



THE ANALYSIS OF ELECTRIC, HYBRID AND FUEL CELL VEHICLES

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ABSTRACT:

Electric, hybrid, and fuel cell vehicles have attracted much interest from automobile industries, governments, and customers as a result of higher emissions and fuel economy requirements, global warming, and energy resource restrictions. Innovative designs, low-cost systems, and a reliable hybrid electric powertrain have been the focus of research and development. Hybrid vehicles are expected to grow in popularity in the next years due to their greater fuel economy and performance. Hybrid electric vehicles (HEVs) are more fuel efficient than conventional vehicles because the engine functioning is optimized and kinetic energy is recovered during braking. The current

situation of electric, hybrid, and fuel cell automobiles is highlighted in this study. The enabling technologies as well as the topologies for each category are discussed.

1.1 INTRODUCTION:

Hybrid electric vehicles (HEVs) are more fuel efficient than conventional vehicles since the engine operation is improved and kinetic energy is recovered during braking. The car can be driven on electric-only modes for a driving range of up to 30–60 km with the plug-in option (PHEV). The PHEVs are charged overnight from the electric power grid, which can be powered by renewable energy sources including wind and solar energy, as well as nuclear power. Fuel cell vehicles (FCVs)



use hydrogen as a fuel to generate power, therefore they release no emissions. The FCV can provide electricity for emergency power backup during a power loss when linked to the electric power grid (V2G). FCVs are currently unavailable to the general population due to hydrogen production, storage, and technical limitations of fuel cells. In the coming years, HEVs are going to dominate advanced propulsion. Almost all sources of energy and engines can benefit from hybrid technologies. As a result, it is not a technology in transition.

More electrical components, such as electric machines, power electronic converters, batteries, ultracapacitors, sensors, and microcontrollers, are employed in HEVs and FCVs. Conventional internal combustion engines (ICE), as well as mechanical and hydraulics systems, may still be included in addition to these electrification components or subsystems. Advanced powertrain components design, such as power electronic converters, electric machines, and energy storage, are among the challenges posed by these advanced propulsion systems, as are power management, modelling and simulation of the powertrain system, hybrid control theory, and vehicle control optimization. An electric vehicle (EV) is propelled by

Electric motors and uses electrical energy stored in batteries. Unlike vehicles with combustion engines they do not produce exhaust gases during operation. This alone makes electric vehicles more environmentally friendly than vehicles with conventional technologies. However, the electrical energy for charging the vehicle does have to be produced from renewable sources like wind, solar etc. By combining different drive types, the overall efficiency of the vehicle can be improved and fuel consumption can be reduced.

1.2 HISTORY OF EV'S:

Introduced more than 100 years ago, electric cars are seeing a rise in popularity today for many of the same reasons they were first popular.

Whether it's a hybrid, plug-in hybrid or all-electric, the demand for electric drive vehicles will continue to climb as prices drop and consumers look for ways to save money at the pump. Currently more than 3 percent of new vehicle sales, electric vehicles sales could grow to nearly 7 percent-- or 6.6 million per year-- worldwide by 2020, according to a report by Navigant research.

With this growing interest in electric vehicles, we are taking a look at where this



technology has been and where it's going. Travel back in time with us as we explore the history of the electric car.

It is hard to pin point the invention of electric car to one inventor or one country, instead it was a series of breakthroughs from battery to electric motors in 1880's that led to the first electric vehicle on the road.

In the early part of the century, innovators in Hungary, the Netherlands and the United States -- including a blacksmith from Vermont -- began toying with the concept of a battery-powered vehicle and created some of the first small-scale electric cars. And while Robert Anderson, a British inventor, developed the first crude electric carriage around this same time, it wasn't until the second half of the 19th century that French and English inventors built some of the first practical electric cars.

Here in the U.S., the first successful electric car made its debut around 1890 thanks to William Morrison, a chemist who lived in Des Moines, Iowa. His six-passenger vehicle capable of a top speed of 14 miles per hour was little more than an electrified wagon, but it helped spark interest in electric vehicles.

Over the next few years, electric vehicles from different automakers began popping

up across the U.S. New York City even had a fleet of more than 60 electric taxis. By 1900, electric cars were at their heyday, accounting for around a third of all vehicles on the road. During the next 10 years, they continued to show strong sales.

New beginning for electric cars:

While all the starts and stops of the electric vehicle industry in the second half of the 20th century helped show the world the promise of the technology, the true revival of the electric vehicle didn't happen until around the start of the 21st century. Depending on whom you ask, it was one of two events that sparked the interest we see today in electric vehicles.

The first turning point many have suggested was the introduction of the Toyota Prius. Released in Japan in 1997, the Prius became the world's first mass-produced hybrid electric vehicle. In 2000, the Prius was released worldwide, and it became an instant success with celebrities, helping to raise the profile of the car. To make the Prius a reality, Toyota used a nickel metal hydride battery -- a technology that was supported by the Energy Department's research. Since then, rising gasoline prices and growing concern about carbon pollution have helped make the Prius



the best-selling hybrid worldwide during the past decade.

The other event that helped reshape electric vehicles was the announcement in 2006 that a small Silicon Valley startup, Tesla Motors, would start producing a luxury electric sports car that could go more than 200 miles on a single charge. In 2010, Tesla received a \$465 million loan from the Department of Energy's Loan Programs Office—a loan that Tesla repaid a full nine years early—to establish a manufacturing facility in California. In the short time since then, Tesla has won wide acclaim for its cars and has become the largest auto employer in California. Tesla's announcement and subsequent success spurred many big automakers to accelerate work on their own electric vehicles. In late 2010, the Chevy Volt and the Nissan LEAF were released in the U.S. market. The first commercially available plug-in hybrid, the Volt has a gasoline engine that supplements its electric drive once the battery is depleted, allowing consumers to drive on electric for most trips and gasoline to extend the vehicle's range. In comparison, the LEAF is an all electric vehicle (often called a battery-electric vehicle, an electric vehicle or just an EV for short), meaning it is only powered by an electric motor.

Consumers now have more choices than ever when it comes to buying an electric vehicle. Today, there are 23 plug-in electric and 36 hybrid models available in a variety of sizes -- from the two-passenger Smart ED to the mid-sized Ford C-Max Energi to the BMW i3 luxury SUV. As gasoline prices continue to rise and the prices on electric vehicles continue to drop, electric vehicles are gaining in popularity -- with more than 234,000 plug-in electric vehicles and 3.3 million hybrids on the road in the U.S. today.

1.3 ARCHITECTURE OF EV:

EV architecture gives an idea of the complete cycle of the working, arrangement of the components should be placed in a sequence and while designing a vehicle, balance in performance and cost must be achieved therefore the selected architecture plays an important role.

Electric vehicle architecture powertrains:

The Electric vehicle architecture consists of 5 important components and through this component powertrain is completed in EV, such as the Electric motor, Battery pack, and Inverter, Charger, DC-DC converter, etc.



Electric Motor

Electric motors provide torque to the vehicle by utilizing electromagnetic fields, energy supplied by the battery, and the torque is controlled by varying the current flow.

The electric motor gives more than 90% efficiency as compared to ICE, it provides torque with zero speed so it allows the vehicle with a single gear ratio between motor tire rather than multiple speed transmission.

Battery Pack

The battery pack is the energy storing device, it must both accept and provide current to the electric machine. Battery packs provide direct current (DC) at their output terminals. Electric machines are controlled by varying an alternating current (AC) waveform.

Inverter

The motor inverter provides this conversion between DC and AC and the torque control functionality.

DC-DC Converter

A DC/DC converter is used to convert

power from battery pack voltage down to 12 volts. (E.g. wipers, infotainment system, mirror control)

On-board charger

The charger performs three functions:

- Rectification of AC voltage from the grid to DC voltage.
- Control the current flowing into the battery pack by controlling the DC output voltage.
- Communicates with the vehicle, off-vehicle equipment.

Battery Management System Components

BMS is used to monitor the state of the battery and is responsible to take the necessary measurements i.e. SOC, SOH. Battery management system performs cell balancing to deliver the best efficiency output from a battery pack, and a small ECU is used in this for communication with other components.

Apart from these important components, there are multiple hardware and software used in EV powertrain architecture. There are small monitoring ECUs placed for the specific function and communication is done by CAN protocol.

CHAPTER 2: METHODOLOGY TYPES OF EV:

- Battery electric vehicle (BEV)



- Hybridelectricvehicle(HEV)
- Plug-inHybridelectricvehicle(PHEV)
- Fuelcellelectricvehicle

2.1 BATTERYELECTRICVEHICLE:

Basicsof BEV:

Although people start communicating more about HEVs, which have grown very popular,their underlying mechanism is difficult due to the fact that they have two sources. ApureEVissimplerbecauseitjusthas oneforceofenergy,whichisabattery. Similarly,its propulsion is provided by an electric motor, eliminating the requirement for an ICE.If

theICEisremoved,thevehicleswillnolonger requirefuelinjectors,variouscomplexengine controllers, and all of the other engine and gearbox peripherals. It will also be more reliablewithfewer parts andasimplersystem

2.2 HYBRIDELECTRICVEHICLES:

A **hybridelectricvehicle (HEV)**isatypeof hybridvehicle thatcombinesaconventional internalcombustionengine(ICE)systemwith anelectric propulsionssystem(hybrid vehicle drivetrain) . The presence of the electric powertrain is intended toachieve either better fueleconomy than a conventional vehicle or better performance. Thereis a variety of HEV types and the degree to

which each function as an electric vehicle (EV)alsovaries.ThemostcommonformofHEVisthehybridelectriccar,althoughhybridelectrictrucks (pickups and tractors),buses,boatsand aircraft alsoexist.

Differenttopologies:

- SeriesHEV
- ParallelHEV
- Series-parallelHEV

2.2.1. Series HEV:

The series-parallel HEV shown in Figure incorporates the features of both series andparallel HEVs. Therefore, it can be operated as a series or parallel HEV. In comparison toa series HEV, the series-parallel HEV adds a mechanical link between the engine and thefinaldrive,sotheenginecandrivethewheel directly.WhencomparedtoaparallelHEV, the series-parallel HEV adds a second electric motor that serves primarily as agenerator. Because a series-parallel HEV can operate in both parallel and series modes,the fuel efficiency and drivability can be optimized based on the vehicle's operatingcondition. The increased degree of freedom in control makes the series-parallel HEV apopular choice. However, due to increased components and complexity, it is generallymoreexpensive than series or parallel HEVs.



2.1 PLUG-IN HYBRID ELECTRIC VEHICLE:

Plug-in hybrid electric vehicles (PHEVs) use batteries to power an electric motor, as well as another fuel, such as gasoline or diesel, to power an internal combustion engine or other propulsion source. PHEVs can charge their batteries through charging equipment and regenerative braking. Using electricity from the grid to run the vehicle some or all of the time reduces operating costs and fuel use, relative to conventional vehicles. PHEVs may also produce lower levels of emissions, depending on the electricity source and how often the vehicle is operated in all-electric mode.

There are several light-duty PHEVs commercially available, and medium-duty vehicles are now entering the market. Medium- and heavy-duty vehicles can also be converted to PHEVs. Although PHEVs are generally more expensive than similar conventional and hybrid vehicles, some cost can be recovered through fuel savings, a federal tax credit, or state incentives.

The above figure shows the configuration of a series HEV. In this HEV, the ICE is the main energy converter that converts the

original energy in gasoline to mechanical power. The mechanical output of the ICE is then converted to electricity using a generator.

The electric motor moves the final drive using electricity generated by the generator or electricity stored in the battery. The electric motor can receive electricity directly from the engine, or from the battery, or both. Since the engine is decoupled from the wheels, the engine speed can be controlled independently of vehicle speed. This not only simplifies the control of the engine, but, most importantly, can allow operation of the engine at its optimum speed to achieve the best fuel economy. It also provides flexibility in locating the engine on the vehicle. There is no need for the traditional mechanical transmission in a series HEV. Based on the vehicle operating conditions, the propulsion components on a series HEV can operate with different combinations:

- **Battery alone:** When the battery has sufficient energy, and the vehicle power demand is low, the I/G set is turned off, and the vehicle is powered by the battery only
- **Combined power:** At high power demands, the I/G set is turned on and the battery also supplies power to the electric motor.
- **Engine alone:** During highway cruising



and at moderately high power demands, the I/G set is turned on. The battery is neither charged nor discharged. This is mostly due to the fact that the battery's state of charge (SOC) is already at a high level but the power demand of the vehicle prevents the engine from turning, or it may not be efficient to turn the engine off.

- **Power split:** When the I/G is turned on, the vehicle power demand is below the I/G optimum power, and the battery SOC is low, then a portion of the I/G power is used to charge the battery.

2.2.2. PARALLEL HEV:

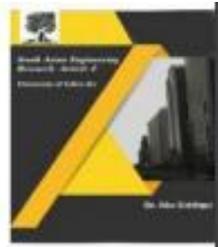
The above figure shows the configuration of a parallel hybrid. In this configuration, the ICE and the electric motor can both deliver power in parallel to the wheels. The ICE and the electric motor are coupled to the final drive through a mechanism such as a clutch, belts, pulleys, and gears. Both the ICE and the motor can deliver power to the final drive, either in combined mode, or each separately. The electric motor can be used as a generator to recover the kinetic energy during braking or absorbing a portion of power from the ICE. The parallel hybrid needs only two propulsion devices, the ICE and the electric motor, which can be used in the following mode:

- **Motor-alone mode:** When the battery has sufficient energy, and the vehicle power demand is low, then the engine is turned off, and the vehicle is powered by the motor and battery only.
- **Combined power mode:** At high power demand, the engine is turned on and the motor also supplies power to the wheels.
- **Engine-alone mode:** During highway cruising and at moderately high power demands, the engine provides all the power needed to drive the vehicle. The motor remains idle. This is mostly due to the fact that the battery SOC is already at a high level but the power demand of the vehicle prevents the engine from turning off, or it may not be efficient to turn the engine off.
- **Power split mode:** When the engine is on, but the vehicle power demand is low and the battery SOC is also low, then a portion of the engine power is converted to electricity by the motor to charge the battery.

2.2.3. SERIES-PARALLEL HEV'S:

Key components of Plug-in Hybrid Electric Vehicle:

Battery (auxiliary): In an electric drive vehicle, the low-voltage auxiliary battery provides electricity to start the car before the traction battery is engaged; it also powers vehicle accessories.



Charge port: The charge port allows the vehicle to connect to an external power supply in order to charge the traction battery pack.

DC/DC converter: This device converts higher-voltage DC power from the traction battery pack to the lower-voltage DC power needed to run vehicle accessories and recharge the auxiliary battery.

Electric generator: Generates electricity from the rotating wheels while braking, transferring that energy back to the traction battery pack. Some vehicles use motor generators that perform both the drive and regeneration functions.

Electric traction motor: Using power from the traction battery pack, this motor drives the vehicle's wheels. Some vehicles use motor generators that perform both the drive and regeneration functions.

Exhaust system: The exhaust system channels the exhaust gases from the engine out through the tailpipe. A three-way catalyst is designed to reduce engine-out emissions within the exhaust system.

Fuel filler: A nozzle from a fuel dispenser attaches to the receptacle on the vehicle to fill the tank.

Fuel tank (gasoline): This tank stores gasoline on board the vehicle until it's needed by the engine.

Internal combustion engine (spark-

ignited): In this configuration, fuel is injected into either the intake manifold or the combustion chamber, where it is combined with air, and the air/fuel mixture is ignited by the spark from a spark plug.

Onboard charger: Takes the incoming AC electricity supplied via the charge port and converts it to DC power for charging the traction battery. It also communicates with the charging equipment and monitors battery characteristics such as voltage, current, temperature, and state of charge while charging the pack.

Power electronics controller: This unit manages the flow of electrical energy delivered by the traction battery, controlling the speed of the electric traction motor and the torque it produces.

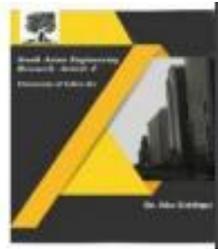
Thermal system (cooling): This system maintains a proper operating temperature range of the engine, electric motor, power electronics, and other components.

Traction battery pack: Stores electricity for use by the electric traction motor.

Transmission: The transmission transfers mechanical power from the engine and/or electric traction motor to drive the wheels.

2.4 BATTERY

One of the key elements of an electric vehicle is battery. Energy density is a measure of how much energy a battery can



hold. The higher energy density ,the longer it will last before needtobe charged.

Power is the rate at which energy is used.

Power density is a measure of how much battery can deliver on demand; that is,how quickly it can release it's energy.

TYPES OF BATTERY:

- Lead acid battery
- Nickel-metal-Hydride
- Li-Ion
- Lithium polymer
- Lithium phosphate

Some important battery terms:

State of charge (SOC)

-Battery capacity, expressed as percentage of maximum capacity. Depth of discharge

-The percentage of discharge capacity that has been discharged. Capacity

-The total Amp-hours (Amp-hr) available when the battery is discharged at a specific current (specified as C-rate) from 100% SOC.

Energy

-

The total Watt hour (Wh) available when the battery is discharged

Specific energy

-The total watt hours per unit

mass. Specific power

-

Maximum power (watts) that the battery can provide per unit mass, function of internal resistance of battery.

2.4. FUEL CELL VEHICLE:

How do Fuel Cell Electric Vehicles work using Hydrogen?

Like all electric vehicles, fuel cell electric vehicles (FCEVs) use electricity to power an electric motor. In contrast to other electric vehicles, FCEVs produce electricity using a fuel cell powered by hydrogen, rather than drawing electricity from only a battery. During the vehicle design process, the vehicle manufacturer defines the power of the vehicle by the size of the electric motor(s) that receives electric power from the appropriately sized fuel cell and battery combination. Although automakers could design an FCEV with plug-in capabilities to charge the battery, most FCEVs today use the battery for recapturing braking energy, providing extra power during short acceleration events, and to smooth out the power delivered from the fuel cell with the option to idle or turn off the fuel cell during low power needs. The amount of energy stored onboard is determined by the size of the hydrogen fuel tank. This is different from an all-electric vehicle, where the amount of power and energy available are both closely related to



the battery's size.

Key components of Hydrogen Fuel Cell Electric Vehicle:

Battery (auxiliary): In an electric drive vehicle, the low-voltage auxiliary battery provides electricity to start the car before the traction battery is engaged; it also powers vehicle accessories.

Battery pack: This high-voltage battery stores energy generated from regenerative braking and provides supplemental power to the electric traction motor.

DC/DC converter: This device converts higher-voltage DC power from the traction battery pack to the lower-voltage DC power needed to run vehicle accessories and recharge the auxiliary battery.

Electric traction motor: Using power from the fuel cell and the traction battery pack, this motor drives the vehicle's wheels. Some vehicles use motor generators that perform both the drive and regeneration functions.

Fuel cell stack: An assembly of individual membrane electrodes that use hydrogen and oxygen to produce electricity.

Fuel filler: A nozzle from a fuel dispenser attaches to the receptacle on the vehicle to fill the tank.

Fuel tank (hydrogen): Stores hydrogen gas onboard the vehicle until it's needed by the fuel cell.

Power electronics controller (FCEV): This unit manages the flow of electrical energy delivered by the fuel cell and the traction battery, controlling the speed of the electric traction motor and the torque it produces.

Thermal system (cooling) - (FCEV): This system maintains a proper operating temperature range of the fuel cell, electric motor, power electronics, and other components.

Transmission (electric): The transmission transfers mechanical power from the electric traction motor to drive the wheels.

CHAPTER-3: FUTURE SCOPE

The future of electric vehicles

It's hard to tell where the future will take electric vehicles, but it's clear they hold a lot

of potential for creating a more sustainable future. If we transitioned all the light-

duty vehicles in the U.S. to hybrids or plug-in electric vehicles using our current technology mix, we could reduce our dependence on foreign oil by 30-60 percent, while lowering the carbon pollution from the transportation sector by as



muchas 20 percent.

To help reach these emissions savings, in 2012 President Obama launched the Everywhere Grand Challenge -- an Energy Department initiative that brings together America's best and brightest scientists, engineers and businesses to make plug-in electric vehicles more as affordable as today's gasoline-powered vehicles by 2022. On the battery front, the Department's joint center for Energy Storage Research at Argonne National Laboratory is working to overcome the biggest scientific and technical barriers that prevent large-scale improvements of batteries.

And the Department's Advanced Research Projects Agency-Energy (ARPA-E) is advancing game-changing technologies that could alter how we think of electric vehicles. From investing in new types of batteries that could go further on a single charge to cost effective alternatives to materials critical to electric motors, ARPA-

E's projects could transform electric vehicles.

CHAPTER-4: CONCLUSION

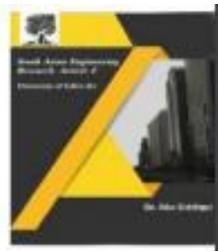
Nowadays, the use of fuel cars is experiencing exponential growth, resulting in greater air pollution. To control this, the usage of EV is required since it has unique

benefits, such as being an eco-friendly product, being more suitable for city uses it may minimize the emission of dangerous gases, and therefore eliminating atmospheric pollution. Due to the continuous increases in gasoline prices, the electrically charged vehicle is perceived to be the least expensive when compared to the traditional vehicle.

With ever-increasing energy resource restrictions and environmental concerns, HEVs will get increased interest from the automobile industry and consumers. Although the market share is still modest today, it is projected that HEVs will progressively gain market acceptance due to greater fuel economy and vehicle performance. Modeling and simulation will be crucial to the growth of HEV design and development. Because control is the primary essential technology in HEVs, HEV control theory should be advanced.

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