

U.S. Department of Energy  
FreedomCAR and Vehicle Technologies, EE-2G  
1000 Independence Avenue, S.W.  
Washington, D.C. 20585-0121

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*FY 2008*

**EVALUATION OF THE 2007 TOYOTA CAMRY  
HYBRID SYNERGY DRIVE SYSTEM**

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April 2008

**Engineering Science and Technology Division**

**EVALUATION OF THE 2007 TOYOTA  
CAMRY HYBRID SYNERGY  
DRIVE SYSTEM**

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Revised: April 2008  
Publication Date: January 2008

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managed by  
UT-BATTELLE, LLC  
for the  
U.S. DEPARTMENT OF ENERGY  
Under contract DE-AC05-00OR22725

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## TABLE OF CONTENTS

	<b>Page</b>
LIST OF FIGURES .....	iv
LIST OF TABLES .....	vii
ACRONYMS AND ABBREVIATIONS .....	viii
1. INTRODUCTION .....	1
2. HYBRID ELECTRIC DRIVE SYSTEM DESIGN AND PACKAGING .....	3
2.1 PCU .....	4
2.1.1 Power Electronics Devices .....	13
2.1.2 Capacitor Test Results .....	19
2.1.2.1 Static capacitor test results of the 2098 $\mu$ F dc-link smoothing capacitor module .....	20
2.1.2.2 Dynamic capacitor test results from large dc-link capacitor module.....	25
2.1.2.3 Static capacitor test results of single sub-cell capacitor of smoothing capacitor module.....	28
2.1.2.4 Inspection into positive reactance measurement of large dc-link capacitor module.....	33
2.1.2.5 Static capacitor test results of battery level filter capacitor evaluations .....	35
2.1.2.6 Static capacitor test results of small dc-link capacitor evaluations.....	36
2.2 TRANSAXLE.....	37
2.2.1 Thermal Management and Lubrication System.....	39
2.2.2 Transaxle Gear Train .....	41
2.2.3 Motor Mass and Volumetric Assessments.....	42
2.2.4 PM Characteristic Assessments.....	50
3. BENCHMARKING TESTS OF CAMRY PMSM AND INVERTER.....	55
3.1 SUBSYSTEM PREPARATION FOR TESTING .....	55
3.1.1 Hardware Preparation .....	55
3.1.2 Instrumentation and DAQ Development .....	57
3.1.3 Controller and Interface Development.....	60
3.2 BACK-EMF TEST RESULTS .....	61
3.3 ROTATIONAL LOSS ASSESSMENTS .....	62
3.4 LOCKED ROTOR TEST .....	64
3.5 PERFORMANCE AND EFFICIENCY EVALUATIONS .....	65
3.6 CONTINUOUS LOAD DURATION TESTS .....	72
4. SUMMARY AND CONCLUSIONS .....	79
REFERENCES .....	81
APPENDIX A: 2004 PRIUS POWER CONVERTER UNIT PACKAGING ASSESSMENTS .....	82
2004 Prius Motor Inverter Mass and Volume Assessment.....	82
2004 Prius Bi-Directional Boost Converter Mass and Volume Assessment.....	83

**TABLE OF CONTENTS (cont'd)**

	<b>Page</b>
APPENDIX B: PRIUS AND CAMRY CAPACITOR TEST RESULTS .....	85
APPENDIX C: 2004 PRIUS TRANSAXLE PACKAGING ASSESSMENTS .....	90
2004 Prius Motor Mass and Volume Assessment .....	90
DISTRIBUTION.....	92

## LIST OF FIGURES

Figure	Page
1.1	Flow diagram of baseline benchmarking approach..... 2
2.1	Subsystems of the Camry inverter and converter assembly..... 4
2.2	Circuit diagram of PCU..... 5
2.3	Boost converter compartment with lid and IPM driver board removed..... 6
2.4	Inverter compartment with dc-link capacitor and casing removed..... 6
2.5	General assembly and packaging of the Camry inverter and converter..... 7
2.6	Coolant flow paths in mating converter and inverter cold plates..... 8
2.7	Converter assembly with subsections shown consistent with volume measurements..... 10
2.8	Non-optimized packaging used in the 2004 Prius converter..... 10
2.9	Comparison of all capacitors located within Camry PCU..... 11
2.10	Cutaway of dc-link capacitor removed from shell and x-ray of module..... 11
2.11	Battery level capacitor and x-ray of module..... 12
2.12	Small dc-link capacitor: overhead view and x-ray of module – side view..... 12
2.13	Side housing removed from inverter section of PCU..... 13
2.14	Comparison of Camry inverter IPM and Prius inverter IPM..... 14
2.15	Camry IPM with dc-bus bars removed..... 14
2.16	Dimensions (in mm) of Camry inverter IPM and Prius inverter IPM..... 15
2.17	Close-up view of Camry inverter IGBT and Prius inverter IGBT..... 16
2.18	Cross-sectional view of Camry IGBT and Prius IGBT..... 16
2.19	Close-up view of Camry inverter diode and Prius inverter diode..... 17
2.20	Comparison of Camry converter IPM and Prius converter IPM..... 17
2.21	Close-up comparison of Camry converter IPM and Prius converter IPM..... 18
2.22	Camry capacitor module equivalent capacitance vs. frequency..... 20
2.23	Prius capacitor module equivalent capacitance vs. frequency..... 21
2.24	Camry capacitor module equivalent capacitance variation with ambient temperature..... 21
2.25	Camry capacitor module ESR vs. frequency..... 22
2.26	Prius capacitor module ESR vs. frequency..... 22
2.27	Camry capacitor module ESR vs. temperature..... 23
2.28	Prius capacitor module ESR vs. temperature..... 23
2.29	Camry capacitor module DF frequency response..... 24
2.30	Prius capacitor module DF frequency response..... 24
2.31	Camry capacitor module DF temperature response..... 25
2.32	Prius capacitor module DF temperature response..... 25
2.33	Ripple current test schematic..... 26
2.34	TCs on the Camry capacitor module..... 26
2.35	Camry capacitor module steady-state temperature response vs. ripple current..... 27
2.36	Prius capacitor module steady-state temperature response vs. ripple current at 4 kHz..... 27
2.37	Camry single 86 $\mu$ F capacitor, capacitance vs. frequency..... 28
2.38	Camry single 86 $\mu$ F capacitor, ESR vs. frequency..... 29
2.39	Camry single 86 $\mu$ F capacitor, DF vs. frequency..... 29
2.40	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 1 kHz..... 30
2.41	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 5 kHz..... 30
2.42	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 15 kHz..... 31
2.43	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 35 kHz..... 31
2.44	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency at 20°C..... 32

## LIST OF FIGURES (cont'd)

Figure	Page
2.45	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency at 140°C..... 32
2.46	Waveforms of the Camry and Prius capacitor module at 5 kHz. .... 33
2.47	Camry and Prius capacitor module waveforms at 16 kHz. .... 33
2.48	Waveforms of the Camry and Prius capacitor module at 20 kHz. .... 34
2.49	Camry capacitor module voltage and current response to frequency..... 35
2.50	Prius capacitor module voltage and current response to frequency. .... 35
2.51	Camry battery level 378 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency..... 36
2.52	Prius battery level 282 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency..... 36
2.53	Camry dc-link 0.9 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency..... 37
2.54	Prius dc-link 0.1 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency. .... 37
2.55	Hybrid Camry transaxle isometric view and rear view. .... 38
2.56	Camry generator front view with ICE spline removed and motor rear view ..... 38
2.57	Camry transaxle gear section open sandwich view..... 39
2.58	Trochoid oil pump view from outside rear and from inside motor section..... 40
2.59	Oil slinging paths formed by gear train..... 40
2.60	2004 Prius gear train and 2007 Camry gear train..... 41
2.61	Camry speed reduction planetary and power split planetary..... 42
2.62	Speed, torque, and power relationship. .... 43
2.63	Camry motor assembly after separation from generator assembly. .... 44
2.64	Coolant channel at bottom of motor casing..... 44
2.65	Camry motor stator..... 45
2.66	Camry and Prius motor stator laminations. .... 46
2.67	Camry rotor assembled and partially disassembled ..... 46
2.68	Camry and Prius motor rotor lamination/PM design. .... 48
2.69	Camry and Prius motor stator lamination/slot design. .... 48
2.70	Camry generator volume assessment. .... 49
2.71	Camry and Prius generator stator comparison. .... 49
2.72	Camry and Prius generator rotor comparison..... 49
2.73	Walker Scientific hysteresis graph..... 51
2.74	Hysteresis graph for Camry motor magnet at 110°C..... 51
2.75	Hysteresis graph for Camry motor magnet at 198°C..... 52
2.76	Intrinsic hysteresis graphs for Camry motor magnet at various temperatures. .... 52
2.77	Intrinsic hysteresis graphs for Prius motor magnet at various temperatures..... 53
2.78	Remanent flux density for Camry and Prius motor magnet. .... 54
2.79	Coercivity of Camry and Prius motor magnet..... 54
3.1	First test setup approach with welded Camry planetary gear..... 56
3.2	Second test setup approach with modified motor rotor shaft. .... 56
3.3	Upgraded dynamometer test cell..... 57
3.4	TCs in the inverter power electronics heat spreaders..... 57
3.5	Thermistor locations on PMSM and transaxle. .... 58
3.6	Viewport and window locations implemented on transaxle..... 59
3.7	Opal-RT controller and interface system. .... 61
3.8	2007 Camry motor back-emf test results. .... 61
3.9	2004 Prius motor back-emf test results. .... 62
3.10	2007 Camry gear train rotational torque. .... 62
3.11	2007 Camry gear train rotational losses..... 63

## LIST OF FIGURES (cont'd)

Figure	Page
3.12	2007 Camry motor rotational losses..... 63
3.13	2007 Camry gear losses vs. oil temperature at various ring gear speeds. .... 64
3.14	2007 Camry locked rotor torque vs. position for various dc currents. .... 64
3.15	2007 Camry and Prius peak locked rotor torque vs. dc current. .... 65
3.16	2007 Camry and Prius peak locked rotor torque vs. dc current. .... 65
3.17	2007 Camry motor efficiency contours..... 66
3.18	2007 Camry motor efficiency contours scaled by 2.47..... 67
3.19	2004 Prius motor efficiency contours. .... 67
3.20	2007 Camry inverter efficiency contours scaled by 2.47..... 68
3.21	2004 Prius inverter efficiency contours..... 69
3.22	2007 Camry motor/inverter efficiency contours. .... 69
3.23	2004 Prius motor/inverter efficiency contours..... 70
3.24	2007 Camry inverter efficiency vs. switching frequency for various dc-link voltages..... 70
3.25	2007 Camry boost converter efficiency vs. input current for various dc-link voltages. .... 71
3.26	Prius boost converter efficiency vs. input current for various dc-link voltages. .... 71
3.27	Camry 50 kW continuous duration test at 5000 rpm with 50°C coolant. .... 72
3.28	Camry 50 kW continuous duration test at 7000 rpm with 65°C coolant. .... 73
3.29	Camry 25 kW continuous duration test at 5000 rpm with 65°C coolant. .... 73
3.30	Camry 33.5 kW continuous duration test at 3000 rpm with 65°C coolant. .... 74
3.31	Camry 25 kW continuous duration vs. speed with 65°C coolant. .... 75
3.32	Camry 33.5 kW continuous duration vs. speed with 35°C coolant. .... 75
3.33	Camry 50 kW continuous duration vs. speed with 35°C coolant. .... 76
3.34	Camry 50 kW continuous duration vs. speed with 65°C coolant. .... 76
3.35	Camry continuous duration at 3000 rpm with various power levels and coolant temperatures... 77
3.36	Camry continuous duration at 5000 rpm with various power levels and coolant temperatures... 77
3.37	Camry continuous duration at 7000 rpm with various power levels and coolant temperatures... 78
A.1	Volume of entire Prius PCU assembly..... 82
A.2	Empty inverter/converter housing showing cold plate surfaces..... 83
A.3	General circuit schematic of the Prius inverter. .... 83
B.1	Prius single 141 $\mu$ F capacitor from 1,130 $\mu$ F module, capacitance vs. frequency..... 85
B.2	Prius single 141 $\mu$ F capacitor from 1,130 $\mu$ F module, ESR vs. frequency. .... 85
B.3	Prius single 141 $\mu$ F capacitor from 1,130 $\mu$ F module, DF vs. frequency..... 86
B.4	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 10 kHz..... 86
B.5	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 25 kHz..... 87
B.6	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 30 kHz..... 87
B.7	Camry single 86 $\mu$ F capacitor, capacitance, ESR, and DF vs. frequency at -40°C. .... 88
B.8	Prius single 141 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 1 kHz. .... 88
B.9	Prius single 141 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 5 kHz. .... 89
B.10	Prius single 141 $\mu$ F capacitor, capacitance, ESR, and DF vs. temperature at 15 kHz. .... 89
C.1	2004 Prius motor rotor and stator..... 90
C.2	Casing of the 2004 Prius PMSM with dimensions and volume calculations..... 91

## LIST OF TABLES

<b>Table</b>		<b>Page</b>
2.1	Comparison of hybrid Camry and the Prius design features and published specifications.....	3
2.2	Comparison of hybrid Camry and the Prius PCU component specifications.....	5
2.3	Mass and volume measurements for the hybrid Camry inverter and converter. ....	9
2.4	Specific power and power density estimates for inverter/converter.....	9
2.5	Summary of power electronic device packaging.....	19
2.6	Camry transaxle gear information. ....	42
2.7	Specific power and power density estimates for the PMSM.....	44
2.8	2007 Camry/2004 Prius motor design comparison highlights. ....	47
2.9	2007 Camry/2004 Prius generator design comparison highlights.....	50
4.1	2007 Camry/2004 Prius design comparison highlights.....	80

## ACRONYMS AND ABBREVIATIONS

A/C	air conditioning	ID	inner diameter
ac	alternating current	IGBT	insulated-gate bipolar transistor
ANL	Argonne National Laboratory	IPM	intelligent power module
AWG	America wire gauge	LV	low voltage
CAN	controller area network	MG	motor-generator
CT	current transformer	NdFeB	neodymium iron boron
DAQ	data acquisition system	Nm	Newton meter
dc	direct current	NTRC	National Transportation Research Center
DF	dissipation factor	OD	outer diameter
DOE	U.S. Department of Energy	ORNL	Oak Ridge National Laboratory
ECU	electronic control unit	PC	personal computer
ECVT	electronically controlled continuously variable transmission	PCU	power control unit
emf	electromotive force (measured in volts)	PEEMRC	Power Electronics and Electric Machinery Research Center
EMI	electromagnetic interference	PI	proportional-integral
ESR	equivalent series resistance	PM	permanent magnet
EV	electric vehicle	PMSM	permanent magnet synchronous motor
FCVT	FreedomCAR and Vehicle Technologies	rms	root mean square
HEV	hybrid electric vehicle	rpm	revolutions per minute
HV	high voltage	Si	silicon
IC	integrated circuit	TC	thermocouple
ICE	internal combustion engine	THS	Toyota Hybrid System

## 1. INTRODUCTION

The U.S. Department of Energy (DOE) and American automotive manufacturers General Motors, Ford, and DaimlerChrysler began a five-year, cost-shared partnership in 1993. Currently, hybrid electric vehicle (HEV) research and development is conducted by DOE through its FreedomCAR and Vehicle Technologies (FCVT) program. The mission of the FCVT program is to develop more energy efficient and environmentally friendly highway transportation technologies. Program activities include research, development, demonstration, testing, technology validation, and technology transfer. These activities are aimed at developing technologies that can be domestically produced in a clean and cost-competitive manner.

Under the FCVT program, support is provided through a three-phase approach [1] which is intended to:

- Identify overall propulsion and vehicle-related needs by analyzing programmatic goals and reviewing industry's recommendations and requirements, then develop the appropriate technical targets for systems, subsystems, and component research and development activities;
- Develop and validate individual subsystems and components, including electric motors, emission control devices, battery systems, power electronics, accessories, and devices to reduce parasitic losses; and
- Determine how well the components and subassemblies work together in a vehicle environment or as a complete propulsion system and whether the efficiency and performance targets at the vehicle level have been achieved.

The research performed in this area will help remove technical and cost barriers to enable technology for use in such advanced vehicles as hybrid electric, plug-in hybrid electric, electric, and fuel-cell-powered vehicles.

The Oak Ridge National Laboratory's (ORNL) Power Electronics and Electric Machinery Research Center (PEEMRC) performed benchmark assessments and subsystem testing of the 2004 Toyota Prius in 2004–2005. This work has been fully reported in two reports [2,3]. In 2006, the PEEMRC performed similar work on the hybrid version of the 2005 Honda Accord [4]. This report presents the results of benchmark testing of the 2007 Toyota Camry electric drive subsystems.

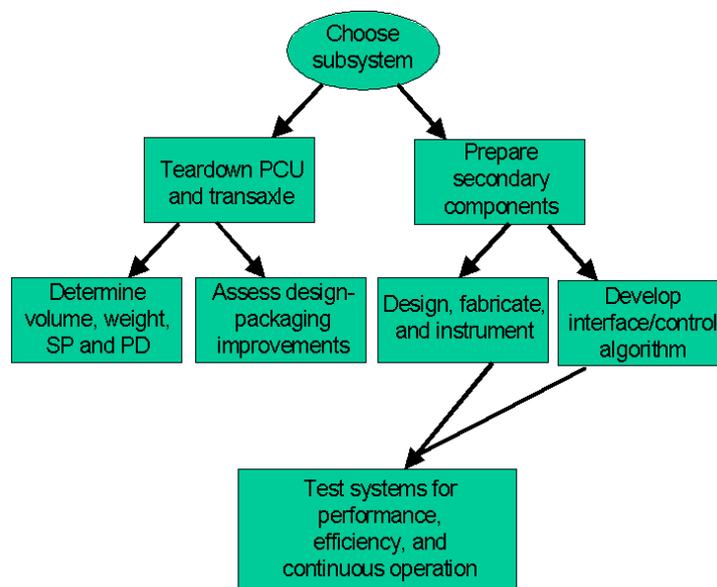
Subsystem-level testing was conducted by the PEEMRC at ORNL, which is a broad-based research center for power electronics and electric machinery (motor) development. Located in the national user facility known as the National Transportation Research Center (NTRC), the PEEMRC has more than 9000 square feet of space for developing and building the next generation prototypes of power electronics and electric machine technologies.

The 2007 Toyota Camry hybrid is equipped with the Hybrid Synergy Drive system which includes an internal combustion engine (ICE), an electric motor, and a generator. These components are integrated with a power splitting planetary gear which provides various power flow configurations for different modes of operation. The electric motor assists the ICE in providing mechanical drive power for the vehicle and also acts as a generator to recharge the battery during regenerative braking. According to published specifications, Toyota claims the motor can deliver a peak power output of 105 kW (143 hp) at 4500 revolutions per minute (rpm). Toyota has not published a rated torque (or power) versus speed graph for the Camry electric motor and no specifications have been published for the generator. The hybrid version of the Camry features a 2.4-liter 4-cylinder, 16-valve engine, which has a specified peak power output of 110 kW (147 hp) at 6000 rpm [5].

The Camry electric drive system has several features in common with the Toyota Prius system as they both use the Toyota Hybrid System (THS) II. Both make use of the electric motor to provide all of the traction power during acceleration from a stop. This continues until the engine is needed for any of several reasons (more torque, low battery state of charge, high battery temperature, etc.) Both vehicles have a dedicated generator, which is used to route power from the ICE to the electric motor. Both use a clutch-less, electronically controlled continuously variable transmission (ECVT) which uses a planetary gear to manage power flow from the ICE and motor to the differential gear unit. The planetary gear configuration of the ECVT provides the opportunity to operate the ICE throughout a more efficient torque-speed range, depending on the torques and speeds of the generator and electric motor.

Unlike the Toyota Camry and Prius, which are both considered to be full hybrids, the Honda Accord hybrid with its smaller motor is considered to be a “mild hybrid” since the motor never propels the vehicle without engine power. In operation, the 2005 Accord hybrid exhibits enhanced performance compared to the conventionally powered Accord, but little or no gain in fuel economy.

In order to fully benchmark the HEV technology used in the 2007 Camry, a design characterization study was conducted to evaluate the vehicle’s hybrid electric drive subsystem. A flow diagram which portrays the baseline benchmarking approach is shown in Fig. 1.1. The characterization study included (1) a design review, (2) a packaging and fabrication assessment, (3) bench-top electrical tests, (4) back-electromotive force (emf) and locked rotor tests, (5) performance and efficiency tests on the motor and inverter, (6) efficiency tests on the bi-directional boost converter, and (7) continuous duration tests of the drive motor and inverter. The design and packaging review includes comparisons to the 2004 Toyota Prius, which was evaluated during previous years. Results from the performance and efficiency tests were used to map electrical and thermal data for motor/inverter operation over the full range of speeds and shaft loads that the motor is capable of producing. The results of the design and packaging assessments are presented in Section 2 and the performance and efficiency tests results are presented in Section 3.



**Fig. 1.1. Flow diagram of baseline benchmarking approach.**

## 2. HYBRID ELECTRIC DRIVE SYSTEM DESIGN AND PACKAGING

The hybrid Camry includes significant advancements in HEV technology since the electric drive system features higher peak power and more extensive continuous operation capabilities, yet the size and weight of the system has decreased when compared to that of the Prius. This is primarily due to the care taken in packaging the inverter/converter system and the design of a higher-speed, higher voltage permanent magnet synchronous motor (PMSM). The Camry HEV subsystem design and packaging will be assessed and summarized in this section.

Table 2.1 presents an overview of several general HEV design features and published specifications and indicates similarities and differences between the Camry and Prius vehicles. The primary drive PMSM is referred to as MG2 and the generator is referred to as MG1. Although both PMSMs can function as a motor or a generator, MG2 is commonly referred to as “motor” and MG1 is commonly referred to as “generator.” Both MG1 and MG2 are powered by separate three-phase inverters which share the same direct current (dc)-link. The battery voltage is boosted by a bi-directional boost converter which feeds the dc-link. This configuration facilitates the use of multiple power flow modes wherein the ICE, MG1, and/or MG2 may supply energy to the battery pack, the battery pack may supply MG1/MG2 alone, or the ICE and battery pack can simultaneously power the vehicle.

**Table 2.1. Comparison of hybrid Camry and the Prius design features and published specifications**

Design Feature	Hybrid Camry	2004 Prius
Motor peak power rating	105 kW @ 4500 rpm (disputed to be 70kW)	50 kW @ 1200–1540 rpm
Motor peak torque rating	270 Newton meter (Nm) (667 after speed reduction gear)	400 Nm
Top rotational speed	14,000 rpm (5,670 rpm after speed reduction)	6,000 rpm
Separate generator used?	Yes (although the motor also serves as a generator during regenerative braking)	Same as Camry
Generator specifications	Not published	33 kW
Source of power to MG2	Battery and/or ICE via generator	Same as Camry
PMSM rotor design	Interior permanent magnets (PMs) with “V” configuration at each pole with a reinforcement web in the laminations (middle of the V) to enable high-speed operation	Interior PMs with “V” configuration at each pole (no reinforcement)
Motor winding configuration	Parallel	Series
Number of rotor poles	8	Same as Camry
Boost converter output voltage	250–650 Vdc output	200–500 Vdc output
Boost converter power rating	30 kW	20 kW
PMSM cooling	Oil circulation with water/glycol heat exchanger	Same as Camry
Inverter/converter cooling	Water/glycol loop	Same as Camry
Hybrid transaxle	Planetary gears used for speed reduction and power split	A single planetary gear used for power split
Fan-cooled high-voltage (HV) Ni-MH battery	244.8 V, 6.5 Ah, 30 kW	201.6 V, 6.5 Ah, 20 kW

Design and packaging assessments are presented in Subsections 2.1 and 2.2 beginning with the power control unit (PCU) and concluding with the transaxle. Studies on the PCU include subjects such as general design and packaging, power electronic devices, and multifaceted capacitor assessments. Assessment topics associated with the transaxle are general design and packaging, PMSM design, and magnet hysteresis measurements. These assessments provide useful feedback regarding technological developments and other characteristics needed to determine packaging complexity and fabrication costs.

## 2.1 PCU

The general locations of the Camry inverters and the bi-directional boost converter assembly are shown in Fig. 2.1. The figure makes evident the fact that the motor and generator inverters, dc-link capacitor, and half of the cold plate comprise about 65% of the total volume. The buck/boost converter and half the cold plate comprise the remaining 35%. The size and proportions of the PCU are similar to that of a conventional 12 Vdc car battery.

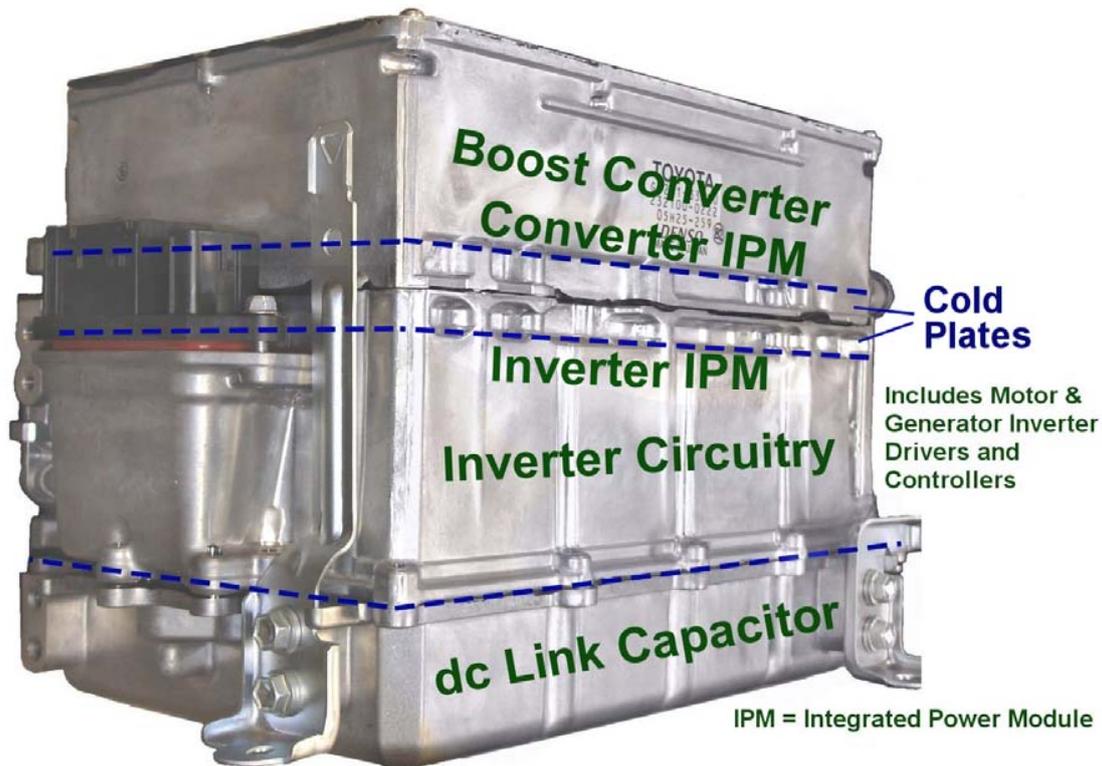


Fig. 2.1. Subsystems of the Camry inverter and converter assembly.

Because the Ni-MH battery is rated at 30 kW, it is assumed that the boost converter will not operate at power levels exceeding 30 kW. Similarly, it is assumed that the motor inverter has a peak power rating that matches the measured power rating of the motor.

The overall circuit diagram of the PCU is shown in Fig. 2.2. A 250 Vdc battery supplies power to the PCU, which is connected to the low voltage (LV) side of the boost converter. A 500 V, 378 $\mu$ F capacitor is connected across the input with a 212  $\mu$ H inductor between the battery and the boost converter power electronics module. A small 53.8 k $\Omega$  resistor, 750 V, 0.9  $\mu$ F filter capacitor, and 750 V, 2098 $\mu$ F smoothing capacitor is located on the HV side of the boost converter. This HV bus serves as the dc link for both the motor and generator inverter. Table 2.2 provides specification comparisons between the components found in the Prius and Camry PCU. The boosted voltage ranges from 250–650 Vdc depending on driving conditions such as desired acceleration and required regenerative braking and is controlled accordingly by commands from the MG electronic control unit (ECU) and the THS ECU. Detailed capacitor test results are provided in Section 2.1.3.

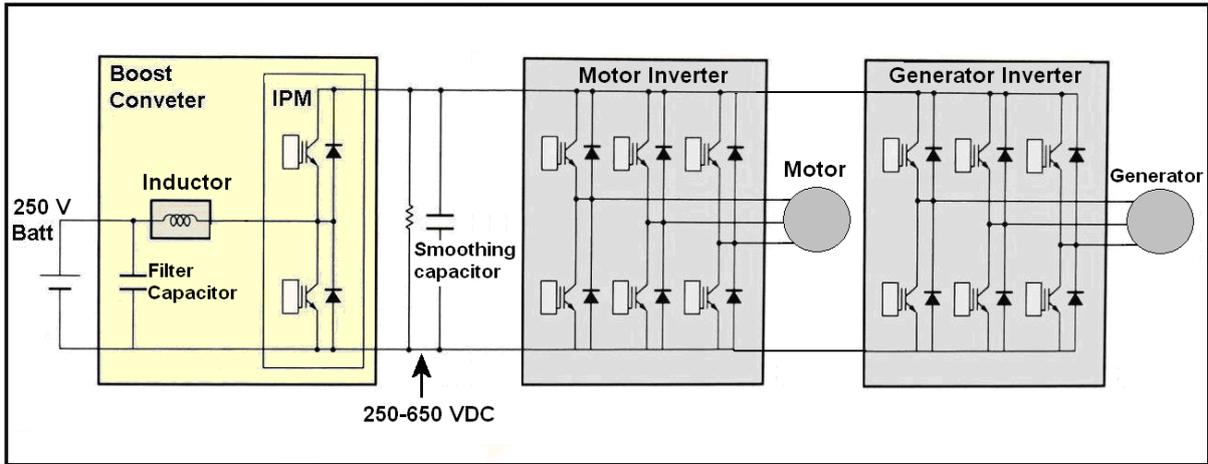


Fig. 2.2. Circuit diagram of PCU.

Table 2.2. Comparison of hybrid Camry and the Prius PCU component specifications

Design Feature	Hybrid Camry	2004 Prius
Boost converter power rating	30 kW	20 kW
Battery voltage	244.8 V	201.6 V
Filter capacitor (LV side)	500 Vdc, 378 $\mu$ F	600 Vdc, 282 $\mu$ F
Inductor	212 $\mu$ H at 1 kHz	373 $\mu$ H at 1 kHz
Small resistor (HV side)	53.8 k $\Omega$	64.3 k $\Omega$
Small capacitor (HV side)	750 Vdc, 0.9 $\mu$ F	750 Vdc, 0.1 $\mu$ F
Smoothing capacitor	750 Vdc, 2098 $\mu$ F	600 Vdc, 1,130 $\mu$ F

Figures 2.3 and 2.4 show the converter and inverter compartments, respectively, prior to disassembly. Figure 2.5 shows the general assembly and packaging of the major subcomponents of the Camry inverter and converter. Not shown for the inverter is the dc-link capacitor and its casing which serves as a cover to the inverter assembly. Because the inverter/converter assembly was designed to be integrated into an existing vehicle (the non-hybrid Camry), there was a need to package the unit in a minimal volume, which is evident in the figures provided in this section. The Camry MG ECU is located within the PCU just above the inverter driver board. Communication between the Camry MG ECU and other ECUs is accomplished through controller area network (CAN) digital data transmission. The Prius MG ECU is located outside of the PCU with analog control signals being transmitted over a conductor length of several feet. Together, the MG ECU and THS ECU monitor vehicle conditions and control the PCU components to orchestrate proper system operation.

In the inverter compartment, the controller board includes power regulation electronics, two identical MG microprocessors, a boost-converter microprocessor, two Tamagawa AU2802 integrated circuits (IC) for MG speed/position detection, hardware for CAN communication, MG current measurement, safety interlock devices, and temperature feedback. The driver board includes regulated isolation power supplies, isolated driver electronics, and hardware to prevent faults and overlapping as well as voltage, current, and temperature sensing circuitry for each insulated-gate bipolar transistor (IGBT). More information regarding the power electronics modules for the inverters and converter is provided in Section 2.1.2.