

An Overview of Integrating Power Electronic Systems and Advanced Control Methods For Ultra-Fast Electric Vehicle (EV) Charging Stations in Independent Microgrids

Vincent Onos Okhueigbe ¹, Abiodun Bello ²

¹ *Transmission Company of Nigeria*

14, Zambezi Crescent, Maitama, Abuja, Nigeria

² *Covenant University*

Km. 10 Idiroko Road, Canaan Land, Ota, Ogun State, Nigeria

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Corresponding Author:

Vincent Onos Okhueigbe

victoreziakolamnwa@gmail.com

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Abstract. For extended trips, when electric vehicle (EV) drivers require a charge while on the move, off-board ultra-fast chargers represent the optimal solution, providing significantly reduced charging times for EV batteries. As a result, ultra-fast battery charging has become a critical focus in the global advancement of electric mobility. Current research in power electronics for EV charging applications is centred on developing high-power chargers capable of substantially increasing charging power, thereby minimising charging durations. Additionally, EVs can enhance efficiency and high-quality power delivery by implementing vehicle-to-microgrid (V2μG) technology. This paper examines the standards for ultra-fast charging stations and explores various fast charging methodologies. It also explores various power electronic topologies, the modular design approach used in ultra-fast charging systems, and their integration into standalone microgrids. Lastly, the paper addresses advanced control techniques tailored for ultra-fast chargers.

Keywords: Ultra-fast charging; Electric vehicles; Power electronic systems; Advanced control methods; Microgrid integration.

INTRODUCTION

The global transition toward sustainable transportation has accelerated the adoption of electric vehicles (EVs) as a viable alternative to internal combustion engine vehicles. However, the widespread deployment of EVs faces significant challenges, particularly in terms of charging infrastructure. One of the most critical barriers is the time required to recharge EV batteries, especially during long-distance travel. Ultra-fast charging stations, capable of delivering high power quickly, have emerged as a promising solution to address this issue [1]. These stations leverage advanced power electronic systems and control methods to enable rapid energy transfer, reducing charging times to levels comparable to refuelling conventional vehicles [2].

The integration of ultra-fast charging stations into independent microgrids presents a unique opportunity to enhance the sustainability and reliability of electric vehicle (EV) charging infrastructure.

Microgrids, which are localised energy systems capable of operating independently or in conjunction with the main grid, can incorporate renewable energy sources (RES), such as solar and wind, along with energy storage systems (ESS), to support high-power electric vehicle (EV) charging demands [3]. However, integrating ultra-fast chargers into microgrids introduces several technical challenges, including power quality issues, grid stability concerns, and efficient energy management [4]. Power electronic systems play a pivotal role in enabling ultra-fast charging by facilitating the conversion and control of electrical energy. These systems include DC-DC converters, AC-DC rectifiers, and bidirectional power flow mechanisms, which are essential for managing the high-power demands of ultra-fast chargers [5]. Additionally, advanced control methods, such as model predictive control (MPC), fuzzy logic control, and machine learning-based algorithms, are being explored to optimise the

operation of these systems and ensure seamless integration with microgrids [6].

The vehicle-to-microgrid (V2 μ G) concept further enhances the potential of ultra-fast charging stations by enabling bidirectional energy flow between electric vehicles (EVs) and the microgrid. This approach not only supports grid stability but also enables electric vehicles (EVs) to serve as distributed energy resources (DERs), thereby contributing to the overall resilience of the energy system [7]. Despite these advancements, deploying ultra-fast charging stations in microgrids requires careful consideration of standards, safety protocols, and economic feasibility [8]. This paper provides a comprehensive review of the integration of power electronic systems and advanced control methods for ultra-fast electric vehicle (EV) charging stations in independent microgrids. The discussion begins with an overview of the standards and types of fast charging methods, followed by an analysis of various power electronic topologies and modular design approaches. The paper also examines the challenges and opportunities associated with integrating ultra-fast chargers into microgrids, with a focus on advanced control techniques and their implications for grid stability and energy efficiency. Finally, the paper highlights future research directions and potential innovations in this rapidly evolving field.

Literature Review

EV Charging Technologies. Electric vehicle (EV) charging technologies have undergone significant evolution over the past decade, driven by the need for faster and more efficient charging solutions. The existing charging technologies can be broadly categorised into four levels: Level 1, Level 2, DC fast charging, and ultra-fast charging [1].

Level 1 Charging: This is the most basic form of electric vehicle (EV) charging, typically utilising a standard 120-volt alternating current (AC) outlet. Level 1 chargers provide a charging rate of 2–5 miles of range per hour, making them suitable for overnight charging at home. However, their slow charging speed limits their practicality for long-distance travel or high-demand scenarios [2].

Level 2 Charging: Level 2 chargers operate at 240 volts AC and offer a charging rate of 10–60 miles of range per hour. These chargers are commonly used in residential, commercial, and public settings. While Level 2 charging is faster than Level 1,

it still falls short of meeting the demands of ultra-fast charging [3].

DC Fast Charging: DC fast chargers bypass the vehicle's onboard charger and deliver direct current (DC) to the battery, enabling charging rates of 60–100 miles of range in 20–30 minutes. These chargers are typically deployed along highways and urban areas to support long-distance travel. However, the high power requirements of DC fast charging can strain the grid and necessitate advanced power electronic systems [4].

Ultra-Fast Charging: Ultra-fast chargers represent the next generation of electric vehicle (EV) charging technology, delivering power levels of 350 kW or higher. These chargers can provide 200–300 miles of range in 10–15 minutes, making them comparable to refuelling conventional vehicles. However, implementing ultra-fast charging stations requires significant advancements in power electronics, thermal management, and grid integration [6].

Power Electronic Systems. Power electronic systems are crucial in enabling efficient and reliable electric vehicle (EV) charging. These systems include power converters, inverters, and rectifiers, which facilitate the conversion and control of electrical energy [5].

Power Converters: DC-DC converters are essential for stepping up or down voltage levels to match the requirements of electric vehicle (EV) batteries. For example, buck-boost converters are commonly used in ultra-fast charging stations to regulate voltage and ensure optimal charging conditions [9].

Inverters: Inverters convert DC power from renewable energy sources or energy storage systems into AC power for use in the grid or microgrid. In EV charging, inverters enable bidirectional power flow, allowing vehicles to feed energy back into the grid during periods of peak demand [7].

Rectifiers: AC-DC rectifiers convert AC power from the grid into DC power for battery charging. Advanced rectifiers with high efficiency and power factor correction capabilities are critical for minimising energy losses and improving charging station performance [1].

Microgrids. Microgrids are localised energy systems operating independently or in conjunction with the main grid. They typically consist of renewable energy sources (RES), energy storage

systems (ESS), and load management systems, making them ideal for integrating ultra-fast electric vehicle (EV) charging stations [3].

Renewable Energy Sources: Solar and wind energy are the most common RES used in microgrids. These sources provide clean and sustainable energy for electric vehicle (EV) charging, reducing reliance on fossil fuels and lowering greenhouse gas emissions [4].

Energy Storage Systems (ESS), such as batteries and supercapacitors, play a crucial role in balancing supply and demand in microgrids. They store excess energy generated by renewable energy sources (RES) and release it during periods of high demand, ensuring a stable and reliable power supply for ultra-fast charging stations [2].

Load Management: Effective load management is essential for optimising the operation of microgrids with integrated EV charging stations. Advanced algorithms and control strategies prioritise energy distribution, minimise peak loads, and prevent grid instability [6].

Advanced Control Methods. Advanced control methods are critical for optimising the performance of ultra-fast charging stations and ensuring seamless integration with microgrids. These methods include model predictive control (MPC), fuzzy logic control, and machine learning-based approaches [5].

Model Predictive Control (MPC): MPC is a widely used control strategy that leverages real-time data to predict future system behaviour and adjust control parameters accordingly. In EV charging, MPC can optimise power flow, reduce energy losses, and minimise grid disturbances [4].

Fuzzy Logic Control: Fuzzy logic control is a rule-based approach that handles uncertainties and nonlinearities in microgrid operations. It is particularly effective in managing the variability of renewable energy sources and the unpredictable charging patterns of electric vehicles (EVs) [9].

Machine Learning-Based Approaches: Machine learning algorithms are increasingly being used to optimise the operation of ultra-fast charging stations. For example, AI-based energy management systems can analyse historical data to predict charging demand and adjust power distribution dynamically [6].

Challenges in Integration. Integrating ultra-fast electric vehicle (EV) charging stations into microgrids presents several technical challenges,

including power quality issues, grid stability concerns, and complexities in energy management [3].

Power Quality Issues: High-power charging can lead to voltage fluctuations, harmonic distortions, and other power quality issues. These problems can be mitigated using advanced power electronic systems and control strategies [1].

Grid Stability Concerns: The intermittent nature of renewable energy sources and the high power demands of ultra-fast chargers can strain the grid, potentially causing instability. Energy storage systems and advanced control methods are essential for grid stability [2].

Energy Management Complexities: Coordinating the operation of renewable energy sources (RES), energy storage systems (ESS), and electric vehicle (EV) charging stations requires sophisticated energy management systems. These systems must balance supply and demand, optimise energy distribution, and ensure the reliable operation of the microgrid [7].

RESULTS AND DISCUSSION

System Architecture and Components

Ultra-Fast EV Charging Stations. Ultra-fast EV charging stations are complex systems designed to deliver high power levels (350 kW or higher) in a short duration, enabling rapid charging of electric vehicles. The architecture of these stations typically includes power electronic interfaces, communication systems, and safety mechanisms to ensure efficient and reliable operation [1].

Power Electronic Interfaces: The core of an ultra-fast charging station is its power electronic interface, which consists of AC-DC rectifiers, DC-DC converters, and bidirectional power flow systems. These components combine to convert and regulate electrical energy for optimal battery charging. For example, AC-DC rectifiers convert grid power (AC) into direct current (DC). At the same time, DC-DC converters adjust the voltage levels to match the requirements of the electric vehicle (EV) battery [5].

Communication Systems: Ultra-fast charging stations rely on advanced communication systems to facilitate real-time data exchange between the charger, the vehicle, and the grid. Protocols such as the Combined Charging System (CCS) and CHAdeMO enable seamless communication,

ensuring compatibility between electric vehicle (EV) models and charging stations. Additionally, communication systems support features such as dynamic load management, remote monitoring, and payment processing [6].

Safety Mechanisms: Safety is a critical consideration in the design of ultra-fast charging stations. These systems incorporate overcurrent protection, thermal management, and fault detection to prevent accidents and ensure user safety. For instance, liquid cooling systems are often used to dissipate heat generated during high-power charging, while advanced sensors monitor the condition of the battery and charging equipment [4].

Microgrid Components. Integrating ultra-fast electric vehicle (EV) charging stations into microgrids requires a well-designed system architecture that incorporates renewable energy sources (RES), energy storage systems (ESS), and load management systems. These components work together to provide a stable and sustainable power supply for high-power charging [3].

Renewable Energy Sources (RES): Solar and wind energy are the most common RES used in microgrids. Solar photovoltaic (PV) systems convert sunlight into electricity, while wind turbines harness kinetic energy from the wind. These sources provide clean and sustainable energy for electric vehicle (EV) charging, reducing reliance on fossil fuels and lowering greenhouse gas emissions [2].

Energy Storage Systems (ESS): ESS, such as lithium-ion batteries and supercapacitors, play a crucial role in balancing supply and demand in microgrids. They store excess energy generated by renewable energy sources (RES) and release it during periods of high demand, ensuring a stable and reliable power supply for ultra-fast charging stations. For example, batteries can provide backup power during grid outages, while supercapacitors can deliver rapid bursts of energy to meet the high-power demands of ultra-fast chargers [9].

Load Management Systems: Effective load management is essential for optimising the operation of microgrids with integrated EV charging stations. Advanced algorithms and control strategies prioritise energy distribution, minimise peak loads, and prevent grid instability. For instance, demand response programs can incentivise EV owners to charge their vehicles during off-peak hours, reducing strain on the grid [7].

Power Electronic Systems. Power electronic systems are the backbone of ultra-fast electric vehicle (EV) charging infrastructure, enabling the efficient conversion and control of electrical energy. These systems include DC-DC converters, AC-DC rectifiers, and bidirectional power flow mechanisms, which are essential for managing the high-power demands of ultra-fast chargers [5].

DC-DC Converters: DC-DC converters are used to step up or down voltage levels to match the requirements of electric vehicle (EV) batteries. For example, buck-boost converters are commonly used in ultra-fast charging stations to regulate voltage and ensure optimal charging conditions. These converters also play a critical role in bidirectional power flow, transferring energy between the grid, the ESS, and the EV battery [1].

AC-DC Rectifiers: AC-DC rectifiers convert AC power from the grid into DC power for battery charging. Advanced rectifiers with high efficiency and power factor correction capabilities are critical for minimising energy losses and improving the overall performance of charging stations. For instance, silicon carbide SiC-based rectifiers offer higher efficiency and power density than traditional ones.

Bidirectional Power Flow Systems: Bidirectional power flow systems enable vehicle-to-grid (V2G) and vehicle-to-microgrid (V2 μ G) applications, allowing electric vehicles (EVs) to serve as distributed energy resources (DERs). These systems allow energy to be transferred from the EV battery to the grid or microgrid during peak demand periods, enhancing grid stability and resilience [4].

Control Systems. The efficient operation of ultra-fast charging stations in microgrids relies on a hierarchical control structure that manages power flow and ensures grid stability. This structure typically consists of primary, secondary, and tertiary control levels, each with specific functions and responsibilities [3].

Primary Control: Primary control maintains voltage and frequency stability within the microgrid. It operates on a timescale of milliseconds to seconds and uses local measurements to adjust the output of power electronic systems. For example, droop control is a common primary control strategy that balances power generation and load demand by adjusting the output of renewable energy sources (RES) and energy storage systems (ESS) [2].

Secondary Control: Secondary control operates on a timescale of seconds to minutes and is responsible for restoring voltage and frequency to their nominal values after disturbances. It also coordinates the operation of multiple primary controllers to ensure optimal system performance. For instance, secondary control can adjust the set-points of RES and ESS to compensate for fluctuations in renewable energy generation [9].

Tertiary Control: Tertiary control operates on a timescale of minutes to hours and is responsible for optimising the overall operation of the microgrid. It uses advanced algorithms and optimisation techniques to coordinate the operation of RES, ESS, and EV charging stations. For example, tertiary control can implement economic dispatch strategies to minimise operating costs and maximise the use of renewable energy [7].

Advanced Control Methods

Integrating ultra-fast EV charging stations into microgrids requires advanced control methods to optimise power flow, manage uncertainties, and ensure grid stability. These methods include model predictive control (MPC), fuzzy logic control, machine learning and AI-based approaches, as well as real-time monitoring and feedback systems. Each technique is critical in enhancing the efficiency and reliability of ultra-fast charging infrastructure [6].

Model Predictive Control (MPC). Model Predictive Control (MPC) is a widely used advanced control strategy that leverages real-time data and predictive models to optimise system performance. MPC operates by predicting future system behaviour over a finite time horizon and adjusting control parameters to minimise a predefined cost function. This approach is particularly effective for managing the dynamic and complex nature of microgrids with integrated ultra-fast electric vehicle (EV) charging stations [4].

Optimisation of Power Flow: MPC can optimise power flow by coordinating the operation of renewable energy sources (RES), energy storage systems (ESS), and electric vehicle (EV) charging stations. For example, MPC can predict fluctuations in renewable energy generation and adjust the charging rate of EVs to balance supply and demand. This ensures efficient energy utilisation and minimises energy losses [5].

Reduction of Grid Disturbances: MPC is also effective in reducing grid disturbances caused by the high-power demands of ultra-fast chargers. By

predicting potential voltage fluctuations and frequency deviations, MPC can proactively adjust the output of power electronic systems to maintain grid stability. For instance, MPC can implement real-time droop control strategies to regulate voltage and frequency [1].

Applications in Microgrids: In microgrids, MPC can implement hierarchical control strategies that coordinate the operation of primary, secondary, and tertiary control levels. This ensures seamless integration of ultra-fast charging stations with RES and ESS, enhancing the overall resilience and efficiency of the microgrid [3].

Fuzzy Logic Control. Fuzzy logic control is a rule-based control strategy that handles uncertainties and nonlinearities in system operations. Unlike traditional control methods, which rely on precise mathematical models, fuzzy logic control uses linguistic variables and rule-based systems to make decisions. This makes it particularly well-suited for managing the variability of renewable energy generation and the unpredictable charging patterns of electric vehicles (EVs) [9].

Managing Uncertainties in Renewable Energy Generation: Fuzzy logic control can effectively manage the intermittent nature of renewable energy sources (RES), such as solar and wind energy. Using linguistic rules to adjust the output of RES and ESS, fuzzy logic control can ensure a stable and reliable power supply for ultra-fast charging stations. For example, fuzzy logic control can prioritise using solar energy during peak sunlight hours and switch to ESS during periods of low generation [2].

Handling EV Charging Demand: Fuzzy logic control is also effective in managing the unpredictable charging patterns of electric vehicles (EVs). Using real-time data on EV charging demand, fuzzy logic control can adjust the charging rate to minimise peak loads and prevent grid instability. For instance, fuzzy logic control can implement demand response strategies that incentivise off-peak charging [6].

Applications in Microgrids: In microgrids, fuzzy logic control can be used to implement adaptive energy management systems that optimise the operation of RES, ESS, and EV charging stations. This ensures efficient energy utilisation and enhances the overall resilience of the microgrid [7].

Machine Learning and AI-Based Approaches. Machine learning and AI-based approaches are increasingly being used to optimise the operation of

ultra-fast charging stations and microgrids. These approaches leverage historical data and advanced algorithms to predict system behaviour and implement adaptive control strategies [4].

Predictive Energy Management: Machine learning algorithms can analyse historical data on energy generation, consumption, and EV charging patterns to predict future system behaviour. This enables predictive energy management strategies that optimise the operation of RES, ESS, and EV charging stations. For example, machine learning can predict fluctuations in renewable energy generation and adjust the charging rate of electric vehicles (EVs) to balance supply and demand [5].

Demand Response: AI-based approaches can also implement demand response strategies that incentivise off-peak charging and reduce strain on the grid. For instance, AI algorithms can analyse real-time data on grid conditions and adjust the pricing of EV charging to encourage off-peak usage [1].

Applications in Microgrids: In microgrids, machine learning and AI-based approaches can be used to implement advanced energy management systems that optimise the operation of RES, ESS, and EV charging stations. This ensures efficient energy utilisation and enhances the overall resilience of the microgrid [3].

Real-Time Monitoring and Feedback Systems. Real-time monitoring and feedback systems are essential for implementing adaptive control strategies in ultra-fast charging stations and microgrids. These systems provide real-time data on system performance, enabling proactive adjustments to optimise power flow and ensure grid stability [6].

Importance of Real-Time Data: Real-time data is critical for identifying potential issues and implementing corrective actions before they escalate. For example, real-time monitoring can detect voltage fluctuations and frequency deviations caused by the high-power demands of ultra-fast chargers, enabling proactive adjustments to maintain grid stability [4].

Adaptive Control Strategies: Real-time monitoring and feedback systems enable adaptive control strategies that adjust system parameters in response to changing conditions. For instance, adaptive control strategies can adjust the output of RES and ESS to compensate for fluctuations in renewable energy generation and EV charging demand [5].

Applications in Microgrids: In microgrids, real-time monitoring and feedback systems can implement hierarchical control strategies that coordinate the operation of renewable energy sources (RES), energy storage systems (ESS), and electric vehicle (EV) charging stations. This ensures efficient energy utilisation and enhances the overall resilience of the microgrid [7].

Case Studies and Simulations

A real-world example of an Independent Microgrid with Integrated Ultra-Fast EV Charging Stations

One notable real-world example of an independent microgrid with integrated ultra-fast electric vehicle (EV) charging stations is the Brooklyn Microgrid Project in New York, USA. This project integrates solar energy generation, battery storage, and ultra-fast electric vehicle (EV) charging infrastructure to create a self-sustaining energy ecosystem [3].

System Architecture: The Brooklyn Microgrid is equipped with rooftop solar panels, lithium-ion battery storage systems, and multiple ultra-fast electric vehicle (EV) charging stations. The microgrid operates independently but can connect to the main grid during high demand or low renewable energy generation [4].

Performance Outcomes: The project has significantly improved energy efficiency and grid stability. For instance, solar energy and battery storage have reduced reliance on the main grid by 40%. In contrast, the integration of ultra-fast chargers has reduced average charging times to under 15 minutes [6].

Lessons Learned: The Brooklyn Microgrid Project highlights the importance of advanced control methods and real-time monitoring systems in optimising the performance of microgrids with integrated EV charging stations. It also highlights the importance of implementing supportive policies and financial incentives to promote the adoption of such systems [7].

Simulation-Based Study Using MATLAB/Simulink. A simulation-based study using MATLAB and Simulink was conducted to evaluate the performance of an independent microgrid with integrated ultra-fast electric vehicle (EV) charging stations. The study focused on optimising power flow, ensuring grid stability, and minimising energy losses [5].

Simulation Setup: The microgrid model included solar PV systems, wind turbines, lithium-ion

battery storage, and multiple ultra-fast electric vehicle (EV) charging stations. The simulation was conducted under various load conditions to assess system performance [1].

Key Findings: The study found that advanced control methods, such as model predictive control (MPC) and fuzzy logic control, were highly effective in optimising power flow and maintaining grid stability. The use of bidirectional power flow systems also enabled vehicle-to-grid (V2G) integration, further enhancing system resilience [9].

Performance Metrics: The simulation evaluated system performance based on key metrics, including charging time, grid stability, energy efficiency, and cost-effectiveness. The results showed a 30% reduction in charging time, a 25% improvement in energy efficiency, and a 20% reduction in operating costs compared to traditional grid-connected systems [6].

Performance Metrics. The performance of ultra-fast EV charging stations in microgrids can be evaluated using several key metrics:

Charging Time: The time required to charge an EV battery to 80% capacity. Ultra-fast chargers aim to reduce this time to under 15 minutes [2].

Grid Stability: The ability of the microgrid to maintain stable voltage and frequency levels under varying load conditions. Advanced control methods and energy storage systems are critical for grid stability [4].

Energy Efficiency: The ratio of useful energy output to total energy input. High-efficiency power electronic systems and optimised control strategies can significantly improve energy efficiency [5].

Cost-Effectiveness: The total cost of implementing and operating the microgrid, including capital expenditures (CAPEX) and operational expenditures (OPEX). Cost-effectiveness can be improved through modular design approaches and supportive policies [3].

Challenges and Future Directions

Technical Challenges. The integration of ultra-fast EV charging stations into microgrids presents several technical challenges:

Thermal Management: High-power charging generates significant heat, which can affect the performance and lifespan of electronic components. Advanced cooling techniques, such as liquid and

phase-change materials, are being explored to address this issue [6].

Power Quality: The high-power demands of ultra-fast chargers can lead to voltage fluctuations, harmonic distortions, and other power quality issues. Advanced power electronic systems and control strategies are essential for mitigating these problems [4].

Scalability: The scalability of ultra-fast charging infrastructure is a major concern, particularly in urban areas with limited space and high energy demand. Modular design approaches and distributed energy resources (DERs) can enhance scalability [5].

Economic and Regulatory Barriers. The implementation of ultra-fast EV charging stations in microgrids also faces economic and regulatory barriers:

Cost of Implementation: The high cost of power electronic components, energy storage systems, and renewable energy infrastructure can be a barrier to deployment. Innovative business models, such as public-private partnerships and subscription-based charging services, are being developed to overcome these financial hurdles [1].

Supportive Policies: The lack of supportive policies and regulatory frameworks can hinder the adoption of ultra-fast charging infrastructure. Governments and regulatory bodies must implement policies that incentivise the deployment of renewable energy systems and EV charging stations [7].

Future Trends. Several emerging technologies and trends are expected to shape the future of ultra-fast EV charging infrastructure:

Wireless Charging: Wireless charging systems, which eliminate the need for physical connectors, are being explored as a convenient and efficient alternative to traditional charging methods [2].

Vehicle-to-Grid (V2G) Integration: V2G technology enables bidirectional energy flow between electric vehicles (EVs) and the grid, allowing EVs to serve as distributed energy resources (DERs). This enhances grid stability and resilience [3].

Solid-State Transformers: Solid-state transformers offer higher efficiency and power density than conventional transformers, making them ideal for ultra-fast charging applications [6].

CONCLUSIONS

Integrating power electronic systems and advanced control methods for ultra-fast electric vehicle (EV) charging stations in independent microgrids represents a critical step toward achieving sustainable transportation and energy systems. This research has highlighted the importance of advanced technologies such as model predictive control (MPC), fuzzy logic control, and machine learning-based approaches in optimising the performance of ultra-fast charging infrastructure. It has also underscored the challenges associated with thermal management, power quality, scalability, and the need for supportive policies

and innovative business models to overcome economic and regulatory barriers. The potential impact of this research on the adoption of electric vehicles (EVs) and the transition to sustainable energy systems is significant. By leveraging emerging technologies such as wireless charging, vehicle-to-grid (V2G) integration, and solid-state transformers, we can unlock the full potential of ultra-fast charging infrastructure and accelerate the transition to a cleaner, greener future. Continued research, innovation, and collaboration among stakeholders will be essential to address the remaining challenges and realise the vision of sustainable transportation and energy systems.

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