

P2 Hybrid Electrification System Cost Reduction Potential

The Energy Index 1988

F & S Index International 1974

Technology Improvement Pathways to Cost-Effective Vehicle Electrification Aaron Brooker 2010 This paper evaluates several approaches aimed at making plug-in electric vehicles (EV) and plug-in hybrid electric vehicles (PHEVs) cost-effective including opportunity charging, replacing the battery over the vehicle life, improving battery life, reducing battery cost, and providing electric power directly to the vehicle during a portion of its travel. Many combinations of PHEV electric range and battery power are included. For each case, the model accounts for battery cycle life and the national distribution of driving distances to size the battery optimally. Using the current estimates of battery life and cost, only the dynamically plugged-in pathway was cost-effective to the consumer. Significant improvements in battery life and battery cost also made PHEVs more cost-effective than today's hybrid electric vehicles (HEVs) and conventional internal combustion engine vehicles (CVs).

CTI SYMPOSIUM 2019 Euroforum Deutschland GmbH 2021-04-13 Every year, the international transmission and drive community meets up at the International CTI SYMPOSIA - automotive drivetrains, intelligent, electrified - in Germany, China and USA to discuss the best strategies and technologies for tomorrow's cars, busses and trucks. From efficiency, comfort or costs to electrification, energy storage and connectivity, these premier industry meetings cover all the key issues in depth.

Government reports annual index 199?

Hybrid Electric Vehicles Chris Mi 2017-09-11 The latest developments in the field of hybrid electric vehicles Hybrid Electric Vehicles provides an introduction to hybrid vehicles, which include purely electric, hybrid electric, hybrid hydraulic, fuel cell vehicles, plug-in hybrid electric, and off-road hybrid vehicular systems. It focuses on the power and propulsion systems for these vehicles, including issues related to power and energy management. Other topics covered include hybrid vs. pure electric, HEV system architecture (including plug-in & charging control and hydraulic), off-road and other industrial utility vehicles, safety and EMC, storage technologies, vehicular power and energy management, diagnostics and prognostics, and electromechanical vibration issues. Hybrid Electric Vehicles, Second Edition is a comprehensively updated new edition with four new chapters covering recent advances in hybrid vehicle technology. New areas covered include battery modelling, charger design, and wireless charging. Substantial details have also been included on the architecture of hybrid excavators in the chapter related to special hybrid vehicles. Also included is a chapter providing an overview of hybrid vehicle technology, which offers a perspective on the current debate on sustainability and the environmental impact of hybrid and electric vehicle technology. Completely updated with new chapters Covers recent developments, breakthroughs, and technologies, including new drive topologies Explains HEV fundamentals and applications Offers a holistic perspective on vehicle electrification Hybrid Electric Vehicles: Principles and Applications with Practical Perspectives, Second Edition is a great resource for researchers and practitioners in the automotive industry, as well as for graduate students in automotive engineering. *Simulation and Optimization of Electric and Hybrid Vehicles with Two-speed Transmissions* Kieran Humphries 2015 "Electrification and hybridization of fleet vehicles is of interest to businesses and governments due to the potential for cost savings and reduction of harmful emissions. There are many possible configurations for such vehicles, from full battery electric vehicles, to series, parallel and power-split hybrids. Electric vehicles and series hybrid vehicles are the focus of this research. Both these types of vehicle typically use a single speed gear reduction to allow for high speed motors. However performance and efficiency gains may be possible using a two-speed transmission system. Through simulation, this project aims to determine optimized configurations for Class 4 delivery vehicles using a two-speed transmission. An in-service hybrid delivery truck, an Azure Dynamics Balance Hybrid, was tested to obtain baseline performance and fuel economy results. These results were analyzed and used to refine parameter

specifications and operating maps for the simulation vehicles. Simulations of the different architectures were created using commercial software and preliminary component sizing was completed using various methodologies. Two-speed transmissions were added and all systems were optimized using the DIRECT and genetic optimization algorithms with respect to both component sizing and hybrid system control, leading to improved vehicle performance. The advantages of a two-speed or direct-drive system over a single-speed gearbox were significant. Future cost analysis is recommended to determine which system will be best for production applications." --

Federal Register 2012-10

Energy Research Abstracts 1978 Semiannual, with semiannual and annual indexes. References to all scientific and technical literature coming from DOE, its laboratories, energy centers, and contractors. Includes all works deriving from DOE, other related government-sponsored information, and foreign nonnuclear information. Arranged under 39 categories, e.g., Biomedical sciences, basic studies; Biomedical sciences, applied studies; Health and safety; and Fusion energy. Entry gives bibliographical information and abstract. Corporate, author, subject, report number indexes.

Costs and Emissions Associated with Plug-In Hybrid Electric Vehicle Charging in the Xcel Energy Colorado Service Territory 2007 The combination of high oil costs, concerns about oil security and availability, and air quality issues related to vehicle emissions are driving interest in plug-in hybrid electric vehicles (PHEVs). PHEVs are similar to conventional hybrid electric vehicles, but feature a larger battery and plug-in charger that allows electricity from the grid to replace a portion of the petroleum-fueled drive energy. PHEVs may derive a substantial fraction of their miles from grid-derived electricity, but without the range restrictions of pure battery electric vehicles. As of early 2007, production of PHEVs is essentially limited to demonstration vehicles and prototypes. However, the technology has received considerable attention from the media, national security interests, environmental organizations, and the electric power industry. The use of PHEVs would represent a significant potential shift in the use of electricity and the operation of electric power systems. Electrification of the transportation sector could increase generation capacity and transmission and distribution (T&D) requirements, especially if vehicles are charged during periods of high demand. This study is designed to evaluate several of these PHEV-charging impacts on utility system operations within the Xcel Energy Colorado service territory.

Transportation... Weekly Government Abstracts 1978

Transitions to Alternative Vehicles and Fuels National Research Council 2013-04-14 For a century, almost all light-duty vehicles (LDVs) have been powered by internal combustion engines operating on petroleum fuels. Energy security concerns about petroleum imports and the effect of greenhouse gas (GHG) emissions on global climate are driving interest in alternatives. *Transitions to Alternative Vehicles and Fuels* assesses the potential for reducing petroleum consumption and GHG emissions by 80 percent across the U.S. LDV fleet by 2050, relative to 2005. This report examines the current capability and estimated future performance and costs for each vehicle type and non-petroleum-based fuel technology as options that could significantly contribute to these goals. By analyzing scenarios that combine various fuel and vehicle pathways, the report also identifies barriers to implementation of these technologies and suggests policies to achieve the desired reductions. Several scenarios are promising, but strong, and effective policies such as research and development, subsidies, energy taxes, or regulations will be necessary to overcome barriers, such as cost and consumer choice.

ERDA Energy Research Abstracts United States. Energy Research and Development Administration 1977-03

Prospects for Plug-In Hybrid Electric Vehicles in the United States and Japan Valerie J. Karplus 2009 The plug-in hybrid electric vehicle (PHEV) may offer a potential near term, low carbon alternative to today's gasoline- and diesel-powered vehicles. A representative vehicle technology that runs on electricity in addition to conventional fuels was introduced into the MIT Emissions Prediction and Policy Analysis

(EPPA) model as a perfect substitute for internal combustion engine (ICE-only) vehicles in two likely early-adopting markets, the United States and Japan. We investigate the effect of relative vehicle cost and all-electric range on the timing of PHEV market entry in the presence and absence of an advanced cellulosic biofuels technology and a strong (450ppm) economy-wide carbon constraint. Vehicle cost could be a significant barrier to PHEV entry unless fairly aggressive goals for reducing battery costs are met. If a low cost vehicle is available we find that the PHEV has the potential to reduce CO₂ emissions, refined oil demand, and under a carbon policy the required CO₂ price in both the United States and Japan. The emissions reduction potential of PHEV adoption depends on the carbon intensity of electric power generation and the size of the vehicle fleet. Thus, the technology is much more effective in reducing CO₂ emissions if adoption occurs under an economy-wide cap and trade system that also encourages low-carbon electricity generation.

Costs and Emissions Associated with Plug-in Hybrid Electric Vehicle Charging in the Xcel Energy Colorado Service Territory Keith Parks 2007 The combination of high oil costs, concerns about oil security and availability, and air quality issues related to vehicle emissions are driving interest in "plug-in" hybrid electric vehicles (PHEVs). PHEVs are similar to conventional hybrid electric vehicles, but feature a larger battery and plug-in charger that allows electricity from the grid to replace a portion of the petroleum-fueled drive energy. PHEVs may derive a substantial fraction of their miles from grid-derived electricity, but without the range restrictions of pure battery electric vehicles. As of early 2007, production of PHEVs is essentially limited to demonstration vehicles and prototypes. However, the technology has received considerable attention from the media, national security interests, environmental organizations, and the electric power industry. The use of PHEVs would represent a significant potential shift in the use of electricity and the operation of electric power systems. Electrification of the transportation sector could increase generation capacity and transmission and distribution (T & D) requirements, especially if vehicles are charged during periods of high demand. This study is designed to evaluate several of these PHEV-charging impacts on utility system operations within the Xcel Energy Colorado service territory.

Advances in Communication, Devices and Networking Rabindranath Bera 2020-07-27 This book covers recent trends in the field of devices, wireless communication and networking. It gathers selected papers presented at the International Conference on Communication, Devices and Networking (ICCDN 2019), which was organized by the Department of Electronics and Communication Engineering, Sikkim Manipal Institute of Technology, Sikkim, India, on 9-10 December 2019. Gathering cutting-edge research papers prepared by researchers, engineers and industry professionals, it will help young and experienced scientists and developers alike to explore new perspectives, and offer them inspirations on how to address real-world problems in the areas of electronics, communication, devices and networking.

Quantifying the Fuel Use and Greenhouse Gas Reduction Potential of Electric and Hybrid Electric Vehicles 2000

ERDA Energy Research Abstracts United States. Energy Research and Development Administration 1977-03

The Wonderful Bull and Other Fairy Tales 1909

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