PROJECT RUBRICS (R20)

Project Internals		Dimensions	Scales			
			4	3	2	1
Supervisor	Seminar (15M)	**Awareness of Project Objectives (5M)**	Excellent understanding of the topic and interpretation with required learning outcomes	Understanding of the topic and lack of interpretation with required learning outcomes	Minimum Understanding of the topic with required learning outcomes	Lack of understanding of the topic and learning outcomes
		Background Knowledge of work (5M)				
		Knowledge on the presented work (5M)	Excellent preparation, Well delivered and organised	Good delivery and preparation, presents idea in an effective manner	Preparation, organisation and delivery satisfactory	Lack of delivery and organisation, minimum preparation
	Report Writing (15M)	**Format & Presentation (5M)**				
		Originality & Technical content (5M)	The work is organised with clear diagrams and sketches using efficient strategy and/or procedures	The work is organised with clear diagrams and sketches using almost effective strategy and/or procedures	Sometime uses effective strategy but with inconsistent diagrams and sketches	The work appears unorganised, rarely uses effective strategies with inconsistent diagrams and sketches
		Team work & involvement (5M)				
Departmental PRC	**Project Review I & II**	**Presentation with time management (10M) CO4, CO5**	Excellent preparation, Well delivered and organised with Effective time management	Good delivery and preparation, presents idea in an effective manner and Almost completed within the given time	Preparation, organisation and delivery satisfactory and Exceeded time limit	Lack of delivery and organisation, minimum preparation and Lack of time management
		Analysis, Design and Implementation with valid results (10M) CO1, CO2 & CO3	Able to analyse, Design and implement with valid results of the given problem statement	Able to analyse, Design and implement with results of the given problem statement	Able to analyse and design the given problem statement	Able to analyse the given problem statement
		Viva (10M) CO1-5	Able to answer with precision & completeness; confident and professional	Able to answer with precision & completeness; almost confident and professional	Able to answer with precision but lack of confidence and professional behaviour	Missing conceptual information with lack of confidence and professional behaviour

Head
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..P. College of Engineering for Wome
Madhurawada
VISAKHAPATNAM-530 048

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EAPCET Code GVPW

Project Batches

AY-(2024-25)

S.No.	Roll No.	Avg. CGPA	S.No.	Roll No.	Avg. CGPA	S.No.	Roll No.	Avg. CGPA	S.No.	Roll No.	Avg. CGPA	S.No.	Roll No.	Avg. CGPA
A1	22JG5A0211	8.7727	**B1**	21JG1A0215	7.3265	**C1**	21JG1A0220	7.3188	**D1**	22JG5A0228	4.1254	**E1**	21JG1A0214	3.7054
A2	21JG1A0218	8.6653	**B2**	22JG5A0232	7.3750	**C2**	22JG5A0220	7.3068	**D2**	21JG1A0210	5.0939	**E2**	21JG1A0208	3.1445
A3	22JG5A0213	8.6590	**B3**	22JG5A0203	7.4545	**C3**	22JG5A0229	7.2954	**D3**	22JG5A0233	5.3121			
A4	21JG1A0211	8.6062	**B4**	22JG5A0215	7.4772	**C4**	22JG5A0231	7.1487	**D4**	22JG5A0217	6.0383			
A5	22JG5A0226	8.6022	**B5**	21JG1A0217	7.4803	**C5**	22JG5A0222	7.1306	**D5**	21JG1A0201	6.4706			
A6	22JG5A0225	8.3409	**B6**	21JG1A0221	7.5039	**C6**	21JG1A0213	7.1138	**D6**	21JG1A0203	6.4862			
A7	22JG5A0221	8.2443	**B7**	21JG1A0207	7.5196	**C7**	22JG5A0230	6.9841	**D7**	21JG1A0209	6.5065			
A8	22JG5A0201	8.1079	**B8**	21JG1A0216	7.5905	**C8**	22JG5A0224	6.9204	**D8**	22JG5A0202	6.5432			
A9	22JG5A0204	8.0397	**B9**	22JG5A0216	7.6200	**C9**	22JG5A0218	6.8750	**D9**	22JG5A0223	6.6142			
A10	22JG5A0219	8.0170	**B10**	22JG5A0209	7.7332	**C10**	21JG1A0205	6.8703	**D10**	22JG5A0227	6.6436			
A11	22JG5A0205	7.9375	**B11**	22JG5A0208	7.7332	**C11**	21JG1A0212	6.8351	**D11**	21JG1A0206	6.6493			
A12	21JG1A0222	7.8818	**B12**	21JG1A0219	7.7874	**C12**	22JG5A0214	6.7827	**D12**	21JG1A0202	6.6773			
A13	22JG5A0210	7.8352	**B13**	22JG5A0207	7.8238	**C13**	22JG5A0206	6.7790	**D13**	22JG5A0212	6.7443			

Batch 1	A1	B1	C1	D1	E1
Batch 2	A2	B2	C2	D2	E2
Batch 3	A3	B3	C3	D3	
Batch 4	A4	B4	C4	D4	
Batch 5	A5	B5	C5	D5	
Batch 6	A6	B6	C6	D6	
Batch 7	A7	B7	C7	D7	
Batch 8	A8	B8	C8	D8	
Batch 9	A9	B9	C9	D9	
Batch 10	A10	B10	C10	D10	
Batch 11	A11	B11	C11	D11	
Batch 12	A12	B12	C12	D12	

Project Coordinator

Head
Electrical & Electronics Engineering
Gayatri Vidya Parishad College of Engineering for Women
Madhurawada
HOD-EEE VISAKHAPATNAM-530 048

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Project Batches formation procedure

AY-(2024-25)

This is to inform all concerned that the project batches for the current academic year have been finalized by the undersigned through a uniform and transparent procedure.

All students were arranged in **descending order based on their percentage of marks**. As 13 batches with **four students each** were required, the allocation was carried out using a balanced distribution method. To maintain fairness, students from the top and bottom of the merit list were systematically paired. For example, Batch–1 consists of **A1, B13, C1, and D13**, ensuring an even academic spread across the batches.

This approach was followed consistently for the formation of all batches to uphold equity and maintain uniformity.

Project Coordinator

HOD-EEE

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G.V.P College of Engineering for Women
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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Year / Semester: IV - II

Academic Year:2024-25

Project - Batches

Batch No.	ROLL NO.	NAME OF THE STUDENT
1	22JG5A0211	EROTHU SRAVANI
	21JG1A0215	NAGIDI ANUSHA
	21JG1A0220	REDDY RAMANI DURGA
	22JG5A0228	TENKA SHIREESHA
	21JG1A0214	MULAGA SAI RAMYA KRUPA
2	21JG1A0218	PONNAPU KANCHANAREKHA
	22JG5A0232	MADDI HARIKA SAI PRIYA
	22JG5A0220	KELLA CHARISHMA
	21JG1A0210	KONATHALA BHULA RANI
	21JG1A0208	KANDUKURI DHATRI
3	22JG5A0213	GINNI REKHA
	22JG5A0203	ARNIPALLI VASAVI
	22JG5A0229	VANAPALLI RAJESWARI BHAVANI
	22JG5A0233	PUTTEPU PUJITHA
	20JG1A0207	BOBBARLA BINDU PRIYA
4	21JG1A0211	MACHARLA LAXMIPRASANNA
	22JG5A0215	GUTTULA MOHANTHI BHAVANI
	22JG5A0231	KOYYA NAVEENA
	22JG5A0217	KAKI LIKITHA
5	22JG5A0226	TAMMINAINA SRI LAKSHMI
	21JG1A0217	PENTAKOTA DURGA MADHURI
	22JG5A0222	KORUKONDA DEVIKA
	21JG1A0201	ATTADA GIRIJA KUMARI
6	22JG5A0225	SEERAPU SONIYA SRUTHI
	21JG1A0221	SURADA MEGHANA
	21JG1A0213	MOPIDEVI BHAVYA SRI
	21JG1A0203	BONGU RESHMA
7	22JG5A0221	KOMMURU GAYATHRI
	21JG1A0207	KALLA RAKSHANA KUMARI
	22JG5A0230	BANDI LAKSHMI MADHU SREE
	21JG1A0209	KARANAM HIMABINDU

8	22JG5A0201	AKULA GEETHA SARANYA
	21JG1A0216	PENTA DEEPIKA
	22JG5A0224	PULAMARSETTY CHIRUMALA KUMARI
	22JG5A0202	ARAJALL HEPHZIBAH

9	22JG5A0204	BALIVADA SOWMYA
	22JG5A0216	INDIGA GAYATHRI
	22JG5A0218	KALISETTI SRAVANI
	22JG5A0223	PEDDADA PUSHPA LATHA

10	22JG5A0219	KAMISETTY SHYAMALA DEVI
	22JG5A0209	CHUKKA MONIKA
	21JG1A0205	GOLLAVILLI MOHAN DEEPTHI
	22JG5A0227	TANGIDIPILLI SUKANYA

11	22JG5A0205	BASA VSANTHA
	22JG5A0208	CHITTARAPU VINEELA
	21JG1A0212	MOLLETI JAYA CHANDRIKA
	21JG1A0206	KADAGALA CHANDINI

12	21JG1A0222	VANAPALLI RESHMA
	21JG1A0219	REDDI HARI PRIYA
	22JG5A0214	GURUGUBELLI NAVEENA
	21JG1A0202	BEHARA HARSHITHA

13	22JG5A0210	DEKKA DHANUSHA
	22JG5A0207	CHITRADA NAGAMANI
	22JG5A0206	CHITHAKALA THANUJA
	22JG5A0212	GEMMELI SAIVARDHINI

Signature of Project coordinator

Signature of HOD

Head
Dept. of Electrical & Electronics Engineering
V.P College of Engineering for Women
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Supervisor Allotment Procedure

AY-(2024-25)

Following the formation of the project batches, supervisors were assigned to each group through a structured and objective matching process. The allocation was carried out by aligning the **project area of interest of each batch** with the **academic and research expertise of the respective supervisors**.

This approach ensures that every batch receives guidance from a supervisor, whose specialization closely corresponds to the selected project domain, thereby facilitating focused mentorship, technical support, and effective project execution.

Project Coordinator

HOD-EEE

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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Acedamic Year:2024-25

Year / Semester: IV - II

Project - Titles

Batch No.	Roll No.	Name of the student	Title of the Project	Name of the faculty
1	22JG5A0211	EROTHU SRAVANI	Static wireless charging for electric vehicle	Mrs. P Sai Jyothi
	21JG1A0215	NAGIDI ANUSHA		
	21JG1A0220	REDDY RAMANI DURGA		
	22JG5A0228	TENKA SHIREESHA		
	21JG1A0214	MULAGA SAI RAMYA KRUPA		
2	21JG1A0218	PONNAPU KANCHANAREKHA	Power quality improvement in grid connected DFIG wind energy system with DSTATCOM	Mrs. B Kusuma kumari
	22JG5A0232	MADDI HARIKA SAI PRIYA		
	22JG5A0220	KELLA CHARISHMA		
	21JG1A0210	KONATHALA BHULA RANI		
	21JG1A0208	KANDUKURI DHATRI		
3	22JG5A0213	GINNI REKHA	Design of biometric based speed control system for electric vehicles	Mr. Y Ramu
	22JG5A0203	ARNIPALLI VASAVI		
	22JG5A0229	VANAPALLI RAJESWARI		
	22JG5A0233	PUTTEPU PUJITHA		
	20JG1A0207	BOBBARLA BINDU PRIYA		
4	21JG1A0211	MACHARLA LAXMIPRASANNA	Intelligent machine learning with evolutionary algorithm based short term load forecasting in power systems	Dr. RVS Lakshmi Kumari
	22JG5A0215	GUTTULA MOHANTHI BHAVANI		
	22JG5A0231	KOYYA NAVEENA		
	22JG5A0217	KAKI LIKITHA		
5	22JG5A0226	TAMMINAINA SRI LAKSHMI	Intelligent energy recovery for electric vehicles using AI-based converter control	Dr. M. Krishna
	21JG1A0217	PENTAKOTA DURGA MADHURI		
	22JG5A0222	KORUKONDA DEVIKA		
	21JG1A0201	ATTADA GIRIJA KUMARI		
6	22JG5A0225	SEERAPU SONIYA SRUTHI	Integrated solar and grid based EV charge station with G2V and V2G modes	Dr. ASV Vijayalakshmi
	21JG1A0221	SURADA MEGHANA		
	21JG1A0213	MOPIDEVI BHAVYA SRI		
	21JG1A0203	BONGU RESHMA		
7	22JG5A0221	KOMMURU GAYATHRI	Analysis of high gain DC-DC boost converter for renewable energy applications	Mr. D Srinivas Reddy
	21JG1A0207	KALLA RAKSHANA KUMARI		
	22JG5A0230	BANDI LAKSHMI MADHU SREE		
	21JG1A0209	KARANAM HIMABINDU		

8	22JG5A0201	AKULA GEETHA SARANYA	Design and analysis of soft switched DC-DC buck converter	Mrs. V Sreevidhya
	21JG1A0216	PENTA DEEPIKA		
	22JG5A0224	P CHIRUMALA KUMARI		
	22JG5A0202	ARAJALL HEPHZIBAH		
9	22JG5A0204	BALIVADA SOWMYA	Real time condition monitoring of transmission line insulators using YOLO object detection	Dr. RVS Lakshmi Kumari
	22JG5A0216	INDIGA GAYATHRI		
	22JG5A0218	KALISETTI SRAVANI		
	22JG5A0223	PEDDADA PUSHPA LATHA		
10	22JG5A0219	KAMISETTY SHYAMALA DEVI	FOC-based PMSM drive system for sustainable electric vehicles	Dr. ASV Vijayalakshmi
	22JG5A0209	CHUKKA MONIKA		
	21JG1A0205	GOLLAVILLI MOHAN DEEPTHI		
	22JG5A0227	TANGIDIPILLI SUKANYA		
11	22JG5A0205	BASA VSANTHA	Power factor correction for LED lamp driver	Mr. Y Ramu
	22JG5A0208	CHITTARAPU VINEELA		
	21JG1A0212	MOLLETI JAYA CHANDRIKA		
	21JG1A0206	KADAGALA CHANDINI		
12	21JG1A0222	VANAPALLI RESHMA	Weather adaptive synthetic data generation for power line inspection using YOLOV8	Dr. RVS Lakshmi Kumari
	21JG1A0219	REDDI HARI PRIYA		
	22JG5A0214	GURUGUBELLI NAVEENA		
	21JG1A0202	BEHARA HARSHITHA		
13	22JG5A0210	DEKKA DHANUSHA	Intelligent energy recovery for electric vehicles using AI-based converter control	Dr. M. Krishna
	22JG5A0207	CHITRADA NAGAMANI		
	22JG5A0206	CHITHAKALA THANUJA		
	22JG5A0212	GEMMELI SAIVARDHINI		

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Signature of Project coordinator

Signature of HOD

Head
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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Date: 10-01-2025

Project Abstract Review Schedule

INTERNAL NOTICE

All students are hereby informed that project abstract review has been scheduled **on January 22nd** in **Lecture Hall 314 (LH 314)**. Attendance at the review meeting is **mandatory** for all students.

Signature of the Project-coordinator

Signature of the HOD

Head
Dept. of Electrical & Electronics Engineering
V.P. College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

Madhurawada :: Visakhapatnam – 530 048

E.E.E OF IV B TECH - 2 SEM (R20) PROJECT ABSTRACT REVIEW ATTENDANCE

H.T.NO.	NAME	SIGNATURE
21JG1A0201	ATTADA GIRIJA KUMARI	A. Girija Kumari
21JG1A0202	BEHARA HARSHITHA	B. Harshitha
21JG1A0203	BONGU RESHMA	B. Reshma
21JG1A0205	GOLLAVILLI MOHAN DEEPTHI	G. MohanDeepthi
21JG1A0206	KADAGALA CHANDINI	K. Chandini
21JG1A0207	KALLA RAKSHANA KUMARI	K. Rakshana
21JG1A0208	KANDUKURI DHATRI	K. Dhatri
21JG1A0209	KARANAM HIMABINDU	K. Himabindu
21JG1A0210	KONATHALA BHULA RANI	K. Bhula Rani
21JG1A0211	MACHARLA LAXMIPRASANNA	M. Laxmiprasanna
21JG1A0212	MOLLETI JAYA CHANDRIKA	M. Jaya chandrika
21JG1A0213	MOPIDEVI BHAVYA SRI	M. Bhavya Sri
21JG1A0214	MULAGA SAI RAMYA KRUPA	M. Sai Ramya Krupa
21JG1A0215	NAGIDI ANUSHA	N. Anusha
21JG1A0216	PENTA DEEPIKA	P. Deepika
21JG1A0217	PENTAKOTA DURGA MADHURI	P. Durga madhuri
21JG1A0218	PONNAPU KANCHANAREKHA	P. Kanchana Rekha
21JG1A0219	REDDI HARI PRIYA	R. HariPriya
21JG1A0220	REDDY RAMANI DURGA	R. RamaniDurga
21JG1A0221	SURADA MEGHANA	S. Meghana
21JG1A0222	VANAPALLI RESHMA	V. Reshma
22JG5A0201	AKULA GEETHA SARANYA	A. Geetha Saranya
22JG5A0202	ARAJALL HEPHZIBAH	A. Hephzibah
22JG5A0203	ARNIPALLI VASAVI	A. Vasavi
22JG5A0204	BALIVADA SOWMYA	B. Sowmya
22JG5A0205	BASA VSANTHA	B. Vasantha
22JG5A0206	CHITHAKALA THANUJA	Ch. Thanuja

Signature of the Project Coordinator

Signature of the H.O.D

Head
Dept. of Electrical & Electronics Engineering
G.V.P College of Engineering for Women
Madhurawada
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E.E OF IV B TECH - 2 SEM (R20) PROJECT ABSTRACT REVIEW ATTENDANCE

H.T.NO.	NAME	SIGNATURE
2JG5A0207	CHITRADA NAGAMANI	Ch. Nagamani
2JG5A0208	CHITTARAPU VINEELA	Ch. Vineela
22JG5A0209	CHUKKA MONIKA	Ch. Monika
22JG5A0210	DEKKA DHANUSHA	D. Dhanusha
22JG5A0211	EROTHU SRAVANI	E. Sravani
22JG5A0212	GEMMELI SAIVARDHINI	G. Saivardhini
22JG5A0213	GINNI REKHA	G. Rekha
22JG5A0214	GURUGUBELLI NAVEENA	G. Naveena
22JG5A0215	GUTTULA MOHANTHI BHAVANI	G. M. Bhavani
22JG5A0216	INDIGA GAYATHRI	I. Gayathri.
22JG5A0217	KAKI LIKITHA	K. Likitha
22JG5A0218	KALISETTI SRAVANI	K. Sravani
22JG5A0219	KAMISETTY SHYAMALA DEVI	K. Shyamala Devi
22JG5A0220	KELLA CHARISHMA	K. Charishma
22JG5A0221	KOMMURU GAYATHRI	K. Gayathri
22JG5A0222	KORUKONDA DEVIKA	K. Devika
22JG5A0223	PEDDADA PUSHPA LATHA	P. Pushpa latha
22JG5A0224	PULAMARSETTY CHIRUMALA KUMARI	P. Chirumala
22JG5A0225	SEERAPU SONIYA SRUTHI	S. Soniya Sruthi
22JG5A0226	TAMMINAINA SRI LAKSHMI	T. Srilakshmi
22JG5A0227	TANGIDIPILLI SUKANYA	T. Sukanya
22JG5A0228	TENKA SHIREESHA	T. Shireesha
22JG5A0229	VANAPALLI RAJESWARI BHAVANI	V. R. Bhavani
22JG5A0230	BANDI LAKSHMI MADHU SREE	B. L. Madhu Sree
22JG5A0231	KOYYA NAVEENA	K. Naveena
22JG5A0232	MADDI HARIKA SAI PRIYA	M. Harika
22JG5A0233	PUTTEPU PUJITHA	P. Pujitha
20JG1A0207	B BINDU PRIYA	B. Bindupriya

Signature of the Project Coordinator

Head
Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530048

Signature of the H.O.D

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN(A)

MADHURAWADA, VISAKHAPATNAM – 530 048

PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	13
22JG5A0210	**22JG5A0207**	**22JG5A0206**	**22JG5A0212**
Dr. M. Krishna	**Enhancing Electric Vehicle Performance Through Energy Recovery**		

ABSTRACT:

Transportation is essential for modern life, helping people and goods travel long distances. However, many vehicles today run on fossil fuels, which release harmful gases like carbon dioxide (CO_2) and nitrogen oxides (NO_x) into the air. These gases contribute to climate change, rising temperatures, and extreme weather. In cities, heavy traffic can waste fuel, cause long delays, and increase air pollution. Electric Vehicles (EVs) are a cleaner alternative, offering a way to reduce these problems. But EVs face several challenges, such as being expensive, having limited charging stations, and having slow charging times. One major issue with EVs is that they are more expensive than traditional cars because of the high cost of batteries and advanced technology. Charging stations are not widely available, which makes it hard to take long trips in an EV. Even when you do find a charging station, it can take 30 minutes to an hour to charge the car to 80%. On top of that, extracting materials like lithium, cobalt, and nickel to make EV batteries can harm the environment. When the batteries wear out, they can also create waste, and over time, they lose their ability to hold a charge, reducing the driving range of the vehicle.

To make EVs more efficient, regenerative braking has been introduced. This system helps save energy by capturing some of the energy that is lost when the vehicle brakes. Instead of wasting this energy as heat, regenerative braking stores it in a supercapacitor, which is a device that can store energy quickly. Later, this energy is sent back to the vehicles battery. By doing this, regenerative braking increases the vehicles driving range and reduces the need for frequent charging. To make sure this process works well, a bidirectional DC-DC power converter is used. This device helps increase the voltage of the energy generated during braking, making it compatible with the supercapacitor. It ensures that the energy can be stored efficiently. A controller is also used to manage the flow of energy into the supercapacitor, ensuring it is done safely and effectively. The controller also adjusts the motor's current and voltage, making sure the vehicle doesn't slow down too much while recovering energy during braking. The growth of regenerative braking and other innovations in electric vehicle technology will help make EVs a key part of reducing our reliance on fossil fuels and creating a cleaner, healthier planet.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Electric Braking
- Conventional Braking
- Energy Storage System

IMPLEMENTATION/METHODOLOGY:

The implementation of converters, controllers are done using Matlab-Simulink and experimental validation.

PRINCIPLE IDEA:

The principal idea of effective regenerative braking is to design and to implement the proper converter and controller.

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Head
Dept. of Electrical & Electronics Engg.
G.V.P. College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	12
21JG1A0222	**21JG1A0219**	**22JG5A0214**	**21JG1A0202**
Dr R V S Lakshmi Kumari (Head of the Department)	**Weather-Adaptive Synthetic Data Generation for Enhanced Power Line Inspection Using StarGAN**		

ABSTRACT:

Accurately detecting power line defects under challenging weather conditions like fog, rain, and nighttime is essential for ensuring the reliability and safety of power grids. To address the lack of diverse training data for machine learning models, a novel framework is introduced to generate synthetic power line images under various weather scenarios. This approach combines heuristic image processing methods to simulate adverse conditions with a multi-domain Generative Adversarial Network (GAN) for refining the image quality. By training object detection models with a mix of these synthetic images and real data, the system significantly improves defect detection performance, enhancing the robustness and effectiveness of power line inspections.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Power Grid Maintenance
- Smart Grid Systems
- Disaster Management

IMPLEMENTATION/METHODOLOGY:

The methodology involves enhancing power line inspection through synthetic data generation. Existing datasets are enriched by simulating adverse weather conditions like fog, rain, and nighttime using heuristic image processing techniques. These transformed images are further refined using StarGAN-v2, a multi-domain GAN, to produce realistic weather-specific variations. The resulting synthetic data, combined with real images, is used to train object detection models like YOLO. Performance is evaluated using metrics such as Precision and Recall, ensuring robust defect detection under diverse weather conditions. This framework is deployable for real-time inspections using UAVs or monitoring systems.

PRINCIPLE IDEA:

The principle idea is to enhance power line inspection systems by generating synthetic images that simulate diverse weather conditions, such as fog, rain, and nighttime. These synthetic images are created using a combination of heuristic image processing techniques and a multi-domain Generative Adversarial Network (StarGAN-v2). By incorporating these realistic weather-affected images into training datasets, the approach improves the robustness and accuracy of machine learning models, enabling reliable defect detection under challenging environmental conditions.

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Head
Dept. of Electrical & Electronics Engineering
P. College of Engineering for Women
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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	11
22JG5A0205	**22JG5A0208**	**21JG1A0212**	**21JG1A0206**
Mr. Y. Ramu	**Power Factor Correction For Led Lamp Driver**		

ABSTRACT:

The design and implementation of a high-performance LED lamp driver incorporating power factor correction (PFC) using a current sensorless topology and advanced digital signal processing (DSP) techniques. The objective is to enhance the energy efficiency and power quality of LED lighting systems while reducing system complexity and cost.

Conventional LED drivers often suffer from poor power factor and high harmonic distortion, leading to inefficient energy usage and non-compliance with international power quality standards. To address these challenges, the proposed driver utilizes a flyback converter architecture combined with an active PFC control strategy. Instead of relying on traditional current sensors, the system employs a sensorless control algorithm, minimizing component count and improving reliability.

The integration of DSP-based control enables precise real-time monitoring and dynamic adjustment of input current to closely follow the input voltage waveform. This approach effectively enhances the power factor, reduces total harmonic distortion (THD), and ensures a stable and regulated output across a wide input voltage range.

Experimental results confirm that the proposed system achieves a high power factor (>0.95), low THD, and high overall efficiency, while meeting energy-saving and power quality regulations. The combination of sensorless topology and DSP control makes this LED driver a cost-effective, compact, and efficient solution for modern lighting applications.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Power electronics

IMPLEMENTATION/METHODOLOGY:

The implementation of power factor correction (PFC) for LED lamp drivers involves designing a circuit that improves power quality by aligning the input current with the input voltage, reducing harmonic distortion, and enhancing the power factor.

A current sensorless topology is employed to minimize component count and system complexity, making the design more cost-effective and reliable.

The circuit includes a rectifier to convert AC to DC, followed by a power stage that regulates the output voltage while shaping the input current.

A control system, implemented using advanced digital signal processing (DSP) techniques, dynamically adjusts the switching behavior based on real-time feedback from voltage signals alone, eliminating the need for direct current sensing.

The methodology includes system analysis, circuit design, simulation using tools like MATLAB/Simulink, hardware implementation, and testing under varying conditions to optimize efficiency and ensure compliance with power quality standards.

This approach provides a compact, sensorless, and energy-efficient solution for modern LED lighting applications.

PRINCIPLE IDEA:

The main idea of this project is to make LED lamps more energy-efficient by improving their power factor. This is achieved using a current sensorless topology and digital signal processing (DSP) techniques, which shape the input current to match the voltage, reducing wasted energy and harmonics. The system also regulates the voltage to power the LEDs steadily. A DSP-based control algorithm adjusts the circuit in real time to ensure it operates efficiently. This makes LED lighting more reliable, cost-effective, and environmentally friendly.

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G.V.P. College of Engineering for Women
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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	10
22JG5A0219	22JG5A0209	21JG1A0205	22JG5A0227
Dr A.S.V.Vijaya Lakshmi	Electric Vehicle Modelling and Simulation Of A Light Commercial Vehicle Using PMSM Propulsion		

ABSTRACT:

The transportation sector is one of the largest contributors to greenhouse gas emissions, with internal combustion engines (ICES) being a primary source of pollution. As the world shifts towards sustainable and environmentally friendly solutions, electric vehicles (EVs) have emerged as a viable alternative. Light commercial vehicles (LCVS), such as delivery vans and small trucks, play a crucial role in urban logistics and contribute significantly to emissions. This project focuses on the development of an electric propulsion system for an LCV using a PMSM.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

Light commercial electric vehicle using PMSM propulsion

IMPLEMENTATION/METHODOLOGY:

To design and model a rear-wheel driven electric powertrain of a Permanent Magnet Synchronous Motor (PMSM) for speed controller of light commercial vehicles and evaluate its performance using MATLAB Simulink and SIMSCAPE toolboxes

PRINCIPLE IDEA:

The principle idea is to enhance efficiency, performance and sustainability in the transportation of goods or passengers of a Light Commercial Vehicle (LCV) using Permanent Magnet Synchronous Motor (PMSM) propulsion.

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G.V.P. College of Engineering for Women
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PROJECT ABSTRACT

Year & Branch	IV B.TECH - EEE	BATCH	9
22JG5A0204	22JG5A0216	22JG5A0218	22JG5A0223
Dr. R V S Lakshmi Kumari (Head Of The Department)	Real Time Condition Monitoring Of Transmission Line Insulators Using YOLO Object Detection Model		

ABSTRACT:

Insulators play a crucial role in power transmission systems by preventing electrical leakage and ensuring operational stability. However, environmental factors and aging can lead to defects such as cracks, contamination, or breakage, which may result in power failures and safety hazards. Traditional inspection methods are labor-intensive, time-consuming, and prone to human error. This project aims to develop an automated Insulator Condition Monitoring System using YOLO (You Only Look Once), a real-time object detection algorithm. The system detects and classifies insulator defects efficiently, improving inspection accuracy and reducing maintenance costs. By integrating AI and computer vision, this approach enhances power grid reliability and supports predictive maintenance strategies.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Power Transmission And Distribution
- Renewable Energy Systems
- Industrial Plants

IMPLEMENTATION/METHODOLOGY:

The data is collected through capturing the pictures from electric poles and towers, send them to the processing unit and image processing techniques can be applied to classify the insulator health condition into healthy or risky and necessary action can be taken by the maintenance personnel.

PRINCIPLE IDEA:

The primary idea of the project is to utilize YOLO algorithm to monitor, analyze, and predict the condition of insulators in electrical systems. The goal is to automate the process of identifying defects, predicting failures, and scheduling maintenance, thereby reducing manual intervention, operational costs, and system downtime.

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Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
Madhurawada
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PROJECT ABSTRACT

Year & Branch	IV B.TECH-EEE	BATCH	8
22JG5A0201	21JG1A0216	22JG5A0224	22JG5A0202
Ms V. Sree Vidhya	DESIGN OPTIMIZATION FOR SOFT SWITCHING DC-DC CONVERTER		

ABSTRACT:

This project focuses on the design optimization of soft-switching DC-DC converters to obtain reduced switching losses and improved efficiency. The proposed converter uses resonant elements and control strategies to achieve soft-switching. This topology is validated using MATLAB/Simulink software. Several soft computing techniques include machine learning based approach, artificial intelligence techniques, and optimization techniques. These techniques ensures better energy utilization in applications such as EVs, renewable energy, and automobile lighting.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Renewable Energy Systems
- Electric Vehicles (EVs)
- Industrial Power Supplies

IMPLEMENTATION/METHODOLOGY:

MATLAB-SIMULINK

PRINCIPLE IDEA:

The principle idea behind the design optimization of soft switching DC-DC converter is to enhance efficiency by reducing switching losses and electromagnetic interference (EMI) and hence, obtain Zero Voltage Switching (ZVS) and Zero Current Switching (ZCS) opeartion.

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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	07
22JG5A0221	**21JG1A0207**	**22JG5A0230**	**21JG1A0209**
Mr. D. Srinivas Reddy	**FAULT TOLERANT RECONFIGURABLE DC-DC CONVERTER**		

ABSTRACT:

Multiport converters are essential in applications such as DC microgrids, data centres, electric vehicles, and extraterrestrial systems, serving as interfaces between energy sources like supercapacitors, fuel cells and the loads, therefore they need to operate efficiently and flexibly. These are designed to interface and manage power exchange between multiple energy sources and loads within a single system. By integrating multiple ports for power flow, they eliminate the need for multiple single-port converters, leading to reduced complexity, cost, and space requirements.

Any fault in the converter can disrupt power delivery, cause system downtime, or lead to complete breakdown of the system. Fault tolerance in multiport converters is crucial because it ensures the reliable and continuous operation of systems that rely on these converters. Primarily, faults in these systems occur due to the overstress of elements like capacitors and semiconductor devices like switches used in its operation. Fault tolerance minimizes maintenance costs, extends system lifespan, and ensures uninterrupted operation in mission-critical applications. By integrating advanced fault detection, isolation, and reconfigurable techniques, the system will enhance reliability and adaptability, making it suitable for critical energy applications.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Electric Vehicles
- Energy Storage Systems and Smart Grids
- Aerospace
- Uninterrupted Power Supplies

IMPLEMENTATION/METHODOLOGY:

This project will be implemented using Matlab-Simulink software.

PRINCIPLE IDEA:

Faults in DC-DC converters like switch failures can disrupt power conversion in the system, these kind of issues can be overcome by reconfiguring the converter. Hence, system becomes more reliable.

D. Srinivas Reddy

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Head of Electrical & Electronics Engineering
College of Engineering for Women
Madhurawada
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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	06
22JG5A0225	**21JG1A0221**	**21JG1A0213**	**21JG1A0203**
A.S.V. VIJAYA LAKSHMI	**VEHICLE TO GRID AND GRID TO VEHICLE TECHNOLOGY USING DC FAST CHARGING ARCHITECTURE**		

ABSTRACT:

Grid instability is a major concern, as peak demand management becomes increasingly difficult, resulting in brownouts and blackouts. Furthermore, the ability to store excess renewable energy can lead to grid instability and reduced efficiency. Economic issues also arise, with excess energy generated during off-peak hours being wasted, resulting in economic losses. For storing this excess energy, a storage equipment or device is required. For this purpose, electric vehicle batteries acts as an storage device for storing the energy when there is surplus, and delivering back the energy whenever there is a deficit of energy or peak demand for the energy. For this purpose, a technology is introduced for enabling the electric vehicle batteries to store the energy and delivering back the energy to grid i.e, vehicle to grid and grid to vehicle technology. In this project we are implementing dc fast charging architecture is developed using MATLAB Simulink software because of its numerous advantages like fast charging, reduced charging time etc.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

1. Smart grid and energy management
2. Renewable energy integration
3. Electric vehicle infrastructure
4. Commercial & industrial applications
5. Residential & consumer application

IMPLEMENTATION/METHODOLOGY:

To design a dc fast charging architecture to implement vehicle to grid and grid to vehicle technology using MATLAB Simulink software.

PRINCIPLE IDEA:

The principle idea is to utilize dc fast charging architecture to enable bidirectional power flow between electric vehicles(EV's) and the grid, facilitating v2g and g2v operations.

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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	5
22JG5A0226	**21JG1A0217**	**22JG5A0222**	**21JG1A0201**
Dr. M. Krishna	**Enhancing Electric Vehicle Performance Through Energy Recovery**		

ABSTRACT:

Transportation is essential for modern life, helping people and goods travel long distances. However, many vehicles today run on fossil fuels, which release harmful gases like carbon dioxide (CO_2) and nitrogen oxides (NO_x) into the air. These gases contribute to climate change, rising temperatures, and extreme weather. In cities, heavy traffic can waste fuel, cause long delays, and increase air pollution. Electric Vehicles (EVs) are a cleaner alternative, offering a way to reduce these problems. But EVs face several challenges, such as being expensive, having limited charging stations, and having slow charging times. One major issue with EVs is that they are more expensive than traditional cars because of the high cost of batteries and advanced technology. Charging stations are not widely available, which makes it hard to take long trips in an EV. Even when you do find a charging station, it can take 30 minutes to an hour to charge the car to 80%. On top of that, extracting materials like lithium, cobalt, and nickel to make EV batteries can harm the environment. When the batteries wear out, they can also create waste, and over time, they lose their ability to hold a charge, reducing the driving range of the vehicle.

To make EVs more efficient, regenerative braking has been introduced. This system helps save energy by capturing some of the energy that is lost when the vehicle brakes. Instead of wasting this energy as heat, regenerative braking stores it in a supercapacitor, which is a device that can store energy quickly. Later, this energy is sent back to the vehicles battery. By doing this, regenerative braking increases the vehicles driving range and reduces the need for frequent charging. To make sure this process works well, a bidirectional DC-DC power converter is used. This device helps increase the voltage of the energy generated during braking, making it compatible with the supercapacitor. It ensures that the energy can be stored efficiently. A controller is also used to manage the flow of energy into the supercapacitor, ensuring it is done safely and effectively. The controller also adjusts the motor's current and voltage, making sure the vehicle doesn't slow down too much while recovering energy during braking. The growth of regenerative braking and other innovations in electric vehicle technology will help make EVs a key part of reducing our reliance on fossil fuels and creating a cleaner, healthier planet.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Electric Braking
- Conventional Braking
- Energy Storage System

IMPLEMENTATION/METHODOLOGY:

The implementation of converters, controllers are done using Matlab-Simulink and experimental validation.

PRINCIPLE IDEA:

The principal idea of effective regenerative braking is to design and to implement the proper converter and controller.

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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE	BATCH	04
21JG1A0211	**22JG5A0215**	**22JG5A0231**	**22JG5A0217**
Dr R V S Lakshmi Kumari	**Intelligent Machine Learning With Evolutionary Algorithm Based Short Term Load Forecasting in Power Systems**		

ABSTRACT:

Electricity demand forecasting is a critical aspect of power system management, particularly in short-term Load forecasting (STLF), which is essential for preventing power failures and ensuring efficient scheduling. This project introduces an innovative model, the intelligent machine learning with evolutionary algorithm-based STLF (IMLEA-STLF), designed to enhance forecasting accuracy. The model incorporates multiple stages, including data decomposition using wavelet transform, preprocessing, feature selection with the oppositional artificial fish swarm optimization (OAFSA), and prediction via the water wave optimization (WWO) algorithm finally, KNN is applied and obtained the hourly load forecasting data.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Smart Grids
- Electricity Market Operations
- Renewable Energy Management

IMPLEMENTATION/METHODOLOGY:

- The implementation of the IMLEA-STLF model begins with data preparation, where electricity load data and related parameters, such as weather conditions, are collected, cleaned, and preprocessed by handling missing values and normalizing features.
- Next, the Wavelet Transform (WT) is applied to decompose the load data into low-frequency (trend) and high-frequency (details) components, simplifying the complex patterns in the dataset.
- Feature selection is performed using the Oppositional Artificial Fish Swarm Optimization (OAFSA) algorithm, which identifies the most relevant features to improve prediction accuracy and reduce redundancy.
- For the prediction process, KNN are employed to model the load data, and their parameters are optimized using the Water Wave Optimization (WWO) algorithm to enhance performance.
- Finally, the predicted components are combined using Inverse Wavelet Transform (IWT) to reconstruct the final forecasted load data.
- The model is validated on benchmark datasets, and its accuracy is assessed using metrics like Mean Absolute Percentage Error (MAPE) and Root Mean Square Error (RMSE), demonstrating its efficiency and precision for short-term load forecasting.
- This entire IMLEA-STLF process can be effectively implemented using Panama's energy dataset to address the unique characteristics of the country's electricity demand.

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PRINCIPLE IDEA:

The principal idea of the IMLEA-STLF model is to develop an intelligent and efficient short-term load forecasting system for power systems by combining advanced machine learning techniques with evolutionary optimization algorithms. The model integrates key steps such as data decomposition using Wavelet Transform (WT) to handle non-stationary time-series data, optimal feature selection with Oppositional Artificial Fish Swarm Optimization (OAFSA) to enhance prediction accuracy, and load forecasting using KNN optimized by Water Wave Optimization (WWO). By leveraging these techniques, the model achieves precise, efficient, and reliable predictions of electricity demand, addressing the complexities of modern power systems and enabling better resource allocation, grid stability, and energy management.

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PROJECT ABSTRACT

Year & Branch		IV B.TECH -EEE	BATCH	3
22JG5A0213	22JG5A0203	22JG5A0229	22JG5A0233	20JG1A0207
Mr. Y. Ramu	**BIOMETRIC SPEED CONTROL OF ELECTRIC VEHICLES**			

ABSTRACT:

This project work presents a biometric-based speed control system aimed at improving driver safety in electric vehicles (EVs). By tracking physiological indicators like heart rate, stress levels and signs of fatigue through biometric sensors, the system evaluates real-time data to determine the driver's state. If it detects signs of stress, fatigue, or unusual patterns, the system automatically restricts the vehicle's speed, promoting safer driving conditions. The project is implemented using MATLAB and Simulink.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

The project on " Biometric Speed Control of Electric Vehicles (EVs) " can be implemented in various domains, including the automotive industry, healthcare, smart transportation, and fleet management.

IMPLEMENTATION/METHODOLOGY:

MATLAB-SIMULINK.

PRINCIPLE IDEA:

"The principle idea behind the biometric speed control of electric vehicles (EVs) is to enhances the safety by monitoring real-time physiological data like heart rate and fatigue. The system adjusts speed based on detected distress, preventing health-related accidents, improving driver well-being, and advancing intelligent transportation.

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Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
Madhurawada
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PROJECT ABSTRACT

Year & Branch		IV B.TECH -EEE	BATCH	2
21JG1A0218	22JG5A0232	22JG5A0220	21JG1A0210	21JG1A0208
Mrs. B. Kusuma Kumari		**POWER QUALITY IMPROVEMENT IN GRID CONNECTED DFIG WIND ENERGY SYSTEM WITH DSTATCOM**		

ABSTRACT:

This project focuses on a grid-connected DFIG-based wind energy system enhanced with a DSTATCOM for improved power quality and grid stability . The Doubly Fed Induction Generator (DFIG) efficiently harness wind energy, while the Distribution Static Compensator (DSTATCOM) addresses key challenges such as voltage fluctuations, reactive power imbalance, and harmonics caused by varying wind conditions. The DSTATCOM ensures dynamic voltage regulation and stable operation during grid disturbances, enhancing the reliability of the system. This integrated approach provides a sustainable and practical solution for renewable energy systems, ensuring efficient and reliable wind power integration into modern power grids. The project highlights the importance of combining DFIG and DSTATCOM for achieving energy sustainability and improving grid performance.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

- Renewable Energy Systems
- Power Quality Monitoring and Control
- Smart Grids

IMPLEMENTATION/METHODOLOGY:

MATLAB-SIMULINK

PRINCIPLE IDEA:

The principle idea of this project is to enhance the power quality of a grid-connected DFIG-based wind energy system by integrating a Distribution Static Compensator (DSTATCOM). This involves addressing issues such as voltage fluctuations, reactive power imbalance, and harmonic distortion caused by the variability of wind energy. The optimized DSTATCOM with advanced control algorithms can dynamically compensates the reactive power and mitigates harmonic disturbances, ensuring grid stability and compliance with power quality standards. This solution facilitates reliable and efficient integration of renewable energy sources into the power grid.

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G.V.P. College of Engineering for Women
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PROJECT ABSTRACT

Year & Branch	IV B.TECH -EEE		BATCH	1
22JG5A0211	21JG1A0215	21JG1A0220	22JG5A0228	21JG1A0214
Ms. P. Sai Jyothi	**STATIC WIRELESS CHARGING FOR ELECTRIC VEHICLES**			

ABSTRACT:

Electric vehicles (EVs) are rapidly gaining popularity due to their environmental benefits, such as reduced greenhouse gas emissions and lower dependence on fossil fuels. However, a significant disadvantage of EVs is the extended time required to recharge their batteries. This project aims to address this limitation through the implementation of static wireless charging technology. Initially, the system will utilize an alternating current (AC) supply to develop the wireless charging framework. Later that will be replaced with solar panels. By leveraging solar energy as the primary power source, the system reduces reliance on conventional grid electricity. To simulate a real-world scenario, the load will be substituted with a battery indicator, enabling the system to clearly display whether the vehicle is charging or not. To ensure continuous operation during periods of low sunlight, the system incorporates energy storage solutions, guaranteeing power availability at all times. This integration of wireless charging using solar energy not only enhances the environmental sustainability of EV infrastructure but also supports the transition toward a greener and more self-reliant transportation ecosystem.

DOMAINS WHERE THE PROJECT CAN BE IMPLEMENTED:

The project on "Static wireless charging for electric vehicles" can be implemented in various domains, including electric vehicle (EV) infrastructure and smart cities, ensuring faster and more convenient charging.

IMPLEMENTATION/METHODOLOGY:

- MATLAB-SIMULINK.

PRINCIPLE IDEA:

The principle idea behind "static wireless charging for electric vehicles (EVs)" combines two key technologies: wireless power transfer (WPT) and solar energy utilization. Wireless power transfer allows for the transfer of electrical energy from a charging station to the vehicle without the need for physical connectors, using electromagnetic fields to transfer power between coils - one in the station and the other in the vehicle. Solar energy is harnessed through solar panels, converting sunlight into electricity, which is then stored and used to power the wireless charging system. This combination creates a sustainable, efficient, and environmentally friendly solution for charging EVs, eliminating the need for conventional wired connections while utilizing renewable solar power.

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Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

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Kommadi, Madhurawada, Visakhapatnam - 530 048

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EAPCET Code GVPW

DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Date: 27-02-2025

Schedule Date and Timings for the Project Review-1

NOTICE

All students are hereby informed that project reviews will be held on **March 4th & 7th in LH 314**. The batch-wise schedule is given below.

Date of Review	Batches	Time
04-03-2025	EE01	2:45PM to 3:00 PM
	EE02	3:00PM to 3:15PM
	EE03	3:15PM to 3:30PM
	EE04	3:30PM to 3:45 PM
	EE05	3:45PM to 4:00 PM
	EE06	4:00PM to 4.15PM
07-03-2025	EE13	4:00PM to 4.15PM
	EE07	3:00PM to 3:15PM
	EE08	3:15PM to 3:30PM
	EE09	3:30PM to 3:45 PM
	EE10	3:45PM to 4:00 PM
	EE11	4:00PM to 4.15PM
	EE12	4:15PM to 4:30 PM

Project-coordinator

HOD-EEE

Dept. of Electrical & Electronics Engineering
Gayatri Vidya Parishad College of Engineering for Women
Kommadi, Madhurawada
Visakhapatnam 530 048

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

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EAPCET Code GVPW

DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Date: 27-02-2025

Project Review-I Meeting Schedule

INTERNAL NOTICE

All students are hereby informed that project reviews have been scheduled **on March 4th&7th** in **Lecture Hall 314 (LH 314)**. Attendance at the review meeting is **mandatory** for all students.

Signature of the Project-coordinator

Signature of the HOD

Head
Dept. of Electrical & Electronics Engineering
Gayatri Vidya Parishad College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

Madhurawada :: Visakhapatnam – 530 048

E.E.E OF IV B TECH - 2 SEM (R20) PROJECT ABSTRACT REVIEW-1 ATTENDANCE

H.T.NO.	NAME	SIGNATURE
21JG1A0201	ATTADA GIRIJA KUMARI	A. Girija Kumari
21JG1A0202	BEHARA HARSHITHA	B. Harshitha
21JG1A0203	BONGU RESHMA	B. Reshma
21JG1A0205	GOLLAVILLI MOHAN DEEPTHI	G. Mohan Deepthi
21JG1A0206	KADAGALA CHANDINI	K. Chandini
21JG1A0207	KALLA RAKSHANA KUMARI	K. Rakshana
21JG1A0208	KANDUKURI DHATRI	K. Dhatri
21JG1A0209	KARANAM HIMABINDU	K.
21JG1A0210	KONATHALA BHULA RANI	K. Bhula Rani
21JG1A0211	MACHARLA LAXMIPRASANNA	M. Laxmiprasanna
21JG1A0212	MOLLETI JAYA CHANDRIKA	M. Jaya chandrika
21JG1A0213	MOPIDEVI BHAVYA SRI	M. Bhavya Sri
21JG1A0214	MULAGA SAI RAMYA KRUPA	M. Ramya
21JG1A0215	NAGIDI ANUSHA	N. Anusha
21JG1A0216	PENTA DEEPIKA	P. Deepika
21JG1A0217	PENTAKOTA DURGA MADHURI	P. Durga Madhuri
21JG1A0218	PONNAPU KANCHANAREKHA	P. Kanchanarekha
21JG1A0219	REDDI HARI PRIYA	R. Haripriya
21JG1A0220	REDDY RAMANI DURGA	R. Ramani Durga
21JG1A0221	SURADA MEGHANA	S. Meghana
21JG1A0222	VANAPALLI RESHMA	V. Reshma
22JG5A0201	AKULA GEETHA SARANYA	A. Geetha saranya
22JG5A0202	ARAJALL HEPHZIBAH	A. hephzibah
22JG5A0203	ARNIPALLI VASAVI	A. Vasavi
22JG5A0204	BALIVADA SOWMYA	B. Sowmya.
22JG5A0205	BASA VSANTHA	B. Vasantha
22JG5A0206	CHITHAKALA THANUJA	Ch. Thanuja

Signature of the Project Coordinator

Signature of the H.O.D

Dept. of Electrical & Electronics Engineering
V.P. College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

Madhurawada :: Visakhapatnam – 530 048

E.E OF IV B TECH - 2 SEM (R20) PROJECT ABSTRACT REVIEW-1 ATTENDANCE

H.T.NO.	NAME	SIGNATURE
22JG5A0207	CHITRADA NAGAMANI	Ch. Nagamani
22JG5A0208	CHITTARAPU VINEELA	Ch. Vineela
22JG5A0209	CHUKKA MONIKA	Ch. Monika
22JG5A0210	DEKKA DHANUSHA	D. Dhanusha
22JG5A0211	EROTHU SRAVANI	E. Sravani
22JG5A0212	GEMMELI SAIVARDHINI	G. Saivardhini
22JG5A0213	GINNI REKHA	G. Rekha
22JG5A0214	GURUGUBELLI NAVEENA	G. Naveena
22JG5A0215	GUTTULA MOHANTHI BHAVANI	G. M. Bhavani
22JG5A0216	INDIGA GAYATHRI	I. Gayathri.
22JG5A0217	KAKI LIKITHA	K. Likitha
22JG5A0218	KALISETTI SRAVANI	K. Sravani
22JG5A0219	KAMISETTY SHYAMALA DEVI	K. Shyamala
22JG5A0220	KELLA CHARISHMA	K. Charishma
22JG5A0221	KOMMURU GAYATHRI	K. Gayathri
22JG5A0222	KORUKONDA DEVIKA	K. Devika
22JG5A0223	PEDDADA PUSHPA LATHA	P. Pushpa Latha
22JG5A0224	PULAMARSETTY CHIRUMALA KUMARI	P. Chirumala Kumari
22JG5A0225	SEERAPU SONIYA SRUTHI	S. Soniya Sruthi
22JG5A0226	TAMMINAINA SRI LAKSHMI	T. Sri Lakshmi
22JG5A0227	TANGIDIPILLI SUKANYA	T. Sukanya
22JG5A0228	TENKA SHIREESHA	T. Shireesha
22JG5A0229	VANAPALLI RAJESWARI BHAVANI	V. R. Bhavani
22JG5A0230	BANDI LAKSHMI MADHU SREE	B. L. Madhu Sree
22JG5A0231	KOYYA NAVEENA	K. Naveena
22JG5A0232	MADDI HARIKA SAI PRIYA	M. Harika.
22JG5A0233	PUTTEPU PUJITHA	P. Pujitha
20JG1A0207	B BINDU PRIYA	B. Bindu Priya

Signature of the Project Coordinator

Head
Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
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VISAKHAPATNAM-530 048

Signature of the H.O.D

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EAPCET Code GVPW

DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Review-I Evaluation

Academic year 2024-2025 Date:10-02-2025

BatchNo	Regd.No.	Title of the Project	Evaluation Criteria				Guide Name
			Presentation (10M)	Analysis,Design and Implementation with Valid Results (10M)	Viva (10M)	Total Marks(30)	
EE1	22JG5A0211	Static Wireless Charging For Electric Vehicles	4	4	4	30	Mrs. P. Sai Jyothi
	21JG1A0215		4	4	3	28	
	21JG1A0220		4	4	4	30	
	22JG5A0228		4	4	3	28	
	21JG1A0214		4	4	3	28	
EE2	21JG1A0218	Power Quality Improvement In Grid Connected DFIG Wind Energy System With DSTATCOM	4	4	4	30	Mrs. B Kusuma kumari
	22JG5A0232		4	4	3	28	
	22JG5A0220		4	4	3	28	
	21JG1A0210		4	4	3	28	
	21JG1A0208		4	4	3	28	
EE3	22JG5A0213	Biometric Based Speed Control Of Electric Vehicles	4	4	4	30	Mr. Y Ramu
	22JG5A0203		4	4	3	28	
	22JG5A0229		4	4	3	28	
	22JG5A0233		4	4	3	28	
	20JG1A0207		4	3	3	25	
EE4	21JG1A0211	Intelligent Machine Learning With Evolutionary Algorithm Based Short Term Load Forecasting In Power Systems	4	4	3	28	Dr. RVS Lakshmi Kumari
	22JG5A0215		4	4	3	28	
	22JG5A0231		4	4	3	28	
	22JG5A0217		4	4	3	28	
EE5	22JG5A0226	Enhancing Electric Vehicle Performance Through Energy Recovery	3	4	3	28	Dr. M. Krishna
	21JG1A0217		4	4	3	28	
	22JG5A0222		4	4	3	30	
	21JG1A0201		4	4	4	28	
EE6	22JG5A0225	Vehicle To Grid And Grid To Vehicle Technology Using DC Fast Charging Architecture	4	4	3	25	Dr. P. Devendra
	21JG1A0221		3	4	3	28	
	21JG1A0213		4	4	3	30	
	21JG1A0203		4	4	4	25	
EE7	22JG5A0221	Fault Tolerant Reconfigurable DC-DC Converter	3	4	3	28	Mr. D Srinivas Reddy
	21JG1A0207		4	3	4	28	
	22JG5A0230		4	4	3	25	
	21JG1A0209		4	4	3	25	
EE8	22JG5A0201	Design Optimization For Soft Switching DC-DC Converter	3	3	3	25	Mrs. V Sreevidhya
	21JG1A0216		4	3	3	28	
	22JG5A0224		4	4	3	28	
	22JG5A0202		4	4	4	30	
EE9	22JG5A0204	Real Time Condition Monitoring of Transmission Line Insulators Using YOLO Object Detection Model	4	4	4	30	Dr. RVS Lakshmi Kumari
	22JG5A0216		4	4	3	28	
	22JG5A0218		4	4	3	28	
	22JG5A0223		4	4	4	30	
EE10	22JG5A0219	Electric Vehicle Modelling And Simulation Of A Light Commercial Vehicle Using PMSM Propulsion	4	4	4	30	Mrs. B Kusuma kumari
	22JG5A0209		4	4	3	28	
	21JG1A0205		4	4	3	28	
	22JG5A0227		4	4	3	28	

VISAKHAPATNAM-530 048

EE11	223G5A0205	A Powerfactor Correction For Led Lamp Driver	4	4	4	30	Mr. V Ramu
	223G5A0208		4	4	4	30	
	213G1A0212		4	4	4	30	
	213G1A0206		4	4	4	30	
EE12	213G1A0222	Weather-Adaptive Synthetic Data Generation For Enhanced Power Line Inspection Using StarGAN	4	4	4	30	Dr. RVS Lakshmi Kumari
	213G1A0219		4	4	3	28	
	223G5A0214		4	4	3	28	
	213G1A0202		4	4	4	30	
EE13	223G5A0210	Enhancing Electric Vehicle Performance Through Energy Recovery	4	4	4	30	Dr. M. Krishna
	223G5A0207		4	4	4	30	
	223G5A0209		4	3	3	25	
	223G5A0212		4	4	3	28	

Signature of the Project Co-ordinator

Signature of the HOD

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Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
Madhurawada
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EAPCET Code GVPW

Review-I Evaluation Process

AY-(2024-25)

Review-I was conducted for a total of 30 marks. The DRC members awarded marks based on the seminar presented by each batch. While the seminar was presented as a batch, **each student was evaluated** individually according to their own performance, clarity, and contribution during the presentation. This ensured fair and accurate assessment for every student.

Project Coordinator

HOD-EEE

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Electrical & Electronics Engineering
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VISAKHAPATNAM-530 048

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EAPCET Code GVPV

DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Date: 25-03-2025

Schedule Date and Timings for the Project Review-II

NOTICE

All students are hereby informed that project reviews will be held on **April 3rd & 4th in LH 314**. The batch-wise schedule is given below.

Date of Review	Batches	Time
03-04-2025	EE01	3:00PM to 3:15PM
	EE02	3:15PM to 3:30PM
	EE03	3:30PM to 3:45PM
	EE04	3:45PM to 4:00PM
	EE05	4:00PM to 4.15PM
	EE06	4:15PM to 4.30PM
	EE13	4:15PM to 4.30PM
04-04-2025	EE07	3:00PM to 3:15PM
	EE08	3:15PM to 3:30PM
	EE09	3:30PM to 3:45PM
	EE10	3:45PM to 4:00PM
	EE11	4:00PM to 4.15PM
	EE12	4:15PM to 4:30PM

HOD-EEE

Head
Electrical & Electronics Engineering
College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

Project-Coordinator

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

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EAPCET Code GVPV

DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Date: 25-03-2025

Project Review-II Meeting Schedule

INTERNAL NOTICE

All students are hereby informed that project reviews have been scheduled **on April 3rd & 4th** in **Lecture Hall 314 (LH 314)**. Attendance at the review meeting is **mandatory** for all students.

Signature of the Project-coordinator

Signature of the HOD

Head
Dept. of Electrical & Electronics Engineering
G.V.P. College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

Madhurawada :: Visakhapatnam – 530 048

E.E.E OF IV B TECH - 2 SEM (R20) PROJECT ABSTRACT REVIEW-2 ATTENDANCE

H.T.NO.	NAME	SIGNATURE
21JG1A0201	ATTADA GIRIJA KUMARI	A. Girija Kumari
21JG1A0202	BEHARA HARSHITHA	B. Harshitha
21JG1A0203	BONGU RESHMA	B. Reshma
21JG1A0205	GOLLAVILLI MOHAN DEEPTHI	G. MohanDeepthi
21JG1A0206	KADAGALA CHANDINI	K. Chandini
21JG1A0207	KALLA RAKSHANA KUMARI	K. Rakshana
21JG1A0208	KANDUKURI DHATRI	K. Dhatri
21JG1A0209	KARANAM HIMABINDU	K. [illegible]
21JG1A0210	KONATHALA BHULA RANI	K. Bhula Rani
21JG1A0211	MACHARLA LAXMIPRASANNA	M. Laxmiprasanna
21JG1A0212	MOLLETI JAYA CHANDRIKA	M. Jaya Chandrika
21JG1A0213	MOPIDEVI BHAVYA SRI	M. Bhavya Sri
21JG1A0214	MULAGA SAI RAMYA KRUPA	M. Ramya
21JG1A0215	NAGIDI ANUSHA	N. Anusha
21JG1A0216	PENTA DEEPIKA	P. Deepika
21JG1A0217	PENTAKOTA DURGA MADHURI	P. Durga Madhuri
21JG1A0218	PONNAPU KANCHANAREKHA	P. Kanchanarekha
21JG1A0219	REDDI HARI PRIYA	R. Haripriya
21JG1A0220	REDDY RAMANI DURGA	R. Ramani Durga
21JG1A0221	SURADA MEGHANA	S. Meghana
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22JG5A0202	ARAJALL HEPHZIBAH	A. hephzibah
22JG5A0203	ARNIPALLI VASAVI	A Vasavi
22JG5A0204	BALIVADA SOWMYA	B. Sowmya
22JG5A0205	BASA VSANTHA	B. Vasantha
22JG5A0206	CHITHAKALA THANUJA	Ch. Thanuja

Signature of the Project Coordinator

Signature of the H.O.D

Head
Dept. of Electrical & Electronics Engg.
G.V.P. College of Engineering for Women
Madhurawada.
VISAKHAPATNAM-530 048

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

Madhurawada :: Visakhapatnam – 530 048

EAPCET CODE VPV

B.E.E OF IV B TECH - 2 SEM (R20) PROJECT ABSTRACT REVIEW-2 ATTENDANCE

H.T.NO.	NAME	SIGNATURE
22JG5A0207	CHITRADA NAGAMANI	Ch. Nagamani
22JG5A0208	CHITTARAPU VINEELA	ch. vineela
22JG5A0209	CHUKKA MONIKA	CH. Monika
22JG5A0210	DEKKA DHANUSHA	D. Dhanusha
22JG5A0211	EROTHU SRAVANI	E. Sravani
22JG5A0212	GEMMELI SAIVARDHINI	G. Saivardhini
22JG5A0213	GINNI REKHA	G. Rekha
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22JG5A0223	PEDDADA PUSHPA LATHA	P. Pushpa latha
22JG5A0224	PULAMARSETTY CHIRUMALA KUMARI	P. chirumala kumari
22JG5A0225	SEERAPU SONIYA SRUTHI	S. Soniya Sruthi
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22JG5A0233	PUTTEPU PUJITHA	P. Pujitha
20JG1A0207	B BINDU PRIYA	B. Bindu Priya

Signature of the Project Coordinator

Head
Dept. of Electrical & Electronics Engineering
V.P. College of Engineering for Women
VISAKHAPATNAM-530 048

Signature of the H.O.D

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Review-II Evaluation Process

AY-(2024-25)

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GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN

Rushikonda, Visakhapatnam, Visakhapatnam 530 045

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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Review-II Evaluation

Academic year 2024-2025 Date:05-04-2025

BatchNo	Regd.No.	Title of the Project	Evaluation Criteria				Guide Name
			Presentation (10M)	Analysis,Design and Implementation with Valid Results (10M)	Viva (10M)	Total Marks(30)	
EE1	22JG5A0211	Static Wireless Charging For Electric Vehicles	4	4	4	30	Mrs. P. Sai Jyothi
	21JG1A0215		4	4	3	28	
	21JG1A0220		4	4	4	30	
	22JG5A0228		4	4	3	28	
	21JG1A0214		4	4	3	28	
EE2	21JG1A0218	Power Quality Improvement In Grid Connected DFIG Wind Energy System With DSTATCOM	4	4	3	28	Mrs. B Kusuma kumari
	22JG5A0232		4	4	4	30	
	22JG5A0220		4	4	3	28	
	21JG1A0210		4	4	3	28	
	21JG1A0208		4	4	3	28	
EE3	22JG5A0213	Biometric Based Speed Control Of Electric Vehicles	4	4	4	30	Mr. Y Ramu
	22JG5A0203		4	4	3	28	
	22JG5A0229		4	4	4	30	
	22JG5A0233		4	3	3	25	
	20JG1A0207		4	3	3	25	
EE4	21JG1A0211	Intelligent Machine Learning With Evolutionary Algorithm Based Short Term Load Forecasting In Power Systems	4	4	3	28	Dr. RVS Lakshmi Kumari
	22JG5A0215		4	4	4	30	
	22JG5A0231		4	4	3	28	
	22JG5A0217		4	4	3	28	
EE5	22JG5A0226	Enhancing Electric Vehicle Performance Through Energy Recovery	4	4	3	28	Dr. M. Krishna
	21JG1A0217		4	4	4	30	
	22JG5A0222		4	4	3	28	
	21JG1A0201		4	4	3	28	
EE6	22JG5A0225	Vehicle To Grid And Grid To Vehicle Technology Using DC Fast Charging Architecture	4	4	3	28	Dr. P. Devendra
	21JG1A0221		4	4	3	28	
	21JG1A0213		4	4	3	28	
	21JG1A0203		4	4	3	28	
EE7	22JG5A0221	Fault Tolerant Reconfigurable DC-DC Converter	4	4	4	30	Mr. D Srinivas Reddy
	21JG1A0207		4	4	4	30	
	22JG5A0230		4	3	4	28	
	21JG1A0209		4	3	4	28	
EE8	22JG5A0201	Design Optimization For Soft Switching DC-DC Converter	4	3	3	25	Mrs. V Sreevidhya
	21JG1A0216		4	3	3	25	
	22JG5A0224		4	3	3	25	
	22JG5A0202		4	3	3	25	
EE9	22JG5A0204	Real Time Condition Monitoring of Transmission Line Insulators Using YOLO Object Detection Model	4	4	4	30	Dr. RVS Lakshmi Kumari
	22JG5A0216		4	4	4	30	
	22JG5A0218		4	4	3	28	
	22JG5A0223		4	4	3	28	
EE10	22JG5A0219	Electric Vehicle Modelling And Simulation Of A Light Commercial Vehicle Using PMSM Propulsion	4	4	4	30	Mrs. B Kusuma kumari
	22JG5A0209		4	4	4	30	
	21JG1A0205		4	4	4	30	
	22JG5A0227		4	4	3	28	

EE11	22JG5A0205	A Powerfactor Correction For Led Lamp Driver	4	4	4	30	Mr. Y Ramu
	22JG5A0208		4	4	4	30	
	21JG1A0212		4	4	4	30	
	21JG1A0206		4	4	3	28	
EE12	21JG1A0222	Weather-Adaptive Synthetic Data Generation For Enhanced Power Line Inspection Using StarGAN	4	4	4	30	Dr. RVS Lakshmi Kumari
	21JG1A0219		4	4	4	30	
	22JG5A0214		4	4	3	28	
	21JG1A0202		4	4	4	30	
EE13	22JG5A0210	Enhancing Electric Vehicle Performance Through Energy Recovery	4	4	4	30	Dr. M. Krishna
	22JG5A0207		4	4	4	30	
	22JG5A0206		4	4	3	28	
	22JG5A0212		4	4	3	28	

Signature of the Project Co-ordinator

Signature of the HOD

Head
Dept. of Electrical & Electronics Engineering
G.V.P College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

GAYATRI VIDYA PARISHAD COLLEGE OF ENGINEERING FOR WOMEN
Kommadi, Madhurawada, Visakhapatnam - 530 048
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EE11

EE12

EE13

Internal Marks Evaluation Process

AY-(2024-25)

The total internal marks were evaluated for **60 marks**. Out of these, **30 marks** were awarded by the respective batch supervisor, based on the continuous progress and involvement of each batch.

The remaining **30 marks** were given by the DRC members based on the students' performance in **Review-I and Review-II**. To maintain proper weightage, the Review-I score was scaled to **1/3rd**, and the Review-II score was scaled to **2/3rd**. After applying these weightages, the combined score from both reviews was converted into the final **30 marks** allotted by the DRC.

This ensured a balanced evaluation that considered both continuous supervision and formal review performance.

Project Coordinator

HOD-EEE

Head of Electrical & Electronics Engineering
G.V.P College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Internal marks

Academic Year: 2024-25			Section: EEE			Date: 05-04-2025
Batch No. :	Regd. No.	Title of the project	Evaluation Criteria			
			Review 1 (10 M)	Review 2 (20M)	Guide Evaluation (30M)	Total (60M)
1	22JG5A0211	Static Wireless Charging For Electric Vehicles	10	20	29	59
	21JG1A0215		10	19	29	58
	21JG1A0220		10	20	28	58
	22JG5A0228		9	19	27	55
	21JG1A0214		9	19	27	55
2	21JG1A0218	Power Quality Improvement In Grid Connected DFIG Wind Energy System With DSTATCOM	10	20	30	60
	22JG5A0232		10	20	29	59
	22JG5A0220		10	19	29	59
	21JG1A0210		10	20	29	59
	21JG1A0208		9	19	27	55
3	22JG5A0213	Biometric Based Speed Control Of Electric Vehicles	10	20	29	59
	22JG5A0203		9	19	29	57
	22JG5A0229		9	20	29	58
	22JG5A0233		9	17	24	50
	20JG1A0207		8	17	25	52
4	21JG1A0211	Intelligent Machine Learning With Evolutionary Algorithm Based Short Term Load Forecasting In Power Systems	9	19	30	58
	22JG5A0215		9	20	30	59
	22JG5A0231		9	19	28	56
	22JG5A0217		9	19	27	55
5	22JG5A0226	Enhancing Electric Vehicle Performance Through Energy Recovery	9	19	29	57
	21JG1A0217		9	19	28	56
	22JG5A0222		9	20	25	54
	21JG1A0201		9	20	28	57
6	22JG5A0225	Vehicle To Grid And Grid To Vehicle Technology Using DC Fast Charging Architecture	10	19	30	59
	21JG1A0221		9	19	27	56
	21JG1A0213		8	19	27	54
	21JG1A0203		10	19	27	56
7	22JG5A0221	Fault Tolerant Reconfigurable DC-DC Converter	10	20	28	58
	21JG1A0207		8	19	27	54
	22JG5A0230		9	19	27	55
	21JG1A0209		9	19	26	54
8	22JG5A0201	Design Optimization For Soft Switching DC-DC Converter	8	17	27	52
	21JG1A0216		8	17	25	50
	22JG5A0224		8	17	25	50
	22JG5A0202		9	17	26	52
9	22JG5A0204	Real Time Condition Monitoring of Transmission Line Insulators Using YOLO Object Detection Model	10	20	29	59
	22JG5A0216		10	20	28	58
	22JG5A0218		9	19	27	55
	22JG5A0223		9	19	26	54

10	22JG5A0219	Electric Vehicle Modelling And Simulation Of A Light Commercial Vehicle Using PMSM Propulsion	10	20	29	59
	22JG5A0209		10	20	28	58
	21JG1A0205		9	20	28	57
	22JG5A0227		9	19	26	54
11	22JG5A0205	A Powerfactor Correction For Led Lamp Driver	10	20	26	56
	22JG5A0208		10	20	28	58
	21JG1A0212		10	20	28	58
	21JG1A0206		10	19	28	57
12	21JG1A0222	Weather-Adaptive Synthetic Data Generation For Enhanced Power Line Inspection Using StarGAN	10	20	29	59
	21JG1A0219		10	20	29	59
	22JG5A0214		9	19	28	56
	21JG1A0202		9	20	26	55
13	22JG5A0210	Enhancing Electric Vehicle Performance Through Energy Recovery	10	20	29	59
	22JG5A0207		10	20	28	58
	22JG5A0206		8	19	27	54
	22JG5A0212		9	19	28	56

Signature of Project Coordinator

Signature of HoD

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Best Project evolution criteria

DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

Year / Semester: IV - II **Academic Year:2024-25**

S.NO.	Roll.No	Title of the Project	Objective and Problem Definition (10M)	Implementation & Results (30M)	Usage of Modern Tools (25M)	Technical Report Writing (25M)	Useful for society (5M)	Scope for publication (5M)	Total(100M)
1	22JG5A0211 21JG1A0215 21JG1A0220 22JG5A0228 21JG1A0214	Static Wireless Charging For Electric Vehicles	2	3	2	2	2	2	77
2	21JG1A0218 22JG5A0232 22JG5A0220 21JG1A0210 21JG1A0208	Power Quality Improvement In Grid Connected DFIG Wind Energy System With DSTATCOM	2	3	2	2	2	2	77
3	22JG5A0213 22JG5A0203 22JG5A0229 22JG5A0233 20JG1A0207	Biometric Based Speed Control Of Electric Vehicles	3	2	2	3	2	2	79
4	21JG1A0211 22JG5A0215 22JG5A0231 22JG5A0217	Intelligent Machine Learning With Evolutionary Algorithm Based Short Term Load Forecasting In Power	3	2	2	3	2	2	79
5	22JG5A0226 21JG1A0217 22JG5A0222 21JG1A0201	Enhancing Electric Vehicle Performance Through Energy Recovery	2	3	3	2	2	2	85
6	22JG5A0225 21JG1A0221 21JG1A0213 21JG1A0203	Vehicle To Grid And Grid To Vehicle Technology Using DC Fast Charging Architecture	3	3	2	2	2	3	80
7	22JG5A0221 21JG1A0207 22JG5A0230 21JG1A0209	Fault Tolerant Reconfigurable DC-DC Converter	2	3	2	2	2	2	77
8	22JG5A0201 21JG1A0216 22JG5A0224 22JG5A0202	Design Optimization For Soft Switching DC-DC Converter	2	3	2	3	2	1	75

9	22JG5A0204 22JG5A0216 22JG5A0218 22JG5A0223	Real Time Condition Monitoring of Transmission Line Insulators Using YOLO Object Detection Model	2	3	2	2	2	2	77
10	22JG5A0219 22JG5A0209 21JG1A0205 22JG5A0227	Electric Vehicle Modelling And Simulation Of A Light Commercial Vehicle Using PMSM Propulsion	2	3	2	2	2	2	77
11	22JG5A0205 22JG5A0208 21JG1A0212 21JG1A0206	A Powerfactor Correction For Led Lamp Driver	3	3	2	2	2	3	80
12	21JG1A0222 21JG1A0219 22JG5A0214 21JG1A0202	Weather-Adaptive Synthetic Data Generation For Enhanced Power Line Inspection Using StarGAN	2	3	3	2	2	2	85
13	22JG5A0210 22JG5A0207 22JG5A0206 22JG5A0212	Enhancing Electric Vehicle Performance Through Energy Recovery	2	3	3	2	2	2	85

Signature of Project co-ordinator

Signature of HOD

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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

AVERAGE PROJECT

Branch: E.E.E

Year: IV B.Tech

Sem: II

Academic Year: 2024-25

Regulation: R20

S. No	ROLL NO	Project Title	Specialization
1	22JG5A0225	Vehicle To Grid And Grid To Vehicle Technology Using DC Fast Charging Architecture	Power electronics
	21JG1A0221		
	21JG1A0213		
	21JG1A0203		
2	22JG5A0205	Power factor Correction For Led Lamp Driver	Power electronics
	22JG5A0208		
	21JG1A0212		
	21JG1A0206		

Signature of the Project Co -ordinator

Head of the Department

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DEPARTMENT OF ELECTRICAL AND ELECTRONICS ENGINEERING

BEST PROJECT

Branch: E.E.E **Academic Year:** 2024-25

Year : IV B.Tech **Sem :** II **Regulation:** R20

S. No	ROLL NO	Project Title	Specialization
1	22JG5A0226 21JG1A0217 22JG5A0222 21JG1A0201 22JG5A0226	Enhancing Electric Vehicle Performance Through Energy Recovery	Electrical vehicles
2	21JG1A0222 21JG1A0219 22JG5A0214 21JG1A0202	Weather-Adaptive Synthetic Data Generation For Enhanced Power Line Inspection Using StarGAN	Power systems

Signature of the Project Coordinator

Head of the Department

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Selection of Best and Average Projects

AY-(2024-25)

The best and average projects were identified after a proper evaluation process. These projects were assessed by the DRC members using the evaluation criteria prescribed by the institute. This ensured that the selection was fair, consistent, and based on the quality of work demonstrated by each batch.

Project Coordinator

HOD-EEE

Head
of Electrical & Electronics Engineering
College of Engineering for Women
Madhurawada
VISAKHAPATNAM-530 048

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Project Coordinator and DRC Committee Overview

The project activities for the academic year are overseen by the Project Coordinator along with the Department Research Committee (DRC). The Project Coordinator manages the overall process, including batch formation, supervisor allotment, scheduling of reviews, and coordination with students and faculty.

The DRC is responsible for monitoring the project process, conducting evaluations, reviewing the progress of each batch, and ensuring that the assessment procedures are followed as per the institute's norms. The committee consists of the Chairperson and faculty members with expertise in relevant domains.

The members serving for the current academic year are listed below:

1.Project Coordinator:

2.Chairperson – DRC(HOD)

Name: Mr. Y. Ramu

Designation: Asst. professor

Area of Expertise: Power Converters Design

3. DRC Member

Name: Dr A S V Vijaya lakshmi

Designation: Asst Professor

Area of Expertise: Control Aspects of Power Systems

4.DRC Member

Name: Dr. M. Krishna

Designation: Asst professor

Area of Expertise: Power converters for EV

Head
Dept. of Electrical & Electron
G.V.P. College of Engineerin
Madhurawada
VISAKHAPATNAM-5