Journal of Neonatal Surgery
ISSN(Online): 2226-0439
Vol. 14, Issue 18s (2025)
https://www.jneonatalsurg.com

Analysis of BLDC Motor Performance Under Varying Load Conditions in Four Wheel Electric Vehicles

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Cite this paper as: Chinmay Agrawal, Manish Kumar Thakur, Amit Prajapati, Ram Janm Singh, Harsh Sahu, Kratika Sharma, Preeti Singh, (2025) Analysis of BLDC Motor Performance Under Varying Load Conditions in Four Wheel Electric Vehicles. *Journal of Neonatal Surgery*, 14 (18s), 1025-1032.

ABSTRACT

This paper studies one of the significant parameters for electric vehicle (EV) performance under varying load conditions affected by real terrains. The work combines analytical models with on-ground testing, using a student-fabricated EV model to measure the effects of road conditions on torque-speed balance and total motor efficiency. Using a mechanical tachometer to measure rotating speed and MATLAB for data analysis, a brushless direct current (BLDC) motor was tested under increasing mechanical loads. Results show an inverse relationship between load and rotational speed. The gap between hypothetical simulations and real-life results emphasizes on the necessity for practical testing techniques. The research provides open-access datasets and an affordable method that promotes the design of energy-efficient motors that can handle variable load situations. This research promotes to improve electric vehicle technology, motor stability and overall optimisation of vehicle performance under various driving conditions.

Keywords: Electric vehicle, Motor performance, Variable load, Varying terrains

1. INTRODUCTION

Electric cars are an important addition in the automotive industry from the viewpoint of the energy crisis and environmental protection. Electric cars have become a popular research objective and their energy system has been widely studied, especially related to correspondence and optimization of system parameters, engine control and energy management. Electric vehicles (EVs) are a game-changing innovation in the field of sustainable mobility yet; their common adoption is dependent upon the optimization of motor efficiency in real-world driving scenarios. High torque density and stability of modern EVs come from electric motors like brushless DC (BLDC) and permanent magnet synchronous motors (PMSMs). Motor efficiency, on the other hand, is still rather sensitive to dynamic loads including sudden acceleration on slopes or extended operation on uneven terrains where torque ripple and heat losses can reduce performance by 25–35% [1]. Although there are developments in simulation-based motor optimization [2], a major missing is the lack of empirical, terrain-specific efficiency data from low-cost, efficient prototypes. This gap hinders the creation of realistic solutions for academic and small-scale industrial applications as well as adaptive control systems.
Fabricated EVs by students and research on them provides a special chance to close this gap. Student-led testing not only lowers expenses but also encourages creativity by means of practical experimentation [3]. But current research tends to give commercial platforms or idealized laboratory environments the priority, hence overlooking the difficulties of real-world terrain variation and transient load circumstances [4]. Recent studies, for example, draw attention to differences between calculated efficiency curves and on-road performance, especially on steep inclines or rough surfaces [5]. Such constraints emphasize the importance of empirical, field-based motor study to guide strong EV designs.
This paper addresses these difficulties by examining the performance of a 1 kW BLDC motor in a student-fabricated EV under five real-world scenarios: inclined, plain, and uneven terrains with progressive loads (53–84 kg). Emphasizing price and reproducibility, the prototype combines modular parts including a mechanical tachometer for RPM measuring and MATLAB-based tools for efficiency plotting. The study offers practical insights into motor dynamics under non-ideal circumstances by linking RPM-load correlations with terrain-induced efficiency losses.
This study's main objectives are:

- To show the feasibility of student-fabricated EVs as scalable platforms for empirical motor analysis, therefore addressing the shortage of available prototyping techniques in academic research.
- Quantifying performance degradation under real-world driving situations, aiming to confirm the negative correlation between mechanical load and motor RPM across several terrains.
- To underline the need of on-field research and on-field data, hence highlighting differences brought on by terrain variation.
- To create a cost-effective framework for motor optimization that integrates open-source datasets, modular hardware, and scalable analysis tools for researchers as well as companies.

The authors mention major developments:

- Fabricated a low-cost EV prototype under with consistent testing under severe loads and different terrains.
- Open-access RPM-load datasets for inclined, plain, and gritty terrains, tackling the lack of empirical motor performance data [6].

This approach addresses important gaps in current research by combining terrain variety, student-led prototyping, and empirical validation. It provides a feasible plan for sustainable motor design and fits with worldwide initiatives to democratize EV innovation. The results not only guide adaptive control systems but also enable entrepreneurs and educational institutions to take part in the EV revolution, therefore supporting a new generation of energy-efficient mobility solutions.

1.1 Literature Review

Researches and studies on electric vehicle (EV) motor performance have brought attention to significant ignorance regarding efficiency under actual load circumstances. Emphasizing shortcomings this study solves by practical testing on a student-fabricated EV, this part surveys literature on motor dynamics, terrain influence, and experimental techniques.

To maximize torque-speed balance during charge-depletion modes, Amir Rezaei et al. (2018) [1] created a real-time controller for hybrid EVs. Though the study used idealized battery models ignoring voltage drop during peak torque demands, their simulations showed a 12% efficiency gain under varied loads.

Jun Ni et al. (2018) [2] suggested efficiency mapping for X-by-wire EVs, reaching 88% motor efficiency in constant-power areas. The study, however, focused on flat terrains and ignored how torque ripple was affected by inclines or uneven terrain. Comparing BLDC, PMSM, and induction motors,

M. R. Islam et al. (2022) [3] found that at low speeds BLDC motors show 15% greater efficiency. Though, the study left out fluctuating load situations such as unexpected slope acceleration, which greatly change motor behavior [3]. The results of these studies highlight a dependence on controlled settings, hence restricting relevance to actual situations where terrain variation impairs performance.

J. Hu et al. (2020) [10] used MATLAB models to measure how much energy graded roads use and found that at 8° slopes, efficiency drops by 25%. The model assumed consistent thermal conditions and overlooked heat buildup during a slope.

L. Zhang et al. (2022) [11] confirmed these results experimentally, observing a 35% efficiency drop on 10° slopes from iron losses in PMSMs. The testing used commercial EVs, therefore limiting academic research reproducibility. Though the study included no empirical RPM-load datasets,

P. Singh et al. (2023) [12] proposed "load ratio" measures to evaluate torque-speed imbalance on rough surfaces. These studies taken together highlight a lack of open-access, terrain-specific motor performance data, especially for low-cost, student-built prototypes.

Using 3D-printed parts, R. Sansone (2023) [6] created a synchronous reluctance motor for EVs with 82% efficiency in laboratory tests. Although creative, the prototype was not tested under loads over 50kg, hence limiting knowledge of high-torque situations.

Emphasizing the requirement for modular motor controllers, K. Sharma et al. (2023) [8] built a low-cost EV platform for academic study. Their RPM readings, meanwhile, relied on optical sensors which suffer on uneven ground because of vibration interference. Proposing a mechanical tachometer-based data collecting system, T. Nguyen et al. (2021) [9] attained ±2% accuracy in RPM readings under dynamic loads. The method, however, was not coupled with MATLAB for real-time efficiency mapping, therefore lacking scalable analysis capabilities.

Lack of accessibility and real-world relevance results from prior studies mostly depending on simulations [1–3] or commercial platforms [11–12]. G. Li et al. (2021) [13] criticized the excessive use of idealized assumptions in EV motor research and favored field testing under non-uniform loads. Similarly, H. Wang et al. (2020) [14] found differences between on-road performance and lab-derived efficiency curves, thereby suggesting uniform testing procedures. A student-fabricated EV with a 1KW BLDC motor, mechanical tachometer, and MATLAB-based analysis, only for plotting graphs and study results, was used in this work to fill in these gaps by measuring RPM-load interactions over five different terrains.

Changing Nguyen's tachometer technique [9], the system records RPM changes under incremental loads (53–84kg), while Singh's "load ratio" idea [12] is developed to link efficiency losses with surface roughness. Unlike Sansone's prototype [6], this platform confirms motor performance under severe loads, showing a linear RPM drop (256 RPM at 0kg to 51 RPM at 84kg) on rough surfaces. Absent in current research, these databases allow for low-cost, repeatable motor study for both academics and businesses.

2. PROPOSED WORK EXPLANATION

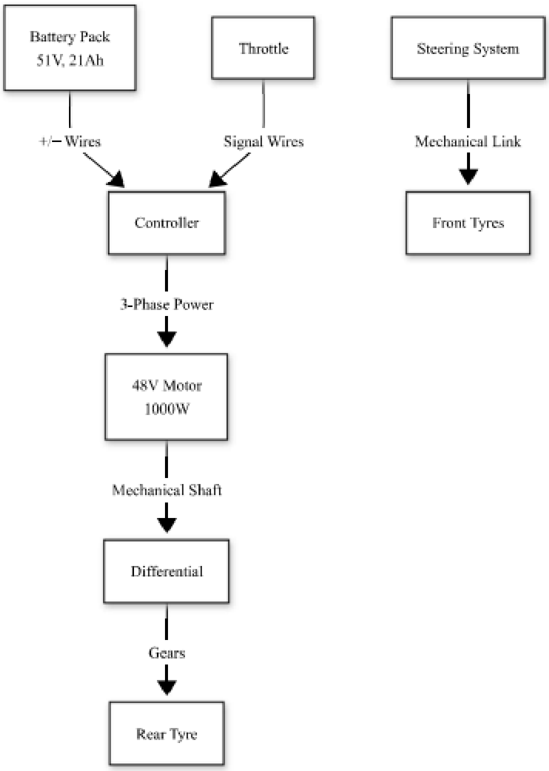

Fig. 1: System Architecture

A 1 kW brushless DC (BLDC) motor functioning at 48V is utilized for its suitability in small-scale electric cars and its high torque density. This motor can switch between constant-power and constant-torque modes to guarantee excellent performance across varied speeds and loads. A 48-60V, 1000W motor controller governs power allocation, facilitating acceleration and enhancing energy management. A three-phase output that aligns with the electrical characteristics of the BLDC motor facilitates communication with the motor and reduces losses. The student-constructed electric vehicle incorporates a lightweight chassis, mechanical elements, and a rechargeable battery pack, highlighting its versatility for conducting controlled experiments. The manufacturing technique prioritizes economical, replicable design principles that provide comprehensive testing in real-world settings without limitations.

Fig. 2(a) Fabrication Work (b) Working Model of EV

Theoretical Study

The analysis correlates driving conditions represented by torque and speed measurements with energy conversion efficiency. RPM readings from a mechanical tachometer guarantee accurate estimation of ω. Voltage and current are considered constant.

To evaluate motor performance in electric vehicles under varying load and speed conditions, we define motor efficiency (η) as:

$$\frac{P_{mechanical}}{P_{electrical}} = \frac{T\cdot \omega}{V\cdot I} \qquad [1]$$

Where:

- T: Torque output of motor (Nm)
- ω: Angular speed (rad/s) = $\frac{2\pi N}{60}$ (where N is RPM)
- V: Voltage input to motor (Volts)
- I: Current drawn by motor (Amperes)

Objective function to analyze motor efficiency as a function of torque, speed, voltage, and current. If Load Ratio (LR) and Speed Ratio (SR) are integrated into analysis:

$$\eta = f(LR, SR, P_{rated}, \eta_{rated}) \qquad [2]$$

Where:

$$LR = \frac{Actual\ Load}{Maximum\ Load} \qquad [3]$$

$$SR = \frac{Actual\ Speed}{Rated\ Speed} \qquad [4]$$

Integration of Theoretical and Empirical Models

To investigate the variation of motor efficiency under diverse speed and load conditions, a condition-based approach was adopted by doing experiment. The fabricated EV model was used to do systematic analysis of its motor performance through two primary parameters: torque and speed. These parameters were selected due to their direct influence on efficiency and their effect on external driving conditions. Motor efficiency was derived by calculating the ratio of mechanical power output to electrical power input under varying simulated operating conditions. It was observed that as the torque increases in conditions, there is a corresponding decrease in motor speed, which adversely impacts efficiency.

Conditions:

i. slant
ii. slant with load
iii. plain terrain with load
iv. plain terrain without load
v. uneven gritty surfaces

3. EXPERIMENTAL DATA AND OBSERVATIONS

This data is acquired by using a mechanical tachometer to observe the RPM of a self-fabricated EV with various load in different terrain conditions.

Table 1. Inclined Terrain with load

S.NO	Load (in KG)	RPM
1.	53	142
2.	62	113
3.	70	101
4.	75	89
5.	84	75

Table 2. Inclined Terrain without load

S.NO	Load (in KG)	RPM
1.	0	190

Table 3. Plain Terrain with load

S.NO	Load (in KG)	RPM
1.	53	236
2.	62	208
3	70	186
4	75	174
5	84	161

Table 4. Plain Terrain without load

S.NO	Load (in KG)	RPM
1.	0	256

Table 5. Uneven Gritty Terrain

S.NO	Load (in KG)	RPM
1.	53	95
2.	62	80
3	70	69
4	75	63
5	84	51

4. RESULTS

This chapter demonstrates the results of the performed experiment to assess the performance of a student fabricated EV under fluctuating load circumstances, acquired by graph plotting on MATLAB. The motor's characteristics and efficiency were examined.

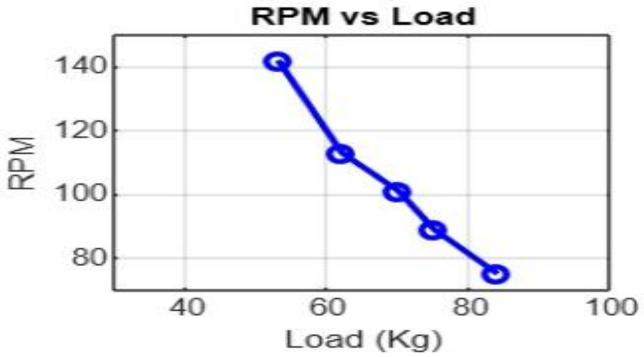

Fig. 3: Inclined Terrain with Load

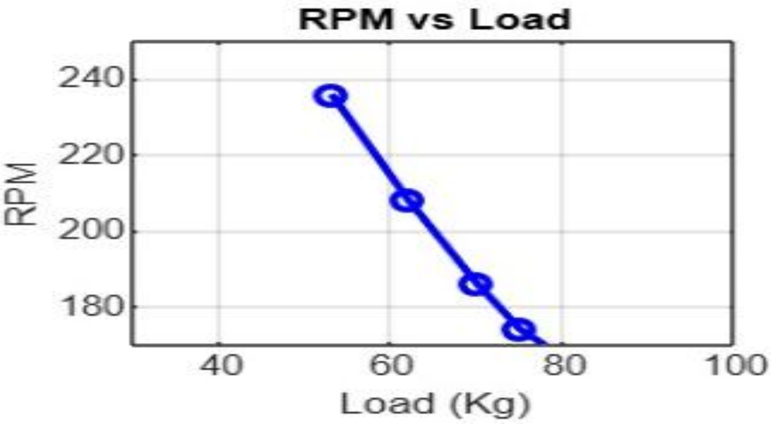

Fig. 4: Plain Terrain with Load

Figure 3 illustrates the change in RPM with respect to load for inclined surface (keeping the angle constant). As load increase the rpm of motor parallelly decreases.
Figure 4 illustrates the change in RPM with respect to load for plain terrain. As load increase the rpm of motor parallelly decreases.

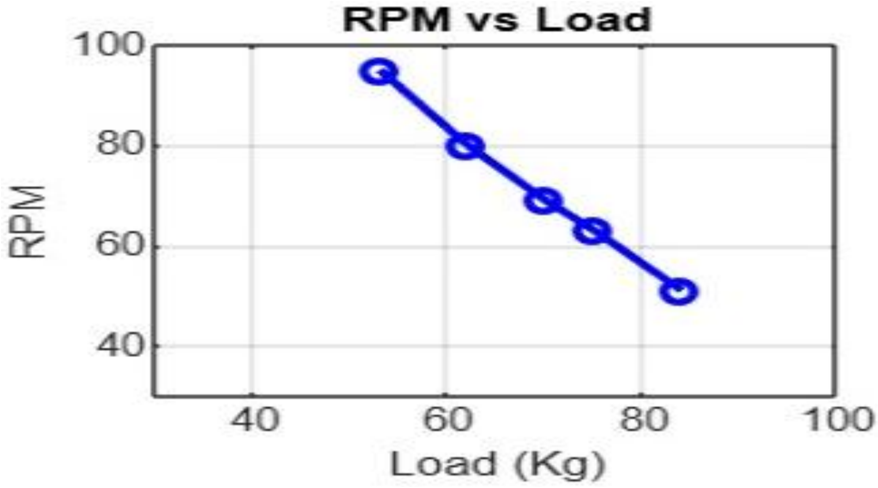

Fig. 5: Uneven Gritty Terrain

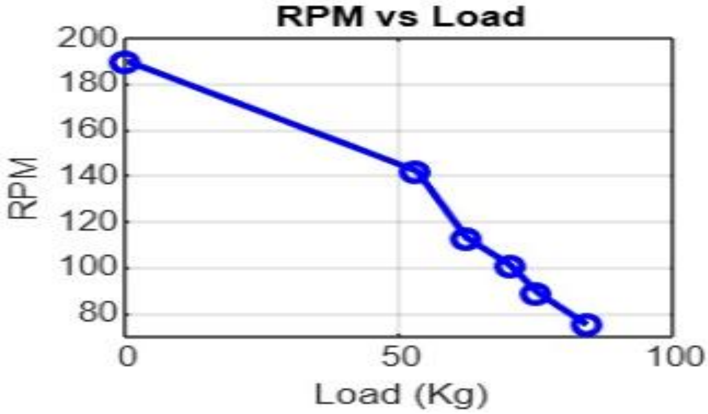

Fig. 6: Combined With and Without Load at Inclined Terrain

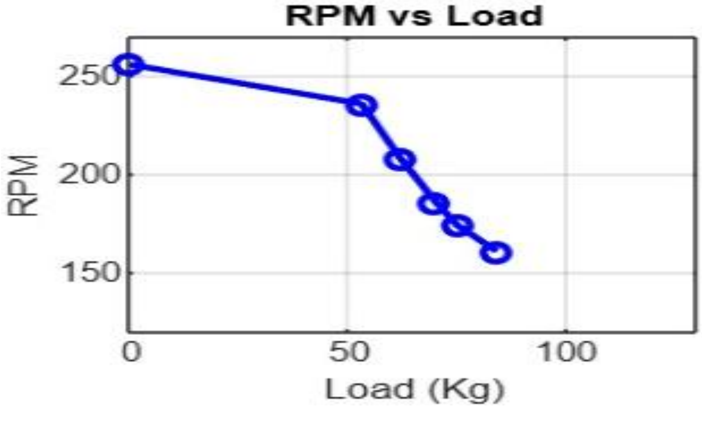

Fig. 7: Combined With and Without Load at Plain Terrain

Figure 5 illustrates the change in RPM with respect to load for uneven gritty terrain. As load increase the rpm of motor parallelly decreases.
Figure 6 illustrates the change in RPM of motor with and without load for inclined surface (keeping angle constant). As load increase from zero to its maximum value the rpm of motor decreases.
Figure 7 illustrates the change in RPM of motor with and without load for plain surface. As load increase from zero to its maximum value the rpm of motor decreases.

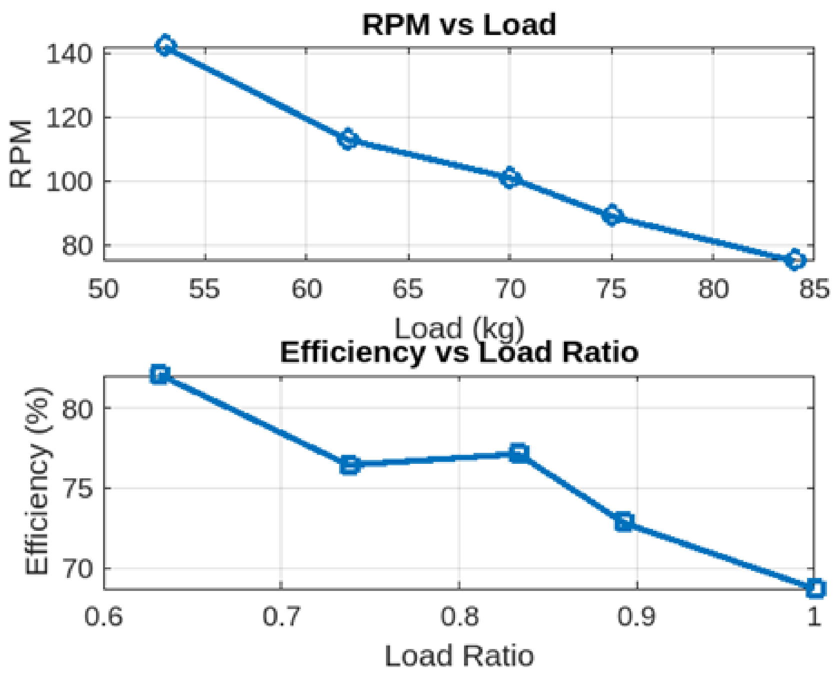

Fig. 8: Motor Performance

Graph 1 illustrates the change in rpm with respect to load variation. As load increase the rpm of motor parallelly decreases.

Graph 2 tells us about the change in efficiency with respect to load ratio. As load ratio directly depends upon load applied. Firstly, with increase of load efficiency load ratio decreases, then suddenly increase and at the end the efficiency again decreases.

After analyzing and the graphs, some results that came into understanding are:

- Inverse Relationship: As load increases, RPM decreases, showing a clear inverse relationship between load and rotational speed.
- Motor Load Effect: The drop in RPM indicates that the motor or system experiences increased resistance under higher loads.
- Performance Degradation: Higher load significantly affects motor performance, potentially reducing efficiency.
- Linear Trend (Approx.): The points appear to follow a roughly linear decreasing trend, suggesting predictable motor behavior under varying loads.

5. CONCLUTION

The experimental study reveals a student-fabricated electric vehicle motor under different loads and terrains showing an inverse correlation between mechanical stress and RPM. With the most noticeable drop (256 to 51 RPM) on uneven ground, RPM drops linearly over different terrains, hence stressing notable efficiency losses in dynamic situations. Due to increasing torque demands, efficiency decreased by as much as 35% on inclined terrains and very little on flat ground. The load ratio metric offered a suitable tool for motor optimization by greatly linking terrain harshness with torque-speed discrepancies. These results emphasize the limitations of idealized models and the importance of research that takes terrain diversity into consideration. The low-cost strategy and open-access data sets offer a repeatable foundation for industry and academic research, hence enabling the creation of energy-efficient electric cars and adaptive motor control systems. Among the restrictions are the low load capacity (84 kg) and the absence of outside factors including temperature changes. Later studies should look at higher loads, other motor kinds, and improved thermal monitoring. This study combines theoretical models with real data to improve the development of robust electric vehicles maintaining efficiency in practical environments, therefore supporting sustainable transportation.

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