IJAREEIE

e-ISSN: 2278-8875
p-ISSN: 2320-3765

International Journal of Advanced Research

in Electrical, Electronics and Instrumentation Engineering

Volume 14, Issue 11, November 2025

INTERNATIONAL STANDARD SERIAL NUMBER INDIA

Impact Factor: 8.807

International Journal of Advanced Research in Electrical, Electronics and Instrumentation Engineering (IJAREEIE)

| e-ISSN: 2278 – 8875, p-ISSN: 2320 – 3765| www.ijareeie.com | Impact Factor: 8.807 | A Monthly Peer Reviewed & Refereed Journal |

|| Volume 14, Issue 11, November 2025 ||

| DOI:10.15662/IJAREEIE.2025.1411014|

Design and Simulation of a Bidirectional VSI for Regenerative Braking in BLDC Motor Drives

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ABSTRACT: This Research presents the design and simulation of a bidirectional voltage source inverter (VSI) for regenerative braking in brushless DC (BLDC) motor drives using MATLAB Simulink. The increasing demand for energy-efficient electric vehicles has necessitated the development of advanced regenerative braking systems that can recover kinetic energy during deceleration and store it back into the battery system. The proposed bidirectional VSI topology eliminates the need for additional rectifiers and energy storage components by utilizing the same inverter for both motoring and regenerative operations..

KEYWORDS: Brushless DC motor, Trapezoidal back EMF, PI controller, Regenerative braking, Energy regeneration

I. INTRODUCTION

One of the critical challenges in electric vehicle technology is maximizing energy efficiency and extending the driving range. The limited energy density of current battery technologies necessitates the implementation of advanced energy management systems that can optimize power consumption and recover energy whenever possible. Regenerative braking systems represent one of the most promising technologies for improving the overall energy efficiency of electric vehicles.

Brushless DC (BLDC) motors have emerged as the preferred choice for electric vehicle propulsion due to their high efficiency, excellent torque characteristics, low maintenance requirements, and precise controllability. These motors offer superior performance compared to brushed DC motors and induction motors in terms of efficiency, power-to-weight ratio, and dynamic response. The elimination of brushes reduces mechanical wear and eliminates the associated maintenance requirements, making BLDC motors highly suitable for automotive applications.

Traditional braking systems in vehicles convert the kinetic energy of motion into heat through friction, resulting in complete energy loss. This represents a significant inefficiency, particularly in urban driving conditions where frequent acceleration and deceleration cycles occur. Regenerative braking systems address this inefficiency by converting the kinetic energy back into electrical energy and storing it in the battery or other energy storage devices.

II. SYSTEM MODEL

The primary objective of this research is to design and simulate a bidirectional voltage source inverter for regenerative braking in BLDC motor drives that addresses the aforementioned challenges. The specific research objectives are:
Primary Objectives:

1. Design and Analysis: To develop a comprehensive design methodology for a bidirectional VSI topology specifically optimized for BLDC motor drives with regenerative braking capability. This includes detailed circuit analysis, component selection criteria, and system optimization techniques.
2. Mathematical Modeling: To establish detailed mathematical models of the BLDC motor, bidirectional VSI, and the complete regenerative braking system. The models should accurately represent the electromagnetic behavior, power flow characteristics, and dynamic response of the system.

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3. Control Strategy Development: To develop advanced control algorithms that enable seamless transitions between motoring and regenerative braking modes while optimizing energy recovery efficiency. The control strategy should ensure system stability and proper torque control in all operating conditions
.

4. Simulation and Validation: To implement comprehensive MATLAB Simulink simulations of the proposed system and validate the theoretical analysis through detailed performance studies. The simulations should demonstrate the effectiveness of the proposed approach under various operating conditions..

III. METHODOLOGY

The mathematical modeling of BLDC motors forms the foundation for understanding their behavior and designing appropriate control systems. Unlike conventional AC motors, BLDC motors exhibit trapezoidal back-EMF waveforms and require careful consideration of their unique characteristics for accurate modeling.

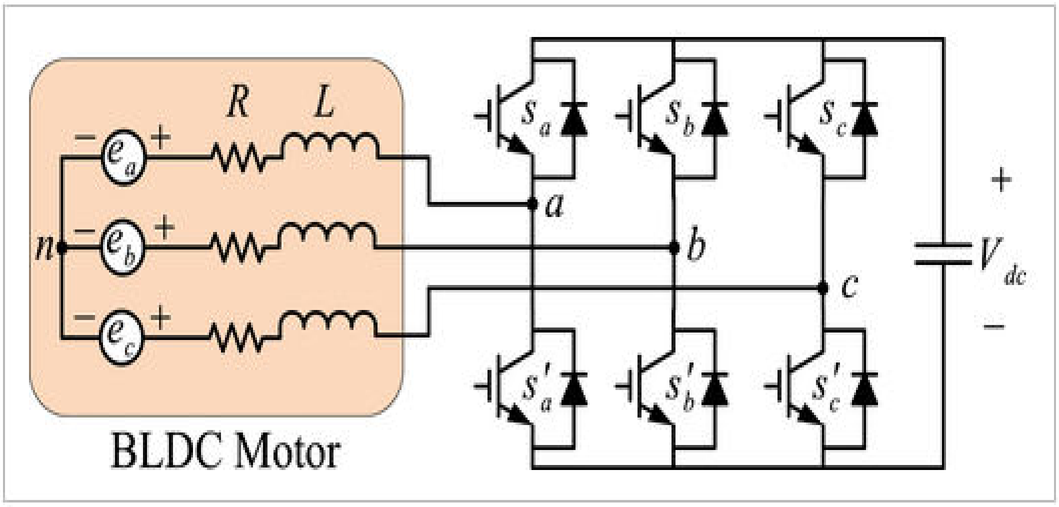

Figure 3.1: Equivalent circuit representation of BLDC motor phase showing electrical parameters and back-EMF source

Torque Equation: The electromagnetic torque produced by the BLDC motor is given by:

$$Te = (eaia + ebib + ecic)/\omega$$

For the six-step commutation strategy commonly used in BLDC motors, only two phases conduct current at any given time, simplifying the torque equation. During each 60-degree interval, the torque can be expressed as:

$$Te = KtI$$

where Kt is the torque constant and I is the magnitude of the phase current.

Mechanical Equation: The mechanical dynamics of the motor are described by:

$$J(d\omega/dt) = Te - TL - B\omega$$

where J is the moment of inertia, TL is the load torque, and B is the viscous friction coefficient.

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Parameter	Symbol	Typical Value	Unit
Stator Resistance	R_S	0.5- 2.0	Ω
Stator Inductance	L_S	1-10	mH
Back-EMF Constant	K_e	0.1- 1.0	V·s/rad
Torque Constant	K_t	0.1- 1.0	N·m/A
Moment of Inertia	J	10^{-4}-10^{-2}	kg·m²
Friction Coefficient	B	10^{-5}-10^{-3}	N·m·s/rad

Table 3.1: BLDC Motor Parameters for Mathematical Modeling

3.2. Control Strategies

The control of bidirectional VSI for BLDC motor drives requires sophisticated strategies that can handle both motoring and regenerative operations while ensuring smooth transitions between modes. Several control approaches have been developed, each with specific advantages and applications..

- Six-Step Commutation Control
- PWM-Based Current Control
- Speed Control Implementation
- Mode Transition Control
- Regenerative Braking Control

3.3 Control Strategy

The control strategy for the bidirectional VSI system employs a hierarchical structure with multiple control loops to ensure optimal performance in both motoring and regenerative modes. The control system is implemented using a high-performance operating at 200 MHz.

Overall Control Architecture: The control system consists of three main levels:

- Supervisory Level: Mode detection, reference generation, and system coordination
- Regulation Level: Speed control, current control, and voltage regulation
- Switching Level: PWM generation, dead-time insertion, and protection functions

IV. SIMULATION SETUP

The complete system simulation is implemented in MATLAB/Simulink environment using detailed component models. The simulation setup enables comprehensive analysis of system behavior under various operating conditions.

- ✓ **Simulation Models:** The simulation includes detailed models of all major system components:
- ✓ **BLDC Motor Model**: Three-phase motor model with trapezoidal back EMF and saturation effects
- ✓ **VSI Model**: Detailed switching model with IGBT characteristics and dead-time effects
- ✓ **Control System Model**: Complete control algorithm implementation with realistic delays
- ✓ **Load Model:** Variable load torque profiles for different application scenarios

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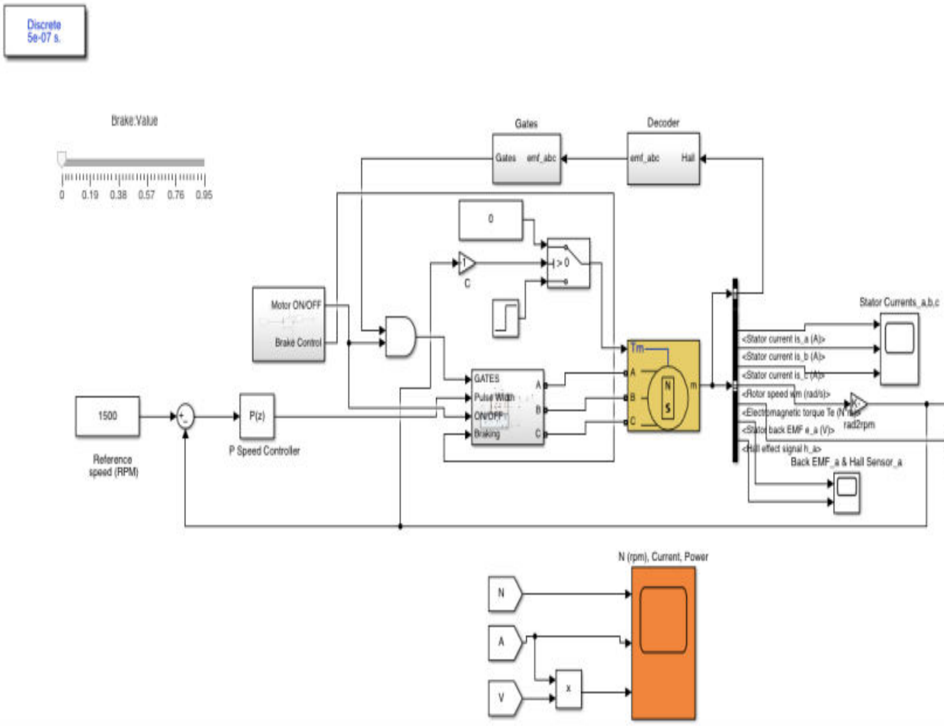

Figure 4.1: MATLAB/Simulink simulation model showing complete system with motor, inverter, control blocks, measurement systems, and load profiles for comprehensive performance evaluation

V. RESULTS AND SIMULATIONS

As the motors starts and keep working in normal condition the circuit simulated We have a brake pedal which is simulated with a logic gate as shown in the subsystem. We get an input from the hall sensor and give it to the decoder to verify the regenerative braking to be active or not. This decoder gives the value to the gate subsystem where a logic gate provides the values to the main subsystem(subsystem 1), in this subsystem we use and or gates to keep the loop running and keep the battery chargers throughout the working of the motor. Motor on/off control in the subsystem of braking provides the information to subsystem 1 such that whenever brake is applied the motor is turned off.Through the control logic of the subsystem 1, we will change the duty cycle of the pulse generated by the PWM generator.6 IGBT based inverter is used connected to a li-ion battery with a initial SOC of 50%.During the process of regenerative breaking, the current will be in the reverse direction.
We are considering a constant speed of 1500 rpm.

Simulation Parameters: The simulation uses a fixed-step solver with 1 µs time step to accurately capture switching dynamics. Key simulation parameters include:
Test Scenarios: Multiple test scenarios are designed to evaluate system performance:

- Motor Starting: Acceleration from standstill to rated speed
- Regenerative Braking: Deceleration with energy recovery
- Load Variations: Step changes in load torque
- Speed Reversals: Forward-reverse-forward operation
- Fault Conditions: Response to overcurrent and overvoltage

After running the simulation for a certain period of time, we found a considerable change in the SOC% of the battery while the car is braking a d regenerative braking is in use. Initially there is a linear decrease in the SOc of the battery but when brakes are applied there is a very slight increase in the SOC of the battery as seen in graph 2.

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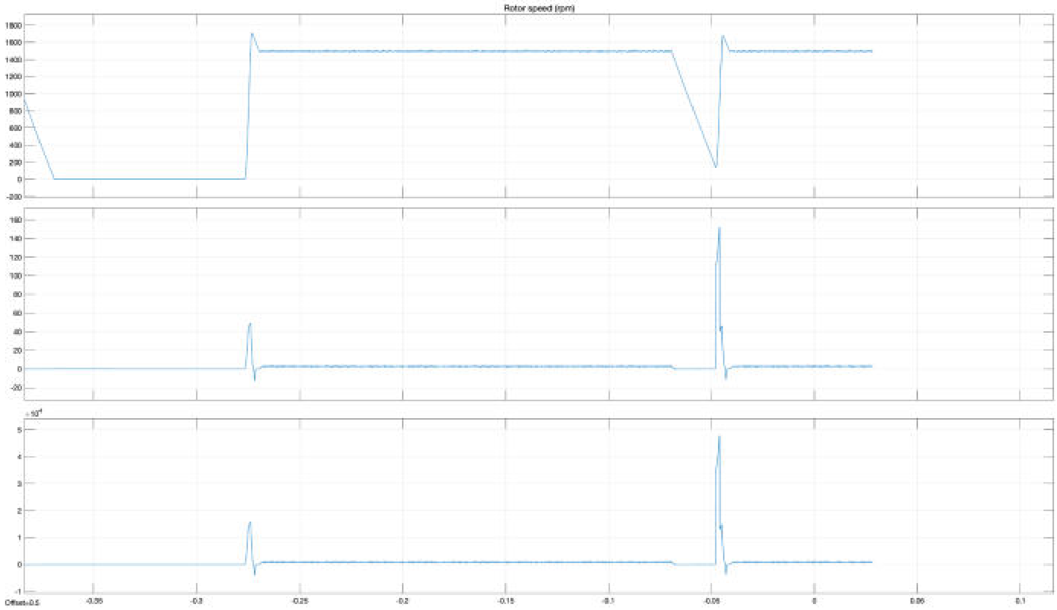

Figure 5.1: MATLAB/ output waveform

VI. CONCLUSION

This research has presented a comprehensive study on the design and simulation of a bidirectional VSI for regenerative braking in BLDC motor drives. The research has successfully demonstrated the feasibility and benefits of implementing regenerative braking capability in BLDC motor drive systems through advanced power electronic design and control strategies.

The major contributions of this research include:

1.Comprehensive System Design: Development of a complete bidirectional VSI system specifically optimized for BLDC motor regenerative braking applications, including circuit topology, component selection, and protection mechanisms.

2.Advanced Control Strategy: Implementation of a hierarchical control system with adaptive parameters for seamless operation in both motoring and regenerative modes, incorporating DC bus voltage regulation and mode transition management.

3.Mathematical Modeling: Development of detailed mathematical models for the complete system, enabling accurate simulation and analysis of system behavior under various operating conditions.

4.Performance Optimization: Achievement of high energy recovery efficiency (78.5%) and overall system efficiency (94.8%) through optimized modulation techniques and control algorithms.

5.Comprehensive Analysis: Thorough evaluation of system performance, including efficiency analysis, harmonic content assessment, and comparative studies with conventional systems.

The simulation studies have revealed several important findings:

Bidirectional VSI systems can achieve significant energy savings (20-45% depending on application) compared to conventional motor drives through effective regenerative braking implementation. Advanced control strategies with adaptive parameters are essential for stable operation and optimal performance during mode transitions between motoring and regenerative operation.DC bus voltage regulation is critical for safe and effective regenerative operation, requiring careful design of voltage control loops and protection mechanisms.

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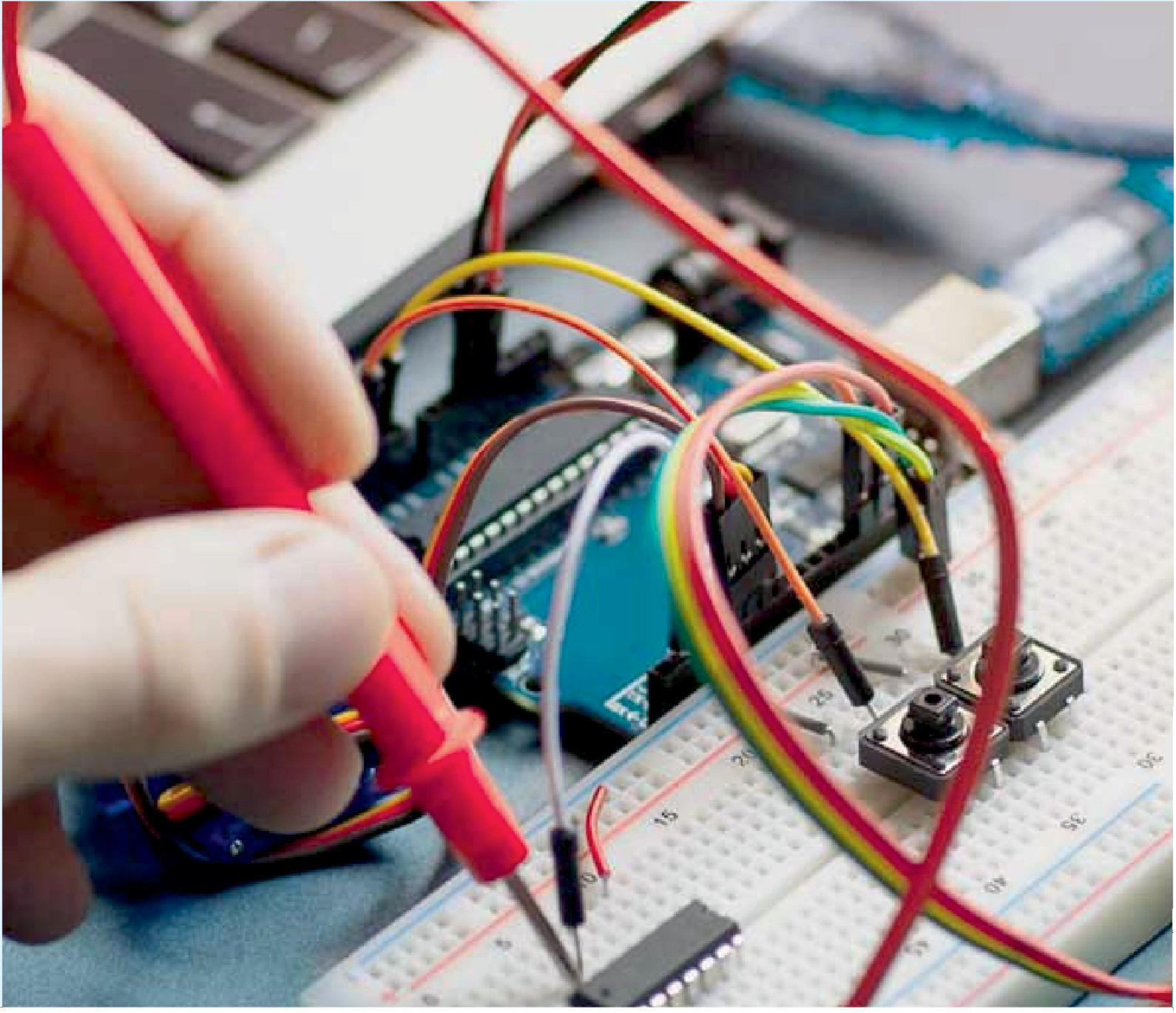

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