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# Performance Analysis of Thermoelectric Cooling with Thermal Control Battery System for Electric Vehicle

**Dodiya Sahil Tasilbhai**

***Abstract*: A promising type of green transport, lithium battery-powered electric cars (EVs) have attracted a lot of attention and interest in the current years. In this study, thermoelectric cooling with forced convection was designed and possible cooling method for a thermal control battery system. Compared to free convection cooling, air cooling and TEC cooling appear TEC is the leading cooling work. Conditional tests are done on created battery thermal control battery system for EV automobile vehicles. The advanced battery thermal control battery can be a combination of TE Cooling, air cooling, and liquid cooling. There's Unobserved contact of the liquid coolant that acts as a medium to carry absent the thermally created from the battery with and amid the battery continuing. The outcome saws a promising cooling impact with a reasonable amount of energy wastage. The outcomes show that the ambient temperature is 32.5 to 30.5 and inlet temperature is 24.8 to 17.1 and then find out 2nd inlet temperature is between 13.9 to 6.4, and then after finding the lowest COP is 0.20. So, Thermoelectric cooling is the best option as compared to a simple VCRs system***

***Keywords*: Thermoelectric Module, Peltier Effect, See-Beck Effect, and TCBs.**

## I. INTRODUCTION

Electric automobiles may reduce global dependence and eliminate petroleum and atmospherically pollution due to automobile exhaust emissions. Although Electric vehicles have gained greater support and acceptance for their cause benefits of easy maintenance, safety, and reliability. Battery pack mileage and thermal protection, and thermal management an integral part of research on batteries system. As a necessary kind of power storage unit, lithium batteries has been advanced over the years and demonstration has been greatly increased. Gradually applied to robots, Electric vehicles, and synthetic spacecraft. These days maximum electric vehicles are becoming manufactured, and lithium batteries are broadly used, but there is a much heat is in process of use has seemed. Atmosphere pollution and energy quickly are becoming fasting deep, so to speak countries are focusing on renewable energy.

Limited reserves call for increasingly more renewable options to replace fossil gas-primarily based strength assents, contributing appreciably to imbalanced distribution and development of renewable energy-based totally packages together with consumer electronics automobiles and the world is becoming 'green', the building is also emerging. Electric-powered automobiles and Hybrid electric-powered vehicle generation are notably greater appealing as green options to conventional combustion motors, whose recognition is moving internally. Batteries play a rising number of critical functions in the use and storage of sustainable electricity. EVs and HEV depend closely on battery capability. A thermal control battery has been evolved to control and optimize the thermal popularity of the battery. The working temperature of the battery is maximum important. Mainly, price/discharge capacity may be greatly laid low with temperature, and availability will similarity have an effect on utility performance. Battery life beneath working conditions, from −30 C - 60 C, battery fitness varies enough from the ultimate battery temperature range. In spite of this fact, studies have shown that temperatures above 50 C can be bad for battery life.

A proficient temperature administration framework makes a noteworthy commitment to expanding battery wellbeing and in general life and with this, Battery assurance as capacity and charge/discharge rate increment issues require more consideration. Since that point, different TCBs have been created to meet the request for more control, quicker charge rates, and superior driving execution. Modern TMBS is divided into two groups: active systems and passive systems. Passive TCBs work regularly with phase-changing materials, hot channels, and hydrogels. zero overabundance control utilization is the foremost unmistakable highlight of these systems. In any case, the cooling handle is troublesome to oversee. The reverse of this, conventional energetic procedures commonly monitor to obliged circulation and the improvement of certain cooling materials and substances like air and water. The major point is the cooling impact can be exceptionally constrained in a few circumstances. Coolant power generation equipment for vehicles has been evolved over the year. In differentiate, thermoelectric coolers fueled by battery heat administration are relatively a modern pretendant for electric vehicles. It has preferences has a solid cooling capacity and dependable working capacity, and the integration into TCBs pulled in increasingly attention.

Based on the transformation of thermoelectric coolers' voltage to temperature contrast. The Peltier impact and See-back impact and the Thomson impact are related to the thermoelectric impact.

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***** Correspondence Author (s)
**Dodiya Sahil Tasilbhai***, Department of Mechanical Engineering, Chandigarh University, Mohali (Punjab), India. Email: sahildodia021@gmail.com

Thermoelectric impact alludes to all change forms from heat to power, and bad habits and fundamental preferences TE coolers are generally calm, steady, and Trustworthy. In addition, the temperature may be a simply controlled change in voltage supply. These strategies were utilized in Restorative and gadget applications for a long time; That as it may, for battery thermally administration applications, chronicle is finite. In common sense applications, the battery may work in cool or hot surrounding temperatures. Thermo-electric module may be utilized for both cooling and heating hot end the heat is to disperse and absorbed by the cool end. TEC is inadequate for TCBs due to low thermal productivity, and the oddity of the application of TEC. TEC is considering better TCBs. In most of the thinks, discussion was utilized as the medium of heat exchange from cold conclusion to the battery. Included in a set of heatsink fans for both cooling side cooling and hot side warm scattering. To discuss and water is imaginative can did for withdrawal heat from the warm end. These all plans illustrate the spreading of the TE module utilized in warm regime batteries.

The created warm administration battery framework could be a conjunction of TE cooling, constrained air cooling, and fluid cooling. The fluid coolant makes backhand contact with the battery and serves as a medium to dissipate the heat produced by the battery and proceeding. TE cooling is based on the Peltier impact. When current passes via the circuit fashioned by semi-conductors, the Peltier impact happens at the touch surface of those semi-conductors, therefore ensuing withinside the severance of cold and hot. TEC technology has been extensively used in lots of fields. However, its application in battery thermal control nonetheless wishes to be turned up. TCBs are mainly based entirely on TEC operating only at the most current, which brings significant temperature change and energy dissipation. The TE cooler runs through the Thermal control battery system.

Advanced battery thermal control machine is a mixture of TE cooling, air and liquid cooling. The fluid coolant has an angled touch with the battery, acts since the medium to put off the heat created from the battery all through operation and Thermal control battery system is the best option for the Electric vehicle car, which means no refrigerant use, eco-friendly, and environment is safe. The resulting synthesized data represent important and significant figures and lead the way in studies for those curious about the challenge used to renovate a demonstration of battery thermal control systems [1]. The Peltier impact Explains How Temperature Can Change. When electric current passes through a confluence made of two apart materials. When heat is appropriate to one of the two semiconductors, the hot current streams on the way to electrons. If the pair is linked to an electric circuit, then direct current flows by that circuit [2].

## II. LITERATURE REVIEW

The developed battery heat management system that liquid, air and, TE. Indirect contact together with battery of Fluid coolant, it acts as a medium to dissipate the heat produced in battery. Constrained air-assist heat evacuation from the thermoelectric condenser side fluid shell. Research was conducted on the introduced liquid cooling and hybrids TE fluid air cooling system. At baseline with 40V supply voltage when it comes to heating, the hybrid system featured improved cooling impact on liquid cooling; this is more desirable as natural air [3]. The test illustrated in paper has a extensive association of tool referred to as TEC (Thermo-electric powered couple), in which electron we've got as a refrigerant fluid to perform the heat from the system. So, now in this scenario TEC cooling best option for human cooling comfort as well as environment then compare to VCRs system [4].

Thermal control battery system contributes to improvement Extends the performance and life of the power battery and improves safety and Based on TAFELLA E895 Type 100 Ah ternary lithium-ion power battery, this document describes discharging and charging Experiments at various speeds to study temperature rise and battery uniformity surface battery temperature can be kept in a reasonable range when discharging at high speeds. It improves battery temperature uniformity and saves battery energy [5]. A TE generator coupled with forced convection became modified as a powerful and possible cooling device for a thermal control battery device. A differentiate of common convection cooling, liquid and TEC cooling well-known appears that the TEC may be a great cooling gadget. These outcomes are predicted to deliver a powerful foundation of the layout and customization of thermal battery control structures to enhance the credibility and protection overall a demonstration of EVs [6].

A lithium iron phosphate battery became utilized to layout a preferred module which include cooling plates and it became determined that the battery temperature distinction, the stress drop reduced with the rise of the cross-segment and quantity of the coolant channel while the coolant go with the drift charge became regular on the inlet [7]. A cooling system-supported electric cooling unit is there to enhance the performance of the heat electric battery pack. Study proposes a TEC-supported battery cooling structure to enhance the cooling demonstration of the battery. This pack gives it a totally unique idea and support for battery thermal control. We have considered little cooling units that represents the operation of the cooling framework for the vehicle freely and satisfactorily. compatible with experimental results, studies on TMBS-supported TEC are of utmost importance and therefore conclusions of its impact are presented (Kuang et al., 2020). Whereas, in the operation of an electric automobile, especially when charging is initiated, the battery heats up rapidly and should catch fire. Therefore, the answer can be proposed using a heating pipe and phase change material (PCM) to cool the battery. The heat pipe serves to switch the heat energy of the battery. Heat pipes and PCM for battery cooling systems can significantly reduce battery floor temperatures and may be proposed as an alternative mechanism for battery cooling [8].

The built-in thermoelectric chip in the liquid cooling unit is a high format for the thermal administration battery System.

In the method of increasing the heat exchanger structure, it is stated that the U-shaped drift field distribution is more uniform than that of the Z-shaped. The planning system of this more desirable battery thermal administration device can supply a wealth of suggestions for fixing comparable problems [9]. As research the effect on compressor speed and how coolant moves along with the flow charge on the battery, most of the temperature and temperature differences analyzed. The simulation results demonstrate that compressor velocity has a massive effect on most temperatures and temperature differences. Under a certain compressor speed, the difference between the maximum temperature and the temperature will reach the minimum value increases instead of decreasing all the time with the coolant glide rate. The secondary loop cooling thermal control battery system is designed, and then, a stepwise manipulative approach to adjust the compressor speed according to the battery temperature interval is proposed [10]. The motor controller is an essential aspect of electric powered automobile vehicles. The controller usually generates heat and cooling as electric-powered automobile drive and mini thermoelectric cooler TEC with many benefits will become an attainable cooling gadget for controller recently [11].

Thermal control battery devices can cool the battery to high ambient temperatures. It may also maintain a more uniform temperature dispensation than the unusual TCBs, extending the life of the battery pack and getting in the way of buying an expensive battery parity device. Li-ion Battery pack that the new layout of a thermal control system. The use of a Thermoelectric Cooler is introduced and then, through experimentation and simulation, and proved the layout is possible. The modified BTMS can maintain a more uniform temperature distribution within a battery percentage than the unusual BTMS, which can also house an expensive battery equalization device [12]. The most effective layout for the water jacket requires wall thickness of 0.5 cm with an annular thickness of 2.4 cm to remove the maximum heat of 5500 watts from the electric motor. Each copper and aluminum displayed comparative cooling brilliance, with the last-mentioned diminishing fetched and streamlining generation [13].

By our calculations, the system will be able to maintain a temperature close to ambient temperature. It is also power-efficient and reliable. Our calculations indicate the system will meet consumer requirements. The system's ease of implementation and ergonomics are favorable. With new, more efficient Peltier modules, we can expand the use of this technology in the future. This project was intended as a way to demonstrate how thermoelectric coolers can provide cooling in a non-conventional manner [14]. This research paper, focuses on the works on the Peltier effect and without gases used in the Thermoelectric cooling, which means a safe environment, human comfort, no moving parts, etc. [15]. Thermoelectric refrigeration device, the cooling capacity of the Peltier module, and its use as an opportunity to totally based on the refrigerant cooling systems. The examine concludes that there are a number of locations where TEC may play a more promising role than traditional ACs with the brought benefits of no longer the usage of the refrigerants and consequently shielding the ozone layer with that reliable cooling and precise temperature manage, solid-nation cooling technology can update conventional cooling in a mess of applications. Additionally, with the advancements in cloth generation, there shall be a drastic increase in cooling performance [16].

The test featured on this study paper is a great collaboration of a device called TEC, in which we have electrons as a coolant fluid to take the heat out of the gadget [4]. The leading quick charging cooling plans can be predicted obtained exploratory information, which, in turn, can essentially make strides the proficiency of the charging process Controls vitality utilization amid cooling as well as plan [17].

## III. METHODOLOGY

This journal uses double-blind review process, which means that both the reviewer (s) and author (s) identities concealed from the reviewers, and vice versa, throughout the review process. All submitted manuscripts are reviewed by three reviewer one from India and rest two from overseas. There should be proper comments of the reviewers for the purpose of acceptance/ rejection. There should be minimum 01-to-02-week time window for it.

### A. Principle of Thermoelectric Cooling

Thermoelectric gadgets can be handled driven by many factors, including the Peltier impact, See-beck impact, Joule impact and Fourier impact. Peltier impact refers to the incident of heat absorption and release TEC at two junctions (cool and hot junction) when assigned to the present-day thermocouple circuit. The See-beck impact is in comparison with the Peltier impact and can be seemed as a TE generation. It may be regarded because the technology of modern-day at the two junctions, that's created through the temperature difference between the cold and hot ends. This phenomenon can produce a see-beck voltage that may offset some of the TEC's operating voltage and impair cooling operation. Thermoelectric cooler refers to solid-state semiconductor equipment that is noise free, eco-friendly and operating and their maintenance cost free, and essentially, One TEC units include N and P type conductors including as a horizontally and there are connected as electrically in series and thermally connected in parallel. Consequently, the TEC may be a suitable candidate for an electrical/hybrid battery thermal control gadget.

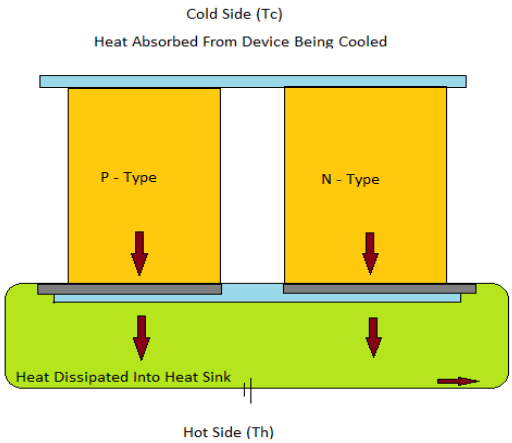



**Fig. 1. Principle of TEC Cooling diagram**

A conventional Thermoelectric module commonly comprises a gigantic number of N and P type conductor thermos-elements are electrically in course of action and sandwiched and thermally parallel between two ceramic plates [18]. Principle of TEC Cooling diagram is shown in Figure 1.

### B. Experimental Setup

- *Lithium-ion Battery:* Lithium-ion batteries are as of now utilized in most versatile client electronics such as cellular phones and laptops, because they are compatible with a higher power unit set than various electrical power storage systems. In expansion they have tall power-to-weight ratio extreme power efficiency reasonable tall temperature generally execution and now and then self-discharge. Most extreme plug-in hybrids and all- electric powered engines utilize lithium-ion batteries like those. Power carport systems, usually batteries, are critical for hybrid electric cars (HEVs), plug-in hybrid electric vehicles (PHEVs), and all-electric cars (EVs). The principal difference is a matter of scale. Li-on batteries have a very excessive power to weight ratio. This kind of energy powered automobile battery is high electricity a demonstration. Performance of TEC system at high temperatures is also excellent. The battery incorporates a additional control ratio in line with weight – a parameter that is exceptionally fundamentals for electric automobile batteries. Smaller weight of the battery, the more likely the car can run on a single cell and battery additionally has a low self-discharge stage, so the battery is higher than a few other battery in keeping up its potential to hold its full charge.

| | |
|---|---|
| Energy density of Mass Energy | 100-180 $W_h$/kg |
| Energy density of Volume | 200-300 $W_h$/L |
| Power density | 1000-5000 W/kg |
| Charge Efficiency | 95-99% |
| Self-Discharge Rate | 1-5% / month |
| Cycle Durability | 500-1000 cycles |
| Cost | 38-190 / $W_h$ |

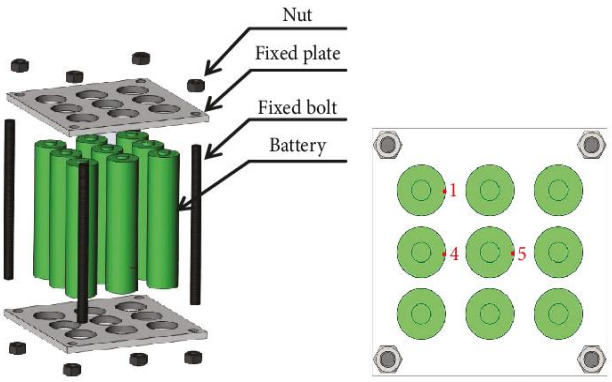



**Fig. 2. Lithion Ion Battery.**

Liquid-cooled systems are maximum broadly utilized in realistic utility high performance and compactness. The liquid has true hotness ability and heat transfer the coefficient represents the ideal answer for the TCBs of automobiles. Same air-cooling machine requires 2 or more times less power to keep the same average temperature of battery. Negative aspects include complexity, extra weight, extra charges, structural stress. Next, great excessive energy is necessary to broadcast fluid at preferred float value, rising general power consumption vehicle. Liquid-cooling prismatic batteries allows for compact configuration of TCBs, without the hassle of implementing them due to their general shape, while at the same time integrating cylindrical batteries into unique cooling channels increases the complexity and mass of the device goes. The majority general answer for regional and pouch batteries is the execution of cooling plates. Normal problem analyses temperature and speed distribution some studies examine the interior of the cooling plates and use orthogonal ones. Take a look at the dimensions of various parameters with liquid inner temperature, cooling plate width, mass glide charges or range of channels. A look at orthogonal sensitivity analysis shows that the best the effect on pressure loss is due to the distance and size of the center channel inlet plenum.

Liquid coolant has many blessings over air. Liquid is more compact than cooling air without sacrificing any cooling capacity. Liquid refrigerants can be up to 3500 samples more efficient than air due to their better density and heating capacity. They are able to buy up to 40% of parasitic electricity compared to air cooling. Similarly, liquid cooling can reduce noise levels. Although, fluids also have drawbacks, including cost, complexity, and the potential for leakage. Fluid cooling can be classified into direct and indirect cooling. Many commercial packages use water as the most efficient coolant. Although, the main mission of water-cooled batteries together is short circuit capability. Therefore, when transverse techniques are used to prevent electrical conduction along the cells maintaining high thermal conductivity. Adding electrical resistance will add extra thermal resistance, but if that is powered on it often does not affect cooling.

EV manufacturers, GM and Tesla, use the indirect cooling of their cars. GM uses without blood plates, between each prismatic cell. Bloodless plates are thin microchannels passing through them. Tesla follows the floating tube in the middle cylindrical cells, Fabric is thermally conductive but electrically remote for areas between cells and cooling channels. It sounds like full-blown tubes it is not suitable because of the small rotating touch, it is too triangular and electrical scene. All coolant connections are made on the outside of the battery door removal of leak points for this reason.

Direct cooling, also known as immersion cooling, covers and cools the entire floor of the mobile. It's the same way. It reduces hot/bloodless spots inside the cell and improves cellular properties. The coolant for direct cooling is dielectric with low viscosity and high thermal. conductivity and thermal efficiency. Immersion cooling is increasingly being used for fact centre servers and strength electronics. Immersion is not widely used for TCBs in the EV market. This is probably due to fee and security issues. These days, with the skill of writers, Easiest to Use Immersion Cooling for Battery for High Efficiency EVs vehicle.

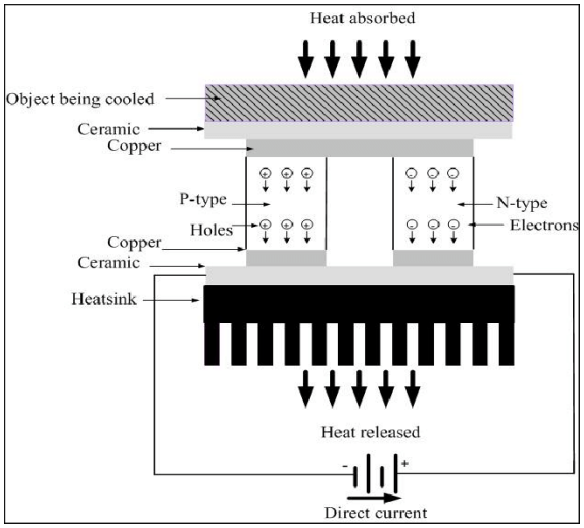



**Fig. 3. Schematic Diagram of TEC Cooling.**

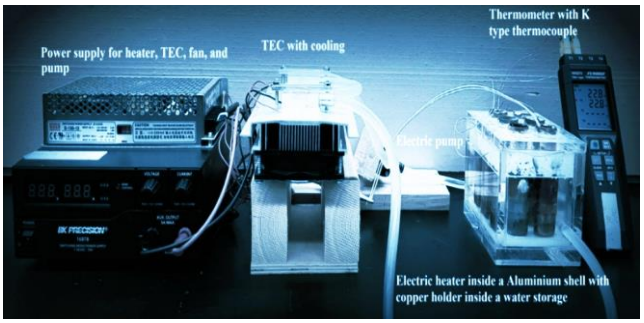


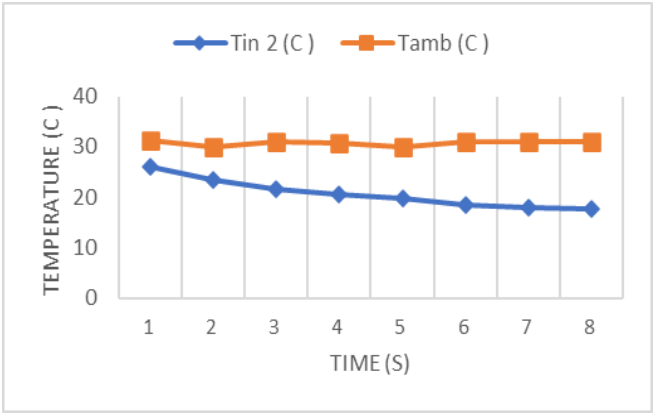

**Fig. 4. Experiment setup of the Thermoelectric cooling with the battery system.**

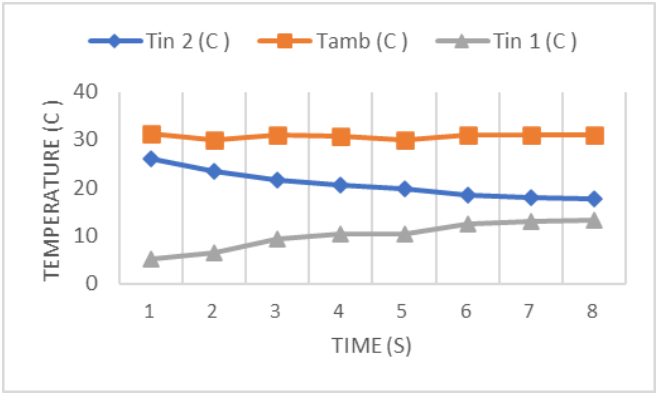
The major components of the installation are: TEC Cooler, Aluminium Mini channel heat sink, cool side heat dispenser for TE module, Cooling storage tank, heat exchanger, pump, power supply and coolant rotating pump. 0.063m3 commercial cooler with the internal volume was used for experimental studies by deactivating its cooling compartment. The hot side of the thermoelectric module is associated to an aluminium mini channel heat sink. To assimilate the heat discharged by the TE module. The cold side of the TE module becomes the heat dissolver aluminium alloy. An excessive thermal conductivity paste turned into utilized to reducing the touch thermal resistance every floor of the TE module.

Long hot conductivity glue is used to reduce the hot resistance of each surface of the thermoelectric module. Heat dissipation on the cold side and heat transfer between them was done using a brushless fan inside the cooling cabinet. Parameter voltages in use TE cooling, cold side heat Dispenser, Ambient and Internal volume temperature. High thermal conductivity paste is used to reduce contact thermal resistance each surface of the thermoelectric module. The thermoelectric module type used in the present study is TEC1-12709. Heat dissipation on the cold side and heat transfer between them was done using a brushless fan inside the cooling cabinet. Parameter voltages in use thermoelectric cooling, cold Side Heat Dispenser temperature, Ambient temperature and Internal volume temperature.

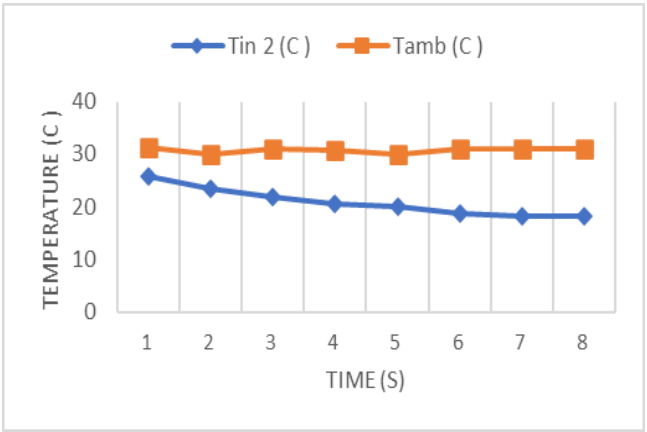
## IV. RESULT AND DISCUSSION

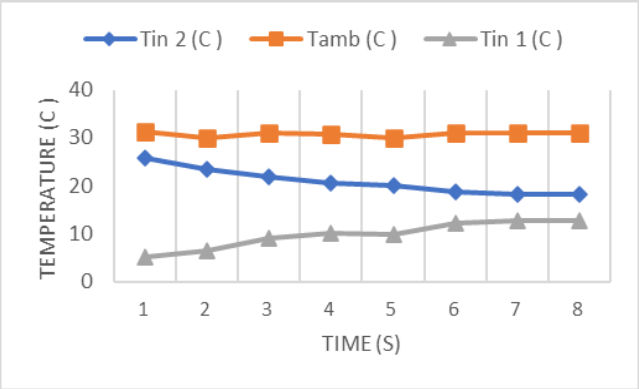
The present study was designed to estimate the performance of water-cooled thermoelectric cooling. In appearance, interior water-cooled-thermoelectric cooling are selected as the temperature and performance coefficient (COP) display indicators. The cooling water inside the heat exchanger is cooled using a thermoelectric module hot side ambient air launched to heat it. The Cooling Down period (CDP) for cooling may be defined as a degree of its cooling velocity.



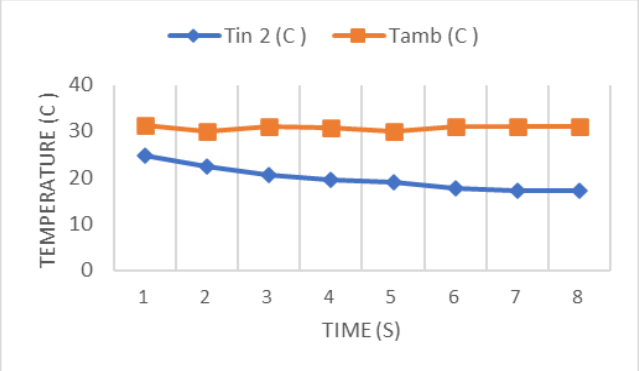



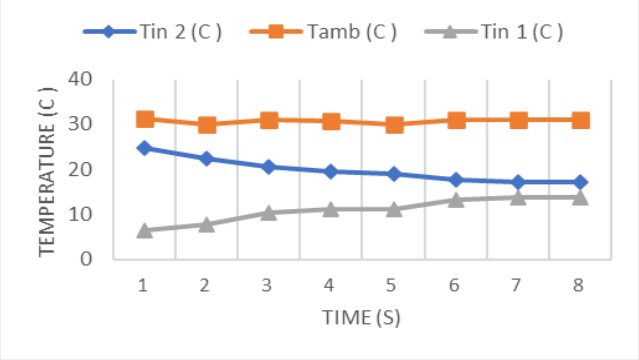

Above chart y- axis represent the temperature and on x-axis represents the cooling down time. In the first chart orange line is ambient temperature, blue line is 2nd inlet temperature and 2nd chart gray line is a inlet temperature of the thermoelectric cooling. In the 1st chart ambient temperature range between 32.5 to 30.5 and blue line inlet temperature range between 26.1 to 17.8 that means cooling down and then after ambient temperature minus to 2nd inlet temperature so found the inlet temperature.



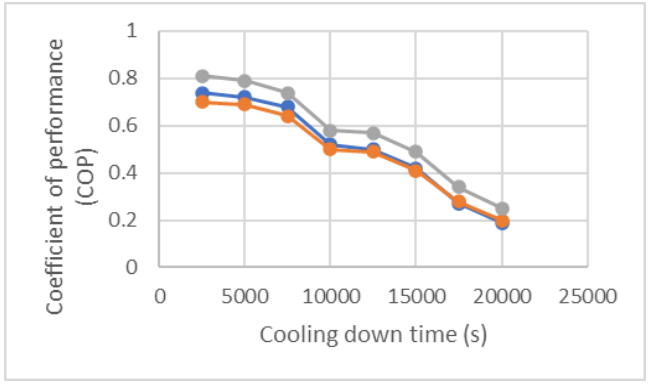



Then after taking a reading second time - orange line is ambient temperature, blue line is 2nd inlet temperature and 4th chart gray line is a inlet temperature of the thermoelectric cooling. In the 3rd chart ambient temperature range between 32.5 to 30.5 and blue line inlet temperature range between 25.9 to 18.2 that means cooling down and then after ambient temperature minus to 2nd inlet temperature so found the inlet temperature. so in the second time found the first inlet temperature is high as compared to the first time reading 1st inlet temperature.




Then after taking a reading third time - orange line is ambient temperature; blue line is 2nd inlet temperature and sixth chart gray line is a inlet temperature of the thermoelectric cooling. In the fifth chart ambient temperature range between 32.5 to 30.5 and blue line inlet temperature range between 24.8 to 17.1 that means cooling down and then after ambient temperature minus to 2nd inlet temperature so found the inlet temperature. So, in the third time found the first inlet temperature is high as compared to the first- and second-time reading 1st inlet temperature.




Above chart is represent the Coefficient of performance (COP). Above chart displays COP values of thermoelectric cooling for voltages of several structures. The bigger COP is about 0.8 and lowest 0.26 for 8V end of 25 minutes. When the system voltage is set to 12 V, the COP at the end of the 25-minute operating period is approximately 0.23. Second time- bigger COP is about 0.74 and lowest 0.2 for 10V and third time- bigger COP is about 0.7 and lowest 0.2.

| Tomb (°C) | Tin2 (°C) | Tomb- Tin1 | COP |
|---|---|---|---|
| 31.2 | 24.8 | 6.4 | 0.34 |
| 30 | 23.4 | 6.6 | 0.27 |
| 31.2 | 26.1 | 5.1 | 0.20 |

## V. CONCLUSIONS

Based on this, a look at the battery cooling size is proposed TEC battery cooling to enhance overall performance Percent and provides innovative thinking and support for battery thermal control. Small cooling unit we studied can operate independently and the performance can represent an adequate cooling system for vehicle. According to these experimental outcomes a study on TCBs based on TEC is very important and its effect findings are presented as follows:

- A significant cooling effect was achieved especially with cooling systems based on thermoelectricity. Therefore, the decline $T_{max}$ was accompanied by a boring increase $T_{max}$, that was over 6.4 C.
- The cooling affect of the system rises and then reduces with rising flow. The value of $T_{max}$ was maintained below 26.1 C, but Tmax and Tin 2n honor increased.
- $T_{max}$ and Tin 2 values can be modified and when the condition differential current is created and maintained within 5.1 C and differential current position can reduce the power consumption of TEC which is closer to the inlet. it maintains the temperature differential within 5.1 C.

### A. Equations

Number equations consecutively with equation numbers in parentheses flush with the right margin, as in (1). First use the equation editor to create the equation. Then select the “Equation” markup style. Press the tab key and write the equation number in parentheses. To make your equations more compact, you may use the solidus ( / ), the exp function, or appropriate exponents.

Use parentheses to avoid ambiguities in denominators. Punctuate equations when they are part of a sentence, as in

$$Qc = m * Cp * \Delta T \quad (1)$$

Where, m = mass
Cp = specific heat
ΔT = higher & lower temperature

$$COP = Qc / P_{input} = Q_{low}/(-W) = Q_{low} / (Q_{high} - Q_{low} \quad (2)$$

$$Q = U \times A \times (To - Ti) \times 24 \div 1000 \quad (3)$$

Where, A = Surface area
U = overall heat transfer heat coefficient
To = External temperature
Ti = Internal temperature

$$Q\dot{p}l = m \cdot Cp \cdot (Tpi - Tpf)/\Delta T \quad (4)$$

Where, m = mass
Cp = specific heat
Tp = initial temp.
Tpf = final temp.

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## AUTHORS PROFILE

**Dodiya Sahil Tasilbhai,** is pursuing Masters of Engineering at Chandigarh University and is Research Scholar in Department of Mechanical Engineering with Specialization in Thermal Engineering from Chandigarh University, Mohali – Punjab, India. He has Completed his Bachelors of Engineering from Darshan Institute of Engineering and Technology, Rajkot – Gujarat, India. His area of interest is Thermoelectric cooling, Air Conditioning and Refrigeration.