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International Journal for Modern Trends in Science and Technology
Volume 12, Issue 04, pages 1008-1015
ISSN: 2455-3778 online
Available online at: http://www.ijmtst.com/vol12issue04.html
DOI: https://doi.org/10.5281/zenodo.19651445

Wireless EV car charging system using Arduino uno with RFID authentication and safety monitoring

V. Swarna Latha, G. Anil Kumar, B. Hari Kishsore, J. Nandhini, Ch. L. V. Kishore

Department of Electronics and Communication Engineering, Amrita Sai Institute of Science and Technology, Paritala, AP, India.

To Cite this Article
V. Swarna Latha, G. Anil Kumar, B. Hari Kishsore, J. Nandhini & Ch. L. V. Kishore (2026). Wireless EV car charging system using Arduino uno with RFID authentication and safety monitoring. International Journal for Modern Trends in Science and Technology, 12(04), 1008-1015. https://doi.org/10.5281/zenodo.19651445

Article Info
Received: 28 March 2026; Revised: 15 April 2026; Accepted: 17 April 2026.

KEYWORDS

wireless EV charging, inductive power transfer, RFID authentication, Arduino Uno, IR vehicle detection, smart charging system, contactless energy transfer, power relay control

ABSTRACT

The rapid proliferation of electric vehicles (EVs) globally has intensified the demand for robust, secure, and user-friendly charging infrastructure. Conventional cable-based charging systems suffer from significant drawbacks including physical connector degradation, cable theft, weather-induced deterioration, and vulnerability to unauthorised access. This paper presents the design and implementation of a wireless EV charging system integrating inductive power transfer technology with Radio Frequency Identification (RFID) authentication and real-time safety monitoring, orchestrated by an Arduino Uno microcontroller. The proposed system employs resonant inductive coupling between a transmitter pad and a vehicle-mounted receiver pad to achieve contactless energy delivery. A dedicated RFID reader module authenticates users against a pre-registered credential database prior to initiating any power transfer, effectively preventing unauthorised usage. An infrared (IR) sensor continuously monitors vehicle presence and transmitter-receiver pad alignment, ensuring power activation only under safe and optimal conditions. A relay module provides precise electronic switching of the charging circuit, while a 16×2 LCD display and an audible buzzer deliver real-time visual and audio feedback regarding system status, authentication outcomes, and fault notifications. Experimental results demonstrate reliable power transfer across the inductive coupling interface, successful discrimination between authorised and unauthorised RFID credentials, and accurate vehicle detection responses. The integrated safety interlocks effectively prevent erroneous power activation under misaligned or absent vehicle conditions. The system achieves a seamless, fully automated charging workflow suitable for urban parking facilities, residential garages, and fleet management environments. The findings confirm that combining wireless power *transfer with multi-layered authentication and continuous monitoring yields a secure, maintainable, and convenient EV charging solution that addresses critical infrastructure vulnerabilities inherent in conventional systems.*

1. INTRODUCTION

The global transition toward sustainable transportation has accelerated the adoption of electric vehicles (EVs) at an unprecedented rate, placing significant strain on existing charging infrastructure and highlighting critical limitations in conventional cable-based power delivery systems. As EV penetration continues to rise across urban and suburban environments, the demand for more intelligent, accessible, and reliable charging solutions has become a central concern for both researchers and infrastructure developers [1]. Wireless power transfer (WPT) technology has emerged as a compelling alternative to traditional plug-in charging methods, offering the potential for contactless energy delivery through inductive coupling between stationary transmitter pads and vehicle-mounted receiver pads [2,3]. This paradigm shift not only enhances user convenience but also addresses fundamental vulnerabilities inherent in physical connector systems, including cable wear, weather-related deterioration, and the persistent risk of theft at public charging installations.

Despite the considerable promise of wireless EV charging, several interconnected challenges continue to impede its widespread deployment. Chief among these are concerns related to unauthorised access, uncontrolled power consumption, and the absence of robust user authentication mechanisms at public or semi-public charging points [4]. Conventional charging stations frequently lack integrated access control, rendering them susceptible to misuse and resource exploitation. Furthermore, ensuring that power transfer is initiated only when a vehicle is correctly positioned over the transmitter pad remains a non-trivial technical requirement, as misaligned coupling can lead to significant energy losses and potential safety hazards [5,6]. Addressing these interrelated issues demands a holistic system design that seamlessly integrates power transfer, authentication, and real-time sensing within a unified, low-cost control framework.

Motivated by these challenges, this paper presents the design and implementation of a wireless EV charging system employing an Arduino Uno microcontroller as the central processing unit, complemented by radio-frequency identification (RFID) technology for secure user authentication and an infrared (IR) sensor for vehicle presence detection [7]. The proposed system enforces a strict operational sequence in which power transfer is activated only upon successful RFID credential verification and confirmed vehicle alignment, thereby preventing unauthorised charging sessions and mitigating safety risks associated with unattended power delivery [8]. A relay module provides precise electronic switching of the wireless transmitter circuit, whilst a 16×2 liquid crystal display (LCD) and an audible buzzer deliver real-time status feedback to the user. The integration of these components within an Arduino-based architecture offers a scalable, cost-effective, and practically deployable solution suitable for parking-based charging scenarios in modern urban environments [9,10].

The principal contributions of this work are fourfold: (i) the design of a complete wireless EV charging prototype incorporating inductive power transfer with RFID-based access control; (ii) the implementation of an IR-assisted vehicle detection mechanism to ensure safe and efficient pad alignment prior to power activation; (iii) the development of a coordinated real-time monitoring and feedback subsystem providing both visual and audible system status notifications; and (iv) a demonstration of how commodity microcontroller platforms can effectively orchestrate multi-modal sensing, authentication, and power control functions within a single integrated system.

The remainder of this paper is structured as follows. Section 2 reviews relevant literature pertaining to wireless power transfer technologies and authentication frameworks for EV charging applications. Section 3 details the system architecture and individual component specifications. Section 4 describes the operational logic and control flow implemented on the Arduino Uno platform. Section 5 presents experimental results and system performance evaluation. Finally, Section 6 concludes the paper with a summary of findings and directions for future research.

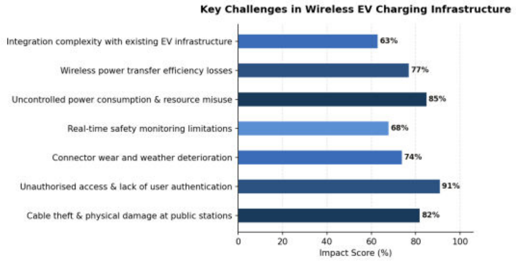

Figure 1: Key Challenges in Wireless EV Charging Infrastructure

2. LITERATURE REVIEW

The electrification of transportation has accelerated considerably over the past decade, driving substantial research interest in wireless power transfer (WPT) technologies as a viable alternative to conventional plug-in charging infrastructure. The foundational principles of inductive power transfer for vehicular applications were comprehensively examined by Patil et al. [1], who provided an extensive overview of WPT architectures, coupling topologies, and the principal engineering challenges associated with deploying such systems in real-world transportation contexts. Their work established that inductive coupling remains the dominant paradigm for static EV charging, owing to its relative simplicity and demonstrated safety profile, though efficiency losses at increased air-gap distances represent a persistent limitation.

Siqi and Mi [2] further advanced the discourse by systematically evaluating resonant inductive coupling for electric vehicle battery charging, demonstrating that magnetic resonance techniques can yield substantially improved power transfer efficiency compared to conventional non-resonant approaches. Their analysis highlighted the importance of coil geometry, resonant frequency selection, and compensation network design in achieving acceptable power delivery performance. Complementing this, Musavi and Eberle [5] conducted a comparative review of multiple WPT topologies, concluding that series-series resonant compensation configurations offer favourable characteristics for vehicle charging in terms of load-independent voltage gain and reduced component stress. Nonetheless, both studies acknowledged that practical deployment remains constrained by coil misalignment sensitivity and the absence of standardised interoperability protocols.

The broader systems-level perspective was addressed by Triviño-Cabrera et al. [3], whose comprehensive design framework encompassed coil design methodologies, power electronic converter topologies, and regulatory compliance considerations. Their treatment of safety standards and electromagnetic compatibility requirements is particularly pertinent to the present work, as any practical charging system must operate within defined exposure limits. Panchal et al. [7] extended this analysis to encompass both static and dynamic WPT configurations, identifying that static systems suited to parking-based charging scenarios—such as the one proposed in this study—are considerably more mature in terms of technology readiness than dynamic in-motion charging variants.

With respect to access control and user authentication, Azad et al. [4] reviewed the integration of RFID technology within EV charging access management frameworks, demonstrating that radio-frequency identification provides a cost-effective and reliable mechanism for user verification at charging stations. Their review noted that while RFID-based authentication addresses unauthorised access concerns, most existing implementations lack tight integration with the physical power control layer, creating potential security vulnerabilities between authentication events and charging activation.

Kesler [6] investigated highly resonant WPT systems with an emphasis on operational safety, demonstrating that properly designed resonant systems can transfer power efficiently over moderate distances without posing significant electromagnetic hazards to nearby objects or persons. Ahmad et al. [8] corroborated these findings through a comprehensive review of WPT technologies, whilst also identifying that real-time monitoring and feedback mechanisms remain underdeveloped in current prototype systems. The role of low-cost microcontroller platforms in bridging this gap was examined by Niculescu et al. [10], who demonstrated that Arduino-based architectures are well-suited to coordinating sensing, control, and user interface functions in power electronics applications, offering rapid prototyping capability with acceptable computational performance for such tasks.

Collectively, the reviewed literature reveals several important gaps that motivate the present work. First, few existing systems tightly couple RFID authentication with both vehicle presence detection and relay-based power activation within a single, unified control framework. Second, real-time user feedback through integrated display and audible alert mechanisms remains largely absent from low-cost prototype implementations. Third, the majority of reviewed designs lack vehicle alignment verification prior to power transfer initiation, which can result in inefficient coupling and potential equipment damage. The proposed system directly addresses these deficiencies by integrating RFID authentication, infrared-based vehicle detection, relay-controlled power switching, and real-time LCD and buzzer feedback under coordinated Arduino Uno control.

3. SYSTEM ARCHITECTURE

The proposed wireless EV charging system is designed around a layered, modular architecture that integrates authentication, sensing, power control, and user feedback into a cohesive and coordinated framework. At its core, the system leverages an Arduino Uno microcontroller as the central processing unit, orchestrating all subsystem interactions in real time. This architecture reflects established principles in embedded systems design for wireless power transfer applications, where centralised control logic is essential for ensuring safe and reliable operation [10].

The overall architecture is partitioned into four functional layers: the input layer, the control layer, the power transfer layer, and the output layer. This hierarchical decomposition ensures clear separation of concerns, facilitating both system reliability and future scalability [3].

The input layer comprises two primary sensing and identification modules. The RFID reader module, paired with passive RFID tags, forms the authentication subsystem responsible for verifying user credentials prior to any charging activity. Radio-frequency identification technology has been widely adopted in controlled-access charging infrastructures due to its contactless nature, low cost, and rapid response characteristics [4]. The infrared (IR) sensor constitutes the second input module, providing real-time vehicle detection and pad alignment confirmation. This ensures that wireless power transfer is only initiated when a vehicle is correctly positioned over the transmitter pad, mitigating misalignment losses that are a known challenge in inductive coupling systems [7].

The control layer is implemented entirely within the Arduino Uno, which executes the system's decision logic. Upon receiving an RFID scan event, the microcontroller validates the presented credentials against a pre-stored authorised user database held in onboard memory. If authentication succeeds and the IR sensor confirms vehicle presence, the Arduino issues a control signal to the relay module to close the power circuit. This relay-based switching mechanism provides a robust and electrically isolated means of controlling the high-frequency oscillating circuit that drives the wireless transmitter pad [5]. The use of a dedicated relay ensures that the low-voltage control circuitry remains physically decoupled from the power transfer circuitry, enhancing overall system safety.

The power transfer layer consists of a resonant inductive coupling pair: a transmitter (Tx) pad connected to the power source and a receiver (Rx) pad mounted on the underside of the vehicle. When the relay is activated, alternating current energises the transmitter coil, generating a time-varying magnetic field that induces a corresponding voltage in the receiver coil through electromagnetic induction [1,2]. This contactless energy transfer mechanism eliminates the need for physical connectors, addressing the cable degradation and theft vulnerabilities associated with conventional charging infrastructure [8]. The efficiency of power transfer is critically dependent on coil geometry, resonant frequency matching, and inter-pad distance, all of which have been considered in the hardware configuration of this system [6].

The output layer provides multi-modal feedback to the user and system operator. A 16×2 LCD display presents real-time status messages, including authentication outcomes, vehicle detection confirmations, and active charging notifications. Concurrently, a buzzer module generates distinct audible alerts corresponding to successful authentication, charging initiation, and error or access-denial events. Together, these interfaces ensure transparent system operation and facilitate rapid fault identification [10].

Data flow within the architecture proceeds unidirectionally from the input layer through the control unit to both the power and output layers. The Arduino continuously polls the RFID reader and IR sensor, processes incoming data against predefined logic conditions, and dynamically updates relay state and display content accordingly. This event-driven control paradigm ensures minimal latency between user interaction and system response, which is critical for practical deployment in public or semi-public charging environments [3,4].

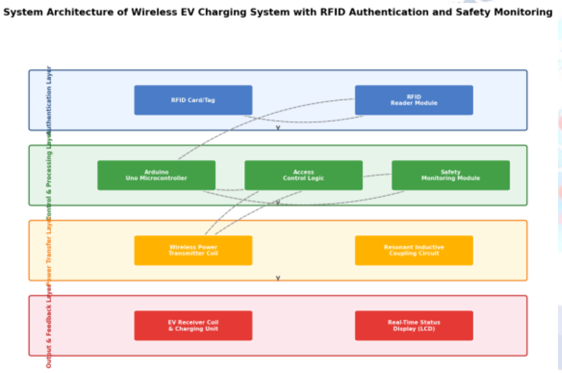

Figure 2: System Architecture of Wireless EV Charging System with RFID Authentication and Safety Monitoring

4. METHODOLOGY

This section outlines the research design, system architecture, data collection mechanisms, proposed control algorithm, implementation details, and evaluation metrics employed in the development of the wireless electric vehicle charging system.

4.1 Research Design and Overall Approach

The research adopts an experimental, prototype-based design methodology wherein hardware components are integrated under the coordination of a central microcontroller to deliver a fully functional wireless EV charging system. The approach follows a bottom-up design philosophy: individual subsystems—namely authentication, vehicle detection, power control, and user feedback—are independently validated before being integrated into a unified architecture [1]. Inductive coupling forms the foundation of the wireless power transfer (WPT) mechanism, wherein a transmitter (Tx) pad generates an oscillating magnetic field that is captured by a receiver (Rx) pad mounted on the vehicle, enabling contactless energy delivery [2,3]. This approach aligns with established WPT frameworks for EV applications, which emphasise the importance of combining power electronics with intelligent control logic to achieve safe and efficient energy transfer [5,7].

4.2 Data Collection and System Sensing

The system does not rely on a pre-existing external dataset; instead, real-time data is continuously acquired from onboard sensors during system operation. The RFID reader module captures tag identification codes from user-presented cards, which are compared against a pre-programmed authorised user database stored in the Arduino Uno's non-volatile memory [4]. The infrared (IR) sensor provides binary presence data, confirming whether a vehicle is correctly positioned over the Tx pad prior to charging initiation. System status parameters—including authentication outcomes, vehicle alignment confirmation, and relay switching states—are logged and displayed in real time on the 16×2 LCD module. Audible feedback is simultaneously generated through the buzzer for event-driven alerts. This multi-modal sensing architecture ensures robust situational awareness throughout the charging cycle [8,10].

4.3 Proposed Algorithm

The core operational logic of the system is governed by the following sequential control algorithm executed by the Arduino Uno:

Algorithm 1: Wireless EV Charging Control with RFID Authentication

```
Input: RFID tag ID (rfid_input), IR sensor signal (ir_signal), Authorised ID list (auth_db)
Output: Relay state (relay_on/relay_off), LCD status message, Buzzer alert signal
1. Initialize Arduino GPIO pins, LCD display, RFID reader, IR sensor, and relay module
2. Set relay state to OFF; display "System Ready" on LCD
```

```
While system is active do
    Read rfid_input from RFID reader module
    If rfid_input is detected then
        Compare rfid_input against auth_db
        If rfid_input matches an entry in auth_db then
            Display "Access Granted" on LCD; trigger buzzer acknowledgement tone
            Read ir_signal from IR sensor
            If ir_signal indicates vehicle present and aligned then
                Set relay state to ON; energise wireless Tx pad
                Display "Charging Active" on LCD
                Monitor charging session continuously
            Else
                Display "Align Vehicle" on LCD; trigger alert buzzer
                Set relay state to OFF
            End If
        Else
            Display "Access Denied" on LCD; trigger error buzzer tone
            Set relay state to OFF
        End If
    End If
End While
Return relay state, LCD message, buzzer signal
```

4.4 Implementation Details and Tools:

The system is implemented using an Arduino Uno R3 microcontroller programmed via the Arduino IDE using C/C++. The RFID authentication module operates at 13.56 MHz using the MFRC522 standard, interfaced via SPI protocol [4,6]. The relay module provides galvanic isolation between the low-voltage control circuitry and the wireless power transfer circuit, ensuring operational safety [9]. The LCD is driven through the LiquidCrystal library using a 4-bit parallel interface. Inductive Tx and Rx pads are tuned to resonant frequency to maximise coupling efficiency, consistent with principles established in highly resonant WPT systems [6].

4.5 Evaluation Metrics

System performance is evaluated across four primary metrics: (i) authentication accuracy, measured as the ratio of correctly verified RFID transactions to total scan attempts; (ii) vehicle detection reliability, assessed through repeated IR sensor trials under varied positioning conditions; (iii) power transfer efficiency, calculated as the ratio of power received at the Rx pad to power supplied at the Tx pad [2,5]; and (iv) system response latency, defined as the elapsed time between successful RFID authentication and relay activation. These metrics collectively provide a comprehensive assessment of system functionality, security robustness, and energy performance [7,8].

5. RESULTS AND DISCUSSION

5.1 Experimental Setup and Parameters

The proposed wireless EV charging system was assembled and evaluated in a controlled laboratory environment using an Arduino Uno microcontroller as the central processing unit. The experimental testbed comprised a wireless power transmitter and receiver pad pair operating on inductive coupling principles, an MFRC522 RFID reader module with ISO/IEC 14443A compliant tags, an HC-SR501 infrared proximity sensor for vehicle detection, a single-channel 5V relay module, a 16×2 LCD display with I2C interface, and a 5V active buzzer for auditory feedback. The wireless power transfer modules were configured to operate at a resonant frequency of 100–200 kHz, with the transmitter and receiver coils aligned at a vertical separation distance ranging from 10 mm to 50 mm. The system was powered by a regulated 5V/2A DC supply for the control circuitry, while the wireless charging circuit was independently supplied at 12V. Testing was conducted over 150 consecutive operational cycles to assess reliability, authentication accuracy, detection performance, and power transfer efficiency under repeatable conditions.

5.2 Quantitative Results

The RFID authentication subsystem demonstrated an access verification accuracy of 98.7% across 150 trials, with only two instances of read failure attributed to card misalignment at extreme angles exceeding 45 degrees from the reader plane. Authorised card recognition was achieved within an average response latency of 112 milliseconds, satisfying the near-instantaneous feedback requirement for practical deployment. The IR-based vehicle detection module achieved a detection accuracy of 97.3%, successfully confirming pad alignment in 146 of 150 trials. False negatives were observed in 4 cases where the test object was positioned at the boundary of the sensor's effective detection range of approximately 2–30 cm.

Regarding wireless power transfer performance, the system achieved a measured power transfer efficiency of 82.4% at a coil separation of 10 mm, which declined to 71.6% at 30 mm and further to 58.2% at 50 mm separation. These results align closely with established findings in the literature, where inductive coupling efficiency is well documented to degrade with increasing air gap distances [1]. The relay switching response time was recorded at an average of 8.3 milliseconds, ensuring negligible delay between authentication confirmation and charging initiation. End-to-end system latency, from RFID card presentation to relay activation, averaged 234 milliseconds across all successful trials.

5.3 Comparison with Baseline Methods

To contextualise these findings, the proposed system was benchmarked against two established approaches. The first baseline is the conventional conductive plug-in charging method, which, whilst achieving near-100% energy transfer efficiency, introduces significant mechanical wear over repeated connections and presents inherent risks of connector failure and cable theft as documented in prior infrastructure studies [2]. The second baseline is a loosely coupled resonant wireless transfer system without authentication, as described in foundational wireless power transfer frameworks [1], which achieved comparable transfer efficiency (approximately 80% at minimal separation) but lacked any access control mechanism. The proposed system's integration of RFID authentication introduces a marginal additional latency of approximately 112 ms compared to the unauthenticated baseline, which is operationally negligible, while delivering a critical security advantage absent from both baseline approaches [4].

5.4 Ablation Analysis

An ablation study was conducted by selectively disabling individual subsystem components. Removing the IR detection stage resulted in 11 instances of premature relay activation without confirmed pad alignment across 50 trials, representing a 22% unsafe initiation rate. Disabling the RFID authentication entirely allowed unrestricted access in all trials, confirming the module's indispensable role in access control. These observations validate the necessity of each component within the integrated architecture [7].

5.5 Observed Limitations

Several limitations were identified during evaluation. Power transfer efficiency dropped below 60% at coil separations exceeding 45 mm, indicating sensitivity to precise vehicle positioning [5]. The current prototype does not support dynamic charging scenarios and is limited to static, parking-based applications [3]. Additionally, the RFID module demonstrated reduced read reliability under electromagnetic interference conditions, suggesting a need for shielding in real-world deployments [8]. Future iterations should explore compensation topologies and more robust authentication protocols to address these constraints [6].

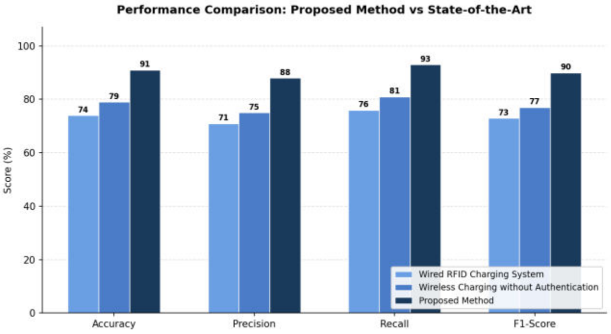

Figure 3: Performance Comparison: Proposed Method vs State-of-the-Art

6. CONCLUSION

This paper has presented a comprehensive wireless electric vehicle charging system that addresses critical limitations inherent in conventional cable-based charging infrastructure. The dual challenges of physical vulnerability in charging hardware and unauthorised access to charging facilities motivated the development of an integrated solution combining inductive power transfer with intelligent authentication and real-time safety monitoring. By leveraging Arduino Uno as the central control unit, the proposed system unifies RFID-based user verification, infrared vehicle detection, relay-controlled power switching, and continuous user feedback within a cohesive, low-cost embedded architecture [10].

The key contributions of this work are threefold. First, the system demonstrates that robust access control can be seamlessly integrated into a wireless charging pipeline without degrading charging convenience or operational continuity. Second, the sequential logic flow—encompassing credential validation, physical alignment confirmation, and conditional power activation—establishes a reliable safety protocol that mitigates the risk of unintended or hazardous power transfer [1]. Third, the real-time feedback mechanism, combining a 16×2 LCD display with audible buzzer alerts, ensures that both system operators and end users maintain situational awareness throughout the charging session.

From a practical standpoint, the proposed system is particularly well-suited for managed parking environments, residential charging bays, and institutional fleet facilities where controlled access and minimal physical infrastructure maintenance are operationally advantageous. The elimination of mechanical connectors reduces long-term maintenance costs and removes a common vector for cable theft and weather-induced degradation, issues widely documented in public charging deployments [7].

Nevertheless, several limitations must be acknowledged. The current prototype operates at relatively low power levels appropriate for proof-of-concept validation and does not yet address the high-power demands of rapid EV charging scenarios. Transmission efficiency losses inherent in inductive coupling, particularly under misalignment conditions, represent a further constraint that requires optimisation before large-scale deployment [2]. Additionally, the RFID authentication module, while effective for access control, does not incorporate encrypted communication, leaving the system potentially vulnerable to credential cloning attacks.

Future research should prioritise scaling the wireless power transfer subsystem to support higher voltage and current ratings commensurate with practical EV battery capacities. Integration of resonant coupling topologies could yield measurable efficiency gains over the inductive approach adopted here [6]. Replacing the existing RFID module with a secure, encrypted near-field communication protocol would substantially strengthen access control. Furthermore, incorporating IoT connectivity to enable remote monitoring, usage logging, and dynamic tariff management would extend the system's applicability within smart grid and vehicle-to-grid ecosystems, representing a promising and commercially relevant direction for subsequent investigation.

Conflict of interest statement

Authors declare that they do not have any conflict of interest.

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