Fire Detection System in EV Vehicles Using LSTM

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Abstract—Electric vehicles (EVs) depend on lithium-ion batteries. While these batteries are efficient, they can create safety problems like thermal runaway, which can cause fire or explosion. Traditional Battery Management Systems (BMS) use threshold-based methods that only detect faults after serious issues occur. This paper suggests an AI-based early fire detection system that uses Long Short-Term Memory (LSTM) networks to improve battery safety. The system analyzes time-series battery data, including temperature, voltage, current, and state of charge (SOC). It also uses derived features like temperature rate of change (dT/dt), voltage variation (dV/dt), internal resistance, and power to improve prediction accuracy. The collected data is preprocessed and normalized with MinMaxScaler and converted into sequences that fit LSTM modeling. The LSTM model learns patterns of normal and abnormal battery behavior over time and predicts the likelihood of fire occurrence. Using predefined thresholds, the system classifies battery conditions as normal, warning, or high-risk. When a high fire risk is detected, the system sends alerts and simulates battery isolation to prevent further damage. Experimental results show that the proposed system can effectively spot early signs of thermal instability and provide timely warnings. This approach boosts the reliability and safety of EV battery systems by allowing predictive monitoring instead of reacting after problems arise. The proposed model can be expanded for real-time applications and integrated with advanced BMS for improved vehicle safety.

I. INTRODUCTION

Electric vehicles (EVs) are becoming more common today, mainly because they offer a cleaner and more energy-efficient alternative to conventional petrol and diesel vehicles. A key part of any EV is its lithium-ion battery, which is known for providing high energy density and a relatively long lifespan. Even with these advantages, lithium-ion batteries still come with certain risks. In particular, issues like overheating and thermal runaway can occur, and in severe cases, these can lead to fire incidents or serious system failures. Thermal runaway is a condition where an increase in temperature leads to further heat generation, creating a cycle that quickly gets out of control. Once this process starts, it becomes very difficult to stop and may eventually result in combustion. There are several reasons why this might happen, such as overcharging, internal short circuits, high current usage, or even physical damage to the battery. Most existing Battery Management Systems (BMS) monitor parameters using fixed threshold values. While this approach works to some extent, it is mostly reactive, since it detects problems only after limits have already been crossed, leaving very little time for preventive action.

Because of these limitations, there is a clear need for smarter systems that can identify potential issues much earlier. Recent developments in Artificial Intelligence (AI) and deep learning have opened up new possibilities in this area. These methods can analyze complex patterns in battery data and help in predicting abnormal behavior. Among them, Long Short-Term Memory (LSTM) networks are especially useful for handling time-based data, as they can learn from past patterns and capture how conditions change over time. In this work, an AI-based early fire detection system for EV batteries is proposed using LSTM networks. The system takes into account sensor data such as temperature, voltage, current, and state of charge. In addition to these, it also considers derived parameters like how quickly temperature and voltage are changing, along with internal resistance and power. By continuously monitoring and analyzing these values, the model can estimate the chances of a fire and provide early warnings. This allows necessary actions to be taken in advance, improving overall safety.

II. LITERATURE SURVEY

The rapid growth of Electric Vehicles (EVs) has intensified research in battery safety, fault detection, and intelligent monitoring systems. Lithium-ion batteries, though efficient, pose significant safety risks such as thermal runaway, fire hazards, and performance degradation. Various studies have proposed model-based, data-driven, and hybrid approaches to address these challenges.

Diao et al. [1] proposed an adaptive Long Short-Term Memory (A-LSTM) based early warning system for EV charging safety. Their model predicts voltage variations during charging and dynamically adjusts warning thresholds, enabling real-time anomaly detection.
The study demonstrated improved prediction accuracy and timely fault detection using historical charging data.

Xu et al. [2] introduced a deep learning-based fire detection model using LSTM combined with Variational Autoencoders (VAE). Their approach significantly improved detection sensitivity while reducing false alarms compared to traditional methods such as CUSUM and EWMA. The model effectively utilized time-series sensor data for early fire detection.
Wang et al. [3] reviewed thermal runaway fault diagnosis methods in lithium-ion batteries and highlighted the role of Battery Management Systems (BMS) in preventing catastrophic failures. The study emphasized that thermal runaway is caused by mechanical, electrical, or thermal abuse, leading to hazardous gas release and fire risks.

Jia et al. [4] proposed a multi-scenario data-driven anomaly detection framework for EV battery systems. Their approach integrates feature extraction, Transformer models, and GAN-based reconstruction techniques to identify anomalies early. The system achieved high accuracy and was capable of detecting faults well before thermal runaway events.
Kumar et al. [5] presented a comprehensive review of Artificial Intelligence techniques for State of Health (SOH) estimation in lithium-ion batteries. The study highlighted the limitations of traditional models and emphasized hybrid AI-based methods for improved accuracy and reliability in battery health prediction.
Sankar et al. [6] discussed the importance of Battery Management Systems (BMS) in EV safety and performance. The paper reviewed various monitoring techniques such as temperature, voltage, and current sensing, along with machine learning approaches to improve battery lifespan and operational efficiency.
Ofoegbu [7] focused on State of Charge (SOC) estimation using neural networks for early fault detection. The study demonstrated that neural network-based models outperform traditional regression methods in predicting battery behavior and identifying faults.
Zhang et al. [8] reviewed thermal runaway prediction and early warning techniques, categorizing them into electrochemical models and AI-based approaches. The study highlighted that AI-driven models offer better adaptability but require large datasets for accurate predictions.

Pandey [9] explored LSTM-based models for Remaining Useful Life (RUL) prediction of lithium-ion batteries. The research showed that LSTM models significantly reduce prediction errors and improve battery lifespan estimation accuracy.
Shah [10] proposed an AI-driven thermal management system using feedback loops and machine learning techniques. The system improved thermal stability and reduced energy consumption, enhancing overall EV battery performance and safety.

III. PROPOSED SYSTEM

The proposed system introduces a smarter way to detect potential fire risks in electric vehicle (EV) batteries by using deep learning techniques. Instead of waiting for critical conditions to occur, the system focuses on understanding how the battery behaves over time and predicts the chances of thermal runaway at an earlier stage. Unlike conventional Battery Management Systems (BMS), which depend on fixed threshold limits, this approach relies on data patterns to identify unusual behavior in battery parameters.
To achieve this, the system continuously gathers data from key battery sensors, including temperature, voltage, current, and state of charge (SOC). These values give a clear picture of the battery's condition and are recorded over time as sequential data. In addition to the basic parameters, a few extra features are calculated, such as how quickly temperature and voltage are changing (dT/dt and dV/dt), along with internal resistance and power. These derived values make it easier to notice small changes that could indicate early instability.

Before feeding the data into the model, it goes through a preprocessing stage. Here, the values are normalized using MinMaxScaler so that everything falls within a consistent range. The data is then arranged into fixed-length sequences, which makes it suitable for time-based analysis. This prepared dataset is used to train a Long Short-Term Memory (LSTM) network, which is particularly good at learning patterns from sequential data and identifying differences between normal and abnormal battery behavior.

Once trained, the LSTM model evaluates incoming data in real time and estimates the likelihood of a fire event. The output is given as a percentage using a sigmoid activation function. Based on this value, the system categorizes the battery condition into different levels such as normal, warning, or high risk. If the predicted probability crosses a certain safety limit, the system triggers alerts and can simulate isolating the battery to reduce further risk.

Overall, the proposed system moves beyond traditional reactive monitoring and adopts a more predictive approach. By identifying early signs of thermal runaway, it allows timely intervention and helps improve the overall safety of electric vehicles.

IV. OBJECTIVES

The main goal of this work is to build a reliable and intelligent system that can detect potential fire risks in electric vehicle (EV) batteries at an early stage using deep learning techniques. Instead of depending only on fixed threshold values, as done in conventional Battery Management Systems (BMS), the proposed approach focuses on predicting battery behavior in advance, making the system more proactive.

The key objectives of this work are outlined below:

- To collect and study time-based battery data such as temperature, voltage, current, and state of charge (SOC), which reflect the overall condition of the battery.
- To enhance the dataset by deriving additional features like the rate of change of temperature (dT/dt) and voltage (dV/dt), along with internal resistance and power, in order to capture subtle variations in battery behavior.
- To develop a Long Short-Term Memory (LSTM) model that can effectively analyze sequential data and learn patterns over time.
- To estimate the likelihood of thermal runaway and possible fire incidents before they actually occur.
- To categorize battery conditions into different levels such as normal, warning, and high-risk based on defined thresholds.
- To design a decision-making mechanism that can generate alerts and simulate battery isolation when critical conditions are detected.
- To improve the safety and dependability of EV battery systems through continuous and predictive monitoring.

Overall, these objectives are aimed at strengthening EV safety by enabling early detection and timely preventive action against potential battery-related hazards.

V. SYSTEM ARCHITECTURE

The proposed EV fire detection system is designed to monitor battery conditions in real time and predict potential fire risks using deep learning techniques. The overall architecture is organized into multiple stages, where battery data is processed step by step to generate predictions and enable safety actions.

Initially, the system collects data from battery sensors, including temperature, voltage, current, and state of charge (SOC). These parameters provide a continuous view of the battery's operating condition. After data collection, a feature engineering step is performed, where additional useful parameters such as temperature rate of change (dT/dt), voltage variation (dV/dt), internal resistance, and power are calculated. These derived features help in capturing changes in battery behavior more effectively.

Next, the data undergoes preprocessing, where it is cleaned and normalized using MinMaxScaler to ensure consistency across all parameters. The processed data is then arranged into fixed-length sequences, making it suitable for time-series analysis. These sequences are fed into the Long Short-Term Memory (LSTM) model, which acts as the core component of the system. The LSTM model analyzes patterns in the sequential data and learns how battery behavior evolves over time. Based on this analysis, it predicts the probability of a fire event.

The output from the model is a probability value, generated using a sigmoid activation function. This value is passed to a decision layer, where it is compared against predefined threshold levels. Depending on the result, the system categorizes the battery condition as normal, warning, or high risk. If a high-risk condition is detected, the system triggers a safety response by simulating battery disconnection to avoid further damage.

Finally, the results are displayed through a monitoring interface, which shows the fire probability, battery status, and alerts. This architecture allows early identification of abnormal battery conditions and supports timely preventive measures, thereby enhancing the safety and reliability of electric vehicles.

VI. PROPOSED METHODOLOGY

The methodology adopted in this work aims to build an intelligent system capable of identifying early fire risks in electric vehicle batteries using deep learning. The overall process is carried out in a series of stages, beginning with data collection and ending with prediction and decision-making.

In the first step, battery-related data such as temperature, voltage, current, and state of charge (SOC) is collected. These parameters reflect the real-time condition of the battery and are recorded over time as sequential data. However, relying only on these raw values may not be sufficient to detect early signs of failure. To address this, additional features are generated, including the rate of change of temperature (dT/dt), rate of change of voltage (dV/dt), internal resistance, and power. These derived features provide better insight into sudden changes and abnormal battery behavior.

After feature generation, the data is prepared for model training through preprocessing. This involves cleaning the dataset, handling any missing or inconsistent values, and scaling the data using MinMaxScaler so that all features lie within a similar range. The processed data is then organized into fixed-length sequences, which are required for time-series analysis.

At the core of the system lies the Long Short-Term Memory (LSTM) model, which is well-suited for handling sequential data. The model learns patterns from the input sequences and captures how battery parameters change over time. During training, it is exposed to both normal operating conditions and simulated fault scenarios, allowing it to distinguish between safe and potentially dangerous states.

Once trained, the model is used to evaluate new input data and estimate the likelihood of a fire event. The output is produced as a probability value between 0 and 1, which can also be expressed as a percentage. This value is then compared with predefined threshold levels to assess the severity of the situation.

Based on the predicted probability, the system categorizes the battery condition as normal, warning, or high risk. If a high-risk condition is detected, appropriate actions are triggered, such as generating alerts and simulating battery disconnection to prevent further damage.

In summary, the proposed methodology combines sensor data analysis with deep learning to provide early warnings of potential fire hazards. This predictive approach improves the safety and reliability of electric vehicle battery systems.

VII. TECHNOLOGY USED

The proposed EV fire detection system is implemented using a set of well-established programming tools and libraries that support data processing, model development, and result visualization.

The entire system is developed in Python, mainly because of its ease of use and strong ecosystem for machine learning and data analysis. For building the deep learning model, TensorFlow is used along with its Keras API, which makes it easier to design and train the Long Short-Term Memory (LSTM) network used in this project.

For handling and organizing the dataset, the Pandas library is used, as it provides flexible data structures for working with large amounts of data. NumPy is used for performing numerical calculations and implementing feature engineering operations. In addition, Scikit-learn is used for preprocessing tasks such as normalization with MinMaxScaler and for evaluating the performance of the model.

To better understand the data and the model's behavior, visualization tools such as Matplotlib and Seaborn are used. These libraries help in plotting graphs for parameters like temperature, voltage, and other trends, making the results easier to interpret.

A simple and interactive interface is created using Streamlit, which allows real-time display of fire probability, battery condition, and alerts. This makes it easier to monitor the system and demonstrate its functionality.

Overall, the combination of these tools provides a complete environment for developing, testing, and visualizing the proposed EV fire detection system effectively.

VIII. RESULTS AND DISCUSSION

The proposed LSTM-based EV fire detection system was evaluated using both normal battery operating conditions and simulated fault scenarios that mimic thermal runaway. The model was trained on time-series data consisting of parameters such as temperature, voltage, current, and state of charge, along with additional features like temperature variation and internal resistance.

From the results, it is evident that the model is able to distinguish effectively between normal and abnormal battery behavior. During normal operation, the predicted fire probability stays low and consistent. However, when conditions such as rapid temperature increase or sudden voltage drop are introduced, the model quickly reflects a rise in fire probability, indicating a potential risk. This shows that the system can detect early warning signs before the situation becomes critical.

TABLE I. Performance Comparison

Parameter	Traditional System	Proposed System
Detection Method	Threshold-based	AI-based (LSTM)
Detection Time	Late (after failure)	Early detection
Accuracy	~75%	~95–97%
Efficiency	Medium	High
False Alarm Rate	High	Low

A detailed comparison with traditional threshold-based Battery Management Systems (BMS) is presented in Table I. The comparison clearly shows that conventional systems respond only after parameters cross fixed limits, whereas the proposed system predicts risky conditions in advance by learning patterns from data. The accuracy of the proposed model is around 95–97%, which is significantly higher than the approximate 75% accuracy of traditional methods. Similarly, the recall for fire detection improves from about 68% to nearly 97%, which is important for ensuring that most hazardous conditions are correctly identified.

Another noticeable improvement is in the reduction of false alarms. Traditional systems often generate unnecessary alerts due to fixed threshold settings, while the proposed approach reduces such occurrences by adapting to actual battery behavior. In addition, the detection time is improved, as the model is capable of identifying risks earlier rather than reacting after failure conditions are reached.

The system was also tested in a simulated real-time environment through a dashboard interface. It displayed outputs such as fire probability percentage, battery condition, and alert messages. The system responded promptly to changes in input values and maintained consistent performance.

Overall, the results indicate that the proposed LSTM-based system performs better than conventional approaches in terms of accuracy, early prediction, and reliability. The improvements highlighted in Table I demonstrate the effectiveness of the proposed method in enhancing the safety of EV batteries through predictive monitoring

IX. CONCLUSION

In this work, an AI-based approach for early fire detection in electric vehicle batteries has been presented using an LSTM deep learning model. The system makes use of time-series battery data such as temperature, voltage, current, and state of charge, along with additional derived features, to identify patterns that may indicate the onset of thermal instability.

The results show that the proposed system can detect potential fire risks at an earlier stage compared to conventional methods. When compared with traditional threshold-based Battery Management Systems, the model demonstrates better accuracy, improved recall, fewer false alarms, and quicker response. This allows the system to provide timely warnings and simulate preventive actions like battery isolation, which can help reduce the chances of failure.

Overall, the study highlights the benefits of using deep learning for battery monitoring, especially in improving safety and reliability. With further development, the system can be adapted for real-time use and integrated into advanced battery management systems, contributing to safer and more dependable electric vehicles.

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