AN REVIEW OF VEHICLE TO GIRD TECHNOLOGY

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Abstract: ***The Plug-in vehicle can perform one as capacity or as a shared energy and power source in a consideration known as the Vehicle to grid (V2G). V2G automation has been collected generally consideration because a huge load of electric vehicles to introduce into the exchange regularly. The electric vehicle (EV) as a different electricity capacity, can be recycled as a mobile cache tool to perform capacity compose in the power grid and to transfer stand or stage. For the renewable power sources organization. The authority scenario for V2G and convoluted major argument are considered in specifics, such as battery overworked charging stations and bidirectional charger along with the integrated management independent management and battery executive scenario exclusive, the productive gain from the pair the EV and power grid holder's and analysis evolution regulation are considered in the paper.***

Keywords: vehicle to grid, electric vehicle, optimal management, executive, steady battery management, key issues.

1. Introduction

The approach of V2G (vehicle to grid) is proposed to determine the raised issue [1]. Where its basic concept is to benefit a considerable measure of storage efficiency of electric vehicles (EVS) as the cushion for the power grid and renewable electricity as displayed in figure1.

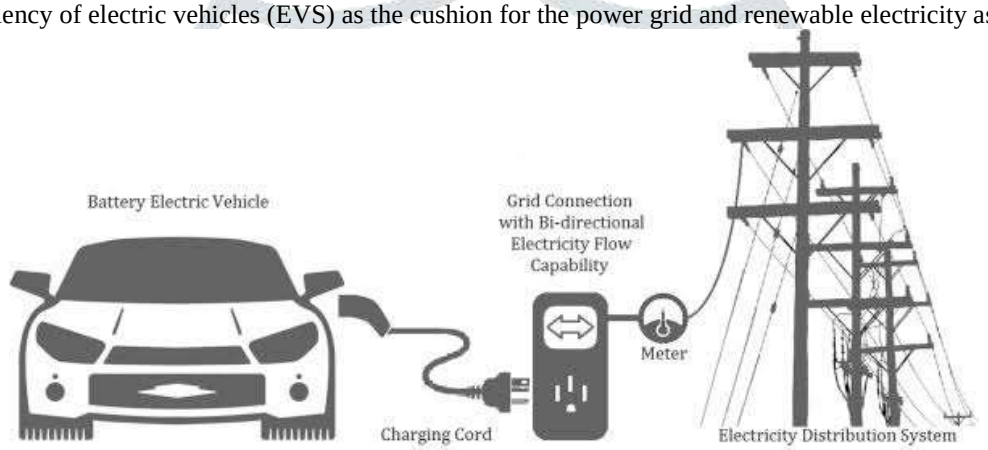

figure1: vehicle to grid configuration.

When the organization capacity need is small, the not used power in the grid can be stored in the EVS so as to escape misuse. The EV customer can thus purchase electricity close to the grid with above amount so that positive profit can be achieved from this business management [2].

The plug-in hybrid electric vehicle (PHEVs) and perfect electric vehicle (PEVS) are continuously introduced into the retails [3]. Give to the analytical details, there are almost 20 hours per day for the vehicles in the static state, over which duration it existing ineffective benefit. If there are sufficient quantity of these vehicles, their complete battery space is noticed as a bumper for the power grid and renewable energy structure.

However, the electric vehicles cannot connect to the grid openly and uncontrollable. It would element severe disturbance to the grid with a huge quantity of charge demand from the EVS if the grids are in peal-load duration. As for the vehicles, in enlargement to transfer ancillary assistance for the grid, they will satisfy the regularly periodic driving condition. Therefore. It is essential to consider the V2G automation to equivalent the charging/discharging management between vehicle and grid so that it will not influence the power grid working and restrain the regular use of transportation. V2G automation exhibit the energy discharge among the EVS and grid with common real-time tractable and elevated speed Characteristics [4].

The excess of the paper is methodized as displaces section 2 bidirectional converter for plug-in hybrid electric vehicles. The sophisticated power system application V2G in key issues in section3. Future work and conclusion are given in section 4.

2. Bidirectional converter for plug-in hybrid electric vehicles.

From the grid context, it is essential to separate the EV charging capacity logically to escape the regular grid peak-capacity duration so as to decrease their concussion on the power grid and other avoidable development contribution on sending grid and transportation grid which can protect the integrate improvement of a power grid and electric vehicles. Accordingly, EVS charging has to be controlled or regulated to conclude peak crop and valley filling scheduled to their everyday utilization demand with the operation of efficient commercial frequency or specialized frequency which is the theory of controlled charging.

2.1. Bidirectional AC/DC and DC/DC converter for plug-in hybrid electric vehicles.

Hybrid electric vehicle (HEV) technical knowledge give an efficient solution to obtain higher fuel economy improved performance and lower discharge compared with regular vehicles [5]. Hence plug-in-hybrid electric vehicle (PHEV) develop fuel economy and pare discharge even more. PHEVs have a battery pack of large energy frequency and can run exclusively on electric power for a disposed of range. The battery pack can be recharged by a part outlet. In this paper, different regenerate bi-direction AC/DC charger and DC/DC converter for PHEV s and hybrid /plug-in-hybrid alteration is planned the regenerate converter is capable to function as AC/DC battery charger and to move electrical energy between the battery pack and high-voltage bus of the electric absorption system it is shown in figure.2 the regenerated

converter has a subtracted number of high –current inductors and current transducers and has transfer fault-current resistance in PHEV conversion. A regenerate AC/DC charger and bidirectional DC/DC converter of PHEV function have been being in this paper [6]. The planned regenerate converter has been related with real topologies and its advantages have been related with real topologies and its advantages have been identifying out. Alteration in conduction loss and efficiency scheduled to the more diode and switches have been addressed. Complete the simulation and temporary prototype, the process for the three operating modes. The solution of buck and boost for plug-in-charging of the add-on battery. Boost for discharging the add-on battery, and a buck for integrated charging of the add-on battery have been established. A power authority planning has been appliance using T18 DSP 320F812. The monitor chosen the control planning and proper operating modes according to input/output voltage-current give. To prove the essence of the introduce converter for PHEV function, an onboard testing prototype and vehicle power-authority system need to be carried out in a real vehicle and fault resistance of the actual should be analyzed in real-world function

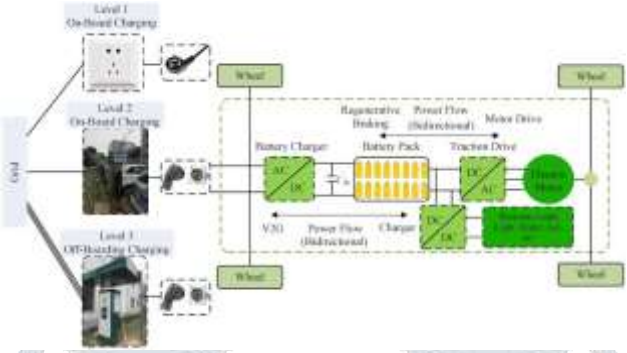

Figure2. Bidirectional power flow ac to dc and dc to dc.

2.2. Coordinated charging of plug-in hybrid electric vehicles in smart hybrid AC/DC distribution system.

This paper introduces a network integrate access for plug-in hybrid electric vehicles charging in smart hybrid AC/DC transport system [7]. The objective of the planned process is to excellent charge the PHEV is all right to enlarge the PHEV holder achievement without opposing the network pressure. The charging which produce the PHEV holder in this task are based on actual time estimate. The planned access introduces the application of which PHEV holder demand PHEV batteries aspect and hybrid sharing system check. As well, a sliding window view is includes to speed handling the PHEV charging and the system create converters in actual-time. A 38-bus test system has been adjusted to add pc links and used to approve the advance online charging design. The analysis result openly indicate the effectiveness of the planned process. This paper includes integrating charging design for PHEVs in smart hybrid AC/DC sharing system [8]. The integrated access relies on the two-way connection infrastructure under the paradigm of the smart grid. The planned PHEV charging integrate approach aims to ideal allocate the charging energy in low cost periods to obtain minimum charging cost for PHEV holder without oppose system special motive. The planned access takes into application the PHEV holder motive. PHEV batteries, aspect and grid constraints. As well the planned access take drop time window to combine the development of future system state and future charging decision on the equipment charging finding. The planned integrated charging scheme is examined on a hybrid AC/DC sharing system and related with an uncoordinated charging scenario for less and large PHEV penetrations. The reaction turn the success of the planned access, which perforce lower the charging costs for the PHEV holder and the point use for the electric point. As well, the access is converted for large PHEV diffusion to access attention of maximizing the battery

2.3. Bidirectional isolated vehicle to grid (V2G) system an optimized implementation and approach.

This paper being an develop configuration of a bidirectional single-phase vehicle to grid (v2g) system which inheres of a DC/AC inverter and a full-bridge hidden DC/DC converter [9]. A configuration current controller is created for the DC/AC converter that upgrades the system operation in terms of reduction switching failure whereby expanding the efficiency of power-flow. It controls the DC- link voltage established on the rapid electric vehicle (EV) battery voltage while giving the peace power factor over the operation of the system. A phase shift monitor is also formed for the DC/DC converter that gives the bidirectional operation and control discharge and charge process of EV battery in soft switching quality. The scheduled system is configured and simulated using PSCAD software. From the simulation results, it creates that this configuration V2G system give good performance in charge of the operation in peace power factor, reduction switching force losses and increasing total efficiency. In this paper, a configuration utilization of a bidirectional single-phase V2G repose of an H-bridge DC/DC converter has been scheduled [10]. The scheduled current investigator for the DC/AC converter control the DC-link voltage placed on battery voltage and balanced with the turn ratio or HF generator placed between two full-bridge DC/DC converters as a result, the current importance at the primary and secondary side of HF generator is decreased automatically whereby the efficiency of the V2G is corrected. Also, it required the system to operate in peace power factor over both charging and discharge modes of battery while giving the advantage of soft-switching mode for DC/DC converter [11]. The future aim of this research is to progress a prototype V2G system using silicon-carbide switches and a high- efficient generators.

2.4. Power control of bidirectional DC-DC module for V2G

In the after decade, the fast evolution of electric vehicle (EVS) and their charging turn will become unnecessary directional. Inform to conform EVS into the grid efficiently and produce complete use of the mobile energy characteristics of them, high productive support and resourceful control of the Attachment between EVS and grid are current extensive issues. Established on this a multiport bidirectional DC-DC module (MPBDM) with the improvement of bidirectional power progress, compact control, less static components and clear development is expected in this paper[12]. The cartography operation principles and management system of expected MPBDM are presented in particular with five-part MPBDM model made in MATLAB/SIMULINK. The simulation result finds out, the same of the EV'S combined in an MPBDM can be charged while other discharge at the like time so that the singular EV is able to adjustable return to the power quickness from system operator complete expected bidirectional power control design. An innovative multiport bidirectional DC-DC factor named MPBDM with a benefit of the less passive factor, bidirectional power flow, clear development and compact control is scheduled in this paper to be tested in the future V2G outline. Detailed cartography control planning and operation principle based on the theory of time-

allocation energy transmission is presented and consider. Moreover, a five-port MPBDM is fixed and three cases are studied in MATLAB/SIMULINK. Simulation results show that EVS unified in an MPBDM can be moderately charged and moderately discharged at the equal time given to certain demand by scheduled bidirectional power control planning on the basis of a function ratios online estimate method so that the V2G efficiency of EVS can be complete more intelligently. In extension, power catch control of all ports could also be concluded. Therefore, the possibility of the system and the utility of the control planning are established.

3 Major problem sophisticated in V2G.

3.1. V2G and G2V electric vehicle charger for smart grids.

At this time electric vehicle (EV) chargers right to an agreement fast charging and in the scope of the smart grid they should also be able to be able to give additional services to the grid thus acknowledge bidirectional power flow. As a solution to these condition in this work, it is expected a close modular fast charging system acknowledge grid to a vehicle (G2V) and vehicle to grid (V2G) [13] operation to agreement modularity and reduced operating voltage the system benefit an organization of single-phase inverters as shown in figure3. Also, the high-frequency transformer is named to grant volume reduction of the whole EV charger. The recover results show that the scheduled system grant fast charging (less than 30min) G2V and V2G operation and least power quality force in the connection to the grid agreement that the grid currents total harmonic distortion is under than 5%. In this paper condensed modular fast EV charging system grant G2V and a V2G operation was scheduled for a high modularity and under operation DC voltages. The dynamic isolation was approved using high-frequency transformers. The recovery results have shown that the scheduled charger admit fast charging (30min to increase the SOC from 20% to 80%) most singular power factor and minimum harmonic pound in the connection to the grid (THD<5%). The scheduled charger admit V2G operation and the current outfitted by the battery can be controlled. In the connection to the grid approximately singular power factor protected and the grid current THD is reduced than 5% which is enclosed by the values defined in worldwide standards.

Figure3: V2G and G2V system

3.2. Study of single-phase bidirectional battery charger for high power application

This paper instant a detailed scope of wide recycled single-phase bidirectional battery charger which forms a pulse-width modulation (PWM) converter in front-end and a dual active bridge (DAB) converter for huge power utilization. The computer simulation of PWM converter and DAB converter are individually exposed to support imaginative determination. A prototype converter was made and proved at disparate operating surrounding observation result at 3.3KW are given to find out argument and simulation results correspondingly[14]. This paper evaluates completely the operation principle of single-phase bidirectional battery charger complete calculation summary and computer simulation result. A prototype converter has been completed and proves at 3.3KW at220V to find out a logical study. The dynamic of a system is established by charging output intense power via Locating up output current resource value

3.3 conversion method for the vehicle to grid applications.

This paper instant a different multi-function conversion method for vehicle to grid (V2G) function. The expected bidirectional charger can conclude three parts containing EV battery charging grid connection and reactive satisfaction. Which are passkey for energy executive of the grid with the expected multi-function automation the bi-directional charger will gain both the grid and electricity consumer? A hybrid control of energy bidirectional translation for a V2G system is expected in this paper, which subsists on the battery side detective and the grid-side detective [15]. The expected multi-function alteration capacity develop the perfect system achievement with proportional-resonant (PR) control and conclude reactive power rectification with rapid reactive argument and a deadbeat control theory. Simulation and unproved results prove the substance of this new multi=function method in a V2G system. This paper presents a new multi-function conversion method for vehicle to grid (V2G) containing bidirectional convert topography control planning and reactive satisfaction function located on V2G. A circuit topography containing a stability unit for V2G located on the domestic electric system in the chain is presented located on the circuit an combined control planning for V2G energy bidirectional transmission which repose of battery side reserved and a grid-side reserved is an application. In order to develop the whole system work, a proportional-resonant (PR) control is tested. Furthermore, the control layout of V2G for reactive power rectification is evaluated. A control theory connected with rapid reactive power revelation form and deadbeat control is operating completely simulation and observation are carried out to find out the utility of the planned circuit and control layout. The simulations and observation results show that the method system and finish great in multi-function alteration along with V2G energy bidirectional conversion and reactive power rectification.

3.4. Cost-benefit estimation and study of a V2G system.

In different electricity tariff market as a necessary sector of the smart grid. V2G (vehicle to grid) has been recover comprehensive interest and in-depth application. In this paper communicative the outline of the year 2020 in the urban district o Chongqing, China, for example, the capacity of EVS (electric vehicle) and EV charging efficiency are determined. The results show that return per V2G electric car is static too small, and it's not complete to motivate electric car holder to perform in the V2G process the major comprehension is that the great cost per kWh of EV battery and approximately small peak-valley electricity cost ratio. The price and assistance of V2G system should be determined established on an acceptable assessment of the size of EVS and charging base in the object year [16]. From determined results of the case of the urban area of Chongqing city, it can complete that even for BTD.E.6 whose battery price is reduced and battery quantity is better, the anniversary net return of each EV user is static too small and not return to activate EV holder to perform in the V2G mode. Whose battery price is larger than and battery quantity is lee it is unreasonable to manufacture profit at all if they perform in the V2G system. The main comprehension is the high cost per KWH quantity and peak-valley electricity cost ratio is rather, small, which result in less V2G electricity transaction return with the comfortable evolution of EVS and the improvement of battery automation, EV batteries will use develop the net return of V2G system.

3.5 Vehicle-to-grid voltage support application.

A steady and sufficient communication network is essential for smart grid operation. It is necessary to calculate the work of network support with respect to the discrete demand charge by different smart grid operations to provide system security. Due to the complicated dynamics prove communication and electrical system, the discrete study on smart grid faces a test, as a result, complete simulation platforms are the charge for the study of dependence between the different system. In this paper, We consider the scheme of our smart grid co-simulator PSCAD/EMTDC with network simulator OPNET. In inclusion, we information a case study on vehicle-to-grid (V2G) voltage backing WIFI vehicle-to-support outline [17]. With the fast development of smart grid automation necessary to have a tool to consider a system to manage good designs. In this paper, the design condition of a co-simulation platform produced upon PSCAD/EMTDC and OPNET have been presented A case study the capability of our co-simulator in calculating the performance and sufficiency of communication base with respect to smart grid function. The co-simulation results display that by using low inactivity WIFI/IEEE 802.11g in vehicle-to-base(V2B) communication alternative of WiMAX/IEEE 802.16e, better power quality work can be achieved.

4. Conclusion and future work.

V2G can transfer observable profit no matter from efficient condition and utilization condition where is understanding technique can be divided into five types are outlined as V2G and G2V electric vehicle charger for smart grids, Study of single-phase bidirectional battery charger for high power application, conversion method for the vehicle to grid applications, Cost-benefit estimation, and study of a V2G system, Vehicle-to-grid voltage support application. Besides, equipment integration low cost is important to increase directions of V2G and high efficiency. At started China is forming great efforts for the increase of electric vehicles commercial definite suggestion are given for V2G.

1. In the development of grid, nominate V2G to consider more equipment and V2G strategic plan and operational conditions and strengthen the basic research on V2G.
2. Development of electric car base and multi real-time control methods with confusion is congestion control, frequency regulation, the voltage adjusting
3. Create V2G lead projects in optimal operation and microgrid, then try scale operation up to the excessive power grid.

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