AI-DRIVEN MULTI-CRITERIA DECISION ANALYSIS FOR EV BATTERY SELECTION

Oybek Daminov, Associate Professor
Tashkent State Technical University, Uzbekistan
Jakhongir Mirzaabdullaev, Associate Professor
Tashkent State Technical University, Uzbekistan
Akbar Juraboev, PhD researcher
Tashkent State Technical University, Uzbekistan
Abrorjon Azizov, Student
Tashkent State Technical University, Uzbekistan

Intoduction

The ongoing global transition toward sustainable, electrified mobility relies almost entirely on the rapid development, optimization, and implementation of highly reliable energy storage systems. However, selecting the absolute optimal battery chemistry for a specific Electric Vehicle (EV) platform is no longer a straightforward engineering task. It has evolved into a highly complex, multi-dimensional decision-making puzzle filled with severely conflicting parameters. This thesis critically examines the revolutionary integration of Artificial Intelligence (AI) and Machine Learning algorithms into traditional Multi-Criteria Decision-Making (MCDM) frameworks. By deeply analyzing the application of methods such as TOPSIS and AHP, alongside predictive "Digital Twin" modeling, this research demonstrates how AI completely eliminates the biases of human intuition. The integration of these advanced computational tools allows automotive engineers to rapidly balance energy density, thermal safety, long-term cycle life, and manufacturing costs, ultimately accelerating the deployment of safe, highly optimized zero-emission vehicles.

The Central Nervous System of the Electric Vehicle

The monumental task of moving the entire global automotive market away from fossil fuels and toward full electrification is arguably the greatest engineering challenge of the 21st century. The success of this massive global endeavor depends almost entirely on one single, critical factor: how well we can develop, optimize, and safely implement reliable energy storage systems into commercial vehicles. In the early days of electrification, choosing a battery seemed relatively straightforward. Today, however, selecting the absolute optimal battery chemistry for a specific Electric Vehicle (EV) platform is no longer just a simple matter of checking a manufacturer's specification sheet. Instead, this selection process has evolved into a remarkably complicated, frustratingly multi-dimensional engineering puzzle. Automotive designers and chemical engineers are now forced to meticulously juggle a series of heavily conflicting performance parameters. They must find a way to maximize the battery's energy density to guarantee longer driving ranges for anxious consumers, while simultaneously ensuring high specific power to provide the rapid acceleration that modern drivers expect. At the exact same time, they must guarantee a long-term cycle life to

prevent the battery from degrading after a few years, maintain incredibly strict thermal safety margins to prevent catastrophic fires, and crucially, keep the overall manufacturing and material costs down to ensure the vehicle remains financially accessible to the mass market.

The Historic Compromise: Chemistry vs. Practicality

Within the automotive industry, the battery pack is widely recognized and universally accepted as both the technological core and the absolute financial heavy-weight of any modern electric vehicle. Because of the intense chemical limitations of raw materials, automakers have historically faced a deeply frustrating compromise when selecting a power source. For example, if an engineering team selects a battery chemistry that offers the absolute longest possible driving range—such as those utilizing high Nickel-Manganese-Cobalt (NMC) concentrations—they must accept a terrifying trade-off. While NMC batteries store massive amounts of energy, they are unfortunately highly sensitive to external temperature fluctuations and notoriously prone to dangerous, uncontrollable thermal runaway if damaged or overcharged. Conversely, if the safety team dictates the selection, they might choose an incredibly stable, highly durable, and much cheaper alternative like Lithium Iron Phosphate (LFP). However, this safety comes at a steep price: LFP typically suffers from significantly lower energy density. This chemical reality makes the physical battery pack much heavier and drastically reduces the effective driving range of the vehicle, making it less appealing to consumers.

The Limitations of Traditional Selection Methods

In the early, pioneering days of EV development, traditional battery selection methods were highly rudimentary. Engineering teams relied heavily on static look-up tables provided by cell manufacturers, outdated historical data, and limited, highly controlled experimental testing conducted in pristine laboratory environments. The glaring, fundamental problem with this legacy approach is that it simply cannot account for the wildly dynamic, unpredictable real-world variables that these vehicles face on the open road. EV batteries are not static, unchanging fuel tanks like those found in diesel trucks. They are complex, highly volatile, living electrochemical systems. The actual performance and degradation of these cells shift drastically depending on a multitude of chaotic factors, including the aggression of the driver, extreme shifts in ambient weather conditions (from freezing winters to scorching summers), and the highly irregular, damaging fast-charging habits of the vehicle owner. Relying on static laboratory data to predict dynamic real-world behavior frequently led to massive miscalculations in vehicle range and battery lifespan.

The AI Revolution: Deep Neural Networks and Digital Twins

To overcome the severe limitations of human calculation and static testing, the automotive industry has aggressively turned to Artificial Intelligence. Modern AI algorithms do not just look at static, lifeless numbers on a spreadsheet; instead, they continuously analyze massive, chaotic streams of live data gathered from millions of miles of real-world EV driving. By heavily leveraging advanced Deep Neural Networks (DNN) and sophisticated predictive machine learning models,

engineers can now generate highly accurate, fully functional "Digital Twins" of entire battery packs. A Digital Twin is a precise, virtual replica of the physical battery that exists entirely within a supercomputer. These incredibly complex virtual models allow researchers to safely simulate years of harsh battery degradation, extreme thermal stress, and gradual electrochemical aging in mere seconds. Crucially, they can perform these exhaustive tests long before a single physical prototype battery is ever assembled on the factory floor, saving companies millions of dollars in research and development costs and years of physical testing time.

Navigating Trade-offs with Multi-Objective Optimization

Current academic research and advanced industrial development extensively utilize multi-objective optimization algorithms to successfully navigate the incredibly complex trade-offs inherent in modern battery design. In the past, human engineers often relied heavily on intuition and personal experience, which unfortunately meant they were often unconsciously biased toward older, more familiar technologies that they were comfortable with. AI completely removes this human bias from the equation. Instead of relying on a "gut feeling," AI objectively and mathematically evaluates thousands of potential electrochemical combinations simultaneously. It impartially weighs the pros and cons of experimental solid-state batteries against established lithium-ion architectures, ensuring that the final selection is based purely on data-driven performance metrics rather than institutional habit.

Multi-Criteria Decision-Making (MCDM): TOPSIS and AHP in Action

At the absolute heart of this AI-driven revolution in battery selection is the highly structured application of Multi-Criteria Decision-Making (MCDM) frameworks. Within this field, two specific mathematical methods have proven to be exceptionally powerful: AHP (Analytic Hierarchy Process) and, most notably, TOPSIS (Technique for Order of Preference by Similarity to Ideal Solution). To put the complex mathematics of TOPSIS into practical, understandable terms, the algorithm works by simultaneously identifying two purely hypothetical extremes. First, it calculates the parameters for a "perfect" battery—a theoretical power source that is infinitely cheap to produce, perfectly safe under all conditions, and extremely energy-dense. Simultaneously, it calculates the parameters for the "worst possible" battery. Once these two extremes are established, the TOPSIS algorithm then mathematically evaluates and ranks all existing, real-world battery options based entirely on their geometric, multidimensional distance from these two hypothetical extremes. The real-world battery that scores closest to the "perfect" ideal while remaining furthest from the "worst" scenario is mathematically crowned as the optimal choice. When advanced AI is seamlessly paired with the TOPSIS framework, the entire selection system becomes incredibly dynamic and responsive. For instance, if an automaker suddenly decides they want to design a heavy-duty electric delivery van—a vehicle that strictly prioritizes extreme cycle life and low upfront cost over high-speed acceleration—the AI instantly recalibrates the mathematical weighting criteria. It will seamlessly and rapidly sift through vast, global databases of cell

characteristics and accurately recommend the absolute optimal chemistry for that specific van. In this scenario, it would likely point the engineering team toward a specialized LFP cell or perhaps even a newly developed, highly robust sodium-ion architecture, effectively saving the company thousands of hours of tedious manual engineering calculations.

Predicting the Future: State of Health and Thermal Runaway Prevention

Beyond just the initial selection of the battery chemistry, AI models that have been heavily trained on decades of historical charge and discharge cycles are currently proving to be absolutely invaluable for predicting the future. Specifically, they are used to accurately forecast the "State of Health" (SOH) and the precise "Remaining Useful Life" (RUL) of battery packs currently operating in the field. This predictive capability is critical for safety. One of the most terrifying and catastrophic prospects in EV design is the phenomenon of thermal runaway—a violent, cascading chemical failure where a single overheating cell within a pack rapidly triggers a massive, uncontrollable fire. Machine learning algorithms have proven to be incredibly adept at recognizing the microscopic, almost invisible voltage anomalies and minute internal resistance spikes that inevitably precede these catastrophic events. By deeply understanding these specific failure modes during the initial selection phase, automakers can proactively avoid choosing volatile chemistries that exhibit unpredictable degradation patterns under high stress, effectively designing out the fire risk before the car is ever built.

Conclusion

The highly complex process of selecting and implementing energy storage systems for Electric Vehicles has permanently and irreversibly transcended manual engineering estimation. The sheer volume of data and the severity of the conflicting parameters make human calculation obsolete. By aggressively and intelligently utilizing Artificial Intelligence in tandem with advanced Multi-Criteria Decision-Making techniques like TOPSIS, the global automotive industry can rapidly, accurately, and safely pair highly complex vehicle architectures with their absolute optimal electrochemical power sources. Comprehensive research from the past few years definitively confirms that AI-integrated frameworks not only perfectly optimize the delicate, frustrating balance between energy density, safety, and cost, but they also actively and accurately predict long-term operational degradation. Ultimately, this highly intelligent, fiercely data-driven approach is an absolute necessity for successfully accelerating the sustainable, global transition toward true zero-emission mobility.

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