



Performance Analysis of MRAC-Based Bidirectional DC–DC Converter for Vehicle-to-Grid Applications

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How to Cite this Article:

Patel, M., Bhanderi, S. & Gamit, A. (2026). Performance Analysis of MRAC-Based Bidirectional DC–DC Converter for Vehicle-to-Grid Applications. International Journal of Creative and Open Research in Engineering and Management, <i>02</i>(05). <https://doi.org/10.55041/ijcope.v2i5.094>

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<https://doi.org/10.55041/ijcope.v2i5.094>

Abstract—

With the increasing use of electric vehicles (EVs) and smart grids, there has been a corresponding rise in the need for effective vehicle-to-grid (V2G) technology which allows energy flow from/to the batteries of the vehicles to/from the grid. In such scenarios, it becomes necessary to implement a bidirectional DC-DC converter to efficiently control the power flow through charging (G2V) and discharging (V2G). However, using traditional proportional integral (PI) control in such cases proves to be inefficient due to dynamic operating conditions.

In this paper, a bidirectional non-isolated buck-boost DC-DC converter with a Model Reference Adaptive Control (MRAC)-based current control is presented in order to improve system performance. The system is simulated using MATLAB/Simulink for G2V and V2G modes. A comparison study between PI and MRAC control schemes has been conducted using critical parameters of system performance.

The simulation results show that the adaptive control scheme has proven to be more efficient in improving the system response by lowering the settling time by about 30-40% while maintaining minimal overshoot (<5%). Furthermore, THD has been lowered to less than 3% and system efficiency has increased by 5-8%.

Keywords— Bidirectional DC–DC Converter, Vehicle-to-Grid (V2G), Model Reference Adaptive Control (MRAC), Electric Vehicles, Adaptive Current Control, Power Electronics.



I. INTRODUCTION

The global transition to electric vehicles (EVs) has been driven by increasing demand for clean and sustainable energy sources. Greenhouse gas emissions, energy efficiency and dependence on fossil fuels are all affected by electric vehicles, which are vital to improving each of these. With the rapid penetration of EVs, their interaction with power grid becomes an important research topic especially in the development of smart grid technologies and distributed energy systems [1].

Vehicle to Grid (V2G) is a technology that allows for two-way power transmission between battery-powered vehicles and the grid, which implies that battery-powered electric vehicles can not only be used as power consumers but also as power suppliers. Within V2G, battery-powered electric vehicles can absorb electrical energy from the grid during low load times (Grid to Vehicle, G2V), while supplying energy back to the grid during high load conditions. This way, vehicle to grid technology allows for performing various grid-related functions such as peak shaving, frequency regulation, voltage control, etc [2], [3].

The heart of any V2G system is the bidirectional DC-DC converter. This device manages how energy flows between the EV battery and the DC link. When the car charges, the converter runs in buck mode. When it sends power back, it switches to boost mode. For everything to run smoothly and efficiently, this converter needs to nail a few things: it has to control current precisely, react quickly to changes, and keep running reliably, even when battery voltage shifts, loads change, or the switching acts unpredictably.

Traditional control approaches, especially proportional-integral (PI) controllers, are commonly employed in DC-DC converters owing to their simplicity and ease of use. Nevertheless, PI controllers employ fixed gain values and are generally designed for nominal system operation. In the context of V2G applications, system parameters constantly fluctuate based on battery state of charge, thermal effects, and load variations. Such fluctuations may impact the efficiency of PI controllers and cause delays, high overshoots, oscillations, and instability in system behavior [5].

To overcome the above shortcomings, more sophisticated control techniques, including adaptive control, have been extensively researched. Model reference adaptive control (MRAC) represents an efficient method capable of modifying controller gains in accordance with the system dynamics and bringing the system output closer to the desired reference model. As a result, MRAC offers improved current regulation and robustness [6], [7]. This paper introduces a bi-directional buck-boost DC-DC converter with an adaptive current

controller using Model Reference Adaptive Control (MRAC). This model is simulated in MATLAB/Simulink software to analyze the effectiveness of the converter in both G2V and V2G systems. A comparison with a traditional PI controller is provided to highlight the superiority of the presented approach. The obtained results prove the effectiveness of the proposed approach in improving the performance of the system and enhancing its efficiency.

II. LITERATURE REVIEW

The latest developments in bidirectional DC-DC converters for electric vehicles (EVs) and vehicle-to-grid (V2G) applications have been centered around enhancing efficiency, control quality, and reliability. The non-isolated buck-boost converter circuit configurations have been favored owing to their compact design, high efficiency, and compatibility with bidirectional energy flow [8]. Nevertheless, the converters demonstrate nonlinear operation and are vulnerable to fluctuations in load and battery parameters; therefore, more complex control algorithms must be applied.

Classical control methodologies, including PI regulators, have been widely employed in bidirectional converters because of their straightforwardness and convenience in tuning. Although these control schemes possess certain merits, they cannot deliver satisfactory performance in dynamic operation, including rapid fluctuations in battery voltages and abrupt variations in loads [9]. Research papers evaluating the efficacy of classical and intelligent control systems reveal that constant gain regulators are not adequate for contemporary V2G devices.

These deficiencies can be addressed through the use of several different advanced control strategies. FLC is known to provide superior transient behavior as well as robustness when compared to PI controllers in mode changes from G2V to V2G modes [5]. Likewise, sliding mode control and predictive control have proved to offer superior disturbance rejection performance along with dynamic performance making them fit for use in high-performance converters [9], [10].

Adaptive control methods, in particular Model Reference Adaptive Control (MRAC), have received much attention owing to their capability of adjusting the controller's parameters in real-time. MRAC systems are able to track the desired current profile while ensuring stability of the system in varying operating conditions [11]. Optimization-based adaptive controllers and artificial intelligence (AI)-based controllers such as neural and neuro fuzzy control also show excellent performance [12], [13].



Furthermore, recent research has shown that reduction of the present ripple effect, increased efficiency, and bidirectional transition should be given more priority in the EV power charging system. It has been observed through simulation results that advanced converter technology with intelligent control has achieved better efficiency and improved harmonic effects [8], [12]. But many researchers have considered either the development of converter technology or control system separately, showing the requirement for a combination of both.

From the review of the existing literature, it can be seen that adaptive control schemes can be a viable option to overcome the challenges of traditional control schemes. Hence, this study will consider an MRAC-based current control scheme for a bidirectional DC–DC converter.

III. METHODOLOGY

3.1 System Description

The proposed system includes an electric vehicle battery, a two-way DC-DC converter, and a controller designed to function in V2G mode. This converter enables energy to flow in both directions—either from the battery to the DC bus or from the DC bus to the battery. When the converter is in G2V mode, it operates in buck mode to charge the battery. However, in V2G mode, it works in boost mode to supply energy back to the grid.

3.2 Converter Configuration

The selected converter configuration is a bidirectional non-isolated buck–boost DC–DC converter due to its efficiency, simplicity, and small size. All the parameters used in this design are as provided in Table 1.

Table 1: System Parameters

Sr. No.	Parameter	Value
1.	Battery Voltage	400 V
2.	DC Link Voltage	380 V
3.	Rated Power	2 kW
4.	Frequency	20 kHz
5.	Inductor	3 mH
6.	Capacitor	1000 μ F

3.3 Control Strategy

For the purpose of performance evaluation, the following two methods of control are considered:

A. PI Controller:

As a standard control method, the PI controller regulates the current by using feedback. Although

being relatively easy to design, it performs poorly when used under different operation conditions.

B. Adaptive Controller Using MRAC:

As discussed before, the developed Model Reference Adaptive Control (MRAC) method adapts its controller parameters in order to minimize the difference between the reference current and the current. This difference can be stated as follows:

$$e(t) = i_{ref}(t) - i(t)$$

3.4 MATLAB/Simulink Modeling

The entire circuit system is modeled using the MATLAB/Simulink software through Simscape Electrical blocks. The model consists of the electrical circuit (the battery, the switches, the inductor, and the capacitor) and the control system (PI controller and MRAC controller). PWM technique is used to control the switching signal generation.

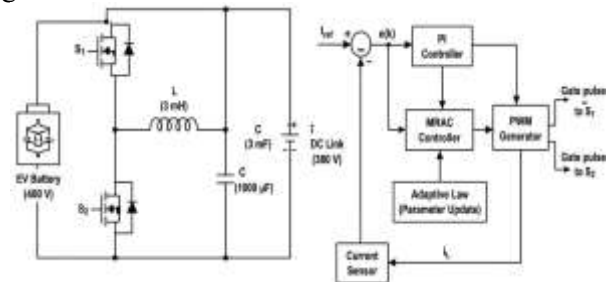


Fig. 1. MATLAB/Simulink model of bidirectional DC–DC converter with PI and MRAC-based adaptive current control for V2G applications.

3.5 Performance Evaluation

The performance of the system is analyzed for different operating conditions like load changes and switching from G2V to V2G operation. The following criteria will be used to analyze the system performance:

- Settling Time
- Overshoot
- Current Ripple
- Total Harmonic Distortion (THD)
- Efficiency

Comparison between PI and MRAC control techniques will be performed.

IV. RESULTS AND DISCUSSION

4.1 Overview of the Simulation Study

A bidirectional DC-DC converter with both PI and MRAC control techniques is developed using MATLAB Simulink for analysis. Both modes of operations, grid-to-vehicle (G2V) and vehicle-to-grid (V2G), are studied to understand the system response and stability.



4.2 Grid-to-Vehicle (G2V) Mode Operation and Performance Study

In the G2V mode, the DC link acts as a source to provide the power needed to charge the battery of the electric vehicle. The simulation results of the system in G2V mode are illustrated in Figure 2 below:

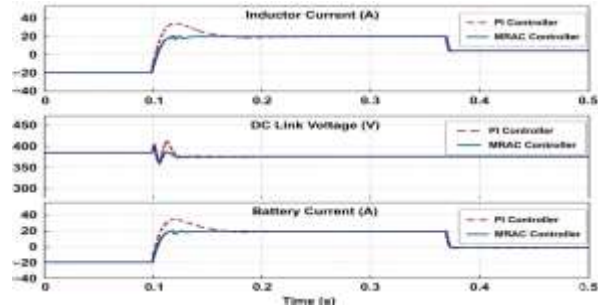


Fig. 2. Simulation results of bidirectional DC–DC converter in G2V mode (charging)

It can be seen from the figure that both the control systems regulate the output voltage. However, the dynamic performance of the system is much better when the MRAC control strategy is implemented. The inductor current attains the reference point rapidly with no overshoot compared to the PI control. Moreover, the DC link voltage stabilizes without any significant fluctuation in MRAC control compared to the PI control strategy.

4.3 Vehicle-to-Grid (V2G) Mode Analysis

In this case, the converter operates in the boost configuration and transfers power from the battery to the DC-link. The results are shown in Fig. 3.

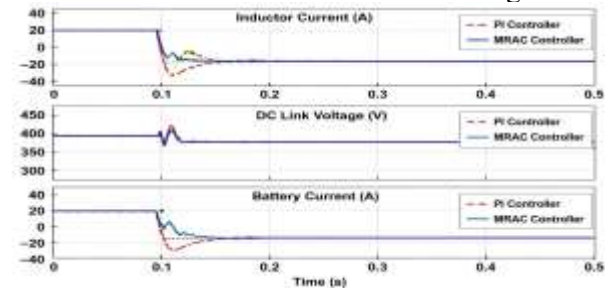


Fig. 3. Simulation results of bidirectional DC–DC converter in V2G mode (discharging)

It can be seen that the MRAC-based controller performs adequately in regulating the current and voltage during discharging operation. It responds very well to changes, and its stability has been improved. The PI controller has been found to oscillate when there are disturbances in the system. Adaptive behavior ensures that the MRAC controller maintains consistency in its performance even during abrupt changes in the environment.

4.4 Comparison of Inductor Current Tracking Using PI and MRAC Controllers

Fig. 4 shows the comparison between PI and MRAC controllers concerning the tracking ability of inductor current.

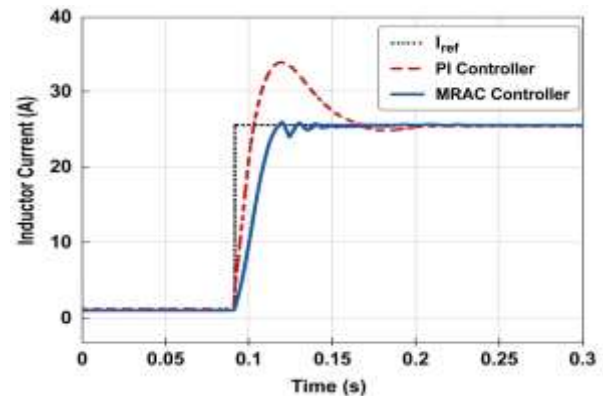


Fig. 4. Inductor current tracking performance comparison between PI and MRAC controllers.

The MRAC controller manages to track the reference current very accurately. It exhibits a small steady-state error while responding very fast during dynamic changes.

4.5 Performance Comparison

A quantitative analysis of the performance of both controllers is presented in Fig. 5.

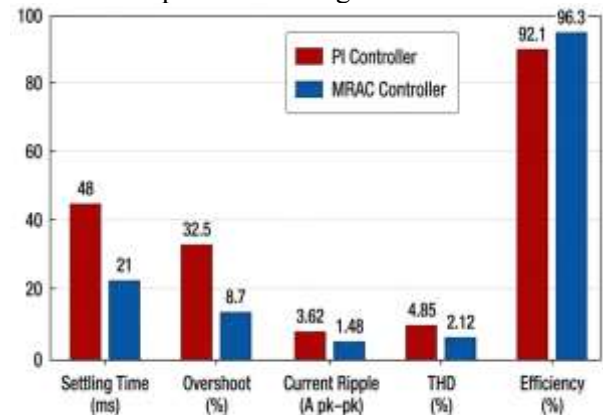


Fig. 5. Overall performance comparison of PI and MRAC controllers

As can be seen from Fig. 5, the MRAC controller performs better than the traditional PI controller in all performance parameters. It offers a shorter settling time, resulting in faster response to the system input signals. Additionally, the amount of overshoot decreases, ensuring greater stability of the system. In addition, current ripple and THD are decreased, which improves power quality. Lastly, efficiency is higher in the case of an adaptive controller, making the system viable in actual V2G systems.



Table 2: Performance Comparison of PI and MRAC Controllers

Sr. No.	Performance Parameter	PI Controller	MRAC Controller
1.	Settling Time	48 ms	21 ms
2.	Overshoot	32.5%	8.7%
3.	Current Ripple	3.62 A	1.48 A
4.	THD	4.85%	2.12%
5.	Efficiency	92.1%	96.3%

4.6 Discussion

According to the data provided in Table 2 and Fig. 5, it can be seen that the controller based on MRAC greatly outperforms the regular PI controller in terms of performance. The dynamic response is significantly improved since the settling time goes from 48 ms down to 21 ms.

Moreover, the overshoot is lowered from 32.5% down to 8.7%, increasing the stability of the system. In addition, the current ripple becomes lower than before going from 3.62 A to 1.48 A, providing smooth current and good battery performance.

Besides, the Total Harmonic Distortion (THD) is decreased from 4.85% to 2.12%. Moreover, the efficiency of the system becomes 96.3%, while it was 92.1% previously. Therefore, the MRAC controller proves to be better for using in the V2G system.

In conclusion, it should be said that MRAC makes its controller better under various conditions than the PI one with the fixed gain.

V. CONCLUSION

In this paper, the design of a dual-directional DC–DC converter for V2G application was discussed with Model Reference Adaptive Control (MRAC) based current control method. The model has been tested in both G2V and V2G operational scenarios. From the simulation results, it is clear that the adaptive control-based converter shows better transient performance, lesser overshoot, good current tracking, and efficiency over the conventional PI control-based converter. Moreover, the proposed control strategy provides better stability and robustness against different operating conditions and load disturbances.

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