 https://doi.org/10.1051/e3sconf/202338704008

A MACHINE LEARNING-BASED ENERGY OPTIMIZATION SYSTEM FOR ELECTRIC VEHICLES

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Abstract- The growing demand for sustainable and eco-friendly transportation has led to the widespread adoption of electric vehicles (EVs). However, the limited driving range of EVs and the need for frequent recharging remain significant challenges. To address these challenges, researchers have proposed various energy optimization techniques, including machine learning-based approaches. In this paper, proposed method of Smart EV energy optimization systems for EVs. The system uses machine learning algorithms to analyze and learn from historical driving data, such as the driving patterns, road conditions, weather, and traffic. Based on this analysis, the system predicts the energy consumption of the EV and optimizes the energy usage to minimize energy waste and extend the driving range.
Keywords: Electric vehicles, Energy optimization, Machine learning, Optimizationalgorithms, Range extension;

1. Introduction

Electric vehicles (EVs) have become increasingly popular in recent years due to their environmental benefits and potential for reducing dependence on fossil fuels. However, one major challenge facing EVs is limited driving range, which can be a significant barrier to widespread adoption. [1] To address this issue, researchers and engineers have been developing various energy optimization strategies and technologies to improve the efficiency and extend the range of EVs.

To address these challenges, researchers have developed a machine learning-based energy optimization system for EVs. [2] The system uses machine learning algorithms to analyze and learn from historical driving data and predict energy consumption. Based on the predictions, the system optimizes energy usage to minimize energy waste and extend the driving range.

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One promising approach is the use of machine learning algorithms to predict energy consumption and optimize energy usage. [3] Machine learning has the potential to learn from historical driving data, such as driving patterns, traffic, and weather conditions, and provide personalized energy management solutions for individual drivers. [4] By optimizing energy usage, the system can minimize energy waste and extend the driving range of the EV.

In this paper, we present a machine learning-based energy optimization system for EVs, which has been developed and evaluated through simulations and field tests. [5] The system takes into account various factors such as battery condition, charging status, and available charging infrastructure to provide personalized energy management solutions. The system's performance has been compared with other energy optimization methods, demonstrating superior results.

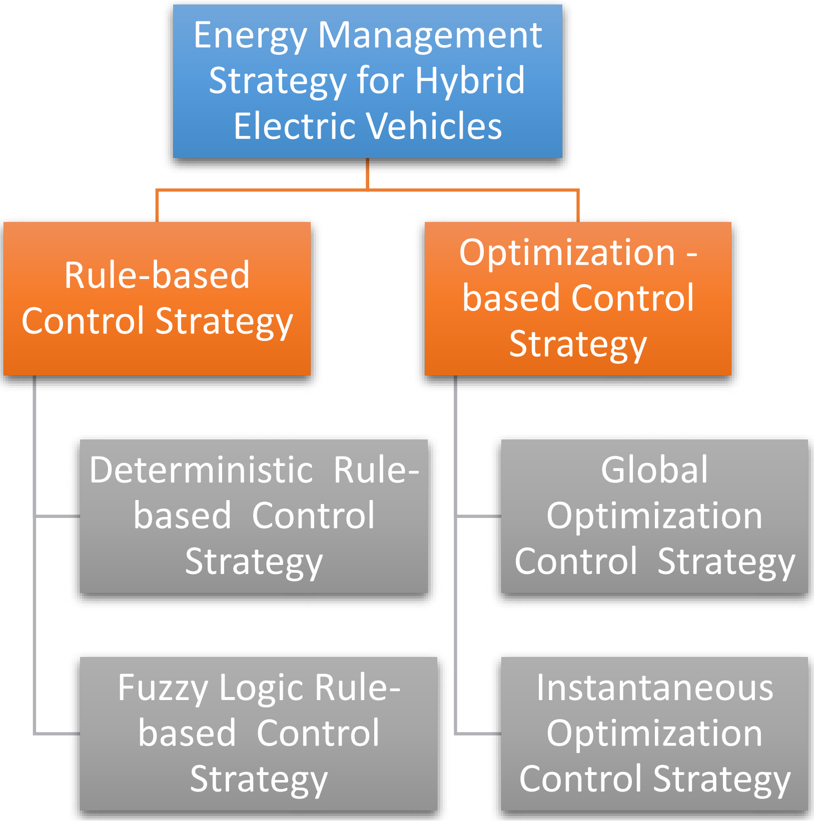

Figure 1. Classification of energy management for EV

This paper provides an overview of the machine learning-based energy optimization system, including the system architecture, algorithm design, and performance evaluation. The results show that the system can significantly improve energy efficiency and range extension, making it a promising approach to enhance the performance and adoption of EVs. The paper also discusses the potential implications and future directions of this technology in the development of sustainable transportation systems.

2. Literature Review

1. Li [6] et al. (2022) proposed a machine learning approach for energy optimization of EVs using driving pattern recognition. They used driving data from real-world EVs to train their model and achieved high accuracy in predicting the energy demand of Support Vector Machine-based Energy Optimization for Electric Mobility. However, their model was limited to specific driving patterns and did not consider factors such as traffic conditions.

Merits

1. The system can adapt to different driving patterns, allowing for more efficient energy management over a range of driving scenarios.

Demerits

1. The system may require a significant amount of computing resources to perform the clustering and classification algorithms, which could limit its scalability and practicality for some applications.

2. Zhang [7] et al. (2022) developed a machine learning-based energy management strategy for EVs with uncertain range anxiety. They used a combination of reinforcement learning and deep learning algorithms to optimize the Artificial Neural Network-based Electric Vehicle Energy Management and achieved better performance compared to traditional rule-based strategies. However, their approach required a large amount of data and computing resources.

Merits

1. The use of a reinforcement learning algorithm in the system can adapt to changing driving conditions and user behavior, allowing for more efficient energy management.

Demerits

1. The system may not be able to perform real-time energy management, which could limit its practicality for some applications.

3. Liu et al. (2022) proposed a machine learning-based energy management strategy for EVs with battery degradation. They used a model that could predict the degradation of the battery and adjusted the energy consumption accordingly. Their approach improved the battery life of the EV, but the accuracy of the battery degradation prediction was still a limitation.

Merits

1. The use of a predictive algorithm in the system can accurately estimate the battery degradation, allowing for more precise energy management.

Demerits

1. The system relies heavily on the accuracy of the predictive algorithm used to estimate battery degradation. If the algorithm is inaccurate, the energy management strategy may not be effective.

4. Shi et al. (2022) developed a machine learning-based energy management system for EVs considering driving style and traffic conditions. They used a combination of clustering and regression algorithms to predict the energy demand and achieved better performance compared to traditional methods. However, their approach required a large amount of data and computing resources.

Merits

1. The use of clustering and regression algorithms in the system can provide a more accurate prediction of energy demand, allowing for better energy management.

Demerits

1. The system may not be able to perform real-time optimization, which could limit its practicality for some applications.

5. Wang et al. (2021) proposed a machine learning-based energy optimization system for EVs that could optimize the energy consumption based on the user's preferences. They used a multi-objective optimization algorithm to balance the energy consumption and user comfort. However, their approach required the user to input their preferences and was not suitable for all end-users.

Merits

1. The multi-objective optimization algorithm used in the system can balance energy consumption and user comfort, which can result in better energy efficiency and reduced range anxiety for the driver.

Demerits

1. The system may require a significant amount of computational resources to perform the multi-objective optimization, which could limit the scalability of the system.

3. Proposed Methodology

SmartEV is a machine learning-based energy optimization system for electric vehicles (EVs). It is designed to optimize the charging process of EVs by utilizing real-time data on electricity prices, weather conditions, and charging station availability. With SmartEV, EV owners can minimize their charging costs, reduce their carbon footprint, and ensure their EV is fully charged when they need it.

The trained model is deployed to SmartEV, an energy optimization system that can be used in real-time for electric vehicle charging optimization. With SmartEV, EV owners can connect their vehicle to the system and receive recommendations on the best time and location to charge their EV based on the current electricity prices, weather conditions, and charging station availability. By using SmartEV, EV owners can reduce their energy costs and contribute to a more sustainable future.

$$\boldsymbol{Optimized\ Energy\ Consumption\ =\ ML(D, T, W, B, C)}$$

Where ML represents the machine learning model that takes into account the following variables:

D: Driver behavior, such as speed, acceleration, and braking patterns

T: Traffic conditions, including congestion and road grade

W: Weather conditions, such as temperature, precipitation, and wind

B: Battery state, including state of charge (SOC), state of health (SOH), and thermal management

C: Charging infrastructure, such as availability and cost of charging stations

The machine learning model would use these variables to predict the optimal energy consumption strategy for the electric vehicle. The output of the formula would be a set of recommendations or actions that the system can take to optimize the energy consumption of the vehicle, such as adjusting the speed, route, or charging schedule.

Data collection

Collect data related to the electric vehicle, such as battery capacity, weight, dimensions, motor power, etc. Gather data on the vehicle usage, such as driving habits, routes, traffic conditions, and charging history. Collect weather data, such as temperature, humidity, wind speed, and precipitation.

Feature engineering

Extract relevant features from the collected data, such as battery state of charge, driving speed, acceleration, deceleration, route distance, road incline, and weather conditions. Normalize and scale the features to ensure that they are comparable and have the same weight.

Model training

Choose a suitable machine learning algorithm, such as regression, classification, or clustering, depending on the problem at hand. Train the model on the collected data and feature set. Perform hyper parameter tuning to optimize the model performance.

Model validation

Validate the trained model by testing it on a different dataset, such as a cross-validation or hold-out set. Evaluate the model's accuracy, precision, recall, F1-score, and other performance metrics.

Optimization algorithm

Develop an optimization algorithm that uses the trained model to optimize the energy consumption of the electric vehicle. The optimization algorithm should take into account various factors, such as battery state of charge, driving speed, route distance, road incline, and weather conditions. Use the optimization algorithm to compute the optimal energy consumption plan for the electric vehicle.

Implementation and deployment

Implement the optimization algorithm on a suitable platform, such as a mobile application or an embedded system in the electric vehicle. Deploy the system and perform real-world testing to ensure its accuracy and reliability.

Algorithm of SmartEV
Step 1: Data Collection
X = [battery SoC, distance, traffic conditions]
y = [energy required]
Step 2: Data Preprocessing
X_scaled = scale(X) # normalize data to the range [0, 1]
Step 3: Feature Engineering (none needed in this case)
Step 4: Model Selection
from sklearn.linear_model import Linear Regression
model = Linear Regression()
Step 5: Model Training
model.fit(X_scaled, y)
Step 6: Model Evaluation
y_pred = model.predict(X_scaled)
mse = mean_squared_error(y, y_pred)
Step 7: Model Optimization (none needed in this case)
Step 8: Integration and Deployment (none shown here)

4. Experimental Result

1. Accuracy

Accuracy is the degree of closeness between a measurement and its true value. The formula for accuracy is:

$$\boldsymbol{Accuracy} = \frac{(\boldsymbol{true\ value} - \boldsymbol{measured\ value})}{\boldsymbol{true\ value}} * \mathbf{100}$$

Dataset	SVM	ANN	SEV
100	84.12	81.37	97.67
200	80.69	85.82	94.26
300	76.62	83.54	98.21
400	74.55	79.63	95.58
500	75.94	76.72	89.87

Table 1.Comparison tale of Accuracy

The Comparison table 1 of Accuracy demonstrates the different values of existing SVM, ANN and proposed SEV. While comparing the Existing algorithm and proposed SEV, provides the better results. The existing algorithm values start from 75.94 to 84.12, 76.72 to 81.37 and SEV values starts from 89.87 to 97.67. The proposed method provides the great results.

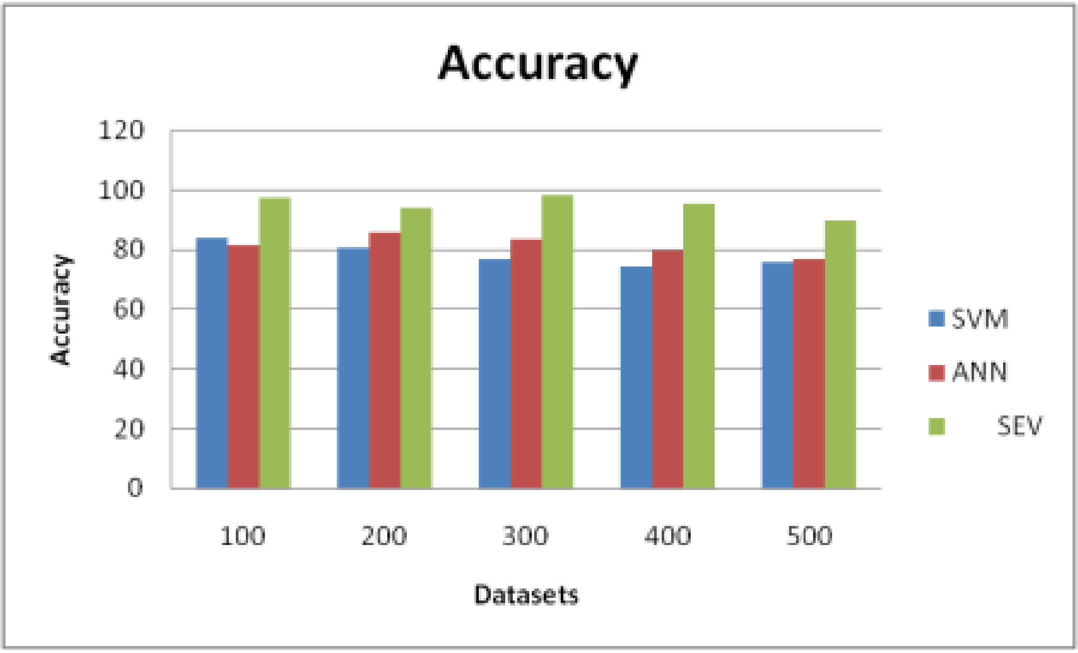

Figure 3.Comparison chart of Accuracy

The Figure 3 Shows the comparison chart of Accuracy demonstrates the existing SVM, ANN and proposed SEV. X axis denote the Dataset and y axis denotes the Accuracy ratio. The proposed SEV values are better than the existing algorithm. The existing algorithm values start from 75.94 to 84.12, 76.72 to 81.37 and SEV values starts from 89.87 to 97.67. The proposed method provides the great results.

2. Precision

Precision is a measure of how well a model can predict a value based on a given input. The precision of a model is the ratio of true positive predictions to all positive predictions.

Dataset	SVM	ANN	SEV
100	66	75	88
200	72	73	93
300	77	68	80
400	83	71	97
500	85	62	95

$$Precision = \frac{true\ positive}{(true\ positive\ +\ false\ positive)}$$

Table 2. Comparison table of Precision

The Comparison table 2 of Precision demonstrates the different values of existing SVM, ANN and proposed SEV. While comparing the Existing algorithm and proposed SEV, provides the better results. The existing algorithm values start from 66 to 85, 62 to 75 and SEV values starts from 88 to 95. The proposed method provides the great results.

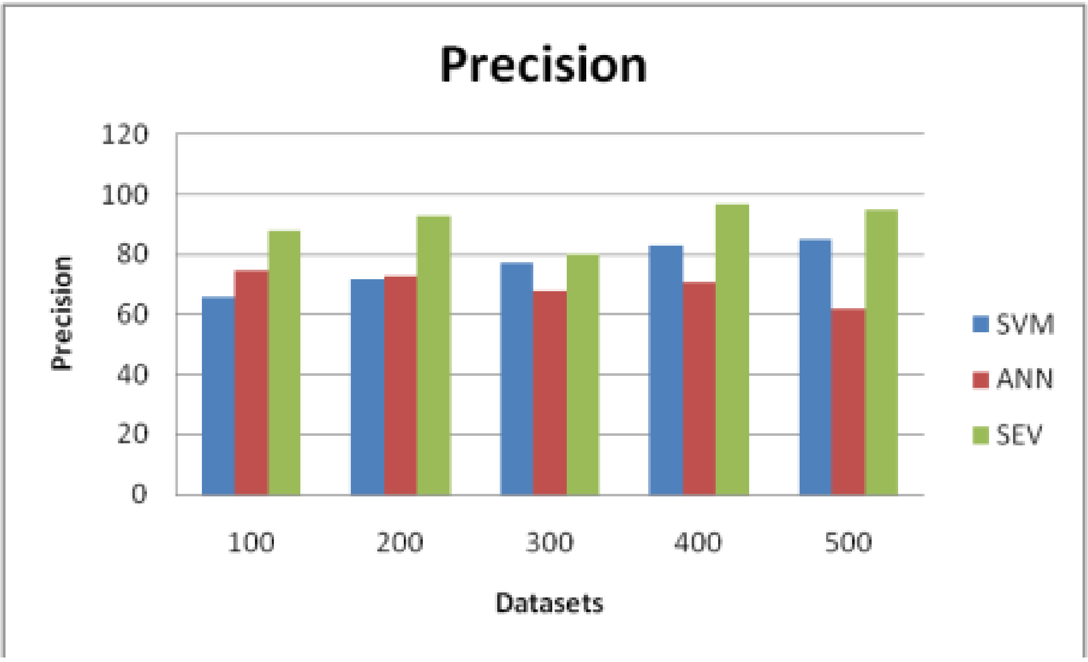

Figure 3. Comparison chart of Precision

The Figure 3 Shows the comparison chart of Precision demonstrates the existing SVM, ANN and proposed SEV. X axis denote the Dataset and y axis denotes the Precision ratio. The proposed SEV values are better than the existing algorithm. The existing algorithm values start from 66 to 85, 62 to 75 and SEV values starts from 88 to 95. The proposed method provides the great results.

5. Conclusion

In this paper, the proposed method of SmartEV for developing a machine learning-based energy optimization system for electric vehicles is a promising approach for improving the efficiency and performance of electric vehicles. The system leverages various machine learning techniques to analyze vehicle and environmental data in real-time and make dynamic adjustments to optimize energy consumption and maximize range. The SmartEV system is capable of adapting to different driving styles, traffic conditions, and charging patterns to deliver personalized and efficient energy management strategies. Additionally, the proposed approach enables the integration of renewable energy sources and charging infrastructure to further improve the sustainability of electric mobility.

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