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A Review on Magnetic Levitation Vehicles

Jacob Antony[1], Ebin Antony[2], Saji Sebastian[3]

[1]BE Student, [2]Assistant Professor, [3]Student,
[1]Department of Mechanical Engineering, A J Institute of Engineering and Technology Mangalore,
Affiliated to Visvesvaraya Technological University, Karnataka, India
[2,3]Department of Information Technology, Kannur University, Kannur, Kerala, India

ABSTRACT

Magnetic levitation is a technique that has undergone extensive testing over the last few decades. For the past ten years, scientists have not begun to develop transport solutions based on magnetic levitation. This study describes the basic methods of magnetic levitation and the techniques it uses. Large-scale magnetic levitation has major social and economic implications for the development of the transportation system. These elements are put to the test in a variety of scenarios to see if the time and effort invested in building a magnet-based system was justified.

KEYWORDS: *Magnetic Levitation, Maglev vehicles, Levitation, Stability, Propulsion*

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INTRODUCTION

A few powers on the planet are almost vague to the natural eye, and most of the individuals are unmindful of their quality. Some of these forces, on the other hand, can be defined as abstract human emotions given human names. Emotion, guilt, and delight are examples of such elements. You, on the other hand, have firm beliefs about how the world works. These ideas have been given names by man, yet they are not theoretical; they have a logical premise. Gravity, power, and attraction are instances of various standards. Magnetism has always been on Earth, whether humans realize it or not. The rotation of the Earth is caused by the magnetism of the Earth, which affects things like gravity. Magnetism is produced by internal systems.

Magnetic force creation is at the heart of all magnetic levitation. Numerous things can add to the arrangement of a magnetic field. A super durable magnet is the primary sort that creates this. The North and South Poles inspired the design of these magnets, which are constructed of a solid substance. These will next be talked about in additional detail.

Fig 1 China's maglev train prototype

The subsequent method for making a magnetic field is to utilize an electric field that changes straightly after some time. Direct current is the third and last method of making a magnetic field. With regards to magnetic levitation, there are two central ideas to consider. Michael Faraday made the main law that became real. Faraday's law is the name given to this peculiarity. This will allow the magnetic field's direction to be anticipated, allowing the development of a setting. The Fig 1 shows China's maglev train prototype. The types of magnetic levitation are three type inductrack, electromagnetic and electrodynamic. The Fig 2 shows the types of magnetic levitation.

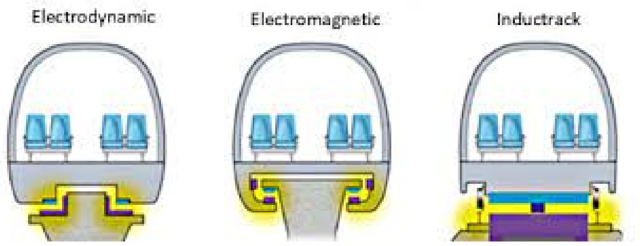

Fig 2 Types of Magnetic Levitation

A. INDUCTRACK

The principal strategy for levitation is refined by utilizing super durable magnets. These magnets are developed from a substance that has two poles: north and south. A permanent magnet is defined as a material that keeps its magnetic characteristics after the removal of an external magnetic field. The operation of permanent magnets repels opposing ends while attracting comparable ends. Permanent magnets do not need to be serviced[1]. These magnets do not require cryogenics or vast amounts of energy to function. The magnetic field is estimated vertically inside the magnet's bore. The most significant disadvantage of using a permanent magnet in large-scale systems is the expense of the magnet. Another disadvantage is the fluctuation of the magnetic field.

B. ELECTROMAGNETIC

An electromagnet is based on a very simple concept. By transmitting an electric current over a wire, a magnetic field may be formed. A current pass through this wire as it rotates around a magnetic material. The electric current will magnetize the metallic core as a result. You can construct a variety of attachments out of this basic primrose, like as motors, solenoids, hard disc heads, and speakers. An electromagnet works on the same principles as a permanent magnet, but at a much smaller size. This means that an induced magnet only exists when an electric current flows through it. This kind of magnet is prevalent than extremely durable magnets in that it permits the client to pick when and how long the magnetic field keeps going. It also allows the user to adjust the magnet's strength dependent on the amount of current flowing through the wire.

C. ELECTRODYNAMIC

The mechanisms that operate on an MRI are similar to those given on superconducting magnets. The most common type of magnet is a superconductive magnet, commonly known as a cry magnet. Superconducting magnets are based on the premise that there is a material that has no electrical resistance to electricity. When an electric flow is applied to the loops of this material, it will stream endlessly without the requirement for more current. The ability of a material with such low resistance to electric current to be exposed to very low temperatures. Superconducting magnets are often encountered at temperatures around -258^{o}C. This is accomplished by immersing the coils in liquid helium to retain current; it also allows for the long-term preservation of a uniform magnetic field. A superconducting magnet has the benefit of not requiring continuous power from a single source to keep the current in the coil's constant. However, they have the disadvantage that an expensive cryogen like helium must work properly. The magnetic field is driven by the longitudinal axis of the magnet's cylinder or bore. Since obstruction in the loops may make the current blur, cryogens lessen the protection from essentially zero, taking into account long haul upkeep of a uniform magnetic field.

LITERATURE REVIEW

The basic concept of a magnetic levitation train is positioned through lateral guidance and then driven forward. These functions are accomplished through three sets of aluminum metallic loops attached to a concrete guideway, the first set of metallic rings being electromagnetic that repel the magnets attached to the train car and move above the guideway. The second set of metallic loops creates a repulsive magnetic field that keeps the train horizontally stable. The third set of metallic loops is supplied with alternating current and acts as a linear motor. The position of the train above the guideway is continuously monitored by sensors and the current flow through the three sets of coils is controlled to maintain the vertical and horizontal stability and propulsion energy of the car (Khan et al, 2017) [2].

The coils of superconducting magnets are made of niobium-titanium alloy. The coils are cooled to a temperature of -2690C with liquid helium. The propulsion coil on the guideway acts as a linear motor. The prototype train carriages are composed of composite materials and have been tested at speeds of up to 603 km / h. Evaluated prototypes for vibrations and introduced ride quality and suspension dampeners (CJR Review, 2017) [3].

Three types of suspension systems are used for magnetic levitation of train carriages. The Electrodynamic Suspension (EDS) system uses the repulsive force between the electromagnets of the same pole attached to the train carriage and the guideway. The maglev train is supported by rubber wheels until it achieves a peak speed of 100 km / h (Propel Steps, 2015) [4].

Low-temperature superconducting coils are used in Japanese maglev systems operating at 4.20K liquid helium temperatures, as well as on the Linimo and the new Tokyo-Nagoya line. These coils provide DC excitation to the propulsion motor, levitation and flux sources. The Chinese Trans Rapid System uses high-temperature superconducting magnets operating at a liquid nitrogen temperature of 770 K. This results in a reduction in the mass of the superconducting magnet and a reduction in the energy consumption of the on-board cryo-cooler (Casat&Borquin, 2011) [5].

The maglev train can also be designed with a gas or liquid fuel engine for propulsion with magnetic levitation used only to reduce friction loss in the system.Such a system would be helpful for long-distance trains in developing countries with inadequate power supply systems (Ramireddy, 2012) [6].

WORING PRINCIPLE

A. LEVITATION

The guideway pulls the train into electromagnets, called ferromagnetic reaction rails, and support electromagnets are placed underneath to run the length of the train. Heading magnets joined to each side of the train guide the train along the track. All electromagnets are by and large controlled electronically. In any event, when the train isn't moving, it is constantly stacked a way off of 8 to 10 mm from the aide course. On-board batteries power the levitation mechanism that charges the linear generator while the train is moving. Additional connection windings are added to the levitation electromagnets to make the generator. Since the activated current of the generator, while driving uses the consonant surges of the catalyst appealing field, the empowering method doesn't use the usable drive alluring field, which is a result of the aftereffects of the long stator grooves. Without an outer power source, the train can run on battery power for as long as 60 minutes. The impetus framework isn't associated with the levitation framework [7].

B. PROPULSION

The coordinated long stator of the Maglev framework is utilized for straight engine drive and slowing down. It goes about as a pivoting electric engine with a stator open and stretched out along the guide route. The turning current makes a magnetic field inside the motor windings, which moves the vehicle without contact. The supporting magnets of the vehicle go probably as the rotor. Just the fragment of the guide route on which the vehicle really runs is occupied with the drive framework. By changing the recurrence of the exchanging current, the speed can be consistently controlled. At the point when the heading of the moving field is turned around, the engine changes into a generator, breaking the vehicle with practically no contact. Breaking energy can be reused and gotten back to the electrical framework [8]. At the point when an exchanging current is applied to a three-stage winding stator, it makes an electromagnetic voyaging field that directs the train. It is pulled by the electromagnetic field created by the supporting electromagnets. The magnetic fields of the stator and rotor are synchronized in route and speed. By changing the recurrence of the substituting current, the speed of the maglev can be changed from zero to full working pace. The course of the venturing outfield is redirected to carry the train to a stand-still. There is no mechanical contact between the stator and rotor in any event, while slowing down. The maglev framework goes about as a generator, changing over the breaking energy into usable energy somewhere else as opposed to engrossing it.

C. STABILITY

The mix of long-lasting magnets, electromagnets, diamagnets, and superconductors, just as alluring and terrible fields, can be utilized to accomplish fruitful levitation and control of each of the 6 tomahawks (levels of opportunity; 3 interpretation and 3 pivots). As per Earns haw's hypothesis, the framework should have no less than one fixed pivot for appropriate levitation, albeit different tomahawks can be settled utilizing ferromagnetism. Any little development away from a steady harmony makes a net power to take it back to balance, known as static dependability. Howe's' theory, which conclusively established that stability is impossible using static, macroscopic, and paramagnetic fields, is gaining ground. Any mix of gravitational, electrostatic, and magnetostatic impacts following up on a paramagnetic component will undermine its situation on something like one pivot, and there might be a shaky harmony on all tomahawks. Notwithstanding, there are a few choices for empowering levitation, like utilizing electronic adjustment or diamagnetic materials; Diamagnetic materials have been demonstrated to be steady on somewhere around one pivot and to be steady on all tomahawks. A few settings utilized by fundamental AC-controlled electromagnets are self-supporting in light of the fact that the conductors have the relative porousness to substitute attractive fields under each other. At the point when the levitation framework can withstand any vibration-like movement, it is supposed to be progressively steady. Since magnetic fields are moderate powers, they have no inherent damping. Accordingly, numerous levitation frameworks are under-unloaded and, at times, essentially flooded antagonistically. This will permit vibration modes to exist, which will make the thing exit its steady zone.

D. GUIDANCE

Electronically controlled help magnets, situated on one or the other side of the vehicle and along its whole length, maneuver the vehicle into the ferromagnetic stator packs joined to the lower part of the guideway. The vehicle stays sideways on the track because of direction magnets on the two sides running along the length of the vehicle. Electronic parts ensure that the opportunity is stayed aware of at a reliable level. The maglev uses less energy to drift than its cooling structure. Since the levitation structure is powered by prepared batteries, it doesn't depend upon the force system. The vehicle can venture out for as long as an hour without the utilization of outer energy. On-board batteries are re-energized while going through straight generators incorporated into the help magnets. The maglev goes north of a two-track guideway. Individual steel or cement footers up to 62 m long can be put on the ground level or brought up in flimsy columns. The sideward forces required for a vehicle to follow a guide path are called guidance or steering. Essential powers are given in a way like the suspension powers, regardless of whether alluring or sickening. The very magnets that lift the vehicle can likewise be utilized for direction, or exceptional direction magnets. They utilize invalid motion or invalid current frameworks, which utilize a loop that enters two inverse and substituting fields. At the point when the vehicle is pushing ahead, the current doesn't stream; However, in case it goes disconnected, it produces a fluctuating transition, which makes a field that pushes it back into line [9].

EVACUATED TUBE AND ENERGY SOURCE

A. EVACUTED TUBE

A couple of systems advocate the usage of Victorians, which are maglev readies that abrupt spike sought after for airless chambers. Since a huge piece of the energy in standard maglev trains is lost in smoothed out drag, it might conceivably fundamentally accelerate and capability. On the off chance that burrow wellbeing checking frameworks can't decrease tube tension in case of a train crash or mishap, travelers on trains working on cleared cylinders are bound to encounter lodge despondency. Notwithstanding, the prompt reclamation of surrounding strain ought to be basic, as trains are bound to work on or close to the ground. In principle, according to the RAND Corporation, a vacuum tube train can reach the Atlantic or the United States in about 21 minutes.

B. ENERGY SOURCE

The energy in the maglev trains is utilized to drive the train forward. At the point when the train dials back, energy can be recuperated through regenerative slowing down. It moves and stabilizes the train, and most of the energy is expended to combat air drag. It consumes up to 15% more power than service, and at high speeds, the force required to resist air drag grows and dominates with the cube of speed. It requires two and a half times more power than traveling at speed.

COMPARISON WITH CONVENTIONAL TRAIN

Maglev transport is contactless and electric. It is used in wheel rail systems where ubiquitous wheels, bearings, and axles are missing.

Speed:- Although maglev trains can reach higher speeds than conventional trains, high speed trains based on experimental wheels have achieved comparable speeds.

Support:- Current activity of maglev trains has exhibited the requirement for insignificant guideway upkeep. Vehicle upkeep is additionally insignificant. The mechanical wear of a conventional train grows exponentially, requiring more frequent repairs.

Weather:- Snow, ice, extreme cold, rain and strong winds will not affect the maglev trains. However, they have not worked well with conventional friction-based rail systems in a wide range of conditions. Since they are non-contact frameworks, maglev speeds up and dials back vehicles quicker than mechanical frameworks, liberated from the smoothness of the guideway or the incline of the angle.

Track:- Maglev trains do not match the normal track, so basic facilities are required for their entire journey. Conventional rapid trains, like the TGV, can run on existing rail framework, but at lower speeds, yet the new foundation diminishes the expense of especially costly or expansions that don't legitimize new traffic. As indicated by John Harding, a previous Maglev researcher in the Federal Railroad Administration, the particular maglev framework is more than independent with all levels of all-climate functional accessibility and low support costs. These cases have not yet been approved in a genuine setting, and they don't consider the high maglev development costs.

Effectiveness:- At lower speeds, customary rail is presumably more productive. Conversely, maglev trains don't confront moving obstructions because of the absence of actual contact between the track and the vehicle, leaving just air opposition and electromagnetic extending, which builds energy productivity. Notwithstanding, a few frameworks, like the Central Japan Railway Company's SC Maglev, utilize elastic tires at lower speeds, which further develops proficiency.

Weight:- Many EMS and EDS plans expect 1 to 2 kW for each huge load of the electromagnet. The utilization of superconductor magnets can decrease the energy utilization of electromagnets. A quick maglev vehicle gauging 50 tons can utilize 70-140 kilowatts to add 20 tons and a complete list of 70 tons. TRI burns through the majority of its effort on impetus and wind obstruction at speeds more than 100 mph.

Weight Loading:- Due to the concentrated wheel stacking, rapid rail needs extra help and building. Maglev vehicles are lighter and disperse the weight all the more equally.

Commotion:- Maglev trains don't create sound at a speed practically identical to traditional trains, as the principal wellspring of clamor in a maglev train is the dislodged air rather than the wheels hitting the tracks. Nonetheless, Maglev's psychoacoustic profile might invalidate this benefit: research proposes that maglev commotion ought to be surveyed at a similar level as street traffic, while customary trains get a 5-10 dB "reward" since they don't aggravate at a similar volume level.

Braking:- The fastest 360 rail Shinkansen has problems with braking and overhead wire degradation. These problems will be solved with Maglev. Magnet reliance Magnets can fizzle at high temperatures. This issue was tackled on account of new amalgams and development advances.

Control frameworks:- High-speed rail frameworks are PC fueled so no flagging frameworks are required. Humans cannot control because high-speed trains cannot react fast enough. High-speed networks usually require special privileges of route, and they are elevated. The two microwave towers in the maglev framework are in consistent contact with the trains. Train whistles and horns are unnecessary.

Terrain:- Maglevs can climb steeper gradients, which allows for more routing freedom and less tunneling.

COMPARISON WITH AIRCRAFT

Differences between airplane and maglev travel:

Efficiency:- The lift-to-drag ratio of maglev systems can be higher than that of aircraft. This could increase the efficiency of maglev per kilometer. Aerodynamic drag, on the other hand, is substantially greater than lift-induced drag at high cruising speeds. Jets lessen air haul by taking utilization of low air thickness at high heights. Therefore, notwithstanding their lower lift-to-drag proportion, they can move at higher velocities more viably than maglev trains working adrift levels.

Routing:- Business air routes are thoroughly determined, while planes can hypothetically take any course between places. Maglevs give serious travel times across lengths of under 800 kilometers (500 miles). What's more, maglevs are appropriate to serving transitional objections.

Availability:- Maglevs are little affected by weather.

Safety:- Maglevs give a huge wiggle room of wellbeing since they don't crash into different maglevs or leave their aide ways. During take-off and landing, ignitable plane fuel represents a considerable danger.

Travel time:- Maglevs keep away from the extended security techniques that air voyagers should suffer, just as the time spent navigating and lining for take-off and landing.

MERITS AND DEMERITS

With that, we concentrate on the business at hand: the upsides and downsides of the maglev train framework should be considered to decide whether it is really useful in the United States. Fundamentally, preparing tracks as of now exist in different regions of the planet, including the United States. All the more critically, the maglev train framework has as of now demonstrated fruitful in numerous nations, including Japan and China. In view of the exhibition of existing Maglevs, we had the option to draw out the accompanying benefits and inconveniences of the framework, remembering those for administration and those being tried.

MERITS

The main advantage of maglev trains over ordinary trains is that they do not even have moving parts. As a result, partial wear and tear is significantly reduced, which significantly reduces maintenance costs. Moving obstruction was totally disposed of as there was no actual contact between the train and the track. Albeit electromagnetic extending and air grating are available, their capacity to arrive at speeds more than 200 mph isn't impacted. The absence of wheels is additionally valuable since you don't need to manage the stunning clamor they produce. Maglevs are likewise harmless to the ecosystem as they don't utilize gas-powered motors. Rain, snow and extreme cold will not affect the performance of these trains as they will be weather resistant. Most authorities on the matter would agree, these trains are more secure than ordinary trains since they are outfitted with best-in-class wellbeing frameworks that can handle things even at high velocities.

DEMERITS

While the advantages of the maglev train framework might appear to be amazing, they are adequately not to beat the most genuine blemish of maglev prepares: the extreme expense of beginning arrangement. The as of late presented high-velocity traditional trains are right on the tracks intended for more slow trains, while maglev prepares essentially require a totally new development. Since the current rail line foundation isn't viable with the maglevs, it will either must be reconstructed with the maglev framework or a totally new framework should be assembled, the two of which will require impressive forthright expenses. Albeit less expensive than EDS, it is more costly than different strategies. At the point when the upsides and downsides of these trains are weighed against one another, it very well may be hard to go to a firm choice. While an affluent nation like the United States might not need to stress over the excessive expense of starting arrangements, the way that the whole framework should be revamped utilizing the furthest down the line innovation will lead specialists to the Catch-22 status. Notwithstanding, to put resources into maglev trains, we really want to conquer their weaknesses. Assuming there is any sign of the business achievement of the Shanghai Maglev train, there is no question that these trains will be the method of transport later on.

EXISTING MAGLEV SYSTEM

1) There is a show line in Japan's Yamanashi prefecture where the test train SC Maglev MLX01 arrived at 581 km/h (361 mph), somewhat quicker than any wheeled train. These trains use superconducting magnets that permit an enormous hole and a repulsive/attractive electrodynamics suspension (EDS). In examination, Tran utilizes quicker regular electromagnets and an alluring kind of electromagnetic suspension (EMS). On November 15, 2014, the Central Japan Railway Company directed an eight-day test for the test Maglev Shinkansen train on a test track in the Yamanashi Prefecture. 100 travelers arrived at a speed of 500 km/h (311 mph) among Unohara and Fufuki on the 42.8 km (27-mile) course.

2) San Diego, USA General Atomics has a 120-meter test office in San Diego, used to test the 8 km (5.0-mile) freight transport of the Union Pacific in Los Angeles. The innovation is "uninvolved" (or "long-lasting"), utilizing super durable magnets in the halfback exhibit for the lift, and no electromagnetism for levitation and drive. General Atomics got $ 90 million in research subsidizing from the national government. They additionally consider their innovation for rapid traveler administrations.

3) Southwest Jiao Tong University, China 31 December 2000; The main unrefined high-temperature superconducting maglev was effectively tried at Southwest Jiao Tong University in Chengdu, China. The framework depends on the rule that mass high-temperature superconductors can be for all time raised above or under a long-lasting magnet. The heap was in excess of 530 kg (1,170 lbs) and the levitation hole was in excess of 20 mm (0.79 inches). The framework utilizes fluid nitrogen to cool the superconductor.

Proposed projects

1) Australia Sydney-No A maglev connect has been proposed among Sydney and Wollongong. During the 1990s, this proposition acquired footing. Within excess of 20,000 individuals voyaging every day, the Sydney-Wollongong hallway is one of the most active in Australia. Flow trains go through the Illawarra route between the Illawarra Escarpment Rock and the Pacific Ocean, which requires around two hours. As indicated by the idea, the movement time will be diminished to 20 minutes.

2) Melbourne Following the inability to concentrate on the Eardington Transport Report's underground vehicle potential, a proposition was submitted to the Government of Victoria in late 2008 to make a secretly supported Maglev line to serve in the Greater Melbourne metropolitan region. Maglev will serve multiple million individuals and the undertaking is assessed to cost $ 8 billion. Regardless of per capita street space and gridlock in Australia, the public authority dismissed a proposition for street development, which incorporated an $ 8.5 billion street burrow, a $ 6 billion expansion of the East Link toward the West Ring Road, and a $ 700 million francs. Sidestep.

3) Italy In April 2008, Andrew Spando, a columnist who recommended a quick association between Malpensa Airport and the urban areas of Milan, Bergamo, and Brescia, gave an underlying guidance in Brescia. Nicola Oliva proposed the Maglev connection between Pisa Airport and the urban areas of Prato and Florence in March 2011. (Santa Clause Maria Novella train station and Florence air terminal). Travel time will be split, from a fourth of an hour to twenty minutes. The second section of the line will associate with Livorno, permitting it to incorporate sea, air, and land transportation frameworks.

4) United Kingdom London - Glasgow A line from London to Glasgow has been proposed in the United Kingdom, which chooses different courses through the Midlands, Northwest, and North East of England. The public authority is supposedly considering it well. The thought was dismissed in a Government White Paper given by the Sustainable Railways on July 24, 2007. One more quick connection was

arranged among Glasgow and Edinburgh, however, the innovation is as yet working.

CONCLUSION

Maglev Transport offers many significant advantages, including extremely high energy productivity, minimal expense transport they don't utilize oil, consequently helping control a dangerous atmospheric deviation. It is turning into another industry with a large number of occupations and billions of dollars of income.

First era traveler just German and Japanese Maglev Systems were too costly likewise steel-wheeled hsr frameworks excessively restricted. The second-era U.S. Maglev-2000 frameworks are a lot of lower in cost and substantially more proficient than first-era frameworks. They can convey high-income interstate trucks, cargo holders, and individual automobiles. The suspended travel on existing rail route tracks in metropolitan and rural regions can further develop recompense time.

It is normal that 25,000 miles public Maglev Network and electric vehicles will dispose of oil imports by 2030.Outline on Maglev vehicles are they devour less energy, Require no motor, Move quicker than typical trains since they are not impacted by ground grinding; their freedoms of-way, in the interim, cost about something very similar to fabricate. Incongruent with existing rail lines, dissimilar to customary high-velocity rail. Starting expense is extremely high.

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