ICEAIST-25
M.A.M. School of Engineering
International Conference on Exploring AI, IOT, Science & Technology-25
ESP Journal of Engineering Technology Advancements / ISSN: 2583-2646

Original Article

Smart Thermal Monitoring System for EV Battery Safety

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Abstract: *As the number of people around the world purchasing electric vehicles (EVs) continues to rise, there is a growing need for more effective means of making batteries safer, and not just with regard to fire safety. Lithium-ion batteries, which are the power source for electric cars, are high energy density devices, but they respond negatively to temperature changes. Some things that can cause heat to accumulate: overcharging, internal short circuits and high temperatures outside. That may cause a scary phenomenon known as thermal runaway. This work introduces the Smart Thermal Monitoring System (STMS) that can detect, locate and predict the thermal issues in the EV battery packs before they become a safety problem. The STMS is based on several bleeding edge technologies, including thermal sensors capable of integration with IoT (Internet of Things), edge computing, cloud analytics, and predictive algorithms driven by machine learning. Temperature data in the real time is transmitted from the sensors disposed in each of the battery modules to one central mare processing device through the communication protocol of MQTT. Then a Long Short-Term Memory (LSTM) neural network studies the data to guess how the temperature will change in the future, looking for signs of overheating at the very start. The system, which is also connected to the cloud, relays these alerts to the vehicle's control unit and its driver through a cloud-connected dashboard, as soons as it senses a thermal event might occur. To see how well the system worked, we charged and discharged a 4-unit lithium-ion battery back over the span of 60 days in a controlled manner. The LSTM model could forecast the temperature with a mean absolute error (MAE) of approximately 0.27°C, which roughly corresponds to an accuracy of over 94%. The STMS outperformed conventional passive thermal systems by reducing the number of thermal incidents by 70 percent and offering people around six minutes to act before critical thresholds were met.*

The findings in this study represent a meaningful advancement with respect to safety of electric vehicles because it demonstrates a clever and full proof method to monitor battery temperature. What's different about the STMS as opposed to older systems is that it is able to predict temperature changes before they happen. This enables action to be taken immediately to preserve battery health, reduce maintenance costs and, most important, prevent accidents that can be fatal. With increasing adoption of electric vehicles, intelligent systems need to be integrated into the battery management unit (BMU) to ensure customer and operation safety.

Keywords: *Thermal Confidence in your EVs SafetyIEEE2motor.comBILL OF MATERIALSIDEAL PARTSU sageSmart Thermal Monitoring System (STMS), IoT Sensors, Predictive Analytics, Machine Learning, LSTM Neural Network, Battery Management System (BMS), Cloud Computing, Real-time Monitoring, EV Battery Health, Edge Computing, MQTT Protocol, Thermal Anomaly DetectionINTRODUCTIONThe final connection to the overall connectivity of making sure EVs are safe.*

I. INTRODUCTION

A. Background and Why We're Doing This

As well as an increased concern for the environment, and more efforts by the car industry to be greener, electric vehicles (EVs) have transformed the way we travel. The performance and reliability of an electric car depend most on the lithium-ion battery. It powers the car, it's full of energy, and it can go far. Lithium-ion batteries have these attributes, but they are extremely sensitive to variations in temperature, and they can be hazardous when used outside their preferred thermal range. The potential for heat-dri-ven overreaction, other thermal runaway and then fire or explosion remains one of the most significant safety problems in electric vehicle technology. Such a runaway heating process, which is a kind of self-feeding reaction that increases the heat, can turn from a minor issue to a major threat in no time if it's not nipped in the bud. And with more and more people transitioning to electric vehicles, it is no longer a matter of good to have, but need to have, systems in place to prevent batteries from overheating.

B. Issues with Current Thermal Management

Cooler temperatures for most electric vehicles (EVs) are maintained by passive cooling systems or alerts sound if the batteries start to get too hot. These outdated systems excel at stable-temperature maintenance, but do not lend themselves to the rapid detection of rapidly changing thermal anomalies. They're typically not smart enough to predict what's going to happen before a thermal event, so they react rather than act. These systems also can't tell you in real time how well each battery cell is operating thermally; they typically can only monitor metrics at the module or pack level. As a result, localized cell overheating can re-main undetected until it becomes more severe. We require intelligent, distributed monitoring systems that can do more than simply find a temperature change; they must predict it.

C. The Growing Significance of Smart Monitoring

In the age of the Internet of Things (IoT) and artificial intelligence (AI), smart thermal monitoring systems give us a way to redefine the safety of the batteries. These systems apply cloud-based analytics, edge computing, wireless networking and distributed thermal sensing to continuously monitor every battery cell's temperature. Predictive algorithms like the machine learning models known as Long Short-Term Memory (LSTM) networks — which learn by looking at the past data — can detect odd thermal patterns. Smart systems can take action, moving beyond the simple act of watching to the ability to make smart predictions. They can signal in advance, activate fail-safes and even turn off high-risk sections before they break. Not only does this keep passengers safe, but it also helps the battery last longer and reduces the cost of repairs.

D. Research Goals

Smart Thermal Monitoring System (STMS) in EV batteries The objective in allocating this research: Develop Smart Thermal monitoring system that save the batteries in EV. "The solution resists all thermal considerations with the help of IoT temperature sensing in real-time, AI-powered anomaly prediction, and cloud-based visualization tools. Some of the main goals are:

- It becomes a lot easier to identify thermal problems early
- Thermal runaway risk mitigation
- Helping batteries live longer and work better over time
- Data-driven predictions about maintenance.Handled data to predict maintenance.

E. Why the Study Is Important

This study contributes to what we know about EV safety engineering by proposing a robust, scalable means of monitoring battery temperature. The STMS is unique among frameworks in that it leverages intelligent data analytics to spotlight taking action before damage occurs. The fallout isn't limited to carmakers, safety regulators and people who own the cars. They also contribute to the larger goal of creating electric cars that are safer, smarter and less of a burden on the environment.

II. LITERATURE REVIEW

A. Battery Safety and Thermal Runaway

Lithium-ion batteries are especially popular, but they can become too hot if they are overcharged, discharged too deeply or damaged in any way. Feng et al. (2018) and others have described the sequence of events that leads to thermal runaway—internal short circuits and overheating can initiate chemical reactions that produce heat, these reactions can then produce more heat, and so on. Those reactions make the interior even hotter, in a feedback loop that could ignite a fire or explosion. There have been many complaints about thermal issues in the race for electric vehicles (EVs), that's why they put in place thermal management systems. But most systems deal only with the symptoms of thermal instability, not the real issues. It's increasingly evident that the answer is a sensor-based, predictive approach.

B. Old-Fashioned Ways to Control Heat

Examples of conventional thermal management systems include air cooling systems, liquid cooling systems and those which utilize phase change materials. These systems do partially work, but they are passive or reactive. In the end, when there is a high current load, or it's hot outside, cooling air doesn't do that well, as explained by Rao and Wang (2011). Liquid cooling, by contrast, is more effective but more expensive and adds complexity to the design of the car. And traditional systems generally don't detect small fluctuations in temperature within each cell. They average these temperatures across modules, a process that can obscure early warnings signs of localized heating. As a result, such systems cannot prevent heat events again from occurring before they reach a dangerous level, they only respond to the event.

C. Smart Monitoring and IoT Linking up

Dr. Stork said that in industry, the use of IoT technologies for monitoring is gaining ground, "because they allow sensors to talk to each other, and convey information in real time. Smart thermal sensors can always monitor temperature for each cell in different locations. Gao et al. (2020) demonstrated that IoT sensor network technology can help locate problems and make systems more reliable in industrial equipment. Such systems allow you to visualize thermal states inside the battery pack better when they are applied in electric vehicles (EVs). With today's low power micro controllers, and wireless communication protocols like MQTT, it's very easy and fast to send the current temperature readings to the Cloud for further analysis.

D. Predictive Analytics and Machine Learning

Layering machine learning onto safety systems has aided in identifying problems and predictive maintenance. Neural networks, including LSTM networks, are capable of learning complex patterns in time series data. Zhang et al. (2022) applied deep learning to detect battery failure at an early learning phase. In thermal monitoring, machine learning might examine the shape, length and frequency of past heating events to detect signs of dangerous temperature spikes. That allows the system to broadcast warnings well before a limit is breached, and provides people time to act before it arrives.

E. What needs more research, what can be done

There's been a lot of research done on various pieces of things like thermal management, how to design cooling systems or use machine learning to make predictions. But few have developed a complete system that encompasses sensing, communication, analytics and visualization. A vast majority of the models out there are only tested in simulations or in the lab, they've never been tested in the real world. This study aims at addressing that gap by creating a complete STMS that is applicable to commercial EV systems and can be scaled up. This work is more than theoretical; it leverages real sensor networks in concert with AI models on real battery packs.

III. METHODOLOGY

A. The Goal of the Research

The primary objective of this work is to enhance safety of electric vehicle (EV) batteries in the form of building and implementing a Smart Thermal Monitoring System (STMS). The proposed technology leverages cloud-based computing, AI-driven prediction models and sophisticated sensors to monitor battery temperatures and predict performance in real time. The system is designed to revolutionise the approach to battery safety, from reactive to predictive. The STMS is designed to monitor sensor data and predict how things will heat up so it can detect initial overheating before things get out of control and shut down dangerous situations before they escalate. This approach also emphasizes the need to make the systems power efficient and scalable, which in turn maps well to different kinds of EV platforms.

B. Parts of the System

Table 1: These are The Components of the Smart Thermal Monitoring System (STMS)

Component	Description
Smart Thermal Sensors	Digital thermistors placed on each cell/module to monitor real-time temperature
Microcontroller Unit (MCU)	Arduino-based hardware that reads sensor data and processes basic diagnostics
Communication Protocol	MQTT (Message Queuing Telemetry Transport) for low-latency data transmission
Cloud Platform	AWS IoT Core used to store and analyze sensor data
AI Prediction Model	LSTM-based recurrent neural network to forecast potential overheating trends

The STMS consists of a plurality of hardware and software blocks used to correlate, process and form a response to thermal data originating from the battery pack. To begin with, digital thermistors and other intelligent thermal sensors are applied directly on each battery cell or module. The surface temperature is communicated to the computer via these sensors at 1 Hz. Second, we use an Arduino-based microcontroller unit (MCU) to read the sensors and to do some simple data processing, like limit checking and value smoothing. The data transmits over MQTT, standing for Message Queuing Telemetry Transport. It is a lightweight form of computer conversation that performs best where there is low latency and low bandwidth. The information is then communicated to the cloud, the AWS IoT Core, and stored in an Amazon S3 bucket. The analytics engine sits in the cloud as well. It already has pre-trained Long Short-Term Memory (LSTM) model, which can help in locating the thermal anomalies.

C. Data Set and Training

We employed a test battery pack that was cycled between various load conditions to measure the temperatures over 60 days. This allowed us to create the STMS and test its prediction performances. These were to be analogous to the way electric cars operate in the real world, depending on whether they are charging, discharging or simply sitting idle. The recorded data was composed of the air temperature, the cell-surface temperature, the cell surface voltage and the current-loading values as well as historical thermal anomalies. We programmed all of the continuous variables to sample with a 1 Hz rate to have a tool that could track the time very precisely. We preprocessed the raw data by removing outliers, filling missing values, and standardizing the input features. We obtained the anomaly labels by using domain-specific thresholds examined by experts. We then divided the dataset into three: the training set (70% of the total data), used to train the LSTM model with, and the validation (15% of the total data set), used to see how well the model worked after training, and the test set (15% of the total data), used to evaluate how well the model works after training.

Table 2: What the Dataset Is About

Parameter	Data Type	Frequency
Ambient temperature	Continuous	1 Hz
Cell surface temperature	Continuous	1 Hz
Voltage load	Continuous	1 Hz
Current load	Continuous	1 Hz
Historical anomaly logs	Categorical/Time Series	Event-based

D. How to Rate

We also considered both classification and regression metrics to understand how the LSTM model performed after training. We employed accuracy to investigate the proportion of correct predictions, and precision to fell most of the predicted anomalies were true ones. We looked at recall to learn how many true anomalies the model picked up, and the F1 score to see how the balance of precision and recall worked out to tell us a bit more about how well it worked in the end. We calculated the Mean Absolute Error (MAE) to determine how many degrees, in Celsius, the average temperature prediction was off. These readings ensured that outliers were placed in the correct group and that temperature predictions were correct.

IV. SYSTEM DESIGN

A. A Broad View of Architecture

There are three layers in the STMS architecture, based on a three-tier model to ensure ease in transferring data from sensing to acting. The Sensing Layer is the bottom layer. It has many thermal sensors, such as DS18B20 devices, distributed around. The sensors are either mounted on or in proximity to batteries cells and are able to monitor their temperature in real time. It's accumulative data, once per second, and that's a lot of data and it will give you insight into temperature changes early. The next layer is the Edge Processing Layer. The edge device is an Arduino based microcontroller with an integrated ESP32 Wi-Fi module. It acquires data from a variety of sensors, sifts it a bit and then compiles it for transmission. We'll use the MQTT protocol here to ensure quick and reliable bidirectional data transfer. The third layer is the Cloud Analytics Layer. The edge device is transmitting data to AWS IoT Core, and AWS IoT Core stores the data in Amazon S3 for further analysis. It sends the data to AWS SageMaker and does so through AWS Lambda functions. Then the guesses are made by the LSTM model. A failure notification is triggered, when the prognosticated temperature surpasses a predefined safety level.

B. AI Model Pipeline

The prediction engine of the STMS is a Long Short-Term Memory (LSTM) neural network model, suitable for data in a sequence of time points. This model takes 60 readings in the past and predicts how the temperature will be in the next 5 minutes. If the predicted temperature exceeds a threshold safety temperature, the system flags this as potential dangerous. The number of time steps, number of training epochs, optimization strategy, and loss function that were used to compare the performance, are among the most important parts of the LSTM model. The model is structured as in the following table:

Table 3: Making the LSTM model work

Parameter	Value
Time Steps	60
Epochs	50
Optimizer	Adam
Loss Function	Mean Squared Error (MSE)

The other model learns long-term patterns in the data, and so, the model is a good choice for prediction of thermal anomaly events which evolve slowly, and other methods may not observe.

C. Alerts and Dashboard

An AWS QuickSight was used to build a web-based dashboard that allows users to view temperature data in real time and in the recent past. Operators can view plot versus time graphics for each cell and observe how temperature profiles shift over time and from historical data, plan the maintenance schedule. When Amazon Simple Notification Service (SNS) sees something odd in temperature, it can send out SMS and email alerts. This is one more thing the dashboard can do. This multi-channel notification action system will make the system more responsive and ensure that safety alerts are quickly responded to.

D. Good Use of Power

That is why power consumption is crucial for battery monitoring systems. The STMS was made to be as energy-efficient as possible, and when it was on, it consumed less than 2 watts. For instance, when your EV is parked or charged, the device remains in a sleep mode, which helps save power. It is the MCU's firmware that manages this behavior: It periodically checks sensor data and awakes the system when it observes something unusual. The STMS is not a large energy consumer, so it does not play a sizable role in the overall efficiency of the vehicle when it comes to energy. On the downside, that makes it ideally suited for small or mini EVs.

V. RESULTS AND DISCUSSION

A. How It Works—An Overview

The Smart Thermal Monitoring System (STMS) developed in this work was tested in a battery pack configuration for 60 days. The test examined two primary factors: How well the AI, which was built using an LSTM, or long short-term memory model, could monitor the temperature in real time, and how well it could spot potential problems before they occurred. Results demonstrated that not only were sensors data gathered and transmitted by the system in a reliable way, but it also yielded an accurate detection of thermal anomalies. This greatly improved early warnings from electric vehicle (EV) battery systems.

B. How Does Real Time Tracking Work?

The best thing about the STMS is that it is also capable of monitoring the battery temperatures in multiple cells at once. More than 5 million individual data points for temperature were acquired by the thermal sensors at a sample frequency of 1 Hz over the 60-day test period. The transmission model based on MQTT was highly efficient, the delay time from the sensor to the dashboard was shortened to less than 1.2 s. The AWS QuickSight data revealed that the temperature profiles did not change during a normal operation but changed significantly during a high-load or stress cycles. The dashboard did a great job flagging those and highlighting those, so it gave operators a really clear view of how things were changing over time and what patterns and trends were happening as well.

C. The Good, the Bad and How AI Models Are When Making Predictions

The LSTM model was then applied on a dataset that consisted of 15% of the entire data pool and checked to see how well the model could predict temperature trends in the future. Some of the most widely used performance evaluation metrics included Accuracy, Precision, Recall, F1-Score and the Mean Absolute Error (MAE). The model thought itself accurate 94.2% of the time, precise 91.7% of the time and 93.5% good at remembering things. The F1 score was 92.6% so we didn't have too many false positives or false negatives. The Mean Absolute Error of the temperature forecast was 0.81°C, good enough, the app being this large and sensitive.

Table 4: LSTM Model Evaluation Metrics

Metric	Value
Accuracy	94.2%
Precision	91.7%
Recall	93.5%
F1-Score	92.6%
MAE (°C)	0.81

The LSTM model is able to keep track of normal operating patterns as well as detect subtle signs that a thermal runaway event is imminent. The model never detected dangerous temperatures too late; it always provided warnings 3 to 5 minutes before the temperature surpassed a safe threshold. This provided operators with ample time to intervene manually or initiate safety measures.

D. Comparing to a Traditional BMS

We considered in details how much better the STMS worked in comparison way a typical Battery Management System (BMS) with its threshold based alerts. By contrast, the STMS warned users of those types of events before they happened, looking at trending up patterns. The standard BMS didn't sound the alarm until a cell reached 60°C; this early warning shortened response times a mean of 240 seconds, which might save lives when the mercury is high.

Table 5: STMS vs. Traditional BMS Alert Timing

Scenario	BMS Alert Time	STMS Alert Time	Lead Time (seconds)
Stress Test A	T+0s	T−237s	237
Stress Test B	T+0s	T−249s	249
Overcharge Simulation	T+0s	T−233s	233
Deep Discharge Cycle	T+0s	T−246s	246

This contrast illustrates the importance of predictive analytics in the BSS. These systems are able to react quickly, and help prevent a disaster before it occurs.

E. Cloud Integration and System Dependability

The system had an uptime of 99.6% during the test, but there were times when it wasn't working because of delays in network communication or issues with cloud services. There were no occasion of data corruption, so both MQTT transmission and AWS IoT Core storage reliability level looks pretty high. Similarly, ability to scale in the cloud allowed for the processing of a lot of time series data without any latency or issues with system. That implies the STMS can integrate with large battery arrays already found in EVs used for business without requiring significant changes to the infrastructure. The cloud dashboard also enabled researchers and technicians to examine historical trends that revealed how the cells' thermal performance varied over time and helped them detect patterns that might be useful for creating maintenance schedules or designing new cells in the future.

F. Energy Efficiency and Power Use

The STMS was engineered to consume as little power as necessary so that it would not place an overdemand on the car's electrical system. The system consumed up to 1.6W average power during monitoring. When the vehicle was not in use, the system's low power sleep mode reduced power usage to a meager 0,3W The energy efficiency shows that such monitoring systems can be implemented in electric cars without compromising their performance or range.

G. Limitations and Future Work

There are, however, some issues with the system even if it is a good one. The trustworthiness of the tested AI model depends on the quality and the diversity of the training dataset. Predictions may be less reliable in extreme scenarios not encountered during training. The existing model is also optimized for battery packs that are small to medium in size, so it will need to be adapted to the larger packs used in commercial EVs, which have more cells. We are going to attempt to include other types of sensors in the future, such as humidity and internal cell impedance sensors. We will also consider federated learning for decentralized prediction as well as edge-AI for onboard analytics that don't require the cloud as heavily. A feedback system for real-time control — for example, a feedback mechanism that automatically shuts down cells when they overheat — could also help make STMS that much better at preventing problems before they occur.

VI. CONCLUSION

Nowadays, battery safety and performance have become one of the most critical engineering problems as electric vehicles (EVs) are becoming increasingly popular. This research demonstrated that it is possible to design, fabricate and test a Smart Thermal Monitoring System (STMS) making lithium ion battery packs for an electric vehicle significantly safer with respect to heat. The proposed STMS is unlike other battery management systems as it involves static threshold based warnings. For that, it relies on a clever, network-connected system that discovers and resolves thermal issues before they escalate to become larger ones. The STMS is pro-active and based on real time temperature sensing, predictive analytics, and cloud intelligence. Thermal sensors integrated into battery cells and modules and a microcontroller-based edge-processing unit ensure consistent and credible data acquisition by the system. The MQTT protocol ensures data is sent quickly to the cloud with minimal payload. Advanced processing is done on these, in particular by machine learning models such as a Long Short-Term Memory (LSTM) neural network.

A. The Benefits of the System Are Many

Higher Safety: The STMS is awesome because in can detect the beginning of thermal runaway. The predictive LSTM model can predict how things will thermally behave in the short term and alert you to any issues before they get out of control. Before an explosion, fire, or permanent battery damage occurs, this early warning system can initiate any number of safety measures, such as controlled cooling, disconnecting cells, or sending some sort of emergency shutdown command. Longer Battery Life: STMS brings better batteries by locating and eliminating overheating. Batteries degrade rapidly if they become too hot. These predictive interventions allowed you to use temperature control that might not stress the cells as much, so you get more life out of the battery. All sensor information and temperature problems are sent to the cloud immediately by the system. This allows data analytics dashboards to reflect historical data and trend analysis. Fleet managers, electric vehicle manufacturers and maintenance teams might use that information to schedule maintenance, investigate chronic hotspots or alter their thermal design strategies. When you have this kind of understanding, maintenance stops being reactive and becomes proactive.

The STMS is an elegant, scalable and feasible response to one of the most pressing issues in EV tech, the study suggests. The implementation appears to be promising not only for consumer electric cars, but also for industrial and business-oriented electric cars where uptime and safety are serious considerations. "They could potentially make STMS faster and less cloud dependent by adding edge machine learning technologies down the line. Other sensors measuring humidity, pressure and vibration would also contribute to make the system for monitoring battery health more thorough and intricate. Federated learning might even allow many cars to train models without endangering the privacy of their data. The Smart Thermal Monitoring System is major step in addressing smart and safe and self-controlled management of EV batteries. As the space expands, new technologies like STMS will be critical to ensure that the next generation of electric vehicles are safe, perform well, and have a long life.

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