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C.JAGADEESHVIKRAM¹, Dr.P.NAVEENCHANDRAN²
Asst Professor¹, PROFESSOR² Department of Automobile Engineering^{1,2}
BIST, BIHER, Bharath University, Chennai – 73.

Abstract: In car division, the requirement for option fuel as a substitution of customary fossil fuel, because of its exhaustion and measure of discharge has given path for new advancements like Fuel cells vehicles, Electric vehicles. Still a considerable measure of headway needs to occur in these innovations for commercialization. The crevice between the present fossil fuel innovation and zero emanation vehicles can be crossed over by half and half innovation. Half and half vehicles are those which can keep running on at least two controlling sources/fills. Practicality of this innovation is been demonstrated in four wheelers and car goliaths like Toyota, Honda, and Hyundai have propelled fruitful vehicles like Toyota prius, Honda understanding and so on. This innovation boosts the upsides of the two energizes and minimizes the disservices of the same. The best favoured cross breed match is electric and fossil fuel. This builds the mileage of the vehicle double the current furthermore lessens the emanation to half.

Keywords: Fuel cells vehicles, zero emission vehicles, electric and fossil fuel

INTRODUCTION

Any vehicle is a half breed when it joins at least two wellsprings of force. For instance, a moped (a mechanized pedal bicycle) is a kind of cross breed since it joins the force of a fuel motor with the pedal force of its rider[1-5]. The vast majority of the trains we see pulling trains are diesel-electric cross breeds. Urban areas like Seattle have diesel-electric transports [6-9]- these can draw electric power from overhead wires or keep running on diesel when they are far from the wires. Submarines are additionally half and half vehicles - some are atomic electric and some are diesel-electric. Any

vehicle that joins at least two wellsprings of force that can specifically or by implication give drive power is a cross breed[10-15].

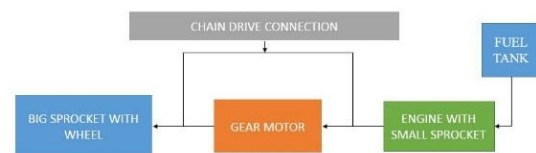
Since the most recent two decades the legal and approach producers everywhere throughout the world are profoundly worried about the earnest requirement for assurance of the earth, nature and humankind everywhere, there has been a precarious ascent in the gathering of nursery gasses especially CO₂[16-21], which impact worldwide changes in

climate. Engine vehicle contribute around 14% of CO₂ from all sources in addition, contamination because of both petrol and diesel motor driven vehicles brought on by the outflow of CO, no unburnt hydrocarbons, particulate and oxides of tetra ethyl, Lead are harm to wellbeing and environment[22-29].

Working Principle

The two power sources found in a cross breed auto meet up in various ways. On an arrangement crossover[30-35], the customary motor is mindful just to charge the batteries[36-41], it doesn't turn the vehicle's wheels. The motor turns a generator[42-50], the generator charges the batteries and the batteries control the

vehicle's electric engine to make the wheels turn. A case of this theory is the volt. Cross breed autos are perfect for urban driving, as they work in electric mode at lower speed. This autos are either mellow or solid to show the level of force incorporated into the plan. Solid half and halves are fit for investing more energy in electric-just mode, while numerous cross breeds work at low speed in electric-mode. The battery additionally lessens the general fuel utilization by 20%.



BLOCK DIAGRAM FOR HYBRID PETRO-ELECTRIC VEHICLE

Component Description:

- Two Stroke Engine,
- 12v Battery 2Nos,
- D.C Motor with Generator,
- Fuel Tank
- Rectifi

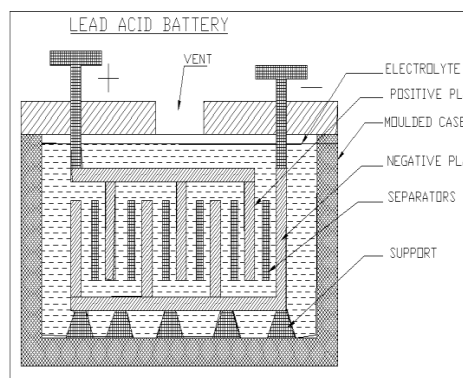
CONSTRUCTION:

Inside a lead-corrosive battery, the positive and negative cathodes comprise of a gathering of plates welded to an associating strap. The plates are drenched in the electrolyte, comprising of 8 sections of water to 3 sections of concentrated

sulfuric corrosive. Every plate is a network or system, made of a lead-antimony combination. This development empowers the dynamic material, which is lead oxide, to be stuck into the lattice. In fabricate of the cell, a shaping charge delivers the positive and negative anodes. In the shaping procedure the dynamic material in the positive plate is changed to lead peroxide (PbO₂). The negative anode is elastic lead (Pb).

Vehicle batteries are generally transported dry from the producer. The electrolyte is invested at the effort of

establishment, and after that the battery is charged to from the plates. With support free batteries, next to zero water need be included typical administration. A few sorts are fixed, aside from a weight vent, without arrangement for including water.



LITERATURE REVIEW:

In this chapter, a broad literature survey on hybrid electric and plug-in hybrid electric vehicle research is presented. The survey emphasis vehicle modeling and simulation, power and energy management, energy storage devices, propulsion systems and influence of driving cycle that affect the overall efficiency and fuel economy. The survey also focused on economic and emission analysis.

Karen et al (1999) presented a simulation and modeling package developed at Texas A&M University, V-Elph 2.01. V-Elph was written in the Matlab/Simulink graphical simulation

language and is portable to most computer platforms. They also discussed the methodology for designing vehicle drivetrains using the V-Elph package. An EV, a series HEV, a parallel HEV and a conventional internal combustion engine driven drivetrain have been designed using the simulation package. Simulation results such as fuel consumption, vehicle emissions, and complexity are compared and discussed for each vehicle. Ma Xianmin (2002) developed a novel propulsion system design scheme for EVs requiring high power density. The theory analysis mathematical models of EV are first set up based on the vehicle dynamic characteristics, then the whole system is divided into seven function blocks according to power flow, the simulation models are formed in the MATLAB language. The simulation results are verified in a PDM AC-AC converter, which shows that the suggested method is suitable for EV. Brian (2007) created a model in MATLAB and ADAMS to demonstrate its fuel economy over the conventional vehicle. He used the Honda IMA (Integrated Motor Assistant) architecture, where the electric motor acts as a supplement to the engine torque. He showed that the motor unit acts as generator during the regenerative braking. He used a simple power management algorithm in the power

management controller he designed for the vehicle. Cuddy and Keith (2007) performed a parallel and series configured hybrid vehicles likely feasible in next decade are defined and evaluated using a flexible Advanced Vehicle Simulator (ADVISOR). Fuel economies of two diesel controlled half breed vehicles are contrasted with a tantamount innovation diesel controlled interior burning motor vehicle. The mileage of the parallel cross breed characterized is 24% superior to the interior burning motor vehicle and 4% superior to the arrangement half and half. Bauml and Simic (2008) discussed the importance of vehicle simulations in designing the hybrid electric vehicles. A series hybrid electric vehicle simulation with the simulation language Modelica was developed. They explained the simulation approach. They concluded with some of the simulation results emphasizing the simulation importance.

Zhou and Chang (2008) established powertrain dynamic simulation model of an integrated starter/generator (ISG) hybrid electric vehicle (HEV) using Simulink. The parallel electric assist control strategy (PEACS) was researched and designed. The analysis of dynamics performance and fuel economy of the model was carried out under the FTP drive cycle, which can provide a design

reference for the setup of the powertrain test bench. The results show that the fuel consumption can be effectively reduced by using the designed PEACS with the state-of-charge of the battery maintaining in a certain scope.

Kuen-Bao (2008) described the scientific displaying, examination and reenactment of a novel half breed powertrain utilized as a part of a bike. The essential component of the proposed cross breed powertrain is the utilization of a split power-framework that comprises of a one-level of-flexibility (dof) planetary rigging train (PGT) and a two-doff PGT to join the force of two sources, a fuel motor and an electric engine. Itemized segment level models for the half breed electric bike are built up utilizing the Matlab/Simulink environment. The execution of the proposed cross breed powertrain is examined utilizing the created demonstrate under four driving cycles. The reenactment comes about check the operational abilities of the proposed half breed framework.

The viability of fuel utilization depends on vehicle configuration as well as on the control methodology utilized. The control system gives a dynamic control of the vehicle to guarantee the best usage of the locally available vitality assets

for the given working conditions. In this way, the vitality administration technique is critical to choose how and when vitality will be given by different wellsprings of PHEV.

In 1999, AVL Company proposed a half and half framework that utilized a 50 cc carburetted incline blaze two-stroke motor with a 0.75 kW electric engine mounted on the motor crankshaft primarily to give expanded torque amid increasing speed.

In the region of drive engine and other engine control innovations, strategies to take out speed/position sensors, inverter current sensors, and so on., have been under scrutiny for quite a while. The mechanical difficulties for the electric engines will be light weight, wide speed run, high proficiency, most extreme torque and long life. Most half and half equipment subsystems and segments with special case of vitality stockpiling gadgets have been developed to a satisfactory level proficiency execution and dependability. According to the reviews, the vitality put away in the HEV stockpiling unit is much littler than that in the EV unit. It is additionally obvious that the power ability of the batteries intended for HEVs is much higher than those intended for EVs. In any case, batteries for module crossover

electric vehicles require both high vitality thickness and high-control ability in light of the driving prerequisites. The other huge specialized difficulties incorporate higher starting cost, cost of battery substitution, included weight and volume, execution and sturdiness.

ADVANTAGES AND APPLICATIONS

HEVs have several advantages over conventional vehicle:

- Regenerative breaking capability helps minimize energy loss and recover the energy used to slow down or stop a vehicle.
- Engines can be sized to accommodate average load, not peak load, which reduces the engine's weight.
- Fuel efficiency is greatly increased (Hybrids consume significantly less fuel than vehicles powered by gasoline alone)
- Emissions are greatly decreased.
- HEVs can reduce dependency on fossil fuels because they can run on alternative fuels.

CONCLUSION

The technology of hybrid petro electric bikes is an emerging field in now a days and the total turn one on these types of vehicles very profitable for the future and also solves the issue of natural

resources scarcity and is an ecofriendly bike. This type of vehicle is very cost effective for middle-class families. The mileage of the bike is increased from 60 to 90 km for 1 liter.

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