmonics are considered negligible (second circuit in the right side of the equality in Fig. 5a).

### III. TESTBENCH DESCRIPTION AND REQUIREMENTS

The IM will be replaced by an auxiliary (AUX) inverter in the testbench, as shown in Fig. 1. EUT and AUX inverters are connected back-to-back (B2B) through an inductor, power being recirculated through the dc link. The target of the testbench is to accurately reproduce the operating conditions of the EUT in the real system in Fig. 2.

Defining the real axis to be aligned with EUT inverter fundamental voltage $\bar{V}_{fEUT}$ (see Fig. 6b), then for the B2B testbench:

$$\bar{V}_{fEUT}' = |\bar{V}_{fEUT}| e^{j\theta}$$  

$$\bar{V}_{fAUX}' = |\bar{V}_{fAUX}| e^{j\phi}$$  

$$\bar{I}_{B2B} = |\bar{I}_{B2B}| e^{j\phi}$$  

Superposition will be also used to analyze the behavior of harmonic currents in the testbench. Fig. 5b shows the decomposition of B2B into fundamental and harmonic subcircuits. Two subcircuits are needed in this case to account for the harmonics produced by EUT and AUX inverters.

The following conditions can be established regarding the testbench operation:

1) To achieve the desired fundamental current, AUX should produce a fundamental voltage given by (10), with $\omega_f$ being the fundamental frequency and $L$ the testbench filter inductance. It is noted that since the proposed method is intended for high values of the $\omega_f$ (SHE region in Fig. 3), filter resistance $R$ can be safely neglected.

$$\bar{V}_{fAUX}' = \bar{V}_{fEUT}' - j\omega_f L \bar{I}_{fEUT}$$  

2) To match the harmonic content of the currents of testbench ($I_{hB2B}$) and real system ($I_{hEUT}$), the AUX inverter should inject the voltage harmonics required to compensate for the different values of the inductance of machine $L_{os}$ and testbench $L$ (resistances being neglected in this case); (11) holds in this case.

$$\bar{V}_{hAUX} = \bar{V}_{hEUT}, \frac{(L_{os} - L)}{L}$$

3) The AUX inverter should not produce frequency components at frequencies different from those produced by EUT (or should be negligible). Unwanted current harmonics would circulate through EUT inverter otherwise, modifying its electrical and thermal behavior.

All these conditions could be achieved by operating the AUX inverter using PWM with a high switching frequency. In this case, the voltage commanded to the AUX inverter would include the fundamental and harmonic voltages needed to achieve the desired currents. Voltage harmonics due to the AUX inverter would be filtered off by the testbench inductance $L$, provided that its switching frequency is high enough. While this approach might be feasible for low power systems, it is not viable in general for high power converters, as thermal limits make unfeasible the use of high switching frequencies for AUX inverters.
It is concluded from the preceding discussion that the voltage produced by the AUX inverter in Fig. 1 can be modeled as (12) and (13) (see Fig. 6b-6d).

\[ \bar{V}_{EUT} = \{ \bar{V}_{f}, \bar{V}_{AUX}, \bar{V}_{-5}, \bar{V}_{-7}, \bar{V}_{-11}, \ldots \} \] (12)

\[ \bar{V}_{AUX} = \frac{V_{dc}}{\sqrt{3}} M_{AUX} \phi_{\bar{V}_{AUX}} \] (13)

Same as for the EUT, voltage harmonics will be a function of the modulation index and modulation strategy. The resulting current will be of the form shown in (14); the condition to exactly reproduce in the testbench the operating conditions of the real system would be (15).

\[ \bar{I}^{R2B} = \{ \bar{I}_{f}^{R2B}, \bar{I}_{-5}^{R2B}, \bar{I}_{-7}^{R2B}, \bar{I}_{-11}^{R2B}, \ldots \} \] (14)

\[ \bar{I}^{R2B} = \bar{I}^{EUT} \] (15)

Under the premise that AUX inverters cannot switch significantly faster than EUT inverters, condition 1) is easily achieved by proper selection of \( M_{AUX} \) and \( \phi_{\bar{V}_{AUX}} \) in (13). Condition 3) is achieved by using a modulation strategy in the AUX inverter which produces harmonics at the same frequencies as EUT. However, the voltage harmonics injected by the AUX inverter will not comply in general with (11), meaning that condition 2), and consequently (15), will not be satisfied.

**IV. COST FUNCTION DEFINITION**

It is concluded from the previous discussion that it is not possible to achieve in the testbench both the same fundamental and harmonic currents of the real system. A cost function \( C \) (16) can be used to objectively assess the level of similarity between the testbench and the real system.

\[ C = \sum_{h=1}^{N} \gamma_h \left( \frac{\left| I_h^{EUT} - I_h^{R2B} \right|}{I_h^{EUT}^2} \right)^2 + \gamma_\phi \left( \frac{\phi_{\bar{V}^{EUT}} - \phi_{\bar{V}^{R2B}}}{\phi_{\bar{V}^{EUT}}} \right)^2 \]

\[ + \gamma_M \left( \frac{M_{EUT} - M_{AUX}}{M_{EUT}^2} \right)^2 \] (16)

\( \gamma_h, \gamma_\phi \) and \( \gamma_M \) being the weighting factors of current harmonic components, power factor and modulation index respectively. Selection of these weighting factors is done according to the priorities and concerns of each application (values for analyzed cases being shown in Table 3).

The objective is to select the operating point of EUT and AUX inverters which minimizes \( C \). Constraints and targets used to define \( C \) are the following:

- Fundamental current magnitude and fundamental frequency will be forced to be the same for the real
system and the testbench (17). Consequently, they are not included in the cost function.

$$
|I_f^{B2B}| = |I_f^{EUT}|
$$

(17)

Solutions for (17) can be easily found from the vector diagram in Fig. 6. Known the desired fundamental current and the inductance $L$ connecting $EUT$ and $AUX$ inverters, the required differential voltage magnitude is obtained by (18).

$$
|\Delta V_f| = \omega_f L |I_f^{B2B}|
$$

(18)

- Differences (errors) between current harmonics of the real system and the testbench should be minimized. For this purpose, they will be included in the cost function (16) (first term on the right side), $\gamma_h$ being the applied weight coefficient. In this analysis, each harmonic component is assigned a weight coefficient inversely proportional to its order (i.e., the lower the harmonic the more weight it has in the cost function). This criterion can be changed depending on the objective of the analysis.

- With the aim of reducing the error in the harmonic content of the current, differences in the modulation index of $EUT$ and power factor $\phi$ between the testbench and the real system are allowed. Such differences will be considered in the cost function (16) (second and third terms on the right side), with $\gamma_h$ and $\gamma_M$ being the corresponding weighting coefficients. Fig. 6b, 6c, 6d show three different operating points of $EUT$ and $AUX$ inverters. In all the cases (19) holds, and consequently the fundamental current (17) remains invariant.

$$
|\vec{V}_{f^{EUT}}^{h} - \vec{V}_{f}^{AUX}| = |\Delta \vec{V}_{f}|
$$

(19)

- The modulation method of the $EUT$ inverter must be the same for the real system and the testbench. On the contrary, for the $AUX$ inverter, different synchronous modulation methods can be used aimed to minimize the error in the current harmonics.

The most straightforward strategy to implement the described approach is to run a large number of dynamic simulations of the system in Fig. 1, varying $\vec{V}_{f^{EUT}}^{h}$, $\Delta \vec{V}_{f}$, and the modulation strategy of the $AUX$ inverter, to find the configuration (i.e., operating point) which minimizes (16). However, dynamic simulations are computationally time-consuming, which limits the number of cases that can be analyzed in practice. Furthermore, changes in the machine design, operating point (e.g. frequency), testbench inductance, $EUT$ modulation strategy, etc., would require a new set of simulations, often requiring starting over.

Minimization of (16) using analytical methods is discussed in the next section. The proposed approach requires knowledge of the voltage harmonic content injected by the $EUT$ and $AUX$ inverters, which will depend on the modulation strategy and modulation index. This data is obtained during a commissioning process and has an associated computational burden. However, once the data is stored, evaluation of (16) will not require time consuming dynamic simulations but fast analytical calculations. Due to this, hundreds of thousands of operating conditions can be evaluated in seconds.

**V. SYSTEM EMULATION USING ANALYTICAL FUNCTIONS**

If the harmonic content of the voltage being applied by $EUT$ and $AUX$ inverters is known, the resulting current harmonics can be obtained for different values of $h$ by using (20).

$$
\vec{I}_f^{B2B} = \frac{\Delta \vec{V}_h}{j h \omega_f L} = \frac{\vec{V}_{f^{EUT}}^{h} - \vec{V}_{f}^{AUX}}{j h \omega_f L}
$$

(20)

Two cases can be distinguished:

1) For asynchronous PWM/SVM methods, the harmonic content will depend on the modulation index, fundamental frequency and switching frequency. Intermodulation harmonics will occur in this case. These harmonics can be especially harmful and difficult to model when switching and fundamental frequencies are relatively close to each other.

2) For synchronous modulation methods, the harmonic content is only a function of the modulation index, which significantly eases the analysis. Interestingly, operation with synchronous modulation and low-switching frequency is the most difficult to reproduce in the testbench.

Synchronous modulation methods will be the target of the analysis presented following. Two different modulation strategies will be considered to exemplify the process: $SHE$ with one angle ($SHE1$) and two angles ($SHE2$) [32], [33]. The phase voltage waveforms for these modulation techniques are shown in Fig. 7.

**A. VOLTAGE HARMONICS FOR THE 3L AND 2L INVERTERS**

Fig. 8 shows the magnitude of the complex vector harmonic components of the output voltage vs. modulation index for the 3L inverter in Fig. 2a using $SHE1$. For all the figures shown in this section, voltage is given in per unit (p.u.) of $2V_{dc}/\pi$. Each spectrum was obtained from a dynamic simulation using
Simulink to model the inverter considering real power switching device model as well as including dead-time. 51 modulation indices were simulated in total. Simulation of one full cycle of the fundamental voltage is enough for this purpose (0.2s at 1µs time step). In the stationary reference frame, the frequency spectrum includes the 1st (fundamental), −5th, 7th, −11th, 13th, ... In this paper, only the fundamental and harmonics −5th, 7th, −11th and 13th will be considered. Therefore, the information in Fig. 8 can be stored in a 51 x 5 complex vector look-up table (LUT), each element being of the form given by (21).

$$\vec{V}_{EUT}^h = |\vec{V}_{h}^E UT| e^{j\theta}$$

(21)

The same process can be followed for the case of a 3L inverter using SHE2. The frequency spectrum of the voltage will include the same harmonics as in Fig. 8. However, they will be a function of modulation index and first commutation angle α1. In is noted that the second commutation angle of SHE2 α2 is not an independent variable, but depends on modulation index and α1 as shown by (22) [33]. Therefore, each voltage harmonic injected by the inverter must be stored now in a two-dimensional LUT, as shown in Fig. 9.

$$\cos(\alpha_1) - \cos(\alpha_2) = \frac{\pi}{4} M_{EUT}$$

(22)

The same process can be followed for a 2L inverter in Fig. 2b. Fig. 10 shows the magnitude of the harmonics vs. modulation index when using SHE1 (see Fig. 7-c). Fig. 11 shows the magnitude of the harmonics vs. modulation index and angle α1 when using SHE2 (see Fig. 7-d). The relation between the two commutation angles, α1 and α2 is given by (23).

$$1 - 2 \cos(\alpha_1) + 2 \cos(\alpha_2) = \frac{\pi}{4} M_{EUT}$$

(23)

**B. MINIMIZATION OF COST FUNCTION**

Once the harmonic content of the modulation strategies being considered has been obtained and stored, the optimization process is as follows (encircled number refers to the stages shown in Fig. 12):

1. Once the desired operating point of EUT+IM is selected, this will determine EUT modulation index $M_{EUT}$ and fundamental frequency $\omega_f$, as well as motor speed.

FIGURE 8. Fundamental and harmonic content of the voltage vs. modulation index $M_{EUT}$ of a 3L inverter using SHE1.

FIGURE 9. a) Fundamental and b)-d) harmonic content of the voltage vs. modulation index $M_{EUT}$ and angle $\alpha_1$ of a 3L inverter using SHE2.

FIGURE 10. Fundamental and harmonic content of the voltage vs. modulation index $M_{EUT}$ of a 2L inverter using SHE1.

FIGURE 11. a) Fundamental and b)-d) harmonic content of the voltage vs. modulation index $M_{EUT}$ and angle $\alpha_1$ of a 2L inverter using SHE2.
Modulation strategy of EUT is also defined at this stage and will remain invariant. Fundamental current $I_{EUT}^f$ and harmonic current content $I_{h}^{EUT}$ of EUT can be obtained either by means of simulation, or in the real drive system if available.

2. The voltage $\Delta V_f$ required to achieve the desired fundamental current $I_{EUT}^f$ is obtained using (18) and will remain invariant for the remaining steps.

3. Optimization starts at this point. EUT fundamental voltage $V_{f}^{EUT}$ and angle of the differential voltage $\angle \Delta V_f$ applied to the inductor are varied within the limits indicated in Fig. 12. It is noted that the limits for $\angle \Delta V_f$ vary according to $\gamma_f^{EUT}$ and the used filter inductance value (see (18), (19)). The AUX inverter voltage is obtained as (24), its phase angle being (25).

The power angle $\phi$ (see Fig. 6) is obtained using (7), (9).

4. The modulation method for EUT is constrained to be the same as for the real system. On the contrary, different modulation methods can be evaluated for the AUX inverter aimed to minimize the error in the current harmonic contents (first term on the right side of the cost function in (16)). Voltage harmonics $\tilde{V}_f^{EUT}$ and $\tilde{V}_f^{AUX}$ injected by EUT and AUX inverters are obtained from the corresponding LUTs (Fig. 8 to Fig. 11) as described in Section V-A. Once $M_{EUT}^f$, $M_{AUX}^f$ and $\alpha_{AUX}^f$ are known, it is straightforward to obtain the harmonic content of EUT and AUX output voltage. The resulting current harmonics are easily obtained using (26).

$$\tilde{I}_h^{B2B} = \frac{\tilde{V}_{h}^{EUT} - \tilde{V}_{h}^{AUX}}{j h \alpha_{h} L}$$

(26)

It is noted that the harmonic $h$ of the AUX inverter read from LUTs must be rotated as shown by (27).

$$\alpha_{h}^{AUX} = h \alpha_{AUX}$$

(27)

5. For each $(\tilde{V}_f^{EUT}, \angle \Delta V_f)$ set, the cost function $C$ is obtained using (16). The weighting factors are calculated using (28), (29). According to the selected criteria for this analysis, the current harmonic components are assigned weights inversely proportional to the harmonic order, giving the fifth component the highest weight where the total weight is one. The minimum computed value of the cost function defines the operating point of the B2B which provides the best agreement with the real system EUT+IM.

$$\sum_{h=5,7,11,13} \gamma_h + \gamma_5 + \gamma_{13} = 1$$

(28)

$$\gamma_5 = \frac{11}{5}, \gamma_{11} = \frac{13}{5}, \gamma_{13} = 7$$

(29)

6. The obtained optimal B2B operating point is simulated using a detailed Simulink model. Current harmonics are compared to the analytically predicted values to verify the analytical calculations.

7. Finally, the selected B2B operating point can be used for the experimental verification of the EUT in the testbench.

VI. SIMULATION RESULTS

This section shows some examples of the application of the proposed methodology. EUT and IM parameters of the real traction drive, and values of inductor $L$ available for the B2B configuration in the full-scale testbench are provided in Table 1. Using these parameters, detailed simulation models are developed using MATLAB/Simulink to precisely model the real motor and drive. It is remarked that the B2B configuration is totally reversible providing functionality in all four machine quadrants. Results are shown for forward motor quadrant only since reverse motoring would not show any difference in current harmonic content. In this case, current and voltage vectors would have the same magnitude and phase but with opposite direction. Selected operating point for the EUT+IM system is given in Table 2 in forward motor and generator modes of operation. The resulting current wave

| TABLE 1. System parameters. |
|-----------------------------|
| IM                         |
| Rated values               |
| $V_{nom} = 2727$ kV, $I_{nom} = 268$ A, $P_{nom} = 1084$ kW |
| Parameters                 |
| $L_m = 25.6$ mH, $L_{ds} = 0.824$ mH, $L_{dc} = 0.6827$ mH |
| EUT                        |
| DC link                    |
| 3.6 kV                     |
| Modulation                 |
| SHE1, SHE2                 |
| Available testbench inductors (mH) |
| 0.39, 1.426, 1.782, 3.564, 7.13, 8.912 |
The coefficients selected for the calculation of the cost function are shown in Table 3-Case A. Note that only the magnitude of current harmonics was considered. The cost function results for the value of the inductance $L$ in Fig. 14 are shown in Fig. 15c).

A sweep of the filter inductance value was performed in order to assess its impact on the cost function. This approach can be used to select the most adequate value of inductance for a given operating point. Fig. 15 shows the cost function $C$ results for the available values of inductor $L$. Fig. 16 shows the optimum of the cost function for each value of $L$ in the $(f_e^{\text{EUT}}, \angle \Delta V_f)$ plane. Fig. 17-Case (A) (red trace) shows the optimal cost function value in terms of $L$, the minimum occurring for $L = 1.782 \text{ mH}$.

To verify the results of the optimization process, the phase current for the optimal $B2B$ operating point was obtained by means of dynamic simulation. Currents for the $EUT+IM$ and $B2B$ are shown in Fig. 13-Case (A). The cost function obtained using dynamic simulation results showed an excellent agreement with the value from the analytical approach. It is interesting to note that regardless of the small value of the cost function, differences between the currents for $EUT+IM$ and $B2B$ cases in Fig. 13-Case (A) are relevant. The reason for this is that only current harmonics magnitude was considered to obtain $C$, phase angles were disregarded. A result of this is that the peak current for $B2B$ case is significantly smaller than peak current for $EUT+IM$ case, as shown in Fig. 18 (traces in red).

Optimization process was repeated considering both magnitude and phase of current harmonics using the weight coefficients in Table 3-Case (B). Modulation index and power factor are disregarded in this case. Traces in blue in Fig. 17 and Fig. 18 show $C_{\text{min}}$ and peak current for the different values of $L$. The lowest value of $C_{\text{min}}$ occurs for $L = 3.564 \text{ mH}$, but it is significantly larger compared to Case (A). Fig. 13-Case (B) shows the current for the $B2B$ obtained by means of a dynamic simulation. Differences between $EUT+IM$ and $B2B$ cases are still relevant.

To improve the similarity between $EUT+IM$ and $B2B$ cases, $SHE2$ was used with $AUX$ inverter [Case (C) in Table 3]. It is noted that this implies higher switching losses in $AUX$ inverter. Fig. 17 and Fig. 18 (magenta trace) show $C_{\text{min}}$ and peak current vs. $L$, the minimum of $C_{\text{min}}$ occurring for $L = 3.564 \text{ mH}$. Fig. 13-Case (C) shows the current for $EUT+IM$ and $B2B$ configurations at $C_{\text{min}}$, a slight improvement being observed with respect to Cases (A) and (B).

Finally, results when $SHE2$ is used in $EUT+IM$ system are shown in Fig. 13, Fig. 17 and Fig. 18 (black trace) respectively. Weight coefficients are shown in Table 3-Case (D). $C_{\text{min}}$ as well as the smallest error in the peak current are now obtained for $L = 7.13 \text{ mH}$ [point(5)]. Consistently with these results, a better agreement between current waveform of $EUT+IM$ and $B2B$ is observed in this case in Fig. 13.

It is interesting to see that the points with the best peak current matching (i.e., points(1) and (2) Fig. 18) have the worst harmonic content matching (Fig. 17) while the optimal...
point (point(5) at $C_{\text{min}}$) has the best harmonic matching with a relatively small difference in peak current value of 9%. It is also noted that weight factors for cases Case (B)-to-(D) were chosen to minimize the error in the harmonic content of the currents, and power angle $\varphi$ was disregarded for the cost function. Differences in the power angle of $\text{EUT+IM}$ and $\text{B2B}$ will result in differences in the conduction time of IGBTs and diodes, and consequently in the losses distribution. It is concluded that weight factors allow customizing the optimization process according to the importance given to harmonic current content, peak current, conduction times of IGBTs and diodes, etc., but their selection should be analyzed carefully.

It is finally remarked that for the results shown in this section, a total number of 470,304 configurations have been analyzed, with a time consumption of $\approx 48$ s in a regular computer (Intel i7-4770, 3.40 GHz, 10 GB RAM). The time required to run this number of dynamic simulations would be $\approx 5$ years with the same hardware. Only four dynamic simulations have been required.

VII. EXPERIMENTAL VERIFICATION

A $\text{B2B}$ scaled-down testbench following the schematic diagram of Fig. 19 was developed as shown in Fig. 20. The characteristics of the testbench are shown in Table 4. It is
noted that a full-rated testbench for the final application is being constructed by Ingeteam Power Technology.

The real drive is developed following the schematic diagram of Fig. 2b. The parameters of the IM used for the experiments are given in Table 4. The operating point given in Table 5 was selected as an example. The resulting experimental waveforms of the real drive, EUT+IM, are shown in Fig. 21.

As concluded from the simulations shown in the previous section, the best agreement between the EUT+IM and B2B when the EUT inverter uses SHE2 modulation is achieved when AUX inverter also uses SHE2. The equivalent switching frequency being 1 kHz since, in SHE2, there are 10 transitions per cycle of the fundamental frequency (i.e., 100 Hz). Having defined the EUT+IM operating point and AUX modulation strategy, the proposed optimization process

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**FIGURE 16.** Minimum value of the cost function $C_{\text{min}}$ for the six cases shown in Fig. 15.

**FIGURE 17.** Analytical results: $C_{\text{min}}$ vs. inductor $L$ for cases (A, B, C, D) in Table 3.

**FIGURE 18.** Dynamic simulation results: peak value of phase current, $i_a$, in the testbench (B2B) and in the real system (EUT+IM) vs. inductor $L$ for cases (A, B, C, D) in Table 3.

**TABLE 4.** Experimental B2B testbench and IM parameters.

| Parameter                  | Value               |
|----------------------------|---------------------|
| Number of poles            | 4                   |
| Nominal Voltage            | 400 V               |
| Frequency                  | 50 Hz               |
| Nominal speed              | 1425 r/min          |
| Rated Power                | 1.1 kW              |
| B2B testbench              |                     |
| Topology                   | 2L three-phase inverters |
| Rated dc-link voltage      | 400 V               |
| Rated power                | 5 kW                |
| Switching devices          | Three-phase IGBT module |
| Filter                     | Fuji Electric -7MB50VDA060 - 50 |
| Inductance                 | 1.8 mH              |

**TABLE 5.** Experimental results: EUT+IM operating point.

| Parameter                  | Value               |
|----------------------------|---------------------|
| Fundamental voltage        | $V_{\text{EUT}}^{\text{IM}} = 208.68$ V |
| Modulation strategy        | SHE2                |
| Modulation index           | $M_{\text{EUT}}^{\text{IM}} = 1.0414$ |
| Fundamental current        | $I_{\text{EUT}}^{\text{IM}} = 1.8876$ A |
| Fundamental frequency      | $\omega = 628.3$ rad/s (100 Hz) |
| Power angle                | $\phi = 28.45^\circ$ |
FIGURE 21. Experimental results for EUT+IM at the selected operating point showing phase voltage ($v_a$) and phase current ($i_a$) (see schematic in Fig. 2b).

TABLE 6. Experimental results. Optimal $B2B$ testbench operating point.

|                | $EUT$                  | $AUX$                  |
|----------------|------------------------|------------------------|
| $M^{EUT}$      | 0.796313               | 0.774                  |
| $M^{AUX}$      |                        |                        |
| $\alpha^{EUT}$| 1.04719                | 1.04719                |
| $\alpha^{AUX}$| 1.20136                | 1.21218                |
| $\varphi$      | 80°                    |                        |
| Cost function  | $C_{min}$ = 0.90711    |                        |

can be carried as described in Fig. 12. Both magnitude and phase of current harmonics are considered using the weight coefficients shown in Table 3-Case (D). Magnitude of the fundamental current remained constant and equal to that of the EUT+IM at the selected operating point (see Table 5). The predicted optimal $B2B$ operating point (i.e., $C_{min}$) is shown in Table 6.

Fig. 22 shows the experimental results of the $B2B$ optimal operating point compared with the dynamic simulation results. Phase voltages for both $EUT$ and $AUX$ are shown as well as phase current compared with the $EUT+IM$ real drive current. It is noted that the difference between phase voltages of $EUT$ and $AUX$ is small (see Table 6 and Fig. 22). This is due to the low voltage required in the coupling filter inductance to transfer the required current. This agrees with the simplified circuit shown in Fig. 5a, where $EUT$ and $bemf$ voltages are close to each other, and only a small voltage drop occurs at the impedance connecting both.

The difference seen in the instantaneous current waveform between the $B2B$ and the real drive $EUT+IM$ can be understood by comparing the magnitude and phase of each harmonic component in both cases. Fig. 23 shows the magnitude of the current harmonics for the different cases. It can be observed that the magnitude of the fundamental current remained constant in all cases. Also, it can be seen that the predicted analytical calculation (magenta) has a good matching to the experimental (green) and simulation (blue) results. It is observed that there is a significant decrease of the $-5^{th}$ for the $B2B$ with respect to the $EUT+IM$ case, while $7^{th}$ and $-11^{th}$ have increased. This is a consequence of having established an exact match of fundamental current as a premise. Better matching of current harmonics could be achieved if the condition in (17) is removed, i.e., error of the fundamental current is included in the cost function. Changes to the cost function can be applied to better suit specific requirements of the application of interest. It is noted that the frequency resolution obtained in the FFT analysis is 50 Hz and the Nyquist frequency is 500 kHz (sampling rate of 1 MS/s), which are enough to capture the fundamental frequency used in the paper (100 Hz), and the harmonic components considered (-5, 7, -11, and 13), and avoiding the risk of aliasing.

Finally, it is worth remarking that, for the testbench in a $B2B$ configuration, a startup procedure is necessary to avoid undesired transients which may jeopardize the devices. In this case, a startup process is implemented based on ramping the commanded modulation indices as well as the angle between
the fundamental voltage components of both EUT and AUX inverters, \( \alpha^{AUX} \).

VIII. CONCLUSION
A methodology to find the operating conditions of a test-bench to reproduce with the highest possible accuracy the behavior of the actual system has been proposed. The method uses simple analytical functions, enabling the evaluation of hundreds of thousands of testbench operating points in a few seconds. A cost function is used to customize the optimization to the specific priorities of each application. The proposed methodology is especially well suited for power converters using synchronous modulation methods operating with low switching frequencies, i.e., with high current harmonic content. Experimental results using a downscale prototype have been provided to confirm the correctness of the method. Construction of a full-scale prototype is ongoing.

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