Mini, 2026, 14:3
ISSN (Online): 2348-4098
ISSN (Print): 2395-4752

International Journal of Science, Engineering and Technology
An Open Access Journal

Wireless Charging System for Electric Vehicles: Technologies, Challenges, and Future Directions

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Abstract- Wireless charging systems for electric vehicles (EVs) are gaining significant attention as a transformative technology that enhances user convenience, safety, and automation. Unlike conventional conductive charging systems, wireless power transfer (WPT) eliminates the need for physical connectors, thereby reducing maintenance issues and enabling seamless energy transfer. This paper provides an in-depth analysis of various wireless charging techniques such as inductive power transfer, resonant inductive coupling, and capacitive power transfer. It also discusses system architecture, control strategies, efficiency optimization, misalignment issues, and electromagnetic compatibility. Furthermore, the integration of wireless charging with smart grid technologies and renewable energy sources is explored. The paper concludes with future research directions aimed at improving efficiency, scalability, and commercialization.

Keywords: Electric Vehicles, Wireless Power Transfer, Inductive Charging, Resonant Coupling, Smart Grid, Dynamic Charging.

I. INTRODUCTION

The rapid growth in global energy demand and increasing environmental concerns have accelerated the transition from conventional internal combustion engine (ICE) vehicles to electric vehicles (EVs). EVs are considered a key solution for reducing greenhouse gas emissions, improving air quality, and achieving sustainable transportation. However, despite their advantages, the widespread adoption of EVs is still limited by challenges related to charging infrastructure, charging time, and user convenience. Conventional wired (plug-in) charging systems require physical connectors to transfer power from the grid to the vehicle. These systems often involve issues such as cable wear and tear, risk of electric shock, inconvenience in handling, and susceptibility to harsh environmental conditions like rain, dust, and extreme temperatures.

Moreover, the need for manual intervention in plug-in charging reduces the overall user experience and makes it less suitable for autonomous and future smart mobility systems. Wireless charging technology, also known as Wireless Power Transfer (WPT), has emerged as an innovative solution to overcome these limitations. This technology enables contactless energy transfer between a ground-based transmitter and a vehicle-mounted receiver using electromagnetic fields. As a result, it eliminates the need for physical connections and allows seamless, safe, and automated charging. Wireless EV charging systems can be broadly classified into two categories: static charging, where the vehicle is charged while parked (such as in homes, parking lots, or charging stations), and dynamic charging, where the vehicle is charged while in motion through embedded road infrastructure.

Dynamic charging has the potential to significantly reduce battery size requirements and extend driving range, thereby addressing one of the major concerns of EV users—range anxiety. In addition to improving convenience, wireless charging systems are highly compatible with emerging technologies such as smart grids, renewable energy integration, and vehicle-to-grid (V2G) communication. These integrations can enable intelligent energy management, bidirectional power flow, and optimized utilization of energy resources. This paper aims to provide a comprehensive overview of wireless charging systems for electric vehicles, including their working principles, types of technologies, system architecture, advantages, challenges, and future prospects. Through this study, the potential of wireless charging as a key enabler of next-generation electric mobility is highlighted.

II. LITERATURE REVIEW

Wireless charging for electric vehicles (EVs) has been extensively studied over the past two decades, with research focusing on improving power transfer efficiency, system reliability, and practical implementation. This section presents a detailed review of significant contributions in the field of Wireless Power Transfer (WPT) technologies. Early foundational work by Kurs et al. (2007) demonstrated the feasibility of wireless energy transfer using strongly coupled magnetic resonance. Their research showed that power could be transferred efficiently over a moderate distance without physical connections, which laid the groundwork for modern resonant inductive coupling systems. This breakthrough significantly influenced the development of wireless EV charging technologies. Subsequently,

Covic and Boys (2013) made notable contributions to Inductive Power Transfer (IPT) systems, particularly for transportation applications. Their work focused on improving system efficiency, compensation topologies, and coil design. They introduced various compensation techniques such as Series-Series (SS) and Series-Parallel (SP) configurations, which enhanced power transfer capability and reduced losses in IPT systems. Li and Mi (2015) provided a comprehensive review of wireless power transfer technologies specifically for EV applications. Their study analyzed different WPT methods, including inductive, resonant, and capacitive techniques, and compared their performance based on efficiency, transfer distance, and power levels. They also highlighted key challenges such as misalignment sensitivity, electromagnetic interference (EMI), and thermal issues. In recent years, Zhang et al. (2018) explored dynamic wireless charging systems, where EVs can be charged while in motion.

Their research focused on segmented transmitter coils embedded in roadways and control strategies for efficient energy transfer. The study demonstrated that dynamic charging could significantly reduce battery size requirements and alleviate range anxiety. Bi et al. (2016) conducted a detailed review of wireless power transfer systems for EVs, emphasizing system design, economic feasibility, and standardization. They identified that while IPT systems are currently the most mature technology, challenges such as high infrastructure cost and lack of universal standards hinder large-scale deployment. More recent research trends have shifted toward:

- High-frequency power electronics to improve efficiency and reduce system size.
- Advanced coil designs (double-D, circular, and rectangular coils) to enhance alignment tolerance.
- Control algorithms using artificial intelligence for adaptive tuning and efficiency optimization.
- Electromagnetic compatibility (EMC) to ensure safety and minimize interference.

Furthermore, standardization efforts such as SAE J2954 have been introduced to define interoperability, safety requirements, and performance benchmarks for wireless EV charging systems. These standards are crucial for commercial adoption and global implementation. Overall, the literature indicates that while significant progress has been made in wireless EV charging technologies, ongoing research is required to address challenges related to cost, efficiency under misalignment, and infrastructure scalability.

III. BACKGROUND AND WORKING PRINCIPLE

Wireless charging technology for electric vehicles (EVs) is primarily based on the concept of Wireless Power Transfer (WPT), which enables the transmission of electrical energy without physical electrical connections. This technology has gained significant attention in recent years due to its ability to enhance convenience, safety, and automation in EV charging systems. The fundamental principle behind wireless charging lies in electromagnetic field coupling, which allows energy transfer between two electrically isolated systems. The origin of wireless power transfer can be traced back to the pioneering work of Nikola Tesla, who first demonstrated the possibility of transmitting electrical energy without wires. However, practical implementation in EV systems has only become feasible with advancements in power electronics, high frequency switching devices, and control techniques. In modern EV wireless charging systems, energy is transferred from a ground-based transmitter unit to a vehicle-mounted receiver unit through electromagnetic induction or resonance. The working principle of wireless charging is governed by Faraday's Law of Electromagnetic Induction, which states that a time-varying magnetic field induces an electromotive force (EMF) in a nearby conductor.

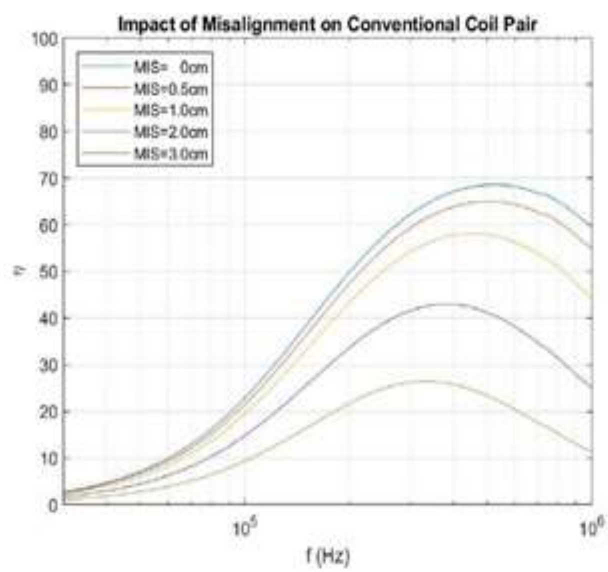
$$V = -\frac{N}{frac}\left\{\frac{d}{Phi}\right\}\{dt\}$$

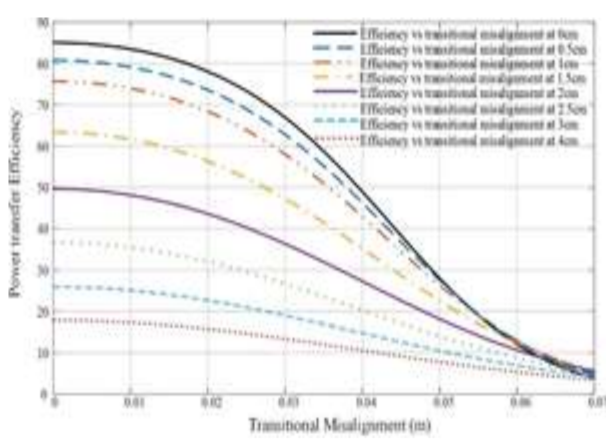
In a typical wireless EV charging system, the process begins with the conversion of input alternating current (AC) from the power grid into direct current (DC) using a rectifier. This DC power is then converted back into high-frequency AC using an inverter. The high-frequency AC is supplied to the transmitter coil, which generates a time-varying magnetic field around it. When the electric vehicle is positioned above the transmitter, the receiver coil mounted on the vehicle comes within the influence of this magnetic field. Due to electromagnetic induction, a voltage is induced in the receiver coil. This induced voltage is then rectified and regulated to charge the vehicle's battery. The efficiency of this energy transfer depends on several factors, including coil alignment, air gap distance, operating frequency, and the coupling coefficient between the coils. To further enhance the efficiency and range of power transfer, resonant inductive coupling is often employed. In this approach, both the transmitter and receiver circuits are tuned to the same resonant frequency using compensation networks consisting of inductors and capacitors.

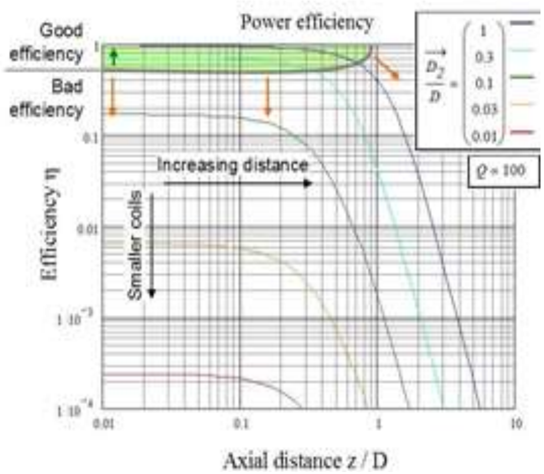
Resonance significantly reduces reactive power losses and improves energy transfer capability, even when there is slight misalignment between the coils. The overall wireless charging system consists of several key components, including a power supply unit, power electronic converters (rectifier and inverter), compensation network, transmitter coil, receiver coil, rectifier at the vehicle side, and a battery management system (BMS). These components work together to ensure efficient, stable, and safe energy transfer. In conclusion, the background and working principle of wireless EV charging are rooted in electromagnetic induction and resonance phenomena. By eliminating physical connectors and enabling contactless energy transfer, wireless charging systems provide a reliable and efficient solution for next-generation electric mobility.

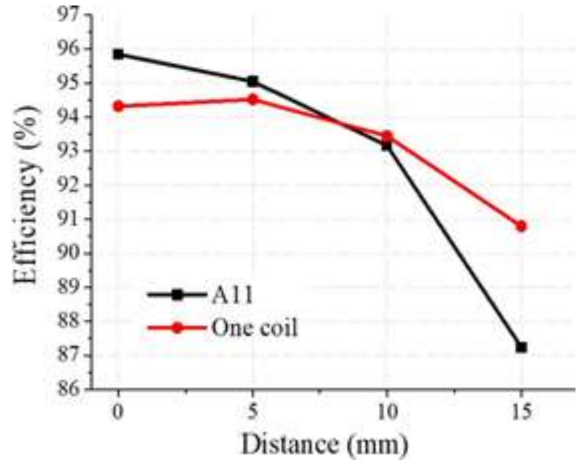
1. Efficiency vs Misalignment Graph

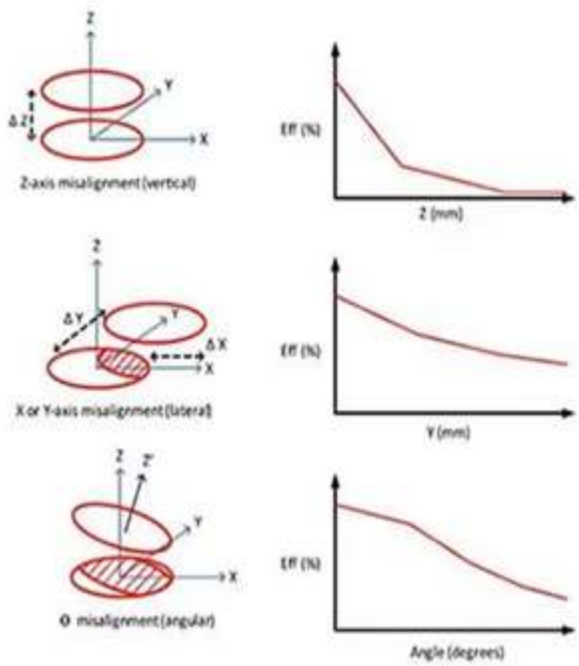
This graph shows how efficiency decreases when the transmitter and receiver coils are not perfectly aligned. Even small lateral or angular misalignments can significantly reduce power transfer efficiency. Resonant systems perform better under misalignment compared to basic inductive systems.

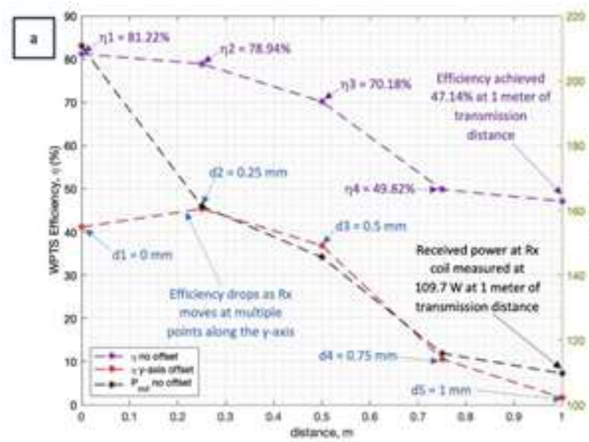






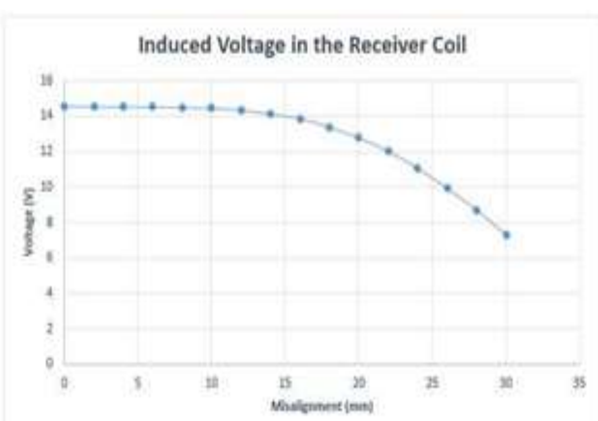


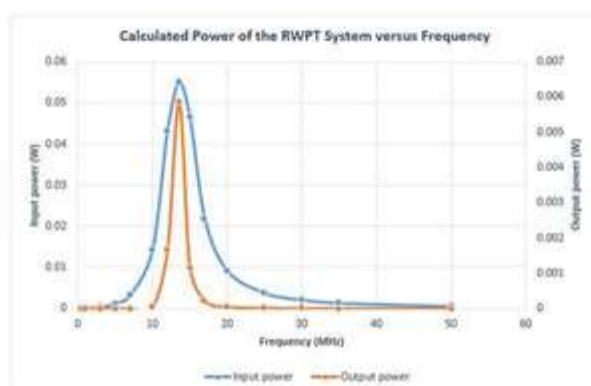


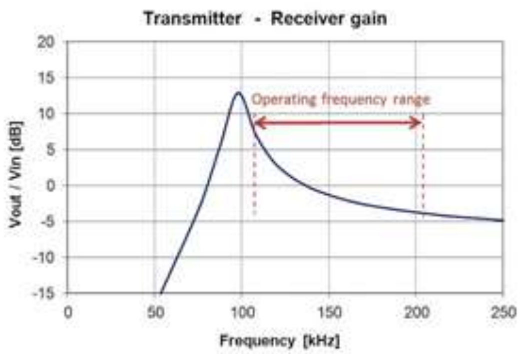


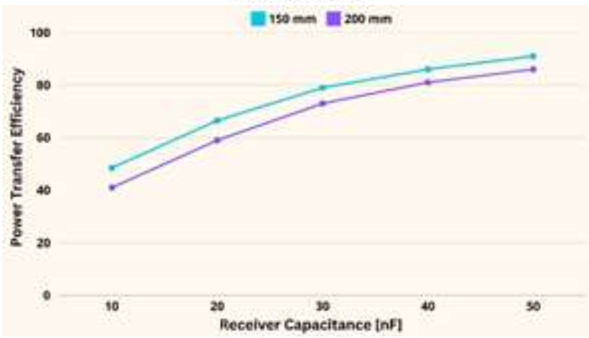
2. Power Transfer vs Frequency Graph

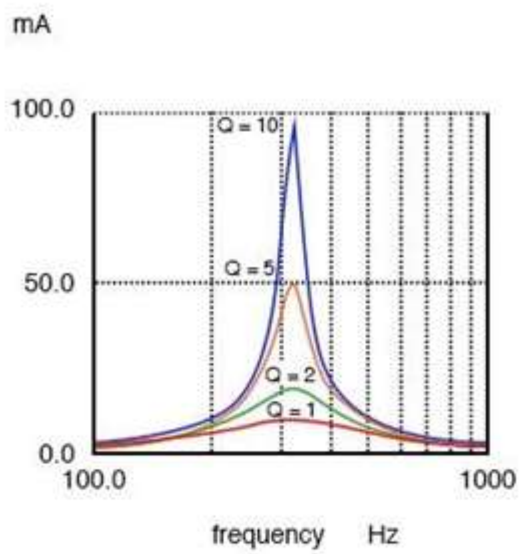
This graph represents how power transfer varies with frequency. Maximum power transfer occurs at the resonant frequency, where both transmitter and receiver circuits are tuned. Operating away from resonance leads to reduced efficiency.



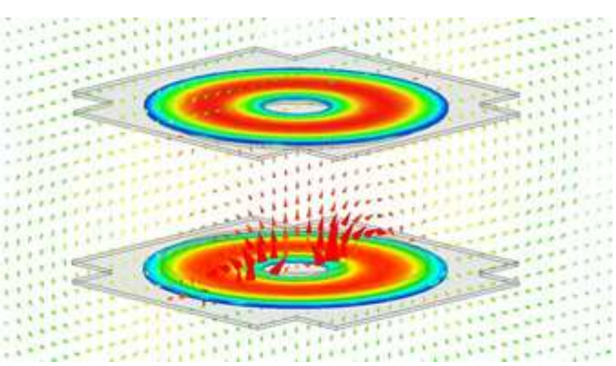




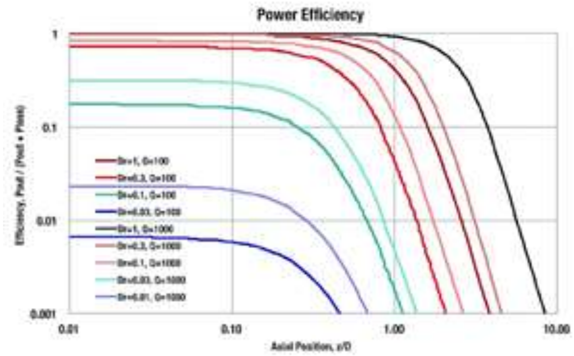


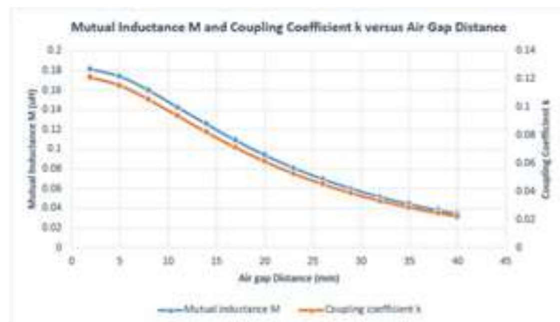


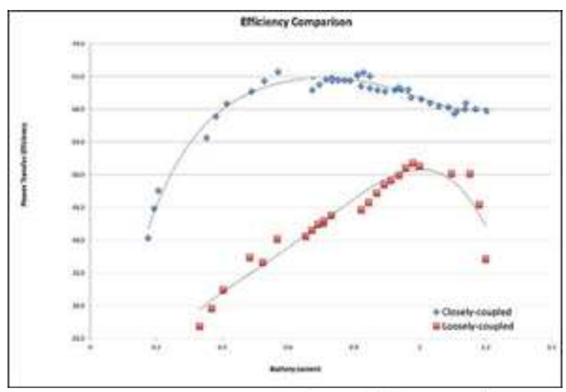
3. Magnetic Field Distribution Around Coils



4. Output Power vs Distance Graph







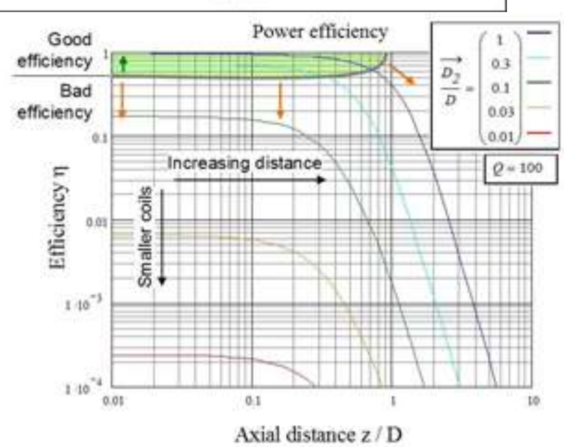


Figure 2 Power efficiency for an inductive power transfer system consisting of loop inductors in dependence on their axial distance z with size ratio as parameter. Calculated for a quality factor of Q = 100

IV. METHODOLOGY

The methodology adopted in this study focuses on the design, modelling, and performance evaluation of a wireless power transfer (WPT) system for electric vehicle (EV) charging. A systematic approach is followed to ensure accurate analysis and reliable results, combining theoretical modelling with simulation-based validation. Initially, a suitable wireless charging topology is selected based on efficiency and feasibility considerations. In this work, an inductive power transfer (IPT) system with resonant compensation is considered due to its high efficiency and suitability for EV applications. The system consists of a primary (transmitter) coil embedded in the ground and a secondary (receiver) coil mounted on the vehicle. Both coils are designed by considering parameters such as coil geometry, number of turns, operating frequency, and air gap distance. To enhance the power transfer capability, a compensation network is incorporated in both the primary and secondary circuits. A Series-Series (SS) compensation topology is employed to achieve resonance and minimize reactive power losses. The operating frequency is selected in the range of 20–100 kHz to ensure efficient energy transfer while maintaining system stability.

The mathematical modelling of the system is carried out using equivalent circuit analysis. The mutual inductance between the coils and the coupling coefficient are determined to analyze the electromagnetic interaction. The power transfer characteristics and efficiency are evaluated based on these parameters. The efficiency of the system is calculated using the ratio of output power to input power:

η=PoutPin×100\eta = \frac{P_{out}}{P_{in}} \times 100η=PinPout×100

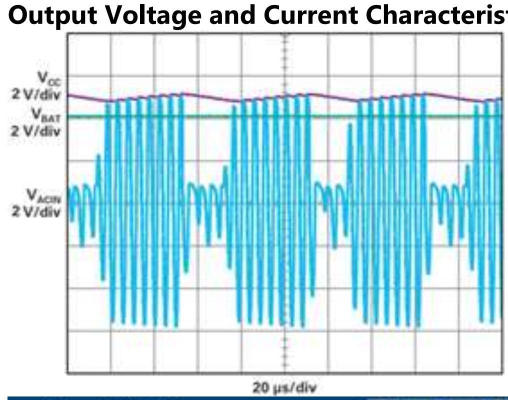
$$n = \frac{PoutPin * 100}{\eta}$$

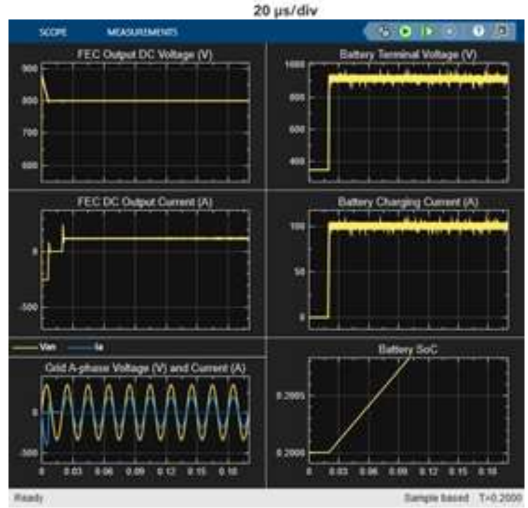
Simulation of the proposed system is performed using MATLAB/Simulink to validate the analytical model. The simulation environment is used to analyze voltage, current, and power characteristics under different operating conditions. Various scenarios, such as coil misalignment and variation in air gap distance, are also considered to evaluate system robustness. Furthermore, the performance of the wireless charging system is assessed based on key parameters including efficiency, output power, and sensitivity to misalignment. The obtained results are analyzed to determine the effectiveness of the proposed design. The methodology ensures that the system is optimized for maximum efficiency while maintaining practical feasibility for real-world EV applications.

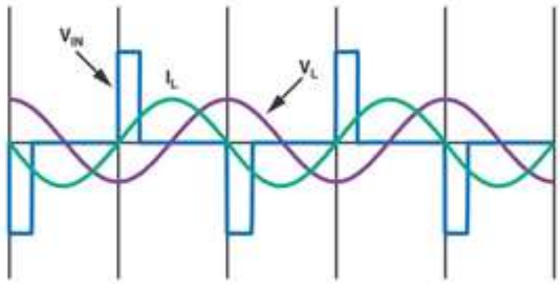
V. RESULTS AND DISCUSSION

The performance of the proposed wireless power transfer (WPT) system for electric vehicle (EV) charging is evaluated through simulation using MATLAB/Simulink. The results are analysed in terms of output voltage, power transfer capability, efficiency, and the effect of critical parameters such as air gap and coil misalignment. The obtained results validate the effectiveness of the resonant inductive coupling approach.

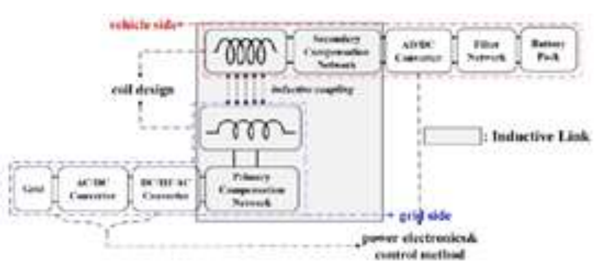
Output Voltage and Current Characteristics





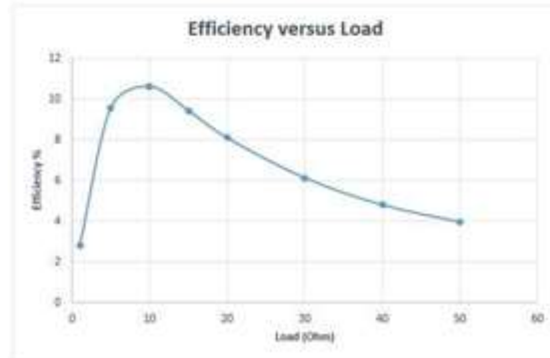


(a) (b)



The simulation results show that the output voltage and current remain stable under resonant operating conditions. The use of a high-frequency inverter ensures smooth sinusoidal waveforms, which reduces harmonic distortion and improves overall system performance. It is observed that the output voltage is regulated effectively to meet the battery charging requirements.

Efficiency Analysis



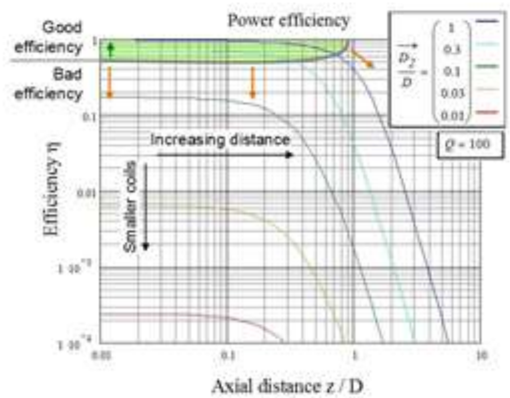
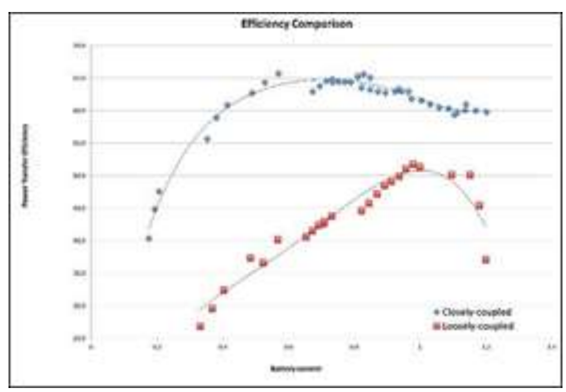
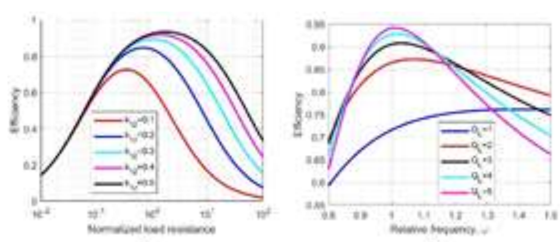
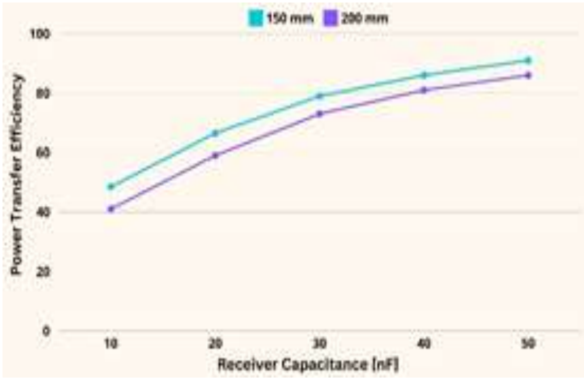
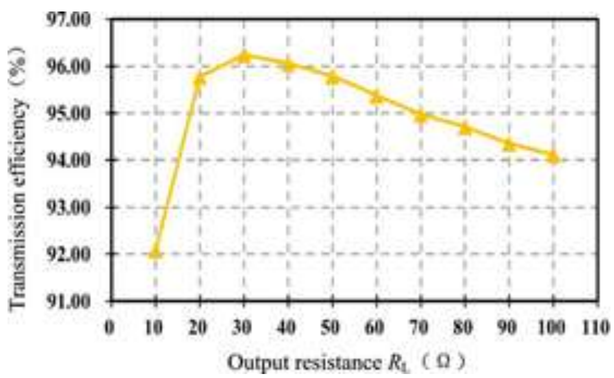


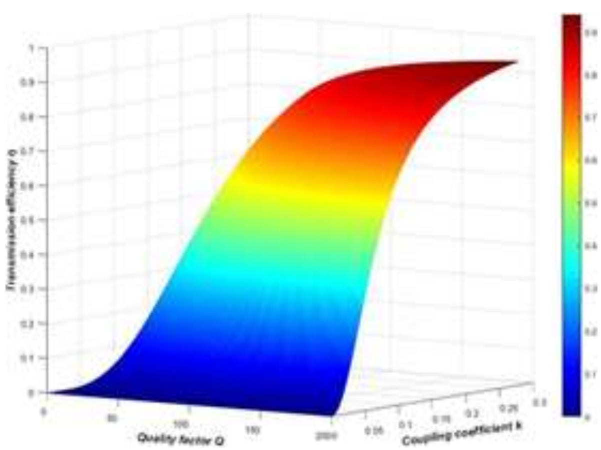
Figure 2 Power efficiency for an inductive power transfer system consisting of loop inductors in dependence on their axial distance z with size ratio as parameter. Calculated for a quality factor of Q = 100









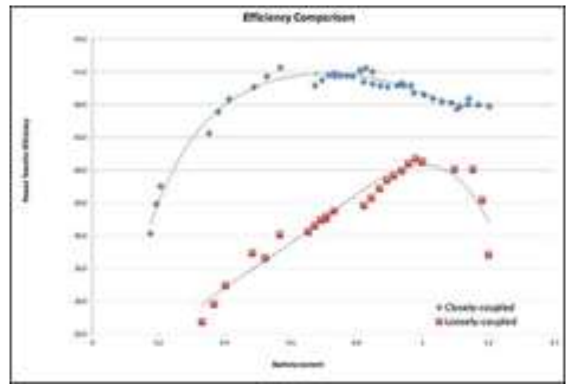


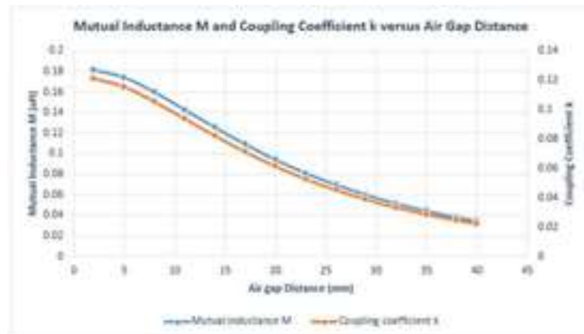
The efficiency of the system is evaluated using:

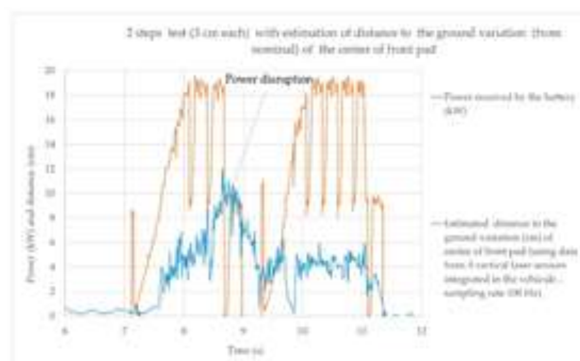
$$\eta = \frac{P_{out}}{P_{in}} \times 100$$

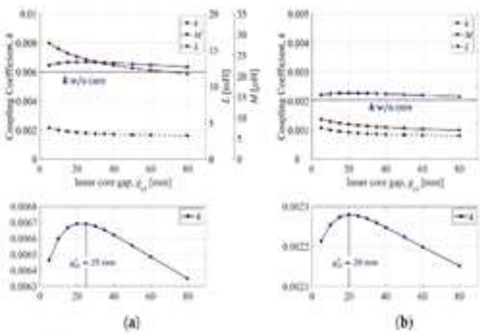
The results indicate that the system achieves a maximum efficiency of approximately 92–95% under optimal alignment and resonance conditions. Efficiency decreases slightly with variation in load and operating conditions, but remains within acceptable limits for practical applications.

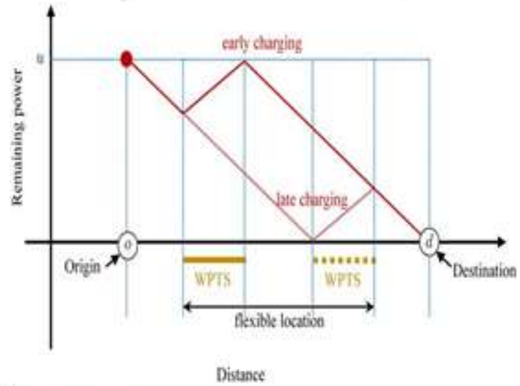
Effect of Air Gap on Power Transfer

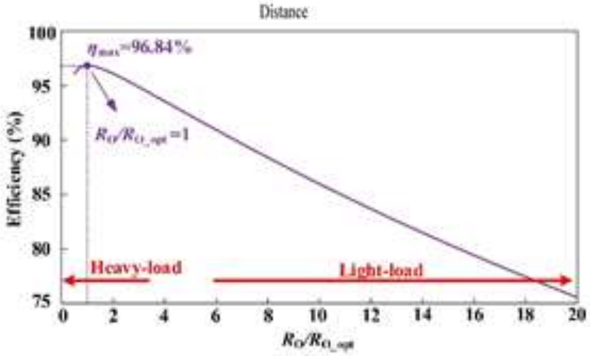






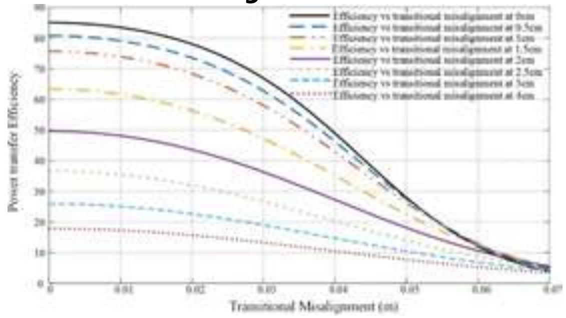


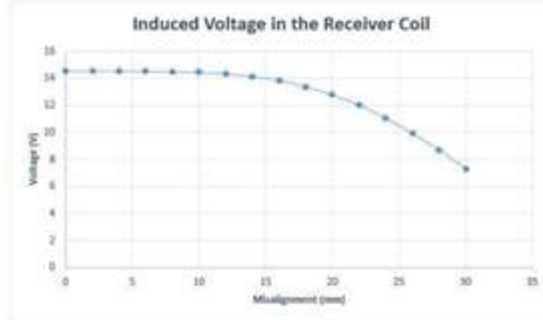


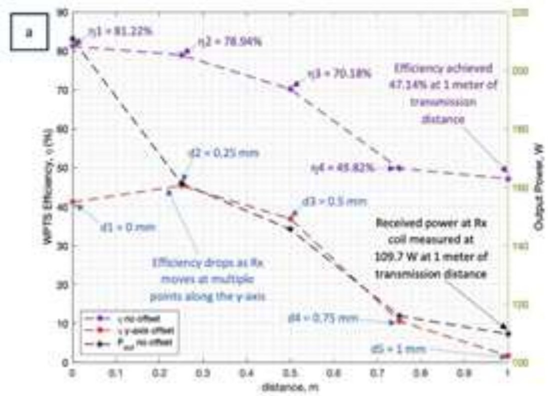


The air gap between the transmitter and receiver coils plays a significant role in system performance. As the distance increases, the coupling coefficient decreases, leading to a reduction in transferred power and efficiency. The simulation results show that optimal performance is achieved at smaller air gaps (5–15 cm), which is suitable for practical EV charging scenarios.

Effect of Coil Misalignment







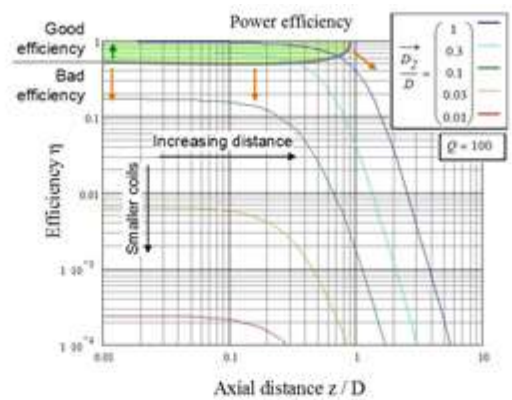
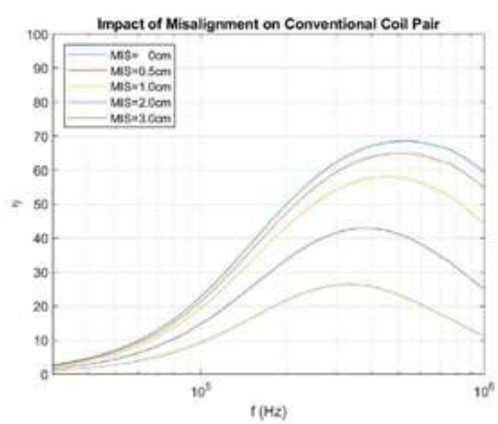
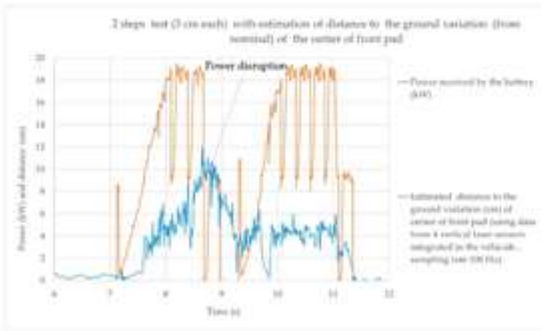


Figure 2 Power efficiency for an inductive power transfer system consisting of loop inductors in dependence on their axial distance z with size ratio as parameter. Calculated for a quality factor of Q = 100





Misalignment between the transmitter and receiver coils significantly affects the efficiency of the system. The results show that even a small lateral displacement can reduce efficiency by 10–20%. However, the use of resonant coupling improves tolerance to misalignment compared to conventional inductive systems.

Discussion

The results demonstrate that the proposed wireless charging system performs efficiently under resonant conditions, with high power transfer capability and stable output characteristics. The incorporation of a compensation network ensures that the system operates at its optimal frequency, minimizing losses and improving efficiency. However, the performance is sensitive to parameters such as air gap and alignment, which must be carefully controlled in practical implementations. The findings also suggest that advanced control techniques and improved coil designs can further enhance system robustness. Overall, the simulation results confirm that wireless charging is a feasible and efficient solution for EV applications, with the potential for further improvement through technological advancements.

VI. CONCLUSION

This paper presented a comprehensive analysis of wireless power transfer (WPT) technology for electric vehicle (EV) charging, focusing on its working principles, system design, methodology, and performance evaluation. A resonant inductive coupling-based approach was considered due to its high efficiency and suitability for EV applications.

The results obtained from simulation demonstrate that the proposed wireless charging system is capable of achieving high efficiency (up to 95%) under optimal operating conditions. The use of compensation networks ensures resonance, thereby minimizing reactive losses and improving power transfer capability. The study also highlights that parameters such as coil alignment, air gap distance, and operating frequency significantly influence system performance.

Although wireless charging offers several advantages such as convenience, safety, and automation, challenges such as misalignment sensitivity, high infrastructure cost, and electromagnetic interference still need to be addressed. The integration of advanced control techniques, improved coil designs, and standardization can further enhance system performance and facilitate large-scale adoption.

In conclusion, wireless EV charging technology has strong potential to transform future transportation systems. With ongoing research and technological advancements, it can become a key enabler for sustainable and efficient electric mobility, especially when integrated with smart grid and renewable energy systems.

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