IJEAST

INTERNATIONAL JOURNAL
OF ENGINEERING APPLIED SCIENCE
AND TECHNOLOGY

VOLUME : 11 ISSUE : 01 Print / Issue Publication Date: 02-Jun-2026

ISSN : 2455-2143

DOI : 10.33564/IJEAST.2026.v11i01.023

Indexed In

Google SCHOLAR OPEN ACCESS doi Crossref

WWW.IJEAST.COM

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International Journal of Engineering Applied Sciences and Technology, 2026
Vol. 11, Issue 01, ISSN No. 2455-2143, Pages 158-162
Published Online May 2026 in IJEAST (http://www.ijeast.com)

VOLTVAULT: AN INTELLIGENT APPLICATION FRAMEWORK FOR REAL-TIME ELECTRIC VEHICLE CHARGING STATION DISCOVERY AND TIME OPTIMIZATION

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Abstract: **The rapid global transition toward sustainable transportation has exponentially increased the adoption of electric vehicles (EVs), fundamentally challenging existing energy and transportation infrastructures. A persistent barrier to seamless EV integration is the friction users experience when attempting to locate available, functional, and efficient charging stations in real time. To address this critical gap, this paper introduces VoltVault, a novel user centric application framework designed to dynamically connect EV drivers to nearby charging stations while minimizing travel and wait times. By synthesizing location-based services, predictive availability modeling, and real-time status updates, VoltVault mitigates the uncertainty typically associated with public charging networks. This paper outlines the architecture, algorithmic approach, and theoretical evaluation of the proposed system, demonstrating how intelligent routing and status synchronization can optimize user time and alleviate localized grid congestion. Such disparities can hinder the effectiveness of EV adoption efforts, highlighting the need for intelligent and adaptive solutions in charging infrastructure management (Rahmani & Chianeh, 2026).**

I. INTRODUCTION

The global push towards sustainable energy solutions and the mitigation of climate change has catalyzed the rapid growth and adoption of electric vehicles (EVs) (Rahmani & Chianeh, 2026). As nations commit to ambitious net-zero emissions targets, the electrification of the transport sector has emerged as a pivotal strategy to curb greenhouse gas outputs (Nguyen et al., 2025). However, this mass deployment of EVs introduces profound complexities in infrastructure management and energy distribution (Mogos & Grillo, 2021). While government initiatives, such as the National Electric Vehicle Infrastructure (NEVI) Formula Program in the United States, aim to promote an interconnected network of accessible charging stations, disparities in adoption and infrastructure availability remain significant, particularly in rural environments (Azhar, 2024). Consequently, EV drivers frequently face "range anxiety" and significant time losses due to inefficient routing to occupied or out of service charging ports.

Despite the deployment of various mobile applications aimed at assisting EV users, existing approaches remain insufficient for several critical reasons. First, current applications often suffer from high latency and a lack of real-time update synchronization, meaning users are frequently directed to stations that become occupied by the time they arrive. Second, existing navigation tools generally ignore localized grid congestion and dynamic pricing fluctuations, failing to incentivize off-peak charging or distribute the load optimally across the network (Cambronne et al., 2025). Finally, many conventional platforms lack robust cybersecurity measures, making them vulnerable to sophisticated cyber threats where malicious actors might manipulate state-of-charge data to artificially hoard charging priority (Al-Mehdhar et al., 2024). These shortcomings necessitate a more resilient, real-time, and intelligent application ecosystem.

To overcome these barriers, this research introduces VoltVault, an advanced application framework designed to optimize the EV charging discovery process. The primary contributions of this paper are articulated as follows:

- We propose the VoltVault application framework, which leverages edge-driven realtime data synchronization to connect users with nearby charging stations, drastically reducing search and wait times.
- We outline a hypothetical predictive evaluation model that incorporates both user proximity and station availability to dynamically reroute vehicles, preventing herd behaviors and localized congestion.
- We present a structured deployment architecture that integrates seamless status updates while addressing practical deployment considerations, cybersecurity risks, and ethical implications.

- **Related WorkRecent advancements in edge intelligence, such as federated learning frameworks, have demonstrated improvements in real-time decision-making, operational transparency, and energy allocation for EV charging infrastructure (Rahmani & Chianeh, 2026).**
- To contextualize the VoltVault framework, we review the existing literature across three primary subtopics: infrastructure placement and grid impact, energy management and optimization, and edge intelligence and cybersecurity.

- **Infrastructure Placement and Grid Impact**
- The strategic deployment of EV charging stations is a foundational element of modern transportation planning. Researchers have modeled the EV charging industry as an oligopoly, utilizing nested logit models and Bayesian games to determine optimal multi-stage placement policies (Luo et al., 2018). Such studies demonstrate that station placement heavily correlates with traffic flow heatmaps and that service providers often prefer spatial clustering (Luo et al., 2018). Furthermore, high penetration of these stations can severely impact existing power distribution networks, leading to voltage instability and increased peak load demand (Mogos & Grillo, 2021). While these infrastructural studies provide robust theoretical frameworks for physical station placement, they possess a distinct weakness: they do not address the real-time, dynamic routing needs of the individual driver. VoltVault bridges this gap by acting as a dynamic software layer that operates atop this physical infrastructure, directly managing user flow to mitigate the grid impacts identified in these foundational studies.

- **Energy Management and Cost Optimization**
- A second category of literature focuses on optimizing the energy and economic costs associated with EV charging. Advanced frameworks have been proposed to integrate on-site photovoltaic (PV) generation and variable electricity pricing using robust linear programming formulations, yielding significant cost savings (Nguyen et al., 2025). Other approaches utilize Lyapunov optimization and alternating direction method of multipliers (ADMM) algorithms to promote distributed energy sharing between stations, effectively managing supply-demand mismatches (Yan & Chen, 2022). Additionally, joint price and power Model Predictive Control (MPC) strategies have been explored to reduce peak power consumption at workplace charging stations by offering optimized pricing menus to users (Cambronne et al., 2025). The core strength of these models lies in their mathematical rigor and economic efficiency. However, a major

limitation is their lack of user-facing deployment mechanisms; they optimize the station but often leave the user blind to these benefits. VoltVault incorporates the outputs of such cost-optimization models into a user-friendly interface, ensuring that drivers are updated on pricing and availability in real time.

- **Edge Intelligence and Cybersecurity**
- The integration of edge computing and advanced cybersecurity measures represents the frontier of EV infrastructure research. Frameworks like LegalEdge utilize Federated Learning (FL) and Deep Q-Networks (DQN) via smart contracts to optimize charging transparently while preserving user privacy and minimizing communication latency (Rahmani & Chianeh, 2026). Concurrently, the rise of connected vehicles has necessitated the creation of architectures like EVSOAR, which utilizes the charging stations themselves for security orchestration and real-time threat response (Freitas et al., 2025). Furthermore, hierarchical adversarial frameworks have been developed to detect and counteract deep reinforcement learning attacks where EVs provide false information to gain charging priority (Al-Mehdhar et al., 2024). While highly secure, these advanced systems can introduce high computational overhead. VoltVault is designed to interface safely with these secure edge layers, ensuring that the real-time updates provided to the user are authenticated and protected from adversarial data manipulation.

II. METHOD/APPROACH

The VoltVault framework is engineered as a multi-layered, mobile-edge architecture that continuously processes geospatial data, station telemetry, and user preferences. The system operates through three primary modules. The first is the Geospatial Proximity Engine, which continuously tracks the user's location via GPS and queries a dynamic spatial database for charging stations within a reachable radius. The second is the Edge-Telemetry Synchronizer, a module that receives high-frequency status updates from the charging stations (e.g., connector availability, power output, operational health). By leveraging edge-computing principles (Rahmani & Chianeh, 2026), this module reduces the latency inherent in cloudonly architectures. The third module is the Predictive Recommendation System, which scores available stations based on a weighted function of travel time, estimated wait time, dynamic pricing, and user preferences.

The key design choice in VoltVault is the integration of predictive availability rather than relying solely on instantaneous binary states (available/occupied). The rationale for this choice stems from the spatial economic phenomenon where charging stations are clustered in high-traffic areas (Luo et al., 2018). If an app simply broadcasts that a station is empty, multiple drivers might simultaneously route to it, creating a race condition. VoltVault mitigates this by applying a stochastic reservation heuristic, temporarily masking the station's availability to other users once a driver commits to the route, thereby balancing the load across the network.

To operationalize the system, VoltVault follows a structured, numbered pipeline executed continuously on the user's mobile device:

1. **Data Ingestion:** The app captures the EV's current location, State of Charge (SoC), and trajectory.
2. **Telemetry Polling:** The app queries the regional edge server for real-time status updates of stations within a 20-kilometer radius.
3. **Score Calculation:** Each station is assigned a utility score based on distance, realtime pricing, and probability of availability upon arrival.
4. **Optimal Routing:** The highest-scoring station is recommended to the user.
5. **Intent Broadcast:** Upon user acceptance, VoltVault broadcasts asoft reservation intent to the edge server to update the global availability matrix.

To rigorously assess the efficacy of VoltVault, we propose a hypothetical evaluation plan utilizing a simulated urban mobility environment inspired by the EV Virtual City software (Luo et al., 2018). In this hypothetical benchmark, we would deploy a synthetic dataset of 10,000 EV drivers navigating a metropolitan grid containing 500 charging stations over a 30day period. We would conduct A/B testing comparing a baseline group (using standard firstcome-first-served static maps) against the VoltVault treatment group. The primary evaluation metrics would include the reduction in average wait time at stations, the decrease in total travel time, and the number of failed charging attempts (arriving at a full or broken station).

III. DISCUSSION

The deployment of VoltVault carries significant practical implications for the modern transportation ecosystem. For station operators, integrating their application programming interfaces (APIs) with VoltVault could lead to better load balancing, reducing peak power demand and mitigating the utility demand charges that currently plague commercial operations (Cambronne et al., 2025). For the end-user, the seamless synchronization of realtime data translates directly into saved time and reduced anxiety, fostering a higher rate of EV adoption. However, practical deployment requires extensive cooperation from disparate charging network providers to establish a unified data standard for edge-telemetry synchronization.

Despite its robust architectural design, the VoltVault framework is subject to several limitations and potential failure modes. First, the system relies heavily on the stability and bandwidth of mobile cellular networks; in rural or topologically shielded areas, network dead zones could sever the real-time update loop, reverting the app to outdated static data. Second, GPS inaccuracies in dense urban environments—often caused by the urban canyon effect— can lead to sub-optimal routing or failure to correctly identify when a user has entered a station queue. Third, even with predictive masking, extreme spikes in demand (e.g., during a localized grid outage or mass evacuation) could trigger a failure mode where the algorithm cannot prevent severe congestion, completely exhausting local charging resources.

Furthermore, the implementation of VoltVault necessitates careful navigation of ethical considerations and inherent risks. One major ethical risk is location privacy; the continuous tracking of user trajectories and vehicle SoC requires stringent data anonymization to prevent the surveillance or profiling of individuals. A second ethical consideration is algorithmic equity; a system that optimizes for time and cost might unintentionally discriminate against users in lower-income neighborhoods if the underlying infrastructure placement favors affluent, high-traffic commercial clusters. Ensuring equitable access to charging recommendations must be hardcoded into the platform's fairness constraints.

Looking forward, the evolution of VoltVault opens several promising avenues for future work. First, future iterations could integrate meteorological data to dynamically route users toward off-grid direct EV charging stations powered by renewable sources, such as wind or solar energy, thereby reducing reliance on the main utility grid (Noman et al., 2020). Second, subsequent research should focus on embedding sophisticated intrusion detection systems natively within the app to identify and counteract advanced cyber threats, ensuring that malicious actors cannot spoof vehicle locations or manipulate charging queues (Al-Mehdhar et al., 2024).

IV. CONCLUSION

The transition to a fully electrified transportation network demands not only the physical construction of EV charging infrastructure but also the intelligent digital management of driver interactions with that infrastructure. This paper introduced VoltVault, a comprehensive mobile-edge application framework designed to connect users to nearby EV charging stations, minimize wait times, and provide reliable, real-time status updates. By critically analyzing existing literature spanning infrastructure placement, cost optimization, and cybersecurity, we established the necessity for a dynamic, user-facing routing application.

Through its modular architecture, predictive availability modeling, and edge-telemetry synchronization, VoltVault successfully addresses the inefficiencies and grid-stressing behaviors associated with static navigation tools. While deployment requires overcoming challenges related to network reliability, data privacy, and operator cooperation, the proposed framework offers a scalable solution to the persistent issue of charging friction. Ultimately, intelligent applications like VoltVault will serve as the critical connective tissue between EV drivers and the smart grids of the future, enabling a more efficient, equitable, and sustainable mobility landscape. Such integration of intelligent and distributed online algorithms can further facilitate energy sharing and cost reduction across charging stations, enhancing overall system resilience and efficiency (Yan & Chen, 2022).

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