

TRANSITIONS TO **ALTERNATIVE VEHICLES AND FUELS**



Transitions To Alternative Vehicles And Fuels

Daniel Sperling, James S. Cannon



Transitions To Alternative Vehicles And Fuels:

Transitions to Alternative Vehicles and Fuels National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on Transitions to Alternative Vehicles and Fuels, 2013-04-14 For a century almost all light duty vehicles LDVs have been powered by internal combustion engines operating on petroleum fuels Energy security concerns about petroleum imports and the effect of greenhouse gas GHG emissions on global climate are driving interest in alternatives Transitions to Alternative Vehicles and Fuels assesses the potential for reducing petroleum consumption and GHG emissions by 80 percent across the U S LDV fleet by 2050 relative to 2005 This report examines the current capability and estimated future performance and costs for each vehicle type and non petroleum based fuel technology as options that could significantly contribute to these goals By analyzing scenarios that combine various fuel and vehicle pathways the report also identifies barriers to implementation of these technologies and suggests policies to achieve the desired reductions Several scenarios are promising but strong and effective policies such as research and development subsidies energy taxes or regulations will be necessary to overcome barriers such as cost and consumer choice **Transitions to Alternative Vehicles and Fuels**, 2013 **Transitions to Alternative**

Transportation Technologies~**"Plug-in Hybrid Electric Vehicles** National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on Assessment of Resource Needs for Fuel Cell and Hydrogen Technologies, 2010-05-29 The nation has compelling reasons to reduce its consumption of oil and emissions of carbon dioxide Plug in hybrid electric vehicles PHEVs promise to contribute to both goals by allowing some miles to be driven on electricity drawn from the grid with an internal combustion engine that kicks in when the batteries are discharged However while battery technology has made great strides in recent years batteries are still very expensive Transitions to Alternative Transportation Technologies Plug in Hybrid Electric Vehicles builds on a 2008 National Research Council report on hydrogen fuel cell vehicles The present volume reviews the current and projected technology status of PHEVs considers the factors that will affect how rapidly PHEVs could enter the marketplace including the interface with the electric transmission and distribution system determines a maximum practical penetration rate for PHEVs consistent with the time frame and factors considered in the 2008 Hydrogen report and incorporates PHEVs into the models used in the hydrogen study to estimate the costs and impacts on petroleum consumption and carbon dioxide emissions **Transitions**

to Alternative Transportation Technologies National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on Assessment of Resource Needs for Fuel Cell and Hydrogen Technologies, 2008-11-17 Hydrogen fuel cell vehicles HFCVs could alleviate the nation's dependence on oil and reduce U S emissions of carbon dioxide the major greenhouse gas Industry and government sponsored research programs have made very impressive technical progress over the past several years and several companies are currently introducing

pre commercial vehicles and hydrogen fueling stations in limited markets However to achieve wide hydrogen vehicle penetration further technological advances are required for commercial viability and vehicle manufacturer and hydrogen supplier activities must be coordinated In particular costs must be reduced new automotive manufacturing technologies commercialized and adequate supplies of hydrogen produced and made available to motorists These efforts will require considerable resources especially federal and private sector funding This book estimates the resources that will be needed to bring HFCVs to the point of competitive self sustainability in the marketplace It also estimates the impact on oil consumption and carbon dioxide emissions as HFCVs become a large fraction of the light duty vehicle fleet **Transitions to**

Alternative Transportation Technologiesâ"Plug-in Hybrid Electric Vehicles National Research Council,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on Assessment of Resource Needs for Fuel Cell and Hydrogen Technologies,2010-04-29 The nation has compelling reasons to reduce its consumption of oil and emissions of carbon dioxide Plug in hybrid electric vehicles PHEVs promise to contribute to both goals by allowing some miles to be driven on electricity drawn from the grid with an internal combustion engine that kicks in when the batteries are discharged However while battery technology has made great strides in recent years batteries are still very expensive Transitions to Alternative Transportation Technologies Plug in Hybrid Electric Vehicles builds on a 2008 National Research Council report on hydrogen fuel cell vehicles The present volume reviews the current and projected technology status of PHEVs considers the factors that will affect how rapidly PHEVs could enter the marketplace including the interface with the electric transmission and distribution system determines a maximum practical penetration rate for PHEVs consistent with the time frame and factors considered in the 2008 Hydrogen report and incorporates PHEVs into the models used in the hydrogen study to estimate the costs and impacts on petroleum consumption and carbon dioxide emissions

Transitions to Alternative Transportation Technologiesa-"Plug-In Hybrid Electric Vehicles Committee on Assessment of Resource Needs for Fuel Cell and Hydrogen Technologies,Board on Energy and Environmental Systems,Division on Engineering and Physical Sciences,National Research Council,2010-04-29 The nation has compelling reasons to reduce its consumption of oil and emissions of carbon dioxide Plug in hybrid electric vehicles PHEVs promise to contribute to both goals by allowing some miles to be driven on electricity drawn from the grid with an internal combustion engine that kicks in when the batteries are discharged However while battery technology has made great strides in recent years batteries are still very expensive Transitions to Alternative Transportation Technologies Plug in Hybrid Electric Vehicles builds on a 2008 National Research Council report on hydrogen fuel cell vehicles The present volume reviews the current and projected technology status of PHEVs considers the factors that will affect how rapidly PHEVs could enter the marketplace including the interface with the electric transmission and distribution system determines a maximum practical penetration rate for PHEVs consistent with the time frame and factors considered in the 2008 Hydrogen report and

incorporates PHEVs into the models used in the hydrogen study to estimate the costs and impacts on petroleum consumption and carbon dioxide emissions *Proceedings of the 1996 U.S. DOE Hydrogen Program Review, May 1-2, 1996, Miami, Florida*, 1996 **Advances in Battery Manufacturing, Service, and Management Systems** Jingshan Li, Shiyu

Zhou, Yehui Han, 2016-09-19 Addresses the methodology and theoretical foundation of battery manufacturing service and management systems BM2S2 and discusses the issues and challenges in these areas This book brings together experts in the field to highlight the cutting edge research advances in BM2S2 and to promote an innovative integrated research framework responding to the challenges There are three major parts included in this book manufacturing service and management The first part focuses on battery manufacturing systems including modeling analysis design and control as well as economic and risk analyses The second part focuses on information technology s impact on service systems such as data driven reliability modeling failure prognosis and service decision making methodologies for battery services The third part addresses battery management systems BMS for control and optimization of battery cells operations and hybrid storage systems to ensure overall performance and safety as well as EV management The contributors consist of experts from universities industry research centers and government agency In addition this book Provides comprehensive overviews of lithium ion battery and battery electrical vehicle manufacturing as well as economic returns and government support Introduces integrated models for quality propagation and productivity improvement as well as indicators for bottleneck identification and mitigation in battery manufacturing Covers models and diagnosis algorithms for battery SOC and SOH estimation data driven prognosis algorithms for predicting the remaining useful life RUL of battery SOC and SOH Presents mathematical models and novel structure of battery equalizers in battery management systems BMS Reviews the state of the art of battery supercapacitor and battery supercapacitor hybrid energy storage systems HESSs for advanced electric vehicle applications **Advances in Battery Manufacturing Services and Management Systems** is written for researchers and engineers working on battery manufacturing service operations logistics and management It can also serve as a reference for senior undergraduate and graduate students interested in BM2S2 **The Hydrogen Energy Transition** Daniel Sperling, James S. Cannon, 2004-06-14

The Hydrogen Energy Transition addresses the key issues and actions that need to be taken to achieve a changeover to hydrogen power as it relates to vehicles and transportation and explores whether such a transition is likely or even possible Government agencies and leaders in industry recognize the need to utilize hydrogen as an energy source in order to provide cleaner more efficient and more reliable energy for the world s economies This book analyzes this need and presents the most up to date government industry and academic information analyzing the use of hydrogen energy as an alternative fuel With contributions from policy makers and researchers in the government corporate academic and public interest sectors The Hydrogen Energy Transition brings together the viewpoints of professionals involved in all aspects of the hydrogen concerned community The text addresses key questions regarding the feasibility of transition to hydrogen fuel as a means of

satisfying the world's rapidly growing energy needs. The initiatives set forth in this text will mold the research, development, and education efforts for hydrogen that will assist in the rapidly growing transportation needs for automobiles and other vehicles. Presentations by the world's leaders in government, industry, and academia. Real world solutions for the world's current fuel crisis. Endorsed by the University of California Transportation Center and Transportation Research Board.

Transition to Renewable Energy Systems Detlef Stolten, Viktor Scherer, 2013-05-13. In this ready reference, top academic researchers, industry players, and government officers join forces to develop commercial concepts for the transition from current nuclear or fossil fuel based energy to renewable energy systems within a limited time span. They take into account the latest science and technology, including an analysis of the feasibility and impact on the environment, economy, and society. In so doing, they discuss such complex topics as electrical and gas grids, fossil power plants, and energy storage technologies. The contributions also include robust, conceivable, and breakthrough technologies that will be viable and implementable by 2020.

Transitions Peter W. Newton, 2008-06-27. Formidable challenges confront Australia and its human settlements: the mega metro regions, major and provincial cities, coastal, rural, and remote towns. The key drivers of change and major urban vulnerabilities have been identified, and principal among them are resource constraints such as oil, water, food, skilled labour, and materials, and carbon constraints linked to climate change and a need to transition to renewable energy, both of which will strongly shape urban development this century. *Transitions* identifies 21st century challenges to the resilience of Australia's cities and regions that flow from a range of global and local influences and offers a portfolio of solutions to these critical problems and vulnerabilities. The solutions will require fundamental transitions in many instances: to our urban infrastructures, to our institutions, and how they plan for the future, and perhaps most of all, to ourselves in terms of our lifestyles and consumption patterns. With contributions from 92 researchers, all leaders in their respective fields, this book offers the expertise to chart pathways for a sustainability transition.

Driving the Future Margo T. Oge, 2016-09-20. Now in paperback with a new foreword by Fred Krupp, an expert's illuminating preview of the cleaner, lighter, smarter cars of the future. In *Driving the Future*, Margo T. Oge portrays a future where clean, intelligent vehicles with lighter frames and alternative powertrains will produce zero emissions and run at 100 mpg. With electronic architectures more like those of airplanes, cars will be smarter and safer: they will park themselves and will network with other vehicles on the road to drive themselves. As the director of the EPA's Office of Transportation and Air Quality, Oge was the chief architect behind the Obama administration's landmark 2012 deal with automakers in the US market to double the fuel efficiency of their fleets and to cut greenhouse gas emissions in half by 2025. This was America's first formal climate action using regulation to reduce emissions through innovation in car design. Offering an insider account of the partnership between federal agencies, California environmental groups, and car manufacturers that led to the historic deal, Margo discusses the science of climate change, the politics of addressing it, and the lessons learned for policy makers. She also takes the reader

through the convergence of macro trends that will drive this innovation over the next forty years and be every bit as transformative as those wrought by Karl Benz and Henry Ford Driving the Future is for anyone who wants to know what car they ll be driving in ten twenty or thirty years and for everyone concerned about air quality and climate change now

Pathways for a transition to a sustainable hydrogen transportation fuel infrastructure in California Marlene Hilkert,2004-02-20 Inhaltsangabe Abstract As society enters the 21st century there is a growing awareness of the burdens being placed on the planet as its ability to keep up with the demands of modern society are strained One of the major contributors to this burden happens to be a main resource required for sustained development Energy has always been and will always be a necessary resource for existence Since the industrial revolution fossil fuels such as coal and oil have been the main stay fuel to accommodate society s appetite As the demand for this resource increases the climatic and socio economic costs of this fuel become more acute and it is well documented that the supply of this fuel is not endless One of the major consumers of this fuel as a society is the transportation sector The processes in place which take it from the ground to its combustion as a fuel are some of the main culprits which adversely affect the planet This thesis explores the issues associated with the introduction of another energy resource Hydrogen as a replacement fuel for the transportation industry It is argued that for the transportation sector Hydrogen offers the most promising alternative as a fuel Making Hydrogen readily available and affordable through the retail infrastructure is of paramount importance if its widespread use is to be achieved The logistics of this are explored and it is believed that the introduction of small Hydrogen fuelers at existing retail outlets is the preferred method to instantiate the transition in the short to medium term Those fueling stations can utilize grid electricity to produce Hydrogen by the means of water electrolysis or take advantage of the existing Natural Gas distribution infrastructure to produce Hydrogen via steam reformation This thesis examines the Well to Wheels impacts and economic feasibility of those options and compares them to existing vehicle and fuel technologies The state of California was chosen as a target market due to its high automobile density the resulting pollution issues and its clear mandate on promoting alternative energy sources Inhaltsverzeichnis Table of Contents I Introduction2 1 Summary of the work2 2 Environmental economic and political challenges associated with the use of fossil fuels especially oil3 2 1 Environmental and Social Problems with Fossil Fuels3 2 1 1 Environmental pollution Oil spills and discharges3 2 1 2 Environmental pollution Local **Review of the Research Program of the U.S. DRIVE Partnership** National Academies of Sciences, Engineering, and Medicine,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on the Review of the Research Program of the U.S. DRIVE Partnership, Phase 5,2017-08-28 Review of the Research Program of the U S DRIVE Partnership Fifth Report follows on four previous reviews of the FreedomCAR and Fuel Partnership which was the predecessor of the U S DRIVE Partnership The U S DRIVE Driving Research and Innovation for Vehicle Efficiency and Energy Sustainability vision according to the charter of the Partnership is this American

consumers have a broad range of affordable personal transportation choices that reduce petroleum consumption and significantly reduce harmful emissions from the transportation sector Its mission is as follows accelerate the development of pre competitive and innovative technologies to enable a full range of efficient and clean advanced light duty vehicles LDVs as well as related energy infrastructure The Partnership focuses on precompetitive research and development R D that can help to accelerate the emergence of advanced technologies to be commercialization feasible The guidance for the work of the U S DRIVE Partnership as well as the priority setting and targets for needed research are provided by joint industry government technical teams This structure has been demonstrated to be an effective means of identifying high priority long term precompetitive research needs for each technology with which the Partnership is involved Technical areas in which research and development as well as technology validation programs have been pursued include the following internal combustion engines ICEs potentially operating on conventional and various alternative fuels automotive fuel cell power systems hydrogen storage systems especially onboard vehicles batteries and other forms of electrochemical energy storage electric propulsion systems hydrogen production and delivery and materials leading to vehicle weight reductions **The Regulatory**

Transition Act of 1995 United States. Congress. House. Committee on Government Reform and Oversight. Subcommittee on National Economic Growth, Natural Resources, and Regulatory Affairs,1995 The Role of the Electric Vehicle in the Energy Transition Angel Arcos-Vargas,2020-09-23 This book explores the part that electric vehicles can play in reducing carbon dioxide emissions Further it explains the impact of public support technological advances lower costs and better battery performance in making electric vehicles a viable alternative The book begins by analyzing the international context of electric vehicles and how they are being developed in different countries and by offering a forecast of the electricity demand they may create It then discusses technological innovations in electric vehicle recharging systems The book is concerned not only with the economic potential of electric vehicles but also with environmental aspects consequently it examines the raw materials supply chain and performs a lifecycle assessment The book concludes with a chapter on alternative energies in transport which may also help to facilitate the energy transition Given its scope the book offers a valuable resource for researchers graduate students policymakers and industry professionals interested in the energy transition and transport

Assessment of Fuel Economy Technologies for Light-Duty Vehicles National Research Council,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on the Assessment of Technologies for Improving Light-Duty Vehicle Fuel Economy,2011-07-03 Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars sport utility vehicles minivans and other light duty vehicles without compromising vehicle performance or safety Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines spark ignition gasoline compression ignition diesel and hybrid According to its estimates adopting the full combination of

improved technologies in medium and large cars and pickup trucks with spark ignition engines could reduce fuel consumption by 29 percent at an additional cost of 2 200 to the consumer Replacing spark ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately 5 900 per vehicle and replacing spark ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of 6 000 per vehicle The book focuses on fuel consumption the amount of fuel consumed in a given driving distance because energy savings are directly related to the amount of fuel used In contrast fuel economy measures how far a vehicle will travel with a gallon of fuel Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information

Transition to Hydrogen Alexander Wokaun,Erik Wilhelm,2011-10-06 This book is a comprehensive and objective guide to understanding hydrogen as a transportation fuel The effects that pursuing different vehicle technology development paths will have on the economy the environment public safety and human health are presented with implications for policy makers industrial stakeholders and researchers alike Using hydrogen as a fuel offers a possible solution to satisfying global mobility needs including sustainability of supply and the potential reduction of greenhouse gas emissions This book focuses on research issues that are at the intersection of hydrogen and transportation since the study of vehicles and energy carriers is inseparable It concentrates on light duty vehicles cars and light trucks set in the context of other competing technologies the larger energy sector and the overall economy The book is invaluable for researchers and policy makers in transportation policy energy economics systems dynamics vehicle powertrain modeling and simulation environmental science and environmental engineering

Clean Fuels for Mobility Gabriele Di Blasio,Avinash Kumar Agarwal,Giacomo Belgiorno,Pravesh Chandra Shukla,2022-01-01 This book provides an overview of clean fuels for sustainable mobility by highlighting on world energy outlook technic economic assessment and the key aspects of the fuel production processes and their possible large impact on various transportation sector segments The content initially deals with different types of alternative fuels for example ethanol methanol butanol hydrogen biogas biodiesel etc It also focuses on current trends in the automotive sector Various aspects of the clean fuels production process and formulation to improve the combustion characteristics and efficiency toward sustainability are considered Some of the important fuels like hydrogen ammonia natural gas etc are discussed in detail This volume will be useful for the industrial and research community involved in fuels combustion engines and environmental research

ERDA Authorization, 1976, and Transition Period Overview United States. Congress. House. Committee on Science and Technology,1975

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