TSFS03 Vehicle Propulsion Systems
Lecture 1
Course Introduction & Energy System Overview

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Outline

Course Evaluation

- 36 participants 10 responses.
- Overall evaluation of the course 4.10.
- Evaliuate free text responses and teacher feedback help us to make yearly improvements:
  - We use gitlab-issue internally, provide feedback continuosly.
  - Student groups 1 to 2 persons.
  - Feedback: Preparations for Proj 2, were good.
  - New preparations for proj 3, getting started.
  - Gap between lectures and tasks.
    - Lectures: Motivation, What? Why?
    - Projects: Learn how to solve problems: Become engineer.
    - Learn about components in the vehicles: Lego building.
  - Nomenclature deviations: English (Swedish), German (Swiss).

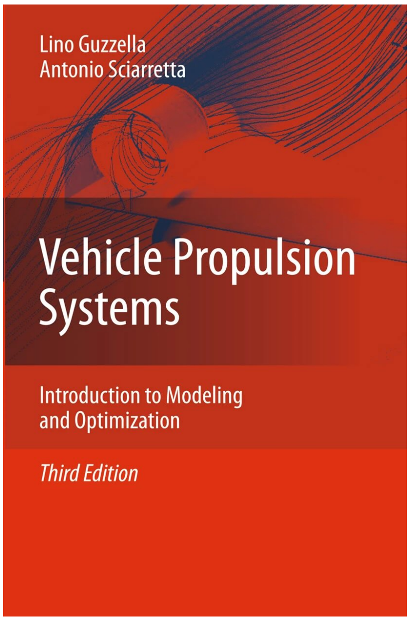
About the book

About the Book

- 3rd edition 2013. A lot has happened in society.
- Legislation changes and electric vehicles.

About the Course

- It is not about current vehicles, this changes every year.
- It is about engineering of vehicles and energy use.
  - Analysis of vehicle propulsion energy demand.
  - Synthesis of vehicle propulsion control.
  - Optimization of energy utilization.
- Components in vehicles, influencing energy consumption.
- Physics and analysis methods have not changed.
- About equations and their usage.
- The book contains much more than what we use in the course.



Outline

Vehicle Propulsion Systems

Vehicles as a hot topic is everlasting

- Brings freedom to the user
- Have different appeal to different persons
- Consume resources that are limited
- Have a direct influence on the environment

Vehicle Propulsion Systems

A diversity of powertrain configurations is available and more are appearing

- Conventional Internal Combustion Engine (ICE) powertrain.
  Diesel, Gasoline, New concepts
- Hybrid powertrains – Parallel/Series/Complex configurations
- Fuel cell electric vehicles
- Electric vehicles

Course goal:

- Introduction to powertrain configuration and optimization problems
- Mathematical models and ...
- ... methods for
  - Analyzing powertrain performance
  - Optimizing the powertrain energy consumption

Top Priorities in Vehicle Development

- Improve the fuel economy of vehicles, increase the range
  (Better cars are our best oil-wells)
- Reduce costs
- Drivability
- Safety
- Emissions
  - Exhaust emissions
  - Road dust
  - Noise
  - Legislations

All issues are important but the first item is the main topic here.

Vehicle properties

The vehicle in focus is passenger cars. In the course and in the book.

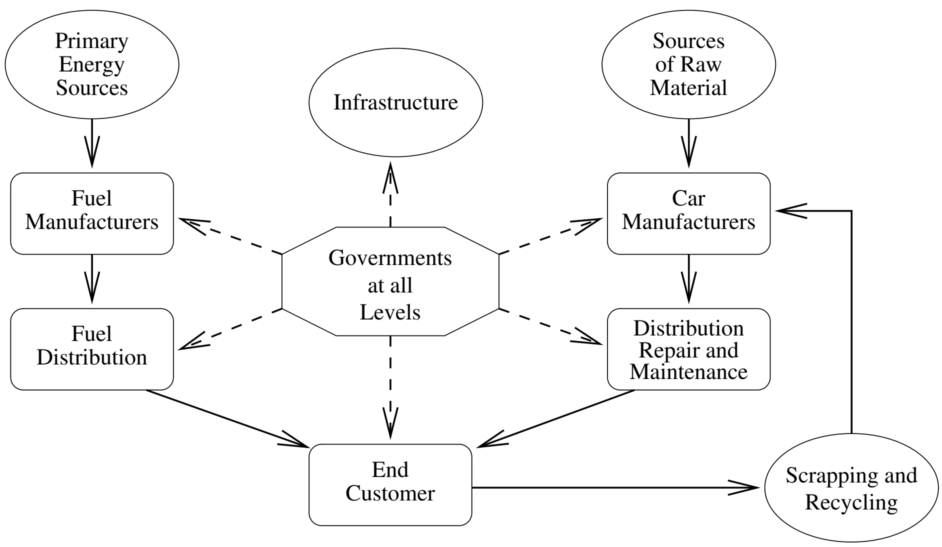
What characterizes passenger cars?

- Autonomous and do not depend on fixed power grid.
- Is refueled between uses with relativley short refueling time.
- Transport two to six persons and some payload.
- Accelerate from 0 to 100 km/h in 10-15 seconds, or drive uphill a 5% ramp at legal top speed.

Methods and tools are also applicable to trucks and other transportation systems.

- Numerical values differ
- Demands are different
- Principles are the same but solutions differ

Life Cycle of a Vehicle



Many things are important, and influences the engineering!

The course focuses on the energy path and in-vehicle energy conversion

Outline

Examination – 3 (5) Hand-In Assignments

Hand-In assignments done in pairs.
Compendium for Hand-In assignments.

1. Fuel consumption requirement of a driving mission.
   Methods and tools for estimating the fuel consumption.
   –Mandatory and optional tasks.
2. Optimal control of series and parallel hybrid concepts.
   Tools for investigating the best possible driving schedule.
   –Mandatory and optional tasks.
3. ECMS based on-line control of a parallel hybrid.
   Standard optimal control based controller.
   –Mandatory and optional tasks.
4. Three concepts for short term energy storage.
   Very open ended problems.
   –Optional tasks.
5. Fuel cell vehicle.
   –Optional tasks.

Examination – Grading system

1. Pass – Grade 3.
   All mandatory tasks must be completed.
   Handed in, examined, returned (corrected, handed in again, until pass).
   Written report needed but not enough for pass, must be able to explain and motivate your solution orally.
2. Higher grades.
   Each task handed in once, graded by us (like an exam), returned.
   Point system connected to extra tasks.
   - Grade 3 – 0-13 p
   - Grade 4 – 14-? p
   - Grade 5 – 24-? p
3. More details are found in the project PM.
   Deadlines given on Lisam.

Resources

- Computer tools are necessary, to be able to solve interesting problems.
  –Matlab and Simulink with extra packages.
- If you have your own computer, we recommend you to use it for comfortable file transfer.
- Computer room sessions are scheduled at Mon 13–17 (with few exceptions), and Tue 17–21.
- See it as support opportunity.
  – Assistants are prepared and ready to answer questions.
  – Collect your questions and attend the computer sessions.

Preparations for hand-in – Refresh your knowledge

Matlab and Simulink programming experience. Matlab Onramp (Google it and make the 2 hour tutorials.)

Course Outline

Course tools and communication

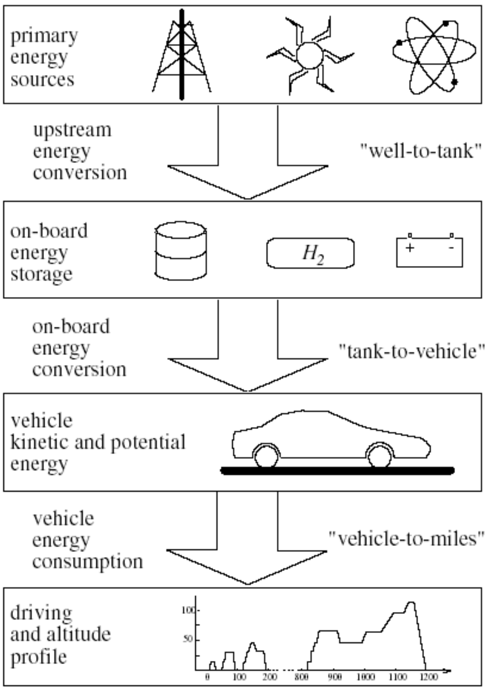
- Examination and hand-ins are done in Lisam.
- We also collect practical information about the mini projects.
- Direct communication at computer sessions. E-mail also works.

About the hand-ins in Lisam

- You will of-course make all deadlines...
  - Selected to give you a flow and pace of the course.
  - Enables the teachers to be effective while doing corrections.
- If you don't make a deadline, do your best to catch up.
  - Lower priority in corrections.

Outline

Energy System Overview



Primary sources

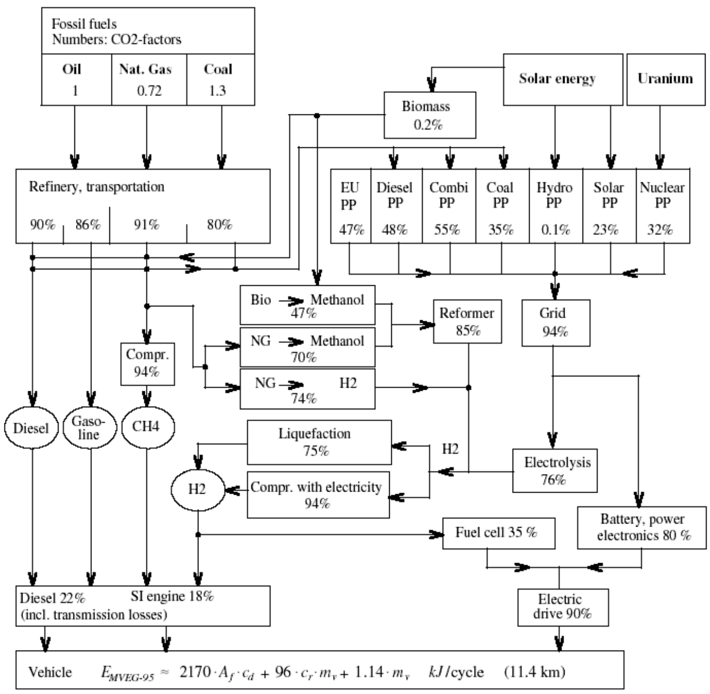
Different options for on-board energy storage

Powertrain energy conversion during driving

Cut at the wheel!

Driving mission has a minimum energy requirement.

Example of Some Energy Paths – W2M



Outline

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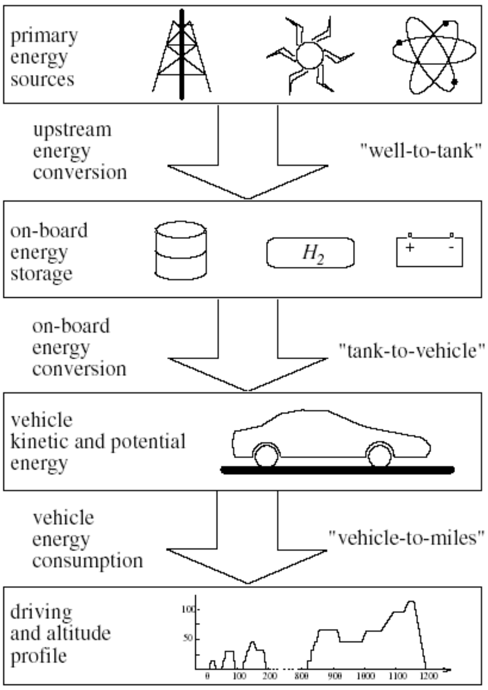

Primary sources

Different options for on-board energy storage

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Primary Energy Sources

Few sources – But many options

- Oil, Natural Gas, Coal
  - Oil wells as we know them will be depleted
  - Still much usable carbon in the ground
  - Cost "will" increase
- Nuclear power
  - Fission material available
  - Fusion material available
- Solar power
  - Hydro, wind, wave power
  - Solar cell electricity
  - Crop, forest, waste
  - Microorganisms, Bacteria

Energy Carriers for On-Board Storage

Energy carriers – Many possibilities

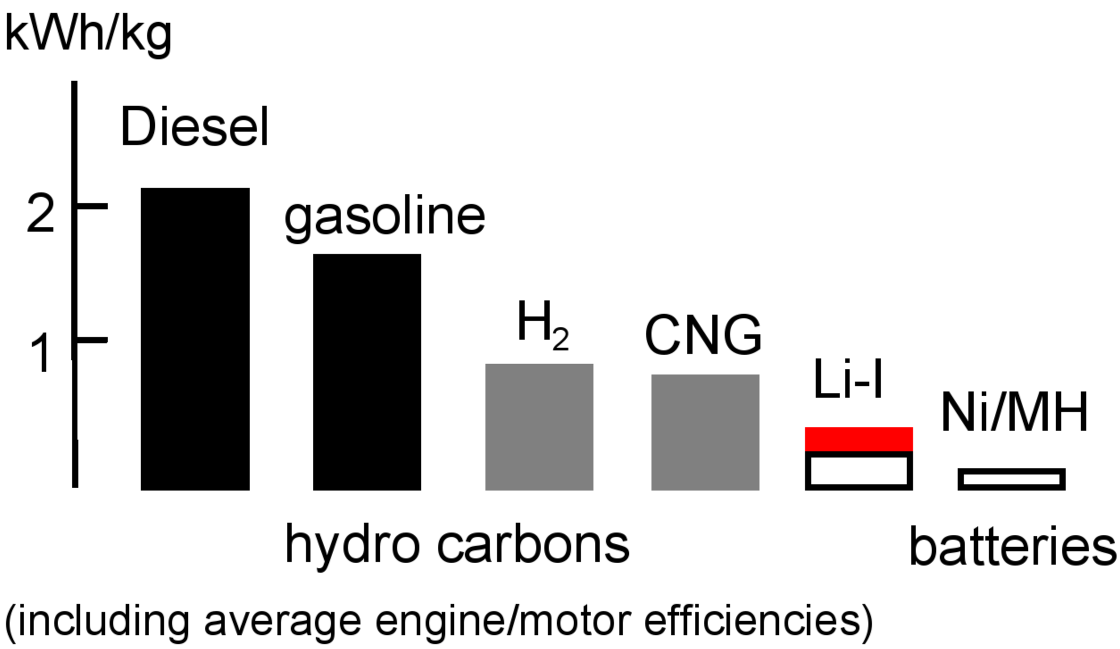
- Diesel, Gasoline, Naphtha, ...
- CH4, Compressed Natural Gas (CNG), Liquefied Petr. Gas (LPG), ...
- Biofuels: Biogas (CH4), CH3OH, C2H5OH, C4H9OH, DME, FAME(RME), HVO, ...
- E-fuels: H2, NH_3, CH4, CH3OH
- Batteries: NiMH, Lithium Ion, Sodium Ion.

–What are the desirable properties?

- High energy density – Long range
- High refueling power – Fast refueling
- Simple refueling
- Low environmental impact (health aspects)
- Infrastructure

Why (Liquid) Hydrocarbons?

- Excellent energy density
- High refueling power
- Good Well-to-Tank efficiency



Why (Liquid) Hydrocarbons? –Strength of the molecule bond.

Think of the fuel molecules as a wire that pulls the vehicle forward.

- –How thick is the fuel wire?
- 1 500 kg car needs 6 liters per 100 km.
  Area $= 0.006/100000 =$ 6e-8 m^2
  $D = \sqrt{6e - 8 * 4/pi} \approx 0.3$ mm
- A 40 000 kg truck needs 30 liters per 100 km.
  Area $= 0.03/100000 =$ 3e-7 m^2
  $D = \sqrt{3e - 7 * 4/pi} \approx 0.6$ mm

–Chemical bonds are strong!

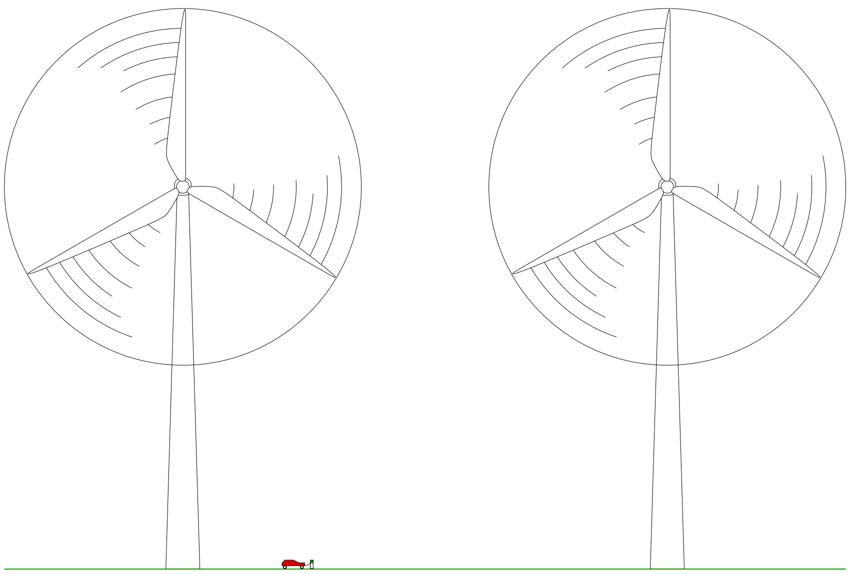
Why (Liquid) Hydrocarbons? –Power Fueling!

- Filling a car at the gas station.
  - filling the tank with 55 [dm^3] of gasoline
  - takes about 1 minute and 55 seconds
- What is the power?
  The heating value for isooctane is $q_{LHV} = 44.3$ [MJ/kg], and the density is $\rho = 0.69$ [kg/dm^3]. Gives the power

$$\dot{Q} = \frac{44.3 \cdot 0.69 \cdot 55 \ MJ}{115 \ s} = 14.6 \text{ [MW]}$$

  (Perspective: Worlds biggest wind turbine in 2014 had 7.58 MW.
  Enercon E-126, rated capacity 7.58 MW, height 198 m (650 ft), diameter 126 m.)
- What is the current?
  For a single line 240 V system this would mean 60 000 A!
  (Perspectives: 0.2 A kills a human. Residential house, 3*16 A.)

Power Fueling Perspective

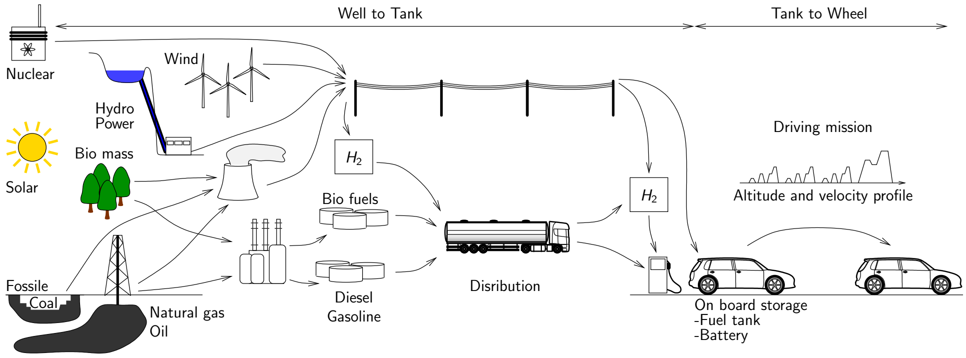


–We have a challenge in finding a good replacement for the fuels of today!

Upstream Energy Conversion

- Manufacturing (pumping, crop, . . .).
- Transport to refinery
- Refining
- Transport to filling station
- Filling of Vehicle

Ongoing intense research
–Investigating energy paths and improving all processes.



Energy Conversion in Vehicles

Many paths in the vehicle

- Energy storage(s) (tank, battery, super caps)
- Energy refiner (reformer)
- Energy converter(s)
- Power (force) to/from transportation mission

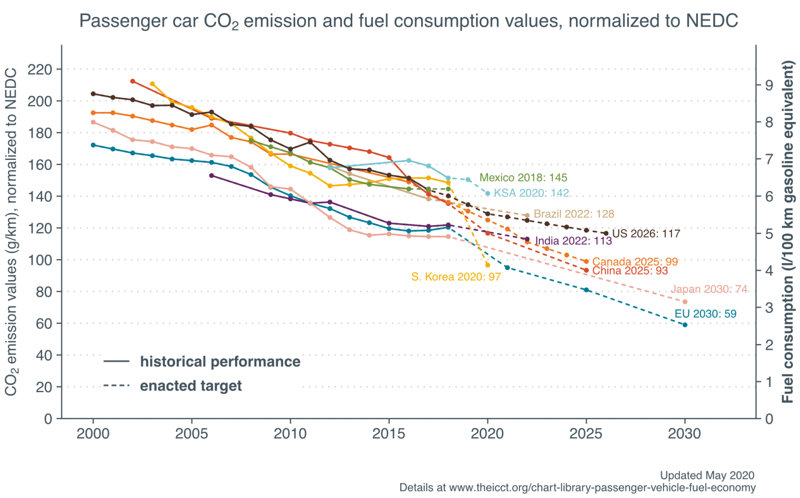
The degrees of freedom can be used optimize the energy-flows for best total efficiency

This important topic is at the core in this course.

Outline

1. Feedback and Updates
2. About the Course
3. More Course Details
4. Analyzing Energy Demand for a Vehicle
5. Energy System Overview
   - Different Links in the Energy Chain
   - Why liquid hydrocarbons?
6. A Well-to-Miles Analysis
   - Some Energy Paths
   - Conventional, Electric and Fuel Cell Vehicles
   - Pathways to Better Fuel Economy
7. Other Demands on Vehicles
   - Performance and Driveability

Environmental Concern – CO_2 as technology driver



CAFE

- Corporate Average Fuel Economy
- Tail-pipe CO_2
- Based on real sales
- Companies are responsible
- Must sell EV:s
- Advertising, media presence
- No incentive for bio-fuels among powerful companies
- Legislation is rigged for E-Mobility

Results

BRIEFING

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AUGUST 2021

CO_2 emissions from new passenger cars in Europe: Car manufacturers' performance in 2020

Results

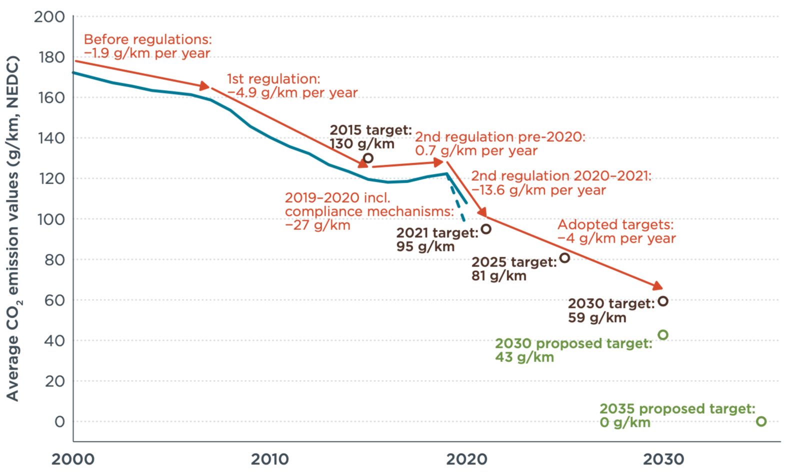
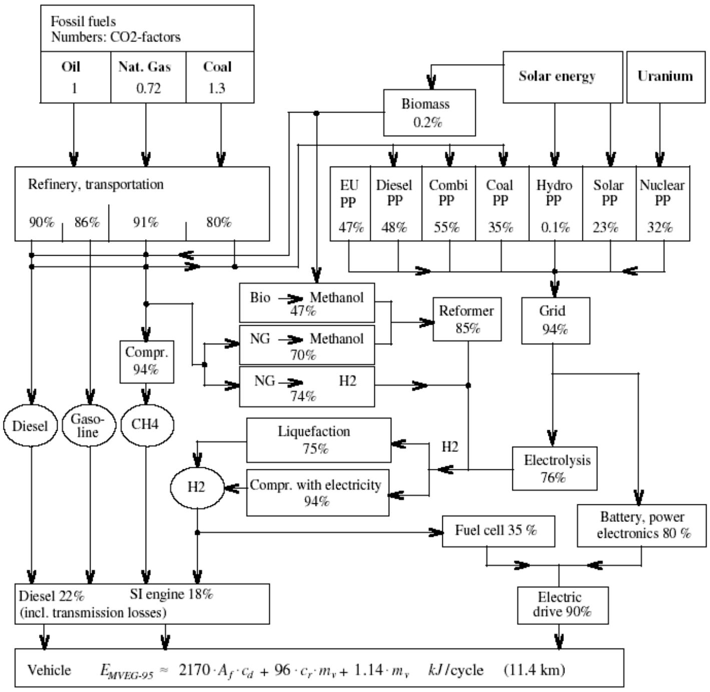


Figure 1. Historical average NEDC CO_2 emission values, targets, and annual reduction rates of new passenger cars.

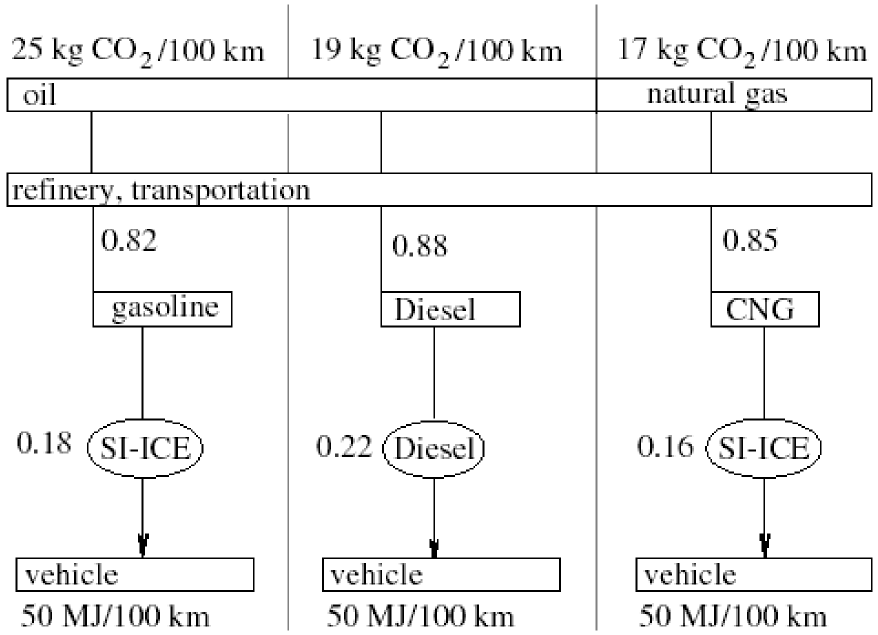
Figure 3. Top panel: Historical average CO_2 emissions (g/km, NEDC) excluding low-emission vehicles, including low-emission vehicles, and including the effect of super-credit multipliers. Bottom panel: Share of low-emission vehicles.

W2M – Energy Paths

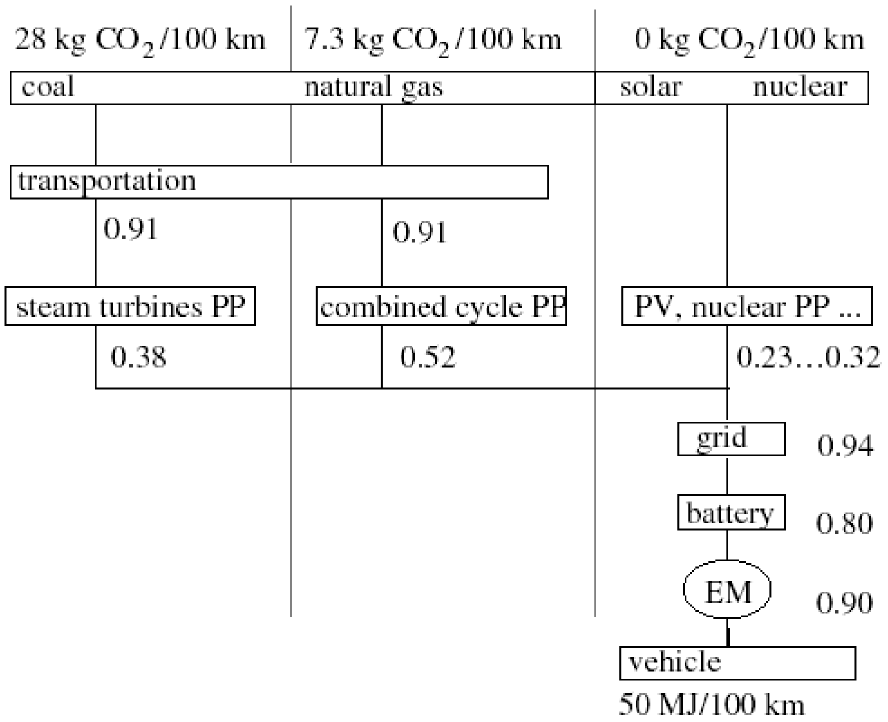


Environmental Concern – Coal+Sulphur, Beijing 2013

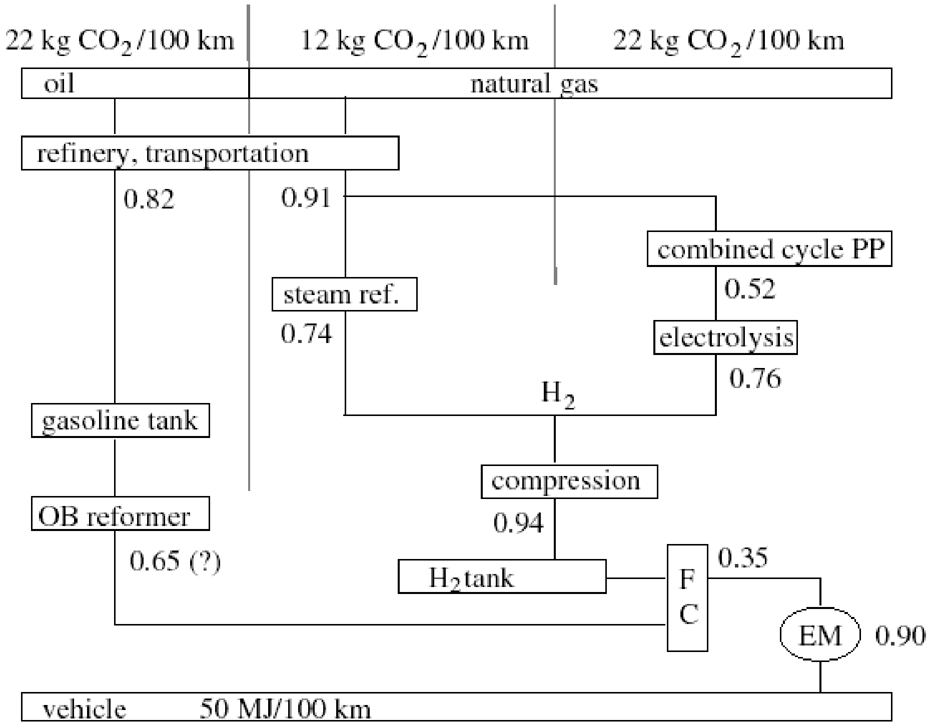
W2M – Conventional Powertrains



W2M – Electric Vehicle



W2M – Fuel Cell Electric Vehicle



Pathways to Better Fuel Economy

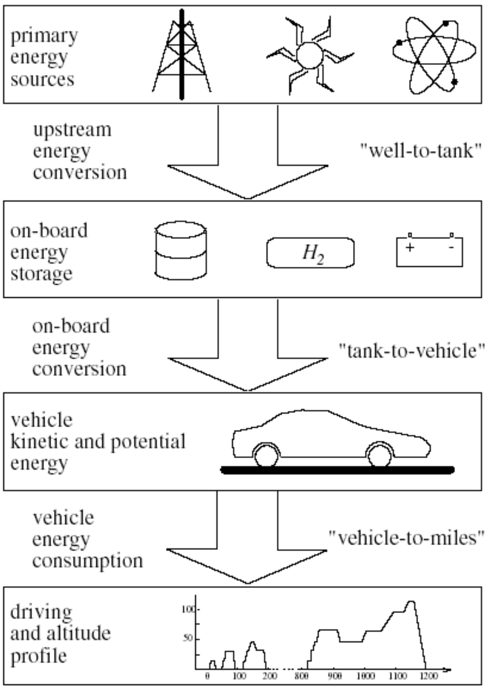
Improvements on the big scale

- Well-to-tank (Upstream)
- Wheel-to-miles (Car parameters: mass, rolling, aerodynamics)
- Tank-to-wheel

Improvements in Tank-to-wheel efficiencies

- Peak efficiency of the components
- Part load efficiency
- Recuperate energy
- Optimize structure
- Realize supervisory control algorithms that utilize the advantages offered in the complex systems

Energy System Overview



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Outline

Performance and driveability

- Important factors for customers
- Not easy to define and quantify
- For passenger cars:
    - Top speed
    - Maximum grade for which a fully loaded car reaches top speed
    - Acceleration time from standstill to a reference speed
      (100 km/h or 60 miles/h are often used)

More about this in Lectures 2-3