ChaProEV: Generating Charging Profiles for Electric Vehicles

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Summary

ChaProEV is

Statement of need

- Profiles are good and useful, but optimisation modes might also need soem underlying parameters to do optimisation computations as well
- Provide optimisation models with the boundary conditions they need
- ChaProEV povides the necessary parameters (as explemplified in COMPETES, Mopo/Ines, etc.) in a clear and accessible way, with the also allowing a clear way to modify them without touching code (Sijm et al., 2022)

tailored to supply optimisation models (list, but also actual implementations) throug the model below by explicitly supplying the necessary parameters EV parameters for optimisation models and providing an option to change some story parameters creating new scenarios

Conceptual innovations: Supporting optimisation models

Basic elements

A commonly used aggregated EV formulation is (Morales-España et al., 2022):

$$e_t = e_{t-1} + \eta^{\text{G2V}} p_t^{\text{G2V}} \Delta - \frac{p_t^{\text{V2G}}}{\eta^{\text{V2G}}} \Delta - E_t^{\text{drive}} \Delta N \alpha \quad \forall t \tag{1}$$

$$\underline{E} N_t^{\text{plugged}} N \alpha \le e_t \le \bar{E} N_t^{\text{plugged}} N \alpha \qquad \forall t \tag{2}$$

$$0 \le p_t^{\text{G2V}} \le \bar{P}_t^{\text{G2V}} N_t^{\text{plugged}} N \alpha \qquad \forall t \tag{3}$$

$$0 \le p_t^{\text{V2G}} \le \bar{P}_t^{\text{V2G}} N_t^{\text{plugged}} N \alpha \qquad \forall t \tag{4}$$

where t is the time index and parameter Δ (h) is the duration of the time step. Variable e_t (kWh) tracks the total state of charge of the plugged EVs to the grid. Variables $p_t^{\text{G2V}}/p_t^{V2G}$ (kW) are the power consumed/provided by the EVs from/to the grid. Parameters $\eta^{\text{G2V}}/\eta^{\text{V2G}}$ (p.u.) are the charging/discharging efficiencies; $\underline{E}/\bar{E}$ (kWh) are the minimum/maximum storage capacity per vehicle; N is the total number of EVs; and α (p.u.) is the share of controllable EVs providing demand response to the system.

28 [Equation 1](#)-[Equation 4](#) model the demand response provided by controllable EVs through p_t^{G2V}
29 and p_t^{V2G}. The total EV demand d_t^{Tot} (kW), including the non-controllable load, is defined as

$$d_t^{\mathrm{Tot}} = D_t^0 N (1 - \alpha) + p_t^{\mathrm{G2V}} - p_t^{\mathrm{V2G}} \qquad \forall t \tag{5}$$

30 where D_t^0 is the reference (non-demand response) profile given by ChaProEV (see Section **??**),
31 and α is the proportion of vehicles that are optimally providing demand response.

Further modelling

33 The formulation [Equation 1](#)-[Equation 4](#) has several shortcomings because there is no clear
34 distinction between plugged and unplugged EVs. For example, suppose that plugged EVs
35 were fully charged and the unplugged EVs were near to being empty, equation [Equation 1](#)
36 allows that unplugged EVs could be charging while they should be unavailable to the system.
37 ([Momber et al., 2014](#)) shows this and more detailed cases where the traditional EV aggregated
38 formulation fails.

39 To overcome the above shortcomings, ([Momber et al., 2014](#)) proposed a more rigorous
40 formulation, in which inventories for plugged/unplugged EVs are clearly distinguished from
41 each other. This formulation ensures that only EVs plugged to the grid are charged/discharged
42 from the electric system. It also guarantees that unplugged EVs cannot further charge while
43 driving.

44 The state of charge of EVs in [Equation 1](#) is now replaced by the separated plugged [Equation 6](#)
45 and unplugged [Equation 7](#) state of charges. Additionally, [Equation 2](#) is replaced by [Equation 8](#)
46 and [Equation 9](#).

$$
\begin{aligned}
e_t^{\mathrm{plugged}} =& e_{t-1}^{\mathrm{plugged}} + \eta^{\mathrm{G2V}} p_t^{\mathrm{G2V}} \Delta - \frac{p_t^{\mathrm{V2G}}}{\eta^{\mathrm{V2G}}} \Delta \\
& + N_{t-1}^{\mathrm{plugging}} N \alpha e_{t-1}^{\mathrm{unplugged}} - N_{t-1}^{\mathrm{unplugging}} N \alpha e_{t-1}^{\mathrm{plugged}} \qquad \forall t
\end{aligned} \tag{6}
$$

$$
\begin{aligned}
e_t^{\mathrm{unplugged}} =& e_{t-1}^{\mathrm{unplugged}} - E_{t-1}^{\mathrm{drive}} \Delta N \alpha \\
& - N_{t-1}^{\mathrm{plugging}} N \alpha e_{t-1}^{\mathrm{unplugged}} + N_{t-1}^{\mathrm{unplugging}} N \alpha e_{t-1}^{\mathrm{plugged}} \qquad \forall t
\end{aligned} \tag{7}
$$

$$\underline{E} N_t^{\mathrm{plugged}} N \alpha \le e_t^{\mathrm{plugged}} \le \bar{E} N_t^{\mathrm{plugged}} N \alpha \qquad \forall t \tag{8}$$

$$\underline{E} N_t^{\mathrm{unplugged}} N \alpha \le e_t^{\mathrm{unplugged}} \le \bar{E} N_t^{\mathrm{unplugged}} N \alpha \qquad \forall t \tag{9}$$

Software innovations

48 No code parameters and profiles modification (explain what kind of modifications are possible)
49 Scenarios

50 1. *Demand for next leg (kWh) (from network):* The charge that the vehicles leaving in the
51   next time step need to pull from the network for the leg they are about to undertake,
52   corrected by the charger efficiency.

53 2. *Demand for next leg (kWh) (to vehicles):* The part of the above that vehicles get.
54   (E_t^{drive} in Equation ([1](#)))

55 3. *Connected vehicles:* The share of vehicles that are connected to a charger (N_t^{plugged} in
56   Equation ([2](#)))

57 4. *Charging Power from Network (kW):* Maximum power that connected vehicles can
58   potentially draw from the network. ($\bar{P}_t^{\mathrm{G2V}}$ in Equation ([1](#)))

59 5. *Charging Power to Vehicles (kW):* Maximum power that can potentially go to vehicles
60   go to vehicles (i.e. the same as above with a charger efficiency correction).

6. *Vehicle Discharge Power (kW):* The amount of power connected vehicles can discharge to the network.

7. *Discharge Power to Network (kW):* How much of that discharged power can go to the network. ($\bar{P}_t^{\mathrm{V2G}}$ in Equation (1))

8. *Effective charging efficiency:* Ratio between charging power going to the vehicle and power coming from the network. This can vary in time, as the location of the charging vehicles (and thus the efficiency of the involved chargers) changes as they move around. (η^{G2V} in Equation (1))

9. *Effective discharging efficiency:* Same as above, but for discharging (it is the power going out of the vehicles divided by the power going into the network). (η^{V2G} in Equation (1))

ChaProEV also provides charging sessions (in case they are not obtained from energy system models). This provides another description of the system that could be used for models and analyses that focus on charging sessions rather than profiles (which are aggregates of such sessions). Sessions include (in addition the elements that a profile gets):

1. *Location:* Where the session takes place

2. *Start time:* At which moment the vehicles in the session can start charging (i.e. when they arrive).

3. *End time:* At which moment the vehicles in the session must stop charging (i.e. when they leave).

4. *Demand for incoming leg (kWh) (to vehicle):* How much the incoming vehicles have spent on the leg arriving to the session.

5. *Maximal Possible Charge to Vehicles (kWh):* How much the vehicles could charge if they used the available power during their whole session.

6. *Charge to Vehicles (kWh):* How much of the vehicles actually charge during the session. This is based on the charging strategy of the vehicles and can be used to derive a charging profile.

7. *Charge from Network (kWh):* The same as above, but corrected for charging efficiency (i.e. how much the network provides)
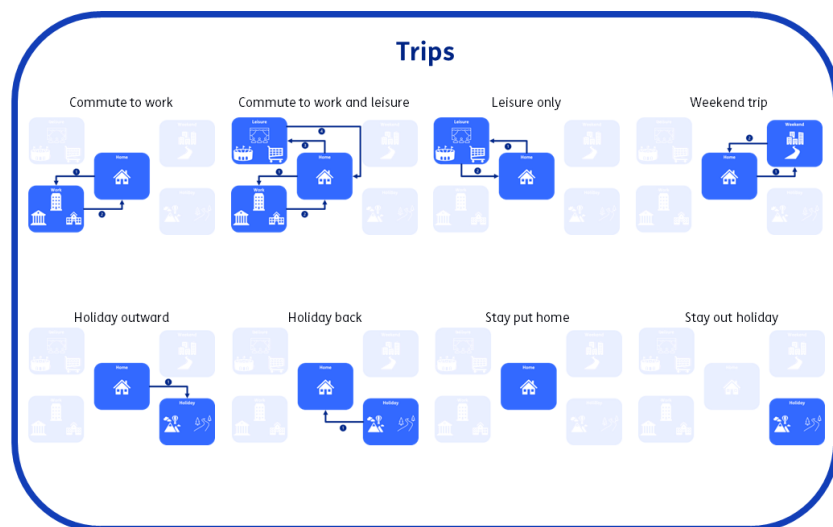

Figure 1: trips

Acknowledgements

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