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(54) **HALF-BRIDGE SWITCHING CIRCUIT SYSTEM**

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See application file for complete search history.

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(57) **ABSTRACT**

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One example includes a half-bridge switching circuit system. The system includes a first plurality of switches arranged between a first rail voltage and an output on which an output voltage is provided and a second plurality of switches arranged between a second rail voltage and the output, the first and second pluralities of switches being controlled via a plurality of switching signals. The system also includes a plurality of flying capacitors arranged to interconnect the first and second pluralities of switches, and further includes a plurality of snubber circuits that are each arranged in parallel with a respective one of the plurality of flying capacitors, the first plurality of switches, and the second plurality of switches.

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H02P 3/00 (2006.01)
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H03K 17/687 (2006.01)

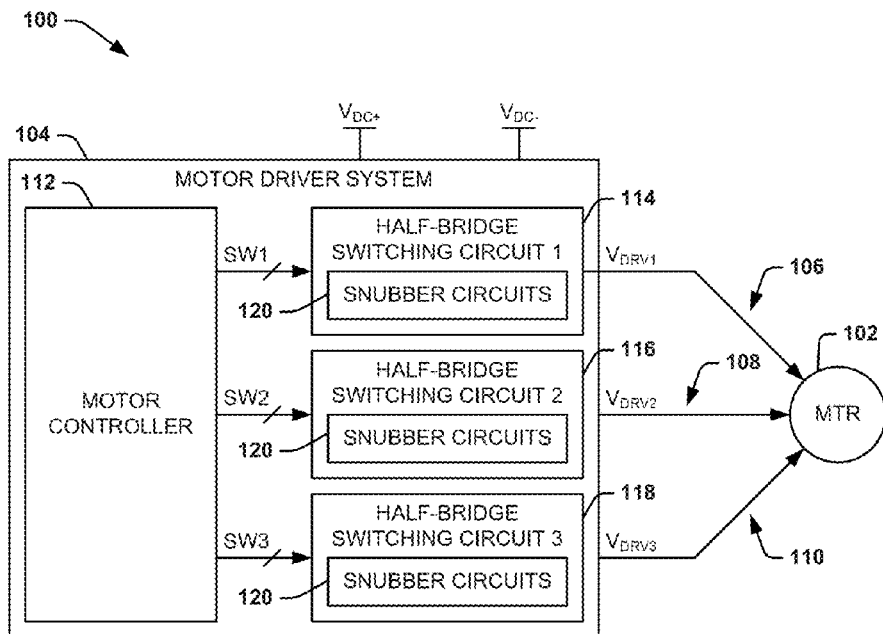
(52) **U.S. Cl.**

CPC **H02P 27/04** (2013.01); **H02M 7/003** (2013.01); **H03K 17/6871** (2013.01)

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23 Claims, 4 Drawing Sheets



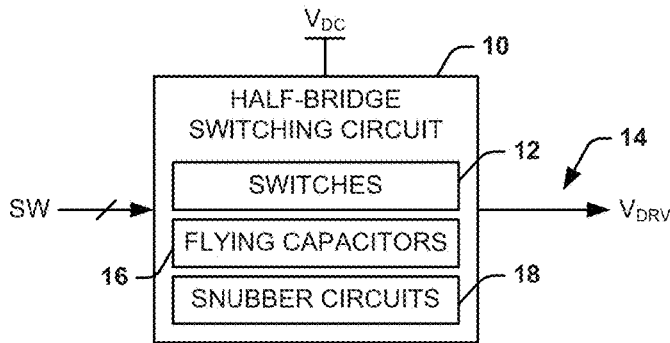


FIG. 1

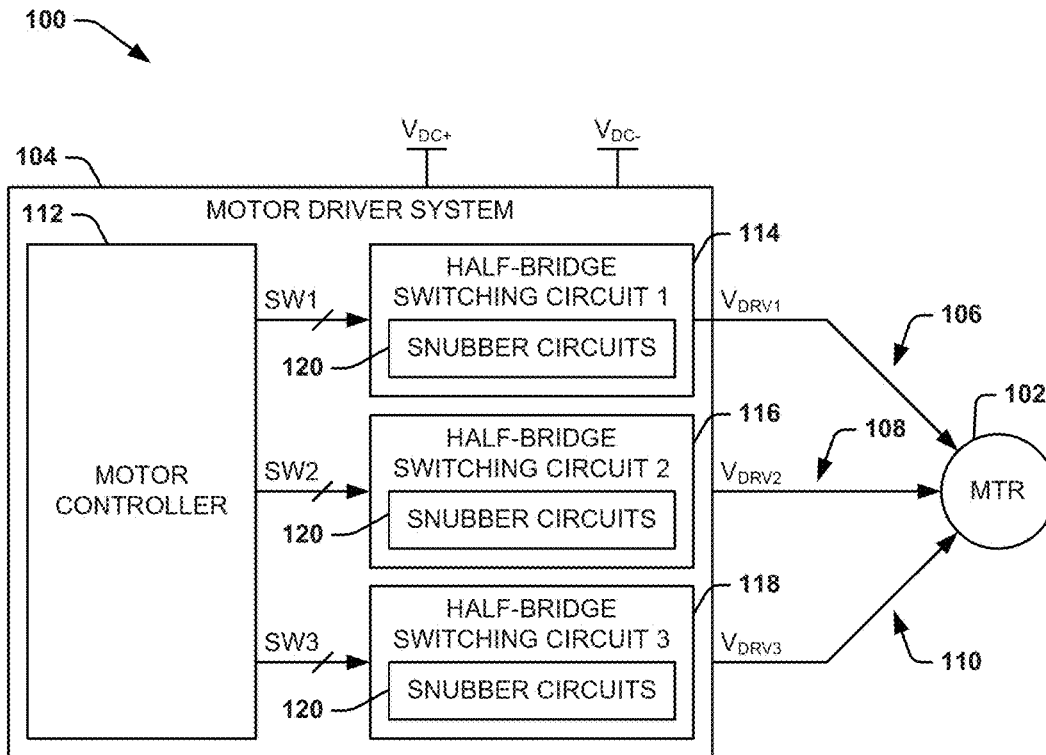


FIG. 3

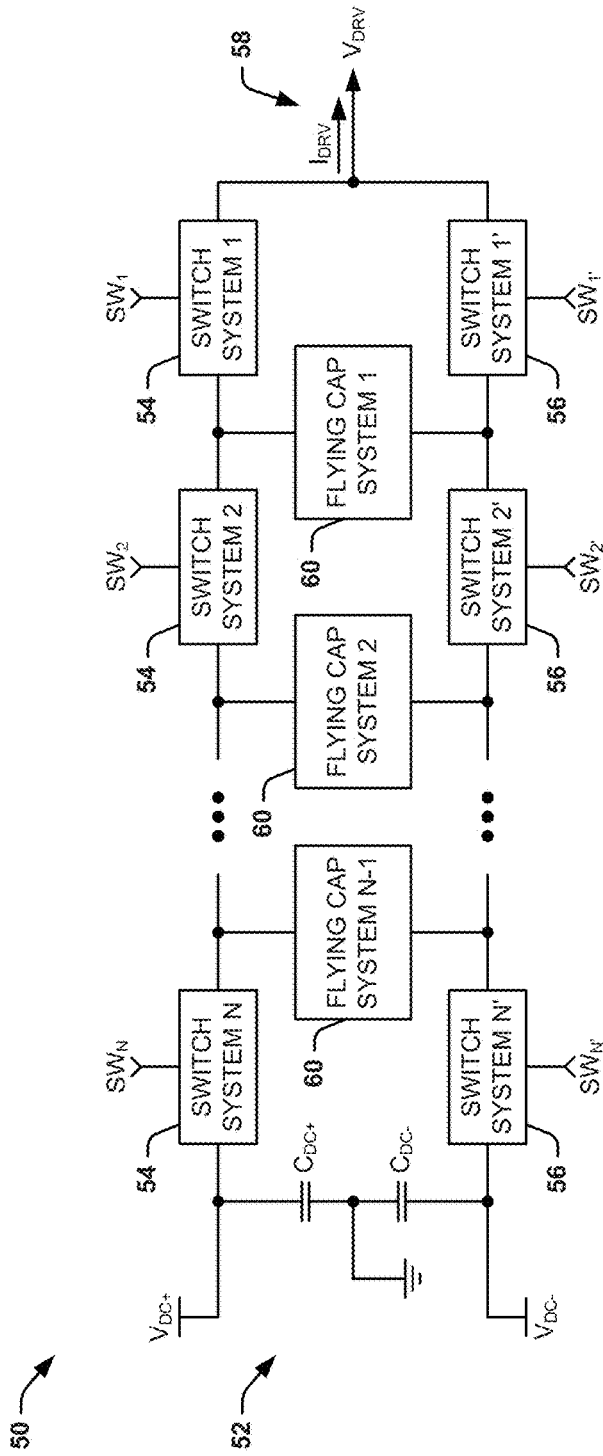


FIG. 2

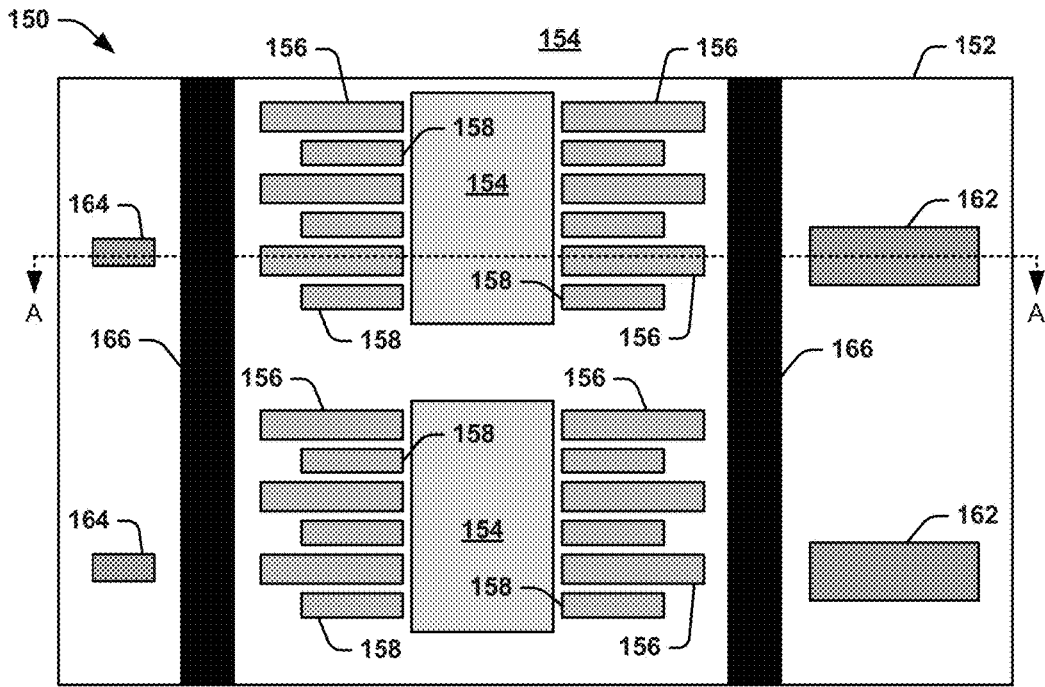


FIG. 4

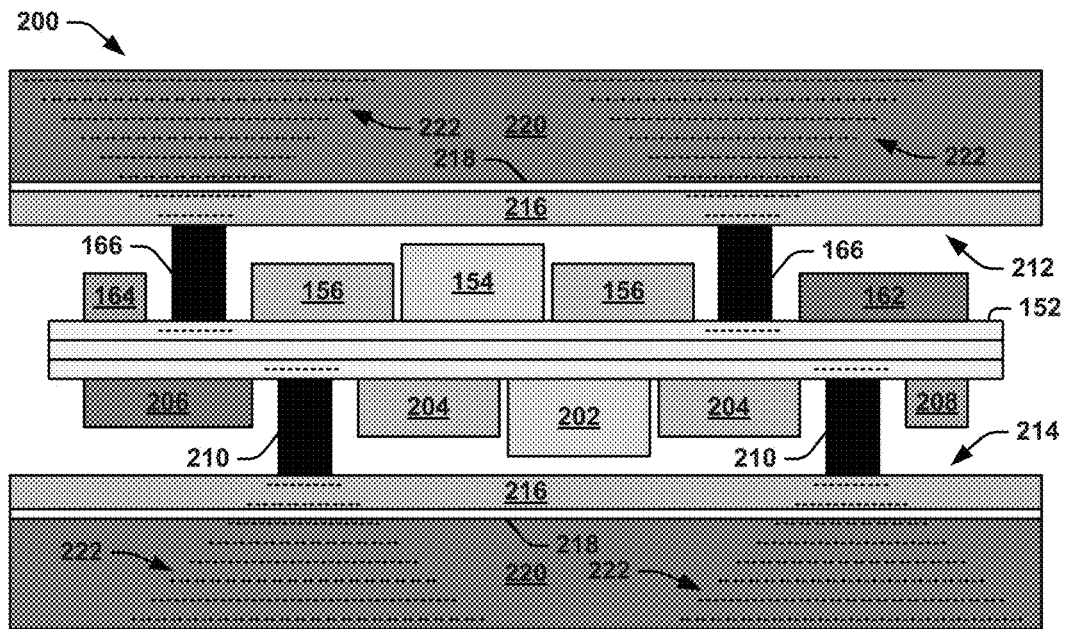


FIG. 5

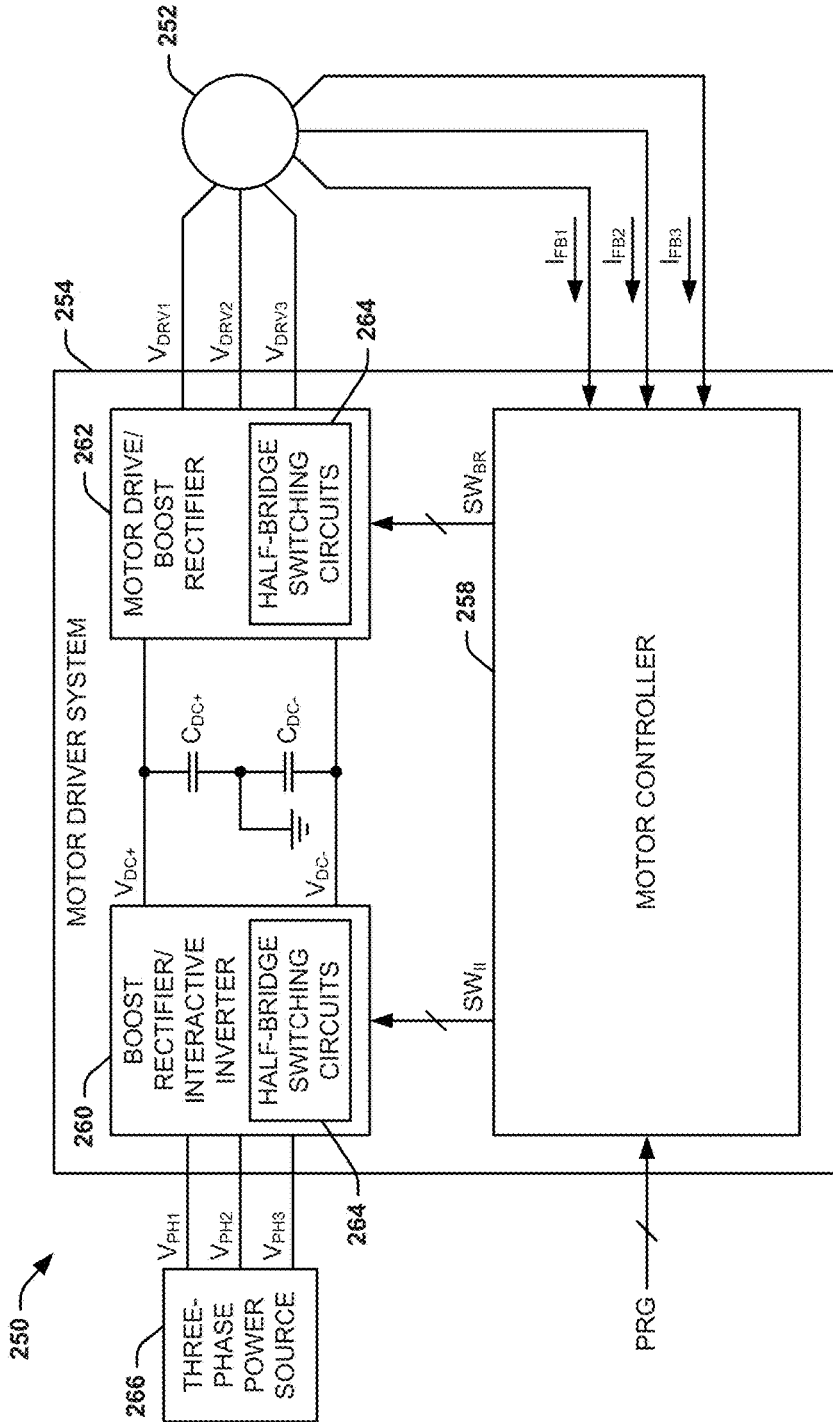


FIG. 6

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HALF-BRIDGE SWITCHING CIRCUIT SYSTEM

GOVERNMENT INTEREST

This invention was made with Government support under 1519745 awarded by the National Science Foundation. The Government has certain rights to this invention.

TECHNICAL FIELD

The present description relates generally to electronic circuits, and specifically to a half-bridge switching circuit system.

BACKGROUND

Half-bridge switching circuits can be implemented for a variety of applications to provide an output current/output voltage. As an example, motor drives can be implemented with half-bridge switching circuits. Many of the applications of motors in modern society implement variable speed drives to save energy, and all variable speed applications require an electronic drive to control the speed of the respective motor(s). Most variable-speed motor drives today use two-level converter architectures where each leg of the drive is a half-bridge switching circuit comprised of two switches. This configuration requires that each switch be rated for the full voltage of the application but minimizes the number of required parts and simplifies the design and control of the motor drive. Multi-level converters with three or more hard-switched voltage levels have also been developed for medium and high-power applications because they can generate higher quality output waveforms and achieve higher output voltages than the ratings of individual solid-state switching devices.

SUMMARY

One example includes a half-bridge switching circuit system. The system includes a first plurality of switches arranged between a first rail voltage and an output on which an output voltage is provided and a second plurality of switches arranged between a second rail voltage and the output, the first and second pluralities of switches being controlled via a plurality of switching signals. The system also includes a plurality of flying capacitors arranged to interconnect the first and second pluralities of switches, and further includes a plurality of snubber circuits that are each arranged in parallel with a respective one of the plurality of flying capacitors, the first plurality of switches, and the second plurality of switches.

Another embodiment includes a circuit system. The system includes a printed-circuit board (PCB) comprising a surface on which a plurality of circuit components are arranged. The system also includes at least one thermally-conductive component that is coupled to the PCB, the at least one thermally-conductive component being configured to conduct heat that is generated on the PCB via the plurality of circuit components. The system further includes a T-clad material arrangement that is coupled to the at least one thermally-conductive component via a first material layer and is configured to conduct the heat from the at least one thermally-conductive component to the first material layer.

Another embodiment includes a motor driver system. The system includes a motor controller configured to generate a plurality of switching signals. The system also includes a

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half-bridge switching circuit configured to provide an output voltage via an output. The half-bridge switching circuit includes a first plurality of switches arranged between a first rail voltage and the output and a second plurality of switches arranged between a second rail voltage and the output. The first and second pluralities of switches can be controlled via the plurality of switching signals. The half-bridge switching circuit further includes a plurality of flying capacitors arranged to interconnect the first and second pluralities of switches, and further includes a plurality of snubber circuits such that each of the plurality of flying capacitors, each of the first plurality of switches, and each of the second plurality of switches is arranged in parallel with a respective one of the plurality of snubber circuits. The system further includes a double-sided printed-circuit board (PCB) comprising a first surface on which the first plurality of switches are arranged and a second surface on which the second plurality of switches are arranged. The second surface is opposite the first surface on the double-sided PCB.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 illustrates an example of a half-bridge switching system.

FIG. 2 illustrates an example diagram of a half-bridge switching circuit system.

FIG. 3 illustrates another example of a motor system.

FIG. 4 illustrates an example diagram of a circuit layout.

FIG. 5 illustrates another example diagram of a circuit layout.

FIG. 6 illustrates yet another example of a motor system.

DETAILED DESCRIPTION

The present description relates generally to electronic circuits, and specifically to a half-bridge switching circuit system. As an example, the half-bridge switching circuit system can be implemented in a motor driver system to control a motor. For example, the motor driver system can be implemented to provide variable speed control of a motor, such as a three-phase motor. The motor driver system includes a motor controller that is configured to generate a plurality of switching signals, such as based on a desired speed of the associated motor. The half-bridge switching circuit can thus be configured to provide an output voltage to the motor to set the speed of the motor. The half-bridge switching circuit includes a plurality of switches, such as a first set of switches interconnecting a first voltage rail (e.g., a positive voltage rail) and the output and a second set of switches interconnecting a second voltage rail (e.g., a negative voltage rail) and the output. For example, the switches can be arranged as gallium nitride (GaN) switches that can be implemented for very high speed switching. The half-bridge switching circuit also includes a plurality of flying capacitors that interconnect the first and second sets of switches in a cascaded arrangement, such as to provide the output voltage as having a variable amplitude based on the complementary activation of the sets of switches.

The half-bridge switching circuit also includes a plurality of snubber circuits that can each be arranged in parallel with the switches of each of the first and second sets of switches and with the flying capacitors. The snubber circuits can each include a series arrangement of a capacitor and a resistor, and can thus be configured to substantially mitigate the effects of unavoidable stray circuit inductance in series with the respective switches and flying capacitors. A peak voltage across the switches during voltage overshoot on switching

transitions can increase as switching time decreases (e.g., because of the momentary voltage generated across the stray inductances in the circuit when the current transitions rapidly), but decreases with the addition of the snubber circuits which can partially absorb the energy stored in the stray inductances. Therefore, the snubber circuits can be configured to substantially reduce voltage overshoot and thus facilitate high speed switching of the switches of the switching circuit.

In addition, the half-bridge switching circuit system can be arranged to dissipate heat in an efficient manner. As an example, the half-bridge switching circuit can be arranged on a double-sided printed circuit board (PCB), such that the first set of switches can be coupled to a first surface of the double-sided PCB and the second set of switches can be coupled to a second surface of the double-sided PCB that is opposite the first surface. As a result, the half-bridge switching circuit can be arranged in a more compact arrangement of the PCB, and can dissipate heat in opposite directions with respect to the PCB. Additionally, the PCB can be arranged between two T-clad material arrangements that can be coupled to the PCB via one or more conductive material components on each surface of the PCB. Thus, the conductive material components can provide heat transfer from each surface of the PCB to the T-clad material arrangements, such that the T-clad material arrangements can radiate the heat from the PCB. Accordingly, the motor driver system can also provide sufficient heat dissipation of the associated circuitry.

FIG. 1 illustrates an example of a half-bridge switching system 10. The half-bridge switching system 10 can be implemented in any of a variety of switching applications, such as motor control applications to control the speed and direction of a motor. In the example of FIG. 1, the half-bridge switching system 10 includes is configured to generate an output voltage V_{DRV} at an output 14 based on a DC rail voltage V_{DC} . As an example, the rail voltage V_{DC} can split with a center tap, and can thus include a positive portion and a negative portion relative to the center tap. As an example, the output voltage V_{DRV} can be provided to a motor to control the speed and/or torque of the motor.

In the example of FIG. 1, the half-bridge switching system 10 includes a set of switches 12 that are selectively activated via a set of switching signals SW to generate the output voltage V_{DRV} based on the rail voltage V_{DC} . As an example, the switching signals SW can be generated via a programmable controller (e.g., a motor controller). For example, the switches 12 can be configured as gallium nitride (GaN) MOSFET switches that can be implemented for very high speed switching (e.g., greater than 50 kHz). Alternatively, the switches 12 can be configured as other types of switches, such as silicon (Si), silicon carbide, or other material-type switches. As an example, the switches 12 can include a first set of switches interconnecting a positive portion of the rail voltage V_{DC} and the output 14 and a second set of switches interconnecting a negative portion of the rail voltage V_{DC} and the output 14. In addition, the half-bridge switching system 10 includes a plurality of flying capacitors 16 that interconnect the sets of the switches 12 in a cascaded arrangement to provide the output voltage V_{DRV} as having a variable amplitude based on the complementary activation of the sets of the switches 12.

In addition, in the example of FIG. 1, the half-bridge switching system 10 also includes snubber circuits 18. As an example, the snubber circuits 18 can each be configured as a series arrangement of a capacitor and a resistor, such that the snubber circuits 18 are arranged in parallel with the

switches 12 and the flying capacitors 16. The snubber circuits 18 can thus be configured to substantially reduce the voltage overshoot across the switches 12 on the switching transitions. As a result, the snubber circuits 18 can be implemented to substantially mitigate damage to the switches 12 during operation of the half-bridge switching system 10. Additionally, by reducing the voltage overshoot across the switches 12, the snubber circuits 18 can also facilitate more rapid switching speeds of the switches 12, such as to implement the very high switching speeds of switches 12 that are configured as GaN MOSFET switches. Furthermore, the snubber circuits 18 in parallel with each of the flying capacitors 16 are likewise configured to mitigate an inductance associated with the flying capacitors 16 between the respective sets of the switches 12.

FIG. 2 illustrates an example diagram 50 of a half-bridge switching system. The diagram 50 demonstrates a half-bridge switching circuit 52 that can correspond to the half-bridge switching system 10 in the example of FIG. 1. Therefore, reference is to be made to the example of FIG. 1 in the following description of the example of FIG. 2.

The half-bridge switching circuit 52 includes a cascaded arrangement of switch systems 54 and complementary switch systems 56. The switch systems 54 are arranged between a positive rail voltage V_{DC+} (e.g., approximately 350 VDC) and an output 58 and the complementary switch systems 56 are arranged between a negative rail voltage V_{DC-} (e.g., approximately -350 VDC) and the output 58. The switch systems 54 and the complementary switch systems 56 are thus arranged as complementary pairs having a quantity N stages, and are thus demonstrated as "SWITCH SYSTEM 1" through "SWITCH SYSTEM N" and "SWITCH SYSTEM 1'" through "SWITCH SYSTEM N'", respectively, where N is a positive integer. The Nth stage of the switch systems 54 is coupled to the positive rail voltage V_{DC+} and is separated from ground via a capacitor C_{DC+} , and the Nth stage of the complementary switch systems 56 is coupled to the negative rail voltage V_{DC-} and is separated from ground via a capacitor C_{DC-} . The switch systems 54 are controlled via respective switching signals SW₁ through SW_N (collectively "SW"), while the complementary switch systems 56 are controlled via respective switching signals SW_{1'} through SW_{N'} (collectively "SW'"), respectively.

The half-bridge switching circuit 52 also includes a plurality of flying capacitor systems 60 that interconnect the nodes between the switch systems 54 and the complementary switch systems 56. Thus, the flying capacitor systems 60 are likewise arranged in a cascaded sequence, and are thus demonstrated as "FLYING CAP SYSTEM 1" through "FLYING CAP SYSTEM N-1" in the example of FIG. 2. The flying capacitor systems 60 can include one or more capacitors (in parallel and/or series arrangements) that behave as a capacitor. The voltage across FLYING CAP SYSTEM M is nominally controlled to have a value of $M*(V_{DC+}-V_{DC-})/N$, where M corresponds to a given one of the N-1 flying capacitor systems 60. For an example of a 700 volt DC bus and N=11, the voltage across FLYING CAP SYSTEM 1 is 63.6 V, such that the voltage across FLYING CAP SYSTEM 2 is 127.2 V, etc. The nominal voltage across any of the switch systems 54 is the voltage across two neighboring FLYING CAP SYSTEMS, which is 63.6 V in the previous example. The number N of stages can thus correspond to a desired quantization of the output voltage V_{DRV} , with N+1 discrete voltage levels available, namely V_{DC+} , V_{DC-} , and N-1 evenly spaced voltage levels therebetween. For the example of a 700 volt DC bus and N=11, the 12 available hard-switched voltage levels are separated by approximately

63.6 volts. To which amplitude of the N+1 voltage levels the output voltage V_{DRV} is provided is based on the selective complementary activation of the switch systems **54** and the complementary switch systems **56** via the switching signals SW and SW'.

In the example of FIG. 2, a given SWITCH SYSTEM M and a given SWITCH SYSTEM M' form a complementary pair controlled with mutually exclusive activation (e.g., with a controlled dead-time between deactivation of one and activation of the other). Accordingly, the current I_{DRV} is provided at the output **58** to the motor (e.g., the motor **12**), with the selective activation of the switch systems **54** and the complementary switch systems **56** defining an amplitude of the associated output voltage V_{DRV} . As an example, the selective complementary activation of the switch systems **54** and the complementary switch systems **56** can be such that a delay is provided between deactivation of one of the switch systems **54** and the complementary switch systems **56** and activation of the other of the switch systems **54** and the complementary switch systems **56** to substantially mitigate the occurrence of a shoot-through current.

In the example of FIG. 2, the diagram **50** demonstrates an example of a switch system **62** that can correspond to one of the switch systems **54** and/or complementary switch systems **56**. As an example, all of the switch systems **54** and the complementary switch systems **56** can be arranged substantially identically, and can be configured substantially similar to the switch system **62**. The switch system **62** includes a metal-oxide semiconductor field-effect transistor (MOSFET) switch **64** and a snubber circuit **66** that is arranged in parallel with the MOSFET switch **64** between a first terminal **68** and a second terminal **70** (e.g., first and second nodes, respectively). As an example, the MOSFET switch **64** can be configured as a GaN MOSFET. The MOSFET switch **64** is controlled by a switching signal SW_x that can correspond to any of the switching signals SW_1 through SW_N or any of the switching signals SW_1' through SW_N' . The MOSFET switch **64** includes a body-diode **72** that may provide conduction of the current I_{DRV} during deactivation of the complementary MOSFET, such as to provide a path for the current I_{DRV} prior to the switch **64** being activated as a synchronous rectifier to reduce losses. The orientation of the MOSFET switch **64** when used as one of the switch systems **54** or **56** is such that when deactivated, the flying capacitor systems **60** cannot discharge. The snubber circuit **66** includes a series connection of a resistor R_{SNS} and a capacitor C_{SNS} between the first terminal **68** and the second terminal **70**. Although the switch system **62** is shown with a single MOSFET and single series RC snubber, alternative arrangements with a plurality of MOSFETs in parallel and snubber circuits in parallel is understood to be within the scope of the systems described herein.

In addition, the diagram **50** demonstrates an example of a flying capacitor system **74** that can correspond to one of the flying capacitor systems **60**. As an example, all of the flying capacitor systems **60** can be arranged substantially identically. The flying capacitor system **74** includes a flying capacitor C_F and a snubber circuit **76** that is arranged in parallel with the flying capacitor C_F between a first terminal **78** and a second terminal **80** (e.g., first and second nodes, respectively). Similar to as described previously regarding the snubber circuit **66**, the snubber circuit **76** includes a series connection of a resistor R_{SNF} and a capacitor C_{SNF} between the first terminal **78** and the second terminal **80**. Although the snubber circuit **76** is shown as a single series

RC, alternative arrangements with many RC circuits in parallel is understood to be within the scope of the systems described herein.

The snubber circuits **66** and **76** can thus be configured to substantially mitigate the overvoltage across terminals **68** and **70** of the MOSFET switch **64** in the switch system **62** during switching transitions. As a result, the respective snubber circuits **66** and **76** can be implemented to substantially mitigate damage to the MOSFET switch **64** associated with each of the switch systems **54** and complementary switch systems **56** during operation of the motor driver system **14**. Additionally, the snubber circuits **66** and **76** can also facilitate more rapid switching speeds of the MOSFET switch **64** to implement very high switching of the switch systems **54** and the complementary switch systems **56**. Accordingly, the snubber circuits **66** and **76** can provide circuit protection and facilitate faster operation of the motor driver system **14**.

FIG. 3 illustrates another example of a motor system **100**. The motor system **100** can be implemented in any of a variety of motor control applications to control the speed and/or torque of a motor **102**. In the example of FIG. 3, the motor **102** can be configured as a three-phase motor. The motor system **100** includes a motor driver system **104** that is configured to generate a first output voltage V_{DRV1} at a first output **106**, a second output voltage V_{DRV2} at a second output **108**, and a third output voltage V_{DRV3} at a third output **110**. Each of the outputs **106**, **108**, and **110** are coupled to the motor **102**, and thus the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} each correspond to separate respective phases of the three-phase motor **102**. Accordingly, the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} are provided to the motor **102** to control the speed and/or torque of the motor **102**. In the example of FIG. 3, the motor driver system **104** can be configured to generate each of the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} based on a differential voltage V_{DC} , demonstrated as a positive rail voltage V_{DC+} and a negative rail voltage V_{DC-} , similar to as demonstrated previously in the example of FIG. 2.

In the example of FIG. 3, the motor driver system **104** includes a motor controller **112** that is configured to generate a first set of switching signals SW1, a second set of switching signals SW2, and a third set of switching signals SW3. Additionally, the motor driver system **104** includes a first half-bridge switching circuit **114**, a second half-bridge switching circuit **116**, and a third half-bridge switching circuit **118**. The first half-bridge switching circuit **114** is configured to generate the first output voltage V_{DRV1} based on the first set of switching signals SW1, the second half-bridge switching circuit **116** is configured to generate the second output voltage V_{DRV2} based on the second set of switching signals SW2, and the third half-bridge switching circuit **118** is configured to generate the third output voltage V_{DRV3} based on the third set of switching signals SW3. Therefore, the motor controller **112** can control the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} via the respective switching signals SW1, SW2, and SW3 and the respective half-bridge switching circuits **114**, **116**, and **118** to control the motor **102** (e.g., based on amplitude variations of the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} at 120° respective phase-delays).

Each of the half-bridge switching circuits **114**, **116**, and **118** can be configured substantially similar to the half-bridge switching circuit **52** in the example of FIG. 2, and can thus include a set of switches and a complementary set of switches, as well as an associated set of flying capacitors. Thus, the set of switches and a complementary set of

switches can be selectively activated in a complementary manner via the respective set of the switching signals SW1, SW2, and SW3 to generate the respective output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} based on the rail voltages V_{DC+} and V_{DC-} . For example, the sets of switches and complementary switches can be configured as GaN MOSFETs.

In addition, in the example of FIG. 3, each of the switching circuits 114, 116, and 118 also includes snubber circuits 120. As an example, the snubber circuits 120 can each be configured substantially similar to the snubber circuits 66 and 74 in the example of FIG. 2, and can thus be configured as a series arrangement of a capacitor and a resistor that is arranged in parallel with the switches, the complementary switches, and the flying capacitors. The snubber circuits 120 can thus be configured to substantially reduce the voltage overshoot at the terminals of the switches and the complementary switches during switching transitions. As a result, the snubber circuits 120 can be implemented to substantially mitigate damage to the switches and the complementary switches during operation of the motor driver system 104. Additionally, by reducing the overvoltage at the terminals of the switches and the complementary switches the snubber circuits 120 can also facilitate more rapid switching speeds of the switches and the complementary switches.

While the example of FIG. 3 is described with respect to a three-phase motor control system, it is to be understood that the motor system 100 can be implemented in other motor control systems, and thus may implement any number of half-bridge switching systems. Additionally, while the description herein of the motor system 100 describes the manner of generating the output voltages V_{DRV} to drive a motor, the principles and concepts described herein can apply equally when power is flowing in reverse, e.g., when the motor shaft is driven by another energy source, such as wind, water, or another energy source, as a generator, and the voltages V_{DRV} is used to control the amount of power taken from the generator. Therefore, as described herein, the term “motor” is used to describe a motor that turns in response to the output voltage V_{DRV} , but can also be used to describe a generator that is configured to generate electricity.

FIG. 4 and FIG. 5 illustrate example diagrams 150 and 200 of a portion of a circuit layout. The circuit layout of FIG. 4 can correspond to a top-view of a printed circuit board (PCB) 152 on which a half-bridge switching circuit is fabricated. FIG. 5 shows a cross-sectional view of a portion of the circuit in the example of FIG. 4 taken along the dashed line “A”. As an example, the PCB 152 can be a four-layer, double-sided PCB on which the components of the half-bridge switching circuit are mounted and wired. As an example, the half-bridge switching circuit can correspond to the half-bridge switching circuit 52 in the example of FIG. 2 and/or one of the half-bridge switching circuits 114, 116, and 118 in the example of FIG. 3.

The diagram 150 can correspond to a portion of the half-bridge switching circuit, such that additional parts of the half-bridge switching circuit can extend in any direction beyond the demonstrated boundaries of the PCB 152. The diagram 150 demonstrates a plurality of MOSFET switches 154 and a plurality of capacitors 156 and a plurality of resistors 158 that correspond to respective snubber circuits across the MOSFET switches 154. In the example of FIG. 4, the capacitors 156 and the resistors 158 are interleaved with respect to each other (not all have reference numbers for clarity of illustration). As an example, each of the MOSFET switches 154 can include multiple interleaved drain and source terminals, such that an associated snubber circuit

(e.g., the snubber circuit 66 in the example of FIG. 2) can include a plurality of series connections of the capacitors 156 and the resistors 158 that are all arranged in parallel with a respective one of the MOSFET switches 154.

The cross-sectional view in the diagram 200 in the example of FIG. 5 demonstrates that the other side of the double-sided PCB 152 can be arranged similar, with similar components, including complementary MOSFET switches 202. The diagrams 150 and 200 also demonstrate a plurality of capacitors 162 (206) and a plurality of resistors 208 (164) that correspond to respective snubber circuits across the terminals of the flying capacitors. The flying capacitors are not shown in the example of FIGS. 4 and 5, but the terminals of each of the flying capacitors are routed on adjacent conductive layers of the double-sided PCB 152. One example of a four-layer arrangement of the double-sided PCB 152 can be such that the terminals of each of the flying capacitor systems are routed on the inner two layers of the double-sided PCB 152. For example, a given one of the flying capacitors can be conductively coupled to one of the MOSFET switches 154 and a respective one of the MOSFET switches 202 via a first conductive layer and a second conductive layer that is adjacent to the first conductive layer, respectively, of the double-sided PCB 152. In addition, the capacitance of each of the flying capacitor systems may be divided such that one half of the capacitance can be connected to one edge of the double-sided PCB 152 and the other half of the capacitance can be connected to the other edge of the double-sided PCB 152. The capacitor current is then split, with one half of the capacitor current being provided to one edge of the double-sided PCB 152 and the other half of the capacitor current being provided to the other edge of the double-sided PCB 152. Such an arrangement reduces the total stray inductance in series with each of the flying capacitor systems. In the example of FIG. 4, while the snubber circuit associated with each of the flying capacitors includes a single capacitor 162 and a single resistor 208, it is to be understood that the corresponding snubber circuit (e.g., the snubber circuit 74 in the example of FIG. 2) can include multiple series connections of the capacitors 162 and the resistors 208 that are all arranged in parallel with a respective one of the flying capacitors.

The diagrams 150 and 200 also demonstrate a set of thermally-conductive components 166 that extend along the surface of the PCB 152. As an example, the thermally-conductive components 166 can be formed from copper, aluminum, or a variety of other materials that are highly conductive of heat. The thermally-conductive components 166 may also take on shapes other than the straight bars shown in diagrams 150 and 200. As described in greater detail herein, the associated half-bridge switching system can be formed such that a T-clad material can be coupled to the thermally-conductive components 166 to provide efficient heat dissipation of the half-bridge switching circuit that is mounted to the PCB 152.

As described previously, the PCB 152 can be formed as a four-layer double-sided PCB, and can thus include circuit components coupled to an underside of the double-sided PCB 152 relative to the top-view of the double-sided PCB 152 in the example of FIG. 4. As an example, the MOSFET switches 154 can correspond to the switch systems 54 in the half-bridge switching circuit 52 while the MOSFET switches 202 can correspond to the complementary switch systems 56 of the half-bridge switching circuit 52 which can be mounted to an opposite surface of the double-sided PCB 152 in a manner similar to the MOSFET switches 154. Snubber circuits can be placed adjacent to MOSFET

switches **202** in a manner similar to how snubber circuits formed by the capacitors **156** and the resistors **158** are placed adjacent to MOSFET switches **154**. As another example, the double-sided PCB **152** can also include snubber circuits formed by the capacitors **162** and the resistors **208** for one flying capacitor and by capacitors **206** and resistors **164** for another flying capacitor. Furthermore, the double-sided PCB **152** can also include one or more thermally-conductive components **210** mounted on the opposite surface. Therefore, the double-sided PCB **152** can be arranged substantially similar to the arrangement demonstrated in the diagrams **150** and **200**.

Similar to the diagram **150**, the diagram **200** demonstrates the PCB **152** as a four-layer, double-sided PCB on which the components of the half-bridge switching circuit are mounted and wired. The diagram **200** demonstrates a MOSFET switch **154** and a plurality of capacitors **156** that correspond to a portion of the respective snubber circuit across the MOSFET switch **154** (e.g., along with the resistors **158** in the diagram **150** of the example of FIG. **4**). The diagram **200** also demonstrates a MOSFET switch **202** and a plurality of capacitors **204** that correspond to a portion of the respective snubber circuit across the MOSFET switch **202** on an opposite surface of the double-sided PCB **152** relative to the MOSFET switch **154** and the capacitors **156**. The MOSFET switch **202** and the capacitors **204** can correspond to one of the complementary switch systems of the associated half-bridge switching circuit (e.g., a complementary switch system **56** of the half-bridge switching circuit **52**).

The diagram **200** also demonstrates the set of thermally-conductive components **166** on the first surface of the double-sided PCB **152** and a set of thermally-conductive components **210** on the opposite surface of the double-sided PCB **152**. Each of the thermally-conductive bars **166** and **210** extend along the surface of the PCB **152**. In the example of FIG. **5**, a first T-clad material arrangement **212** is coupled to the thermally-conductive components **166** and a second T-clad material arrangement **214** is coupled to the thermally-conductive components **210**. Each of the T-clad material arrangements **212** and **214** can include a first conductive layer **216** (e.g., copper) that is coupled (e.g., soldered) to the respective thermally-conductive components **166** and **210** (e.g., along an entirety of the length of the respective thermally-conductive components **166** and **210**). Each of the T-clad material arrangements **212** and **214** also includes a thin electrically-insulating thermally-conductive layer **218** (e.g., ceramic) and a relatively thicker second conductive layer **220** (e.g., aluminum) that is coupled to the thin electrically-insulating thermally-conductive layer **218**.

Based on the arrangement of the T-clad material arrangements **212** and **214**, heat generated by the associated half-bridge switching circuit can be efficiently dissipated. Heat that is generated via the circuit components on the double-sided PCB **152** (e.g., the MOSFET switches **154** and **202**, the capacitors **156**, **162**, and **204**, the resistors **158** and **164**, etc.) can be conducted through metallic layers of PCB **152** and into the thermally-conductive components **166** and **210**. The heat can then be spread into the T-clad layer **216**, across the insulating layer **218** and into the thick heat-spreading layers **220**, as demonstrated diagrammatically in the example of FIG. **5** by the dashed lines **222**. In addition, as an example, the thick heat-spreading layers **220** can be held at a lower temperature by external means (e.g. air or liquid convection). Therefore, based on the mounting of the electronic components of the half-bridge switching circuit to both surfaces of the double-sided PCB **152**, and based on the coupling of the T-clad material arrangements **212** and **214** to

the double-sided PCB **152** via the respective thermally-conductive components **166** and **210**, the heat that is generated by the electronic components of the half-bridge switching circuit can be efficiently dissipated.

It is to be understood that the arrangement of the circuit components with respect to the double-sided PCB **152** in the examples of FIGS. **4** and **5** is provided by example only. It is to be understood that the components demonstrated in the diagrams **150** and **200** are not necessarily illustrated to scale, and are demonstrated merely to provide an exemplary relative layout of the associated components. Additionally, the layout of the circuit components in the diagrams **150** and **200** are provided as but one example. Furthermore, the use of a T-clad material arrangement to provide cooling for a circuit system is not limited to being implemented in half-bridge switching circuit depicted in the diagrams **150** and **200**, but can be implemented in combination with thermally-conductive components in any of a variety of surface-mount technology (SMT) circuit systems in which efficient cooling is desired, either on one or both sides of a PCB. Thus, it is to be understood that the arrangement of the circuit components in the diagrams **150** and **200** can be provided in any of a variety of ways on the double-sided PCB **152** (or a single-sided PCB) to provide substantially optimal space-savings and heat-dissipation, as described herein.

FIG. **6** illustrates yet another example of a motor system **250**. The motor system **250** can be implemented in any of a variety of motor control applications to control the speed and/or torque of a motor **252**. In the example of FIG. **6**, the motor system **250** can be configured as a three-phase motor. The motor system **250** includes a motor driver system **254** that is configured to generate a first output voltage V_{DRV1} , a second output voltage V_{DRV2} , and a third output voltage V_{DRV3} . Each of the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} correspond to separate respective phases provided to control the three-phase motor **252**. Accordingly, the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} are provided to the motor **252** to control the speed and/or torque of the motor **252**.

In the example of FIG. **6**, the motor driver system **254** includes a motor controller **258**, a boost rectifier/interactive inverter **260**, and a motor drive/boost rectifier **262**. Each of the boost rectifier/interactive inverter **260** and the motor drive/boost rectifier **262** includes three half-bridge switching circuits **264**, with each of the half-bridge switching circuits **264** corresponding to a separate phase of the three-phase power of the motor system **250**. When power is flowing from the three-phase power source **266** to the motor **252**, power stage **260** is controlled as a boost rectifier and power stage **262** is controlled as a variable-speed motor drive. When power is flowing from a generator **252** back to the three-phase power source **266**, power stage **262** is controlled as a boost rectifier and power stage **260** is controlled as a utility-interactive inverter. As an example, each of the half-bridge switching circuits **264** in power stages **260** and **262** can be arranged substantially similar to the half-bridge switching circuit **52** in the example of FIG. **2**, and can thus include snubber circuits in parallel with each MOSFET switch, each complementary MOSFET switch, and each flying capacitor. In the example of FIG. **6**, the boost rectifier/interactive inverter **260** receives a three-phase voltage, demonstrated as V_{PH1} , V_{PH2} , and V_{PH3} , from a three-phase power source **266**, and is configured to generate a positive rail voltage V_{DC+} and a negative rail voltage V_{DC-} from the three-phase voltage V_{PH1} , V_{PH2} , and V_{PH3} based on a set of switching signals SW_{II} . Similar to as described previously in the example of FIG. **2**, the positive rail voltage V_{DC+} is separated from ground via a capacitor C_{DC+} and the negative

rail voltage V_{DC-} is separated from ground via a capacitor C_{DC-} . As an example, the ground reference shown is an arbitrary choice that minimizes the voltage relative to ground for any phase of the motor or three-phase power source, but other ground references may be chosen. The motor drive/boost rectifier **262** is configured to generate each of the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} based on the positive rail voltage V_{DC+} and the negative rail voltage V_{DC-} , similar to as described previously in the example of FIG. 2, in response to switching signals SW_{BR} .

The motor controller **258** is configured to generate the switching signals SW_{II} and SW_{BR} that are provided to the boost rectifier/interactive inverter **260** and the motor drive/boost rectifier **262**, respectively. In addition, the motor controller **258** is demonstrated as receiving a plurality of feedback currents I_{FB1} , I_{FB2} , and I_{FB3} that can correspond, respectively, to the three-phases of the motor **252**. As an example, the feedback currents I_{FB1} , I_{FB2} , and I_{FB3} can be indicative of angle of rotation of the motor **252** (e.g., such as in encoder implementations or other applications that may require angular feedback of rotation of the motor **252**). The feedback currents I_{FB1} , I_{FB2} , and I_{FB3} can also correspond to the switching control scheme defined by the switching signals SW_{II} and/or SW_{BR} , such that the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} can be generated based on information associated with the feedback currents I_{FB1} , I_{FB2} , and I_{FB3} .

Furthermore, as another example, the motor controller **258** can be at least partially based on a single programmable device (e.g., a SoC FPGA) which contains at least one processor core surrounded by a large amount of programmable logic, that can be programmed with respect to the control scheme of the generation of the switching signals SW_{II} and SW_{BR} . In the example of FIG. 6, the motor controller **258** receives a set of programming signals PRG that can be provided from a computer system, such as via a peripheral connection. For example, the programming signals PRG can be provided via a universal serial bus (USB), a serial port, or other external connection means. The program may be updated in the field based on the programming signals PRG. Therefore, the motor controller **258** can be programmable to provide the switching signals SW_{11} and/or the switching signals SW_{BR} in a predetermined control scheme for generating the rail voltages V_{DC+} and V_{DC-} and/or the output voltages V_{DRV1} , V_{DRV2} , and V_{DRV3} , such as based on the feedback currents I_{FB1} , I_{FB2} , and I_{FB3} .

Accordingly, the motor driver system **254** can be implemented to include snubber circuits to substantially mitigate damage to the switches in the half-bridge switching circuits **264** during operation of the motor driver system **254**. Additionally, by reducing the voltage across the terminals of the switches in the half-bridge switching circuits **264**, the snubber circuits can also facilitate more rapid switching speeds of the switches, such as to implement the very high switching speeds, similar to as described previously. Furthermore, the half-bridge switching circuits **264** can each be mounted to a double-sided PCB, such as demonstrated in the diagrams **150** and **200** in the examples of FIGS. 4 and 5. The half-bridge switching circuits **264** can thus be arranged between T-clad material arrangements coupled to thermally-conductive bars on the double-side PCB, such as demonstrated in the diagrams **150** and **200** in the examples of FIGS. 4 and 5, to provide more efficient heat dissipation of the half-bridge switching circuits **264**.

What have been described above are example embodiments. It is, of course, not possible to describe every conceivable combination of components or methodologies

for purposes of describing the embodiments, but one of ordinary skill in the art will recognize that many further combinations and permutations of the embodiments are possible. Accordingly, the embodiments are intended to embrace all such alterations, modifications, and variations that fall within the scope of this application, including the appended claims. Additionally, where the disclosure or claims recite "a," "an," "a first," or "another" element, or the equivalent thereof, it should be interpreted to include one or more than one such element, neither requiring nor excluding two or more such elements. As used herein, the term "includes" means includes but not limited to, and the term "including" means including but not limited to. The term "based on" means based at least in part on.

What is claimed is:

1. A half-bridge switching circuit system comprising:
 - a first plurality of switches arranged between a first rail voltage and an output on which an output voltage is provided;
 - a second plurality of switches arranged between a second rail voltage and the output, the first and second pluralities of switches being controlled via a plurality of switching signals;
 - a plurality of flying capacitors arranged to interconnect the first and second pluralities of switches; and
 - a plurality of snubber circuits that are each arranged in parallel with a respective one of the plurality of flying capacitors, the first plurality of switches, and the second plurality of switches.
2. The system of claim 1, wherein each of the plurality of snubber circuits comprises at least one arrangement of a capacitor and a resistor arranged in series with respect to each other and in parallel with terminals associated with the at least one of each of the respective plurality of flying capacitors and each of the first and second respective pluralities of switches.
3. The system of claim 1, wherein the first plurality of switches and the second plurality of switches are selectively switched in a complementary manner in response to the plurality of switching signals to provide the output voltage at the output.
4. The system of claim 1, wherein each of the first plurality of switches and the second plurality of switches are fabricated as gallium nitride (GaN) MOSFET switches.
5. The system of claim 1, wherein the half-bridge switching circuit is disposed on a double-sided printed-circuit board (PCB), such that the first plurality of switches are arranged on a first surface of the double-sided PCB and the second plurality of switches are arranged on a second surface of the double-sided PCB that is opposite the first surface.
6. The system of claim 5, wherein at least a portion of the plurality of snubber circuits comprises a capacitor and a resistor arranged in series, wherein one of the capacitor and the resistor associated with each of the plurality of snubber circuits is arranged on the first surface of the double-sided PCB and the other one of the capacitor and the resistor associated with each respective one of the plurality of snubber circuits is arranged on the second surface of the double-sided PCB.
7. The system of claim 5, wherein the double-sided PCB is mounted between a first T-clad material arrangement that is coupled to the first surface of the double-sided PCB and a second T-clad material arrangement that is coupled to the second surface of the double-sided PCB.
8. The system of claim 7, wherein the first T-clad material arrangement is coupled to the first surface of the double-

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sided PCB via at least one first thermally-conductive component and the second T-clad material arrangement is coupled to the second surface of the double-sided PCB via at least one second thermally-conductive component, such that each of first T-clad material arrangement and the second T-clad material arrangement and each of the first surface and second surface of the double-sided PCB are in contact with the respective at least one first and second thermally-conductive components.

9. The system of claim 5, wherein the double-sided PCB is arranged as a multi-layer double-sided PCB, wherein each of the plurality of flying capacitors are conductively coupled to a respective sequential pair of the first plurality of switches and a respective sequential pair of the second plurality of switches via a first conductive layer and a second conductive layer adjacent to the first conductive layer, respectively, of the multi-layer double-sided PCB.

10. A motor driver system comprising the half-bridge switching circuit system of claim 1, the motor driver system further comprising a motor controller configured to generate the plurality of switching signals, such that the half-bridge switching circuit system is configured to generate the output voltage that is provided to a motor.

11. The system of claim 10, wherein the motor controller is configured as a system-on-chip field-programmable gate array (SoC FPGA) that is programmable to provide a control algorithm with respect to the generation of the plurality of switching signals.

12. The system of claim 10, wherein the half-bridge switching circuit is a first half-bridge switching circuit, the system further comprising a second half-bridge switching circuit and a third half-bridge switching circuit, wherein the first, second, and third half-bridge switching circuits are configured to provide a respective first, second, and third output voltage via respective outputs to respective first, second, and third phases of a three-phase motor based on the first rail voltage and the second rail voltage.

13. The system of claim 12, further comprising a fourth half-bridge switching circuit, a fifth half-bridge switching circuit, and a sixth half-bridge switching circuit that are collectively configured to convert a three-phase line voltage into the first rail voltage and the second rail voltage.

14. The system of claim 10, wherein the motor controller is configured to generate the plurality of switching signals based at least in part on at least one angular feedback signal provided from the motor.

15. A circuit system comprising:

a printed-circuit board (PCB) comprising a surface on which a plurality of circuit components are arranged; at least one thermally-conductive component that is coupled to the PCB, the at least one thermally-conductive component being configured to conduct heat that is generated on the PCB via the plurality of circuit components; and

a T-clad material arrangement that is coupled to the at least one thermally-conductive component via a first material layer of the T-clad material arrangement and is spaced apart from the PCB via the at least one thermally-conductive component, the T-clad material arrangement being configured to conduct the heat from the at least one thermally-conductive component to the first material layer of the T-clad material arrangement to radiate the heat from a second material layer of the T-clad material arrangement that is on an opposite surface of the T-clad material layer.

16. The system of claim 15, wherein the PCB is configured as a double-sided PCB comprising a first surface on

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which a first plurality of circuit components are arranged and a second surface on which a second plurality of circuit components are arranged, the second surface being opposite the first surface on the double-sided PCB, wherein the at least one thermally-conductive component that is coupled to the first surface of the double-sided PCB, wherein the T-clad material arrangement is configured as a first T-clad material arrangement that is coupled to the at least one first thermally-conductive component, the circuit system further comprising:

at least one second thermally-conductive component that is coupled to the second surface of the double-sided PCB, the at least one second thermally-conductive component being configured to conduct heat that is generated on the double-sided PCB via the second plurality of circuit components; and

a second T-clad material arrangement that is coupled to the at least one second thermally-conductive component via a respective first material layer and is configured to conduct the heat from the at least one second thermally-conductive component to the respective first material layer.

17. The system of claim 15, wherein the plurality of circuit components are arranged as a half-bridge switching circuit comprising:

a first plurality of switches arranged between a first rail voltage and an output on which an output voltage is provided;

a second plurality of switches arranged between a second rail voltage and the output, the first and second pluralities of switches being controlled via a plurality of switching signals;

a plurality of flying capacitors arranged to interconnect the first and second pluralities of switches; and

a plurality of snubber circuits that are each arranged in parallel with a respective one of the plurality of flying capacitors, the first plurality of switches, and the second plurality of switches.

18. A motor driver system comprising the half-bridge switching circuit system of claim 17, the motor driver system further comprising a motor controller configured to generate the plurality of switching signals, such that the half-bridge switching circuit system is configured to generate the output voltage that is provided to a motor.

19. A motor driver system comprising:

a motor controller configured to generate a plurality of switching signals;

a half-bridge switching circuit configured to provide an output voltage via an output, the half-bridge switching circuit comprising a first plurality of switches arranged between a first rail voltage and the output and a second plurality of switches arranged between a second rail voltage and the output, the first and second pluralities of switches being controlled via the plurality of switching signals, the half-bridge switching circuit further comprising a plurality of flying capacitors arranged to interconnect the first and second pluralities of switches, and further comprising a plurality of snubber circuits such that each of the plurality of flying capacitors, each of the first plurality of switches, and each of the second plurality of switches is arranged in parallel with a respective one of the plurality of snubber circuits; and a double-sided printed-circuit board (PCB) comprising a first surface on which the first plurality of switches are arranged and a second surface on which the second

plurality of switches are arranged, the second surface being opposite the first surface on the double-sided PCB.

20. The system of claim **19**, further comprising:
a first T-clad material arrangement that is coupled to the 5
first surface of the double-sided PCB;
a second T-clad material arrangement that is coupled to
the second surface of the double-sided PCB;
at least one first thermally-conductive component that
interconnects the first T-clad material arrangement and 10
the first surface of the double-sided PCB; and
at least one second thermally-conductive bar that inter-
connects the second T-clad material arrangement and
the second surface of the double-sided PCB.

21. The system of claim **19**, wherein the motor controller 15
is configured as a system-on-chip field-programmable gate
array (SoC FPGA) that is programmable to provide a control
algorithm with respect to the generation of the plurality of
switching signals.

22. The system of claim **19**, wherein the double-sided 20
PCB is arranged as a multi-layer double-sided PCB, wherein
each of the plurality of flying capacitors is conductively
coupled to a respective sequential pair of the first plurality
of switches and a respective sequential pair of the second
plurality of switches via a first conductive layer and a second 25
conductive layer adjacent to the first conductive layer,
respectively, of the multi-layer double-sided PCB.

23. The system of claim **19**, wherein each of the first
plurality of switches and the second plurality of switches are
fabricated as gallium nitride (GaN) MOSFET switches. 30

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