

## **Objective GC-ICT-2011.6.8 ICT for fully electric vehicles**

Full electric vehicles (FEV) means electrically propelled vehicles that provide significant driving range on pure battery based power. It includes vehicles having an on-board fuel based electrical generator (Range Extender based on Internal Combustion Engine or fuel cells).

Projects supported under this objective should advance the research, development and integration of major building blocks of the FEV, and integrate the FEV with infrastructures.

### Target outcomes:

- a) **Energy/Power Storage Systems**, targeting control system solutions for batteries only as well as batteries and super-capacitors integrated either at a pack-to-pack or at cell-to-cell level. Electronic architectures have to manage optimal charging and discharging rates of the cells in relation to their typology and operating temperatures. Sensors and networking capabilities should be developed for monitoring and controlling the energy/power storage system's efficiency, lifetime, reliability and safety, including monitoring and early warning of fault conditions environmental monitoring, temperature conditioning and shock protection/spark avoidance. Furthermore, high voltage switches and interconnects and system interfaces need to be developed. Electro-chemical material developments are excluded.
- b) **Architectures for Energy, Communication and Thermal Management** Energy optimised systems are an essential element to ensure maximum FEV range. With a multiple voltage system, an optimised distribution of functions is necessary:: power-train, bilateral grid connection, on-board energy harvesting, heating and cooling conditioning systems, vehicle stability and comfort, lighting, driving assistance sensors, on board information and entertainment and other auxiliaries. Each layer requires its own optimisation and operated by real-time and fail-safe standard communication to assure the best compromise between safety, driving and comfort.
- c) **Vehicle-to-grid Interface (V2G)**  
Focus is on connection of the vehicle to the grid by enabling controlled flow of energy and power through safe, secure, energy efficient and convenient transfer of electricity and data. Related issues to consider include E/M compatibility, robustness, reliability, safety, security and impact on health and grid stability. Solutions should be independent of a specific platform, be based on pan-European consensus and conform to interface standards for Smart Grids.
- d) **Vehicle Stability Control**  
Focus is on control architectures with 2, 3 or 4 electrical motors for stability of the electric power train thus providing safety, comfort and fun-to-drive. Vehicle dynamics simulation and robust E/M compatibility have also to be addressed as well as generic and standardized, safe and redundant bus-based solutions for communication and control. Regenerative braking, system faults like maximum torque / oscillating torque at a single wheel /two wheels and issues like controlled shut down procedures in case of a crash should be taken into account.
- e) **Electric Drive and Electronic Components**  
Partitioned and highly efficient power electronics devices, converter and inverter and electrical interconnects that simplify packaging and cooling, EMI-EMC designs, the management of high voltages, currents and temperatures and hardware-in-the-loop technology for algorithm and component testing. Projects should target the level of integration between the drive and the motor while maximising the efficiency of the drive

over a wide range of operation of the motor as well as in relation to temperature excursions and voltage variability and fail safe tested components.

**f) Integration of the FEV in the cooperative transport infrastructure**

ICT-based interaction between the driver, the vehicle and the transport and energy infrastructures, for FEV trip planning and optimization including energy use and charging. In order to compensate for the limited autonomy range, gains in energy efficiency, charging strategies and route optimisation by using of traffic information are needed to turn the FEV into a mass market product. Adaptive strategies, algorithms and operation modes are needed for the charge and discharge management of the FEV's that balance, predict the range and adapt to the energy needs of the user in respect of the properties of vehicle's battery and the grid. Research should also address opportunities for improving energy efficiency provided by automated driving and driver training.

**g) Functional Safety and Durability of the FEV**

Electrical and electronic components affect vehicle dynamics, safety and durability. Fail-safe concepts are an essential element of the system. Requirements and standards related to electromagnetic compatibility and health impacts of electromagnetic fields should be developed. Continuous improvements are expected against low frequency electromagnetic fields as well as on local sensing of currents and electromagnetic fields, on safe and robust components and subsystems. Research will also address adaptation and improvement of in-vehicle active safety for FEVs, integrated driver-vehicle – infrastructure safety, protection of vulnerable road users, and FEV emergency handling procedures. Moreover, test methods will be required.

**h) Coordination and Support Action “FEV made in Europe”**

One action for the coordination of a FEV Strategic Research Agenda for ICT, components and systems, for the clustering of R&D projects in the field, and for training, education and dissemination activities. The agenda should also investigate new usages for the FEV (e.g. last mile delivery and mobility for the elderly and disabled); it should cover standardisation measures; it should propose measures for harmonisation of national research policy measures and programmes, and also propose actions for international collaboration. The action should involve relevant electrical vehicle stakeholders.

Expected impacts:

- Improved energy efficiency and extended driving range of the FEV
- Reduced costs of the electronic components and the overall FEV at increased performance
- Mitigated constraints for the user of the FEV versus the Internal Combustion Engine vehicle
- The FEV seamlessly implemented in the smart grids and existing infrastructure
- Significant improvement of FEV's safety, comfort and new information and comfort services for FEV users.
- Strengthened global competitiveness of the European automobile, ICT and battery sectors. Market penetration of key components of FEVs.

Funding Schemes:

a, b, c, d) STREP in 2011

e, f, g) STREP in 2012

h) CSA in 2012