



IAMOT
International Association
for
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Special Track : " Electric and Hybrid Vehicles"

Presentation:

With the increasing availability of hybrid electric cars in all markets, while fuel cell vehicle prototypes are multiplying, at a time when a new generation of electrical drive technologies is in preparation, and in an era in which environmental mobilization is spreading, the numerous engineers, scientists and economists seeking openings for innovative technology in all domains could not long remain deprived of a link enabling them to share their advances in the face of the challenges represented by the electrification of vehicles' engines. It is the objective of this special track to gather together responses to these issues which affect most areas of industrial and scientific activity.

The production of electricity directly alongside the engine consuming it raises an infinite number of technical questions. The resolution of these difficulties is progressing fast and daily towards improving the energy efficiency of vehicles, bringing their cost down to acceptable levels, and making them safe and lastingly reliable.

The natural alternative to this onboard production of electricity consists in stocking electricity on board. This solution is motivating a large body of arduous research in an industrial universe where the number of players capable of offering large capacities is dwindling. Indeed, despite the multitude of nomadic applications that enjoy energetic autonomy, the automobile is tackling the challenge of tens of kWh almost alone. The high cost of batteries is a major obstacle to plug-in vehicles becoming commonplace. A substantial part of the future of these new vehicles concerns the improvement of the kWh/kg and kWh/\$ ratios, which constitute a real new technological frontier.

The challenge of new components, entire families of which must be developed, is monumental. The costs attained by the automobile industry are low and quality levels are ever higher, thanks to the deployment of tried and tested technologies, but this state of affairs is being upset by the arrival of these new types of engine. Customers, however, expect the availability of their automobiles and the quality of the packages on offer to remain unaffected. When all the electrical components are subjected to as yet non-standardised voltage levels, engines and electrical cables, connectors or again relays have to be developed on a virtually case-by-case basis. When high levels of electrical power are deployed right next to signals driving security systems, electromagnetic compatibility becomes a thorny problem. Thus, the sharing of certain developments will probably prove obligatory.

Beyond the physical components, a new algorithmic intelligence must be developed, the better

to promote the techniques used, to gain the few fractions of a percentage point of performance that make it possible to cross the boundary of profitability. Apart from the optimisation of the distribution of engine power, power electronics, battery charge, and performance of fuel cells, new applications include, for example, the recuperation of energy from braking, or the improved mastery of consumption by accessories such as air conditioning and heating.

Admittedly, the scale of the task facing engineers should not conceal the first of the keys to the conquest of the new world of hybrid and electrical vehicles. The economic equation is in fact complex and possesses a multitude of pitfalls each more treacherous than the last, as demonstrated by certain commercial failures in the past. Inversely, successes regarding image must not obscure the real roads to progress. Because, all in all, one of the most insurmountable tests facing the innovations that the special track will deal with, and which constitutes practically a sort of first in the history of the industrial era, consists in achieving the orchestration of the succession of probably the biggest star begotten by technology, the combustion engine.

Nevertheless, the technological and economic difficulties are not limited to vehicles. Success involves a much broader mutation. How does one fill up with hydrogen? How does one recharge an electric vehicle when one lives in an apartment? How can vehicles unfamiliar to after-sales service networks be serviced? How should vehicles characterized by levels of voltage sufficiently high to be dangerous be approached when they are involved in accidents? How should a hydrogen tank or a high capacity battery be stored and made safe? The energy distribution networks will also have to adapt, and these developments will be difficult to finance.

IAMOT should use this as an opportunity to highlight the future of these new technologies over the next fifty years in organizing in the framework of its International Conference a special session dedicated to the management of electric and hybrid vehicles technologies.

Subject Coverage:

The subjects covered include, but are not limited to, the following:

- Electric car, bus and truck systems
- Serial and parallel hybrid (electrical/thermal) systems for cars, buses and trucks
- Light hybrid and start-and-stop systems
- Hydrogen fuel cell systems for in-vehicle electricity production
- Alternative sources of in-vehicle electricity production for automotive propulsion
- High power and high energy batteries
- Battery management systems
- Battery charging systems
- Electrical machines for automotive propulsion and traction
- Electronics for electrical machines' control systems
- Braking systems for electrical propulsion and traction systems
- Air conditioning and heating systems for electric vehicles
- Hybrid engine control strategies
- Specific electronic hardware and software architectures
- Control systems developments
- Energy savings algorithms and "zero emission" range extension solutions
- Environmental efficiency of E/H vehicles

- High voltage automotive harness and connectors
- Dedicated security and safety systems for E/H vehicles
- Electromagnetic compatibility issues for E/H vehicles
- After-sale diagnostics for electric vehicles
- Strategies to reach high volumes and reduce costs
- Social, economic and environmental issues associated with E/H vehicles

Registration and Submission

[Registration and submission of papers](#) will respect the general process of IAMOT.

Publication:

Depending their topic, selected papers will be published in:

- [International Journal of Nuclear Knowledge Management](#)
- [International Journal of Nuclear Governance, Economy and Ecology](#)