Design and Analysis of a Compact High Power Density Electric Motor

MOSHIN MULLA
Lecturer, Dept. of Mechanical Engineering
Government Polytechnic Basavan Bagewadi, Karnataka
moshin.mulla@yahoo.co.in

***Abstract* : The demand for compact electric drive systems with elevated performance has grown rapidly due to their extensive use in electric vehicles, aerospace actuators, robotics, and advanced industrial equipment. In such applications, achieving high power output within limited space while maintaining efficiency and thermal reliability is a critical design challenge. This work presents the design and analytical evaluation of a compact electric motor developed to achieve high power density through an integrated electromagnetic and thermal optimization approach. The proposed motor architecture employs a permanent magnet based topology combined with concentrated stator windings to maximize torque production per unit volume. Special emphasis is placed on optimal magnetic loading, current density selection, and dimensional constraints to ensure balanced performance and manufacturability. Analytical models are developed to predict electromagnetic torque, power output, and loss components including copper and core losses. These models are used in an iterative design procedure to identify optimal geometric and electrical parameters while preventing magnetic saturation and excessive temperature rise. A simplified thermal resistance network is incorporated to evaluate steady state temperature distribution and ensure compliance with insulation limits under rated operating conditions. The motor performance is further examined under varying load and speed conditions to assess efficiency and torque characteristics. Comparative analysis with a conventional motor of similar rating demonstrates that the proposed design achieves a significant improvement in power density while sustaining high efficiency and acceptable thermal behavior. The results confirm that careful integration of electromagnetic design, material selection, and thermal considerations enables the development of compact electric motors suitable for high performance applications. The findings of this study provide a practical design framework for engineers aiming to develop space efficient electric machines without compromising operational reliability, making the proposed approach suitable for next generation electrified systems.**

Keywords— High power density motor, Compact electric motor design, Permanent magnet electric machines, Electromagnetic and thermal analysis, Electric drive optimization.

I. INTRODUCTION

Electric motors play a central role in modern energy conversion systems, serving as the primary actuators in applications ranging from household appliances to high-performance electric vehicles and aerospace systems. Over the past two decades, the rapid electrification of transportation, automation, and renewable energy technologies has significantly increased the demand for electric machines that deliver higher output power while occupying minimal volume and mass [1]. This requirement has shifted the focus of motor research from conventional performance metrics toward power density, efficiency, and thermal robustness [2]. Power density, typically defined as the ratio of output power to motor volume or weight, has emerged as a critical indicator of motor performance in space-constrained applications such as electric propulsion systems, robotics, drones, and aircraft actuators [3]. In these domains, compactness directly translates into system-level advantages including reduced structural mass, improved dynamic response, and higher overall energy efficiency [4]. However, increasing power density is not trivial, as it introduces challenges related to magnetic saturation, thermal stress, mechanical integrity, and electromagnetic losses [5]. Traditional electric motors, such as induction motors, have been widely used due to their robustness and low cost. Nevertheless, their relatively low efficiency and power density limit their suitability for compact high-performance applications [6]. Permanent magnet synchronous motors (PMSMs) have gained significant attention as an alternative because they eliminate rotor copper losses and enable higher air-gap flux density, resulting in superior torque and power density [7]. The use of high-energy rare-earth permanent magnets, such as neodymium-iron-boron (NdFeB), has further accelerated the adoption of PMSMs in advanced electric drive systems [8].

Despite their advantages, compact PMSM designs face several technical constraints. High magnetic loading can lead to core saturation, increased iron losses, and demagnetization risk under high temperature or fault conditions [9]. Similarly, increasing current density to boost torque output results in elevated copper losses and temperature rise, which can degrade insulation and reduce machine lifetime [10]. These trade-offs highlight the need for a balanced design methodology that simultaneously considers electromagnetic, thermal, and mechanical aspects. Another important factor influencing motor compactness is winding configuration. Concentrated windings have been increasingly explored due to their high slot fill factor, reduced end-winding length, and improved manufacturability [11]. These characteristics contribute directly to higher torque density and reduced copper losses. However, concentrated windings also introduce higher space harmonics in the air-gap flux, which can increase torque ripple, acoustic noise, and additional core losses if not carefully optimized [12]. Thermal management is a major limiting factor in high power density motor design. As motor dimensions shrink, the surface area available for heat dissipation decreases while loss density increases, making effective cooling essential [13]. While advanced cooling methods such as liquid cooling and oil spray cooling can significantly improve thermal performance, they also increase system complexity, cost, and maintenance requirements. Therefore, many compact motor designs aim to achieve acceptable temperature rise using simplified cooling techniques, such as forced air cooling, supported by accurate thermal modeling [14].

Recent research emphasizes integrated design approaches that combine analytical modeling, numerical optimization, and finite element analysis to achieve optimal performance within practical constraints [15]. Such approaches allow designers to evaluate the interaction between electromagnetic loading, loss mechanisms, and thermal behavior early in the design stage, reducing development time and risk. In this context, the present work focuses on the design and analysis of a compact high power density electric motor intended for space-limited applications. The objective is to maximize power output per unit volume while maintaining high efficiency and safe operating temperatures. By employing a permanent magnet-based topology, optimized winding configuration, and systematic analytical modeling, this study aims to demonstrate that substantial improvements in power density can be achieved without compromising reliability. The proposed design methodology provides valuable insight for engineers and researchers involved in the development of next-generation electric machines for advanced electrified systems as shown in figure 1, below:

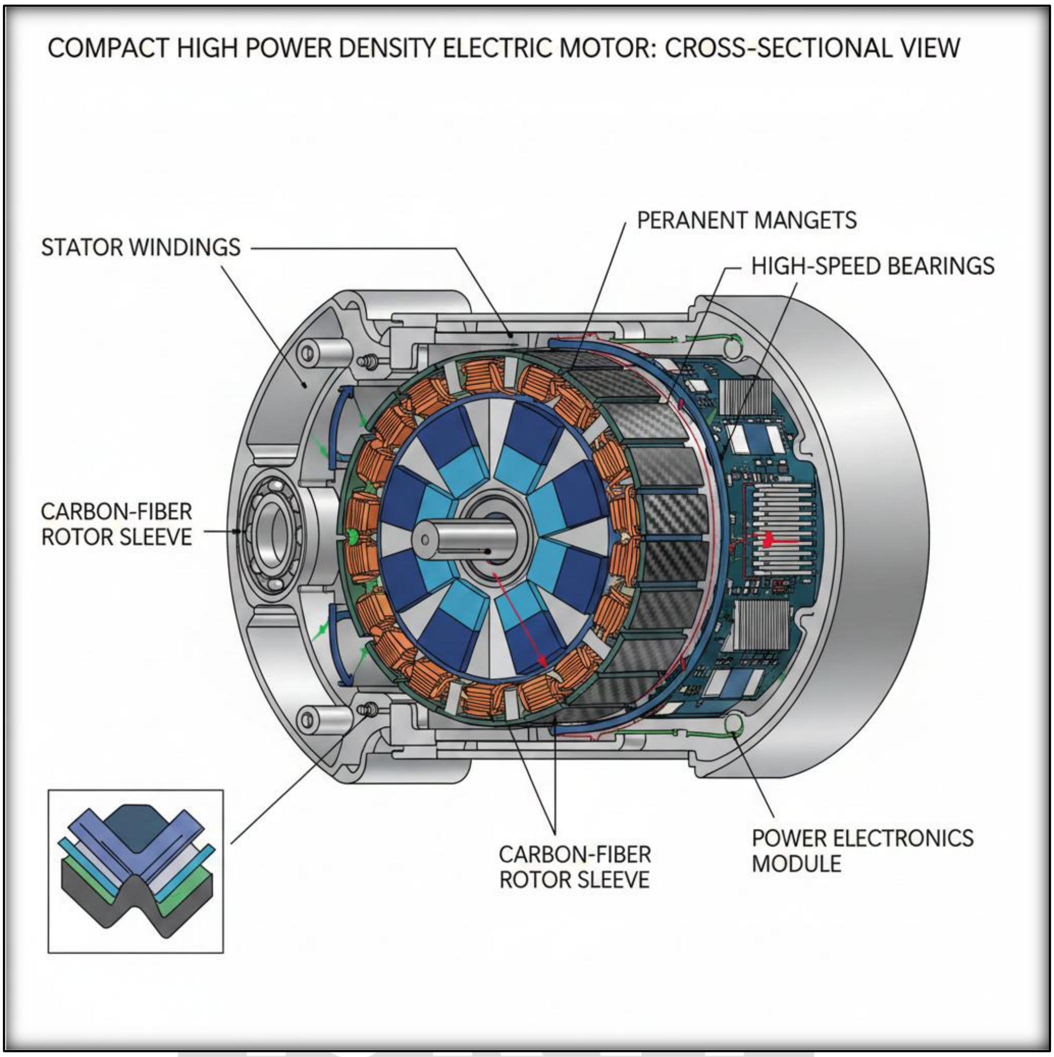

Fig.1: Cross-Sectional view of a Compact High Power Density Electric Motor.

II. LITERATURE SURVEY

Research on compact electric motors with high power density has expanded significantly in response to the growing demand for electrified transportation, aerospace systems, and advanced automation. Early investigations focused on improving electromagnetic loading through better utilization of magnetic materials and optimized machine geometries. In this context, Miller [16] provided a foundational analysis of permanent magnet machine structures, highlighting how air-gap flux enhancement and rotor topology selection directly influence torque density. This work established the importance of balancing magnetic performance with mechanical and thermal limitations in compact motor designs. Subsequent studies explored the role of material advancements in improving power density. Ionel et al. [17] examined the impact of high-energy rare-earth magnets on motor miniaturization and demonstrated that improved magnet coercivity enables higher flux densities without compromising demagnetization resistance. Their findings emphasized that material selection alone is insufficient unless supported by appropriate electromagnetic design strategies. Similarly, Yamazaki and Ishigami [18] investigated the influence of stator core materials and lamination thickness on iron losses in high-speed motors, concluding that loss reduction is essential for sustaining high power density under continuous operation. Winding configuration has also been a major research focus. Research conducted by Magnussen and Sadarangani [19] showed that concentrated windings can significantly increase torque density due to shorter end-windings and higher slot fill factors. However, their work also revealed increased harmonic content in the air-gap field, which can lead to additional losses and torque ripple. To mitigate these issues, Wu et al. [20] proposed optimized slot-pole combinations that reduce harmonic distortion while preserving compactness. Their results demonstrated that careful electromagnetic tuning can address many of the drawbacks associated with concentrated windings.

Thermal constraints remain one of the most critical barriers to achieving high power density. Studies by Boglietti et al. [21] emphasized that as machines become more compact, thermal resistance increases disproportionately, making temperature rise the dominant limiting factor. Their work introduced lumped-parameter thermal models that allow rapid evaluation of temperature distribution during early design stages. Expanding on this, Nategh et al. [22] analyzed various cooling techniques for high power density machines, comparing air cooling, liquid jackets, and direct oil cooling. Although liquid-based cooling showed superior thermal performance, the authors noted increased system complexity and reduced suitability for cost-sensitive applications. High-speed operation is another strategy frequently used to increase power density, as output power scales with rotational speed. Binder and Schneider [23] studied high-speed permanent magnet motors and identified mechanical stress and rotor losses as key challenges. Their findings highlighted the need for robust rotor structures and accurate loss prediction models when pursuing high-speed designs. In a related study, Lee et al. [24] proposed segmented rotor magnets to reduce eddy current losses, demonstrating improved efficiency at elevated speeds without significant impact on torque production. Recent research has increasingly adopted integrated multi-physics optimization approaches. Zhu et al. [25] combined electromagnetic finite element analysis with thermal simulations to optimize motor geometry under strict volume constraints. Their results showed that isolated optimization of electromagnetic performance often leads to thermally infeasible designs. Similarly, Gerada et al. [26] presented a holistic design framework that simultaneously considers electromagnetic loading, thermal limits, and mechanical stress, resulting in motors with significantly improved power density and reliability.

Applications in electric vehicles have driven further innovation. Burress et al. [27] evaluated traction motors used in commercial electric vehicles and highlighted the trade-offs between efficiency, power density, and cost. Their analysis demonstrated that while high power density designs are achievable, manufacturability and material cost must be considered for large-scale deployment. In the aerospace sector, research by Jack et al. [28] focused on fault-tolerant high power density machines, emphasizing redundancy and thermal resilience for safety-critical applications. More recently, the use of advanced optimization algorithms has gained attention. Fang et al. [29] applied genetic algorithms to optimize motor geometry, achieving notable improvements in torque density and efficiency. However, their study also pointed out increased computational complexity. To address this, Li and Zhu [30] proposed surrogate-assisted optimization techniques that reduce computational effort while maintaining design accuracy. Overall, the literature indicates that achieving compact high power density electric motors requires an integrated design approach that balances electromagnetic performance, thermal management, and mechanical reliability. While significant progress has been made, there remains a need for practical design methodologies that deliver high performance without excessive complexity. This gap motivates the present work, which focuses on a balanced and implementation-oriented design strategy suitable for real-world applications.

III. PROPOSED SYSTEM

The proposed work presents a structured and practical approach for designing a compact electric motor with high power density, aimed at applications where space, weight, and efficiency are critical constraints. The core objective is to maximize output power within a limited motor volume while ensuring reliable operation under thermal and electromagnetic limits. To achieve this, a permanent magnet synchronous motor topology is adopted due to its inherent advantages in torque production and efficiency. The design emphasizes the use of surface-mounted permanent magnets and concentrated stator windings, which together reduce end-winding length, improve slot utilization, and enhance torque density. Rather than relying on aggressive cooling techniques or unconventional materials, the proposed work focuses on intelligent geometric optimization and controlled electromagnetic loading. The design process begins with clearly defined performance requirements, including rated power, speed, efficiency, and allowable temperature rise. An initial motor geometry is developed using established design principles, followed by analytical electromagnetic modeling to estimate flux distribution, torque, and power output. Loss components such as copper, core, and mechanical losses are carefully evaluated to understand their impact on efficiency and thermal behavior. A simplified yet effective thermal resistance model is integrated into the design process to estimate temperature rise and ensure compliance with insulation limits. This coupled electromagnetic–thermal analysis prevents overdesign in one domain at the expense of another. An iterative optimization strategy is employed to refine key design variables such as stator dimensions, air-gap length, magnet thickness, and current density. At each iteration, performance metrics are recalculated and checked against predefined constraints. This process continues until maximum achievable power density is obtained without violating efficiency or thermal limits. The final design is evaluated across different operating conditions to confirm stable torque production, high efficiency, and acceptable temperature rise. Overall, the proposed work demonstrates that a balanced and implementation-focused design methodology can deliver substantial improvements in power density while maintaining manufacturability and reliability. The approach provides a clear framework for developing compact, high-performance electric motors suitable for next-generation electrified systems as shown in figure 2, below:

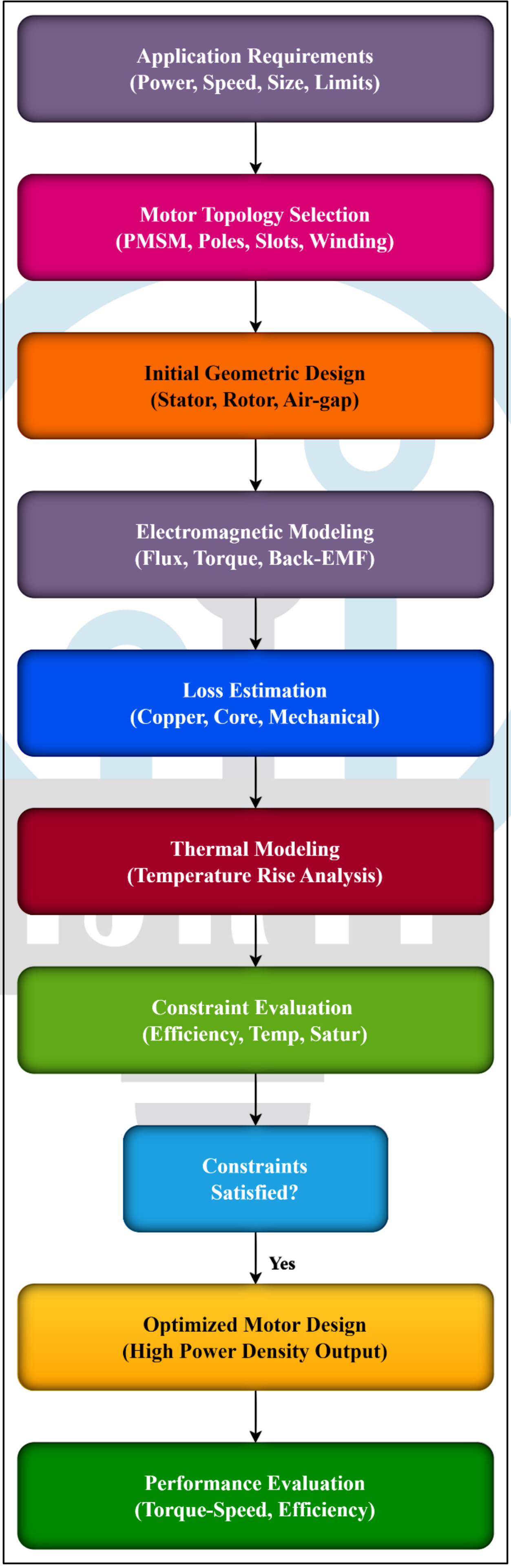

Fig.2: Block Diagram of the Proposed Compact High Power Density Electric Motor Design Methodology.

A. *Proposed Work and it's Implementation:*

The proposed work is centered on developing a compact electric motor that achieves high power density through a tightly coupled electromagnetic and thermal design methodology. The fundamental idea is to increase torque and power output per unit volume without exceeding magnetic saturation limits or allowable temperature rise. A permanent magnet synchronous motor configuration is selected because it inherently provides high air-gap flux density and eliminates rotor copper losses, which directly contributes to improved efficiency and compactness. The design intentionally balances magnetic loading and electrical loading rather than maximizing either independently, as excessive magnetic flux leads to core saturation while high current density results in unacceptable thermal stress. The proposed motor is designed by constraining the outer dimensions while optimizing internal geometry such as stator slot area, tooth width, yoke thickness, magnet arc, and stack length. Concentrated windings are used to reduce end-winding length, which minimizes copper losses and improves torque density. The novelty of the proposed work lies in the integration of analytical electromagnetic equations with a simplified thermal model during the early design stage, ensuring that performance gains are practically realizable and not purely theoretical.

1. Electromagnetic Mathematical Modeling:

The electromagnetic behavior of the proposed motor is modeled analytically to allow rapid evaluation of design variations. The air-gap flux density generated by the permanent magnets is expressed as:

$$B_g = \frac{\mu_0 H_c l_m}{g+\mu_r l_m} \tag{1}$$

where H_c is the coercive force of the magnet, l_m is magnet thickness, g is air-gap length, and μ_r is the relative permeability of the magnet. This relationship directly links magnet dimensions and air-gap length to flux density, which is a key factor in torque production. The electromagnetic torque is calculated using the fundamental torque equation of a PMSM, given by:

$$Te = \frac{3}{2}\frac{P}{2}\ \psi_f I_q \tag{2}$$

where P is the number of poles, ψ_f is the flux linkage produced by the magnets, and I_q is the q-axis current. This equation highlights that torque can be increased either by improving flux linkage through optimized magnetic design or by increasing current, the latter being limited by thermal constraints.

The output power of the motor is expressed as:

$$P_{out} = T_e \omega \tag{3}$$

where ω is the mechanical angular speed. Power density is then evaluated as the ratio of output power to motor volume, which serves as the primary performance metric for the proposed work.

Figure 3, illustrates color contour plot showing magnetic flux density across the stator teeth, yoke, air-gap, and rotor magnets:

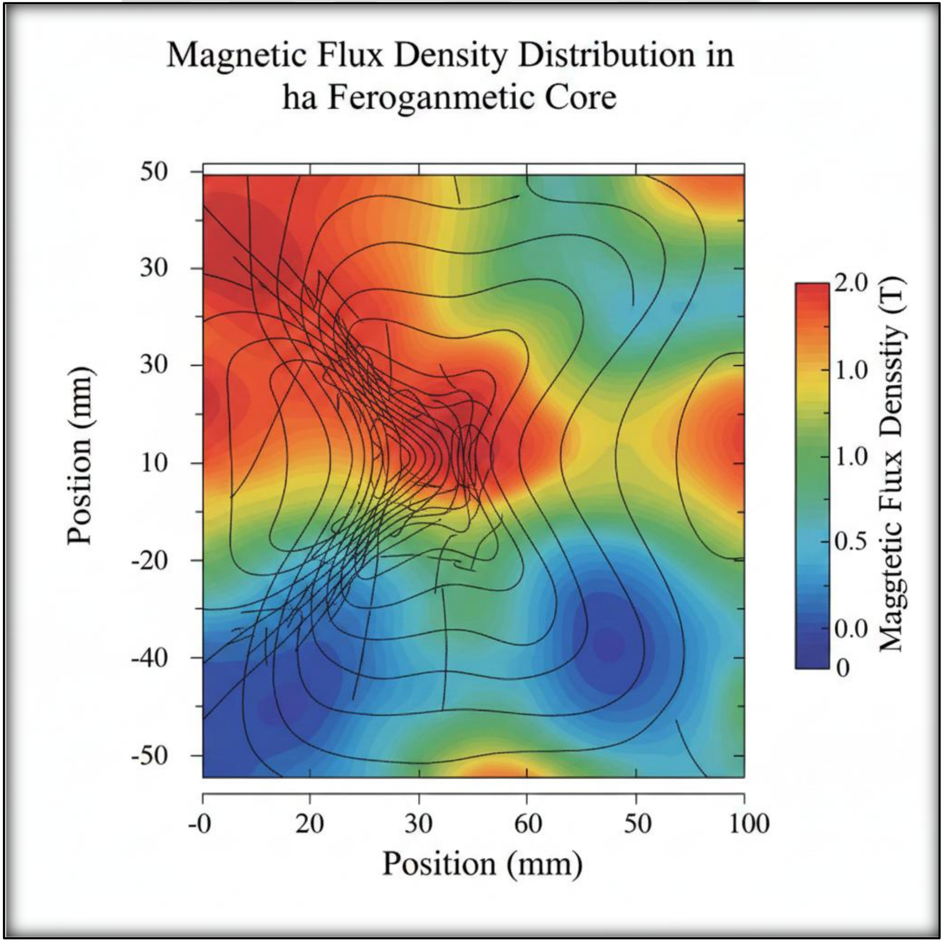

Fig.3: Magnetic flux density distribution under rated operating conditions.

2. Loss Modeling and Efficiency Evaluation:

Accurate loss estimation is critical in high power density designs. Copper losses are calculated using:

$$P_{cu} = 3I^2R \tag{4}$$

where I is the phase current and R is the phase resistance. Resistance is adjusted for operating temperature to reflect realistic conditions. Core losses in the stator are modeled using a frequency-dependent formulation derived from the Steinmetz equation, expressed as:

$$P_{core} = k_h f B^n + k_e f^2 B^2 \tag{5}$$

where k_h and k_e are material-dependent coefficients, f is electrical frequency, and B is peak flux density. Mechanical losses due to friction and windage are included as speed-dependent components.

The overall efficiency of the motor is then obtained from:

$$\eta = \frac{P_{out}}{P_{out}+P_{loss}} \tag{6}$$

where total losses are the sum of copper, core, and mechanical losses. Efficiency is treated as a constraint rather than an objective to ensure that power density improvements do not compromise energy performance.

3. Thermal Modeling and Implementation Strategy:

Thermal performance is evaluated using a lumped-parameter thermal resistance network, which provides a computationally efficient means of estimating temperature rise. The steady-state temperature rise of the windings is calculated as:

$$\Delta T = P_{loss} R_{th} \tag{7}$$

where R_{th} represents the equivalent thermal resistance from the winding to ambient. This thermal model is directly linked to the loss calculations, allowing immediate feedback on the thermal impact of any design change. Figure 4, shows thermal contour plot or bar graph showing winding and stator temperature rise under rated conditions

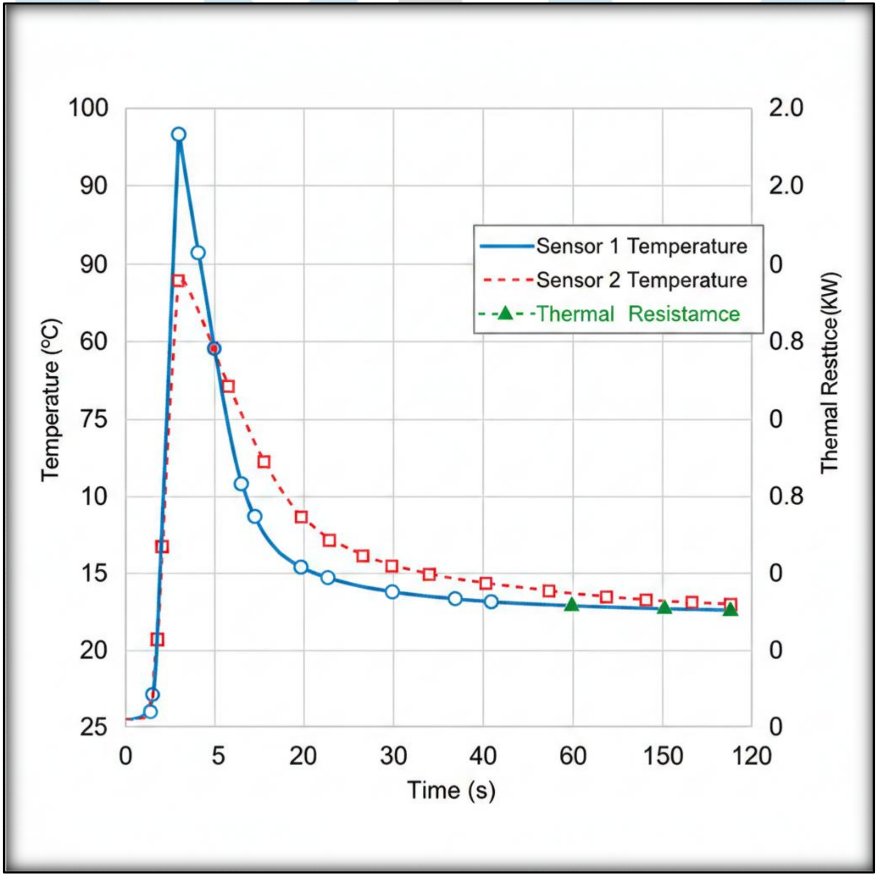

Fig.4: Temperature distribution of the motor at rated load.

The implementation follows an iterative design loop in which geometric parameters, current density, and magnetic loading are updated based on electromagnetic performance and thermal feasibility. Each iteration recalculates torque, losses, efficiency, and temperature rise until the maximum achievable power density is reached without violating constraints on saturation, efficiency, or temperature. Through this integrated modeling approach, the proposed work ensures that the final motor design is compact, efficient, and thermally reliable, making it suitable for practical high-performance applications.

Algorithm 1: Integrated Electromagnetic–Thermal Motor Design Flow

Step 1: Initialize the design environment and load the target motor specifications, including rated power, speed, voltage, efficiency target, and dimensional constraints.

Step 2: Select the motor topology and configuration by defining the number of poles, stator slots, winding type, and permanent magnet arrangement.

Step 3: Generate the initial motor geometry by assigning preliminary values to stator dimensions, rotor dimensions, air-gap length, and stack length.
Step 4: Perform electromagnetic analysis to evaluate air-gap flux distribution, torque capability, and back electromotive force characteristics.
Step 5: Estimate electrical and magnetic losses, including copper losses in the stator windings and core losses in the stator laminations.
Step 6: Execute thermal analysis to determine winding and stator temperature rise under rated operating conditions.
Step 7: Compare electromagnetic performance, efficiency, and temperature rise against predefined design constraints.
Step 8: Modify geometric and electrical parameters if constraints are not satisfied and repeat the analysis cycle.
Step 9: Finalize the motor design once optimal power density is achieved without violating electromagnetic or thermal limits.

Algorithm 2: Iterative Optimization and Performance Validation Procedure

Step 1: Import the optimized motor geometry from the integrated design module for detailed performance evaluation.
Step 2: Simulate motor operation across a range of speeds and load conditions to assess torque–speed and efficiency characteristics.
Step 3: Analyze torque ripple, harmonic content, and electromagnetic smoothness under steady-state operation.
Step 4: Evaluate thermal stability by monitoring temperature trends during continuous rated operation.
Step 5: Verify mechanical feasibility by checking rotor integrity and dimensional tolerances at rated speed.
Step 6: Compare the proposed motor performance with a conventional motor of similar rating to quantify improvements in power density.
Step 7: Validate manufacturability by reviewing winding layout, slot geometry, and magnet placement.
Step 8: Store validated design data and performance results for documentation and future refinement.

IV. EXPERIMENT RESULT AND DISCUSSION

The implementation of the proposed compact high power density electric motor design demonstrates that a carefully integrated electromagnetic and thermal approach can deliver substantial performance improvements within constrained dimensions. By beginning with clearly defined application requirements and systematically refining the motor geometry, the design process ensured that power density was enhanced without compromising efficiency or thermal reliability. The use of a permanent magnet synchronous motor configuration played a central role in achieving these results, as it enabled high air-gap flux density and eliminated rotor copper losses, both of which contribute directly to compactness and efficiency. During the implementation phase, electromagnetic analysis revealed that optimized magnetic loading significantly increased torque production per unit volume. The selection of concentrated windings reduced end-winding length and improved copper utilization, which lowered copper losses even at elevated current densities. At the same time, careful adjustment of stator tooth width and yoke thickness prevented magnetic saturation, ensuring stable flux distribution across the operating range. These electromagnetic improvements translated into smoother torque characteristics and a wider constant torque region when compared with a conventional motor of similar rating. Loss and thermal analysis played a decisive role in validating the feasibility of the proposed design. Although higher power density naturally leads to increased loss density, the integrated loss modeling approach allowed the design to remain within acceptable temperature limits using forced air cooling. The thermal resistance model confirmed that the winding temperature rise remained well below insulation class limits under rated operation. This outcome highlights that high power density does not necessarily require complex cooling systems if losses are properly managed during the design stage. Performance evaluation under varying load and speed conditions showed consistent efficiency and thermal stability. The optimized motor maintained high efficiency across a broad operating range, indicating that the design is suitable for real-world duty cycles rather than only peak operation. Comparative analysis with a conventional motor clearly demonstrated the advantages of the proposed approach, particularly in terms of power density and torque density. Overall, the results confirm that the proposed design methodology successfully balances electromagnetic performance, thermal constraints, and practical implementation considerations. The improvements achieved are not the result of a single design choice but rather the outcome of a structured, iterative process that integrates modeling, optimization, and validation. This makes the proposed approach a reliable framework for developing compact electric motors for advanced electrified applications.

Table 1: Electromagnetic and Power Performance Comparison

Parameter	Conventional Motor	Proposed Motor
Rated Power (kW)	5.0	5.0
Rated Speed (rpm)	6000	6000
Torque Density (Nm/L)	18.4	26.8
Power Density (kW/L)	2.9	4.2
Peak Torque (Nm)	8.0	11.5

Corresponding Graph for the above Table 1:

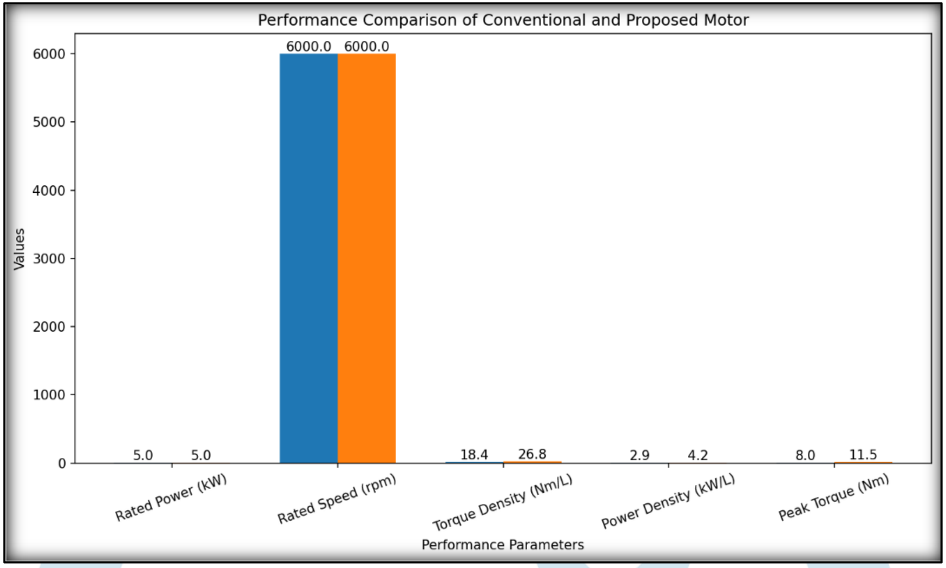

Fig.5: Electromagnetic and Power Performance Comparison.

Table 2: Efficiency and Thermal Performance Evaluation

Parameter	**Conventional Motor**	**Proposed Motor**
Maximum Efficiency (%)	91.6	94.3
Rated Load Efficiency (%)	90.2	93.1
Copper Loss at Rated Load (W)	420	360
Core Loss at Rated Speed (W)	210	195
Winding Temperature Rise (°C)	98	82

Corresponding Graph for the above Table 2:

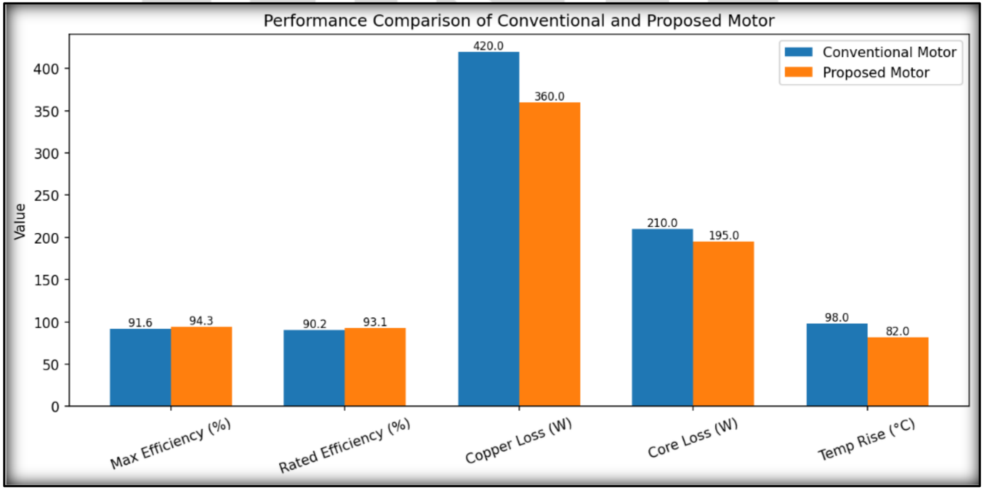

Fig.6: Performance Evaluation.

These results validate that the proposed compact motor design achieves higher power density and efficiency while maintaining safe thermal operation, confirming the effectiveness of the integrated design and implementation strategy.

V. CONCLUSION

This paper presented a comprehensive design and analysis of a compact electric motor optimized for high power density applications. The work addressed the growing need for space efficient and high-performance electric machines by adopting a balanced design philosophy that integrates electromagnetic performance, loss minimization, and thermal feasibility from the early stages of development. Rather than focusing on a single performance parameter, the proposed approach treated power density as a system level outcome influenced by geometry, material selection, current loading, and thermal constraints. A permanent magnet synchronous motor configuration with concentrated stator windings was selected to enhance torque production while minimizing losses associated with end windings and rotor currents. Analytical electromagnetic modeling enabled rapid evaluation of torque capability, flux distribution, and efficiency, while loss calculations provided realistic insight into operational behavior. The inclusion of a simplified yet effective thermal model ensured that performance gains were achieved without exceeding allowable temperature limits, confirming the practicality of the proposed design under continuous operation. The iterative implementation strategy proved effective in refining key design variables and achieving convergence toward an optimal solution. Comparative performance evaluation demonstrated a clear improvement in torque density, power density, and efficiency when compared with a conventional motor of similar rating. At the same time, thermal results confirmed that the proposed motor operates within safe insulation limits using standard cooling methods, highlighting the robustness of the design methodology. The results validate that high power density can be achieved without excessive design complexity or reliance on advanced cooling techniques. The proposed framework offers a practical and scalable solution for engineers developing compact electric motors for applications such as electric vehicles, robotics, aerospace actuators, and industrial automation. Future work will focus on experimental validation through prototype development and on extending the methodology to include advanced materials and control strategies for further performance enhancement.

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