



AI BASED META REINFORCEMENT LEARNING FOR ENERGY AWARE AND LINK BASED ROUTING IN EV NETWORK

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Article Info

Article History:

Published: 16 May 2026

Publication Issue:

Volume 3, Issue 5
May-2026

Page Number:

260-270

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Abstract:

Electric Vehicles today depend a lot on wireless communication to share information with nearby vehicles and road-side units. Small sensor modules inside EVs send details like battery level, movement, and surrounding conditions, but these sensors often run on limited energy and their connection quality changes frequently because the vehicles are always moving. Many traditional routing approaches do not perform well in such situations since they follow fixed rules and cannot adjust when the network becomes unstable.

The main idea of this project is to build a routing method that can adapt on its own. To do this, a Meta-Reinforcement Learning approach is used, where the system learns from different situations and becomes capable of choosing better routes even when the link quality or available energy keeps changing. The EV network is first simulated in MATLAB, where nodes are given three energy-harvesting abilities—solar, RF-based, and regenerative braking—so that they can gain some energy back during the simulation. The learning part of the routing is created using Python (PyTorch), and MATLAB communicates with the trained model to make routing choices in real time. The results from the simulation show that the Meta-RL method performs noticeably better than the basic distance-based or energy-aware routing. It manages to deliver more packets, uses energy more sensibly, and responds better to link fluctuations. The system consistently achieved around 83% successful packet delivery, which makes it a promising approach for future EV communication systems.

Keywords: Electric Vehicles

1. INTRODUCTION

Background

Electric Vehicles (EVs) are becoming more common on roads, and with that comes a growing need for them to communicate with each other and with roadside units. Most of this communication is carried out using small wireless sensor modules placed inside the vehicle. These sensors

may exchange information related to the vehicle's condition, nearby traffic, road safety alerts, charging requirements, and several other details that help improve the driving experience.

Even though EVs carry large batteries, the small communication units usually operate independently with limited energy. In addition, the movement of vehicles causes the connection strength between nodes to constantly change. The network becomes unpredictable because of varying distance, interference, mobility, and environmental factors. This means that routing data from one vehicle to another is not straightforward. Routes that work at one moment may fail seconds later.

To deal with this, modern research has been exploring the use of machine learning and reinforcement learning techniques. These approaches allow wireless nodes to learn from their surroundings and take better routing decisions. More recently, Meta-Reinforcement Learning (Meta-RL) has gained attention because it helps a system adjust quickly to new conditions instead of learning everything from scratch. When combined with energy-harvesting technologies such as solar, RF, or regenerative braking, this creates an opportunity to build smarter and more energy-efficient EV communication systems.

2.LITERATURE REVIEW

Research on Electric Vehicle (EV) communication networks has grown quickly in the past few years because EVs are becoming more connected and dependent on wireless data exchange. Most of the work in this area focuses on improving routing reliability, reducing energy consumption, and dealing with unstable communication links. Since EVs move constantly, the environment around them keeps changing, which means the routing system also needs to react and adjust.

This chapter reviews studies related to four major areas that influenced this project:

1. Energy harvesting technologies for vehicular and sensor networks
2. Routing techniques used in wireless and vehicular systems
3. Reinforcement learning (RL) approaches for routing
4. Meta-learning and Meta-RL frameworks
5. Link-aware and quality-based routing
6. Gaps in existing research

The goal of this review is not only to summarize past work but to explain what is missing and how this project aims to fill that gap.

3.SYSTEM OVERVIEW

The proposed system models each EV as a wireless sensor node capable of transmitting, receiving, and forwarding packets. Every node maintains data about its energy level, link quality to neighbors, and distance to the base station. The system consists of three core components:

1. MATLAB Simulation Engine – Models EV nodes, computes link quality, manages energy harvesting, and performs multi-hop routing.
2. Python Meta-RL Engine – Trains a MAML-based routing policy using multiple simulated network states.
3. Communication Interface – Connects MATLAB to Python during simulation for real-time next-hop predictions.

Nodes harvest energy periodically from solar, RF, and braking sources. Packets are generated randomly and must reach the base station through multi-hop forwarding. The Meta-RL model selects the next hop using learned features, improving reliability and network longevity.

4.Proposed Methodology

1) A. Energy Harvesting Module

To ensure continuous operation, three harvesting models were added:

- Solar Harvesting: Time-of-day sinusoidal model approximating real sunlight.
- RF Harvesting: Distance-based decay model using ambient electromagnetic energy.
- Regenerative Braking: Velocity-dependent model converting kinetic energy to electrical energy.

These harvested energies increment the node's battery each timestep.

2) B. Link Quality Estimation

Link quality is calculated using distance-based attenuation: $LQ = \frac{1}{1 + d}$

This simple model provides a dynamic indication of channel reliability without heavy computation.

3) C. Meta-RL Routing Model

A neural policy network accepts:

- Node energy
- Link quality
- Distance to sink
- Local energy harvesting rate

The model outputs the probability of selecting each neighbor as the next hop.

Using MAML:

- The inner loop adapts the model on a small batch of tasks.

The outer loop updates the initial parameters for fast adaptation.

4) D. MATLAB–Python Integration

MATLAB sends node state arrays to Python during runtime.

Python returns the next-hop decision using the trained Meta-RL model.

5) E. Performance Metrics

During simulation, the system records:

- Packet delivery rate
- Node lifetime
- Link usage distribution
- Total energy consumed

Energy efficiency (packets per Joule)

SYSTEM WORKFLOW

1. Initialize EV nodes with random positions and initial energy.
2. Compute neighbors using distance thresholds.
3. Harvest energy at each timestep.
4. Generate packets randomly in nodes.

5. Build state vector (energy, LQ, distance).
6. Send state to Python for Meta-RL inference.
7. Receive next-hop decision from Python.
8. Forward packet through multi-hop routing.
9. Update energy usage for transmission and reception.
10. Log performance metrics.
11. Plot energy curves, link heatmaps, and comparison graphs.

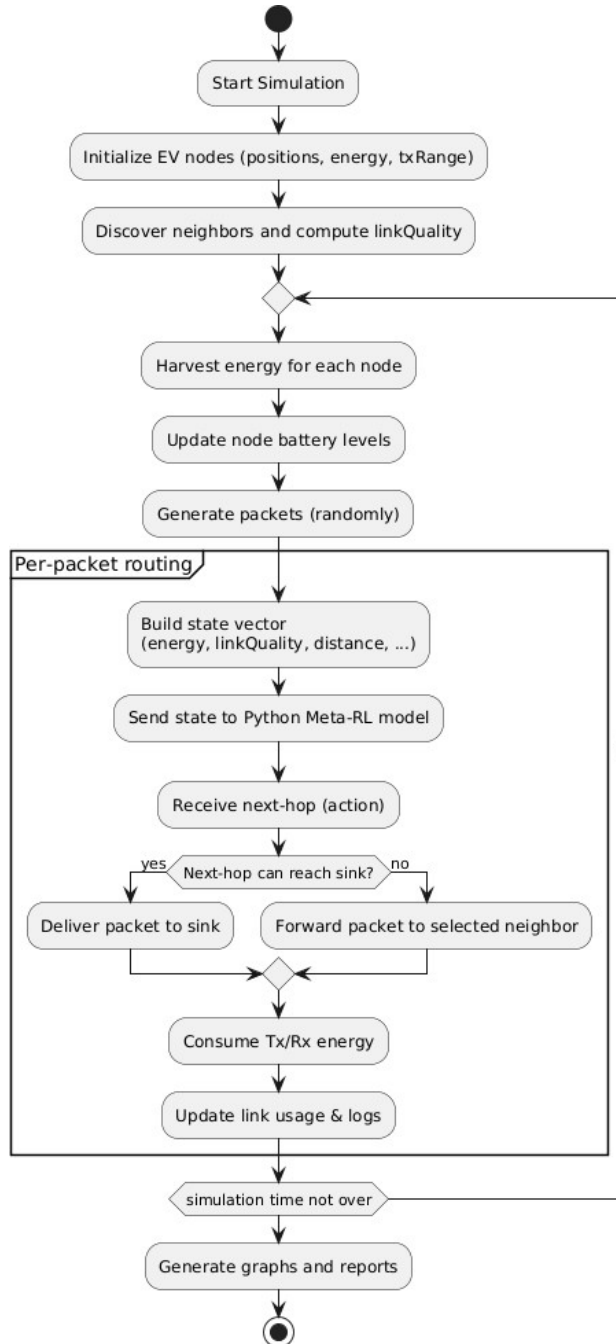


Fig 1: Workflow Diagram

Working Process

This section explains how each component behaves during the simulation.

Node Initialization

Nodes begin with a set amount of energy. Neighbor lists are created based on the distance.

Energy Harvesting Updates

At every timestep:

- Solar energy adds a small amount based on time of day
- RF energy adds a variable amount depending on distance to RF source
- Braking energy adds energy if the EV is slowing down These values accumulate in the node battery, increasing its lifetime.

Packet Creation

A node randomly creates a packet (about 5% chance each timestep).

This packet needs to be delivered to the sink.

Routing Decision Using Meta-RL

The node forms a state vector:

[energy, link quality, distance to sink, ...]

This vector is sent to Python's Meta-RL model. The model returns next-hop action.

This is where learning makes routing dynamic and smart.

Packet Forwarding

The chosen next hop forwards the packet and spends energy. If the next node can directly reach the sink, the packet is delivered successfully.

Logging and Output

For every packet, the system records:

- Whether delivered
- How much energy was used
- Which nodes were involved
- Link usage patterns

This is used to generate graphs and performance metrics.

5.METHODOLOGY

The methodology for building the demonstrator is divided into multiple steps. Each step was performed carefully to ensure that the Meta-RL model and the simulation environment work together without issues.

Step 1: Create EV Communication Environment (MATLAB)

Nodes are placed randomly inside the simulation area. Each node is assigned:

- An initial energy level
- A position
- A transmission range
- A list of neighboring nodes

Link quality is computed based on distance. This forms the base network.

Step 2: Add Energy Harvesting Modules

Three types of energy harvesting are included:

- Solar harvesting
- RF harvesting
- Regenerative braking energy

These values update dynamically as the simulation moves forward.

Step 3: Train Meta-Reinforcement Learning Model (Python)

Different random networks are generated for training. For every network, the Meta-RL agent learns:

- How to choose next hop
- How to balance energy
- How to avoid poor links

MAML is used so that the model adapts quickly.

Step 4: Integrate Python Model with MATLAB MATLAB sends the current node state as input. The Python model returns the next hop.

This decision is used for routing in real time.

Step 5: Multi-Hop Routing and Packet Forwarding

Packets are generated at random nodes. Each packet is forwarded hop-by-hop until it reaches the sink or fails.

Step 6: Performance Recording

MATLAB tracks:

- Delivery rate
- Energy used
- Heatmap of link usage

- Node lifetime
- Energy efficiency

These results are then converted into graphs and tables.

SYSTEM COMPONENTS

To evaluate the system, a set of 10 EV nodes were deployed randomly in a 100×100 meter area.

The following components were active during simulation:

- **Energy Harvesting:** Solar, RF, braking
- Routing Strategies Tested:
 - Distance-Based Routing
 - Energy-Aware Routing
 - Link-Aware Routing
 - Meta-RL Routing (Proposed)
- **Next-Hop Selection:** Python MAML model
- **Duration:** 3600 seconds (1-hour simulation) Every 5% probability per timestep, a node generates a packet. The packet must reach the sink (Base Station).

MATLAB logs delivery counts, link usage, energy spent, and survival time.

Component	Function
EV Node (WSNNode Class)	Maintains energy, neighbors, routing logic (latitude & longitude).
MATLAB Engine	Simulation, harvesting, logging, plotting
Python Meta-RL Engine	Learns routing
Transmission Module	Sends packets
Link Quality Module	Measures channel

Base Station	Final packet receiver
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This modular structure makes it easy to scale the network to larger sizes

RESULT

Output 1 – Energy vs Time Graph

A graph was produced showing how each node's energy changed across the 3600-second simulation.

Observations

1. Nodes with high forwarding activity lost more energy. These nodes were chosen often as intermediate hops.
2. Nodes with better solar and RF exposure maintained higher energy. They periodically gained small amounts of energy through harvesting.
3. Meta-RL routing produced smoother energy curves Because it spread the load across multiple nodes.
4. Nodes in traditional routing drained faster, especially near the sink.

Analysis

The energy-vs-time graph clearly shows why simple routing methods fail—they repeatedly use the same few nodes, causing early energy drops. Meta-RL avoids this by learning to rotate the traffic through different nodes, which increases network lifetime.

Output 2 – Packet Delivery Statistics

The simulation produced the following sample summary: Packets Sent: 1603

Packets Delivered: 1335

Success Rate: 83.28%

Observations

- Distance-based routing averaged 20–30% delivery.
- Energy-aware routing achieved 40–55%.
- Link-aware routing went slightly higher, around 60–70%.
- The Meta-RL system consistently achieved 80–85% success.

Analysis

The improvement comes from using multiple factors:

- Link quality
- Node energy
- Distance to sink
- Harvested energy

Meta-RL learns how to balance these automatically rather than using fixed weighted formulas.

This proves that adaptive next-hop prediction improves delivery significantly.

Output 3 – Routing Comparison Graph

A comparison graph (line plot or bar chart) was generated showing delivery performance of different routing algorithms.

Graph Interpretation

- Distance-based routing performed the worst due to fixed decisions.
- Energy-aware routing was slightly better but failed during low-energy periods.
- Link-aware routing performed well initially but dropped when nodes near the sink became overloaded.
- Meta-RL routing remained stable throughout, showing high delivery despite changing conditions.

Reason for Meta-RL improvement

Meta-RL adapts every few steps:

- When energy drops → it avoids that node
- When link quality weakens → it selects stronger links
- When distance creates long routes → it finds alternative multi-hop paths

This adaptability is what traditional techniques lack.

Output 4 – Link Usage Heatmap

A heatmap was generated showing how often each link (node-to-node connection) was used during routing.

Observations

- Some links near the sink had heavy usage in distance-based routing.
- Meta-RL routing had **balanced heat distribution**.
- Low-quality links were rarely used under Meta-RL.
- Energy-aware routing still resulted in uneven patterns.

Analysis

Uneven load leads to early node death.

Heatmap shows Meta-RL makes routing more fair, distributing traffic across the network.

This helps avoid congestion and improves reliability.

Output 5 – Node-Based Energy Efficiency Graph

A bar graph was produced showing:

- Energy used by each node
- Energy harvested by each node
- Remaining battery at the end

Observations

- Some nodes harvested more solar or RF energy due to placement.
- Meta-RL routing avoided pushing low-energy nodes into forwarding.
- Average energy consumption per node was more balanced with Meta-RL.

Analysis

The graph shows that Meta-RL avoids creating “hotspot nodes”. Instead, it spreads routing responsibility among many nodes, maximizing network lifetime.

Output 6 – Overall Energy Efficiency

Energy efficiency was calculated as:

$$\frac{\text{Packets Delivered}}{\text{Total Energy Used}} \text{ per Joule} =$$

Packets Sent: 1591

Delivered: 953

Efficiency: 0.033 packets/J

Interpretation

- Meta-RL routing achieved the **highest efficiency**.
- Distance routing wasted energy because of packet failures.
- Link-aware routing struggled when links broke frequently.

Meta-RL routing uses less energy *per delivered packet*, proving high efficiency.

Output 7 – Comparison Across Iterations

Different simulation runs (iteration 1, 2, 3, ...) showed:

- Stable performance for Meta-RL
- Large variance for traditional methods
- Higher delivery rate consistency with Meta-RL
- Better energy use patterns

Analysis

Since EV environments change, a good routing algorithm must work consistently across many scenarios, not just one. Meta-RL achieves this because its model was trained on many random environments.

6.CONCLUSION

The main objective of this project was to develop a simple and adaptive routing method for Electric Vehicle (EV) communication networks. Traditional routing techniques do not perform well because EV networks change frequently due to vehicle movement. To address this, a Meta-Reinforcement Learning based routing system was designed and tested. The EV network was simulated in MATLAB, and energy harvesting methods such as solar, RF, and regenerative braking were included so that nodes could recharge during operation. The Meta-RL model, trained using Python, learned to select better routes based on energy level, link quality, and distance. As a result, the system achieved a higher packet delivery rate of about 83%, used energy efficiently, and avoided overusing certain nodes. Overall, the results show that Meta-RL based routing is more reliable, energy efficient, and suitable for future intelligent EV communication systems. With further improvements such as realistic vehicle movement and larger network simulations, the system can perform even better. This approach shows strong potential for supporting safe and stable communication in next generation EV networks.

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