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RETRACTED: An experimental verification system for electric vehicle and grid interactive charging safety

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The development of electric vehicles (EVs) reduces dependence on fossil fuels, promotes energy conservation and emissions reduction, and facilitates the transition to clean energy sources in the power grid. However, subjective charging behavior among EV owners can lead to blind charging practices, compromising the reliability of the distribution network by widening the peak-to-valley difference. To address safety concerns during the charging process, this paper proposes hardware and software systems for an experimental verification system. The network architecture, focused on charging safety, is examined. Analysis of the system's operation data reveals that it enables bidirectional interaction between electric vehicles and the power grid. This solution proves effective for integrating a large number of EVs in peak-shaving and valley-filling efforts, laying a technical foundation for their inclusion in the power grid for peak shaving, valley filling, as well as providing standby and frequency regulation services.

KEYWORDS

electric vehicle, grid interaction, charging safety, architectural design, hardware construction, software construction

1 Introduction

Under the double pressure of energy shortage and air pollution in the 21st century, green and environmentally friendly electric vehicles have been rapidly developed as a substitute for fuel vehicles (Yong et al., 2015; Kumar and Alok, 2020). The popularity of electric vehicles brings a large number of charging demand, promoting the upgrading and transformation of the power distribution network (Yin et al., 2023; Buzna et al., 2021). EVs have the dual attributes of load and power source at the same time, and access to charging piles will change the operation mode of the power grid, and the distribution network will become a complex multi-power network interconnected with users (Dong et al., 2022; Solanke et al., 2020; Keller et al., 2021).

Environmentally friendly electric vehicles (EVs) have a broad development prospect, but at the same time, the popularity of EVs brings a lot of challenges to the planning and reliability of the distribution network (Li et al., 2020; Tan et al., 2016; Dong et al., 2017; Xia et al., 2016). Firstly, the charging period of EVs after ending their daily commute coincides with the daily peak load period of the grid, which easily leads to the overloading of distribution grid lines and threatens the reliability of distribution grid power supply (Zhang et al., 2019a; Andersen et al., 2021). Secondly, the charging behavior of EV owners is subjective, and if the charging behavior of EV owners is not guided and controlled, just blindly connecting EVs to the grid will lead to a further increase in the peak-to-valley

difference of the grid affecting the reliability of the distribution grid (Zhang et al., 2019b; Das et al., 2020; Yan et al., 2021). Therefore, it is of practical significance to study how to reduce the adverse effects of distributed power grid integration and EV charging on the reliability of the distribution network.

In recent years, numerous scholars have extensively researched the interaction between EVs and power grids, delving into key issues in this domain (Jiang et al., 2014). Zhu et al. (Zhang et al., 2023) conducted an analysis of the impact of different EV charging and discharging methods on the daily load of distribution networks. Additionally, this research estimated the potential of EVs to engage in peak shaving and valley filling through bidirectional charging and discharging. The findings from this study offer valuable insights for distribution network planning. Wu et al. (2018) proposed a model for EV dispatchable time distribution, followed by a coordinated strategy for EV charging and wind turbine output scheduling. Simulation results demonstrate that adjusting the charging period of EVs to align with wind turbine scheduling improves the reliability of the distribution network. Furthermore, Liu et al. (Pavic et al., 2018) conducted a comprehensive assessment of the distribution network's capacity to accommodate EV charging. The study focused on various factors that limit the access of large-scale EVs to the distribution network, including total harmonic distortion rate, transformer loading, branch circuit blockage, and bus voltage stability. Recent studies underscore the significant potential of integrating EVs with renewable energy sources, such as solar and wind power. This integration is pivotal for enhancing the sustainability of EV charging. Notably, Yadav et al. (2023) have demonstrated that solar-powered EV charging stations can effectively reduce the load on the grid and increase the utilization of solar energy. Sarmah et al. (2023) has discussed how these advancements impact the interaction between EVs and the grid in a comprehensive review. Campo et al. (2023) have explored the role of V2G in demand response mechanisms, illustrating how EVs can serve as energy storage units.

While several systems have been proposed to address aspects such as charging efficiency, load management, and grid stability, our system offers a holistic solution that integrates these elements into a unified framework. Specifically, we highlight the unique features of our system, such as the hierarchical structure and the use of advanced middleware technologies, which set it apart from other approaches.

In the realm of electric vehicle (EV) and grid interactive charging safety, our experimental verification system introduces several innovative features that set it apart from existing solutions. Our approach is distinguished by a meticulously designed hierarchical structure, which encompasses a robust power supply system, an efficient charging and discharging mechanism, a comprehensive monitoring system, and an interaction main station system. This architecture not only ensures a stable and reliable power supply but also facilitates real-time monitoring and dynamic control of the charging processes, thereby enhancing the overall system efficiency.

Our system's design is underpinned by the use of cutting-edge technologies such as SSH-based B/S architecture, Coherence middleware communication technology, and WebLogic cluster technology. These technologies are pivotal in enabling seamless data flow and processing, which is essential for the real-time

monitoring and control that our system offers. Furthermore, the adherence to J2EE technology system standards in our software construction ensures that the system is highly scalable, capable of adapting to varying operational scales and complexities.

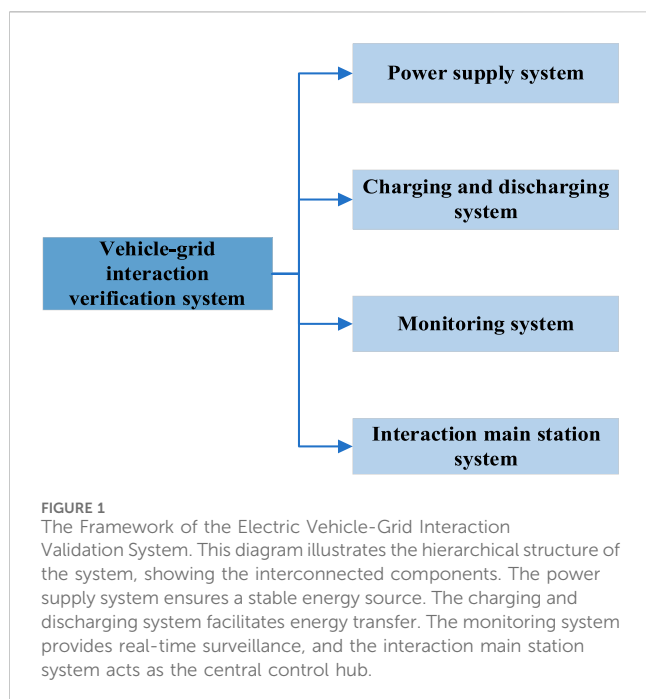
The above studies discuss different aspects of the interaction between electric vehicles and power grids, but mainly rely on theoretical analysis and simulation results. There is a lack of comprehensive systems to verify the effectiveness of these theories and strategies in practice, and there is a lack of consideration of actual hardware and software system operations, which will greatly limit its ability to be promoted to practical applications (Hussain et al., 2021; Wang et al., 2024; Shi et al., 2020). More importantly, there is still a lack of in-depth research and practical verification of the two-way interaction between electric vehicles and power grids, especially in terms of safety considerations and evaluation of actual operational effects (Zhang et al., 2017; Zhang et al., 2021).

For this purpose, this paper proposes an interactive experimental verification system comprising both hardware and software systems, focusing on the safety of electric vehicle (EV) interaction with the power grid during charging. This system provides a technical foundation for the large-scale participation of EVs in grid peak shaving, standby, and frequency regulation services. It then delves into the network architecture of the experimental verification system for the safety of EV interactive charging, emphasizing the system's reliability and efficiency while ensuring the safety of the charging process. Through the analysis of operational data from the experimental verification system, the effectiveness of this system in grid peak shaving, providing standby, and frequency regulation services has been verified. Advanced technologies were applied in the construction of hardware and software, including SSH based on B/S architecture, Coherence middleware communication technology, WebLogic clustering technology, and the use of the MVC design pattern. Lastly, by simulating typical charging behavior scenarios, the system's participation in peak shaving and frequency regulation interactions was experimentally verified, showcasing the positive impact of EVs on the grid load under passive and active control strategies. The interactive experimental verification system established in this paper effectively resolves the safety issues in the EV-grid interactive charging process, provides technical support for the large-scale integration of EVs, and contributes significantly to the development of smart grid technology and the sustainability of future energy.

2 Construction method

2.1 Program for the construction of the hardware

According to the promotion and application of electric vehicles and the construction of charging and swapping facilities, the experimental validation system mainly relies on existing electric vehicle charging stations for construction. The initial station is outfitted with 8 units of 7 kW AC charging stations and 4 units of 35 kW DC charging stations (which include 4 DC charging stations), alongside a charging station monitoring system. The comprehensive framework of the electric vehicle-grid interaction validation system, as illustrated in Figure 1, demonstrates a



hierarchical structure. The vehicle-grid interaction verification system encompasses four fundamental components: the power supply system, which ensures stable and dependable power supply; the charging and discharging system, which enables efficient energy transfer between the grid and electric vehicles; the monitoring system, which facilitates real-time monitoring and control of charging processes; and the interaction main station system, which functions as the central controller for managing the overall vehicle-grid interaction process.

The power supply system comprises incoming power supply, transformers, high and low-voltage switchgear, active filtering devices, and grid control and protection cabinets. In terms of hardware construction, an extra grid control and protection cabinet has been incorporated, in comparison to the pre-renovation setup.

The original station is equipped with both 8 units of 7 kW AC charging piles and 4 units of 35 kW DC charging piles (including 4 DC charging piles), alongside a dedicated charging station monitoring system. The overall framework of the electric vehicle-grid interaction validation system is presented in Figure 1, which exhibits a clear hierarchical structure.

The vehicle-grid interaction verification system in a formal tone consists of the following four parts:

- (1) The power supply system is tasked with ensuring a stable and reliable provision of power. Its primary function is to maintain a consistent energy supply to support the vehicle-grid interaction process, thereby contributing to its overall reliability.
- (2) The charging and discharging system plays a pivotal role in facilitating efficient energy transfer between the grid and electric vehicles. It is responsible for managing the flow of electrical energy to ensure the effective charging and discharging of the vehicles, thus optimizing energy utilization.

- (3) The monitoring system is designed to enable real-time surveillance and control of charging processes. This component leverages advanced technologies to continuously monitor and manage the charging activities, thereby ensuring operational transparency and control.
- (4) The interaction main station system serves as the central control hub for managing the entire vehicle-grid interaction process, acting as the core interface for coordinating and supervising the interactions between electric vehicles and the grid. It integrates data from the power supply, charging and discharging, and monitoring systems to ensure seamless and efficient operation of the entire system. The system utilizes an SSH-based B/S architecture, Coherence middleware communication technology, WebLogic cluster technology, and geographic information services. Furthermore, it follows the MVC model for platform independence, flexibility, maintainability, scalability, portability, and component reusability. The hardware components include a server cabinet with front-end servers, data servers, a KVM switch, a network switch, network isolation devices, and a workstation (Dong et al., 2017). Overall, this integrated approach ensures efficient performance, seamless user interaction, and support for a wide range of functionalities.

The hardware construction plan of the experimental validation system is shown in Figure 2, achieving bidirectional interaction between energy and information.

2.2 Program for the construction of the software

The main functions that the software of the electric vehicle-grid interaction charging safety experimental validation system needs to accomplish are as follows:

- (1) Monitoring the load information of distribution substations and collecting information about distribution equipment, real-time monitoring of the working status of the distribution equipment at each station, including voltage, current, power, fault information, and other parameters.
- (2) Collecting and managing the operating information of electric vehicles, real-time monitoring of the operation, and charging/discharging status of each vehicle.
- (3) Collecting information from charging and discharging stations. Through communication methods such as power system fiber optic networks and public networks, the online monitoring system of the experimental validation system connects with the charging and discharging facilities inside the station. It collects data on the operating status, charging voltage, current, charging amount, charging cost, fault signals, and other information from the charging and discharging facilities, enabling remote monitoring of the charging and discharging facilities.
- (4) Collecting information from decentralized AC charging piles and DC chargers. By using GPS or 3G, the distributed AC charging piles and DC chargers are connected to the information management system, allowing the collection of

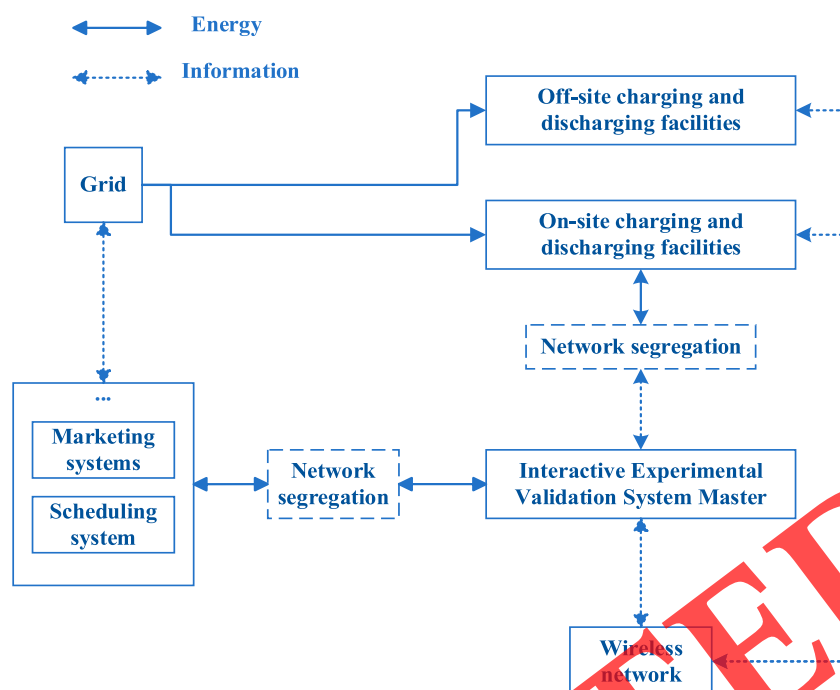


FIGURE 2
The Hardware Construction Plan of the Experimental Validation System. This plan outlines the physical layout of the system's hardware components, showing the server cabinet, charging stations, and network elements. The annotations detail the flow of data and energy within the system.

real-time operating status, charging voltage/current, charging amount, charging cost, fault information, and other data related to the AC charging piles and DC chargers. This enables remote monitoring and management of the AC charging piles and DC chargers.

- (5) Interactive effect evaluation involves integrating interactive coordination control strategies to dynamically regulate the status and power of charging and discharging facilities. By using tools such as curves and bar charts, it compares the operational data of grid load, frequency, and reserve capacity before and after the control, providing a comprehensive demonstration of the interactive effects between electric vehicles and the grid.

In addition, the software of the vehicle-grid interaction experimental validation system also needs to reserve external interfaces, such as statistical daily report upload interfaces, dynamic data remote transmission interfaces, web publishing interfaces, and remote access to historical data for demonstration operation of electric vehicles and charging facilities.

The system software architecture is based on application architecture and data architecture. Drawing on the trends in information technology development and practical experience, a comprehensive technical implementation plan for the system is proposed from the perspective of system technology implementation. The technical architecture adheres to J2EE technology system standards, utilizing software technology to achieve componentization and dynamization. A uniform and shareable data model is employed and the system is designed using a multi-tiered technical architecture, comprising an

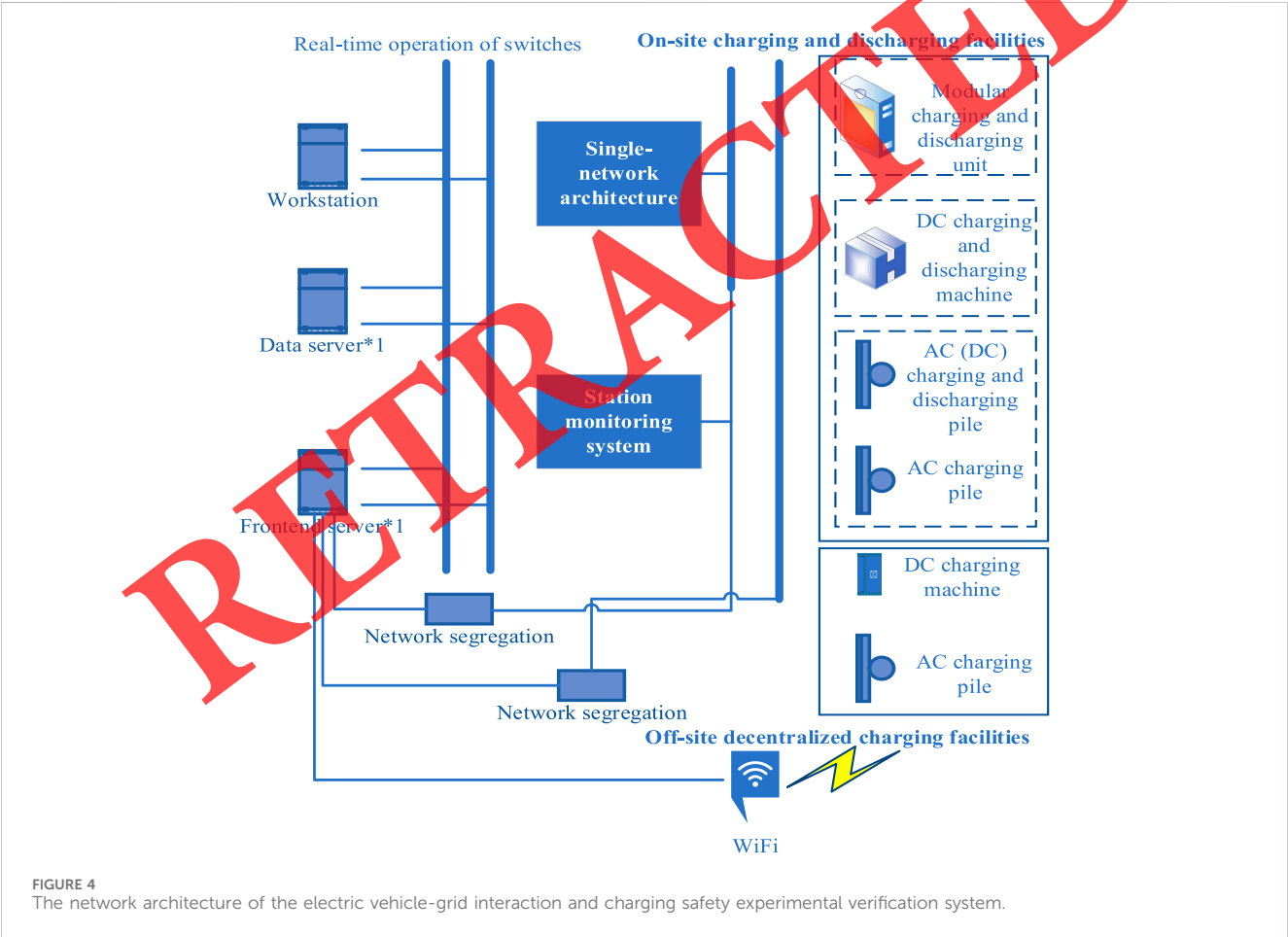
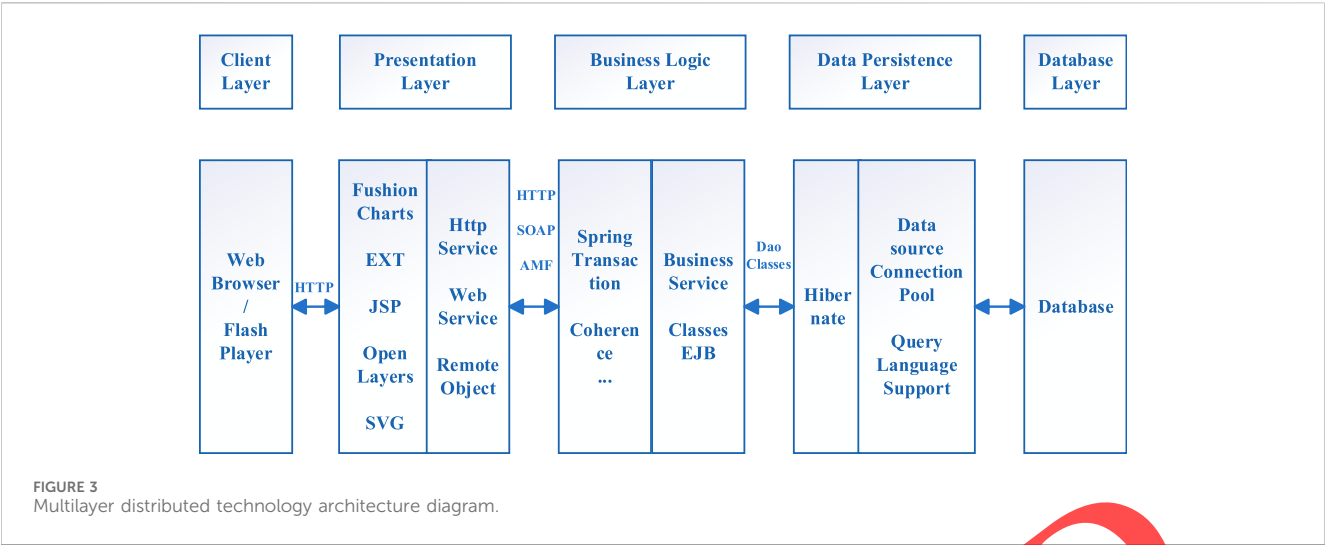
interface control layer, business logic layer, and data layer. This technical architecture is presented in Figure 3.

In Figure 3, the system is implemented using technologies such as Struts2, Spring3, Hibernate3, Coherence, ExtJs3, and Ajax. According to the specific structure of the JavaEE framework and the principle of software code reuse, a four-layer structure is adopted: the web presentation layer, the service layer, the DAO layer, and the entity layer. Each layer is responsible for its corresponding functionality, and communication interfaces are used between layers to achieve communication capabilities, thereby abstracting the internal implementation details. Additionally, the MVC pattern separates data access from data presentation, providing a better decoupling approach for the system, and showing significant advantages in implementing a multi-layer web application system.

2.3 Overall architectural design of the validation system

The design of the validation system's overall architecture prioritizes advancement, maturity, and feasibility. It follows the principle of being "business-driven" and utilizes various design methods such as business architecture, application architecture, data architecture, and system network architecture design. This approach ensures the robustness and effectiveness of the interactive experimental validation system.

Business architecture refers to the refinement, abstraction, and modeling of processes, activities, and rules within the scope of business coverage from the perspective of electric vehicle



operation monitoring, management, and services. The understanding and planning of the experimental validation system's business blueprint are approached from a business perspective. The focus is on adopting a business-driven approach, with the goal of practical application and the objective of fine-grained management. The ultimate aim is to establish a comprehensive business model for the system.

Application architecture is a system functional blueprint designed to support business operations. It is an abstract holistic view of the system's functional structure. The business architecture clearly and accurately defines the scope, functions, and modules of the application from the perspective of system functional requirements. Using information system analysis methods, it comprehensively analyzes and abstracts the business processes

and objectives of the operation monitoring management system, organizing the concrete business implementation into corresponding functional domains.

Data architecture is based on the business architecture, defining data classification, data sources, and data deployment from the perspective of system data requirements. This is done to achieve standardization, consistency, accuracy, and reliability of system data, and to fully discover and explore the value of data.

The network architecture of the system is based on the application architecture and data architecture. From the perspective of system implementation, it proposes the overall physical deployment of software and hardware. It suggests that the experimental verification system network architecture mainly consists of three segments, including the real-time segment, management segment, and data acquisition segment to provide sufficient resources for the operation of the system. The network architecture of the electric vehicle-grid interaction and charging safety experimental verification system is illustrated in Figure 4.

In the network architecture diagram, electric vehicles, distributed charging (discharging) facilities, and other devices are connected to the front-end server through the 3G/4G network. Charging and discharging stations, as well as battery replacement stations, are connected to the front-end server through the public network and network isolation devices. The power information acquisition system, dispatching automation system, etc., are connected to the front-end server through the power-dedicated network and network isolation devices. The front-end server is connected to the data server, workstations, etc., using a dual-network structure.

3 Results and discussion

Efficient information exchange is the foundation for monitoring and controlling the operation of electric vehicles on a large scale. Data related to electric vehicles, charging and swapping facilities, and power batteries are shared and exchanged among multiple applications and systems. To facilitate problem analysis, establishing a CIM (Common Information Model) model suitable for large-scale monitoring of electric vehicle operations is an effective method for achieving efficient information exchange. The CIM is an open abstract common information model that provides a standardized approach to describe the resources and relationships of power systems. The validation system conducts CIM modeling and analysis on four types of charging and discharging devices: AC charging piles, whole vehicle DC chargers, box-type DC chargers, and integrated AC/DC charging and discharging piles. Common objects and attributes are then extracted and integrated to establish a unified CIM model for the charging and discharging equipment of electric vehicle experimental validation systems. This paper relies on CIM-based electric vehicle charging stations and electric vehicle station substations to verify and demonstrate the solutions and effects of the interaction between electric vehicles and the power grid,

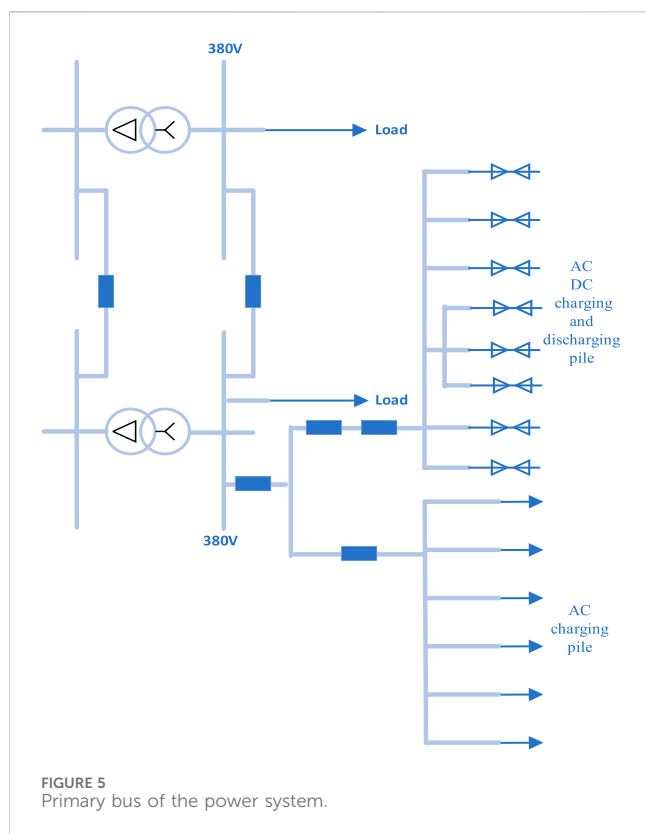
TABLE 1 Daily load situation of electric vehicle charging station substation.

Number	Time	Daily Load/kVA
1	1:00	33.8
2	2:00	39.3
3	3:00	33.3
4	4:00	46.5
5	5:00	38.5
6	6:00	54.5
7	7:00	68.8
8	8:00	94.9
9	9:00	90.6
10	10:00	106.4
11	11:00	93.7
12	12:00	60.2
13	13:00	102.6
14	14:00	76.9
15	15:00	48.8
16	16:00	42.0
17	17:00	41.2
18	18:00	41.1
19	19:00	43.2
20	20:00	43.2
21	21:00	42.9
22	22:00	44.7
23	23:00	43.8
24	24:00	35.4

and comprehensively assess the feasibility of large-scale interaction between electric vehicles and the power grid.

3.1 Analysis of user load and power balance

In our study, the data in Table 1, which reflects the daily load at the EV charging station substation, was collected over a period of 1 month. We used a combination of direct on-site measurements with precision electrical meters and data from smart meters that recorded energy consumption at 15-min intervals. The raw data underwent a cleaning process to ensure accuracy, which included filtering out anomalies and verifying against operational norms. After cleaning, the data was aggregated to calculate the daily load values presented in the table. To maintain the integrity of our analysis, we performed quality assurance checks, cross-referencing the data with secondary sources and operational logs. This rigorous process ensured that the data accurately represents the substation's load profile and its interaction with the grid.



The electric vehicle station substation is a dual power source substation, with two transformers operating separately, and a total power supply capacity of 1,260 kVA. The power for the electric vehicle and power grid interaction experimental verification system is sourced from this substation, using a 380 V power supply. The power supply first enters the control room and then undergoes division by the distribution cabinet. Subsequently, it is directed to various AC/DC charging and discharging equipment. The primary bus of the power system is presented in Figure 5.

Taking a certain day as an example, based on measured load data, the daily load situation of the electric vehicle station substation is shown in Table 1.

From Table 1, it can be seen that the highest utilization rate of the experimental validation system's substation transformer is 8.4%, which occurs at 10:00 in the morning, and the average utilization rate during the daytime is 6.01%.

Based on power balance calculations, the experimental validation system has a maximum discharge power of 70 kW. During the morning hours from 8:00 to 14:00, all the energy discharged from the validation system is consumed by the office building. During other times, the generated energy from the experimental validation system can be transmitted back to the 10 kV power line supplying the substation. However, the transmission power is small and does not exceed 35 kW. Based on the 24-h load curves of two experimental lines obtained from the distribution network dispatching system, the minimum load of both lines exceeds 100 kVA. Therefore, the energy transmitted back to the 10 kV power line by the experimental validation system can be consumed by the loads carried by two experimental lines, and it will not be transmitted to the 10 kV bus of the 66 kV substation.

3.2 Experimental verification of interactive scenarios and performance curve

The experimental validation system evaluates the interaction effect by simulating two typical charging behavior scenarios based on the driving habits of private car users. The scenario settings are as follows:

Scenario 1: The electric vehicle (simulated load) is connected at 10:00 with a SOC (State of Charge) of approximately 0.6, and the departure time is set for 18:00 on the same day, with an expected SOC set to 1.

Scenario 2: The electric vehicle (simulated load) is connected at 21:00 with a SOC of approximately 0.6, and the departure time is set for 8:00 the next day, with an expected SOC set to 1.

At the same time, set the type of interactive function of electric vehicles or simulated loads participating in the grid, as shown in Table 2.

Taking the daily load of the electric vehicle station substation as an example, by integrating interactive coordination control strategies, the real-time control of the status and power of the charging and discharging facilities is regulated. By using tools such as curves and bar charts, a comparison of operational data such as grid load, frequency, and reserve capacity before and after control is conducted to comprehensively demonstrate the interaction effect between electric vehicles and the power grid. Figures 6, 7 show the interactive effect of the experimental validation system participating in peak shaving and valley filling. In the condition of unregulated charging, it can be observed that the charging load of electric vehicles can increase the peak load of the power grid. However, electric vehicles can play a role in peak shaving and valley filling for the substation power grid under the control of interactive strategies.

Figures 8, 9 show the interactive effect of the experimental validation system participating in frequency regulation. It can be seen that there is no correlation between unregulated charging load and fluctuations in the power grid frequency. But, under the control of interactive strategies, there is a certain positive correlation between the charging and discharging load of electric vehicles and the power grid frequency.

3.3 Calculation of interaction indicators in the experimental validation system

Based on the research on the evaluation criteria of electric vehicle charging and discharging capabilities, the evaluation criteria for the charging and discharging capabilities of the experimental validation system are calculated as follows:

The peak shaving and valley filling index P is determined by Equation 1, with R_H representing uncontrolled charging peak load, R_C representing controlled charging peak load, and N representing the size of the electric vehicle fleet.

$$P = \frac{R_H - R_C}{N} \quad (1)$$

The alternative indicators $[A]$ for the experimental validation system is shown in Equation 2

TABLE 2 The experimental verification system charge and discharge parameters and interactive function type settings.

Electric vehicles or simulated loads	Function type	Battery capacity/kWh	Rated charge and discharge power/kW	Charge discharge efficiency	Lower limit of SOC
Electric vehicles 1	Peak-cutting and valley-filling	12.0	2	0.95	0.4
Electric vehicles 2	Peak-cutting and valley-filling	12.0	2	0.95	0.4
Electric vehicles 3	Frequency regulation	12.0	2	0.95	0.4
Simulated load: DC charging and discharging of the vehicle	Frequency regulation	50.0	1.5	0.95	0.3
Simulated load: AC charging and discharging pile	Reserve load	15.0	2.5	0.90	0.3
Simulated load: Boxed Module 1	Reserve load	7.5	5.0	0.91	0.3
Simulated load: Boxed Module 2	Reserve load	7.5	5.0	0.91	0.3
Simulated load: Boxed Module 3	Frequency regulation	7.5	5.0	0.91	0.3

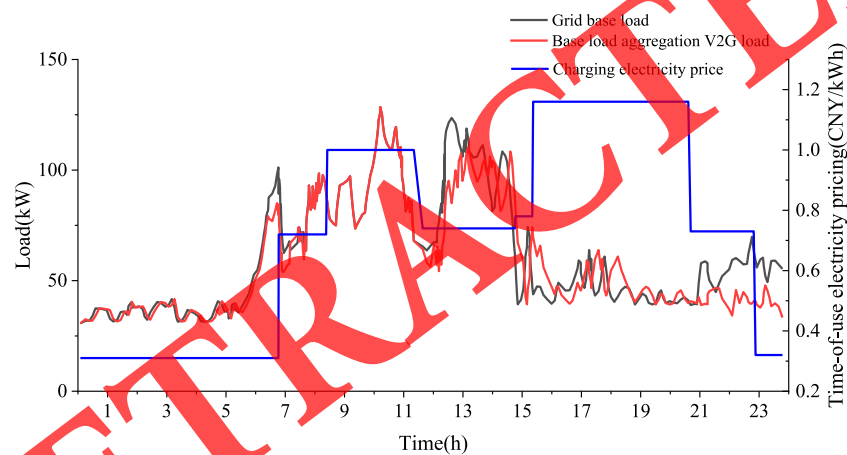


FIGURE 6 Experimental verification of the interactive effect of peak shaving and valley filling with system participation (compares the base load aggregation with the V2G load after the implementation of the controlled charging strategy).

$$[A] = \frac{\sum_{i=1}^{96} R(t) \times \Delta t}{\sum_i (P_i^C(t)T_i + P_i^D(t)T_i)} \times 100\% = 53.95\% \quad (2)$$

The frequency indicators $[f]$ for the experimental validation system are given in Equation 3

$$[f] = \frac{\sum_{i=1}^n (x_i - \bar{x})(y_i - \bar{y})}{\sqrt{\sum_{i=1}^n (x_i - \bar{x})^2 \sum_{i=1}^n (y_i - \bar{y})^2}} = 0.957 \quad (3)$$

Combining the effectiveness curve and interaction indicators, the calculated results show that electric vehicles or simulated loads participating in peak shaving and valley filling can effectively reduce peak load by an average of 9.14 kW under strategy control. Electric vehicles or simulated loads participating in load backup can provide an upward and downward reserve capacity equal to 53.95% of the sum of the rated charge and discharge power. Electric vehicles or simulated loads

participating in frequency regulation have a certain positive correlation between the power curve of charge and discharge and the frequency curve of the power grid, with a correlation coefficient of approximately 0.957.

4 Discussion

The integration of our system with existing grid infrastructure is facilitated by the use of advanced communication technologies and smart grid protocols. The system's design allows for seamless data exchange and control, enabling efficient load management and peak demand reduction. Furthermore, the potential for community-based charging networks is explored, highlighting the benefits of localized energy management and the potential for community resilience in times of high demand. Despite the potential

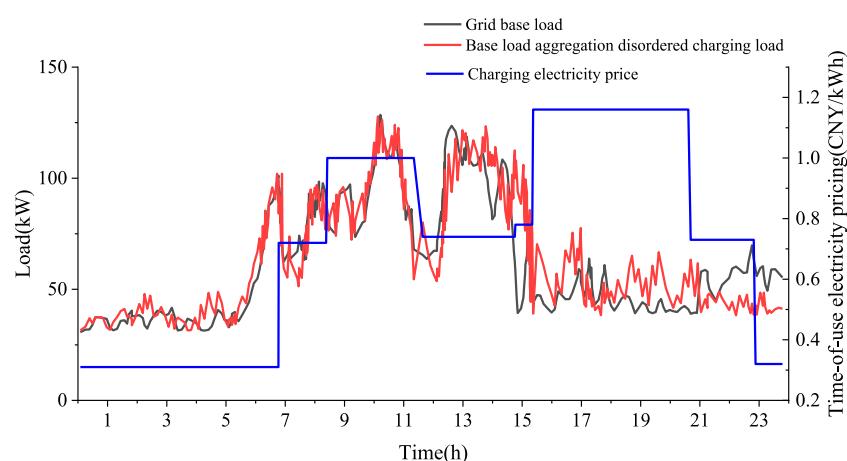


FIGURE 7

Experimental verification of the interactive effect of peak shaving and valley filling with system participation (Comparison of base load aggregation with disordered charging load before and after).

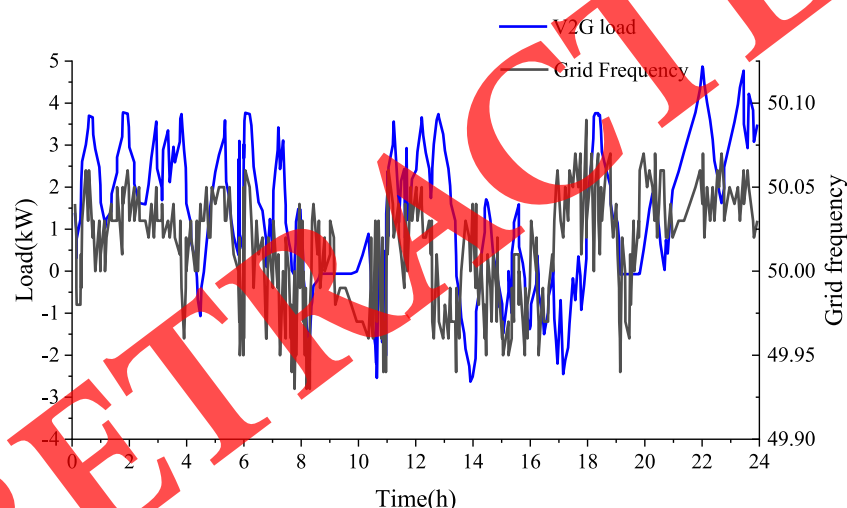


FIGURE 8

Experimental verification of the interactive effect of system participation in frequency regulation (V2G load following frequency variation graph).

benefits, the deployment of our system faces several challenges. Regulatory barriers may hinder the rapid adoption of new technologies, and technological compatibility issues must be addressed to ensure seamless integration with existing systems. Additionally, consumer education is crucial to ensure that EV owners understand the benefits and operational requirements of participating in grid interactive charging programs.

The modular architecture and adherence to J2EE standards allow for seamless integration of additional components, ensuring that the system can handle an increased number of EVs and charging stations without degradation in performance. While our system is designed for scalability, we recognize that scaling up will present challenges. Increased complexity in managing a larger network and higher data management demands are potential hurdles. We propose strategies such as

implementing advanced data management systems and enhancing communication protocols to address these challenges.

The strengths lie in its ability to provide comprehensive monitoring and dynamic control of EV charging processes, which are essential for ensuring grid stability and optimizing energy use. However, the system's reliance on advanced communication technologies may pose challenges in areas with limited infrastructure. We are committed to addressing these challenges and exploring potential solutions in future work.

The charging safety index is a critical metric in our study, reflecting the safety of the EV charging process. It encompasses parameters like voltage stability, current consistency, temperature control, and fault detection efficiency—each

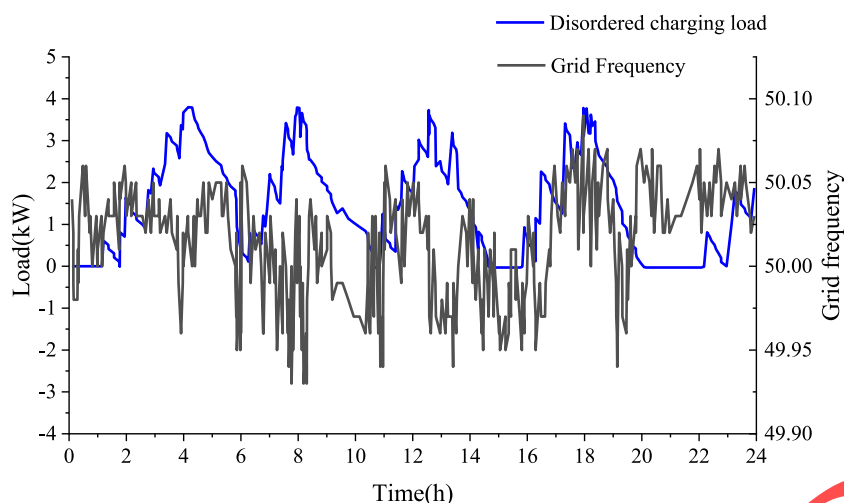


FIGURE 9
Experimental verification of the interactive effect of system participation in frequency regulation (Disordered charging load following frequency variation graph).

crucial for ensuring a safe charging environment. The index's high value, derived from stringent safety parameters, underscores our system's robustness against potential charging hazards. Despite these promising results, we acknowledge the necessity for ongoing assessment and improvement of the Charging Safety index. Continuous refinement will not only enhance safety but also adapt to evolving charging technologies and standards. We recommend that future studies incorporate a similar index to benchmark and improve the safety of EV charging systems. This proactive approach will foster a culture of safety and innovation in the EV industry.

5 Conclusion

This section is not mandatory but can be added to the manuscript if the discussion is unusually long or complex.

The research highlights the significance of electric vehicles as distributed energy storage units in the development of smart grids. A comprehensive approach has been presented to tackle the critical charging safety issues arising from the interaction between electric vehicles and the grid. This approach consists of a hardware and software solution for an interactive experimental verification system, which relies on electric vehicle charging stations. Additionally, the study has focused on investigating the network architecture of this interactive experimental verification system, specifically tailored to ensure the safety of electric vehicle-grid interaction charging.

The analysis of operational data gathered from the interactive experimental verification system demonstrates that it successfully enables the bidirectional interaction of energy and information between electric vehicles and the grid. The findings of this study lay a strong technological foundation, facilitating the large-scale participation of electric vehicles in peak shaving,

backup power provision, and frequency regulation services for the grid. These outcomes contribute to the advancement of smart grid technologies and pave the way for a more sustainable and efficient energy future.

The economic implications of our system are significant for both grid operators and EV owners. For grid operators, the system offers a cost-effective solution for load balancing and demand response, potentially reducing the need for additional peak generation capacity. For EV owners, participation in demand response programs can provide financial incentives, offsetting the costs of EV ownership and promoting the wider adoption of electric vehicles. The economic benefits are thus mutual, fostering a symbiotic relationship between the grid and EV users.

Data availability statement

The original contributions presented in the study are included in the article/supplementary material, further inquiries can be directed to the corresponding author.

Author contributions

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Conflict of interest

The authors declare that the research was conducted in the absence of any commercial or financial relationships that could be construed as a potential conflict of interest.

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