

Abstract

In a method for optimizing the service life of a traction battery of a vehicle, an effective state of health is determined (71) with a first periodicity. Starting from a last determined effective state of health, taking into account usage data of the vehicle since
5 the last determination of the estimated state of health, an estimated state of health of the traction battery is determined (61, 62) by applying an aging model for the traction battery with a second periodicity. The vehicle is finally operated (21) on the basis of the estimated state of health and a current traction energy demand, wherein at least one battery load-relevant control parameter is newly determined with at least a third
10 periodicity. The aging model for the traction battery is in each case calibrated (72) after determining the effective state of health.

FIG. 2