



# Design of Battery Charger with IoT Capabilities for Electric Bikes

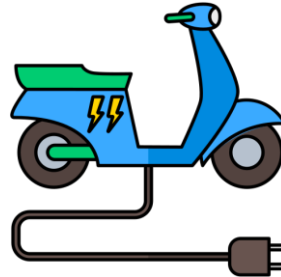
Kevin Naoko  
Dhanurangga Al Fadh  
Danu Ihza Pamungkas  
Muhammad Amin Sulthoni  
Arwindra Rizqiawan



# Introduction



New policies pushed major development in E-bike industry

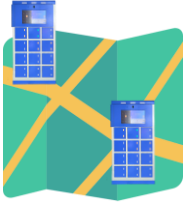


Conventional E-bike charging takes a long time



E-bike rental services with swappable batteries → reduce charging time

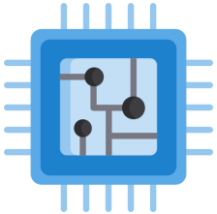
# Problem



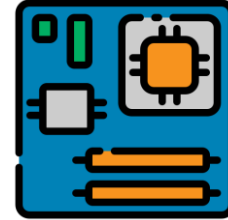
Some users have difficulties in accessing a BSS



Companies need a way to monitor chargers

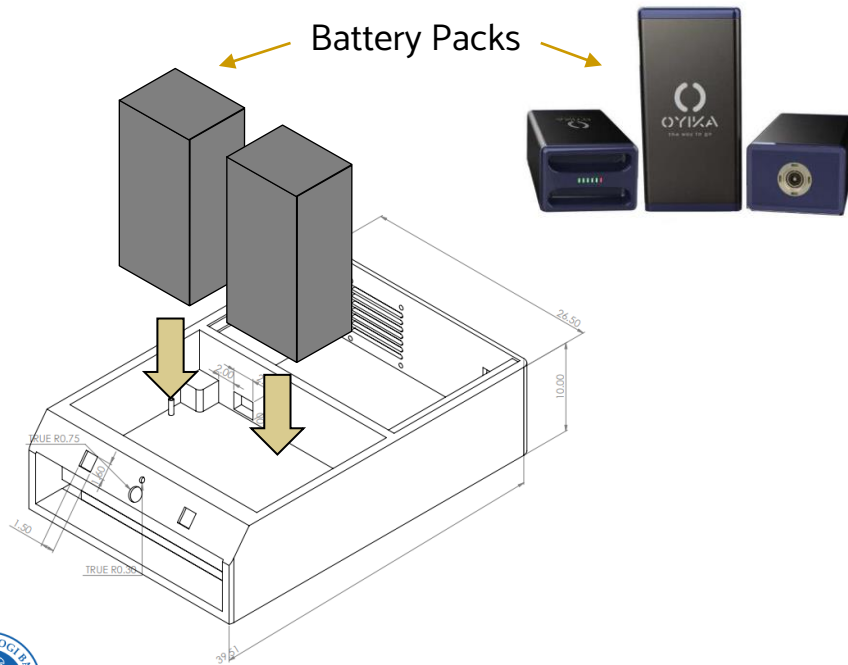


Proprietary battery packs have a safety system that needs to be disabled



MCU-controlled charger is proposed

# Proposed Solution



## *Smart* Charger

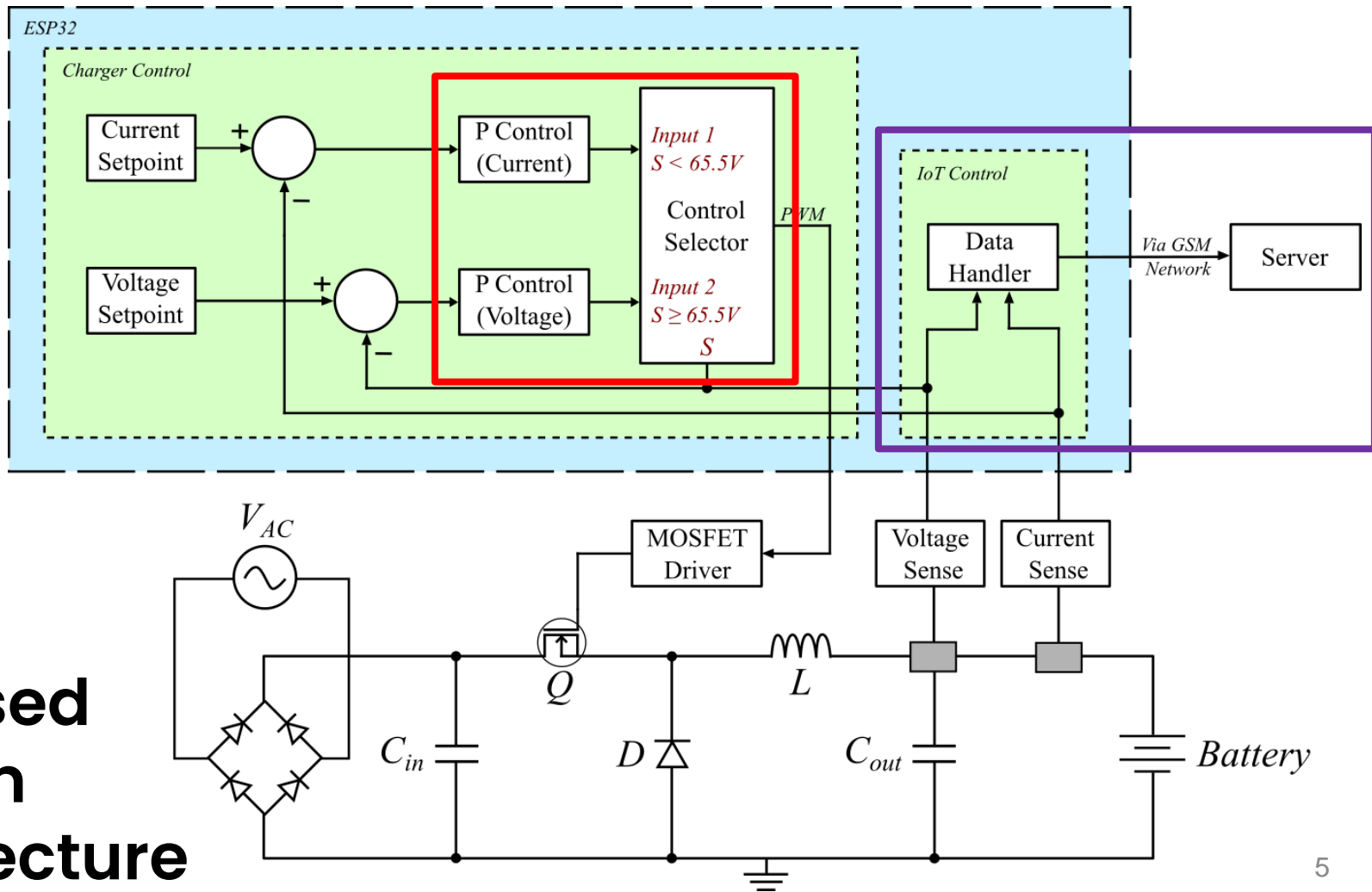
Capable of charging a 60.8V and 11.2Ah battery pack

Capable of being monitored and controlled

Maximum charging current 10A,  
power output around 600W

Low enough to be used in most of  
Indonesia's house

# Proposed System Architecture



# Charger Subsystem

## Proposed Concept

- Non-isolated SMPS buck converter topology
- Two charging modes
  - *Fast Charging* at around 10A
  - *Slow Charging* at 5A
- CCCV charging method, transition at 65.5V nominal voltage (est. 85% SoC)
- Passive RC snubber for the switching device

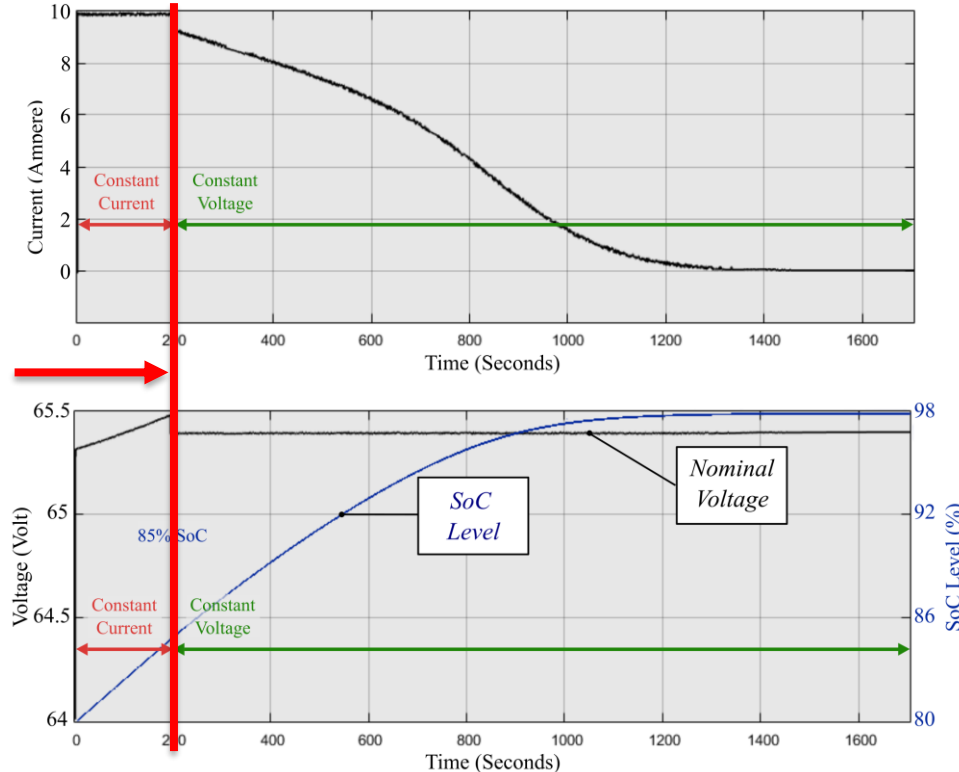
## Buck Converter Specifications

| Parameter           | Value          |
|---------------------|----------------|
| $V_{in}$            | 220V AC        |
| $V_{out}$ (nominal) | 60.8V DC       |
| $f_s$               | 23kHz (TLP250) |
| $\Delta I_o$        | 0.35           |

# Charger Subsystem

## Simulation Results – CC/CV transition

CC-CV  
Transition  
Mark

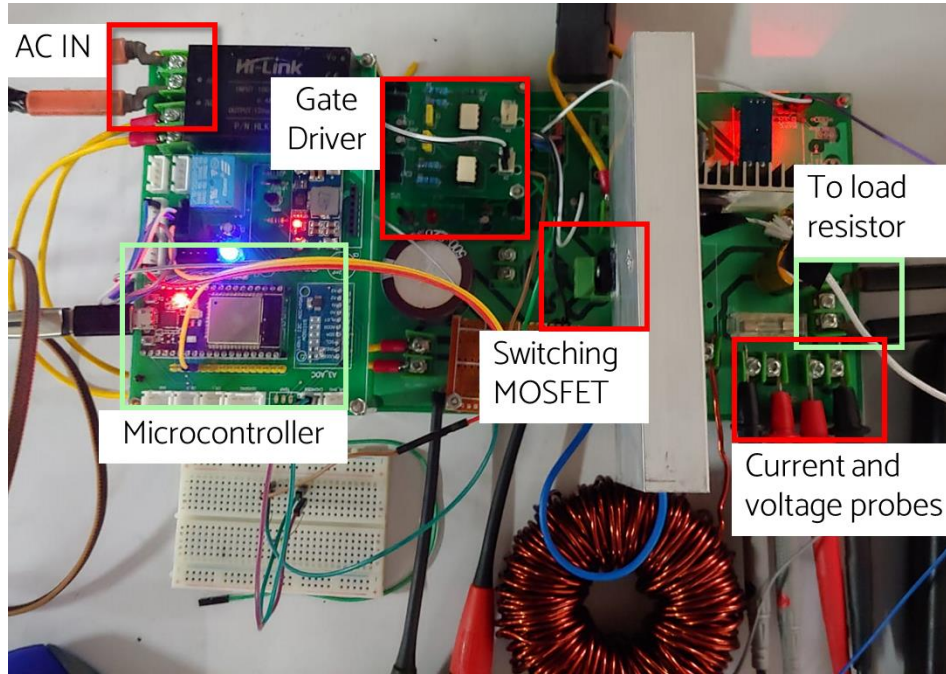


Current output  
Constant in CC phase  
Decreases in CV phase

Voltage and SoC Level  
Increases in CC phase  
Constant in CV phase

# Charger Subsystem

## Experiment Setup



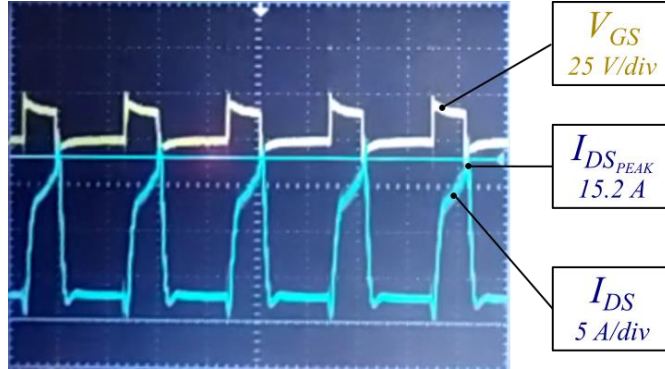
Initial tests done with a load resistor

Due to the unavailability of cores with accurate datasheet in the domestic market, a core with a very low  $\mu_R$  is selected



# Charger Subsystem

## Experiment Results



Switching current

Peak current below switch's operating range



Output current connected to a battery

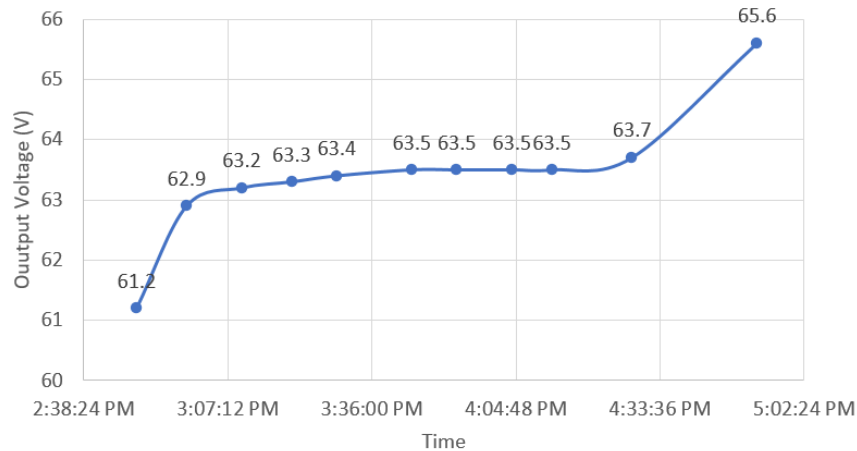
Response time 800ms

Ripple ~ 25% at 5A output

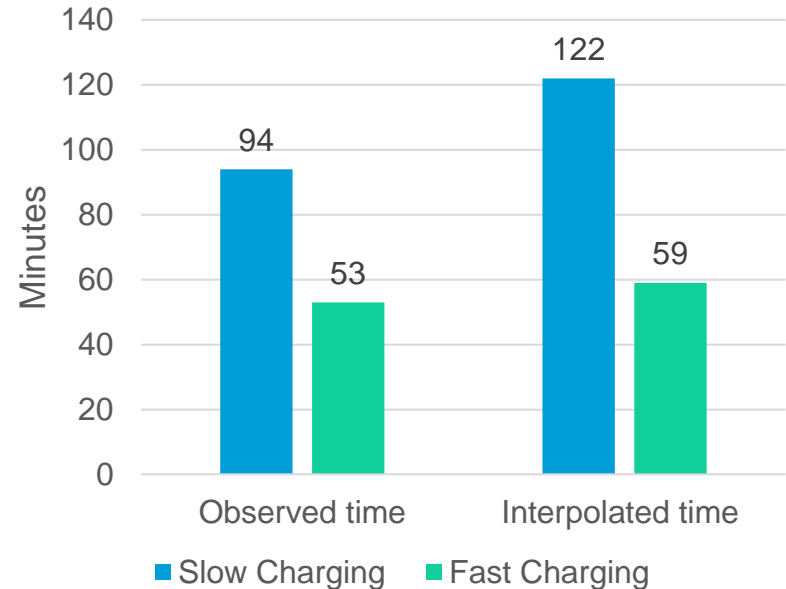
# Charger Subsystem

## Experiment Results

Voltage output increases with SoC



Charging time for the two charging modes



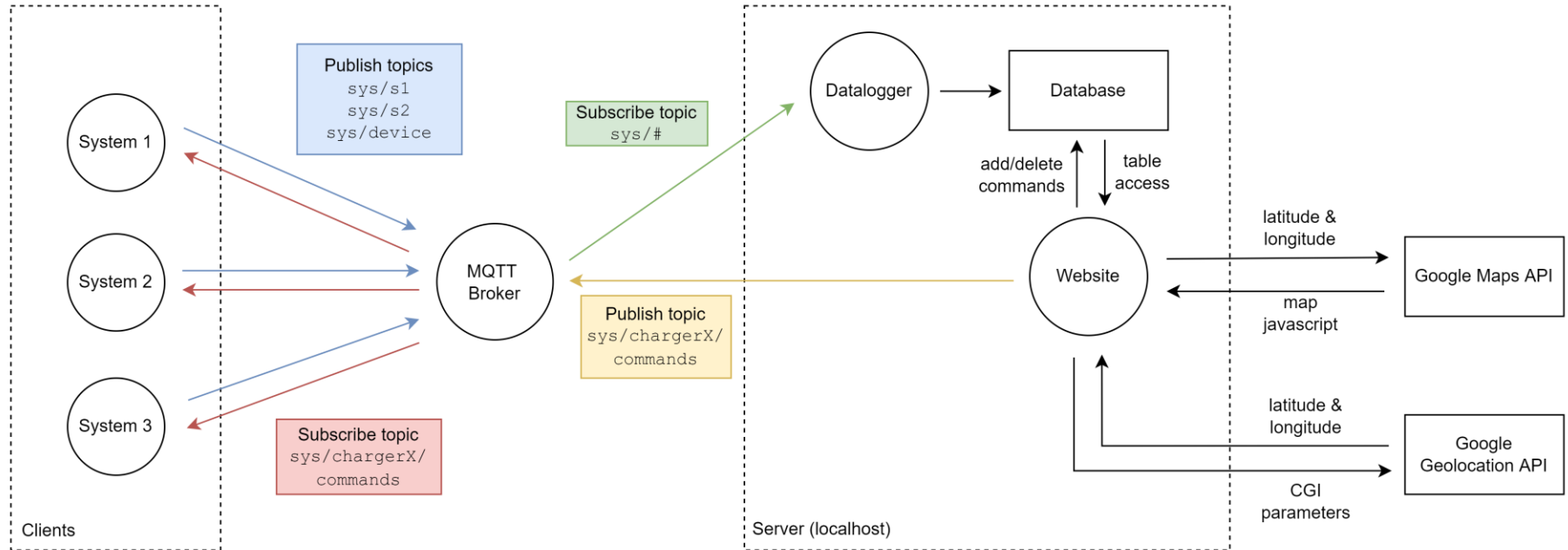
# IoT Subsystem

## Proposed Concept

- Sends data to a database when an event is triggered (insertion, removal, finished charging)
  - Battery info (voltage, serial number, SoC, SoH)
  - Timestamp
  - Location
- Uses 2G network – MQTT protocol
- Server uses Python Flask as a framework, SQLite as database
- Rudimentary web dashboard to view data logging and location

# IoT Subsystem

## Proposed Infrastructure



# IoT Subsystem

## Implementation Results – Web Dashboard

Shows current slot condition



Idle

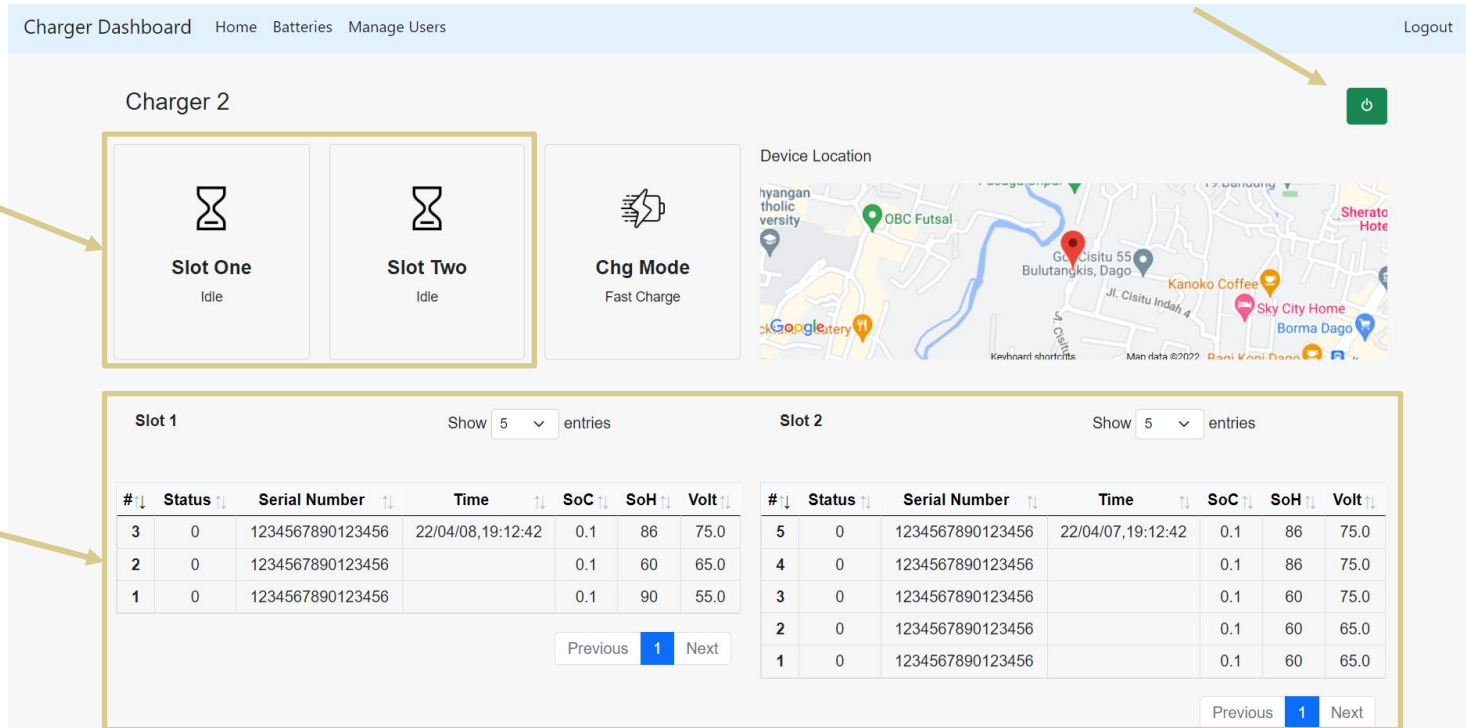


Charging



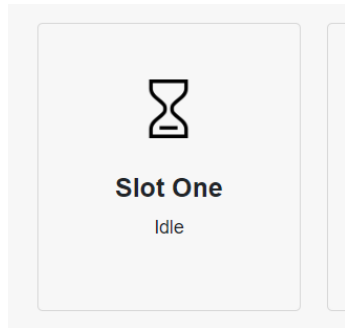
Charged

Datalogging history  
Slot 1 (left)  
2 (right)

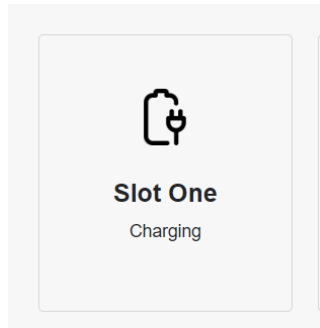


# IoT Subsystem

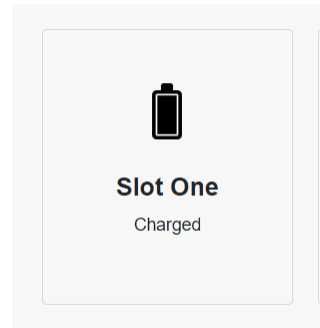
## Implementation Results – Charger System



Idle



Charging



Finished Charging



Top – obtained location  
Bottom – actual testing location  
Accuracy ~100m

# Conclusion



## Battery charging system

Charger output : 60.8V, 10A

Maximum power of 650W  
(65V, 10A right before  
transitioning to CV phase)

## Remote monitoring and control

Important parameters that can be observed:

Location  
Charging Status  
Charging History

# Suggestion

1. Inductor selection can be improved to increase portability and to minimize core losses
2. Upgrade database to MySQL for a more robust system



# Thank You

Kevin.naoko11@gmail.com  
+62 812 1922 6276  
linkedin.com/in/kevinnaoko

School of Electrical Engineering and Informatics  
Institut Teknologi Bandung



# References

- [1] M. N. Yuniarto, I. Sidharta, S. E. Wiratno, Y. U. Nugraha and D. A. Asfani, "Indonesian Electric Motorcycle Development: Lessons from innovation-based concept implementation on the design and production of the first Indonesian electric motorcycle," in IEEE Electrification Magazine, vol. 10, no. 1, pp. 65-74, March 2022, doi: 10.1109/MELE.2021.3139247.
- [2] E. Drummond et al., "Design and Construction of an Electric Motorcycle," 2019 Systems and Information Engineering Design Symposium (SIEDS), 2019, pp. 1-6, doi: 10.1109/SIEDS.2019.8735634.
- [3] S. S. Thakur, E. Ankit Roy, S. K. Dhakad and E. Alpesh jain, "Design of Electric Motorcycle," 2020 IEEE International Students' Conference on Electrical, Electronics and Computer Science (SCEECS), 2020, pp. 1-4, doi: 10.1109/SCEECS48394.2020.116.
- [4] J. M. Kharade, A. A. Patil, N. V. Yadav, B. D. Kamble and A. B. Virbhadre, "Dual Battery Charger System for Electric Vehicle," 2021 Second International Conference on Electronics and Sustainable Communication Systems (ICESC), 2021, pp. 157-161, doi: 10.1109/ICESC51422.2021.9532862.
- [5] T. Kaur, J. Gambhir and S. Kumar, "Arduino based solar powered battery charging system for rural SHS," 2016 7th India International Conference on Power Electronics (IICPE), 2016, pp. 1-5, doi: 10.1109/IICPE.2016.8079373.
- [6] K. E. Hammoumi, R. E. Bachtiri, M. Boussetta and M. Khanfara, "Arduino Based Platform for Managing a PV Battery Charge," 2019 7th International Renewable and Sustainable Energy Conference (IRSEC), 2019, pp. 1-4, doi: 10.1109/IRSEC48032.2019.9078303.
- [7] Ron Stull. "Isolated vs Non-Isolated Power Converters." (2019). Accessed: Oct. 29 2021. [Online]. Available: <https://www.cui.com/blog/isolated-vs-non-isolated-power-converters>
- [8] C. Tsai, et al., "Designing a Fast Battery Charger for Electric Bikes," presented at the International Conference on System Science and Engineering, Taipei, Taiwan, July. 1-3
- [9] A. Banks and R. Gupta. 'OASIS standard'. Accessed on 26 May 2022. [Online]. Available: [http://docs.oasis-open.org/mqtt/mqtt/v3.1.1/os/mqtt-v3.1.1-os.html#\\_Toc398718099](http://docs.oasis-open.org/mqtt/mqtt/v3.1.1/os/mqtt-v3.1.1-os.html#_Toc398718099)
- [10] B. Arabsalmanabadi, N. Tashakor, A. Javadi and K. Al-Haddad, "Charging Techniques in Lithium-Ion Battery Charger: Review and New Solution," IECON 2018 - 44th Annual Conference of the IEEE Industrial Electronics Society, 2018, pp. 5731-5738, doi: 10.1109/IECON.2018.8591173.
- [11] B. Mishra and A. Kertesz, 'The Use of MQTT in M2M and IoT Systems: A Survey', in IEEE Access, vol. 8, pp. 201071-201086, 2020, doi: 10.1109/ACCESS.2020.3035849.

# Appendix 1. Buck Converter Calculation

Determining inductor peak current, assuming 35% ripple output

$$i_{L,peak} = i_{out} + \frac{\Delta i_L}{2}$$

$$i_{L,peak} = 10 + \frac{10 \cdot 0.35}{2}$$

$$i_{L,peak} = 11.75 \text{ A} \quad \longrightarrow \quad 2\text{mm winding conductor}$$

With a 661  $\mu\text{H}$  inductor, the optimum switching frequency can be calculated

$$f_{sw} = \frac{V_o(1-D)}{L \cdot \Delta i_L}$$

$$f_{sw} = \frac{68 \cdot (1 - \frac{68}{311})}{661 \times 10^{-6} \cdot 0.35 \cdot 10} \approx 22.97 \text{ kHz}$$