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AARUPADAI VEEDU INSTITUTE OF TECHNOLOGY



VINAYAKA MISSION'S  
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**DEPARTMENT OF MECHANICAL ENGINEERING**  
**SAEINDIA COLLEGIATE CLUB**



**WEBINAR ON**  
**BASICS OF BATTERY ELECTRIC VEHICLES**  
**&**  
**TECHNOLOGY OVERVIEW**

**Presented by**

**Thiru.Ganesh Sankaran**

Chief Program Engineer – Programs  
Ford Motor Company Limited, Chennai

**Thiru.Ramakrishnan Sivasubramanian**

Sr. Engineer – Programs, Product Development  
Ford Motor Company Limited, Chennai

**12<sup>th</sup> June 2020**

The Department of Mechanical Engineering in association with Society of Automotive Engineers India Collegiate Club organized webinar on **Basics of Battery Electric Vehicles & Technology Overview** on 12<sup>th</sup> June 2020. As a good start, Prof.L.Prabhu, HoD, Mechanical Engineering welcomed the guest and participants and Webinar Co-ordinator Prof. Dr.M.Prabhakar, Mechanical Engineering elucidated the theme and importance of Webinar. Thiru.Ganesh Sankaran, Chief Program Engineer - Programs, Ford Motor Company Limited, Chennai and Thiru.Ramakrishnan Sivasubramanian, Senior Engineer - Programs, Product Development, Ford Motor Company Limited, Chennai delivered more informative lecture with many illustrations. The duo speakers elaborated the basics about battery operated vehicles -Types of batteries, recent developments, applications and the operational features. The webinar session was much interestingly handled with many statistics and facts. The webinar session was curtailed with Q&A Session, where the experts from the domain cleared the doubts/questions raised by the participants. The webinar

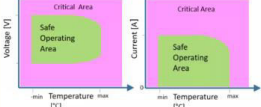
session was attended by more than 550 participants from AVIT and Other organizations. The session was hosted live through zoom virtual platform and as there was an enormous registration for the webinar, the session was streamed live in you tube channel of the Institution.

The Indian government has set ambitious targets to accelerate the adoption of electric vehicles (EVs). By 2023, it wants all three-wheeler's to run on batteries. By 2025, the rule will be applicable to most two-wheelers. In India, power sector decarbonisation is already happening, and industrial decarbonisation will be the next task. So, Every Engineer must have to know the present trends in Electric Vehicles. Hence this session would have surely meet the expected outcome of understanding the basics of Battery operated electric vehicles, Operational Features etc . The webinar session was concluded with a vote of Thanks by Prof. J.Senthil, Mechanical Engineering,AVIT.

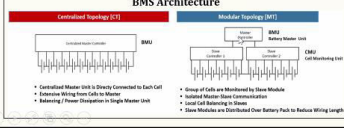
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### BEV Systems Selection – Energy System – BMS

- Battery Management System helps to monitor and ensures the safe operating condition of Battery system
- Key role of a BMS is to
  - Maintain State of Charge (SoC)
  - Maintain State of Health (SoH)
  - Monitor and Balance Cells
  - Safety Monitoring
    - Voltage / Current
    - Temperature
    - HW Isolation



#### BMS Architecture



- Ensures Optimized Power (Range)
- Minimize Risk of Damage (Life time)
- Monitor & Control of Charge / Discharge

Participants: 173 Q&A Chat Share Screen Pause/Stop Recording More

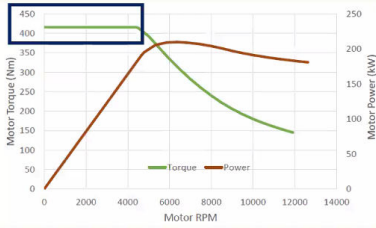
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Participants in the grid:

- SGANESH G
- Senthil J
- Keerthana Jeyaraj
- N.D.PRAJESH C...
- Ramakrishnan S
- Dr M Prabhakar .
- Shine Thomas
- PRAEHU L
- PARTHIPAN S
- prakash Sekar
- Samuel Michael
- Dr. Upendra Rajak
- Sreeram
- saravanakumar.M
- B.Selva Babu
- SELVAMUTHUK...
- bubesh kumar
- Gaurav Krushna ...
- Kapil,Nagaland
- S
- S
- leela
- Antony Casma

**Advantages of BEV over ICE**

- EVs are 4X cheaper in terms of running cost/km
- EVs effectively address the import of Oil (Energy Security)
- Lower Service cost because of less consumables (No Oil changes, Spark plug, etc.,)
- EVs offer improved ride handling, responsiveness and ride comfort
- Reduced Noise, Vibration and Harshness issues
- EVs generates instant torque thus offering a faster acceleration



The graph illustrates the performance characteristics of an electric motor. The x-axis represents Motor RPM from 0 to 14000. The left y-axis represents Motor Torque (Nm) from 0 to 450. The right y-axis represents Motor Power (kW) from 0 to 250. The torque curve (green) starts at 400 Nm at 0 RPM and decreases as RPM increases. The power curve (brown) starts at 0, reaches a peak of 250 kW at approximately 6000 RPM, and then decreases to 150 kW at 14000 RPM.

Zoom Webinar

Recording... LIVE on YouTube

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SGANESH6	Senthil J	Keerthana jeyaraj	N.D.PRAJESH C...	Ramakrishnan S
Dr M Prabhahar .	Shine Thomas	PRABHU L	PARTHIPAN S	prakash Sekar
Samuel Michael	Dr. Upendra Rajak	Sreeram	saravanakumar.M	B.Selva Babu
SELVAMUTHUK...	bubesh kumar	Gaurav Krushna H...	Kapil,Nagaland	Srividhya Vasudevan
saurabh	sangeethas@avita...	leela	Antony Casmir	Pranav K.P