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DESIGN AND DEVELOPMENT OF SOLAR ELECTRIC BIKE: A SUSTAINABLE SOLUTION FOR RURAL TRANSPORT

R. A. Gadekar[1], Kute Sahil K.[2], Bhor Nikhil D.[3], Khandekar Pratik P.[4], Ganjave Sahil S.[5]

[1-5] Department of Mechanical Engineering, Jaihind College of Engineering, Pune 410511

Abstract

The study introduces an eco-friendly vehicle powered by sunlight, aimed at solving mobility issues for people living in remote regions. A new design combines solar panels for energy generation with an electric vehicle powered by a compact, efficient 250-watt, 24-volt direct current engine to achieve environmentally friendly transportation at reduced costs. By examining in-depth studies on how well solar panels work, managing batteries effectively, and understanding what makes motors perform optimally, researchers show that using solar-powered bicycles is practical for use in remote areas. This innovative design harnesses solar energy for additional electrical supply, thereby extending vehicle operation without reliance on conventional utility grids. The performance assessment reveals that the 250W direct current motor setup achieves an ideal equilibrium among energy efficiency, durability, and upkeep needs in remote settings. The economic evaluation indicates possible reductions in costs by as much as 65%, relative to traditional fuels used for transport. This system achieves substantial ecological advantages by eliminating all direct pollution outputs and harnessing clean, sustainable power resources. Experimental validation demonstrates the system's efficacy for ensuring dependable transport services alongside supporting environmental sustainability objectives within remote areas

1. Introduction

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*Corresponding author name and email: R. A. Gadekar, rgadekar2009@gmail.com

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The paper introduces the solar-powered vehicle as a solution to the mobility problem for people in remote areas. A new design incorporates photovoltaic solar panels for generating energy and an electric vehicle powered by a compact, high-efficiency 250W, 24 Volt DC engine in pursuit of an environmentally friendly transport system with reduced costs [1-3]. This research confirms that solar-powered bicycles are practical for off-grid travel in remote areas through in-depth analyses on the efficiency of solar panels, control mechanisms of the batteries, and the characteristics of the motors. An integrated photovoltaic energy collection mechanism provides supplementary electrical input to the bicycle, enabling its usage for more extended periods without heavy reliance on utility supply [4-5]. The performance evaluation indicates that the 250-watt DC motor configuration offers an optimal compromise between energy efficiency, ruggedness, and maintenance requirements in remote areas. The economic evaluation presents the possibility of cost reductions of up to 65% when substitute fuels replace traditional petroleum-fuelled transporters. The system generates considerable environmental benefits due to zero direct emissions and utilizing clean, renewable power sources. Experimental implementation has proven the efficacy of this system in securing dependable mobility while supporting remote area environmental sustainability objectives [6].

2. System Design and Architecture

2.1 Overall System Configuration

The main components of this solar-powered assembly include photovoltaic cells that convert energy, an electrical accumulator for accumulating electric charge, a power transmission device, electronic management systems, and structural connections between these elements. The design minimizes system complexity to guarantee strength and ease of maintenance in isolated environments. This photovoltaic system comprises monocrystalline silicon panels and is arranged with the utmost care to provide the most efficient solar energy intake while considering both vehicle balance and passenger comfort during its operation. Components seamlessly integrate into an ultralight aluminum chassis that evenly disperses over the bike's cargo rack and main body structure [7].

2.2 Motor Specifications and Selection

The propulsion system uses a 250W, 24V brushed DC motor chosen for its optimal balance between performance, cost, and maintenance simplicity. Unlike brushless alternatives, the brushed DC motor configuration dispenses with the necessity of complicated electronic speed controllers, which reduces the overall system complexity and points of potential failure in rural settings. This 250W gives adequate torque on regular rural terrain and offers energy efficiency. The operating voltage is at 24V, standard enough to be matched up with battery configurations and compatible with several off-the-shelf components. The motor operates on direct current, thus simplifying the design of the control system and lowering the degree of electromagnetic interference [8].

2.3 Solar Panel Integration

The photovoltaic system employs high-efficiency monocrystalline silicon panels with a total capacity of 120 watts peak power. Panels are chosen to provide the highest possible efficiency per unit area due to the space constraints inherent in bicycle applications. The panels feature toughened glass construction and aluminum frames to withstand outdoor environmental conditions.

The panel mounting employs a dual-axis tracking mechanism, whose manual adjustment can optimize solar angle throughout the day. It is one of several design methodologies in balancing energy capture optimization with mechanical simplicity and cost considerations. The mounting system includes vibration dampening to protect the panels during bicycle operation [9].

2.4 Energy Storage System

The battery subsystem uses lithium iron phosphate ($LiFePO_4$) technology to provide 24V nominal voltage with 20 ampere-hour capacity. This chemistry provides superior safety characteristics, a very long cycle life, and very stable performance over temperature variations commonly found in rural areas. The BMS includes overcharge protection, deep discharge prevention, and thermal monitoring to ensure safe operation and maximize battery life. State-of-charge indication provides real-time feedback to the operator regarding available energy reserves [10].

3. Performance Analysis and Testing

3.1 Solar Charging Performance

Experimental testing under standard test conditions (1000 W/m², 25°C, AM 1.5 spectrum) demonstrates peak charging rates of 7.2 amperes at 24 volts. Under typical field conditions with varying irradiation levels, average daily energy generation ranges from 0.4 to 0.8 kWh depending on seasonal and weather conditions. Charging efficiency measurements indicate 92% conversion efficiency from solar panels to battery storage under optimal conditions. System losses primarily occur in the charge controller and battery internal resistance. The integrated maximum power point tracking controller maintains charging efficiency above 88% across varying irradiation conditions [11-12].

3.2 Motor Performance Characteristics

The 250W DC motor demonstrates consistent performance across the operational voltage range of 20-28 volts. Efficiency testing reveals peak efficiency of 85% at rated load conditions, with efficiency remaining above 75% across 25-100% load range. Torque characteristics show linear relationship with current consumption, enabling predictable performance and simplified control implementation. The motor's brushed design provides inherent regenerative braking capability, contributing to energy recovery during deceleration phases. Performance testing on typical rural terrain indicates average power consumption of 180-220 watts during normal operation, providing comfortable reserve capacity for hill climbing and acceleration requirements [13].

3.3 System Integration Performance

The complete system testing demonstrates operational range of 45-65 kilometers on battery power alone, with solar charging extending range by 15-25 kilometers during daylight operation. Range variation depends on terrain conditions, rider weight, and solar irradiation levels. The system maintains stable operation across temperature ranges of -10°C to +50°C, covering typical environmental conditions in most rural regions. Mechanical integration testing confirms structural integrity under normal operational stresses and road conditions.

4. Environmental Impact Assessment

4.1 Emissions Analysis

Material selection considers recyclable components and sustainable manufacturing processes. The recyclability rate of the aluminum frame is high at its end-of-life, as are the motor components. Ensure responsible disposal and material recovery through battery recycling programs. Energy payback time for the photovoltaic components is calculated to be around 1.8 years, after which net positive energy generation is provided by the system over its operational lifetime [14].

4.2 Sustainability Considerations

Material selection considers recyclable components and sustainable manufacturing processes. The recyclability rate of the aluminum frame is high at its end-of-life, as are the motor components. Ensure responsible disposal and material recovery through battery recycling programs. Energy payback time for the photovoltaic components is calculated to be around 1.8 years, after which net positive energy generation is provided by the system over its operational lifetime [15].

5. Future Development Opportunities

5.1 Technology Improvements

Advancing photovoltaic efficiency and declining costs will improve system performance and economic attractiveness. Integration of smart charging systems and IoT connectivity could enable remote monitoring and predictive maintenance capabilities.

Development of modular system designs could allow users to upgrade components incrementally as finances permit and technology advances.

5.2 Market Expansion

Successful rural deployment could provide the foundation for expansion into urban markets as environmental consciousness increases. Commercial applications such as delivery services and tourism could create additional market opportunities. Government incentive programs supporting the shift toward renewables could further accelerate market penetration, making it more economically viable. 6. Conclusions This research work has established solar-powered electric bicycles as technically and economically viable for application in rural transportation. A 250W, 24V DC motor integrated with photovoltaic charging systems addresses essential elements of rural mobility needs in a manner consistent with environmental sustainability.

6. Conclusions

1. Technical Viability: The 250W DC motor configuration provides optimal balance of performance, reliability, and maintenance simplicity for rural applications.

2. Economic Benefits: Up to 65% cost-savings compared to conventional modes of transportation, with payback periods less than three years.

3. Environmental Benefits: Zero direct emissions, with a lifecycle greenhouse gas emission reduction of about 95% compared to available fossil fuel alternatives.

4. Rural Suitability: The independence of grid infrastructure and fuel supply chains via the technology makes it specifically valuable for remote communities.

This technological innovation has immense potential to meet a variety of sustainable development goals, like clean energy at an affordable price, sustainable cities and communities, and climate action. Further development targeted at cost reduction, component reliability, and market accessibility will enhance the technological impact on the sustainability of rural transport. With the continuous decrease in renewable energy costs and the persistence of rural electrification challenges, solar-electric bicycles are one pragmatic pathway toward sustainable rural mobility. The integration of renewable energy with efficient transportation technology provides a model for addressing development challenges while promoting environmental stewardship.

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