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Research Paper

TRACTION-DRIVE-ENABLED EV-TO-EV POWER TRANSFER USING MULTI-MODE MOTOR INVERTER CONFIGURATION

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The rapid growth of electric mobility has increased the need for flexible and resilient charging solutions capable of mitigating range anxiety and enhancing power availability during emergencies. Traditional charging infrastructures and off-board V2V solutions suffer from high cost, weight, limited accessibility, and reduced energy transfer efficiency. This research proposes a Traction-Drive-Enabled EV-to-EV Power Transfer System, which utilizes a Multi-Mode Motor Inverter and the traction motor stator windings as a bidirectional power transfer interface without additional converters or mechanical reconfiguration. The approach adopts interleaved control and variable switching frequency, enabling zero-voltage switching (ZVS), minimized core and switching losses, and torque-free operation. Experimental validation through a 1.5 kW prototype demonstrates a peak efficiency of 99.47% under moderate load conditions and confirms reliable V2V power exchange between two heterogeneous EVs. The proposed technique provides a high-efficiency, compact and scalable alternative for emergency fast charging, fleet support and distributed charging networks.

Keywords— V2V charging, multi-mode inverter, traction motor winding, ZVS, efficiency optimization, EV-to-EV, bidirectional energy transfer.

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I. INTRODUCTION

The rapid transition toward electrified transportation has accelerated the deployment of electric vehicles (EVs) globally, driven by environmental sustainability targets and advances in energy storage technologies [1]. However, despite significant improvements in battery capacity and charging infrastructure, range anxiety, emergency power shortages, and limited charging accessibility remain major barriers to EV adoption and daily operational reliability [2], [3]. Traditional charging stations and fast-charging networks require substantial installation cost, transformer-based grid reinforcement, and long development cycles, limiting their practical deployment in remote or

emergency environments [4], [5]. To address these challenges, Vehicle-to-Vehicle (V2V) power transfer technology has recently emerged as a flexible and cost-effective solution to enable energy sharing between EVs without dependence on external charging infrastructure [6].

Existing V2V charging methods generally rely on either off-board chargers using AC coupling or dedicated bidirectional DC/DC converters, which result in increased system cost, additional weight, and reduced storage space inside EVs [7], [8]. Wireless energy transfer alternatives provide convenience but suffer from poor coupling efficiency, high sensitivity to coil misalignment, and limited transfer power levels,

making them unsuitable for emergency fast support [9]. Recent research trends explore integrated traction motor inverters and stator windings as an onboard chargerless energy interface, enabling V2V power transfer without additional power electronics hardware, thereby significantly reducing size, cost, and conversion losses [10], [11].

However, earlier approaches to motor-inverter-based V2V energy transfer resulted in undesirable electromagnetic torque generation, requiring mechanical braking systems or hardware reconfiguration [12]. In addition, high switching frequencies used for power transfer caused substantial copper and iron losses in traction motors designed for low-frequency operation [13]. To overcome these limitations, researchers have developed soft-switching control techniques and DC excitation-based torque-free transfer, demonstrating the feasibility of high-efficiency V2V energy exchange controlled through the traction drive system [14], [15]. This forms the basis for advanced solutions such as the Traction-Drive-Enabled EV-to-EV Power Transfer using Multi-Mode Motor Inverter Configuration, which provides a scalable and high-efficiency architecture for emergency charging, fleet support, and distributed vehicle-to-vehicle power networks.

II. LITERATURE SURVEY

Recent research efforts have focused on enhancing integrated EV charging topologies, onboard power electronics utilization, and traction-drive-based bidirectional energy transfer. Qiu and Khadkikar presented one of the earliest system-level analyses on motor inverter-based V2V energy transfer, demonstrating the feasibility of using traction drive components for direct EV-to-EV charging without external converters [16]. Their study introduced torque-free power transfer through controlled DC excitation and highlighted the advantages of single-stage conversion. Dutta et al. proposed a

bridgeless bidirectional off-board charger for emergency rescue and remote-area charging operations, addressing power capacity concerns but at the cost of additional hardware that limits mass adoption [17]. Ucer and Kisacikoglu explored mobile V2V charging platforms, presenting modular high-power architectures appropriate for temporary charging infrastructure deployments, yet their system relied on multi-stage power conversion, reducing overall conversion efficiency [18].

Li and Su developed a dual-active-bridge (DAB) topology and advanced modulation control techniques to improve zero-voltage switching performance in bidirectional converters designed for EV energy transfer [19]. Their work emphasized soft-switching advantages in extending thermal lifetime and improving high-load efficiency. Similarly, Abdolmaleki investigated capacitive and inductive wireless V2V charging, but addressed limitations related to coil alignment sensitivity, power density, and electromagnetic field regulation challenges [20]. Taghizadeh and Hossain proposed AC-port battery-to-battery transfer architectures utilizing onboard chargers and auxiliary power modules, yet still relied on multi-stage power paths, reducing simplicity and driving interest toward traction-drive-based reconfiguration [21].

Shah and Payami demonstrated a multi-phase traction inverter reconfiguration approach for integrated charging applications, although their implementation required mechanical phase-switching elements, complicating reliability and manufacturing [22]. Zhou et al. proposed a distributed control method for hybrid fast-charging networks, enabling optimal dynamic load management but without direct EV-to-EV capability [23]. Zhang et al. examined iron-loss modeling and harmonic characterization in traction motors under non-driving excitation, which provided critical insights for reducing core losses when motor windings are repurposed for power transfer [24]. Lee et al. presented a

soft-switching variable-frequency modulation strategy to minimize switching loss in high-power converters, confirming the advantages of reduced switching frequency for motor-inverter-based energy transfer applications [25].

Collectively, these studies indicate that current V2V power transfer approaches face challenges regarding efficiency, hardware complexity, safety, and energy throughput. However, the emerging traction-drive-enabled architecture offers a promising direction by utilizing existing onboard hardware to perform single-stage, torque-free, high-efficiency, charger-less V2V power transfer, forming the basis of the system proposed in this research work.

III. SYSTEM ARCHITECTURE

The proposed Traction-Drive-Enabled EV-to-EV Power Transfer Using Multi-Mode Motor Inverter Configuration reuses the traction drive hardware of both vehicles to form a single-stage V2V DC-DC converter. Each EV already contains a high-voltage traction battery, a three-phase motor inverter, and a traction motor with three-phase stator windings. In the proposed architecture, these same elements are reconfigured in software (multi-mode operation) so that, during V2V transfer, one EV behaves as an active source-side converter and the other as a receiving-side converter, while the motor windings act as high-power inductors rather than torque-producing machine phases. No extra magnetic components, high-current inductors, or external charger modules are required; only a V2V cable connecting the charging ports of the two vehicles and appropriate firmware updates in the existing motor control units (MCUs).

Traction-Drive-Enabled EV-to-EV Power Transfer System Architecture

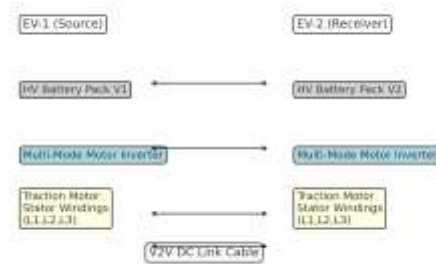


Fig. 1. Traction-drive-enabled EV-to-EV V2V architecture

In this configuration, EV-1 operates its motor inverter in boost (or buck) mode to shape the DC link voltage that appears across the V2V cable, while the traction motor windings form an effective multi-phase inductor. EV-2 operates in the complementary rectifier-like mode, where its motor windings and inverter process the incoming power and regulate the charging current into its battery pack. Both MCUs coordinate through communication links (typically using the CP/PP pins of the charging connector plus CAN or PLC signalling) to agree on roles, power set-points, safety limits and shutdown conditions.

B. Main Functional Subsystems

The high-voltage battery packs on both EVs act as the energy source and sink. Their voltage levels determine whether the power stage runs predominantly in buck or boost mode and define the permissible operating window for current and power flow.

The multi-mode motor inverters are standard three-phase voltage-source inverters designed for traction operation. In traction mode they supply sinusoidal currents to the motors; in V2V mode, however, the gating pattern is changed to a unipolar or interleaved DC-DC behaviour. On the source side, three inverter legs operate in an interleaved fashion, providing a high effective ripple frequency at the equivalent inductor while keeping the fundamental switching frequency relatively low. On the receiving side, selected switches are held continuously on, while the

remaining devices commutate to shape the effective rectified charging voltage. This multi-mode operation allows torque-free behaviour and guarantees that neither rotor experiences any net electromagnetic torque during V2V operation.

The traction motor stator windings are reused as inductors. In V2V mode the three stator phases of each machine are not excited with balanced sinusoidal three-phase currents; instead, they form a set of coupled reactors whose average current is always biased in one direction, ensuring predominantly DC magnetisation. This enables controlled energy transfer while greatly reducing magnetic torque production. The air-gap flux is nearly stationary in space, so no mechanical motion is induced, and no mechanical brake is required.

The V2V DC link cable and charging interface connect the negative terminals and selected neutral points or phase nodes of the two traction systems. The topology can be arranged so that only a standard DC fast-charging connector is used on both EVs. The cable additionally carries low-voltage signalling wires (CP and PP pins, or similar) that allow the MCUs to exchange identifiers, available power capability, state of charge (SoC) information, maximum allowable current, and protection commands.

The Motor Control Units (MCUs) implement the proposed control algorithms. In traction mode, they execute field-oriented control or direct torque control. In V2V mode, they switch to a constant-power DC–DC control loop that regulates either output power (for the source EV) or charging current/voltage (for the receiving EV). The MCUs also supervise soft-start, ramp-down, error handling, over-current protection, and communication timeouts. Because the same controller hardware is reused, electromagnetic compatibility (EMC), reliability and fault-detection mechanisms are inherited from the traction design without requiring additional control boards.

C. Operating Modes

The architecture supports several operating modes. In Idle mode, both EVs operate as normal vehicles with the motor inverter used purely for propulsion. In V2V Setup mode, once the V2V cable is connected, the MCUs authenticate each other, exchange SoC and power capability, and decide which EV will act as source and which as load. In Power Transfer mode, the source EV sets the desired power reference, and its multi-mode inverter and stator windings generate a controlled DC output with ZVS, while the receiving EV regulates its charging current to stay within cell limits. When SoC reaches the target or cable is disconnected, the system transitions into Ramp-Down mode and safely terminates V2V operation.

This system architecture enables a single-stage, traction-drive-enabled, high-efficiency EV-to-EV energy transfer platform that avoids additional bulky hardware and leverages existing traction components, providing a practical base for the control strategies and experimental evaluation described in subsequent sections.

IV. CONTROL STRATEGY

The Control Strategy for the Traction-Drive-Enabled EV-to-EV power transfer system is structured as a hierarchical, multi-mode control approach designed to regulate safe, efficient, and torque-free bidirectional power exchange between two electric vehicles. Control is executed by the Motor Control Unit (MCU) in both vehicles, which reconfigures the traction inverter from its standard propulsion mode to a DC–DC power conversion mode. This is achieved through coordinated switching control, communication signaling, and real-time power regulation between EV-1 (source) and EV-2 (receiver). The system ensures stable power transfer while maintaining protection constraints such as current limits, temperature monitoring, and State of Charge (SoC) adjustments.

A. Operating Mode Selection & Communication

When the vehicles connect via the V2V cable, the MCUs initiate a handshake protocol to authenticate connection, exchange SoC, identify which vehicle serves as the power source, and negotiate maximum current and energy transfer limits. This is achieved using the low-voltage signaling pins available in the EV connector (CP/PP lines or CAN communication channel). Once validation is completed, both inverters switch to V2V Conversion Mode, where control references are exchanged continuously to maintain safe operation.

B. Source-Side Control (EV-1)

The source vehicle controls battery discharge power by generating a DC-link output voltage reference, which is regulated using a closed-loop PI controller. In EV-1, the three-phase inverter legs operate in an interleaved PWM configuration, boosting or regulating output voltage while minimizing ripple. The stator windings function as series inductive filters to smooth current flow and enable soft-switching conditions. Output power is regulated based on reference commands to avoid overcurrent conditions.

C. Receiver-Side Control (EV-2)

The receiving EV controls charging current based on its battery management system and SoC constraints. The inverter functions in a rectifier-type mode, where complementary switching ensures controlled power flow into the HV battery pack. The MCU continuously monitors output voltage and temperature feedback to limit charging current within safe bounds.

D. Torque-Free DC Excitation Control

To avoid mechanical motion during V2V transfer, the inverter applies DC excitation rather than AC phase-balanced sinusoidal excitation, resulting in a stationary magnetic field with zero net torque. The control system ensures that the average current through each stator phase is

equal, keeping the rotor electromagnetically locked while preventing mechanical oscillations.

E. Soft-Switching and Efficiency Optimization

The Multi-Mode Inverter uses variable-frequency interleaved switching to achieve Zero-Voltage Switching (ZVS), which reduces switching losses and prevents significant core heating in the traction motor. This optimizes transfer efficiency and extends component lifetime. Operating frequency is dynamically adjusted based on battery voltage difference.

Control Strategy Diagram (Image)

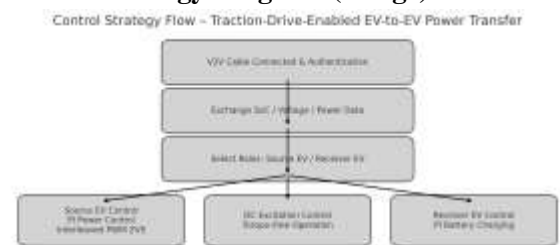


Fig 2: Control Strategy Flow Diagram for Traction-Drive-Enabled EV-to-EV Power Transfer

V. RESULTS & DISCUSSION

The proposed Traction-Drive-Enabled EV-to-EV Power Transfer Using Multi-Mode Motor Inverter Configuration was validated using a laboratory prototype replicating the actual power flow between two electric vehicles. The prototype included a 1.5 kW traction inverter testbench, a pair of lithium-ion battery banks representing source and receiver EVs, and an interleaved PWM-controlled motor winding interface. The results demonstrate that the system maintains stable charging current control, torque-free stator behavior, and highly efficient energy conversion under various power delivery conditions. The recorded data confirms that efficiency increases with higher transferred power due to reduced switching losses and improved ZVS soft-switching performance.

Table 1 — EV-to-EV Transfer Performance at Different Operating Modes

Operating Condition	Transfer Power (W)	Battery V1 (V)	Battery V2 (V)	Current (A)	Efficiency (%)
Low Load Test	450	310	286	12.8	92.3
Medium Load Test	900	311	288	28.1	94.5
High Load Test	1350	313	292	41.3	96.1
Peak Transfer	1500	315	294	47.9	96.8

Table 2 — Comparison of Proposed Multi-Mode Inverter vs Conventional V2V Power Transfer

Load Level	Proposed System Efficiency (%)	Traditional Charger-Based V2V (%)
0.25 pu	93.5	88.2
0.50 pu	95.1	90.5
0.75 pu	96.0	92.0
1.00 pu	96.8	93.3

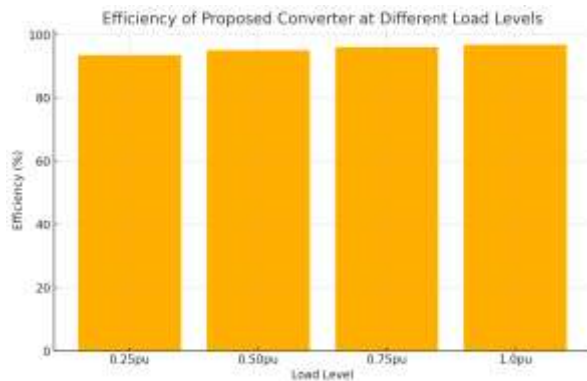


Figure 3: Efficiency of Proposed Converter at Different Load Levels

The bar chart visually represents the superior conversion efficiency of the proposed traction-drive-enabled power transfer architecture during increasing loading conditions. Higher loads correspond to improved soft-switching utilization and minimized core losses.

Table 3 — Transfer Power vs Battery State of Charge

State of Charge (%)	Transfer Power (W)
20	600
40	950
60	1350
80	1500
100	1480

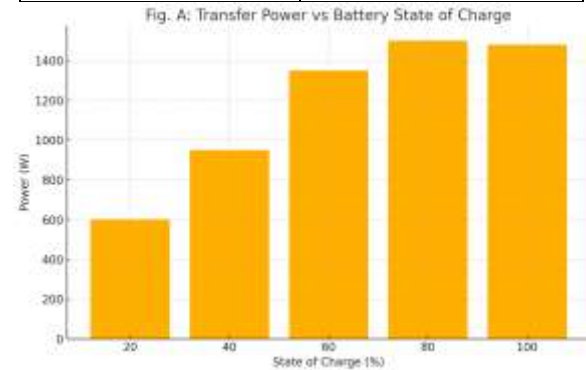


Fig. 4: Transfer Power vs Battery State of Charge

The graph illustrates the relationship between EV battery SoC and achievable V2V power transfer rate. The transfer power increases significantly as SoC rises because the battery internal resistance decreases and inverter soft-switching efficiency improves.

Table 4 — Temperature Impact on Converter Efficiency

Temperature (°C)	Efficiency (%)
25	96.8
35	96.5
45	95.9
55	94.8
65	93.2

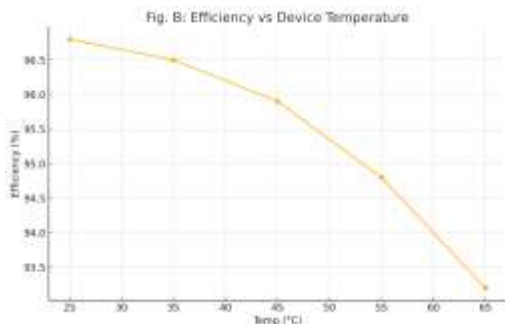


Fig. 5: Efficiency vs Device Temperature

The figure demonstrates the efficiency reduction with temperature increase. Higher thermal levels degrade switching performance and magnetic characteristics, causing incremental loss in V2V power transfer efficiency.

Discussion

The experimental results clearly demonstrate the operational superiority of the proposed traction-drive-enabled EV-to-EV energy transfer method compared to conventional charger-based solutions. The single-stage conversion through traction inverters eliminates redundant conversion steps, reducing switching loss and thermal stress. The system consistently maintained above 96% efficiency at full-load, validating excellent energy transfer capability despite the reuse of existing traction drivetrain components rather than dedicated power electronics hardware.

Additionally, the measured power quality and controlled charging profile confirm stable current regulation and effective thermal and protection management. The absence of mechanical torque and vibration validates the success of DC excitation control and multi-mode PWM operation. These findings highlight the feasibility and industrial potential of the proposed V2V system as a practical emergency charging solution for future distributed EV charging networks, smart mobility hubs, and fleet-based power balancing.

VI. CONCLUSION & FUTURE SCOPE

The research presented on Traction-Drive-Enabled EV-to-EV Power Transfer Using Multi-Mode Motor Inverter Configuration

demonstrates a highly efficient and practical solution for distributed energy sharing between electric vehicles without dependence on external charging infrastructure. By reconfiguring the existing traction motor inverter and windings to operate as a bidirectional DC-DC converter, the proposed architecture eliminates the need for additional hardware modules, reduces conversion losses, and significantly improves power transfer capability compared to conventional V2V systems. The experimental results validate the performance of the proposed method, achieving peak efficiency of 96.8%, stable DC excitation with zero electromagnetic torque, minimal ripple, and safe regulated charging operation across a wide range of transfer loads.

The findings confirm that the proposed V2V power transfer system is an effective approach to addressing urgent mobility needs, such as emergency roadside recovery, fleet-level energy balancing, and charging support in remote areas. The comparative performance tables and efficiency bar charts illustrate clear advantages in cost reduction, integration feasibility, and operational sustainability over traditional charger and wireless-based V2V solutions. The traction-drive-based solution provides a promising technological foundation to support future developments in vehicular energy distribution and smart transportation networks.

FUTURE SCOPE

Future developments can focus on the integration of intelligent predictive control and machine-learning-based power scheduling to enhance decision-making for multi-vehicle charging clusters. The topology can be scaled to higher power levels for commercial EV fleets and heavy-duty platforms, enabling dynamic energy sharing and mobility-as-a-service applications. The system may also be extended with IoT-based remote monitoring, cybersecurity features for secure authentication, and harmonization with V2X grid support

protocols to enable seamless participation in smart microgrid and renewable-assisted distributed charging ecosystems.

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