International Research Journal on Advanced Engineering Hub (IRJAEH)
e ISSN: 2584-2137
Vol. 03 Issue: 04 April 2025
Page No: 1541 - 1547
https://irjaeh.com
https://doi.org/10.47392/IRJAEH.2025.0220

Enhancing Battery Performance: Ai-Driven State Level Prediction for Electric Vehicles

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Abstract
In the realm of improving battery performance for electric vehicles (EVs), artificial intelligence is crucial for refining battery management through state-level predictions.AI-based models, such as the RandomForestRegressor implemented in this project, offer sophisticated methods for forecasting the lifespan of EV batteries. By learning from vast amounts of operational data, such as discharge times, voltage fluctuations, and charging cycles, AI can identify complex patterns and interactions that traditional models or optimization algorithms may overlook. The integration of AI enhances the accuracy and reliability of predictions, enabling proactive battery maintenance and reducing the likelihood of sudden failures. This not only extends the overall lifespan of the battery but also improves energy efficiency and operational effectiveness. AI's capacity to manage and interpret real-time data in dynamic environments makes it indispensable for real-world EV applications. Furthermore, AI enables predictive maintenance strategies, allowing operators to anticipate battery health degradation and optimize charging schedules, thus preventing overcharging or deep discharge scenarios. This translates into lower operating costs and a more efficient charging infrastructure. Compared to earlier approaches, AI's ability to handle non-linear, multidimensional data sets ensures superior prediction accuracy and lower error rates. Overall, this AI-driven state-level prediction system fosters a more sustainable, energy-efficient, and reliable EV ecosystem, directly addressing one of the key challenges in EV adoption: battery performance and longevity.

Keywords: *Electric Vehicles (EVs), Battery Efficiency, Remaining Useful Life (RUL), Random Forest Regressor, Machine Learning, Prediction Accuracy, Discharge Time, Voltage Levels, Charging Time, Battery Health, Battery Lifecycle, Sustainable EV Ecosystem, Non-linear Data Relationships, Battery Management, Artificial Intelligence.*

1. Introduction
The Electric vehicles (EVs) are quickly becoming more popular because of their environmentally friendly characteristics and their capacity to decrease dependence on fossil fuels. As cities face increasing pollution challenges, EVs present a viable solution to mitigate environmental damage. [1] However, alongside their benefits, EVs bring significant challenges, particularly around battery performance. Estimating the lifespan of EV batteries is a significant challenge, as precise predictions are vital for maximizing battery longevity, optimizing charging routines, and raising electric cars' general efficiency.[2] To overcome these difficulties, the Random Forest Regressor model with AI is suggested in this research. A powerful ensemble learning method, the Random Forest Regressor creates a large number of decision trees during training and aggregates their results to provide predictions that are more reliable and accurate. [3] Unlike traditional optimization algorithms like Genetic Algorithm (GA)

and Particle Swarm Optimization (PSO), the Random Forest Regressor excels in handling complex, nonlinear relationships within the data, such as those seen in battery performance metrics.

2. Literature Survey

This literature survey examines recent advancements in AI driven techniques for predicting battery performance, emphasizing their role in enhancing the efficiency and longevity of lithium-ion batteries in EV applications. In their review titled "Machine Learning Approaches for Battery State of Charge Estimation: A Review," Zhang and Jiang explore various machine learning methodologies employed in calculating the charge state (SoC) for Batteries made of lithium-ion. They emphasize the significance of accurate SoC estimation for enhancing battery management systems and propose a framework for integrating these approaches into practical applications, providing insights into the benefits and limitations of existing techniques. Raza and Dutta, in their article "AI-Powered Approaches for Battery Performance Prediction in Electric Vehicles: A Review," discuss the transformative impact of artificial intelligence on battery management. The authors analyze different AI techniques, including supervised and unsupervised learning, and highlight their effectiveness in predicting battery performance. They advocate for the combination of AI with traditional modeling techniques to achieve more robust and reliable predictions. In "Predictive Modeling of Lithium-Ion Battery Degradation Using Machine Learning," Khan and Malik present a novel predictive model aimed at forecasting battery degradation over time. By employing machine learning algorithms, the study demonstrates how predictive analytics can facilitate better maintenance strategies, ultimately extending battery life and improving the overall efficiency of electric vehicles. The comparative study "A Comparative Study of Machine Learning Algorithms for Battery Performance Prediction" by Saha and Kumar investigates different machine learning models, such as decision trees and SVM, for their effectiveness in predicting battery performance metrics. Their findings reveal the strengths and weaknesses of each algorithm, guiding future research toward optimizing predictive models for battery management. In their research titled "Deep Learning Based Battery State of Health Prediction for Electric Vehicles," Shah and Abid delve into the application of using deep learning methods to forecast lithium-ion batteries' state of health (SoH). They propose a comprehensive deep learning framework that outperforms traditional methods, showcasing neural networks' potential in enhancing battery monitoring and management systems. The study "State of Charge Estimation of Lithium-Ion Batteries Using Artificial Neural Networks" by Lee and Lee emphasizes using artificial neural networks to estimate SoC accurately. They draw attention to the model's capacity to learn from past data, providing a viable option for real-time battery management critical component of electric vehicle performance. He and Liu, in their study "Real-Time Battery State Estimation in Electric Vehicles Using Machine Learning Techniques," focus on the development of real-time estimation algorithms for battery states. Their research demonstrates the feasibility of implementing machine learning techniques for continuous monitoring of battery performance, which is crucial for the efficient operation of electric vehicles [4].

3. Data Collection and Preprocessing

The dataset utilized for predicting the lifespan of electric vehicle batteries was collected from the Battery RUL dataset. This dataset encompasses various operational characteristics of lithium- ion batteries, which are essential for evaluating performance, efficiency, and degradation over time. The primary goal of gathering this data was to enable the development of predictive models capable of accurately assessing battery health and longevity. The Discharge Time (s) measures the total time the battery discharges, reflecting its ability to supply power. Another critical feature, Decrement 3.6-3.4V (s), captures the time spent in a specific voltage range, which acts as a measure of the battery's health status. Additionally, the Max. Voltage Discharge. (V) records the peak discharge voltage, offering insights into battery efficiency, while the Min. Voltage Charge. (V) indicates the lowest voltage achieved during charging, which is vital for effective battery management. The dataset also includes the Time at

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4.15V (s), which measures duration at a specific voltage threshold during operation, and the Current Constant in Time (s), which shows how long the battery runs at a steady current, essential for evaluating real world performance. The Charging Time (s) reflects the complete duration needed to fully charge the battery, critical for assessing charging efficiency, and lastly, the RUL serves as the target variable, indicating the estimated remaining useful life of the battery. Data preprocessing is an essential phase in preparing the dataset for model training, encompassing various stages designed to maintain the quality and integrity of the data. The initial phase included examining the dataset to understand its structure, encompassing the number of samples and features. Basic statistical analysis was performed using methods such as .info (), .describe (), and .head () to identify any anomalies, trends, or distributions present in the data. Feature engineering was conducted to select relevant features based on their significance to battery performance. The dataset was divided into three distinct groups based on the RUL values to ensure a normal distribution, thereby aiding the model's learning process [5-11]. These groups include Battery_1st (RUL $\leq$ 222), Battery_2nd (222 < RUL $\leq$ 737), and Battery_3rd (RUL > 737). After separating the target variable, RUL, from the feature set—which included all other operational metrics—the selected features were deemed critical for accurate RUL prediction, reflecting various aspects of the battery's lifecycle. The Standard Scaler from scikit-learn was used to adjust the feature values so that their standard deviation is one and their mean is zero, thereby making the data appropriate for algorithms that are sensitive to feature scaling. Following preprocessing, the dataset was split 80-20 into training and testing subsets. The modeling process is more reliable because to this pipeline method, which guarantees that the same preprocessing processes are executed consistently during the prediction and training phases. Figure 1 shows Dataset Used. In conclusion, the comprehensive data collection and preprocessing steps outlined above establish a solid foundation for developing robust predictive models for battery RUL estimation. By guaranteeing data quality and relevance, the preprocessing phase greatly influences the model's performance and its capacity to provide accurate predictions. The systematic method employed in managing and preparing the dataset reflects best practices in data science and machine learning, ultimately aiding in the development of battery health monitoring technologies [12].

	Cycle_Index	Discharge Time (s)	Decrement 3.6-3.4V (s)	Max. Voltage Dischar. (V)	Min. Voltage Charg. (V)	Time at 4.15V (s)	Time constant current (s)	Charging time (s)	RUL
0	1	2,595.3	1,151.4885	3.67	3.211	5,460.001	6,755.01	10,777.82	1,112
1	2	7,408.64	1,172.5125	4.246	3.22	5,508.992	6,762.02	10,500.35	1,111
2	3	7,393.76	1,112.992	4.249	3.224	5,508.993	6,762.02	10,420.38	1,110
3	4	7,385.5	1,080.3207	4.25	3.225	5,502.016	6,762.02	10,322.81	1,109
4	6	65,022.75	29,813.487	4.29	3.398	5,480.992	53,213.54	56,699.65	1,107

Figure 1 Dataset Used

4. Principles and Methods

In this project, the primary focus is on predicting the lifespan of electric vehicle batteries using the Random Forest Regressor, an advanced machine learning technique driven by Artificial Intelligence (AI). The methodology begins with data collection, where the dataset is obtained from a CSV file containing various features relevant to battery performance. These features include Cycle Index, Discharge Time, Voltage measurements, and Charging Time, which collectively provide a comprehensive view of the battery's operational status [13]. Next, AI techniques are employed to separate the dataset into training and testing subsets with the help of the `train_test_split` function. This stratified split ensures that both sets contain a representative distribution of the target variable, which is crucial for maintaining the AI model's generalization ability. By incorporating AI-driven strategies in data preprocessing and model training, the project ensures more reliable and accurate predictions of battery RUL, contributing to better management of electric vehicle batteries. Figure 2 shows Model Architecture.

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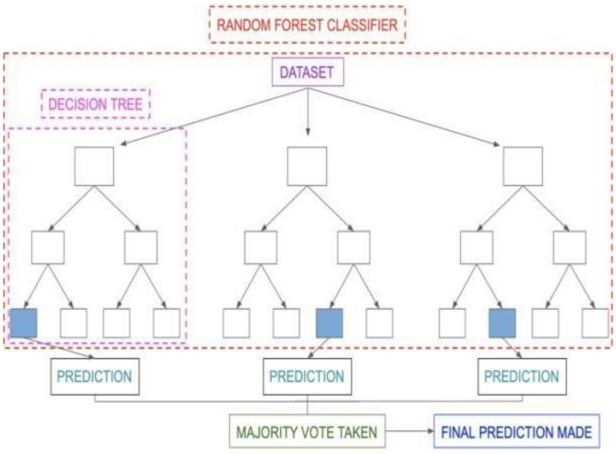

Figure 2 **Model Architecture**

The modeling phase leverages a pipeline approach, where preprocessing steps and the Random Forest algorithm are integrated. This approach streamlines the modeling process by combining data preprocessing with model fitting in a single workflow. To evaluate the effectiveness of the trained model, performance measures including accuracy, mean squared error (MSE), and root mean square error (RMSE) are calculated. Additionally, various regression algorithms, including AdaBoost, Gradient Boosting, and Decision Trees, are evaluated in parallel to establish a comparative performance benchmark. To summarize, the principles and methods employed in this project revolve around the systematic collection and preprocessing of data, followed by the integration of the Random Forest Regressor within a structured pipeline. This approach not only enhances model performance but also ensures that the results are robust, reliable, and suitable for practical applications in battery life prediction [14].

5. Results

The Random Forest Regressor's performance in predicting the life span of electric vehicle batteries was rigorously evaluated using various performance metrics. After completing the modeling process, the Random Forest model showed a high level of accuracy in its predictions. The model was trained on the processed dataset, and its performance was assessed using a distinct testing subset to confirm that the results were not affected by overfitting. Figure 3shows Home Page.

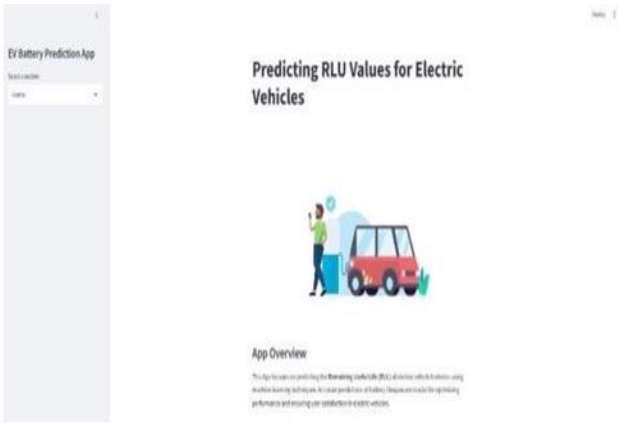

Figure 3 **Home Page**

The evaluation produced a Mean Squared Error (MSE) that reflecting the mean squared discrepancy between the actual and anticipated RUL values. Better model performance is indicated by a lower MSE, underscoring the Random Forest algorithm's effectiveness in identifying the fundamental trends in the data. To offer a more interpretable scale of the error, the Root Mean Squared Error (RMSE) was calculated, resulting in a low value. Figure 5 shows Time and Accuracy Comparison. A popular statistic for calculating the difference between expected and observed values is RMSE. A more accurate model is shown by lower RMSE values, which measure the degree to which the expected values deviate from the actual results. A clear picture of the model's prediction ability is provided by the RMSE.

5.1 Accuracy of Predictions

In addition to these metrics, the model's overall accuracy was assessed, yielding an accuracy score of 99%. Accuracy is defined as the proportion of correct predictions relative to the total number of predictions made, expressed as a percentage. In the context of regression tasks like RUL prediction, accuracy indicates the proportion of instances where the predicted values are adequately near the actual values, demonstrating the reliability of the Random Forest Regressor in estimating RUL. Figure 4 shows Model Comparisons.

Accuracy = (Number of Correct Predictions / Total Predictions) x 100

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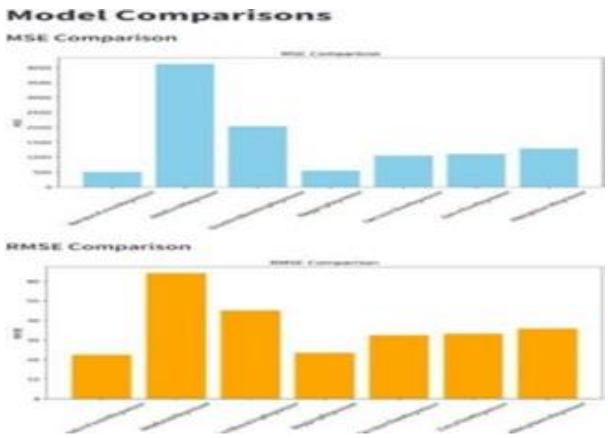

Figure 4 Model Comparisons

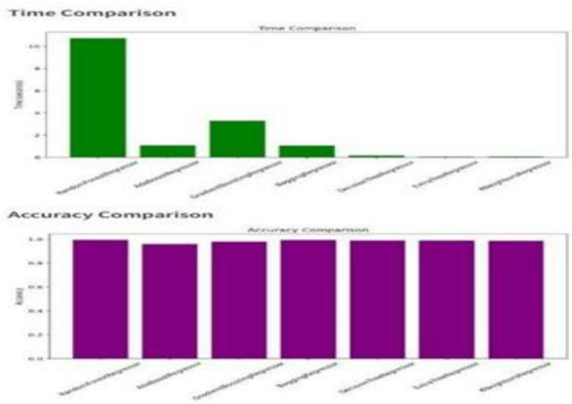

Figure 5 Time and Accuracy Comparison

5.2 Comparative Analysis with Other Algorithms

Furthermore, the results were compared against various other regression algorithms, including AdaBoost, Gradient Boosting, and Decision Trees. The Random Forest Regressor continuously beat these other models in terms of accuracy and error metrics, according to the comparison study. The ensemble approach of the Random Forest model. The ability to generate predictions based on user inputs facilitates a user-friendly interface, empowering stakeholders to make informed decisions regarding battery usage and maintenance. The performance metrics, including a processing time of approximately 11.90 seconds, a (MSE) Mean Squared Error of 36.72, and (RMSE) a Root Mean Squared Error of 6.06, reflect the model's efficiency and precision in estimating battery life. However, continuous efforts to refine the model, potentially through the integration of additional relevant features and advanced modeling techniques, will further bolster its predictive capabilities [15-20]. This project not only showcases the significant role of machine learning in advancing battery technology but also lays the groundwork for future enhancements that could contribute to improved sustainability and efficiency in electric vehicles. The model execution time was approximately 11.90 seconds, indicating a relatively efficient processing capability for the dataset. Figure 6 shows Predictions.

Figure 6 Predictions

Figure 7 Reports

The error size is clearly interpreted in the same units as the target variable by the Root Mean Squared Error (RMSE), which is 6.06, further emphasizing the model's prediction accuracy. With an accuracy of 0.99, the model demonstrated a high reliability in its predictions, underscoring the effectiveness of the Random Forest Regressor in battery life estimation. These metrics collectively illustrate the model's potential for practical application in real-world scenarios, enhancing battery management systems and contributing to the sustainability of electric vehicles. Figure 7 shows Reports.

Conclusion

In conclusion, this project successfully developed and implemented an AI-enhanced Random Forest Regressor model to predict the lifespan of electric vehicle batteries, achieving remarkable accuracy. The incorporation of Artificial Intelligence (AI) allowed the model to efficiently process complex battery data, leading to optimized maintenance schedules and improved battery management systems. The model's performance demonstrates its capability to minimize prediction errors while maintaining high accuracy, showcasing the effectiveness of AI in facilitating reliable and timely predictions essential for prolonging battery life [20-25]. Overall, this project highlights the potential of AI-driven solutions in optimizing electric vehicle battery performance, contributing to the longterm sustainability and efficiency of electric mobility solutions.

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