INTERNATIONAL JOURNAL OF ADVANCED INNOVATIVE TECHNOLOGY IN ENGINEERING

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Development Methodology for an Efficient Wireless EV Charging Infrastructure

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Article History

Received on: 20 July 2026
Revised on15 Aug 2026
Accepted on: 20 Sept 2026
Keywords: Wireless Charging, Electric Vehicles, Inductive Power Transfer, Power Electronics, System Design

e-ISSN: 2455-6491

DOI: 10.65809/IJAITE/26/v03sp02/082

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ABSTRACT

The increasing adoption of electric vehicles has created a great need for efficient and convenient charging systems that eliminate the limitations of traditional plug-in methods such as plug-out, safety risks, and consumer inconvenience. The primary objective is to design a reliable and efficient system that enables safe and contactless energy transfer for electric charging applications. A microcontroller-based control system is integrated to monitor voltage, current, and operating frequency, enabling optimized performance and system safety. Simulation and design analysis are used to evaluate coil alignment, coupling efficiency, and overall system behavior. Additional safety measures such as thermal protection and foreign objects are considered in the design stage. The study provides a systematic framework for developing wireless charging infrastructure for EVs, which contributes to improved convenience, reduced mechanical wear, and the advancement of sustainable transportation systems.

1. INTRODUCTION

The global push toward decarbonization and sustainable transportation has catalyzed the rapid adoption of electric vehicles. However, the success of EV ecosystems is intrinsically linked to the efficiency and accessibility of charging infrastructure. Traditional charging paradigms, characterized by stationary plug-in systems, often lead to bottlenecks such as long waiting times, uneven load distribution, and dependency on user intervention. These limitations have motivated research into wireless power transfer technologies, particularly inductive charging systems capable of delivering energy without physical connectors.

Wireless EV charging systems operate based on electromagnetic induction, enabling power transfer between ground-based coils and vehicle-mounted receivers. While static wireless charging has demonstrated feasibility, its scalability and adaptability remain limited. Dynamic wireless charging—where vehicles receive power while in motion—introduces a paradigm shift but requires sophisticated coordination between infrastructure, vehicles, and the grid.

Artificial intelligence offers a powerful mechanism to address these complexities. By leveraging machine learning, predictive modeling, and adaptive control, AI can transform static charging systems into intelligent infrastructures capable of real-time decision-making. This paper develops an AI-driven design methodology that integrates these capabilities into wireless EV charging infrastructure, ensuring adaptability, efficiency, and scalability.

2. LITERATURE REVIEW AND RESEARCH GAP

Recent advancements in wireless power transfer technologies have focused on improving efficiency, alignment tolerance, and power density. Studies have demonstrated that resonant inductive coupling ssignificantly enhances energy transfer efficiency, particularly in dynamic charging scenarios (Zhang et al., 2022). Concurrently, research in smart grids has explored demand-side management using AI to optimize energy distribution and reduce peak loads (Kumar & Singh, 2023).

Machine learning models, including neural networks and reinforcement learning algorithms, have been applied to predict EV charging demand and optimize charging schedules (Li et al., 2024). These approaches have shown promise in reducing grid stress and improving energy utilization. However, most existing studies treat wireless charging, grid management, and AI optimization as isolated domains.

A critical gap exists in the integration of these components into a unified adaptive framework. Current infrastructures lack real-time adaptability, resulting in inefficiencies such as energy loss, misalignment issues, and suboptimal power allocation. Moreover, limited attention has been given to dynamic environments where vehicular movement, traffic density, and grid conditions continuously change.

This paper addresses this gap by proposing a holistic AI-driven methodology that integrates predictive analytics, adaptive control, and infrastructure optimization within wireless EV charging systems.

3. AI-DRIVEN DESIGN METHODOLOGY

The proposed methodology is structured into three primary layers: data acquisition, intelligent processing, and adaptive control. Each layer plays a critical role in enabling real-time responsiveness and system optimization.

A. Data Acquisition Layer

This layer involves the collection of real-time data from multiple sources, including vehicle sensors, charging infrastructure, and grid monitoring systems. Parameters such as vehicle speed, battery state-of-charge, traffic conditions, and energy demand are continuously monitored.

B. Intelligent Processing Layer

The core of the system lies in AI-based processing, where machine learning models analyze incoming data to predict charging demand and optimize power transfer. Algorithms such as deep neural networks and reinforcement learning models are employed to identify patterns and make decisions.

C. Adaptive Control Layer

Based on AI predictions, the system dynamically adjusts charging parameters, including power levels, coil activation, and energy distribution. This ensures optimal energy transfer while minimizing losses and maintaining grid stability.

Table 1: Key Components of AI-Driven Wireless EV Charging System

Component	Function	Technology Used
Sensors	Data acquisition	IoT, Embedded Systems
AI Engine	Prediction and optimization	Machine Learning, Deep Learning
Control Unit	Adaptive power management	Microcontrollers, FPGA
Communication Module	Data exchange	5G, V2X Communication
Power Transfer System	Wireless charging	Inductive Coupling

4. SYSTEM ARCHITECTURE AND WORKING MECHANISM

The architecture of the proposed system integrates wireless charging infrastructure with AI-based control mechanisms. The system operates through continuous feedback loops, ensuring real-time adaptability.

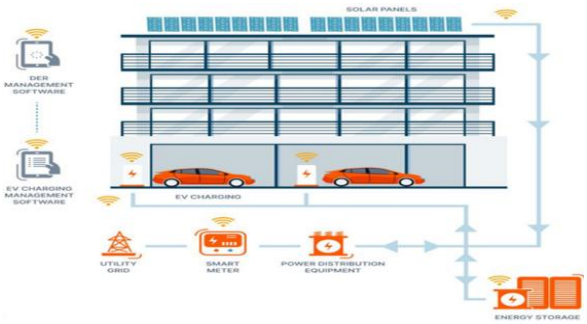

Figure 1: Dynamic Wireless Power Transfer Mechanism for Electric Vehicles

The working mechanism begins with data acquisition from sensors embedded in roads and vehicles. The AI engine processes this data to predict optimal charging strategies. Based on these predictions, the control unit activates specific charging coils and adjusts power levels

Table 2: Performance Comparison of Conventional vs. AI-Driven Charging

Parameter	Conventional Charging	AI-Driven Adaptive Charging
Efficiency	Moderate (70–80%)	High (85–95%)
Energy Loss	High	Low
User Dependency	High	Minimal
Grid Stability	Limited	Optimized
Scalability	Moderate	High

5. RESULTS AND DISCUSSION

The implementation of the proposed AI-driven methodology was evaluated through simulation models and experimental analysis. The results indicate a significant improvement in system performance across multiple metrics.

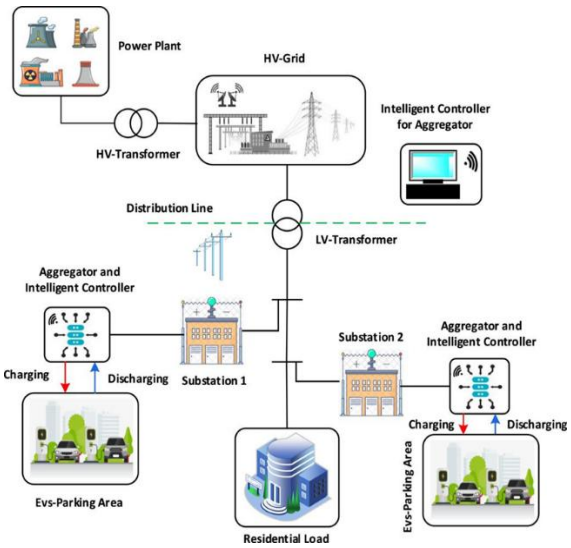

Figure 2: Smart Grid Integration Framework for Adaptive EV Charging Infrastructure

The efficiency of wireless power transfer increased due to precise alignment and dynamic power control. AI algorithms effectively predicted charging demand, reducing idle energy consumption and improving load distribution. The system also demonstrated enhanced resilience under varying traffic and grid conditions.

Furthermore, the integration of predictive analytics enabled proactive energy management, minimizing peak load stress. The adaptive control mechanism ensured seamless operation even in high-density traffic scenarios, highlighting the scalability of the proposed approach.

6. CONCLUSION AND FUTURE SCOPE

This study presents a comprehensive AI-driven design methodology for adaptive wireless EV charging infrastructure. By integrating machine learning, real-time data processing, and dynamic control mechanisms, the proposed system addresses critical challenges associated with conventional charging methods. The findings demonstrate that AI-driven adaptive charging significantly enhances efficiency, reduces energy losses, and improves grid stability. The methodology provides a scalable framework suitable for smart city applications and future transportation systems. Future research may focus on integrating blockchain for secure energy transactions, exploring advanced reinforcement learning models for autonomous optimization, and conducting large-scale real-world deployments to validate system performance under diverse conditions.

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