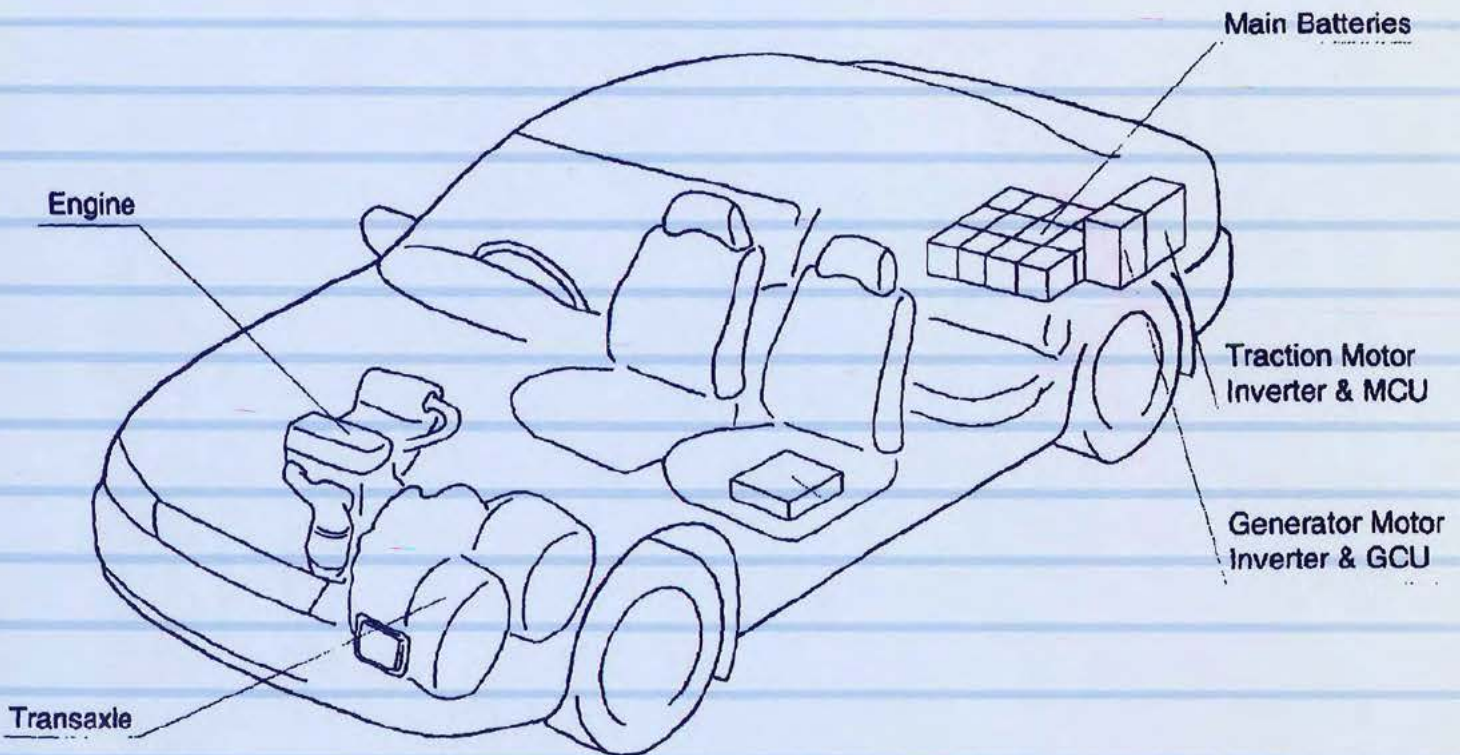


# STRATEGIES IN ELECTRIC AND HYBRID VEHICLE DESIGN



**SAE SD-1156**

# 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, Strategies in Electric and Hybrid Vehicle Design (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 Bates**  
Ford Motor Co.

Session Organizer

# TABLE OF CONTENTS

960229	<b>Duty Cycle Operation as a Possibility to Enhance the Fuel Economy of an SI Engine at Part Load .....</b>	<b>1</b>
	Martin Ender and Philipp Dietrich Swiss Federal Institute of Technology	
960230	<b>Engine Control Strategy for a Series Hybrid Electric Vehicle Incorporating Load-Leveling and Computer Controlled Energy Management .....</b>	<b>11</b>
	Clark G. Hochgraf, Michael J. Ryan, and Herman L. Wiegman University of Wisconsin-Madison	
960231	<b>Development of a New Hybrid System - Dual System .....</b>	<b>25</b>
	Kozo Yamaguchi, Shuzo Moroto, Koji Kobayashi, Mutsumi Kawamoto, and Yoshinori Miyaishi Equos Research Co., Ltd.	
960232	<b>Evaluation of the Hydrogen-Fueled Rotary Engine for Hybrid Vehicle Applications .....</b>	<b>35</b>
	Paul A. Salanki and James S. Wallace University of Toronto	
960233	<b>Robust Control of a Parallel Hybrid Drivetrain with a CVT .....</b>	<b>47</b>
	Thomas Mayer and Dierk Schroeder Technical University of Munich	
960234	<b>Optimization of a CNG Series Hybrid Concept Vehicle .....</b>	<b>55</b>
	Salvador M. Aceves, J. Ray Smith, L. John Perkins, Scott W. Haney, and Daniel L. Flowers Lawrence Livermore National Lab.	
960254	<b>Ride, Handling and Overall Chassis Development of GM Impact Electric Vehicle .....</b>	<b>65</b>
	Clive A. Roberts Lotus Engrg. Mark A. Rushbrook Delphi Chassis Systems	
960255	<b>Efficiency Considerations in the GM Impact Electric Vehicle: Ride, Handling, and Steering Function .....</b>	<b>77</b>
	Richard J. Kowalczyk Delphi Chassis Systems William L. Shepard, Jr. GM Electric Vehicles Jarett M. Smith Delphi Saginaw Steering Systems Ronald G. Williams Sachs Automotive of America	
960256	<b>Switched Reluctance Drives for Electric and Hybrid Vehicles .....</b>	<b>91</b>
	Ajay Yelne EA Engineering, Science, and Technology, Inc. Kenneth H. Johnson	

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