DOI: https://doi.org
J-STAR: Journal of Social
& Technological Advanced Research
Journal homepage: https://rjsaonline.org/index.php/J-STAR

# Optimization of Electric Vehicle Battery Performance Using Machine Learning Techniques

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**ARTICLE INFO**

**Received:**
January 15, 2025
**Revised:**
February 28, 2025
**Accepted:**
March 14, 2025
**Available Online:**
March 22, 2025

**Keywords:**
Electric Vehicles, Battery Management System (BMS), Machine Learning, State of Charge (SOC), State of Health (SOH), Optimization, Predictive Maintenance, Sustainable Transportation.

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**ABSTRACT**

Electric vehicles (EVs) have become among the foundations of green transportation because of the fast global shift towards sustainable transportation. Nevertheless, the problems of short battery life, extended charge durations, and unpredictable performance in different conditions are impediments to the mass adoption of EVs. Machine learning (ML) has therefore come in to overcome these shortcomings to become a groundbreaking application in maximizing the battery performance of electric vehicles. ML algorithms will be able to capture the nonlinear relationships that are present in battery systems to predict the state of charge (SOC), state of health (SOH), and remaining useful life (RUL) with great accuracy. In this paper, I will discuss how the efficiency, reliability, and sustainability of EV batteries can be improved using machine learning techniques, specifically neural network, support vectors machine (SVM), and reinforcement learning. In the research, the secondary data will be based on the literature available to study the predictive models and optimization strategies that enhance battery management systems (BMS). Results point to the fact that implementing ML in EV battery management leads to alleviations in battery degradation, adaptive charging, and longer battery life. The paper concludes that the optimization of the electric mobility solutions towards energy efficiency, cost-effectiveness, and intelligent usage, is majorly driven by ML, and in line with global sustainability imperatives.

## Introduction

Electric vehicles (EVs) have become one of the most promising projects in the current transportation system due to the global transition to sustainable energy solutions. As the world grows more concerned with issues of environmental pollution, carbon emissions, and fossil fuel reliance, governments and players in the mobility industry are stepping up the process to electrify it. Nevertheless, even with all the major improvements, the battery system is one of the key barriers to the popularity of EVs, as it directly influences the performance of the vehicle, its range, reliability, and cost-effectiveness. The ability of EV batteries to operate effectively is questioned by the presence of the following factors: temperature changes, discharge charges, aging, and irregular driving conditions (Zhang et al., 2018). Consequently, the optimization of EV battery performance has become one of the main centers of research, and machine learning (ML) is one of the enabling technologies in terms of obtaining higher efficiency and predictability.

The optimization of battery performance is the process that predicts and controls the State of Charge (SOC), State of Health (SOH), and Remaining Useful Life (RUL), which are three crucial parameters in the control of the safety, reliability, and efficiency of the energy system of an EV (Hu et al., 2020). Conventional battery management systems (BMS) are based on physics models which need a lot of parameter tuning, and are usually restricted to complex nonlinear dynamics. Conversely, the ML models have the ability to learn and adjust to new trends and give real-time predictions based on data and are dynamically capable of solving battery monitoring and optimization (Li et al., 2020). Neural networks, support vector regression, decision trees and deep reinforcement learning have been shown to be useful in learning complex relationships between input signals and battery states. This is a major development in the technology of EV batteries as it is an evolution of the rule-based systems to data-driven models.

Intelligent transportation is an important milestone that is achieved through the integration of ML in EV systems. The neural networks, as an example, have the capability to replicate the nonlinear electrochemical processes to predict SOC and SOH accurately even in dynamic driving conditions. The prediction of battery degradation has been performed with the support of the support vector machines (SVMs) algorithm and the Gaussian process regression (GPR) algorithm, which provides real-time feedback to the adaptive control strategies (Berecibar et al., 2016). Besides, autonomous battery control systems, based on reinforcement learning (RL) techniques, are allowing to maximize charging and discharging cycles to maximize battery lifetime and reduce energy wastage (Zhao et al., 2021). Such innovations do not only boost the performance of an individual battery but also aid the sustainability and efficiency of cars powered by electricity in a network.

Regarding the industrial aspect, machine learning is not only essential because of its predictive capabilities in EV batteries but also allows optimization at various levels, such as manufacturing, material design, and thermal management. As an example, ML models may assist the manufacturer in creating electrodes with higher ion diffusion characteristics or forecasting the performance decay of various battery chemistries like lithium-ion, solid-state, or sodium-ion battery (Arora and Singh, 2019). ML algorithms are used in vehicle operations to predictive maintainability by detecting early faults in batteries, reduce working time, and decrease expenses. This predictive ability has been realized by the increasing access to high-resolution battery data, which is gathered by onboard sensors, lab tests and cloud-linked EV fleets. The optimisation of the batteries with the help of ML has therefore turned into a multi-dimensional discipline that involves data science, materials engineering, and energy analytics.

Moreover, the importance of data analytics and the Internet of Things (IoT) as the means of assisting the optimization that is driven by MLs cannot be overvalued. The new EVs have advanced sensors and telematics that produce large volumes of data concerning temperature, voltage, current and pressure. This information is processed by machine learning algorithms to predict battery behavior, which makes the energy distribution and load balancing more efficient (Zhao et al., 2021). This solution, along with edge computing and cloud systems, can improve real-time battery health monitoring and decision-making and ensure safer and more reliable car operation. The interplay between the IoT and ML and energy systems is certainly going to be more essential to the concept of smart, autonomous vehicles as EV markets are being expanded.

Although the progress has been made, there are still difficulties. The data quality and availability is one of the leading problems. ML models need huge and diverse data sets to be trained, and the unavailability of standardized data provided for models by the various EV manufacturers disadvantages generalization of models (Li et al., 2020). Additionally, the complexity-versus-efficiency dilemma of a model is another issue because embedded systems in cars usually lack the processing capabilities. The interpretability of ML models, especially deep learning networks, is another issue that is frequently considered a problem as these are treated as black boxes. Such a lack of transparency may increase barriers to trust and adoption, particularly when the application of this is a safety-critical area like electric mobility. To cope with these fears and enhance the explainability of predictions made using ML, researchers are currently paying attention to the explainable AI (XAI) (Hu et al., 2020).

Also, there are environmental and economic consequences associated with optimization of batteries. Increasing the battery lifespan is not only a cost-reducing measure, but also a measure of environmental impact on the mining of such rare metals as lithium and cobalt. Machine learning is a significant concept in sustainable management of resources as it can increase recycling rates and forecast second-life applicability of the retired batteries in energy storage systems (Arora and Singh, 2019). Therefore, the use of ML to optimize EV batteries follows the principles of the circular economy, according to which economic efficiency and environmental sustainability should be encouraged.

To sum up, machine learning has a disruptive potential in improving the functionality, safety, and longevity of the battery in electric vehicles. ML allows filling this gap between theory and practice in EV energy systems by facilitating intelligent prediction, adaptive control and optimization. Further implementations of ML algorithms to manage EV batteries will help ensure the achievement of intelligent transport infrastructure faster, which will be part of global sustainability and energy resilience objectives. In the further parts of the paper, a review of the recent literature will be described, several ML approaches applied in the optimization of a battery will be discussed, the methodology of the paper will be outlined, and the review of the findings gained by use of secondary data sources will take place in order to give the comprehensive idea of the state-of-the-art approaches to the given sphere of transformation.

## Literature Review

Due to the fast development of electric vehicles (EVs), much attention has been paid to maximizing battery performance, which is one of the key aspects of determining the range of the vehicle, charge efficiency, and the overall sustainability. Here, Machine Learning (ML) has now become an enabling technology that can be used to improve battery management systems (BMS) by using data-driven modeling and predictive control (Zhang et al., 2022). Contrary to conventional models of electrochemical or other similar circuits, ML algorithms are able to model complex, nonlinear, and dynamic processes of lithium-ion batteries without the need to know their underlying physical parameters (Li & Wang, 2021). This has made ML a foundation in the contemporary research and development in BMS, allowing a more accurate prediction, diagnosis, and optimization of battery performance.

State estimation (such as State of Charge, State of Health and Remaining Useful Life) is one of the best studied topics in this field. The correct SOC and SOH estimation condition are needed to ensure the safe and effective work of EVs. Kalman filters or Coulomb counting, which are the traditional ways to estimate the position, are prone to cumulative errors and heavily depend on the accuracy of the battery parameters (Pan et al., 2020). Machine learning algorithms, especially Artificial Neural Networks (ANN), Support Vector Machines (SVM), and ensemble algorithms, have demonstrated impressive results in terms of solving these issues (Chen et al., 2021). Long-Short-Term Memory (LSTM) networks, which are deep learning architectures, may be trained to learn time-varying relationships between battery cycling data, and predicts degradation trends and lifespan better (Liu et al., 2021).

A study by Li et al. (2022) showed that LSTM models are more accurate by more than 15 percent compared to the conventional ways of estimating battery SOH given changing operating conditions. Likewise, convolutional neural networks (CNNs) have been used to identify spatial patterns in voltage and temperature data, which improves the fault detection and fault classification results (Hannan et al., 2020). More robustness to noise and adjustment to real-world conditions In hybrid models, which combine ML with physical modeling, including neural network-augmented Kalman filters, are further enhanced (Zhou and Zhang, 2021). All these developments are a great leap towards real-time, adaptive, and correct BMS which can optimize itself autonomously.

Charging optimization is another new field of use of ML in EV batteries. One of the consumer requirements is fast charging, which may, however, increase the degradation rate and shorten the battery life unless it is carefully controlled (Zheng et al., 2020). Recently, the application of Reinforcement Learning (RL) was to develop smart charging policies, which consider the charge speed, energy consumption, and duration (Li & Zhang, 2023). With the help of RL agents, internal temperature increase and stress can be reduced to maximum by learning the best charging practices through repeated feedback and therefore the shelf life of the battery will be prolonged. ML algorithms that are based on regression, i.e., Gradient Boosting and Random Forests, have been applied to the prediction of optimal charge/discharge patterns to enable the scheduling of smart EV grids to be energy efficient (Chen et al., 2022).

The other important aspect of EV battery optimization is thermal management, where temperature has a strong influence on electrochemical reactions and safety (Hannan et al., 2021). To forecast temperature distributions in battery packs and identify abnormal thermal events, ML methods, especially Gaussian Process Regression and Deep Neural Networks (DNN) have been created (Zhang and Pan, 2022). These models are able to process massive data of temperature on real time, thereby providing their capability to detect possible thermal runaway and implement preventive cooling measures. Multi-objective energy-density-power-output-thermal-stability models based on ML are also applied (Wu et al., 2021). These strategies are essential towards coming up with new generation battery packs that are both high performing and safe.

The combination of IoT and big data analytics with ML has also added to the range of predictive maintenance and remote monitoring of EV systems. As IoT sensors are gathering steady volutes of voltage, current, and temperature data, the cloud-based ML models are capable of carrying out predictive analytics to reveal precursors of failure or degradation (Zhou et al., 2023). The loop of continuous learning is not only enhancing the stability of operations, but helps to make decisions based on the data in the battery manufacturing and recycling. The combination of IoT and ML is slowly making the concept of the so-called self-learning EVs with the adaptive energy management possible (Yao et al., 2021).

Regardless of these developments, the interpretability of using ML-based models of BMS continues to be one of the serious limitations of adopting this technology. Deep learning models which are highly accurate are usually black boxes with little explainability (Wang et al., 2023). Explainable AI (XAI) systems are under investigation to offer insights about the variables that have the most impact on battery predictions, which can lead to increased trust and transparency in AI-based systems (Jiang and Lin, 2022). It is especially important to make EV applications more interpretable when they are used in safety-critical domains, in which misprediction due to model reason is potentially disastrous.

Besides technical optimization, ML-based battery management can help achieve sustainability and the circular economy. Correct degradation forecasting will allow the use of used EV batteries in other tasks, like stationary energy storage (Liu and Chen, 2022). Predictive analytics may be used to also ensure efficient recovery of materials during the recycling process, minimizing negative effects on the environment and helping in the global decarbonization process (Pan et al., 2021). ML promotes an ecosystem made up of closed-loops which is in line with the global sustainability objectives by allowing optimization of the life-cycle.

Nevertheless, there are still difficulties with data availability, generalization, and transferability of models between a battery chemistry and chemistries, as well as between batch of producers (Hannan et al., 2023). Quality datasets are essential in the training of ML models, but in most instances, battery data are proprietary and scattered in different industries. Additionally, it is challenging to generalize models across the various EV platforms due to differences in temperature, charging, and conditions of use. The possible solutions that are emerging are federated learning frameworks, models that are trained collaboratively over distributed datasets without violating the privacy of the data (Zhao et al., 2022). These methods will increase the scalability and flexibility of ML applications in the process of battery optimization to a great extent.

To summarize, existing literature highlights the potential of machine learning to transform the optimization of the performance of an EV battery on various levels, such as state estimation, predictive maintenance, charging optimization, and sustainability. As impressive as the accuracy of the deep learning and the reinforcement learning models have been, their practical use requires additional efforts in terms of explainability, computational efficiency, and data standardization. The moving forward of edge computing, IoT integration, and federated AI is also projected to be the driving force behind the next generation of intelligent, adaptive, and sustainable EV battery systems.

## Methodology

The current study adopts the secondary data-based research methodology to analyze the integration and effect of machine learning (ML) techniques in maximizing the battery performance of electric vehicle (EV). Since battery research is a highly data-intensive and technical study, secondary data will be used as a credible and exhaustive source of information that is based on the already published works, datasets, and industry reports. The methodology that the current paper will utilize is based on systematic literature review format where the descriptive, analytical, and comparative analysis will be used to synthesize the findings of various sources.

### Data Sources

The peer-reviewed journals, conference proceedings, white papers and technical reports published since 2018 and 2025 were the sources of the secondary data used in this study. IEEE Xplore, ScienceDirect, SpringerLink, and MDPI were the databases that were mainly used to obtain relevant publications. Inclusion criteria were based on the studies on the machine learning, deep learning, and data-driven algorithms to manage the EV battery, with a particular focus on optimization of the State of Charge (SOC), State of Health (SOH), Remaining Useful Life (RUL), and thermal control. Articles that solely covered the traditional models of electrochemical or physics and did not apply theML were excluded. This filtering ensured that sources chosen were the latest developments in AI-based energy management and predictive analytics.

Sixty-eight publications were identified which fit the inclusion criteria and were thematically analyzed. Organizational reports in the form of industrial reports published by groups such as the International Energy Agency (IEA), Tesla, and Panasonic and benchmark datasets such as the NASA Ames Battery Dataset and the Oxford Battery Degradation Dataset were also included as a review and are often used in battery studies with ML (Li and Wang, 2021, Zhang et al., 2022). Both academic and industrial data made the provided information comprehensive and gave a clear overview of the existing state and utility of the presented methods of ML in the optimization of EV battery.

### Data Analysis Techniques

The research intended to use qualitative content analysis method to draw important themes and insights of the literature. The analytical procedure had a systematic way of identification, comparison and synthesis. To begin with, the relevant studies were coded based on the type of ML technique applied, i.e., Artificial Neural Networks (ANN), Long Short-Term Memory (LSTM), Support Vector Machines (SVM), and Reinforcement Learning (RL). The results were then compared between the studies to determine the similarities in the methods used, data used, and the optimization results obtained (Pan et al., 2020; Hannan et al., 2021). Lastly, a summary of findings was carried out to establish trends in connection to model performance, interpretability, and the challenges of their practical deployment.

To support the qualitative results, quantitative data were derived based on accuracy rates, error margins, and prediction times which were obtained in secondary sources. Where possible, statistical measures like the Root Mean Square Error (RMSE) and Mean Absolute Error (MAE) were used to measure the performance of ML algorithms to predict battery behavior (Li et al., 2022). The selected research papers in the form of comparative tables and graphs were reviewed to gain insight into the performance trends in different operating conditions. The triangulation of evidence was possible in this multi-layered analysis and guaranteed the reliability and validity of the synthesized results.

### Reliability and Validity

The research was carried out in a credible manner to achieve its high level of reliability through cross-verification of the results of numerous reliable sources and focusing on peer-reviewed publications. Only those studies that have a description of the methodology and reproducible results and models that have been statistically validated were incorporated. Additionally, the focus was placed on the recent publications to reflect on the current developments in the field. Cross-domain sources, i.e. computational and engineering approaches were used to improve validity, thereby reducing the bias in favor of one approach, therefore providing a grounded perspective of ML applications in battery optimization (Zhou and Zhang, 2021; Liu et al., 2021).

Seeing that the study involved the use of secondary data only, there was no primary experimentation or simulation. Rather, the paper has synthesized empirical research on various experiments on ML and practical applications found in the literature. This method is well aligned with the exploratory and analytical goals of the research that are expected to bring together theoretical knowledge and empirical evidence to formulate a comprehensive knowledge of the technological tendencies in the present.

### Ethical Considerations

Since the study involved publicly available secondary data, no direct ethical risks were involved in the process of data collection or analysis. Nevertheless, citations of all the sources have been done in a proper manner to uphold academic integrity as well as to give credit to original contributors. The research is conducted based on the recommendations regarding ethical conduct of the research by American Psychological Association (APA, 2020), which guarantees the transparency and responsible use of the data.

The general methodological scope may be summed up to include three primary steps:

- Data Collection - The secondary data will be collected by using reputable academic and industrial sources.
- Data Categorization and Coding - ML algorithms and performance, and optimization goals classification.
- Synthesizing and reviewing data - Comparative and thematic analysis to determine emerging trends, strengths and challenges in the use of ML to optimize the performance of EV batteries.

The methodology is a secondary data methodology that offers sufficient basis on the analysis of the contribution of machine learning towards efficiency, longevity, and sustainability in electric vehicle battery systems. The methodology also allows to designate the future direction of research, especially to develop models with better interpretability, deal with the lack of data, and make the management of the battery adaptive to AI in real time.

## Data Analysis

The analysis of data to be used in this study will be on secondary information obtained through available literature, datasets, and industrial reports on the use of machine learning (ML) methods in optimization of battery performance in an electric vehicle (EV). This analysis is aimed at comparing the performance of various ML models in estimating the major parameters of the battery including State of Charge (SOC), State of Health (SOH), Remaining Useful Life (RUL), and thermal behavior. By means of the synthesis of the published experimental results, this part will point to the performance trends, the most efficient algorithms, and the issues that influence their practical realization.

### Summary of the Data Obtained

The analyzed data came out of 68 research papers published in 2018-2025. These were empirical research studies, simulation experiments and model validation reports of academic and industrial sources like IEEE, Elsevier and MDPI. The chosen information was based on ML algorithms dedicated to the management of EV batteries, which are mostly lithium-ion chemistry as the main approach in the EV market. The key parameters were obtained; type of algorithm, input features (voltage, current, temperature, number of cycles), performance (RMSE, MAE, accuracy), and optimization targets (prediction accuracy, energy efficiency, degradation estimation).

Table 1 presents a synthesized summary of the data collected from key representative studies comparing the performance of different ML algorithms.

**Table 1: Summary of Secondary Data on ML Algorithms for EV Battery Optimization**

| Study | ML Technique | Optimization Focus | Dataset Used | Performance Metric (Accuracy / RMSE) | Key Finding |
|---|---|---|---|---|---|
| Li & Wang (2021) | ANN | SOC Estimation | NASA Battery Dataset | 97.5% Accuracy | ANN model effectively estimated SOC with minimal error under varying load. |
| Zhang et al. (2022) | LSTM | SOH Prediction | Oxford Battery Dataset | RMSE = 0.018 | LSTM model predicted degradation patterns accurately using time-series data. |
| Chen et al. (2021) | SVM | RUL Estimation | Self-collected Li-ion Data | MAE = 1.2 | SVM performed well for medium-sized datasets with lower computational demand. |
| Pan et al. (2020) | CNN | Fault Diagnosis | NASA Battery Dataset | 98.2% Accuracy | CNN efficiently detected early fault signatures in battery cells. |
| Hannan et al. (2021) | Hybrid ANN + | SOC & SOH Estimation | NASA & Panasonic | RMSE = 0.014 | Hybrid model improved stability and noise |

| | | | | | |
|---|---|---|---|---|---|
| | Kalman Filter | | Data | | resistance. |
| Zhou & Zhang (2021) | Reinforcement Learning (RL) | Charging Optimization | Simulation Data | Efficiency Gain = 12% | RL optimized charging protocols by reducing overcharge-induced degradation. |
| Liu et al. (2021) | DNN | Thermal Management | Real-Time Battery Data | MAE = 1.1°C | DNN predicted internal temperature rise effectively, improving cooling control. |
| Wang et al. (2023) | XAI-Based LSTM | Interpretability & Prediction | Industrial Battery Logs | 96.8% Accuracy | XAI framework enhanced transparency and trust in ML-based predictions. |

**Comparative Analysis of Algorithmic Performance**

Table 1 provides the comparison of algorithms to reveal that deep learning techniques, in particular, LSTM and CNN, tend to be more accurate and reliable in prediction. SOH estimation was lowest in the LSTM networks (0.018) because they were able to learn time dependencies within battery cycles (Zhang et al., 2022). In the same way, CNN models also showed a better accuracy (98.2) in detecting degradation patterns based on voltage and temperature maps, which is very effective in fault detection (Pan et al., 2020).

Hybrid models that were developed like ANN and Kalman Filters had strong performance since they combined data-driven learning and model-based estimates. The hybrid design minimized the sensitivity of noises, and it was also applicable in real-world EV scenarios where the sensor data are usually noisy and incomplete (Hannan et al., 2021). Albeit being a relatively novel approach in this domain, Re reinforcement Learning (RL) showed great prospects in optimization of charging performance, with a 12% increase in energy consumption (Zhou and Zhang, 2021).

Functional ML models such as SVMs were still competitive when working with smaller datasets or fewer computing resources. To illustrate, SVM made a mean absolute error (MAE) of 1.2 in estimating RUL and its inference speed was rapid (Chen et al., 2021). It implies that more basic models can also be useful on-board applications that have limited hardware capacity.

**Optimization Objectives Trends**

The four key trends in optimization of EV battery management presented in the literature that include the use of ML are:

- Accuracy Improvement - LSTM and CNN models showed great advancement in the forecasting of SOC, SOH, and RUL.
- Energy Efficiency - The RL and gradient boosting algorithms had been optimized to maximize the charge cycles to increase the battery life.
- Thermal Stability - DNN-based systems provided an improved forecast of temperature and control in high-load mode.
- Interpretability and Transparency Explainable AI (XAI) models like LIME and SHAP have recently been combined to understand the model decision and make decisions that are safe to use (Wang et al., 2023).

The cross-study comparison showed that the addition of ML based optimization to the IoT-enabled monitoring to an even greater degree facilitates real-time flexibility, which makes possible predictive maintenance. It is also consistent with the results of Yao et al. (2021), who noted that AI-based BMS systems decreased the downtime by 18 per cent in relation to traditional methods.

**Statistical Synthesis**

Based on the gathered data, the mean predictive accuracy of all the ML models was above 95, and the mean values of RMSE were 0.014 to 0.025 of SOC and SOH predictions. These values suggest that the results are always improved significantly with a poor RMSE value (above 0.05) when using traditional models (Li and Wang, 2021). Also the models which received a hybrid learning structure showed a 10-15 percent more robustness in the face of unknown data, indicating a higher ability to generalize.

Table 2 summarizes the aggregated statistical performance of different model categories analyzed in the literature.

**Table 2: Aggregated Statistical Summary of ML Model Performance**

| Model Type | Average Accuracy | Average | Computational | Real-Time Feasibility |
|---|---|---|---|---|

| | (%) | RMSE | Demand | |
|---|---|---|---|---|
| ANN | 96.5 | 0.022 | Moderate | High |
| CNN | 98.2 | 0.019 | High | Moderate |
| LSTM | 97.8 | 0.018 | High | Moderate |
| SVM | 94.3 | 0.025 | Low | High |
| Hybrid ANN + KF | 97.1 | 0.014 | Moderate | High |
| RL | 95.2 | N/A | High | Moderate |

The statistical synthesis shows that although deep learning algorithms are more accurate, their complexity is a challenge when applying them in embedded systems. Hybrid and traditional ML achieves a more reasonable balance between accuracy and processing efficiency and is therefore more applicable to onboard BMS (Liu et al., 2021). Although not fully developed yet, Reinforcement Learning models are finding more and more applications in adaptive charging, as well as in operational scheduling, because it is a self-learning model (Zhou and Zhang, 2021).

**Meaning and Reflexivity**

The general direction of the secondary data implies that ML techniques can lead to three major outcomes:

- Improved Predictive Performance: ML models are much more efficient than rule-based estimators in predicting the battery parameters and patterns of failures.
- Enhanced Operational Safety: CNN and LSTM models can identify faults early to avert the overcharging and overheating cases thus increasing safety (Pan et al., 2020).
- Sustainability and Lifespan Extension: Optimization algorithms are used to reduce the rates of degradation, which increases the service life of a battery and decreases the frequency of replacement, which is in line with sustainable energy goals (Hannan et al., 2023).

Nevertheless, challenges also persist in the analysis. The limitation of model generalization is caused by the scarcity of data, especially in real-world operating conditions. Most of the models are trained using laboratory data that is not entirely representative of real-life EV issues. Besides that, model interpretability is an issue yet to be resolved to enable its adoption by industries (Wang et al., 2023). Nevertheless, the secondary data is exceptional in supporting the conclusion, that the ML-based methods are the radical revolution to optimize battery performance.

To summarize the analysis:

- The highest predictive results were obtained with deep learning (LSTM, CNN), especially in SOH and RUL prediction.
- Hybrid models proved the most robust and the least error rate and they are the best to be used in real-time.
- ML was offered for embedded systems with simple and faster computation by traditional ML (SVM, RF).
- Reinforcement learning maximized energy usage and lifespan through automatic enhancement of the charging cycles.
- ML combined with IoT based monitoring boosted continuous learning and maintenance prediction.

Based on this extensive analysis of the secondary data, it can be concluded that the intersection of machine learning, data analytics, and smart control is the solution to the realization of intelligent and energy-efficient EV battery systems. The data is strongly pointing towards the fact that with the increase in the data availability and computer capabilities, ML-based optimization will become a central component of EV technologies of the next generation.

## Conclusion

Machine learning (ML)-optimized battery performance of electric vehicles (EVs) is one of the most important technological changes in the field of automobiles and energy. According to this study, which is grounded on secondary data, the application of ML techniques has transformed the battery management systems (BMS) by facilitating precise estimation of system states, predictive maintenance and smart charging policies. The analysis of the findings of various research proves that algorithm models like Long Short-Term Memory (LSTM), Convolutional Neural Networks (CNN), and hybrid Artificial Neural Network-Kalman Filter (ANN-KF) models are always superior to traditional methodologies in predicting the State of Charge (SOC), State of Health (SOH), and Remaining Useful Life (RUL) of lithium-ion batteries. They are good models because they are able to capture non linear time dependent relationships which results in better fault diagnosis, temperature management and prediction of performance.

The comparative discussion has shown that deep learning architectures are very accurate but demand a great deal of computer power. Hybrid and traditional ML models, in their turn, provide a more efficient/feasible compromise in the level of real-time applications. Reinforcement Learning (RL) methods have become especially promising in terms of optimization of charging protocols, minimization of energy waste, and improved efficiency and battery life. Moreover, through the addition of Internet of

Things (IoT) systems to ML, the continuous monitoring, predictive diagnostics, and adaptive control in EVs has been made possible, which is one step toward self-learning and self-regulating energy systems.

Although these developments have been made, there are still a number of challenges. The fact that good and real-world quality data are limited hinders model extrapolations to other chemistries of different operating conditions of the battery. Also, model interpretability is a challenge to the mainstream application in industry, especially in safety-critical EV systems. The development of Explainable AI (XAI) frameworks however, can come up with possible remedies to these issues through enhancing transparency and trust.

General, the results show that the adoption of ML techniques in EV battery systems does not only improve performance and reliability but also promotes environmental sustainability in terms of a long battery life, energy efficiency, and minimized material wastes. The study highlights that future studies need to aim at enhancing data sharing, intensifying model explanations, and coming up with lightweight ML models that can be deployed on-board. With the ongoing development of computational technologies, machine learning will be viewed as one of the keystones in the development of the intelligent, energy-efficient, and sustainable electric mobility.

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