Contents

Preface xv
Organization of this book xvii
About the Editor xxi

1 Overview of energy systems for electric and hybrid vehicles 1
K.T. Chau

1.1 What are EVs and HVs? 1
1.2 Benefits 5
1.3 Challenges 9
1.3.1 Pure electric vehicles 9
1.3.2 Hybrid electric vehicles 11
1.4 Multidisciplinary technologies 11
1.5 Energy system technologies 13
1.5.1 Energy source systems 13
1.5.2 Battery charging and management systems 18
1.5.3 Vehicle-to-X energy systems 22
Acknowledgements 26
References 26

2 Overview of electrochemical energy sources for electric vehicles 31
Christopher H.T. Lee and K.Y. Chan

2.1 Types of electrochemical cells for electric vehicles 31
2.1.1 Basic differences among electrochemical cells 32
2.1.2 Specific energy of electrochemical cells 33
2.2 Capacitors 34
2.2.1 Double layer capacitor 35
2.2.2 Pseudocapacitor 36
2.2.3 Hybrid capacitors 37
2.3 Batteries 38
2.3.1 Lead-acid battery 40
2.3.2 Nickel-based batteries 41
2.3.3 Ambient-temperature lithium batteries 43
2.4 High-temperature batteries 45
2.4.1 Sodium-beta batteries 45
2.4.2 High-temperature lithium batteries 46

2.5 Metal/air batteries 47
2.6 Fuel cells 48
2.6.1 Alkaline fuel cell 49
2.6.2 Phosphoric acid fuel cell 51
2.6.3 Proton exchange membrane fuel cell 52
2.6.4 Molten carbonate fuel cell 54
2.6.5 Solid oxide fuel cell 55
2.6.6 Direct methanol fuel cell 56
2.7 Flow batteries 59
2.8 Characteristics and EV applications 60
2.8.1 Ultracapacitor characteristics 60
2.8.2 Ultracapacitors for EV applications 61
2.8.3 Battery characteristics 61
2.8.4 Batteries for EV applications 63
2.8.5 Fuel cell characteristics 63
2.8.6 Fuel cells for EV applications 64
2.9 Trend 65
References 66

3 Ultrahigh-speed flywheel energy storage for electric vehicles 69
Wenlong Li and T.W. Ching

3.1 Flywheel energy storage 69
3.1.1 FESSs as the main power source 71
3.1.2 FESSs as auxiliary energy storage 72
3.2 System configuration 74
3.2.1 Flywheel 74
3.2.2 Bearing 76
3.2.3 Motor/generator 76
3.2.4 Power converter 77
3.2.5 Enclosure 77
3.3 Electric machines 78
3.3.1 Induction machine 78
3.3.2 PMBL machines 79
3.3.3 Switched reluctance machine 81
3.3.4 Synchronous reluctance machine 82
3.3.5 Homopolar machine 82
3.4 Control strategies 87
3.4.1 Motor/generator control 87
3.4.2 FESS control 89
3.4.3 Charge and discharge control 91
3.5 Summary 93
Acknowledgements 93
References 94

4 Hybridization of energy sources for electric and hybrid vehicles 97
Y.S. Wong

4.1 Introduction 97
4.2 Characteristics of engine and electrical powertrains 98
4.2.1 Energy efficiency improvement in HEVs 100
4.2.2 Drivetrain design of BEVs and HEVs 101
4.3 Energy sources for EV and HEV applications 102
4.3.1 Batteries 103
4.3.2 Fuel cells 109
4.3.3 Ultracapacitors 112
4.3.4 Ultrahigh-speed flywheels 112
4.4 Hybridization of energy sources in EVs and HEVs 113
4.4.1 Hybridization of drivetrains in HEVs 113
4.4.2 Hybridization of energy sources in EVs 123
4.5 Conclusions 126
References 127

5 Solar energy harvesting for electric vehicles 129
King Hang Lam

5.1 How to harvest solar energy? 129
5.1.1 Brief history and types of PV technology 130
5.1.2 Harvesting solar energy for EVs 131
5.2 PV cell technologies 132
5.2.1 Crystalline silicon 133
5.2.2 a-Si 135
5.2.3 Other thin-film PV cells 137
5.3 Electrical characteristics and performance of PV cells 138
5.3.1 Does PV technology matter? 138
5.3.2 Energy yield calculations 140
5.3.3 Power management for EVs 141
5.3.4 Incorporating solar energy into PMS 144
5.3.5 Harvesting solar energy for charging station 144
5.4 Case studies 146
5.4.1 PV module as roof for electrical cart 146
5.4.2 PV modules mounted on roof of ICEV 149
5.5 Conclusions 151
Acknowledgements 151
References 151

6 On-board electromagnetic energy regeneration for electric vehicles 155
T.W. Ching and Wenlong Li

6.1 Introduction 155
6.1.1 Vehicle energy 155
6.1.2 Vehicle dynamics 157

6.2 Electromagnetic energy regeneration from braking 159
6.2.1 Electric machines and power electronic drives 159
6.2.2 System configuration for braking energy recovery 163
6.2.3 Modelling of braking energy recovery 165
6.2.4 Control strategies for regenerative braking 166
6.3 Electromagnetic energy regeneration from suspension system 168
6.3.1 Suspension systems of vehicles 168
6.3.2 System configuration of shock absorbers 169
6.3.3 Energy harvester based on rotational electric machine 170
6.3.4 Energy harvester based on linear electric machine 171
6.3.5 Modelling of suspension systems 173
6.3.6 Control strategies for regenerative suspension 177
6.4 Summary 181
Acknowledgements 182
References 182

7 On-board thermoelectric energy recovery for hybrid electric vehicles 187
Shuangxia Niu and Chuang Yu

7.1 TEG 187
7.2 Waste heat recovery for HEVs 190
7.3 Thermoelectric energy system 195
7.3.1 System configuration with series connection 195
7.3.2 System configuration with parallel connection 196
7.4 MPPT 198
7.4.1 MPPT for thermoelectric energy system with series connection 198
7.4.2 MPPT for thermoelectric energy system with parallel connection 199
7.5 PCC 202
7.6 Experimental implementation 205
References 208

8 Review of battery charging strategies for electric vehicles 211
Weixiang Shen

8.1 Introduction 211
8.2 Charging algorithms for a single battery 213
8.2.1 Basic terms for charging performance evaluation and characterization 214
8.2.2 CC charging for NiCd/NiMH batteries 217
8.2.3 CV charging for lead acid batteries 218
8.2.4 CC/CV charging for lead acid and Li-ion batteries 220
8.2.5 MSCC charging for lead acid, NiMH and Li-ion batteries 226
8.2.6 TSCC/CV charging for Li-ion batteries 230
8.2.7 CVCC/CV charging for Li-ion batteries 231

8.2.8 Pulse charging for lead acid, NiCd/NiMH and Li-ion batteries 232
8.2.9 Charging termination techniques 235
8.2.10 Comparisons of charging algorithms and new development 236
8.3 Balancing methods for battery pack charging 238
8.3.1 Battery sorting 239
8.3.2 Overcharge for balancing 244
8.3.3 Passive balancing 244
8.3.4 Active balancing 246
8.4 Charging infrastructure 250
8.4.1 Battery chargers 250
8.4.2 Home charging 253
8.4.3 Public charging 253
8.5 Conclusions 254
Acknowledgements 255
References 255

9 Wireless power transfer systems for electric vehicles 261
Chi-Kwan Lee and Wen-Xing Zhong

9.1 Introduction 261
9.2 Tesla's early work of nonradiative wireless power transfer 263
9.3 Basic principles for wireless power transfer using near-field coupling technique 266
9.3.1 Basic circuit model 266
9.3.2 Power flow analysis 268
9.4 Magnetic resonant 269
9.4.1 Compensation in secondary 270
9.4.2 Compensation in primary 272
9.5 Influence of the load resistance 276
9.5.1 Series-compensated secondary 277
9.5.2 Parallel-compensated secondary 277
9.6 Transmission distance 279
9.7 Transmission efficiency and energy efficiency of the system 280
9.8 Transducer power gain and maximum power transfer of the system 282
9.9 Frequency-splitting phenomenon 283
9.10 Wireless systems with four coils 284
9.11 Conclusion 285
References 286

10 Move-and-charge technology for electric vehicles 289
Chun T. Rim

10.1 Introduction to the wireless power transfer technologies for EVs 289
10.2 Basic principles of WPTSs for RPEV 290
10.2.1 Configuration of the WPTS 290

10.2.2 Fundamental principles of the IPTS 292
10.2.3 Discussions on the requirements of IPTS 293
10.2.4 Important design issues of the IPTS 294
10.3 Advent of RPEV 296
10.3.1 Origin of the RPEV: "Transformers for electric railways" 296
10.3.2 The first development of RPEVs 297
10.4 Development of KAIST OLEVs 298
10.4.1 1G OLEV 300
10.4.2 2G OLEV 300
10.4.3 3G OLEV 303
10.4.4 4G OLEV 304
10.4.5 5G OLEV 307
10.5 Generalized active EMF cancellation methods 307
10.6 Research trends of other RPEVs 311
10.6.1 The Auckland University Research Team 311
10.6.2 The Bombardier Research Team 313
10.6.3 The Endesa Research Team 315
10.6.4 The INTIS Research Team 315
10.7 Conclusion 316
References 316

11 Energy cryptography for wireless charging of electric vehicles 319
Zhen Zhang

11.1 Wireless power transfer 319
11.1.1 Acoustic 319
11.1.2 Optical 320
11.1.3 Microwave 321
11.1.4 Capacitive 321
11.1.5 Inductive 322
11.2 Wireless charging for EVs 325
11.2.1 Inductive resonant charging 325
11.2.2 Dynamic charging 326
11.3 Principle of energy cryptography 333
11.4 Realization of energy cryptography 334
11.4.1 Generation of security key 334
11.4.2 Adjustment of impedance 337
11.5 System control of energy cryptography 339
11.6 Experimentation of energy cryptography 340
11.7 Conclusion 345
Acknowledgements 346
References 346

12 Review of battery management systems for electric vehicles 349
Eric Ka-Wai Cheng

12.1 What is BMS? 349
12.2 BMS representation 350
12.2.1 Battery module 350
12.2.2 Measurement unit block 351
12.2.3 Battery equalization: balancing unit 351
12.2.4 MCU: estimation unit 352
12.2.5 Display unit 352
12.2.6 Fault warning block 352
12.3 Data management and network 352
12.3.1 CAN-bus 352
12.3.2 LIN 353
12.3.3 TCP/IP 353
12.3.4 Wireless and PLC 353
12.4 SoC and SoH 354
12.4.1 SoC 354
12.4.2 SoH 355
12.4.3 Estimation of SoC 355
12.5 Battery balancing 357
12.5.1 Resistive balancing 358
12.5.2 Classical switched-mode active balancing 358
12.5.3 Switched-capacitor 360
12.5.4 SP balancing 360
12.5.5 Multi-winding balancing 361
12.5.6 Tier 1 balancing switched-capacitor 363
12.5.7 Tier 2 balancing switched-capacitor 363
12.5.8 Other switched-capacitor balancing 364
12.5.9 Resonant version 366
12.5.10 Summary of balancing technology 367
12.6 BMS standard 368
12.7 Conclusion 369
Acknowledgements 369
References 370

13 Integration of energy and information in electric vehicle systems 373
C.C. Chan, Linni Jian and Christopher H.T. Lee

13.1 Introduction 373
13.2 Renaissance scientists and engineers 374
13.3 Engineering philosophy of electric vehicles 374
13.4 Rapid adoption of new electric vehicles 375
13.5 Comparison of information and energy 376

13.6 Relationship between energy and information 377
13.7 Utilization of energy and information for continuous development 380
13.8 Smart charging 382
13.8.1 Background information 382
13.8.2 Stakeholders 384
13.8.3 Energy flow and information flow for smart charging 387
13.8.4 Challenges for smart charging 388
13.9 Conclusions 389
References 390

14 Optimal scheduling with vehicle-to-grid ancillary services 395
Junhao Lin, James J.Q. Yu, Ka-Cheong Leung and Victor O.K. Li

14.1 Overview 395
14.1.1 Electric vehicles and ancillary services 395
14.1.2 Current research 396
14.2 System architecture 397
14.2.1 Operator-aggregator protocol 400
14.2.2 Aggregator-aggregator protocol 401
14.2.3 Aggregator-EV protocol 402
14.2.4 EV requirements 403
14.3 System model and problem formulation 404
14.3.1 Control objective for V2G regulation service 404
14.3.2 Models and constraints 405
14.3.3 Formulation of forecast-based scheduling 406
14.3.4 Formulation of online scheduling 409
14.4 Decentralized scheduling algorithm 413
14.4.1 Forecast-based scheduling 417
14.4.2 Online scheduling 419
14.5 Case studies 419
14.5.1 V2G scheduling algorithms 419
14.5.2 Performance metric 420
14.5.3 Simulation setup 420
14.5.4 Simulation results 421
14.5.5 Convergence rates 426
14.6 Conclusion 427
Acknowledgements 428
References 428

15 Vehicle-to-home, vehicle-to-vehicle, and vehicle-to-grid energy systems 431
Shuang Gao, Zhen Zhang and Chunhua Liu

15.1 Introduction 431
15.2 Vehicle-to-home 438
15.2.1 PHEV control strategy for V2H applications 438
15.2.2 V2H with demand response 439

15.3 Vehicle-to-vehicle 440
15.3.1 Concept and structure of EV aggregator 442
15.3.2 Control method of EV aggregator for dispatching a fleet of EVs 442
15.4 Vehicle-to-grid 447
15.4.1 Planning of V2G infrastructure in the smart grid 447
15.4.2 Ancillary services provided by V2G 449
15.4.3 Cost-emission optimization 456
15.5 Conclusion 458
References 459

16 Vehicle-to-grid power interface 461
Zheng Wang and Yue Zhang

16.1 Introduction 461
16.2 Two-stage power interface 463
16.2.1 AC/DC rectifiers 463
16.2.2 DC/DC converters 471
16.3 Three-stage power interface 479
16.4 Integrated power interface for multiple DC levels 482
References 484

Index 489