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FAST CHARGING AND SMART CONTROLLING OF AN ELECTRIC VEHICLE BATTERY

Shubham Kadam[*1], Akash Jagtap[*2], Aniket Waghmode[*3], Aniket Abdar[*4], Prof. V.P. Mohite[*5]

[*1,2,3,4]Student, Department Of Electrical Engg. Jaywant College Of Engineering & Polytechnic K.M.Gad, Tal.Walwa Dist. Sangli, Maharashtra, India.

[*5]Prof., Department Of Electrical Engg. Jaywant College Of Enggineering & Polytechnic Killemachhindragad Tal.Walwa Dist.Sangli, Maharashtra, India.

ABSTRACT

Global warming has contributed to the rapid-fire preface of electric buses. Due to the increased number of EVs on the road, it isn't provident and effective to charge the vehicles with conventional reactionary energy grounded grid. Therefore a charging station concentrated on renewable energy has immense implicit and power for charging electric vehicles. For the current script, an electric vehicle charging station which integrates solar power and a Battery Energy Storage System (BESS) is planned. An fresh grid support is frequently considered for intermittent electricity in the charging station, without being an gratuitous burden on the grid. For optimum power operation between solar, BESS, grid with the EVs in the charging station, an effective armature of charging station is erected with INC MPPT and current control strategy.

I. INTRODUCTION

Throughout the 21st century in the field sustainable transport growth, we're facing the double pressures of energy and environmental issues. The focus of attention has been on electric vehicles as clean and effective eco-friendly new energy vehicles. Climate change has brought worldwide mindfulness of the dangerous goods of reactionary energy consumption. The electric vehicle product sector is seen as a significant step to reduce hothouse emigrations. Perfecting electric auto charging structure, availability for consumers, consumer charging costs and installation of electric vehicle stations will directly impact the marketing of electric buses and will decide the product and design capabilities of electric vehicles. Hence the effective design of charging points for electric buses is of considerable significance. Generally speaking, the charging installations for electric buses will be of colorful forms including primarily battery switching stations and rapid-fire charging stations. Fast charging stations are believed to have the eventuality that has been used, and accordingly, further and further attention has been paid to their optimal planning in recent times. Throughout the present study, it's presumed that the design of the electric vehicle charging station is handled by a single body, whose main concern is to meet the changing requirements according to the conduct with which the electric vehicles are powered and considerations of the battery capacity are also handed to reduce the distribution losses due to the electric vehicle charging inflow and power network.

II. METHODOLOGY

1. PV panel The photovoltaic process converts energy from sun to electricity. We use low volume PV panel for our charging station.

2. Charge regulator The charging regulator is a system able of moving force in one direction only, which means that the force handed in the PV panel at night is small. The force is also flows from high voltage to low voltage, and the voltage from the battery can be rear inflow to the PV side, which can bee-ISSN 2582-5208 International Research Journal of Modernization in Engineering Technology and Science Volume02/ Issue03/ March-2020www.irjmets.comwww.irjmets.com@International Research Journal of Modernization in Engineering, Technology and Science (589) averted with the use of the charging device. We use 10A/ 12V power charge regulator for our lading station.

3. Motor The MSEB force is supplied to the step-down motor that can turn the voltage down. We step down the voltage by 12V, 10A for our Charging Station.

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4. Rectifier The step-down voltage is handed to the therapy that converts the voltage of the AC to DC. The therapy position for our charging station is over to 10A.

5. Auto Change over Unit Supply from PV panel & force from therapy is handed to bus- change over turn, the force stability can be retained. We may use any one force according to demand.

6. Battery Bank The battery bank is supplied by Bus Turn Over Unit. The force is transferred to the inverter when the battery bank is filled. However, the battery bank is used then, so it offers provisory security for force, If all force (MSEB & Solar) is disintegrated.

7. Inverter We use AC charge regulator grounded onmicro-controller so we need AC force, so the inverter is used to convert DC force to AC force. The inverter supplies the Cargo Controller with an ac.

8. Motor AC force is needed to step-down; the step down motor for each charge regulator is used for that purpose.

9. Circuit Breaker & Relay Circuit The relay circuit detects the system fault and sends the circuit swell warning. The circuit swell breaks the circuit & provides device security

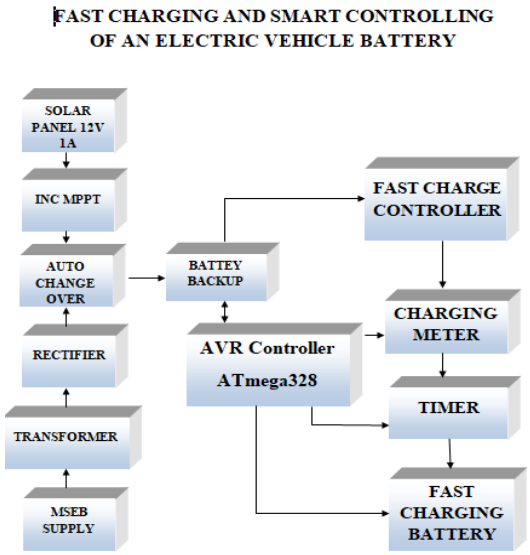
10. Charge Controller The charge regulator grounded on a microcontroller used to control the force of charges. When EV charging has stopped it trips the force. For charge regulator we use a separate bracket to charge each EV auto.

11. Timekeeper Timekeeper can have precise time period estimation to determine how important time an Electric Car takes to charge.

III. WORKING

Electricity from the grid is delivered as interspersing current (AC) but the EV requires direct current (DC). A therapy needs to sit between the grid and the battery to convert one to the other. For home and third party public charging this AC-to-DC conversion is done by the EV's on- board therapy. AC current at the charge harborage is converted to DC for the battery by the therapy.

Superchargers deliver high voltage, high current DC electricity directly to the EV's battery, bypassing the on-board therapy. This allows the Supercharger to push electricity into the battery as presto as the battery can take.



IV. OBJECTIVE AND SCOPE

For a many days, batteries for electric buses are charged by taking a longer period between 3 or 4 hours. It doesn't have acceptable monitoring and effective service, moreover. There's just grid to vehicle network. However, and it isn't doable to admit battery charging, which is the main concern, If there's some system malfunction so it interrupts the whole force. e-ISSN 2582-5208 International Research Journal of Modernization in Engineering Technology and Science Volume02/ Issue03/ March-2020.

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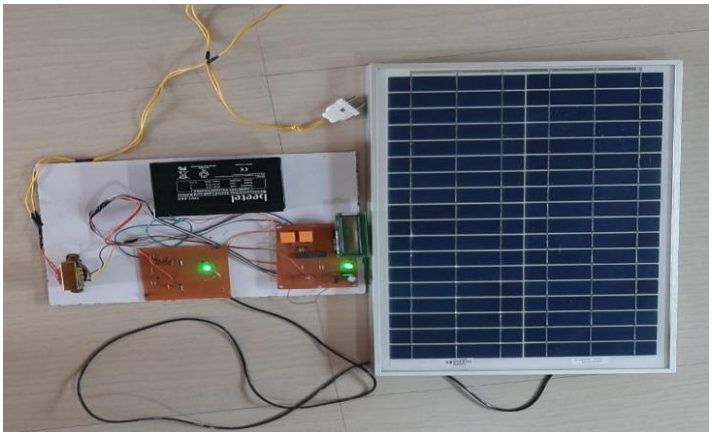
www.irjmets.comwww.irjmets.com@International Research Journal of Modernization in Engineering, Technology and Science (588) The fast charging and smart monitoring of electric vehicles can be attained by using this system. Durability of power force can be assured when using this mongrel device and it can also grease the use of clean energy sources. That system provides all vehicles with dependable operations. With this device we can indeed do wireless charging. Increase in number of charging stations would boost electric auto purchases. In the end, India will have public electric charging stations as a reality rather of just a pipe dream. The Indian government has declared that there would be at least one EV charging station in the metropolises in a 3 km grid and an electric auto station will be located every 25kms on the trace, meaning that the construction of EV charging stations will rise fleetly.

V. DISCUSSION

As we know project title and what we are working on. So daily required bike or car is running now on electricity. As we see that there are also charging station for that but its takes several time to charge the vehicle, but we are value the time and we are think to create the fast charging for electrical vehicle we make it in such low cost mechanism so everyone should ease to consider that for there vehicle. We not make any complicated circuit and not any expensive machine. Its just have low maintence and low running cost also . That is our project.

VI. RESULT

If we supply the power that is in the form of ac to the charging station it will converted into dc and fed to the car by the controlled manner and a fastest way the car will be charged for the further operation of car. As the we created that charger we can plant it on the tool plaza and fuel pump also . We are happy that we are able to create a such idea about new technology and in future we will try to make allot of things as well.



VII. CONCLUSION

As India is country with vast road network, if country wants to boost the fashion ability of EV's, it need to install as numerous charging station as possible. Installation of charging station is much easier, but lack of knowledge makes it delicate to handle. Proper knowledge will surely ameliorate current state of structure.

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