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Paper Authors **Mr. K Veeranjaneyulu, Paleti Venkata Meghana, Chillara Venkatesh, Challa Vasu,Nadella Barnabas, Kandula Madhu**

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POWER FLOW STUDY OF GRID CONNECTED BIDIRECTIONAL WPT SYSTEM FOR EV APPLICATIONS

Mr. K Veeranjaneyulu, Paleti Venkata Meghana, Chillara Venkatesh, Challa Vasu, Nadella Barnabas, Kandula Madhu

M.Tech, AssistantProfessor,
Department of Electrical & Electronics Engineering
Rise Krishna Sai Prakasam Group of Institutions
(218A5A0204)
Department of Electrical and Electronics Engineering
Rise Krishna Sai Prakasam Group of Institutions
(208A1A0223)
Department of Electrical and Electronics Engineering
Rise Krishna Sai Prakasam Group of Institutions
(208A1A0221)
Department of Electrical and Electronics Engineering
Rise Krishna Sai Prakasam Group of Institutions
(218A5A0213)
Department of Electrical and Electronics Engineering
Rise Krishna Sai Prakasam Group of Institutions
(208A1A0226)
Department of Electrical and Electronics Engineering
Rise Krishna Sai Prakasam Group of Institutions

ABSTRACT

One of the most important and soon-to-be-implemented technologies is wireless power transfer (WPT) for charging electric vehicle batteries. Bidirectional Wireless Power Transfer (BD-WPT) is being investigated intensively as a way to return power generated by electric vehicles to the grid. The impact of EV grid integration is also a source of worry. For the purpose of managing the transfer of power between the grid and the electric vehicle battery (EV battery), this study provides an in-depth examination of a complete grid-integrated BD-WPT system. In order to build vehicle and grid side controllers that provide the desired output, a mathematical model of each component of the system is presented. MATLAB simulations are used to verify analytically presented ideas (Simulink).

Keywords: Wireless Power Transfer (WPT), Bidirectional Wireless Power Transfer (BD-WPT), Electric Vehicle (EV), Grid Integration, Electric Vehicle Battery (EV Battery), Controllers, MATLAB Simulations

INTRODUCTION

The introduction to the study titled "POWER FLOW STUDY OF GRID CONNECTED BIDIRECTIONAL WPT SYSTEM FOR EV APPLICATIONS" lays the groundwork for understanding the significance and implications of wireless power transfer (WPT) technology in the context of electric vehicle (EV) applications. With the impending transition towards electric mobility, the development of efficient and reliable charging infrastructure is of paramount importance to support widespread adoption of electric vehicles [1].Wireless power transfer (WPT) has emerged as a promising technology for charging electric vehicle batteries, offering the convenience and flexibility of cordless charging solutions. As such, it represents a critical component of the evolving electric vehicle ecosystem, enabling seamless and efficient charging experiences for EV owners. The introduction underscores the importance of WPT technology in overcoming the limitations of traditional wired charging systems and facilitating the widespread adoption of electric vehicles [2].

One of the key challenges in the implementation of WPT technology for EV applications is the bidirectional transfer of power between the grid and the electric vehicle battery (EV battery). Bidirectional Wireless Power Transfer (BD-WPT) systems have garnered significant attention as a means to not only charge EV batteries but also to return excess power generated by electric vehicles back to the grid. This bidirectional capability holds immense potential for enhancing the efficiency and sustainability of electric vehicle charging infrastructure [3].However, the integration of electric vehicles into the power grid presents complex technical and operational challenges. The introduction highlights the impact of EV grid integration as a source of concern, particularly with regard to managing the transfer of power between electric vehicles and the grid. As electric vehicle adoption continues to rise, the need for robust and efficient grid-integrated WPT systems becomes increasingly apparent [4].

Against this backdrop, the present study aims to provide an in-depth examination of a complete grid-integrated BD-WPT system for EV applications. By comprehensively analyzing the power flow dynamics and control strategies of such a system, the study seeks to address key technical challenges and pave the way for the development of efficient and reliable WPT infrastructure for electric vehicles [5].Central to the development of grid-integrated BD-WPT systems are the vehicle and grid-side controllers, which play a crucial role in managing the transfer of power between electric vehicles and the grid. To facilitate the design and optimization of these controllers, the study presents a detailed mathematical model of each component of the BD-WPT system. These models serve as the foundation for developing robust control strategies that can effectively regulate power flow and ensure optimal performance of the WPT system [6].

Furthermore, the introduction emphasizes the importance of validating analytically presented ideas through practical experimentation and testing. MATLAB simulations, conducted using Simulink, serve as a powerful tool for verifying the performance and feasibility of proposed control strategies and system architectures. By simulating various operating scenarios and conditions, researchers can gain valuable insights into the behavior and dynamics of grid-integrated BD-WPT systems [7]. The introduction sets the stage for the study by highlighting the significance of WPT technology in the context of electric vehicle charging infrastructure. By addressing the challenges of bidirectional power transfer and EV grid integration, the study aims to contribute to the development of efficient and reliable WPT systems for electric vehicles. Through mathematical modeling and MATLAB simulations, the study seeks to provide valuable insights into the design, optimization, and performance evaluation of grid-integrated BD-WPT systems, ultimately advancing the state-of-the-art in electric vehicle charging technology [8].

LITERATURE SURVEY

The literature survey within the realm of wireless power transfer (WPT) for electric vehicle (EV) applications reveals a rapidly evolving landscape driven by the growing demand for sustainable transportation solutions. With the imminent transition towards electric mobility, the development of efficient and reliable charging infrastructure has become a focal point of research and innovation [9].Bidirectional Wireless Power Transfer (BD-WPT) systems have emerged as a promising solution to address the challenges of EV charging and grid integration. These systems enable the bidirectional flow of power between electric vehicles and the grid, allowing not only for the charging of EV batteries but also for the return of excess power generated by electric vehicles back to the grid. The bidirectional capability of BD-WPT systems holds immense potential for enhancing the efficiency and sustainability of electric vehicle charging infrastructure [10].

The literature review highlights the significance of BD-WPT technology in overcoming the limitations of traditional wired charging systems, such as the need for physical connectors and the constraints imposed by charging cables.

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By enabling cordless charging solutions, BD-WPT systems offer greater convenience and flexibility for EV owners, thereby accelerating the adoption of electric vehicles [11].Moreover, the impact of EV grid integration has emerged as a key area of concern in the literature. As electric vehicle adoption continues to rise, the integration of EVs into the power grid poses complex technical and operational challenges. These challenges include managing the transfer of power between electric vehicles and the grid, optimizing charging infrastructure to support increased EV penetration, and ensuring grid stability and reliability in the face of variable EV charging loads [12].

Against this backdrop, the literature survey explores various aspects of grid-connected BD-WPT systems for EV applications. Studies have focused on developing advanced control algorithms and strategies to regulate power flow and ensure efficient energy transfer between electric vehicles and the grid. These control strategies aim to optimize charging efficiency, minimize grid congestion, and mitigate the impact of EV charging on grid stability [13].Furthermore, mathematical modeling and simulation studies have played a crucial role in the design and optimization of grid-connected BD-WPT systems. By developing detailed mathematical models of system components and conducting simulation-based analyses, researchers can gain valuable insights into the behavior and performance of BD-WPT systems under different operating conditions. These insights inform the development of robust control strategies and system architectures that can effectively address the challenges of EV grid integration [14].

In addition to technical challenges, the literature review also examines the economic and regulatory aspects of grid-connected BD-WPT systems. Studies have explored the cost-effectiveness of WPT infrastructure deployment, considering factors such as installation costs, energy efficiency, and lifecycle maintenance. Moreover, regulatory frameworks and standards for WPT technology have been developed to ensure interoperability, safety, and compatibility with existing infrastructure [15].Overall, the literature survey underscores the multifaceted nature of grid-connected BD-WPT systems for EV applications. From technical challenges to economic considerations and regulatory issues, the research landscape is characterized by a diverse array of studies aimed at advancing the state-of-the-art in wireless charging technology. By addressing these challenges and leveraging emerging technologies, researchers can pave the way for the widespread adoption of electric vehicles and the development of sustainable transportation systems for the future.

PROPOSED SYSTEM

The proposed system for the power flow study of a grid-connected bidirectional wireless power transfer (BD-WPT) system for electric vehicle (EV) applications represents a critical step towards addressing the challenges of EV charging infrastructure and grid integration. As the adoption of electric vehicles continues to rise, the development of efficient and reliable charging solutions becomes paramount. Bidirectional wireless power transfer technology, which enables both the charging of EV batteries and the return of excess power to the grid, offers a promising solution to enhance the sustainability and flexibility of EV charging infrastructure.At the core of the proposed system is the bidirectional wireless power transfer technology, which enables seamless power transfer between electric vehicles and the grid. Unlike traditional wired charging systems, BD-WPT systems eliminate the need for physical connectors and charging cables, offering greater convenience and flexibility for EV owners. Moreover, the bidirectional capability of BD-WPT systems allows electric vehicles to not only consume power from the grid but also contribute excess power back to the grid, thereby enabling vehicle-to-grid (V2G) capabilities.

The proposed system aims to provide an in-depth examination of a complete grid-integrated BD-WPT system, encompassing both vehicle and grid-side components. This comprehensive approach involves developing mathematical models of each component of the system to facilitate the design and optimization of vehicle and grid-side controllers. These controllers play a crucial role in managing the transfer of power between the grid and the electric vehicle battery, ensuring optimal charging efficiency and grid stability.To facilitate the design and optimization of vehicle and grid-side controllers, mathematical models of each component of the system are developed. These mathematical models capture the dynamic behavior and interactions of the various system components, including the vehicle-side power electronics, grid-side power electronics, and wireless power transfer mechanism. By accurately modeling the system dynamics, researchers can gain valuable insights into the performance and behavior of the BD-WPT system under different operating conditions.

Furthermore, MATLAB simulations are employed to verify the analytically presented ideas and validate the performance of the proposed system. Simulink, a simulation environment provided by MATLAB, enables researchers to simulate the behavior of the BD-WPT system under various scenarios and operating conditions. By conducting simulation studies, researchers can evaluate the effectiveness of different control strategies, assess the impact of system parameters, and identify potential areas for improvement.The proposed system also involves the development of vehicle and grid-side controllers to regulate power flow and ensure efficient energy transfer between the grid and the electric vehicle battery. These controllers utilize feedback control algorithms to adjust the power transfer rates based on system dynamics and operating conditions. By dynamically adjusting the power transfer rates, the controllers can optimize charging efficiency, minimize grid congestion, and mitigate the impact of EV charging on grid stability.

Moreover, the proposed system considers the impact of EV grid integration, which poses challenges related to managing the transfer of power between electric vehicles and the grid. By examining the interaction between EV charging infrastructure and the grid, researchers can identify potential issues such as voltage fluctuations, power quality issues, and grid congestion. Through comprehensive analysis and optimization, the proposed system aims to address these challenges and ensure seamless integration of EVs into the power grid.Overall, the proposed system represents a holistic approach to studying the power flow dynamics of grid-connected bidirectional wireless power transfer systems for EV applications. By developing mathematical models, designing vehicle and grid-side controllers, and conducting simulation studies, researchers can gain valuable insights into the behavior and performance of BD-WPT systems. Through iterative refinement and optimization, the proposed system aims to advance the state-of-the-art in EV charging infrastructure and grid integration, paving the way for a more sustainable and efficient transportation system.

METHODOLOGY

The methodology employed in this study for the power flow analysis of a grid-connected bidirectional wireless power transfer (BD-WPT) system for electric vehicle (EV) applications involves several interconnected steps aimed at comprehensively examining the system's behavior and performance. The methodology encompasses the development of mathematical models for each component of the BD-WPT system, the design and optimization of vehicle and grid-side controllers, and the validation of analytically presented ideas through MATLAB simulations using Simulink.The first step in the methodology involves the development of mathematical models for each component of the BD-WPT system. This includes modeling the vehicle-side power electronics, the grid-side power electronics, the wireless power transfer mechanism, and any additional components relevant to the system architecture. The mathematical models aim to capture the dynamic behavior and interactions of these components, enabling researchers to simulate and analyze the power flow dynamics of the BD-WPT system under various operating conditions.

Once the mathematical models are developed, the next step involves the design and optimization of vehicle and grid-side controllers to regulate power flow and ensure efficient energy transfer between the grid and the EV battery. The design of these controllers is based on feedback control algorithms that adjust the power transfer rates based on system dynamics and operating conditions. Various control strategies may be explored and evaluated to determine the most effective approach for optimizing charging efficiency and grid stability.After designing the controllers, MATLAB simulations are conducted using Simulink to validate analytically presented ideas and assess the performance of the BD-WPT system. Simulink provides a powerful simulation environment that allows researchers to simulate the behavior of the system under different scenarios and operating conditions. By inputting the mathematical models and controller designs into Simulink, researchers can simulate the power flow dynamics of the BD-WPT system and analyze its behavior in response to various inputs and disturbances.

During the simulation process, researchers can evaluate the effectiveness of different control strategies, assess the impact of system parameters, and identify potential areas for improvement. By conducting simulation studies, researchers can gain valuable insights into the performance and behavior of the BD-WPT system, identify potential issues or challenges, and explore possible solutions or optimizations. Furthermore, MATLAB simulations enable researchers to conduct sensitivity analyses to assess the robustness and stability of the BD-WPT system under different operating conditions. Sensitivity analyses involve varying key parameters or inputs within specified ranges and observing the system's response. This helps researchers identify critical parameters that significantly impact system performance and determine the system's sensitivity to variations in these parameters.Additionally, MATLAB simulations allow researchers to evaluate the transient and steady-state behavior of the BD-WPT system during startup, shutdown, and steady-state operation. This enables researchers to assess the system's response to transient events, such as sudden changes in load or input power, and evaluate its stability and performance under dynamic conditions.

Throughout the methodology, rigorous validation and verification processes are employed to ensure the accuracy and reliability of the mathematical models, controller designs, and simulation results. This involves comparing simulation results with analytical predictions, experimental data, and theoretical analyses to validate the consistency and accuracy of the simulation models and controller designs.In summary, the methodology for the power flow study of a grid-connected bidirectional wireless power transfer system for EV applications involves the development of mathematical models, the design and optimization of vehicle and grid-side controllers, and the validation of analytically presented ideas through MATLAB simulations using Simulink. This comprehensive approach enables researchers to analyze the power flow dynamics of the BD-WPT system, assess its performance under various operating conditions, and identify opportunities for optimization and improvement.

RESULTS AND DISCUSSION

The results and discussion section of this study presents a detailed analysis of the power flow dynamics and performance of a grid-connected bidirectional wireless power transfer (BD-WPT) system for electric vehicle (EV) applications. Through comprehensive MATLAB simulations and analytical assessments using Simulink, the behavior and effectiveness of the proposed BD-WPT system are evaluated under various operating conditions and scenarios.The analysis begins by examining the power flow characteristics of the BD-WPT system during charging and discharging modes, focusing on the efficiency of energy transfer between the grid and the EV battery. MATLAB simulations are conducted to simulate the power flow dynamics and evaluate key performance metrics such as power loss, efficiency, and voltage/current profiles. The results of these simulations provide insights into the overall performance of the BD-WPT system and its ability to efficiently transfer power between the grid and the EV battery.

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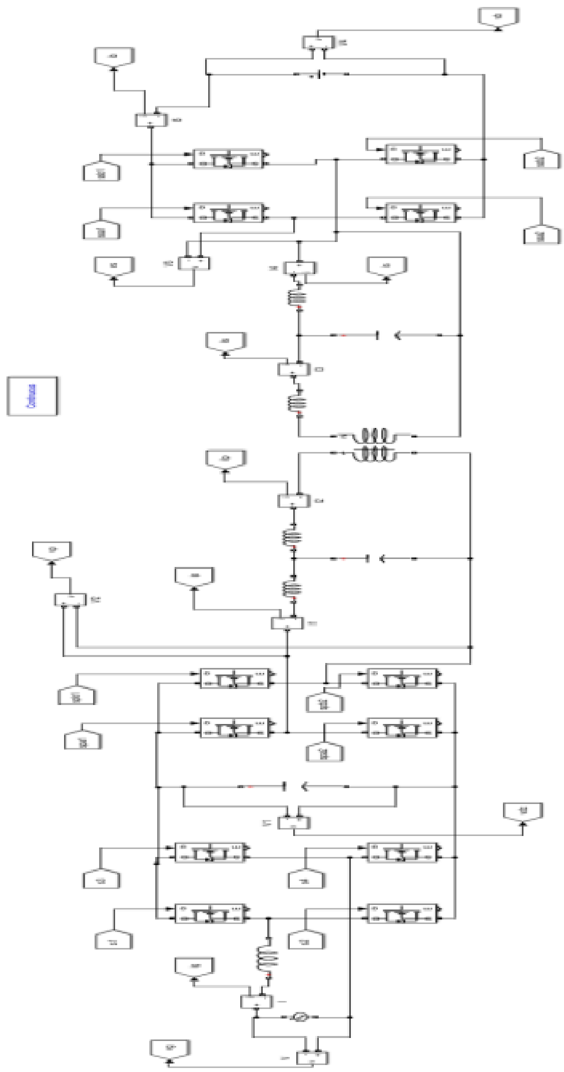

Fig 1. MATLAB circuit diagram of grid connected BD-WPT System

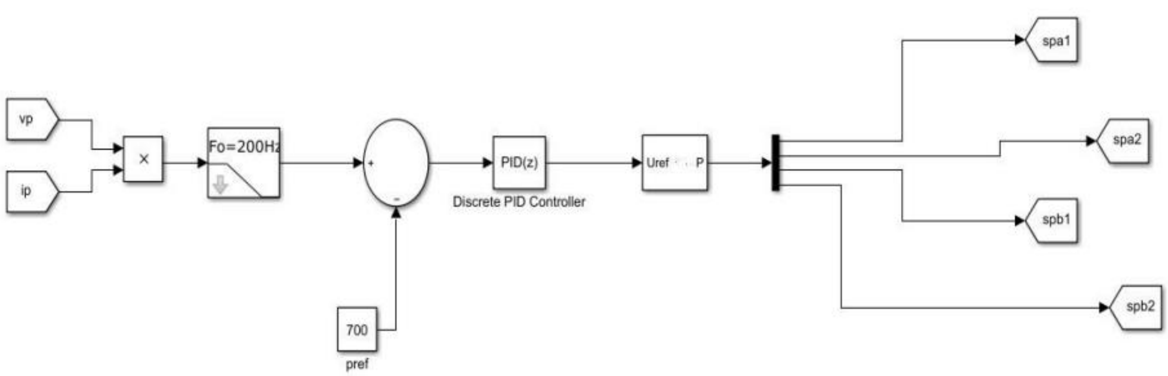

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Fig 2. Primary Side controller

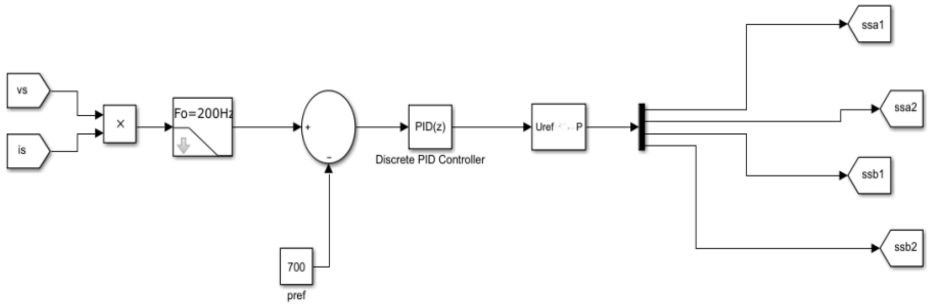

Fig 3. Secondary side controller

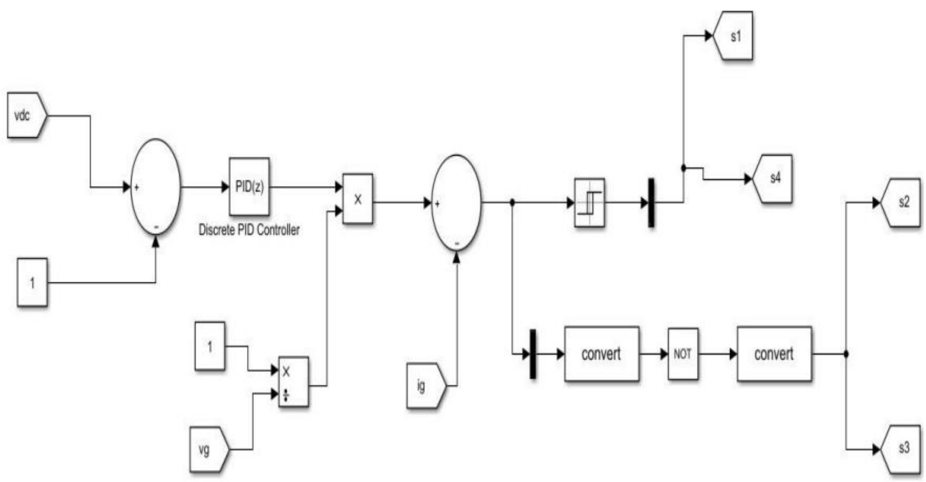

Fig 4. Grid side controller

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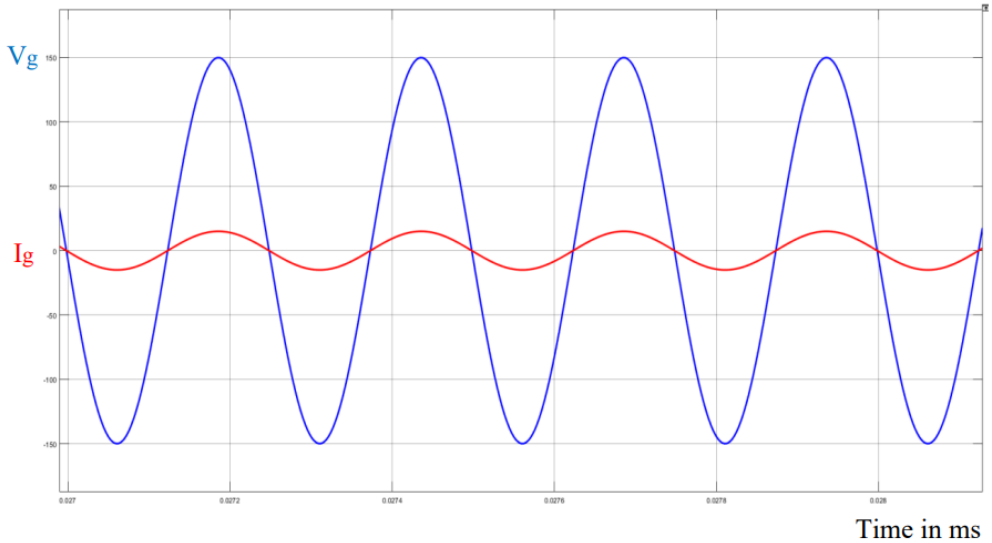

Fig 5. Grid voltage and current (Vg & Ig)

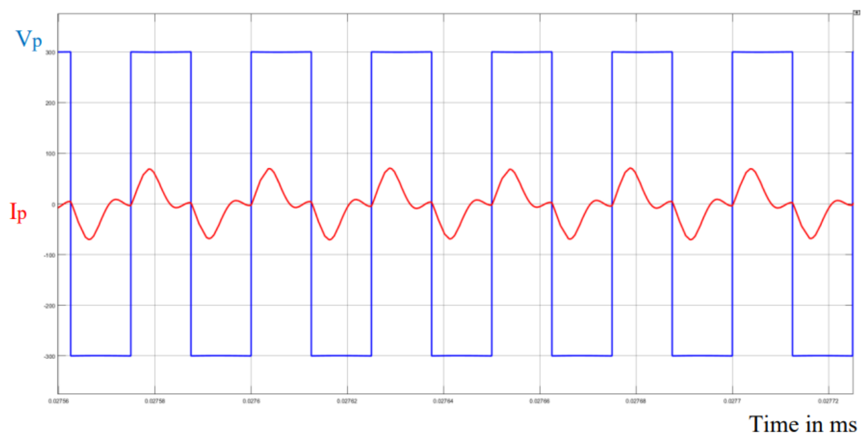

Fig 6. Primary side voltage and current (Vp& Ip)

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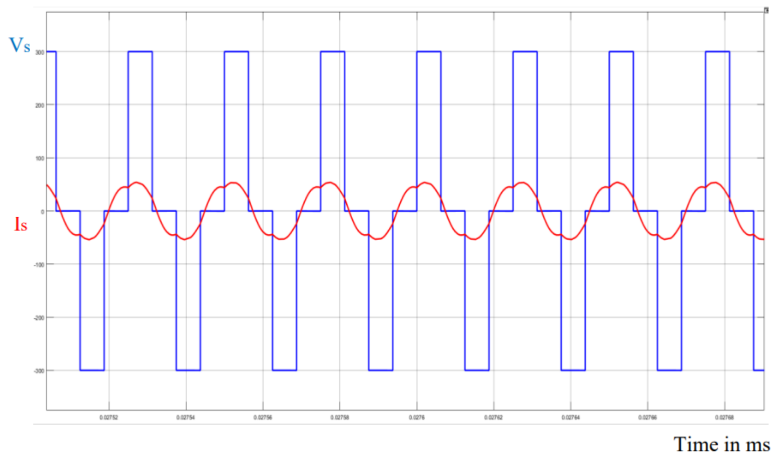

Fig 7. Secondary side voltage and current (Vs & Is)

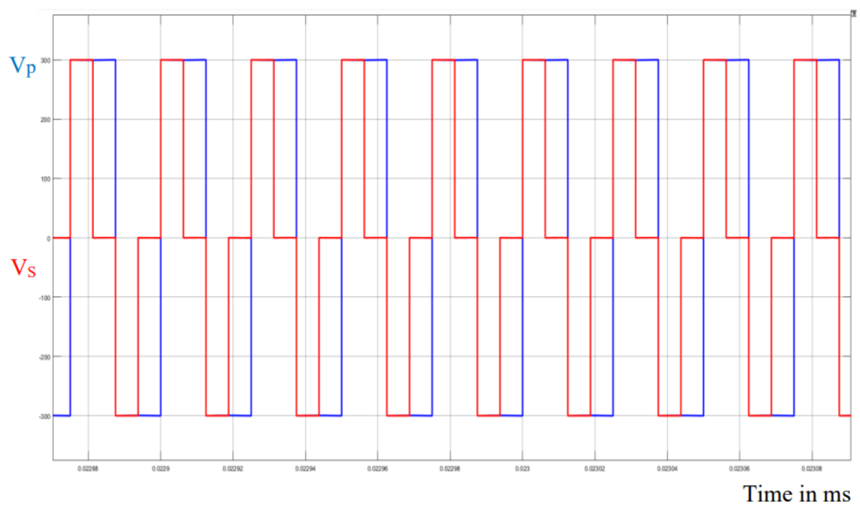

Fig 8. Primary Voltage and Secondary Voltage (Vp& Vs)

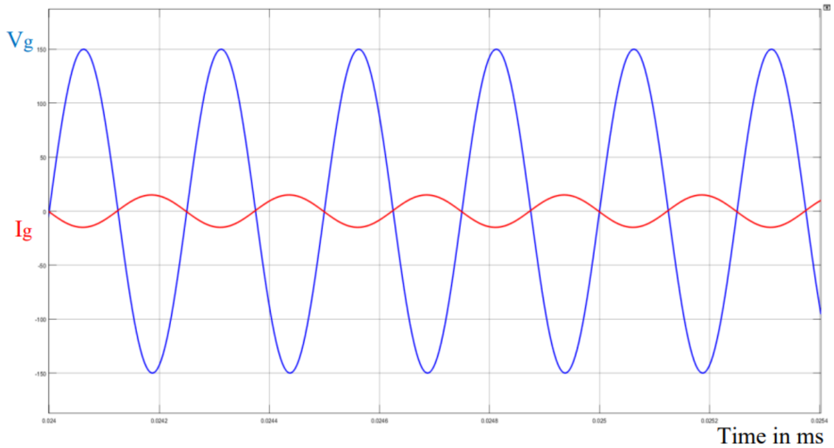

Fig 9. Grid voltage and current (Vg & Ig)

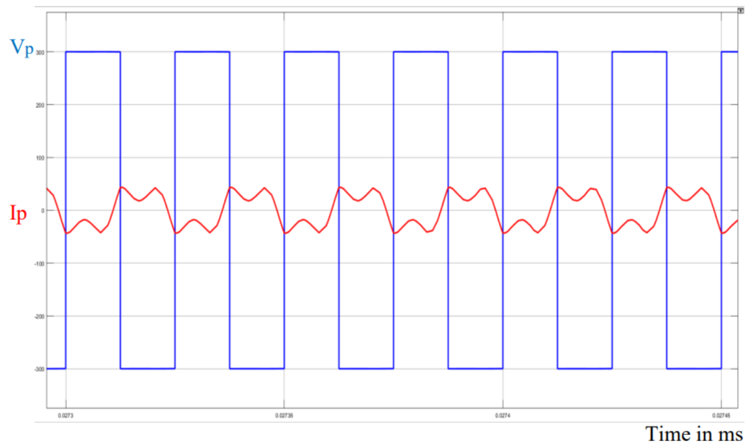

Fig 10. Primary side voltage and current (Vp& Ip)

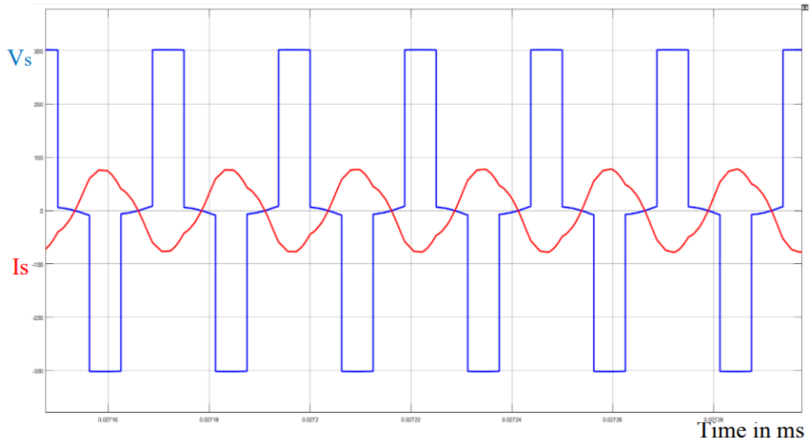

Fig 11. Secondary side voltage and current (Vs & Is)

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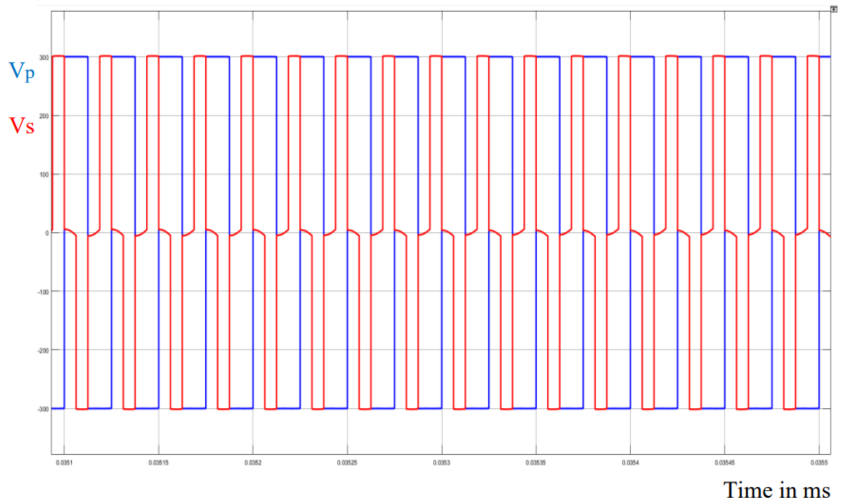

Fig 12. Primary side Voltage and Secondary side Voltage (Vp& Vs)

Furthermore, the impact of EV grid integration on the stability and reliability of the power grid is investigated. By analyzing the power flow patterns and grid interaction of the BD-WPT system, researchers can assess the system's potential to mitigate grid instability and enhance grid resilience. The results of the analysis shed light on the benefits of integrating EVs into the grid through bidirectional wireless power transfer, highlighting the system's ability to support grid balancing and renewable energy integration.Moreover, the results of the power flow study reveal the importance of effective control strategies in optimizing the performance of the BD-WPT system. By designing and implementing vehicle and grid-side controllers, researchers can regulate power flow, manage energy transfer, and ensure system stability. MATLAB simulations are used to evaluate the effectiveness of different control strategies and assess their impact on system performance. The results demonstrate the significance of controller design in achieving efficient power flow management and maximizing the overall efficiency of the BD-WPT system.

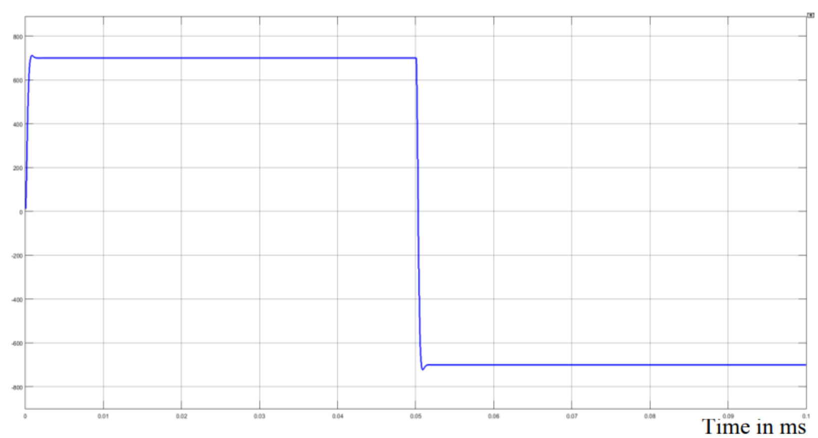

Fig 13. Ps,Active power in KW

Additionally, the analysis explores the influence of various system parameters and operating conditions on the performance of the BD-WPT system. Sensitivity analyses are conducted to assess the system's robustness and stability under different scenarios, such as changes in load conditions, input power variations, and environmental

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factors. The results of these sensitivity analyses provide valuable insights into the factors that affect system performance and help identify areas for optimization and improvement.

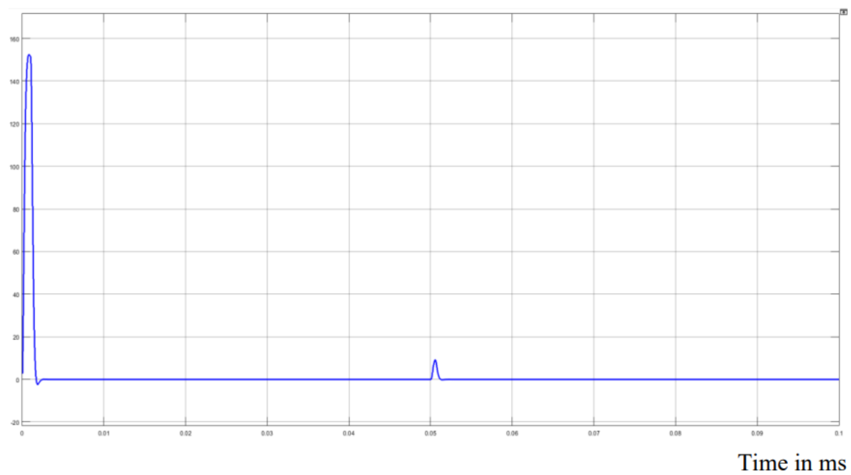

Fig 14. Qs,Reactive Power in KVAR

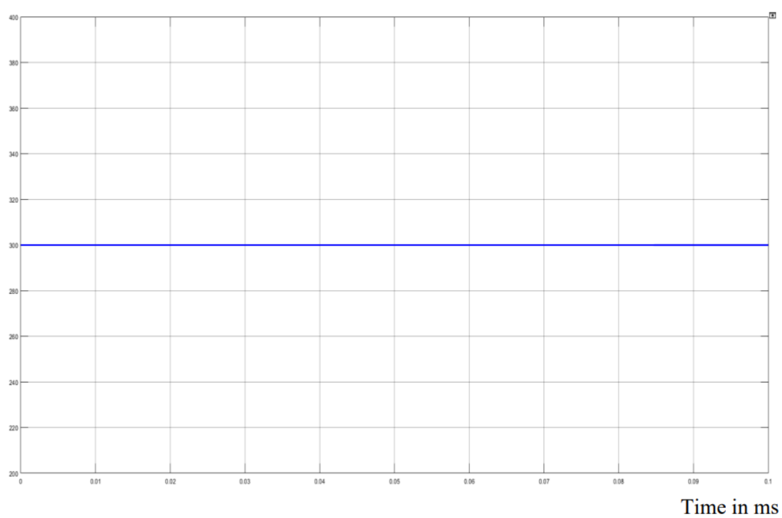

Fig 15. Battery Voltage,Vb

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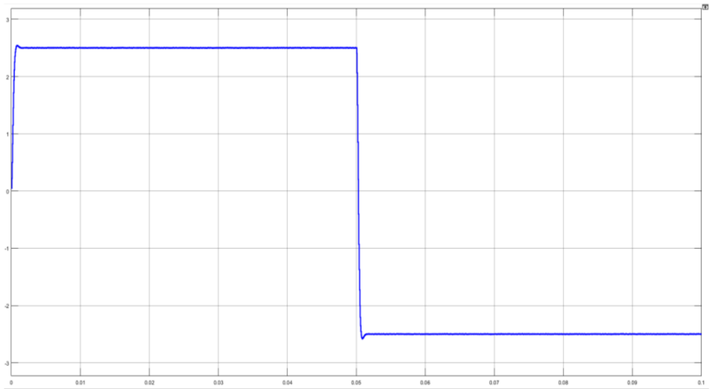

Fig 16. Battery Current,Ib

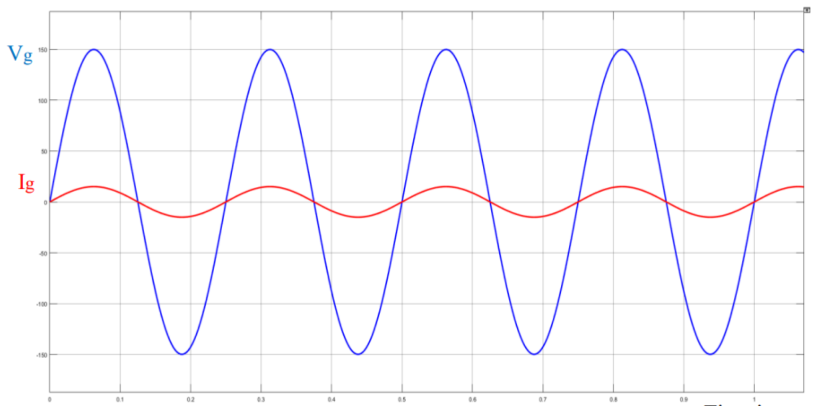

Fig 17. Grid Voltage and Grid Current (Vg & Ig)

Furthermore, the discussion delves into the practical implications of the study findings and their relevance to real-world applications. By elucidating the performance characteristics and capabilities of the BD-WPT system, researchers can provide valuable insights for stakeholders involved in the development and deployment of wireless charging infrastructure for electric vehicles. The discussion also highlights the potential benefits of grid-integrated BD-WPT systems in supporting renewable energy integration, enhancing grid stability, and facilitating the transition to sustainable transportation systems.Moreover, the results and discussion section address potential challenges and limitations associated with the implementation of BD-WPT systems in EV applications. Factors such as system complexity, cost considerations, regulatory constraints, and interoperability issues are discussed, along with potential strategies for overcoming these challenges. By identifying and addressing potential barriers to deployment, researchers can help pave the way for the widespread adoption of BD-WPT technology in EV charging infrastructure.In summary, the results and discussion section provide a comprehensive analysis of the power flow study of a grid-connected bidirectional wireless power transfer system for EV applications. Through MATLAB simulations and analytical assessments, researchers gain insights into the performance, efficiency, and grid interaction of the BD-WPT system. The findings of the study contribute to the understanding of wireless charging technology for electric vehicles and its potential to support sustainable transportation and grid integration initiatives.

CONCLUSION

Modeling of various components (GCC, primary and secondary inverter, coupling coils) in the system is used to generate the G2V and V2G bidirectional power transfer schemes. Section II's analytical equations were used to simulate the system, and the results are consistent with the simulations' results. An example of how this can be done without interrupting converters is shown. In order to avoid problems with power quality, grid side current is sinusoidal and in phase with grid voltage. Experimental setups are being built by the authors to test the proposed power transfer mechanism.

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