

United States Patent [19]

Int. Cl.⁶ B60K 1/00

U.S. Cl. **180/65.2**; 180/65.4; 180/165

Field of Search 60/716; 180/65.2,

180/65.1, 65.4, 65.3; 475/3, 5; 364/426.041;

318/141, 149, 34, 41, 46, 53, 59, 61

Lateur et al.

[51]

Patent Number: 5,823,280 [11] Oct. 20, 1998 **Date of Patent:** [45]

[54]	HYBRID	PARALLEL ELECTRIC VEHICLE	3,566,717	3/1971	Berman et al 74/859
			4,155,019	5/1979	Weghaupt 310/61
[75]	Inventors:	Michel J. Lateur, Redwood City;	4,187,436	2/1980	Etienne 290/27
		Daniel P. Pliskin, Palo Alto, both of	4,407,132	10/1983	Kawakatsu et al 60/716
		Calif.	5,067,932	11/1991	Edwards
			5,365,153	11/1994	Fujita et al 318/34
[73]	Assignee:	Nevcor, Inc., Stanford, Calif.			·
[21]	Appl. No.	: 372,173	-		ichard M. Camby m—Flehr Hohbach Test Albritton &
[22]	Filed:	Jan. 12, 1995	Herbert LLP	,	

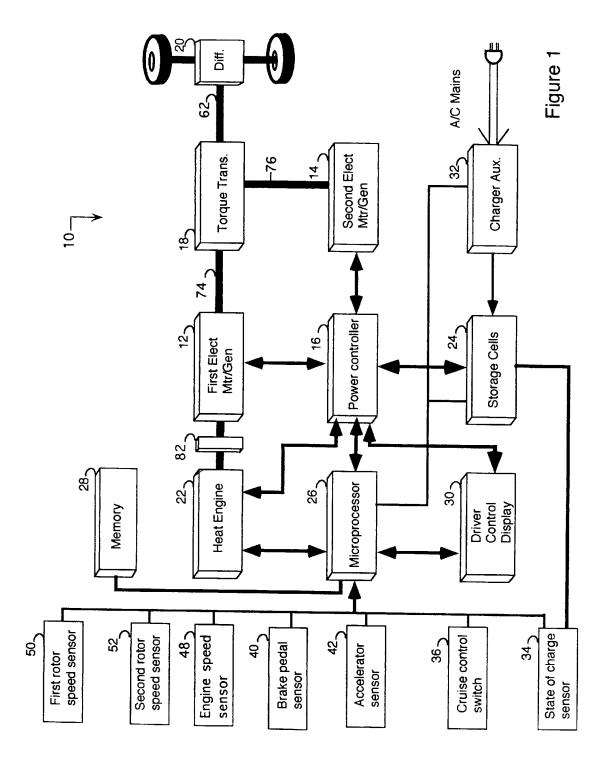
ABSTRACT [57]

A hybrid electric drive system is described that includes a heat engine having a drive shaft, and two electric motor/ generators having rotors that are coaxially connected to the drive shaft. A control arrangement for these elements is also

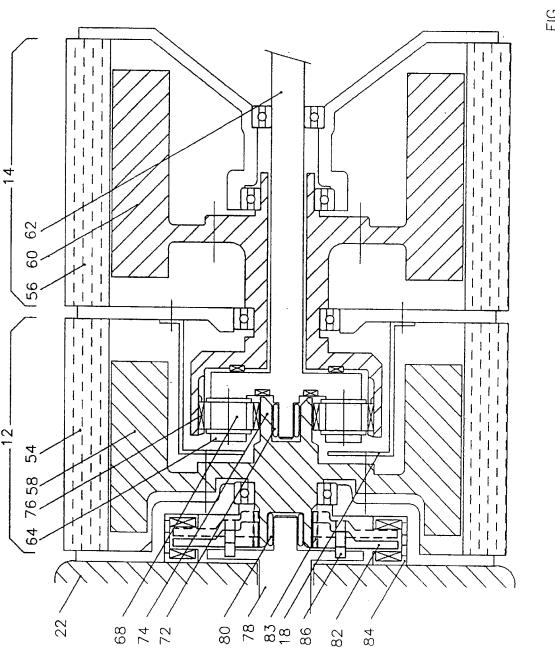
[56]	References Cited U.S. PATENT DOCUMENTS 3,122,696 2/1964 Graybeal et al	described that provides a relatively simple combined operation for driving a vehicle. 19 Claims, 9 Drawing Sheets		
	First rotor speed sensor 52 Memory Second rotor	10—		
	Brake pedal sensor 40 Brake pedal sensor	First Elect Mtr/Gen Torque Trans. First Elect Mtr/Gen Torque Trans. Second Elect Mtr/Gen		
[Cruise control switch Driver Control Display State of charge	24 32 A/C Mains Drage Cells Charger Aux.		



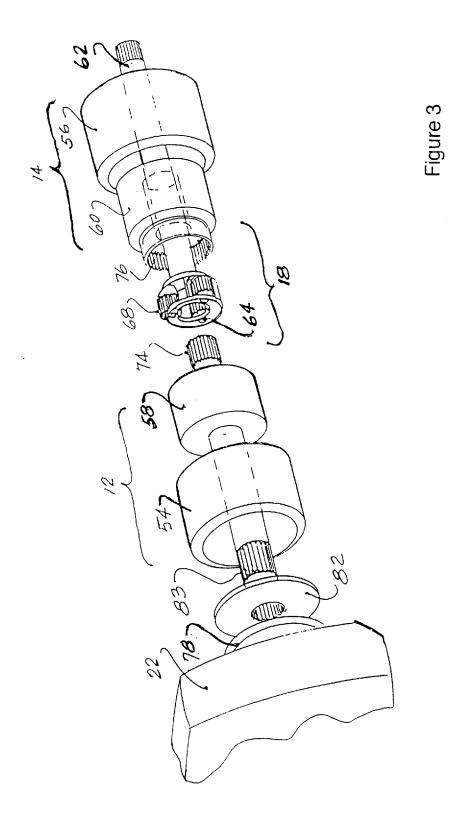
sensor



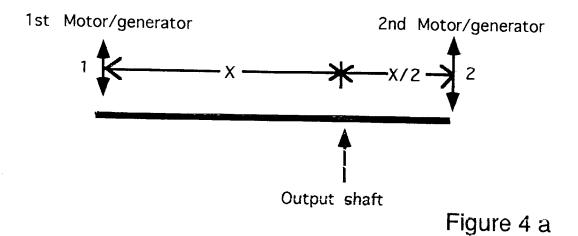












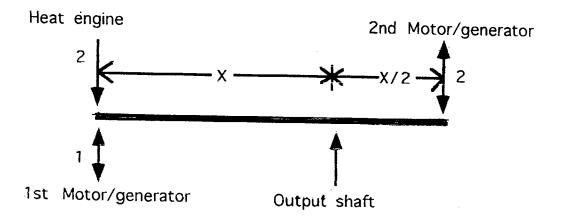


Figure 4 b

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