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Role of Conductive Charging as a Low-Cost Charging Mechanism for Transmitting Power to EVs

S. Soundar Rajan[1], P. Venkateswari [2]

[1] B.E, ECE, SLAEC, India
[2]B.E, ECE, Vivekananda Institute of Engineering and Technology, India

[1] rajan.soundar2412@gmail.com, [2]pathakamurivenkateswari@gmail.com

Abstract **- *Electric vehicle (EV)* can be considered as a pattern of conveyance that is primarily powered through an electric motor drawing the power through a rechargeable energy storing device. EV often receives this electricity through plugging into that grid including that helps in storing it in batteries. Nowadays, utilization of this conductive charging is increasing and the conductive charging for electric conveyance has numerous benefits such as it being more cost-effective, simplicity along with that maturity as it basically makes utilization of plugs including sockets in terms of conducting electrical energy through physical metallic connection. This *conductive charging* can be beneficial for vehicles because through that, cars would be easily rechargeable in *low-cost facilities*.**

The increasing concern about *CO_2 emissions, effects of greenhouse gas*, along with that *vast depletion regarding fossil fuels increases* the essentiality to generate along with that adaptation of latest environment-friendly sustainability-oriented alternatives to the ICE drive conveyances. Due to this reason, in the previous decade, these electric conveyances have become in several ways widely spread, principally due to their negligible fuel gas-oriented emissions along with that lesser reliance upon oil. Considering the growth-oriented factors, EVs have basically advanced enormously amidst the last 20 years, in order to advance this deduction of battery prices along with that battery technology.

Keywords— Electric vehicle (EV), low-cost facilities, conductive charging

Introduction

Conductive wireless charging procedure or else simply this conductive charging utilizes conductive power transferring in terms of abolishing wires among the charger along with the device of charging. It needs the utilization of a board for charging as the power transmitter is supported in terms of delivering the power, including a device for charging with the help of built -type receiver in order to collect the power. This conductive charging needs a physical connection among the charger including the device needing charging is among the most major drawbacks regarding this method. In this research, the impact of this conductive charging process in terms of transmitting the power to EVs has been critically discussed and also advantages of this conductive charging procedure have been showcased.

Different methods of EV charging

The charging system of EV can be considered as a piece of equipment that is needed to condition along with that transferring energy through the continual frequency, continual voltage supplying network to the straight current, variable voltage oriented electric conveyance traction battery conveyance for the main motive of charging those batteries or else operating conveyances during the time of connection. Moreover, there are most probably three paths oriented to charging such as ***inductive charging, conductive charging*** along with that through charging those batteries. Utilizing the conductive process, the battery is interconnected through a cable including that is plugged straightforwardly into a provider of electricity (Dericioglu *et al.* 2018). The inductive process, on the other hand, works by electromagnetic transmission despite having any connection among the EV along with that overall charging infrastructure.

Conductive charging or else plug-in charging can be considered as the mainstream chargeable technology in utilization. Requirements about EVSE about this conductive charging mainly depend upon several components such as battery capacity, methods of charging, type of conveyance, including power-oriented ratings. It is anticipated that in 2030 number of chargers for E-3W cargo vehicle will be increased to 9,826 (NITI GOV, 2021). This charging of EV includes a provider of direct current (DC) to those battery packs. As the distribution of electricity systems provides alternate current (AC), it is basically a converter

that is needed to give DC power supply to the battery. This process of conductive charging can be either AC or else DC, and in this context of an AC EVSE, the power of AC can be delivered to those on board the charger of the electric conveyance, which converts it into DC. In recent days people are more interested in utilizing this conductive charging process and it can be either AC or else DC.

VEHICLE SEGMENTS	Share of public charging	Charger Types	Number of chargers - 2025	Number of chargers - 2030
E-2W	10%	Single phase 15A charger	634	3,866
E-3W (passenger / cargo)	20%	Single phase 15A charger	2,557	9,826
E-car (personal)	10%	Type-2 AC (70%) 50kW DC charger (30%)	32	306
E-car (commercial)	25%	Type-2 AC (60%) 50kW DC charger (40%)	262	2,303

Figure 1: Variety along with the estimation of public chargers

(Source: NITI GOV, 2021)

As per the views of Dericioglu *et al.* (2018), conductive charging methods utilize direct connection among the EV connector including charge inlet. This cable might be fed through a standard outlet of electricity or else a charging point of the station (Khalid *et al.* 2019). The major drawback of this solution can be considered as that the driver needs to plug into the cable, though obvious it is basically a connection-oriented issue.

The charging levels of EV

The level of charging often depicts the "level of power" regarding a charging outlet and there are mainly three levels in the charging process.

Level 1 charging

It can be considered as a process of EV that expands power of AC through the electric supply basically to a charger that is on-board charging from the basic grounded electric oriented receptacle utilizing a suitable cord set that is showcased in below figure.

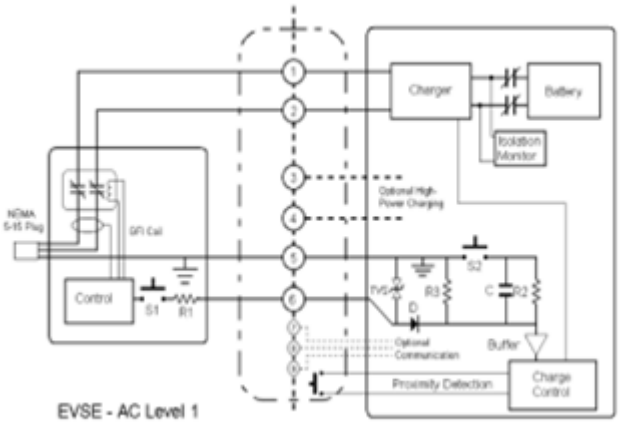

Figure 2: AC level 1 process configuration

(Source: Khalid *et al.* 2019)

Level 2 charging

This can be considered as a method that uses dedicated AC and this is a primary process of charging EV that expands AC power through an electric provider to an on-boarding charger through dedicated EVSE as showcased below figure.

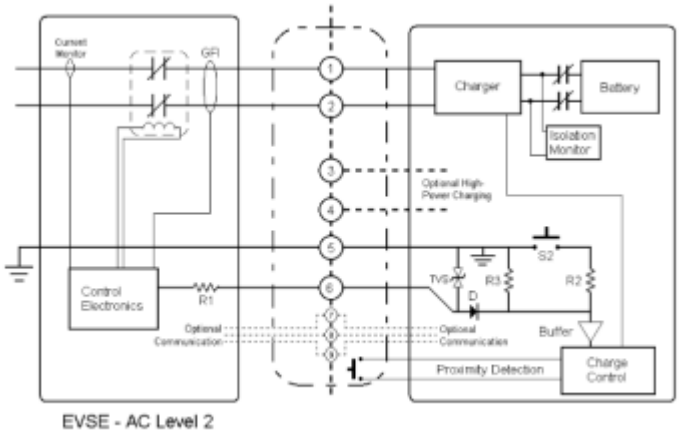

Figure 3: AC Level 2 process configuration

(Source: Khalid *et al.* 2019)

Level 3 charging

This method uses a dedicated process of direct current (DC), this EVSE to supply energy through a suitable off-boarding charger to the electric conveyance in private locations or else public.

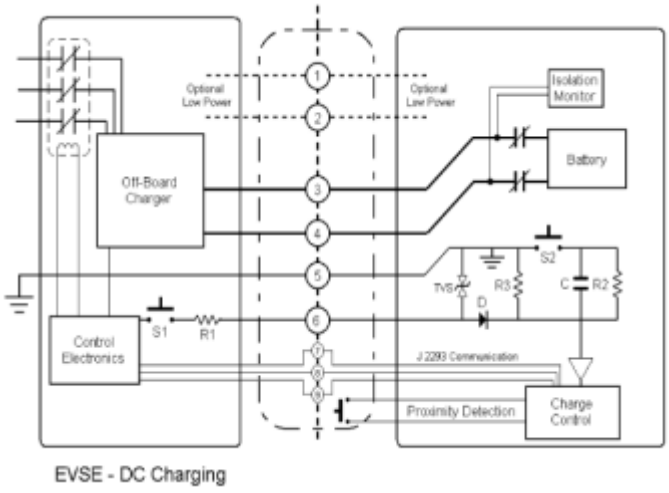

Figure 4: AC level 3 process configuration

(Source: Khalid *et al.* 2019)

Technology of conductive charging

The major significant features of this conductive charging technology that would provide it a benefit over several other beneficiary technologies is mainly the alignment tolerance including the lofty power efficiency regarding the transfer among the pad along with the car. It utilizes a patented double "D" quadrature design regarding the power pads that might transfer power including significant misalignment. A ***HALO system***'s power transferring efficiency is mostly comparable to a system of conductive charging. This conductive charging process can be ***1-2%*** greater efficient rather than the wireless power transfer, though the whole efficiency of this process will be in the vast range of ***90%*** or else above that (Mohamed *et al.* 2021). With the help of enhancement in power from ***3.3kW to 6.6kW*** including up to ***20kW*** the charging-oriented efficiency might enhance as the losses would remain equal.

Electric conveyance charging might be performed through either wired that is conductive or through the wireless process that is inductive charging. The wired charging process is a conductive system that utilizes metal contact among EVSE including the charging inlet about the conveyance (Mude, 2018). This conductive system is popular as it is cost-effective and it is wired charging, issues with filthy wires along with safety-oriented concerns in wet spheres are tremendous drawbacks about this system. These charging issues might be mitigated by charging those conveyance batteries as WPT. On the contrary, the concept of the wireless charging system is also popular, and this wireless thought can be traced before to the late nineteenth century, at the time Nicola Tesla was designed as the first wireless conveyance, a wireless bulb (Machura and Li, 2019). In addition, wired systems have gained more attention from consumers than wireless systems.

Materials and methods

Nowadays, utilization of conductive changing is continuously increasing in terms of charging electric vehicles and as wireless inductive charging method is expensive due to that it is comparatively less in utilization. A conductive charging method can be both AC and DC and in Indian standards, both methods of AC and DC are utilized (Mahmud *et al.* 2017). In India, the percentage of electric vehicles is numerous; therefore, the charging facilities of these electric vehicles are also different.

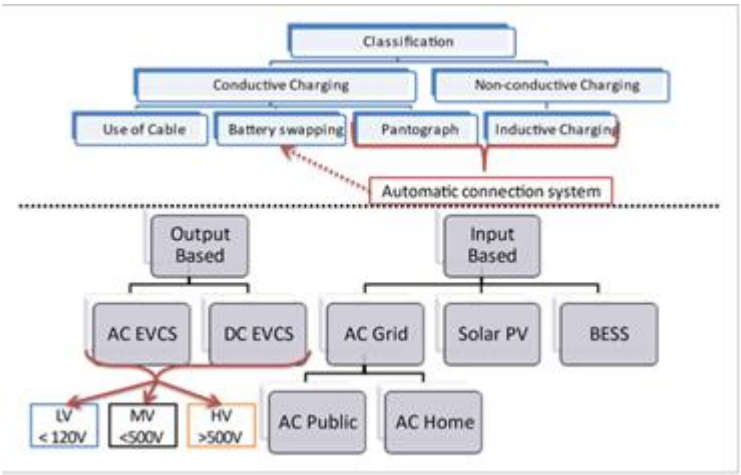

Figure 5: Conductive charging method

(Source: Mahmud *et al.* 2017)

Consumers naturally prefer low-cost charging facilities rather than higher costs; therefore, consumers prefer conductive charging methods. Charging the battery of EVs with the utilization of power cable or else charging cable is more classified as conductive charging of EV.

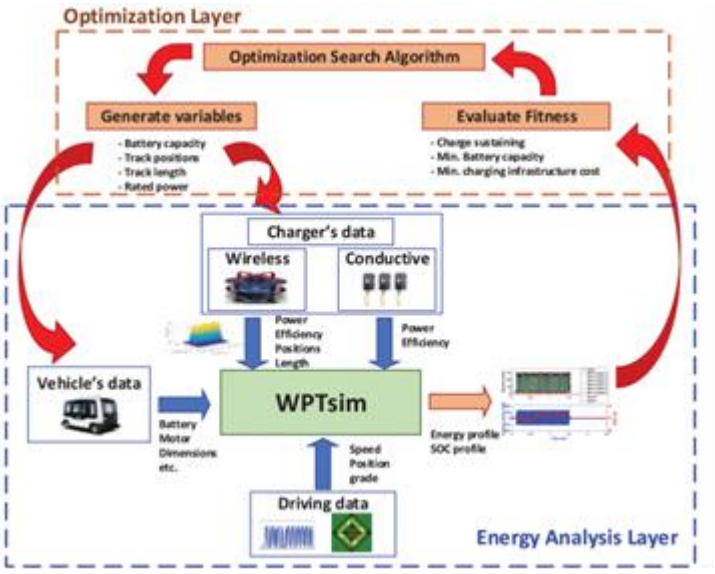

Figure 6: Conductive charging design

(Source: Mahmud *et al.* 2017)

Result and discussion

In this research, the unique EV charging processes have been represented. An electric conveyance might be charged through conductive or else inductive charging. Utilization of the conductive system the battery is interconnected through a cable including that plugged straightforwardly into an electricity supplier. Charging those vehicles with the help of a wired connection between the electric conveyances along with that electric conveyance supplying equipment will be beneficial (Nguyen, 2020). Conductive charging method utilizes direct connection among the EV connecter including that the charging inlet and the charging cable might be fed through a standard electrical outlet or else charging station. In addition, EV levels

related to charging modes including varieties are analysed in this overall research paper. The level of charging has been described through the "level of power" of a charging outlet.

Mainly there are three levels of technology-oriented to charging and these are mainly Level 1, Level 2, and Level 3 processes of charging. All these charging modes can be described as the safely communicating protocol among EV including charging stations. Considering the overall research process, it can be stated that the conductive charging process is more effective than the inductive charging process. The conductive charging process is more time saving, cost-effective and it helps in supplying fast charging procedures. On the other hand, the inductive charging process is nearly slow and as it is wireless, therefore, it is more expensive to utilize. Thus, it can be stated that a conductive charging system is a more effective method to use. Also, AC and DC charging levels have been meticulously described in this overall research paper. In addition, in this research process conductive and inductive charging procedures comparisons have also been showcased. It also depicts that the working of these two charging processes is Conductive along with inductive charging utilized in electric conveyances for charging batteries.

Advantages of conductive charging

Several charging processes are there in terms of providing charging to electric conveyance. These EVs are mainly taking over the share of the market of conventional internal combustion engine conveyances (Das *et al*. 2020). Conductive power transferring utilizes a conductor in terms of connecting two separate electronic conveyances to transfer the energies (Earl and Fell, 2019). Utilizing this conductive charging process has several challenges and it also has numerous opportunities to use. These opportunities of using conductive charging are manufacturing opportunities, massive surge in the ***B2B facilities***, ***ICE scraping*** along with that ***battery technology***.

Conductive wired charging is always more effective than utilizing an inductive charging system. A cable connection is needed before charging because it is a wired method and currently this wired process is utilized to couple EV charging technology including EV. The major reason behind the utilization of the conductive charging process is it provides ***fast charging facility,*** and it is ***less expensive***. This ***innovative charging facility*** offers several drivers effortlessly and it is a more ***time-saving process.*** This system has a ***higher efficiency rate***, it causes ***lower emission***s, and it enhances more ***safety precautions.*** Therefore, it can be stated that the utilization of conductive systems can be more beneficial than using wireless inductive systems.

Scope of development

Some several new developments and methods can be taken in terms of making conductive charging methods more effective. Accessibility, including the robust networking of this electric conveyance's charging-related infrastructure, can be a significant prerequisite in terms of obtaining this ambitious transition (Karakitsios *et al*. 2018). The Indian Government has instituted several enabling policies in order to promote the effective development of the charging-oriented infrastructure network. As in India CO_2 emission is continuously increasing and utilizing conductive charging is for lowering CO_2 emissions. The Indian Government needs to make numerous policies to make conductive charging more effective in case it would lower down carbon rate.

Conclusion

Through the above overall research, it can be concluded that the conductive charging method provides more benefits than the other two charging methods. The increasing concern of CO_2 emission, effects of greenhouse gas along with that adaptation of latest environment-friendly sustainable choices to the ICE driven conveyances. There are mainly three varieties of charging methods in order to charge EVs. Charging can be done through conductive or else inductive charging method and the third process is through changing the batteries of conveyances.

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