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CRITICAL OVERVIEW OF CHARGING PORTS USED IN MODERN ELECTRIC VEHICLES

Asanov S.E.
Turin Polytechnic University in Tashkent
Department of Mechanical and Aerospace Engineering.

Abstract– This article provides a comprehensive review of modern electric vehicle (EV) charging ports, covering the evolution, standards, and global landscape. Beginning with the rise of EVs and the crucial role of charging infrastructure, it explores the transition to standardized charging ports, emphasizing key standards like SAE J1772, CHAdeMO, CCS, and Tesla Supercharger. The analysis extends to AC and DC charging, discussing Level 1 and Level 2 charging, high-speed DC charging, and smart grid integration. The global context is outlined, featuring a comparative analysis of major charging standards. The article concludes with insights into the dynamic charging landscape and considerations for the future, including technological advancements and global standardization efforts.

Key words– Electric Vehicles, Charging Ports, Charging Infrastructure, Standardization, SAE J1772, CHAdeMO, CCS, Tesla Supercharger, AC Charging, DC Charging.

I INTRODUCTION

The global automotive landscape has undergone a transformative shift with the accelerating adoption of electric vehicles (EVs)[1]. Over the past decade, EVs have evolved from niche, experimental vehicles to mainstream options, reshaping the future of transportation. The surge in interest and investment in electric mobility is fueled by a confluence of factors, including environmental concerns, technological advancements, and shifting consumer preferences[2].

The rise of electric vehicles is closely tied to the growing recognition of the environmental impact of traditional internal combustion engine (ICE) vehicles[3]. With concerns over climate change and air pollution, governments and industry stakeholders have sought sustainable alternatives. EVs, powered by electricity rather than fossil fuels, represent a pivotal solution in mitigating greenhouse gas emissions and reducing dependence on finite resources.

As consumers become more environmentally conscious and seek sustainable alternatives, electric vehicles have gained popularity. The allure of lower operating costs, reduced maintenance requirements, and a smoother driving experience has contributed to the increasing acceptance of EVs. Additionally, changing mobility trends, including the rise of ride-sharing services and urbanization, have created a conducive environment for electric mobility.

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While the adoption of electric vehicles (EVs) has surged, the realization of their full potential hinges on the development of a robust charging infrastructure. Charging infrastructure plays a pivotal role in shaping the user experience, addressing range anxiety, and fostering widespread acceptance of electric mobility. This section explores the critical importance of charging infrastructure within the EV ecosystem[4].

The growth of charging infrastructure is not merely a complementary aspect but a catalyst for the transition to electric mobility. It fosters a positive feedback loop: as more EVs populate the roads, the demand for charging infrastructure increases, leading to further expansion. This symbiotic relationship accelerates the transition away from fossil fuel-dependent vehicles and reinforces the viability of electric mobility on a larger scale[5].

Charging infrastructure presents an opportunity to align electric vehicle usage with renewable energy sources. By integrating charging stations with solar, wind, or other clean energy technologies, the environmental benefits of electric mobility are further enhanced. This synergy contributes to reducing the overall carbon footprint of transportation, a key objective in combating climate change.

II EVOLUTION OF ELECTRIC VEHICLE CHARGING PORTS

a. Early charging methods and standards.

The journey toward the electrification of transportation has a rich history marked by the evolution of charging methods and standards. In the nascent stages of electric vehicles (EVs), diverse approaches were explored to power these pioneering vehicles. This section delves into the early charging methods and standards that laid the foundation for the contemporary charging infrastructure we see today.

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1. Direct Current (DC) Charging

In the early days of electric vehicles, direct current (DC) charging emerged as a primary method. Simple and straightforward, DC charging involved connecting the vehicle's battery directly to a power source. However, this method had limitations, primarily in terms of charging speed and efficiency. DC charging stations were often slow, and the lack of standardization led to compatibility issues between different electric vehicle models[6].

2. Alternating Current (AC) Charging

Alternating current (AC) charging was another early method explored for powering electric vehicles. AC charging offered certain advantages, including the ability to use existing electrical infrastructure. However, the charging process was relatively slow, and it struggled to meet the evolving demands of an increasingly mobile society[7], [8].

3. Non-Standardized Charging Protocols

During the initial phase of electric mobility, the absence of standardized charging protocols presented a significant challenge. Different manufacturers adopted proprietary charging systems, leading to fragmentation in the charging infrastructure. Electric vehicle owners faced obstacles when attempting to charge their vehicles at stations that did not support their specific charging interface[9].

4. Pioneering Standards and Protocols

Recognizing the need for standardization, industry stakeholders began to collaborate on establishing common charging standards. The introduction of standards such as the Society of Automotive Engineers (SAE) J1772 for AC charging and CHAdeMO for DC charging marked significant milestones. These early standards laid the groundwork for a more cohesive and interoperable charging infrastructure[10].

In the early stages, charging speeds were relatively slow, and electric vehicles had limited range. This posed challenges for widespread adoption, as drivers were hesitant about the time required for recharging during longer journeys. The need for faster charging technologies became apparent, prompting further research and development in the electric vehicle charging domain.

b. Transition to standardized charging ports

The proliferation of electric vehicles (EVs) brought about a pivotal shift in focus—from diverse and proprietary charging methods to the standardization of charging ports. This section explores the transition to standardized charging ports, a crucial development that streamlined the charging process and laid the foundation for a more accessible and user-friendly electric vehicle charging infrastructure[11].

Recognizing the challenges posed by non-standardized charging interfaces, the electric vehicle industry embarked on a journey toward standardization. The establishment of common charging protocols became imperative to ensure interoperability between different electric vehicle models and charging stations. Standardization not only simplified the charging experience for EV owners but also facilitated the growth of a cohesive charging infrastructure.

The Society of Automotive Engineers (SAE) played a pivotal role in shaping standardized charging interfaces. The SAE J1772 emerged as a key standard for alternating current (AC) charging. This standard defined the physical connector and communication protocol, providing a universal platform for electric vehicle manufacturers and charging station developers. The adoption of SAE J1772 marked a significant step toward a more harmonized charging landscape[7].

Simultaneously, in the realm of direct current (DC) fast charging, the CHAdeMO protocol gained prominence. Originating from Japan, CHAdeMO established a standardized interface for DC fast charging stations. While initially associated with Asian electric vehicle manufacturers, CHAdeMO's global acceptance expanded, contributing to the interoperability of DC fast charging infrastructure [12].

Recognizing the need for a unified standard that could accommodate both AC and DC charging, the Combined Charging System (CCS) emerged as a comprehensive solution. Developed collaboratively by major automakers, including American and European manufacturers, CCS integrated the benefits of SAE J1772 and offered an extension for high-power DC charging. This consolidation addressed the fragmentation in charging standards and paved the way for a more versatile and adaptable charging infrastructure.

In parallel, Tesla, a pioneer in electric vehicles, introduced its proprietary Supercharger network. While initially exclusive to Tesla vehicles, the Supercharger network played a crucial role in normalizing the concept of fast charging. Over time, Tesla began adopting the CCS standard for some of its vehicles, contributing to a more unified charging ecosystem.

The global adoption of standardized charging ports, encompassing SAE J1772, CHAdeMO, CCS, and Tesla's evolving approach, fostered interoperability. Electric vehicle owners could now confidently access charging infrastructure across different regions without compatibility concerns. This harmonization marked a significant milestone, enhancing the convenience and accessibility of electric vehicle charging.

III CLASSIFICATION OF CHARGING PORTS

a. AC charging ports

Alternating Current (AC) charging ports form a fundamental component of the electric vehicle (EV) charging infrastructure. AC charging is primarily utilized for slower charging at residential, workplace, and public charging locations. This section explores the different Types of AC charging ports and their significance in supporting the diverse charging needs of electric vehicles.

Type 1 (Figure 1)charging represents the most basic form of AC charging and is typically associated with standard household outlets. Operating at 120 volts, Type 1 charging provides a convenient option for EV owners to charge their vehicles at home. While the charging speed is relatively slow, Type 1 charging is practical for overnight charging, ensuring that the vehicle is ready for daily use. According to the scheme of Type 1 socket, L1 is “AC phase 1”, N-“AC neutral”, PE-protective Earth (Ground), PP-"Proximity Pilot" which provides a signal to the vehicle’s control system so it can prevent movement while connected to the electric vehicle supply equipment; CP-Control pilot-a communication line used to negotiate charging Type between the car and the EVSE, and it can be manipulated by the vehicle to initiate charging and can carry other information.

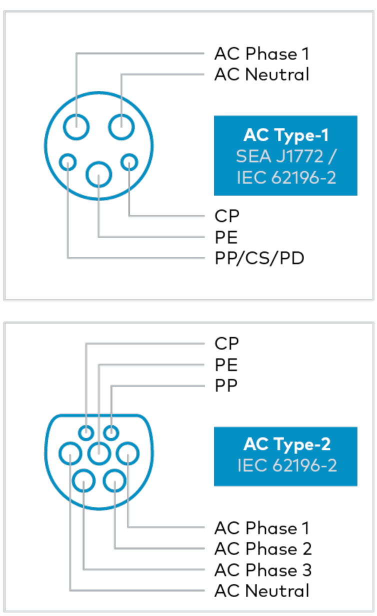

Fig. 1: Scheme of Type 1 and Type 2 AC charging socket (SAE J1772/IEC 62196-2)[13].

Type 2 charging represents a significant advancement in AC charging capabilities, operating at 240 volts. Widely deployed at public charging stations, workplaces, and residential settings, Type 2 charging offers faster charging times compared to Type 1. This level of charging is crucial for meeting the demands of daily commuting and provides a practical solution for EV owners who may not have access to high-speed charging options. Just like the Type 1 socket, Type 2 possesses CP, PP, PE, and N pins. The difference is in the number of phases. Type 1 connector is a single-phase one whereas Type 2 socket has 3 AC phases.

AC charging ports play a pivotal role in the overall charging ecosystem, providing a versatile and accessible solution for a wide range of electric vehicles. Residential charging stations, often equipped with Type 1 or Type 2 capabilities, enable EV owners to conveniently charge their vehicles overnight. Workplace charging infrastructure supports employees in maintaining a charged battery throughout the workday. Furthermore, public Type 2 charging stations contribute to the expansion of charging options, especially in urban areas and along travel routes.

While AC charging is a critical component of the charging infrastructure, it does present certain challenges. The time required for a full charge at Type 1 may be impractical for some users, necessitating the availability of Type 2 charging for faster replenishment. Additionally, as electric vehicles with larger battery capacities become more prevalent, there is a growing need for higher-power charging options to reduce charging times and meet the evolving needs of EV users.

The integration of AC charging infrastructure with smart grid technologies represents a promising avenue for optimizing energy consumption and grid stability. Smart charging solutions enable dynamic management of electricity flow, allowing for load balancing and cost-effective charging. This integration supports the sustainability goals of the electric vehicle ecosystem and enhances the efficiency of the broader energy grid.

b. DC Charging ports

Direct Current (DC) charging ports represent a crucial advancement in the electric vehicle (EV) charging landscape, offering high-speed charging solutions to address the needs of drivers on the go. This section explores different types of DC charging ports and their significance in providing rapid charging capabilities for modern electric vehicles. Currently the following types of DC charging ports are available on the market:

1. CHAdeMO-Developed in Japan, CHAdeMO (Charge de Move) stands as one of the early DC fast-charging standards. It operates with a specific connector and protocol to deliver high-power DC charging. Initially associated with Japanese electric vehicle manufacturers,

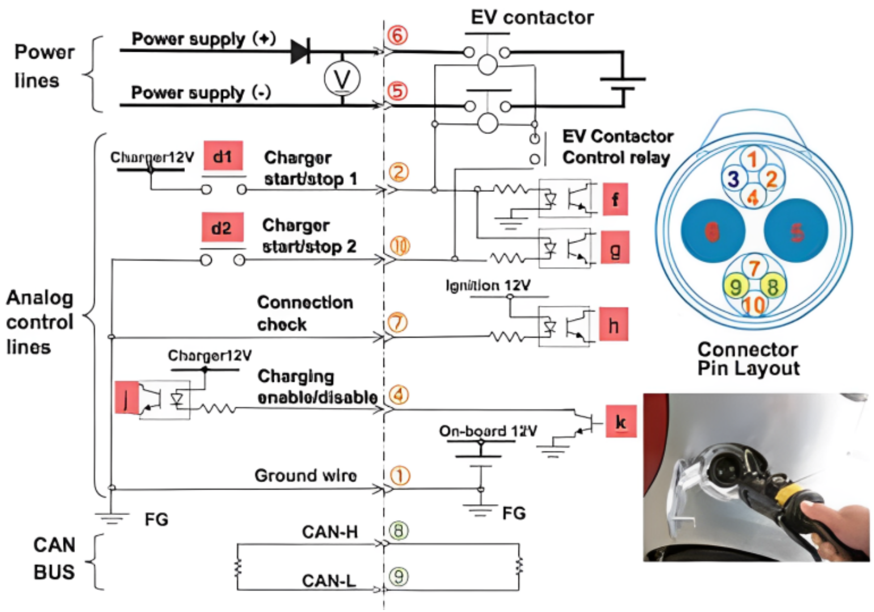

Fig. 2: CHAdeMO charging port layout[14].

CHAdeMO has gained global acceptance, contributing significantly to the development of fast-charging infrastructure.

2. CCS (Combined Charging System). The Combined Charging System (CCS) represents a collaborative effort among major automakers to create a unified DC fast-charging standard. CCS integrates both AC and DC charging capabilities into a single, standardized connector. This adaptability allows electric vehicles to use the same charging port for both slow AC charging and high-speed DC charging, reducing complexity and enhancing interoperability.

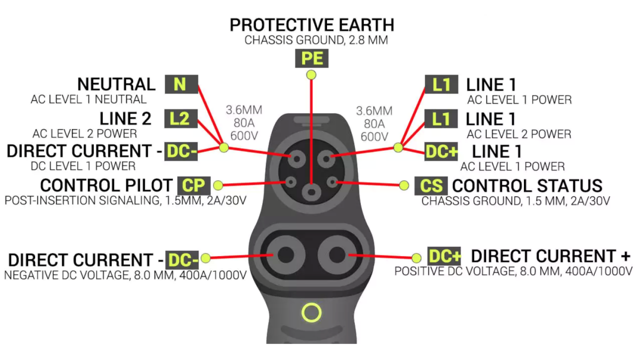

Fig. 3: CCS charging port pin layout[15], [16].

3. Tesla Supercharger Network. Tesla, a trailblazer in the electric vehicle industry, introduced its proprietary Supercharger network. Initially exclusive to Tesla vehicles, Superchargers provide high-speed DC charging, allowing Tesla owners to replenish a significant portion of their battery capacity in a relatively short time. Notably, Tesla has been transitioning some of its newer vehicles to support the CCS standard, aligning with the broader industry trend toward standardization[17].

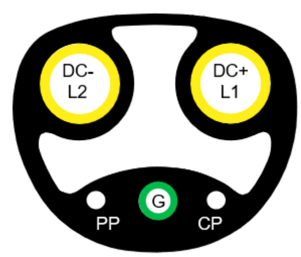

Fig. 4: Pin layout of Tesla supercharger pin layout [16].

4. GB/T (Guan Bo/Tong) in China. In China, the GB/T standard, also known as Guan Bo/Tong, has gained prominence for DC fast charging. Adopted by many Chinese electric vehicle manufacturers, GB/T features a unique connector and protocol designed to meet the specific requirements of the Chinese electric vehicle market. The widespread adoption of GB/T contributes to the growth of fast-charging infrastructure in China.

DC charging ports are characterized by their high-speed charging capabilities, making them particularly suitable for

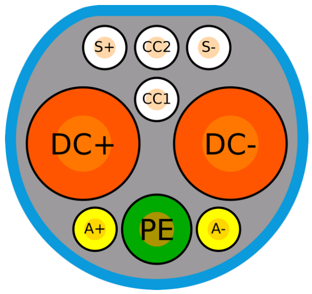

Fig. 5: GB/T charging port layout[18].

long-distance travel and reducing charging times for electric vehicle owners. The development of high-power charging stations, often located along major highways and travel routes, supports the feasibility of electric vehicles for intercity and interstate travel.

IV COMPARISON OF MAJOR CHARGING STANDARDS

As electric vehicles (EVs) continue to gain prominence globally, the landscape of charging standards has evolved, and several major standards have emerged as key players. This section provides a comparative analysis of the major charging standards, shedding light on their key features, advantages, and considerations for the broader electric vehicle ecosystem.

1. CHAdeMO

Features:

- Origin: Developed in Japan;
- Charging Type: DC fast charging;
- Connector: Unique CHAdeMO connector;
- Global Presence: Initially prevalent in Asia, with some adoption in other regions.

Advantages:

- Early adoption and widespread availability, especially in Japan;
- Established network of CHAdeMO charging stations[19].

Considerations:

- Limited global adoption compared to other standards;
- Proprietary nature led to interoperability challenges.

2. CCS (Combined Charging System)

Features:

- Origin: Collaborative effort by global automakers;
- Charging Type: Combines AC and DC charging in a single connector;
- Connector: CCS Type 1 (North America) and CCS Type 2 (Europe and other regions);
- Global Presence: Widely adopted globally, especially in North America and Europe.

Advantages:

- Comprehensive solution accommodating both AC and DC charging;
- Broad industry support, promoting interoperability;
- Extensive network of CCS charging stations.

Considerations:

- Different plug designs for North America (Type 1) and Europe (Type 2) may require adapter use during travel[20].

3. Tesla Supercharger Network

Features:

- Origin: Proprietary network developed by Tesla;
- Charging Type: DC fast charging;
- Connector: Tesla-specific connector;
- Global Presence: Initially exclusive to Tesla vehicles, with ongoing transitions to CCS support.

Advantages:

- High-speed charging capability;
- Exclusive access for Tesla vehicle owners;
- Strategic placement along popular travel routes.

Considerations:

- Initially exclusive to Tesla vehicles;
- Transition to CCS support in some regions may impact the exclusivity of the network[21].

4. GB/T (Guan Bo/Tong) in China

Features:

- Origin: China-specific standard;
- Charging Type: DC fast charging;
- Connector: GB/T connector;

- Global Presence: Predominantly used in China.

Advantages:

- Tailored to the needs of the Chinese electric vehicle market;
- Growing charging infrastructure in China.

Considerations:

- Limited international adoption outside of China;
- Potential interoperability challenges in regions with different standards[22].

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