"DESIGN AND ANALYSIS OF A HYBRID BASED BATTERY MANAGEMENT SYSTEM FOR ELECTRIC VEHICLES(EVS)"

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***Abstract*— The battery the executives framework (BMS) is a basic part of electric and crossover electric vehicles. The motivation behind the BMS is to ensure protected and solid battery activity. To keep up the wellbeing and dependability of the battery, state observing and assessment, charge control, and cell adjusting are functionalities that have been executed in BMS. As an electrochemical item, a battery demonstrations contrastingly under various operational and ecological conditions. The vulnerability of a battery's presentation represents a test to the execution of these capacities. This paper tends to worries for current BMSs. State assessment of a battery, including condition of charge, condition of wellbeing, and condition of life, is a basic errand for a BMS. Through inspecting the most recent systems for the state assessment of batteries, the future difficulties for BMSs are introduced and potential arrangements are proposed also.**

Keywords BMS,EVs,Battery lithium-ion battery; state of charge; state of health; state of life

1.INTRODUCTION

From compact hardware to electric vehicles (EVs), batteries are broadly utilized as a primary fuel source in numerous applications. Enthusiasm for batteries for EVs can be followed back to the mid-nineteenth century when the main EV appeared . Today, since EVs can diminish fuel utilization up to 75% , EV batteries have increased reestablished consideration in the vehicle market. Boston Consulting Group has revealed that, by 2020, the worldwide market for cutting edge batteries for electric vehicles is required to contact US $25 billion, which is multiple times the size of the present whole lithium-particle battery market for customer hardware. Th Advanced Battery Consortium (USABC) have define least objectives for battery qualities for the drawn out commercialization of cutting edge batteries in EVs and mixture electric vehicles (HEVs) . Toenlarge the piece of the pie of EVs and HEVs, security and dependability are the top worries of users.However, the two of them are liable to the battery innovation as well as the administration framework for the battery. Along these lines, a battery the executives framework (BMS), as the connector between the battery and the vehicle, assumes an essential part in improving battery execution and enhancing vehicle activity in a protected and dependable way. Considering the fast development of the EV and HEV market, it is dire to build up a far reaching and develop BMS. Like the motor administration framework in a gas vehicle, a measure meter ought to be given by the BMS in EVs and HEVs. BMS markers should show the condition of the wellbeing, utilization, execution, and life span of the battery. Because of instability, combustibility and entropy changes, a lithium-particle battery could touch off whenever cheated. This is a major issue, particularly in EV and HEV applications, in light of the fact that a blast could cause a lethal mishap . Besides, over-release causes diminished cell limit because of irreversible synthetic responses. Consequently, a BMS needs to screen and control the battery in view of the well being hardware consolidated inside the battery packs. At whatever point any unusual conditions, for example, over-voltage or overheating, are distinguished, the BMS ought to tell the client and execute the preset amendment system. Notwithstanding these capacities, the BMS likewise screens the framework temperature to give a superior force utilization conspire, and speaks with singular parts and administrators.

As the green movement will increase in quality, additional and additional electrical vehicles (EVs) of all kinds—from electrical scooters to cars to buses and product trucks can grace the roads. Power designers are challenged to produce systems which will be tailored to a good type of differing types of batteries and vehicles with immensely numerous performance needs. This report examines the key issues that square measure best suited to meeting the challenges of as well as battery performance, lifespan and, of course, safety whereas coming up with intelligent battery management and charging systems EV battery packs are created of multiple cell modules organized nonparallel and in parallel. organized round the battery pack and throughout the vehicle, the battery management system (BMS) is comprised of many elements, including observance elements close to the battery cells themselves, one or additional power-conversion stages dictated by the requirements of the vehicle, and intelligent controllers or embedded processors placed at strategic locations in the design to manage numerous aspects of the facility system.

- This project introduces A battery observation computer circuit (BMIC) or cell-balancer device is often assigned to observe the voltage of every battery cell during a module, the temperature of varied points within the module and other conditions. This information is reportable to a cell management controller (CMC) and, counting on the quality of the system, on to higher-order processing parts, like one or a lot of battery management controllers (BMC). The exactitude of these measurements and also the frequency of the communications from the BMIC to the CMC and BMC is essential to detective work a condition of concern early on and taking corrective action before it becomes hazardous. for instance, the BMC may stop regenerative charging or scale back the ability draw from a pack to come individual cell temperatures to an appropriate vary or the driving force of the vehicle might be alerted to such a condition through a “check engine” light-weight on the dashboard. In any case, the BMICs should be capable of terribly correct measurements and strong communications with the CMCs so a BMC will take the correct corrective action during a timely fashion. associate degree electron volt is so terribly challenging in terms of planning a good communication network thanks to the abundance of electrical noise within the surroundings. Lithium-ion battery packs are the predominant energy storage systems in aircraft, electric vehicles, portable devices, and other equipment requiring a reliable, high-energy-density, low-weight power source.

- The battery management system (BMS) is responsible for safe operation, performance, and battery life under diverse charge-discharge and environmental conditions.

- Using Simulink, engineers can exercise the battery management system over a range of operating and fault conditions before committing to hardware testing. You can generate C code from Simulink models to deploy your control algorithms for rapid prototyping of systems or microcontrollers.

- Simulink generates code from the battery and electronic component models, letting you perform real-time simulation for Hardware testing to validate your BMS before hardware implementation.

II Literature Review

1. Akhtar Hussain ; Van-Hai Bui ; Hak-Man Kim proposed Optimal Sizing of Battery Energy Storage System in a Fast EV Charging Station Considering Power Outages”, IEEE Transactions on Transportation Electrification (Volume: 6 , Issue: 2 , June 2020). determine the optimal size of an energy storage system (ESS) in a fast electric vehicle (EV) charging station, minimization of ESS cost, enhancement of EVs' resilience, and reduction of peak load have been considered in this article. Especially, the resilience aspect of the EVs is focused due to its significance for EVs during power outages. First, the stochastic load of the fast-charging station (FCS) and the resilience load of the EVs are estimated using probability distribution functions. This information is utilized to maintain the energy level in the ESS to ensure the resilience of EVs during power outages. Then, the annualized cost of the ESS is determined using the annual interest rate and lifetime of ESS components. Finally, the optimal ESS size is determined using the annualized ESS cost, penalty cost for buying power during peak hours, and penalty cost for resilience violations. Simulations along with sensitivity analysis of uncertainties (market price, arrival time of EVs, and the residual energy level of EVs), number of EVs in the FCS, and converter ratings are conducted. Simulation results have shown that increasing the penalty cost for peak intervals is a viable solution to decrease the peak load while controlling the cost of the FCS..

2. Sini Han ; Duehee Lee ; Jong-Bae Park , investigated in Optimal Bidding and Operation Strategies for EV Aggegators by Regrouping Aggregated EV Batteries IEEE Transactions on Smart Grid 04 June 2020. propose an optimal operation strategy for an electric vehicle (EV) aggregator (AGG), which performs energy arbitrage in the energy market and provides ancillary services from aggregated EVs, while providing charging services to EVs to maximize the profit in a future energy market. We group EV batteries as several virtual batteries (VB) with respect to their departure time and stages to implement multiple schedules simultaneously in the multi-stage stochastic optimization (MSSO). They are continuously grouped and regrouped as EVs arrive and depart. We predict VB scenario trees of stepwise EV driving routes and optimize the decisions in responding to uncertain EV movements. The VB states change as EVs enter and exit through the stages, so we should indirectly track time-varying VB characteristics at each stage. Then, we distribute the regulation bids for the VBs to the individual EVs. To reduce mismatches between the bidding amounts for VBs and actual transacted amounts for EVs, we suggest a novel binary progressive hedging algorithm to quickly determine the VB operations. Based on data from historical vehicle statistics, we verify that our strategy with the MSSO model provides a higher profit to the AGG than two-stage stochastic models.

3. Yunlong Shang ; Chong Zhu ; Yuhong Fu ; Chunting Chris Mi proposed in “An Integrated Heater Equalizer for Lithium-Ion Batteries of Electric Vehicles IEEE Transactions on Industrial Electronics (Volume: 66 , Issue: 6 , June 2019) In this paper, an automotive onboard heater equalizer is proposed to heat low-temperature batteries and balance cell voltages without the requirement of external power supplies. The proposed integrated topology only needs one MOSFET for one cell, resulting in a compact size and low cost, which can be easily applied to electric vehicles. In particular, all MOSFETs are driven by one high-frequency pulsewidth modulation signal and the batteries can be heated internally by the ohmic and electrochemical losses and

warmed externally by the switching and conduction losses of MOSFETs, leading to a high heating speed and efficiency. Further, a thermoelectric model for the internal and external combined heating is developed to provide guidance for the optimized design of the proposed heater. In addition, the proposed topology can realize passive balancing of series-connected battery strings at a higher switching frequency and a smaller duty cycle. Experimental results show that the proposed heater, by generating a periodic ramped discharge current with an rms value of 1.8 C at a switching frequency of 150 kHz, can heat the lithium-ion batteries from -20 to 0 °C within 1.9 min, consuming about 5% of the cell energy.

4 Federico Martin Ibanez ; Tanvir Ahmed ; Ildar Idrisov ; Jose Sebastian Gutierrez, evaluated and analyzed in " An Impedance Based Modeling Towards the Aging Prediction of Lithium-Ion Battery for EV Applications 2019 8th International Conference on Renewable Energy Research and Applications (ICRERA) DOI: 10.1109/ICRERA47325.2019.8996568. Modeling of Lithium-Ion Battery (LIB) is essential for studying its behavior under different operating conditions like temperature, load current and state of charge. The parameters of a LIB such as capacity, open circuit voltage, impedance can be characterized by using a suitable model according to the application. This paper has proposed an impedance-based equivalent circuit modeling (ECM) approach for electric vehicles (EV) to estimate the aging of a LIB (LiFePO 4) and to prevent the system, where the battery is installed, from failure. The aging has been performed experimentally using a real electric motorcycle load profile and the impedance test results for the aged LIB at different cycles have been fitted and analyzed with a chosen ECM. In addition, the same ECM has been used to analyze and compare the aging for the same battery type with a profile achieved using a hybrid energy storage system (HESS) consisting of LIB and super capacitors. The ECM for HESS profile showed smaller impedance change and smaller capacity reduction with aging compared with the ECM for the battery profile. Therefore, it validates that HESS has a longer cycle life than battery energy storage system

5 Chong Zhu ; Yunlong Shang ; Fei Lu ; Hua Zhang developed Optimized Design of an Onboard Resonant Self-Heater for Automotive Lithium-Ion Batteries at Cold Climates o IEEE Xplore: 28 November 2019 DOI: 10.1109/ECCE.2019.8912878 The automotive lithium-ion batteries suffer severe capacity and power degradation at subzero temperatures, leading to serious "range anxiety" of the electric vehicles (EVs). Therefore, the onboard battery preheating equipment is essential for EVs at cold climates. In this study, an interleaved resonant onboard battery self-heater is developed for internally preheating the automotive batteries without external power supplies, thereby providing great flexibility for EVs at different parking areas. By properly adjusting the switching frequency, the self-heater can achieve the zero-current-switching (ZCS) to improve the energy consumption and eliminate the voltage spikes during the turn-off. Meanwhile, a detailed guideline for optimizing the resonant tank parameters is presented so that the efficiency of the self-heater can be further developed by reducing the circulating current. The experimental validation on 18650 cells demonstrates the proposed heater can preheat the battery from -20°C to 0°C within only 3.5 minutes, and only consumes 5% of the cell energy.

6 Angela C. Caliwag ; Wansu Lim were described in " Hybrid VARMA and LSTM Method for Lithium-ion Battery State-of-Charge and Output Voltage Forecasting in Electric Motorcycle Applications," IEEE, vol. 7, no. 2, DOI: 10.1109/ACCESS.2019.2914188. In order to Electric vehicles (EVs) have gained attention owing to their effectiveness in reducing oil demands and gas emissions. Of the electric components of an EV, a battery is considered as the major bottleneck. Among the various types of battery, lithium-ion batteries are widely employed to power EVs. To ensure the safe application of batteries in EVs, monitoring and control are performed using state estimation. The state of a battery includes the state-of-charge (SoC), state-of-health (SoH), state-of-power (SoP), and state-of-life (SoL). The SoC of a battery is the remaining usable percentage of its capacity. This mainly depends on variations of the operating condition of the EV in which the battery is applied. The SoC of a battery is reflected by its output voltage. That is, the SoC is considered to be zero when the output voltage of a battery drops below a cut-off voltage. This study proposes an SoC and output voltage forecasting method using a hybrid of the vector autoregressive moving average (VARMA) and long short-term memory (LSTM). This approach aims to estimate and forecast the SoC and output voltage of a battery when an EV is driven under the CVS-40 drive cycle. Forecasting using the hybrid VARMA and LSTM method achieves a lower root-mean-square error (RMSE) than forecasting with only VARMA or LSTM individually.

7 Juan D. Valladolid ; Juan P. Ortiz ; Felipe A. Berrezueta ; Gina P. S. V. Araujo, P, " Lithium-ion SOC Optimizer Consumption Using Accelerated Particle Swarm Optimization and Temperature Criterion IEEE Xplore: 19 August 2019 DOI: 10.23919/EETA.2019.8804490," This paper proposes Battery has a fundamental role in energy storage systems for hybrid electric vehicles (HEV), plug-in hybrid electric vehicles (PHEV), electric vehicles (EV) and nowadays in smart grids. The battery state of charge (SOC) behavior is affected by operating temperature reducing its supply capacity or energy storage, therefore, it has been considered important to establish a mathematical model from experimental data of a electric vehicle during route tests. This article presents a metaheuristic optimization method based on accelerated particle swarm optimization (APSO) for SOC maximization during Lithium-ion (Li-ion) batteries charge and discharge states. The proposed optimization model reach to satisfy the balance between: current, temperature and time for the battery

to supply the required amount of energy, minimizing the SOC reduction, subject to system specific restrictions. Simulation results show an improvement in the SOC without sacrificing the energy supply of the battery, which demonstrates the potential of the optimization technique in the EV

8 Rania Rizk ; Hasna Louahlia ; Hamid Gualous ; Pierre Schaetzel discussed on operation & construction Passive Cooling of High Capacity Lithium-Ion batteries IEEE Xplore: 17 January 2019 DOI: 10.1109/INTLEC.2018.8612368," Under the pressure of fossil fuel shortage and environment pollution, the world's industries are forced to shift their attention to green energy sources, transportation being the main actor in the consumption of fossil fuel. Therefore, increasing attention has been paid to the development of electric vehicles (EV), hybrid electric vehicles (HEV) and plug-in hybrid electric vehicles (PHEV) as environment friendly alternatives to the traditional internal combustion engine vehicles. In addition, an electric motor has a much higher efficiency (over 90%) compared to an internal combustion engine with an efficiency of 30%. The key of developing clean energy vehicles is to find a viable electric energy storage device with high specific energy density to support high driving mileage, as well as high specific power to support fast acceleration. Moreover, safety, cost and lifetime are important factors to take into consideration in the choice of the energy storage system. Taking into account all the cited parameters, lithium-ion batteries seem to be the best among other cell chemistries, which make them the preferred energy storage systems for vehicular applications. The top priority to be ensured when designing electric vehicles is safety. It is essential at every step from cell design, to module assembly and is very dependent on temperature. To obtain optimum performance, the operating temperature of Li-ion battery should be kept between 20°C and 40°C. Operating at higher temperatures deteriorates the performance, lifespan and safety of Li-ion batteries and may endure thermal runaway under extreme conditions. A battery thermal management system (BTMS) is therefore required to avoid thermal runaway and performance degradation of Li-ion batteries and to increase their lifespan.A passive battery thermal management system is developed and integrated in a high capacity battery module for cooling purposes. It is a cooling system with no energy consumption based on copper sintered.

. 9 Sinan Kivrak ; Tolga Özer ; Yüksel Oğuz Presented " Battery Management System Implementation with Pasive Control Method," IEEE Xplore: 20 December 2018 DOI: 10.1109/INFORINO.2018.8581758 Battery management system (BMS) was implemented at Li-ion based battery system using passive charge balancing method. Commonly, passive balancing technique is widely used in BMS because system implementation simple and cost is low. The battery system was created with four different lithium-ion battery cells. As it is known the most used battery type is Li-ion type battery in vehicles, so this battery type was selected in the study. Two main microprocessors were used as master and slave for management system. STM32f103C8 microcontroller was used as master and PIC18f4520 microcontroller used as slave controller in the BMS. Four battery cells voltages, currents and temperatures were controlled with designed control system. The information received from the current and voltage sensors was collected from each cell using slave controller and sent smoothly to the master controller system. These experimental results indicated that the passive balancing method was implemented and battery cells charged successfully

10 Florin Dragomir ; Otilia Elena Dragomir ; Adrian Oprea ; Liviu Olteanu ; Nicolae Olariu in Simulation of lithium-ion batteries from a electric vehicle perspective IEEE Xplore: 01 January 2018 DOI: 10.1109/EV.2017.8242100 Electricity as an energy vector for vehicle propulsion offers the possibility to substitute oil with a wide diversity of primary energy sources. This could ensure security of energy supply and a broad use of renewable and carbon-free energy sources in the transport sector which could help the European Union targets on carbon-dioxide emissions reduction. Electric cars and hybrid cars contain roughly the same type of traction batteries. A lithium-ion battery or Li-ion battery is a type of rechargeable battery in which lithium ions move from the negative electrode to the positive electrode during discharge and back when charging. Lithium-ion batteries use an intercalated lithium compound as one electrode material, compared to the metallic lithium used in a non-rechargeable lithium battery. This paper simulation a model of a lithium battery pack. For electric vehicles, the driver needs to know how much he will travel before the vehicle's batteries require a recharge. This paper expands upon the general structure of the typical cell electrical equivalent circuit model presented in prior literature. The paper show a practical method for evaluating the electrical equivalent circuit parameters using pulse discharge experimental data to create lookup tables with cell temperature and SOC as independent variables.

III CONCEPT

Comprehensive and mature BMSs are currently found in portable electronics, such as laptopcomputers and cellular phones, but they have not been fully deployed in EVs and HEVs. This isbecause the number of cells in a vehicle's battery is hundreds of times greater than that in portableelectronics. Moreover, a vehicle's battery is designed not only to be a long-lasting energy system, but also to be a high power system. In other words, batteries for EVs and HEVs have to provide high voltage and high current. These make BMSs for EVs much more complicated than those forportable electronics.From a hardware structure perspective, three kinds of topologies have been implemented in BMSs,including centralized, distributed and modular structures [6]. However, the functions of the BMSs ineach case are similar. Meissner and Richter [7] proposed a layer structure for battery monitoring,battery state, and battery management. Gold [8] categorized the different functions in a BMS. Various sensors are installed in the battery pack for data acquisition at the monitoring layer. The real-time collected data is used to maintain the system's safety and determine the battery state. The battery state determines the charge time, discharge strategy, cell equalization, and thermal management

Concerns about Vehicle BMSs Today

With the increasing prices of gasoline and continuing breakthroughs in battery technology, EVs and

HEVs were reintroduced in the early 1990s and became mainstream in the 2000s. Because of its

promising properties, such as high energy density, long life cycle, and low self-discharge, lithium-ion

battery technology has been widely developed and applied in the past decade when the development of

BMSs for EVs has been slow and insufficient. This lag has been caused by the following difficulties:

(a) battery state evaluation

(b) battery modeling;

(c) cell balancing

The 90% of the batteries is employed in everyday life is metal ion batteries. The metal particle battery will explode thanks to overheat over current for any fault happens in a very battery. This should be harmful for human kind. we tend to are needed to take a protection against this accident so we tend to required a BMS for the protection and watching to increases the period of time of a cell or battery and also the current conditions like charging, discharging overcharging etc In A battery bank there are server cells of a battery is connected in parallel or series however each cell has their own characteristics for charging and discharging there may be an opportunity for a seam cells are connected serial but the characteristics of a charging is totally different . To manage the general power or voltage of A battery is required to manage every and each cell. All lithium-ion (Li-ion) batteries need a BMS. This is due to the very fact that each one Li-ion batteries can fail if overcharged, fully discharged or operated outside their safe temperature window. every Li-ion cell sort has its own safe operative space, that makes it necessary to program the BMS consequently shows the safe operative area typical for a C/lithium iron phosphate cell. Li-ion batteries should have A battery safety and longevity. State of-function within the variety of state of charge (SOC), state of discharge and state of health (capacity) Prompt caution and service for the battery management system. This could be cell imbalance or activity or high temperature. once the capability falls below the user-set target threshold, it indicates finish of life.

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IV OBJECTIVES

In a battery bank there are server cells of a battery is connected in parallel or series but every cell has their own characteristics for charging and discharging there may be a chance for a seam cells are connected in series but the characteristics of a charging is different . To manage the overall power or voltage of a battery is required to manage each and every cell. The availability on energy is employed within the places wherever the supply of energy isn't on the market. The availability on energy would like to be a monitor protected and straightforward to use. Battery management system is providing the perform of monitoring the storage energy protection from overload and warming and straightforward to use for charging and discharging purpose. The hold on energy will be transferred from one place to a different place simply within the form of battery, cells or any store energy Storage system.

State of charge (SOC) The time required to charge one cube unit of area of battery or call. The SOC is keep as low as possible for quick charging

State of health (SOH) : The capacity of the cell is different form each other for the same rated value and manufacture of cell. The cell capacity is also reduced

State of power Due to the internal resistance is different in each cell and this internal resistance can change with usage of cell, temperature, chemical properties and other surrounding condition as well. The power value of cell is changing and different. The real time status of power of cell and the power available in cell or battery.

IV PROTOTYPE

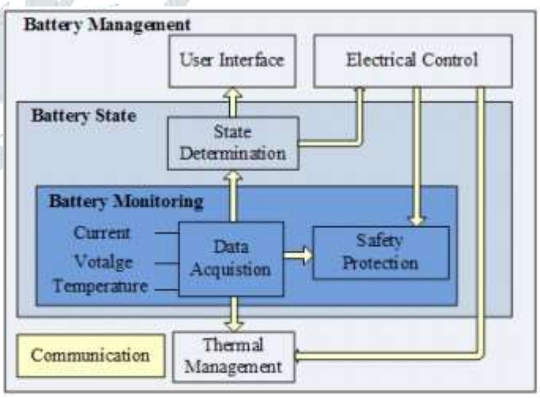

Fig 1V. Battery management system

The current commercialized BMSs each perform the basic functions differently.. Drawbacks of the mentioned BMUs include the following: (1) Limited data logging function. The data logging function plays an important role in database establishment, which stores the driving pattern. This profile can help to build up and update the state of charge (SOC) model. (2) Lack of state of health (SOH) and state of life (SOL) estimations. SOH and SOL are used to characterize the current health status and the remaining performance of the battery that will guarantee the reliable operation of the vehicle and scheduled maintenance of the battery replacement. (3) Non-interchangeable among current BMSs. As each BMU has its own cell balancing scheme and communication mechanism, it is impossible to utilize the existing components to form a new BMS.

V Research Methodology/Planning of Work

The proposed work is planned to be carried out in the following manner:

1) Study of basic concepts of Battery
2) Finding the problems from conventional system by surveying literature.
3) Design and study of battery topologies as three topology have incorporated Centralized, Distributed, Modular
4) Analysis of the proposed topology.
5) Study of the control strategies.
6) Computing the Simulink Model with respect to charging current, charging limit, charging current limit, discharging and discharging current limit, state of charging, state of discharging, state of power, state of health, input and output current and voltage, temperature, energy stored and efficiency
7) Monitoring the conditions of individual cells which make up the battery
8) Maintaining all the cells within their operating limits
9) Protecting the cells from out of tolerance conditions
10) Providing a "Fail Safe" mechanism in case of uncontrolled conditions, loss of communications or abuse
11) Isolating the battery in cases of emergency
12) Compensating for any imbalances in cell parameters within the battery chain
13) Setting the battery operating point to allow regenerative braking charges to be absorbed without overcharging the battery.
14) Providing information on the State of Charge (SOC) of the battery. This function is often referred to as the "Fuel Gauge" or "Gas Gauge "
15) Providing information on the State of Health (SOH) of the battery. This measurement gives an indication of the condition of a used battery relative to a new battery.
16) Providing information for driver displays and alarms
17) Predicting the range possible with the remaining charge in the battery (Only EVs require this)
18) Accepting and implementing control instructions from related vehicle systems
19) Providing the optimum charging algorithm for charging the cells
20) Providing pre-charging to allow load impedance testing before switch on and two stage charging to limit inrush currents
21) Providing means of access for charging individual cells

CONCLUSION

As batteries are the center fuel sources in EVs and HEVs, their presentation significantly impacts the attractiveness of EVs. Along these lines, producers are looking for advancements in both battery innovation and BMSs. Synthetic responses in the battery are liable to working conditions, and consequently, the corruption of a battery may shift in various conditions. Building up a complete and develop BMS is basic for makers who might want to expand the piece of the pie of their items. The significant worries of BMSs were examined in this paper. They incorporate battery state assessment, displaying, and cell adjusting, wherein the assessment strategies of battery status were seen as the pivotal issue. Along these lines, related work on the SOC, SOH, and SOL of batteries were audited with examinations. A BMS system was proposed to manage the insufficiencies of momentum BMSs in both exploration and business items. In view of past work, explicit difficulties confronting BMSs and their potential arrangements were introduced as a strong establishment for future exploration. Because of shifting circumstances in certifiable applications, a standard arrangement was not needed. In view of the particular circumstance, various systems ought to be applied to improve and advance the presentation of BMSs in future EVs and HEVs.

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