

Smart Station for Electrical Vehicle using Pantograph

**Prof. P.S. Wakchaure¹, Miss. Rutuja Gorde², Miss. Dnyaneshwari Ekhande³, Miss. Aparna Ghatkar⁴,
Miss. Rutuja Toramal⁵**

HOD. Dept. of Electronics and Telecommunication Engineering¹

Students, Dept. of Electronics and Telecommunication Engineering^{2,3,4,5}

Faculty of Polytechnic, Akole, India

Abstract: *Electric vehicles (EVs) are being considered as a viable solution for ecological and economic concerns such as global warming, glasshouse gas emissions, and fossil fuel resources reduction. In such vehicles, wireless charging has become an emerging challenge. Currently, the widely used method to charge EVs is plug-in charging of Evs but it has serious disadvantages such as proper maintenance, getting shocked while connecting the charger etc. The alternative method that can be utilized to convey energy to the electric vehicle is by using 'PANTOGRAPH'. With numerous advantages, electric vehicle technology has experienced various difficulties like battery charging, expanding electric charges, and accessibility of charging stations, and battery life assessment. The smart charging system for EVs is proposed in this project. Vehicle detection at the charging station is detected employing an ultrasonic sensor. The charging system after sensing the vehicle battery voltage is described in the later section. The proposed system provides a highly efficient, cheaper, and environment-friendly solution for charging EVs.*

Keywords: Electrical Vehicle, Charging Station, Pantograph, Microcontroller, Automation, Ultrasonic Sensor;

REFERENCES

- [1] Farrokhifar, M.; Aghdam, F.H.; Alahyari, A.; Monavari, A.; Safari, A. Optimal energy management and sizing of renewable energy and battery systems in residential sectors via a stochastic MILP model. *Electr. Power Syst. Res.* 2020, 187, 106483. [CrossRef]
- [2] Sun, Q.; Liu, J.; Rong, X.; Zhang, M.; Song, X.; Bie, Z.; Ni, Z. Charging load forecasting of electric vehicle charging station based on support vector regression. In *Proceedings of the 2016 IEEE PES Asia-Pacific Power and Energy Engineering Conference (APPEEC)*, Xi'an, China, 25–28 October 2016; pp. 1777–1781
- [3] Islam, M.S.; Nadarajah, M. Daily EV load profile of an EV charging station at business premises. In *Proceedings of the 2016 IEEE Innovative Smart Grid Technologies—Asia (ISGT-Asia)*, Melbourne, Australia, 28 November–1 December 2016; pp. 787–792.
- [4] Pan, Z.; Wang, J.; Liao, W.; Chen, H.; Yuan, D.; Zhu, W.; Fang, X.; Zhu, Z. Data-Driven EV Load Profiles Generation Using a Variational Auto-Encoder. *Energies* 2019, 12, 849. [CrossRef]
- [5] Darabi, Z.; Ferdowsi, M. Aggregated Impact of Plug-in Hybrid Electric Vehicles on Electricity Demand Profile. *IEEE Trans. Sustain. Energy* 2011, 2, 501–508. [CrossRef]
- [6] Qian, K.; Zhou, C.; Allan, M.; Yuan, Y. Modeling of Load Demand Due to EV Battery Charging in Distribution Systems. *IEEE Trans. Power Syst.* 2011, 26, 802–810. [CrossRef]
- [7] Pieltain Fernández, L.; Gomez San Roman, T.; Cossent, R.; Mateo Domingo, C.; Frias, P. Assessment of the Impact of Plug-in Electric Vehicles on Distribution Networks. *IEEE Trans. Power Syst.* 2011, 26, 206–213. [CrossRef]
- [7] Soares, F.; Lopes, J.A.; Almeida, P.; Moreira, C.; Seca, L. A Stochastic Model to Simulate Electric Vehicles Motion and Quantify the Energy Required from the Grid. 2011. Available online: <http://repositorio.inesctec.pt/handle/123456789/2210> (accessed on 31 August 2020).
- [8] Dogan, A.; Kuzlu, M.; Pipattanasomporn, M.; Rahman, S.; Yalcinoz, T. Impact of EV charging strategies on peak demand reduction and load factor improvement. In *Proceedings of the 2015 9th International Conference on Electrical and Electronics Engineering (ELECO)*, Bursa, Turkey, 26–28 November 2015; pp. 374–378.

- [9] Tomić, J.; Kempton, W. Using fleets of electric-drive vehicles for grid support. *J. Power Sources* 2007, 168, 459–468. [CrossRef]
- [10] Kempton, W.; Tomić, J. Vehicle-to-grid power implementation: From stabilizing the grid to supporting large-scale renewable energy. *J. Power Sources* 2005, 144, 280–294. [CrossRef]
- [11] Han, S.; Han, S.; Sezaki, K. Development of an Optimal Vehicle-to-Grid Aggregator for Frequency Regulation. *IEEE Trans. Smart Grid* 2010, 1, 65–72.
- [12] Andersson, S.L.; Elofsson, A.; Galus, M.; Göransson, L.; Karlsson, S.; Johnsson, F.; Andersson, G. Plug-in hybrid electric vehicles as regulating power providers: Case studies of Sweden and Germany. *Energy Policy* 2010, 38, 2751–2762. [CrossRef]
- [13] Wei, W.; Guo, X.; Li, P.; Jian, G.; Zhan, K.; Tan, Q.; Meng, J.; Jin, X. The effect of different charging strategies on EV load frequency control. In *Proceedings of the 2016 International Conference on Smart Grid and Clean Energy Technologies (ICSGCE)*, Chengdu, China, 19–22 October 2016; pp. 161–165.
- [14] Fingrid Oyj, Transmission System Operator. Frequency Containment Reserves, Technical Requirements. 2017. Available online: https://www.fingrid.fi/en/electricity-market/reserves_and_balancing/frequency-containment-reserves/#technical-requirements (accessed 25 October 2020).