

A Comprehensive Review Of Emerging Technologies In Solar Powered Electric Vehicles

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Accepted 24-04-2026

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Abstract: *The overuse of petroleum products, high dependency on limited fossil fuels, and the growing pollution due to burning of fuels petroleum, diesel, and other gases, demands the need for sustainable renewable alternatives. The Solar Freeways and solar powered vehicles offer the best solution in automobile industry. This initiative includes embedding solar panels in roadways to generate power for solar powered Electric Vehicles (EVs) and charging it wirelessly. This overcomes the negative effects of pollution caused due to burning of petroleum and other products of fossil fuels and facilitates in saving the limited fossil resources for future, besides it also supports smart city initiatives. The solar powered approach promotes national development, enabling Electric Vehicles (EVs) like electric cars, electric buses and other transportation modes to rely on cleaner electricity rather than fossil fuels. This review paper briefly explores various charging methods and charging systems for renewable-energy-driven Electric Vehicles (EVs). A micro-scale prototype demonstrates a wireless, inductive charging mechanism for moving Electric Vehicles (EVs), enhanced by optimized pre-installed solar panels. Vehicle-mounted coils enable charge transfer to a moving Electric Vehicles (EVs) without stopping the electric car. The complete system of charging comprises of solar panels, a battery, transformers, regulators, copper coils, AC/DC converters, a microcontroller, and an LCD display, illustrating wireless, road-integrated charging. The concept shows how solar-powered wireless charging could be embedded in roads to support Electric Vehicles (EVs) operation continuously, reducing downtime and fuel costs while promoting sustainability. Additional plans include integrating AI assistance and IoT connectivity to create a more intelligent, internet-enabled charging solution.*

I. Introduction

The rising global warming and climate change in today's world has led to rapid development of Electric Vehicle (EV) over the past decade. The most prominent example is Tesla. Electric Vehicles (EVs) offer lower running costs, fewer maintenance needs due to reduced moving parts, and significantly lower carbon dioxide emissions compared to engine vehicles. However, despite the advantages of using an Electric Vehicles (EVs), it still has certain drawbacks which needs to be resolved like conventional stationary charging stations impose long wait times, high infrastructure costs, and limited accessibility. Kalwar *et al.* (2015) have reviewed; "Inductively Coupled Power Transfer (ICPT) for Electric Vehicle Charging [1]. This paper presents a comprehensive review of inductively coupled power transfer techniques for electric vehicle charging. It gives a brief about system architectures, magnetic coupler, efficiency optimization, compensation topologies and misalignment tolerance. The paper includes the comparison stationary and dynamic wireless charging methods and focuses more on key technical challenges such as EM interference, power losses, and standardization issues. Panchal *et al.* (2018) have analysed Static and Dynamic Wireless Electric Vehicle Charging Systems [2]. This paper

gives a review of both static and dynamic wireless EV charging technologies. It mainly compares system architectures, power levels, coil of configurations, alignment techniques, and infrastructure. The authors analyse the advantages and drawbacks of dynamic charging for range extension and reduced battery size, understanding research gaps in efficiency, cost, and large-scale deployment. The dynamic wireless charging systems resolve these issues by enabling seamless charging to a moving EV vehicle transfer through embedded road infrastructure. This approach reduces battery sizes, extends driving time range, enhances user convenience, and improves overall time efficiency. The solar-powered wireless EV charging system integrated with Arduino technology are beneficial and environment friendly. The solar panels capture renewable energy for inductive transmission, eliminating physical connectors and minimizing reliance on grid electricity to reduce maintenance. Arduino microcontrollers oversee power management, real-time communication, safety protocols, and energy optimization, minimizing transmission losses. A user-friendly interface provides live feedback on charging status, battery levels, and system performance. The bidirectional capabilities support

II. Literature Survey

Name of the Paper	Authors and Year	Contributions	Limitations
“Wireless Power Transfer via Strongly Coupled Magnetic Resonances” [3]	A. Kurs et al., 2007	Efficient wireless power transfer using strongly coupled magnetic resonances, framing the foundation for modern wireless EV charging without physical connectors.	Transmission distance is limited, coil alignment is sensitive, high-power EV charging is not scalable.
“Momentum Wireless Power Transfer for Electric Vehicle Charging” [4]	D. Goss et al., 2017	Experimented momentum-based wireless power transfer via vehicle motion, representing feasibility of dynamic wireless charging for moving EVs	Complex road infrastructure is required, vehicle speed varies with efficiency, challenges in deployment.
“Feasibility Study of Solar Energy Integrated Wireless Charging Station for Electric Vehicles” [5]	A. A. Author et al., 20XX	Integration of solar PV with wireless EV charging stations, grid dependency is reduced and improved sustainability.	Large-scale and economic feasibility not fully analyzed.
“Design of a Solar Energy Wireless Charging System for Electric Vehicles” [6]	J. Wang et al., 2020	Design and simulation of a solar-powered wireless EV charging system under varying operating conditions.	Lacks extensive real-time experimental results
“Research on Electric Vehicle Wireless Charging System Based on Arduino” [7]	C. Li et al., 2018	Developed an Arduino-based wireless EV charging system with real-time monitoring and control, improving flexibility.	Limited power handling capability, unsuitable for high-power commercial EV charging.
“Arduino-Based Real-Time Control for Wireless Power Transfer System for Electric Vehicles” [8]	A. Javed et al., 2021	Arduino-based real-time control, to enhance stability and efficiency of wireless EV charging systems.	Controller constraints limit scalability, lack of precision for large-scale systems due to controller.
“Optimal Charging Strategy for Wireless Charging of Electric Vehicles” [9]	J. Park and K. Lee, 2019	Given optimal charging strategies to improve efficiency, charging time, and battery life in wireless EV charging.	Ideal alignment, limited real-world validation.
“Energy Management System for Wireless Charging of Electric Vehicles Based on Internet of Things” [10]	M. Lu et al., 2018	Established a road to IoT-based energy management framework, enabling smart monitoring, control, and grid interaction.	Security risks, communication latency, and infrastructure cost issues not fully rectified.
“Performance Analysis of a Wireless Charging System for Electric Vehicles Using Cuk Converter” [11]	P. Shah and S. Mishra, 2020	Working of wireless EV charging performance using a Cuk converter, achieving improved voltage regulation and efficiency.	System complexity, thermal performance under high load not studied deeply.
“ANFIS-based Real-	M. A. Al-Saffar et al.,	ANFIS is applied for	Computational

Time Energy Management for PV-Battery Hybrid Systems under Dynamic Irradiance” [12]	2021	real-time energy management in PV-battery systems, improving solar utilization and SOC stability.	complexity, performance depends on training data quality.
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"Wireless Power Transfer via Strongly Coupled Magnetic Resonances"[3]. This work shows wireless power delivery using tightly linked magnetic resonances. Using tuned coils, it shows how to move energy effectively over short distances, setting and promoting the stage for today's wireless charging innovations."Momentum Wireless Power Transfer for Electric Vehicle Charging"[4]. The paper looks at using vehicle motion for wireless power transfer on classic resonance techniques. It harnesses/extracts the energy from cars in motion to make Electric Vehicles (EVs) wireless charging more efficient and practical.

"Feasibility Study of Solar Energy Integrated Wireless Charging Station for Electric Vehicles"[5]. This research paper unveils that the solar power can blend seamlessly into wireless EV charging stations. Pairing clean renewables like solar energy with wireless technology, it creates a path to sustainable, eco-conscious, easy charging options for electric cars."Design of a Solar Energy Wireless Charging System for Electric Vehicles"[6]. Focusing on the nuts and bolts of design, this paper outlines a solar powered wireless charging system for Electric Vehicles (EVs). It puts the setup through different scenario, checking performance and durability in all sorts of conditions."Research on Electric

Vehicle Wireless Charging System Based on Arduino"[7]. This study is based on Arduino driven controls for wireless EV charging. It includes setting up real time tracking and adjustments to ramp up the speed and dependability of the charging. "Arduino-Based Real-Time Control for Wireless Power Transfer System for Electric Vehicles"[8]. The paper focuses on Arduino chips for hands on control in wireless power systems. Reliable controls are essential for peak EV charging performance and results."Optimal Charging Strategy for Wireless Charging of Electric Vehicles"[9]. This paper focuses on smart charging tactics for wireless Electric Vehicles (EVs) setups. Weighing efficiency and battery care, it comes up with plans that boost output while cutting environmental harm."Energy Management System for Wireless Charging of Electric Vehicles Based on Internet of Things"[10]. This proposes an IoT smart system for managing and saving energy in wireless EV charging. It explores clever algorithms and grid syncing to reduce waste and supercharge infrastructure performance. The research Paper: "Performance Analysis of a Wireless Charging System for Electric

Vehicles Using Cuk Converter"[11]. "ANFIS-based real-time energy management for PV-battery hybrid systems under dynamic irradiance” [12]. It applies ANFIS for real-time control and for optimizing power in a hybrid PV + battery system. It demonstrates effective and improved utilization of solar energy, better SOC performance during fluctuations caused by cloud cover.

VIPV Systems

The Vehicle Integrated Photo Voltaic (VIPV) embed/carry lightweight perovskite or bifacial panels on EV roofs and sides, achieving 25-30% efficiency via tandem cells with bandgap tuning. These flexible thin-films yield 2-3 kWh/m² daily, extending range by 20-50 km/day in sunny climates. Rooftop panels outperform sides (2.8 vs. 1.3 kWh/m²/day), reducing grid dependence by 30-50% annually while maintaining aerodynamics.C. Leone, M. Longo, L. M. Fernández Ramírez, and P. García-Triviño, have contributed the paper “multi-objective optimization of PV and energy storage systems for ultra-fast charging stations” [13]. This research provides a study of a multi-objective optimization framework for designing Photo Voltaic (PV) and energy storage systems integrated with ultra-fast electric vehicle charging stations. To minimize installation and operational costs while reducing grid dependency and improving renewable energy utilization. Using optimization algorithms, the study analyzes between economic performance, energy efficiency, and environmental impact, demonstrating that properly sized PV and battery systems can significantly enhance the sustainability and reliability of ultra-fast EV charging.

Dynamic Wireless Charging

The road-embedded inductive coils, powered by adjacent solar arrays or simply by solar rays, deliver 10-20 kW to moving EVs at 85-95% efficiency through resonant magnetic coupling. Coils align via vehicle positioning systems, supporting highways and bus routes to cut battery size by 40% and enabling non-stop Electric Vehicles (EVs) operation. Power transfer follows $P = \omega M^2 V_1 V_2 / 2(Z_1 + Z_2)^2$, where M is mutual inductance. This was analyzed by S. S. Premarathna *et al.*, "Dynamic wireless charging systems for electric vehicles" [14].

Hybrid Stations

Solar PV arrays pair with battery energy storage systems (BESS) and V2G inverters for 4-50 kW bidirectional flow, charging 5-10 EVs/hour while exporting surplus to grids. Systems optimize via

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MPPT under variable irradiance, enhancing resilience. Daily load equation: $P = V \times Ah \times 1.3 = 48V \times 30Ah = 1440Wh/day$, ensuring peak demand coverage.

S. N. Meeravali, M. Nikhil, and G. Nagaraju have analyzed, "A grid connected PV and battery energy storage interfaces EV charging station" [15]. This paper works on a grid connected EV charging station that combines solar PV and Battery Energy Storage System (BESS). By using Fractional-Order PID (FOPID) controller, it optimizes power flow, improve grid interaction, and maximize renewable utilization while managing peak loads. The architecture enables EV charging from solar during the day and grid power when PV is not available, enhancing reliability and performance.

MPPT Variants

Perturb & Observe (P&O) iteratively adjusts duty cycle $D = D + \Delta D$ if $\Delta P / \Delta V > 0$, tracking maximum power point at 98% efficiency. ANN with Levenberg-Marquardt trains on irradiance/temperature data: $I_{ph} = [I_{sc} + K_i (T - 298)] \times I_r / 1000$, achieving 99.5% in shading for rapid 100% SOC.

Hybrid MPPT with Neural Networks

The hybrid approaches include; "Hybrid Artificial Neural Network and Perturb & Observe Strategy for Adaptive Maximum Power Point Tracking in Partially Shaded Photovoltaic Systems" [16]. This paper gives a hybrid MPPT approach combining a neural network with the P&O algorithm. The neural network facilitates the controller to stay close to the maximum power point (MPP) more effectively than the conventional P&O method, especially under rapid or dynamic changes and partial shading, resulting in more stable power and faster convergence.

AI/Neural Networks

Artificial Neural Networks (ANN) employ multilayer to predict charging via the concept of

backpropagation, cutting/reducing losses by 25% in clouds. ANFIS integrates/adds/combines fuzzy logic for real-time adaptation: output weights from $\mu(x) = e^{-\frac{((x-c)/\sigma)^2}{2}}$. Boosts SOC by 30% through irradiance forecasting and power optimization.

The optimization was analyzed by S. Orfanoudakis, P. Palensky, and P. P. Vergara; "Optimizing electric vehicles charging using large language models and graph neural networks" [17]. This paper explains Graph Neural Networks (GNNs) combined with Large Language Models for charging prediction and optimization, addressing high-dimensional data. It demonstrates superior performance over traditional methods in dynamic grid scenarios, aligning with adaptive techniques like ANFIS for SOC improvement

Hybrid Optimizers

Cat-mouse and honey badger algorithms are used to hybridize Perturb & Observe (P&O) for global maxima in partial shading, converging 40% faster on buck-boost converters. Optimization solves $\min f(D) = -(P_{PV})$ subject to voltage limits, stabilizing PV-battery-EV flow under changing or dynamic conditions for reliable charging.

M. A. Khan, S. S. Refaat, H. A. Abu-Rub, and R. Iqbal, have contributed "Novel hybrid optimization for MPPT-based EV charging using cat-mouse and honey badger algorithms" [18].

This research proposes a hybrid Cat-Mouse and Honey Badger algorithm to enhance Perturb & Observe (P&O) MPPT in buck-boost converters for solar PV-battery-EV charging systems under partial shading. With 99.99% efficiency and 40% faster convergence by optimizing duty cycle DD to maximize PPV within voltage constraints, stabilizing power flow in dynamic conditions.

The major components of solar powered vehicles are summarized.

Solar Panel

The Figure 1 shows the solar panel.



Fig1 . Solar Panel

The Figure 1 shows the solar panel. It uses polysilicon cells whose output power tolerance is $\pm 3\%$ and a maximum power output of 10 Watts peak (Wp) (Figure 1). The conversion efficiency exceeds 20%, establishing it as an effective renewable energy source. Ideal voltage 17.6 volts and ideal current 0.57 amps, with short circuit current at 0.61 amps and open circuit voltage at 21.6 volts. The arrangement of 36 cells supports a standardized system voltage up to 1000 volts. Operation can be run between $-40^{\circ}C$ to $+85^{\circ}C$, suiting diverse

environmental conditions, while pressure tolerance reaches 30 m/s (200 kg/sq.m.) for stability in windy areas. Standard cable and parts simplify connectivity and installation. Material like aluminium alloy for construction provides strength, corrosion resistance, and reduced weight (Figure 1). Overall dimensions of $340 \times 232 \times 17$ ensure compactness for residential, commercial, and industrial applications. Al-Gburi, A. M. Z. Bidram, and M. H. Abobo, have analysed "Evaluation of MPPT algorithms for solar PV systems with hybrid

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machine learning approaches" [19]. This paper covers hybrid ANN-GA and RF-PSO algorithms for solar panel MPPT optimization, achieving peak power outputs up to 99.2186 W under varying

temperature. The improved performance of hybrid methods overcome conventional P&O, directly addressing solar panel efficiency in dynamic conditions.

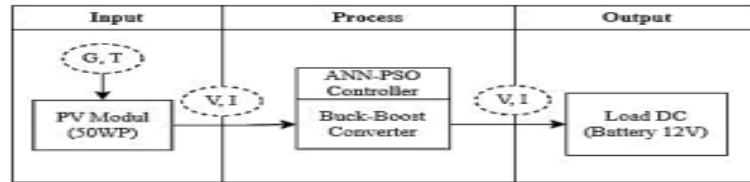


Figure 2. Block Diagram of an ANN-PSO Controlled Buck-Boost Converter for PV-Based Battery Charging

Inverter

The Figure 3 shows the Inverter Circuit.

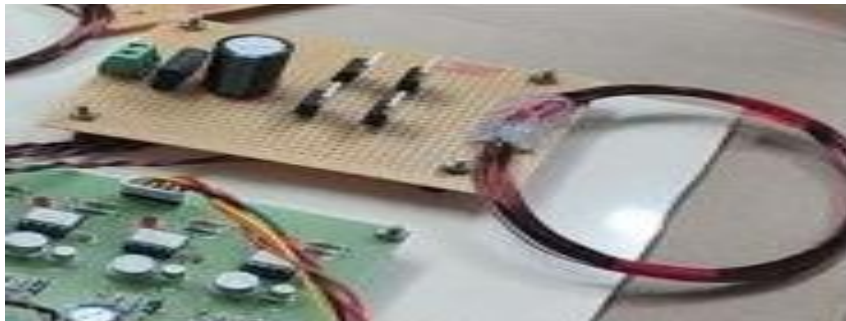


Fig 3. Inverter Circuit

The Figure 3 shows the Inverter Circuit. The majority of home devices and appliances uses AC power (alternating current). Inverters produce AC power by transforming DC (direct current) power from sources like solar panels or batteries. MOSFETs act as high-speed switches to regulate current flow in the inverter circuit. In the oscillator stage illustrated in figure 3, these MOSFETs convert the input DC voltage into a high-frequency AC signal. Capacitors then smooth the output voltage by

storing and releasing energy as needed, providing a stable, reliable supply critical for sensitive electronics. Power from solar panels or batteries first enters the rectifier circuit in figure 3, converting any residual AC to DC, then it is transferred to the inverter stage to convert DC to AC again. This ensures precise AC output generation.

1N4007

The Figure 4 shows the 1N4007 diode.



Fig 4. 1N4007

Electronic circuits frequently use the 1N4007 diode as rectifiers, shown in figure 4, which efficiently converts alternating current (AC) to direct current (DC). With a maximum repeated peak reverse voltage (VRRM) rating of 1000 volts and forward current handling up to 1 ampere as illustrated in

figure 4. It is suitable for moderate power applications. It is mounted easily on printed circuit boards (PCBs) for diverse electronic systems. Quick recovery time make it ideal for power supplies, voltage regulators, and rectification tasks.

Coils

The Figure 5 shows the Coils.



Fig 5. Coils

when you turn on the transmitter coil (the primary coil fig 5), it creates a changing magnetic field. This field radiates outward and powers the receiving coil (the secondary coil) nearby. The receiver then uses electromagnetic induction to generate an alternating current. That current is then converted to direct current that charges the EV's battery. This method

makes charging wireless (by removing the use of physical plugs), safer, efficient, more convenient, and easier for both the car and the charging station. This is all done through wireless power transfer.

Liquid Crystal Display

The Figure 6 shows the Liquid Crystal Display LCD.



Fig 6. Liquid Crystal Display

16x2 LCD displays, as shown in figure 6, offer great flexibility for showing letters, numbers, symbols, and even custom graphics. This provides developers to build intuitive interfaces such as menus, status updates, and info screens that make electronic product way more user friendly. These screens often come with adjustable contrast, so you can customize or adjust the settings for visibility to match your preferences or lighting conditions. That flexibility ensures readable text from different angles and in

various environments, boosting the overall user friendly experience. Also, they connect easily to microcontrollers like Arduino or Raspberry Pi using standard protocols such as SPI or I2C. This setup simplifies adding them to projects, updating info on the fly, and handling things like data logging or real-time monitoring.

Transformer

The Figure 7 shows Transformer.



Fig 7. Transformer

Many electronic gadgets and appliances support low level voltage. In primary case, a stepdown transformer is used to level down high AC power. A step-down transformer takes 230V AC as input and drops it to 12V AC at the output, as shown in figure 7. It works by using a secondary coil with fewer turns than the primary one, creating a turns ratio that safely reduces the voltage (basic principle of working of a stepdown transformer). This provides a reliable, lower voltage perfect for running electronics,

appliances, and lights that can't handle higher levels. It matches the power need by these devices by converting from 230V down to 12V. Beyond just changing voltage, the transformer isolates the connected equipment from the main power source. This protects against voltage fluctuations, surges, and other electrical issues like short circuit.

ESP8266

The Figure 8 shows ESP8266-Based Wi-Fi Microcontroller Module.



Fig 8. ESP8266

The ESP8266 (Fig 8). It runs on a 32-bit Tensilica L106 CPU that clocks up to 160 MHz for smooth performance, with 32KB of internal RAM for fast data processing and support for up to 16MB external flash memory (sufficient for most applications). What really sets it apart is its built-in Wi-Fi (802.11 protocol), which lets it connect to internet networks effortlessly using an onboard antenna. It has 17

GPIO (general purpose input output) pins as shown in Fig 8, which makes it super versatile for connecting sensors, actuators, and other components.

Voltage Sensor

The Figure 9 shows the Voltage Sensor.



Fig 9. Voltage Sensor

The voltage sensor module (fig 9). It relies on a simple resistive voltage divider to step down input voltage. This brings high voltages into range for the ADC's 5V max, supporting inputs up to 25V safely. For best results and safety, stick to 0-25V. It's very simple to

use, the "+" terminal scales the output so 33V input equals 5V out. The "S" pin connects to the ADC for precise readings and monitoring, while "-" is ground.

Microcontroller PIC16F877A

The Figure 10 shows the microcontroller PIC16F877A



Fig 10. PIC16F877A

The PIC16F877A remains the most prominent and standard microcontrollers in electronical world, as shown in figure 10. Its combination of strong performance and programming simplicity makes it as one of the most used micro controller in various diverse applications. Built on CMOS technology, this 8-bit micro controller comes in 40/44 pin packages (see figure 10) balances power and with 200 ns instruction execution and a compact 35-instruction set. TheKey features include 256 bytes of

EEPROM for flexible data storage, self-programming capabilities for enhanced adaptability. It excels in analog tasks with 8 channels of 10-bit A/D conversion and two comparators for precise voltage monitoring. Capture/Compare/PWM modules enable accurate timing and modulation, while the synchronous serial port configures as either a 2 wire or 3 wire bus to meet diverse communication needs.

III. Necessity of solar powered vehicles

1. Ease of use and reach

Wireless EV charging overcomes the old plug-in methods when it comes to convenience. No more fumbling with cords or plugs, it streamlines everything, making it simple. This tackles big hurdles like spotty charging spots and hassle, promoting Electric Vehicles (EVs).

2. Eco-friendly Benefits

As climate change and global warming ramps up with increased carbon emissions, switching to EVs fueled by clean renewables is a must. solar power cuts our fossil fuel habit and transport-related carbon pollution, making the whole system greener.

3. Self-Reliance in Power

Most EV chargers pull from the grid, which can be unreliable or pricey when supply dips. This solar lets us make energy right on-site, cutting ties to big utility networks. That builds tougher, steadier charging even during outages or market swings.

4. Saving money in long term

Solar's free-flowing and endless. This initiative drops expenses for your travelling and car maintenance. This makes electric rides easier and more affordable overall.

5. Cutting-Edge Tech

Arduino controls make the system smart. This board handle real-time tracking, energy consumption, motors, enable sensor data and displaying on lcd for driver. It sparks smarter EV tech and sustainable transport on a bigger scale.

IV. System overview

System Breakdown

This solar-powered wireless EV charging setup delivers a smart, eco-friendly way to power electric vehicles without any problems. Solar panels extract power from sunlight and turns it into electricity, which gets stored in a 12V battery. The charging is wireless tech using tightly coupled magnetic resonances, no plugs or cables needed, efficient energy zapping over short distances will recharge the battery in equal time intervals. Arduino is the brain and control the operation, overseeing voltage tweaks, relay switches for power flow, and live data tracking. An IR sensor spots when an Electric Vehicle rolls into the charging zone and flips on the power automatically through a relay. A handy display screen shows key stats like output voltage and charge level, so users can keep an eye on everything easily.

Software Setup

The Arduino IDE makes coding the Uno board, it's got an intuitive setup for writing, testing, and dumping the code onto the hardware. Developers can develop custom charging logic, add safety checks, and bolt on extra features as needed. To level it up, the system includes a billing feature for smooth payments. Arduino code crunches numbers based on charge time and energy used, then dumps the total on a 16x2 LCD screen at the station. It even pushes data like session length and cost via Wi-Fi, so drivers can

check their bill from anywhere. Plus, it signals open slots to help people find spots quick. With billing, cloud tracking, and availability alerts, this isn't just sustainable charging it's a user-friendly smart setup.

V. Benefits of Solar powered Vehicle

1. **Greener Planet:** Running on solar power reduces dependency on fossil fuels, making EV charging a real win.
2. **Super Convenient:** No cords or plugs and it starts charging automatically through road. This makes it way easier for drivers.
3. **Smart Energy Use:** Minimal waste, squeezing every drop from solar panels. That means lower bills and less strain on resources.
4. **Easy to Grow:** The setup's modular, so you can scale it up or tune it for homes, offices, or public spots as EV demand ramps up.

VI. Conclusion

The existing and upcoming technologies in solar-powered electric vehicles and its charging methods has revolutionize mobility through integrated innovations and enhanced sustainability. Photovoltaics (VIPV) embedded on EV vehicle generate 10-40 km daily range, complemented by dynamic wireless charging for continuous highway power transfer with 85-92% efficiency. Hybrid stations combine solar PV, batteries, and DC fast-charging, while advanced MPPT variants with cat-mouse/honey badger hybrids is able to achieve 40% faster convergence under cloud shading. AI/neural networks (ANN/ANFIS) and optimizers predict irradiance, reduce losses by 25-30%, , stabilizing PV-battery-EV flows with improved SOC. These advancements promise grid-independent, zero-emission ecofriendly transport.

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