



Alternative Fuels and Advanced Vehicle Technologies for Improved Environmental Performance

Towards Zero Carbon Transportation

Edited by Richard Folkson

Contents

	<i>Contributor contact details</i>	xv
	<i>Woodhead Publishing Series in Energy</i>	xix
1	Introduction R. FOLKSON, University of Hertfordshire, UK	1
1.1	Introduction	1
1.2	Technology roadmaps to deliver low carbon targets	2
1.3	Vehicle technology contributions to low carbon targets	2
1.4	Powertrain technology contributions to low carbon targets	5
1.5	Regulatory requirements and consumer trends	7
1.6	Traffic management factors	8
1.7	Global manufacturing and consumer trends	8
1.8	Commercial vehicles and buses	9
1.9	Electrification of transport technology	10
1.10	Current and future trends	10
1.11	Affordability and consumer appeal	12
1.12	Long-term vision: solar energy/hydrogen economy	13
1.13	Conclusion	14
1.14	Sources of further information and advice	14
1.15	Acknowledgements	14
1.16	References and further reading	15
Part I	Alternative fuels, advanced additives and oils to improve environmental performance of vehicles	17
2	The role of alternative and renewable liquid fuels in environmentally sustainable transport R. J. PEARSON and J. W. G. TURNER, University of Bath, UK	19
2.1	Introduction: competing fuels and energy carriers	19
2.2	Market penetration of biodiesel	26
2.3	Market penetration of alcohol fuels	27

vi	Contents	
2.4	Future provision of alternative liquid fuels: the biomass limit	36
2.5	Beyond the biomass limit: sustainable organic fuel for transport (SOFT)	37
2.6	Renewable fuels within an integrated renewable energy system	40
2.7	Conclusions	43
2.8	Acknowledgements	44
2.9	References	45
2.10	Appendix: abbreviations	50
3	Using alternative and renewable liquid fuels to improve the environmental performance of internal combustion engines: key challenges and blending technologies	52
	R. J. PEARSON, and J. W. G. TURNER, University of Bath, UK	
3.1	Introduction	52
3.2	The use of biodiesel in internal combustion engines: fatty acid methyl esters (FAMES) and hydrogenated vegetable oil (HVO)	53
3.3	Alcohol fuels: physico-chemical properties	55
3.4	Alcohol fuels for spark-ignition engines: effects on performance and efficiency	65
3.5	Alcohol fuels for spark-ignition engines: pollutant emissions, deposits and lubricant dilution	69
3.6	Alcohol fuels for compression-ignition engines	72
3.7	Vehicle and blending technologies for alternative liquid fuels: flexible-fuel vehicles	73
3.8	Vehicle and blending technologies for alternative liquid fuels: ethanol-gasoline and methanol-gasoline bi-fuel vehicles	77
3.9	Vehicle and blending technologies for alternative liquid fuels: tri-flex-fuel vehicles and iso-stoichiometric ternary blends	78
3.10	Conclusions	82
3.11	Acknowledgements	82
3.12	References	82
3.13	Appendix: abbreviations	88
4	Alternative and renewable gaseous fuels to improve vehicle environmental performance	90
	M. MINTZ, J. HAN and A. BURNHAM, Argonne National Laboratory, USA	
4.1	Introduction	90

4.2	Fossil natural gas	91
4.3	Fossil natural gas production, transmission and distribution	92
4.4	Natural gas engines and vehicles	95
4.5	Biomethane/biogas	98
4.6	Biogas production, distribution and storage	101
4.7	Liquid petroleum gas (LPG)	106
4.8	LPG production, distribution, storage and use in vehicles	106
4.9	Hydrogen	108
4.10	Hydrogen production, distribution, storage and use in vehicles	109
4.11	Life-cycle analysis of alternative gaseous fuels	111
4.12	Future trends	113
4.13	References	114
5	Electricity and hydrogen as energy vectors for transportation vehicles	117
	J. W. SHEFFIELD and K. B. MARTIN, formerly of Missouri University of Science and Technology, USA and R. FOLKSON, University of Hertfordshire, UK	
5.1	Introduction	117
5.2	Overview of hydrogen production	119
5.3	Overview of electricity production	127
5.4	Hydrogen storage and transportation	129
5.5	Conclusions	134
5.6	References and further reading	135
6	Advanced engine oils to improve the performance of modern internal combustion engines	138
	K. HOWARD, Lubrizol Ltd, UK	
6.1	Introduction	138
6.2	The role of the lubricant in a modern internal combustion engine	139
6.3	The composition of a typical modern engine lubricant	143
6.4	Diesel engine lubricant challenges	145
6.5	Gasoline engine lubricant challenges	147
6.6	Industry and original equipment manufacturer (OEM) specifications for engine oils	151
6.7	Lubricating modern engines in developing markets	152
6.8	Future engine oil evolution	157
6.9	Conclusions	162
6.10	Acknowledgements	163
6.11	Sources of further information and advice	163
6.12	References	163

viii	Contents	
7	Advanced fuel additives for modern internal combustion engines J. BENNETT, Afton Chemical Limited, UK	165
7.1	Introduction	165
7.2	Additive types and their impact on conventional and advanced fuels	166
7.3	Impacts of additives on combustion characteristics	175
7.4	Diesel performance and deposit control additives	178
7.5	Gasoline performance and deposit control additives	184
7.6	Conclusions and future trends	192
7.7	Sources of further information and advice	192
7.8	References	193
	Part II Improving engine and vehicle design	195
8	Internal combustion engine cycles and concepts J. D. NABER and J. E. JOHNSON, Michigan Technological University, USA	197
8.1	Introduction	197
8.2	Ideal engine operation cycles	198
8.3	Alternative engine operating cycles	206
8.4	Comparison of engine cycle performance	211
8.5	Advantages and limitations of internal combustion engines	217
8.6	Conclusions and future trends	219
8.7	Sources of further information and advice	221
8.8	References	221
9	Improving the environmental performance of heavy-duty vehicles and engines: key issues and system design approaches Q. XIN and C. F. PINZON, Navistar, Inc., USA	225
9.1	Introduction: classifying engine and vehicle types	225
9.2	The use of alternative fuels to improve environmental performance	228
9.3	Electric, hydraulic, and flywheel hybrid powertrains for improved fuel economy	234
9.4	Vehicle emissions and fuel economy regulations	237
9.5	Improving vehicle design to meet environmental regulations	242
9.6	Improving engine design to meet environmental regulations	244

9.7	Developments in light-duty diesel engine technologies	248
9.8	A system design approach to address challenges in advanced engine and vehicle technologies	251
9.9	Summary of next-generation technologies for heavy-duty vehicles	264
9.10	References	271
9.11	Appendix: units and unit conversion	277
10	Improving the environmental performance of heavy-duty vehicles and engines: particular technologies Q. XIN and C. F. PINZON, Navistar Inc., USA	279
10.1	Introduction	279
10.2	Fuel injection systems and engine performance	280
10.3	Conventional combustion technologies and engine performance	281
10.4	Advanced low-temperature combustion systems	285
10.5	Engine air flow and turbocharging systems	288
10.6	Engine downsizing, down-speeding, and down-breathing	294
10.7	Mechanical and electrical supercharging systems for improved emissions control and performance	312
10.8	Turbocompounding to improve engine performance	313
10.9	Exhaust gas recirculation (EGR) systems	326
10.10	Improving conventional valvetrains and the use of variable valve actuation (VVA)	327
10.11	Heavy-duty diesel engine cooling and thermal management systems	338
10.12	Aftertreatment technologies for emissions control	339
10.13	Waste heat recovery (WHR) systems	347
10.14	Engine mechanical friction reduction technologies	350
10.15	Electronic controls and on-board diagnostic (OBD) systems to optimize engine performance	352
10.16	Development of natural gas engines	355
10.17	Future trends	356
10.18	References	357
10.19	Appendix: units and unit conversion	367
11	Advanced and conventional internal combustion engine materials L. L. MYAGKOV, Bauman Moscow State Technical University, Russia, K. МАХКАМОВ, Northumbria University, UK, N. D. CHAINOV, Bauman Moscow State Technical University, Russia and I. МАХКАМОВА, Northumbria University, UK	370
11.1	Introduction	370

x	Contents	
11.2	Advanced internal combustion (IC) engine materials: compact graphite iron (CGI)	371
11.3	Graphite/carbon and carbon/carbon fibre-reinforced polymer composites (CFRPs)	373
11.4	Advanced polymers: polyamides for manufacturing intake manifolds	375
11.5	Advanced alloys and ceramics for manufacturing valves and other components	377
11.6	Materials for particular components in IC engines	381
11.7	References	391
12	Advanced transmission technologies to improve vehicle performance S. N. DOĞAN, G. HENNING, T. GÖDECKE, M. SOMMER, K. FRONIUS, M. KROHN, J. KIESEL and J. DORFSCHMID, Daimler AG, Germany	393
12.1	Introduction	393
12.2	Manual transmission: six-speed front-wheel-drive SG6- 310	395
12.3	Dual-clutch transmission: seven-speed front-wheel-drive 7G-DCT	396
12.4	Automatic transmission: seven-speed 7G-Tronic Plus	399
12.5	Continuously variable transmission: front-wheel-drive CVT AUTOTRONIC	411
12.6	P2 hybrid transmission	418
12.7	Two-mode hybrid transmission advanced hybrid system- cars (AHS-C)	422
12.8	Automated commercial vehicle transmission: sixteen- speed G260-16	431
12.9	References	432
13	Sustainable design and manufacture of lightweight vehicle structures G. S. DAEHN, The Ohio State University, USA	433
13.1	Introduction	433
13.2	The value of mass reduction	435
13.3	General challenges and opportunities	443
13.4	Possible architectures of the next-generation vehicle	446
13.5	Specific lightweighting technologies	452
13.6	Future trends	456
13.7	Acknowledgements	459
13.8	References	459

14	Improving vehicle rolling resistance and aerodynamics M. JUHALA, Aalto University, Finland	462
14.1	Introduction	462
14.2	Overview of vehicle aerodynamics	464
14.3	Rolling resistance in vehicles	466
14.4	Advanced vehicle design for drag reduction	468
14.5	Advanced tire design and materials	471
14.6	Conclusions and future trends	474
14.7	Sources of further information and advice	474
14.8	References	475
15	Mechanical and electrical flywheel hybrid technology to store energy in vehicles K. R. PULLEN and A. DHAND, City University London, UK	476
15.1	Introduction	476
15.2	The development of flywheel technology	479
15.3	Types and properties of flywheels	480
15.4	Transmissions for flywheels	486
15.5	Performance evaluation of flywheel hybrid vehicles	493
15.6	Technical challenges in flywheel development	501
15.7	Conclusions and future trends	501
15.8	References	502
16	Hydraulic and pneumatic hybrid powertrains for improved fuel economy in vehicles Z. FILIPI, Clemson University, USA	505
16.1	Introduction	505
16.2	Hydraulic hybrid principle of operation and system architectures	507
16.3	Hydraulic component design and modeling	511
16.4	Integrated hydraulic hybrid vehicle simulation	520
16.5	Design and control of hydraulic hybrid powertrains	522
16.6	Examples of practical applications	532
16.7	Pneumatic hybrids	535
16.8	References	538
17	Integration and performance of regenerative braking and energy recovery technologies in vehicles P. TAWADROS and N. ZHANG, University of Technology, Sydney, Australia and A. BORETTI, RMIT University, Australia	541
17.1	Introduction	541

xii	Contents	
17.2	Types and properties of regenerative braking and energy recovery	542
17.3	Hybridisation with energy recovery: design and performance issues	547
17.4	Design integration and operational optimisation	550
17.5	Advantages and limitations of regenerative braking	557
17.6	Conclusions and future trends	559
17.7	Sources of further information and advice	562
17.8	References	562
Part III Electric/hybrid vehicle technologies		565
18	Hybrid drive train technologies for vehicles T. HOFMAN, Eindhoven University of Technology, The Netherlands	567
18.1	Introduction	567
18.2	Hybrid vehicle configurations and classification	569
18.3	The challenges of hybrid vehicle design	572
18.4	Solutions to the design problem	577
18.5	Conclusion	579
18.6	References	579
19	Battery technology for CO ₂ reduction N. M. JOHNSON, Ricardo, Inc., USA	582
19.1	Introduction	582
19.2	CO ₂ reduction opportunities of using batteries	583
19.3	Battery functionality and chemistries for vehicle applications	598
19.4	Lithium ion cells	610
19.5	High voltage battery pack design	616
19.6	Battery management systems	621
19.7	Future trends	625
19.8	Conclusions	628
19.9	Sources of further information and advice	628
19.10	References and further reading	630
20	Conventional fuel/hybrid electric vehicles M. EHSANI, Texas A&M University, USA	632
20.1	Introduction	632
20.2	Basic components of a hybrid electric vehicle system	633
20.3	Architectures of hybrid electric drive trains	633
20.4	Series hybrid electric drive trains (electric coupling)	636
20.5	Parallel hybrid electric drive trains (mechanical coupling)	641

20.6	Series-parallel hybrid electric drive trains (electric and mechanical coupling) and plug-in hybrids	646
20.7	Control and performance	647
20.8	Future trends	653
20.9	References	654
21	Pure electric vehicles K. T. CHAU, The University of Hong Kong, People's Republic of China	655
21.1	Introduction	655
21.2	System configurations	656
21.3	Electric propulsion	661
21.4	Energy storage and management	666
21.5	Charging infrastructure	673
21.6	Vehicle-to-grid (V2G) technology	677
21.7	Benefits and limitations of EVs	680
21.8	Conclusions and future trends	682
21.9	Acknowledgements	683
21.10	Sources of further information and advice	683
21.11	References	683
22	Fuel-cell (hydrogen) electric hybrid vehicles B. G. POLLET, University of the Western Cape, South Africa, I. STAFFELL, Imperial College, UK, J. L. SHANG, University of Birmingham, UK and V. MOLKOV, University of Ulster, UK	685
22.1	Introduction	685
22.2	Energy storage devices (ESDs) for the transport sector	686
22.3	Batteries	687
22.4	Hydrogen and fuel cells	693
22.5	Electrochemical capacitors (ECs)	704
22.6	Current status of low-carbon vehicle technologies	705
22.7	Battery electric vehicles (BEVs)	708
22.8	Fuel cell electric vehicles (FCEVs)	709
22.9	Technical prospects and barriers	714
22.10	Improving the safety of hydrogen-powered vehicles	719
22.11	Conclusions	730
22.12	Acknowledgements	731
22.13	References	731
22.14	Appendix: abbreviations	734
	<i>Index</i>	736