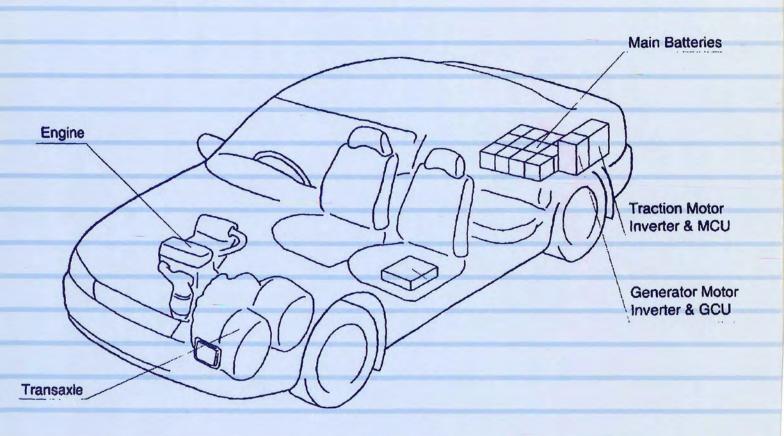
STRATEGIES IN

ELECTRIC AND HYBRID VEHICLE DESIGN



CAE QD. 11KA



Strategies in Electric and Hybrid Vehicle Design

SP-1156



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PREFACE

Electric and hybrid vehicle technology is rapidly progressing worldwide in an attempt to lessen the air quality impacts of personal transportation and to reduce dependence on petroleum fuels. Strategies in electric and hybrid vehicle design seek to optimize vehicle performance, fuel economy, and emissions, and keep cost and complexity within consumer-acceptable limits.

This SAE special publication, <u>Strategies in Electric and Hybrid Vehicle Design</u> (SP-1156), is a collection of papers presented for sessions at the 1996 SAE International Congress and Exposition, co-organized by the Advanced Powerplant Committee/Powerplant Activity and the Electric Vehicle Committee/Passenger Car Activity.

One session, Engine and Fuel Technology for Hybrid Vehicles, focuses on engine and fuel strategies for fuel efficient, low emission hybrid vehicles. Hybrids employing either mechanical energy storage or electrical energy sources are covered. Longer-range concepts employing novel engines and hydrogen and compressed natural gas alternative fuels are also discussed. The reader will find that hybrid strategies taken by European, Japanese, and North American developers differ. While technology is evolving rapidly, it is clear that the definitive hybrid strategy has not yet been developed.

Strategies covered in the above session can be divided into three general classifications: series, parallel, and dual system (combined series-parallel). Each strategy places different demands on the engine. Typically, parallel operation, favored by the Europeans, has the advantage that the operation of the internal combustion (IC) engine is just as efficient as the operation of a conventional vehicle. However, the IC engine in a parallel arrangement must contend with transients. Controlling a parallel hybrid is critical, because each power source can provide traction to the wheels independent of the other system. Series operation has the advantage of allowing the engine to operate at a constant speed in the vicinity of its optimum (in terms of efficiency and emissions) operating point. However, the series configuration has an efficiency penalty, as energy must be converted several times. Dual systems appear promising because they have the advantages of both the parallel and series systems. It is hoped that this session will spark interest in research and development on engine systems tailored specifically for hybrid vehicle application.

Frank Stodolsky
Argonne National Laboratory

Session Organizer and Chair

Bradford BatesFord Motor Co.

Session Organizer



TABLE OF CONTENTS

960229	Duty Cycle Operation as a Possibility to Enhance the Fuel Economy of an SI Engine at Part Load
960230	Engine Control Strategy for a Series Hybrid Electric Vehicle Incorporating Load-Leveling and Computer Controlled Energy Management
960231	Development of a New Hybrid System - Dual System25 Kozo Yamaguchi, Shuzo Moroto, Koji Kobayashi, Mutsumi Kawamoto, and Yoshinori Miyaishi Equos Research Co., Ltd.
960232	Evaluation of the Hydrogen-Fueled Rotary Engine for Hybrid Vehicle Applications
960233	Robust Control of a Parallel Hybrid Drivetrain with a CVT47 Thomas Mayer and Dierk Schroeder Technical University of Munich
960234	Optimization of a CNG Series Hybrid Concept Vehicle
960254	Ride, Handling and Overall Chassis Development of GM Impact Electric Vehicle65 Clive A. Roberts Lotus Engrg. Mark A. Rushbrook Delphi Chassis Systems
960255	Efficiency Considerations in the GM Impact Electric Vehicle: Ride, Handling, and Steering Function
960256	Switched Reluctance Drives for Electric and Hybrid Vehicles91 Ajay Yelne EA Engineering, Science, and Technology, Inc.



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