

Clean Automotive Technology...
Innovation that Works

AFFORDABLE *Advanced Technologies*

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1

Meeting the Challenge of High Efficiency and Low Emissions

**Revolutionary
Drivetrains**

**Revolutionary
Engines**



**Ultra-Clean &
Ultra-Efficient
Vehicles**

2

Big Break-Throughs Leading to Mid-term Solutions

Clean, fuel-efficient and cost-efficient Solutions that can make a difference!

Clean Diesel

- shows viability to meet engine-out NOx for Tier 2 (Bin 5) and heavy-duty 2010 standards without NOx aftertreatment
- research suggests it may be competitive with other alternatives for meeting future diesel standards
- Light and Heavy duty engines

Series Hydraulic Hybrid Vehicles

- Urban Delivery Vehicles (Class 5 & 6)
- Sport Utility Vehicles

Patented EPA Technologies

3

More Engine Break-Throughs ...

HCCI Combustion

- 4 cylinder engine working, installed in truck
- Virtually "no" NOx or PM emissions
- Diesel like efficiency from gasoline
- Excellent engine for a series hybrid
- Paper in March 2004 SAE Congress

Free-Piston Engine

- Great efficiency -Hydraulic power directly from engine
- Clean 4-stroke cycle or High Power 2-stroke cycle
- Capable of Clean Diesel or HCCI combustion
- High Reliability/Low Cost potential: fewer moving parts

Patented EPA Technologies

4

More Emerging Engine Technologies...

Ethanol-Value

- Diesel-like efficiency, low GHG
- Payback analysis – low cost fuel (E30) still achieves high fuel economy
- Ready for fleet demonstration

Variable Displacement Engine

- Allows optimum high efficiency use of a small displacement engine while retaining the option for sustained high power when needed

Variable Compression Engine

- Allows low power, very efficient engines to also provide high power performance

Patented EPA Technologies

5

Controlling Diesel Engine-out NOx...

Air Management

- controls peak combustion temperature with boost & EGR (low NOx)

Fuel and Combustion Management

- promotes fast combustion utilizing advanced fuel injection systems for performance, good efficiency, and low smoke/PM

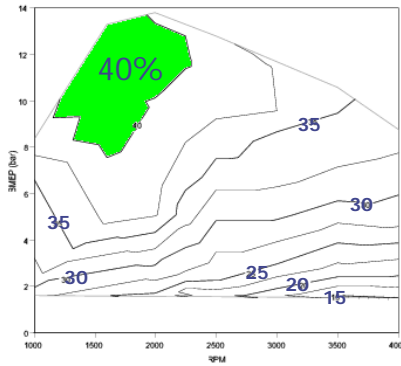
Conventional Aftertreatment

- reduces PM, HC & CO to the level of the standards

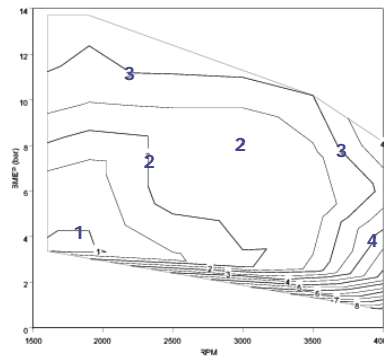
6

Diesel Combustion in a Current 1.9L Engine...

% Brake Thermal Efficiency



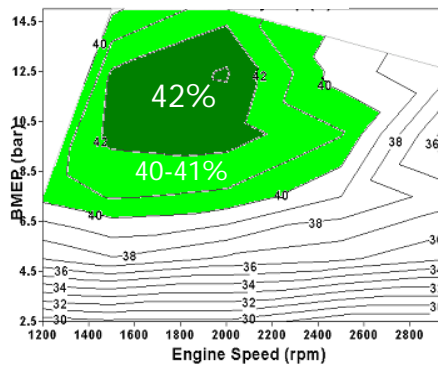
NOx Engine Out (g/hp-hr)



7

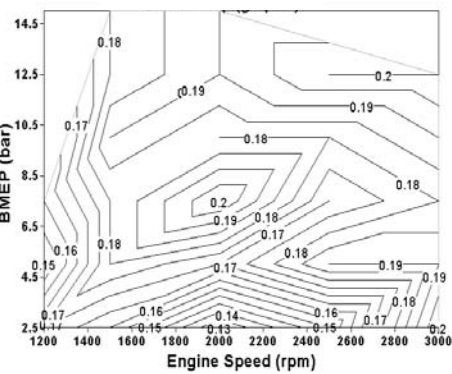
EPA Clean Diesel Combustion (1.9L Multi-Cylinder Evaluation)

Engine Brake Efficiency (%)



$$P_{\text{exhaust}} = P_{\text{input}} + .1 \text{ Bar}$$

Brake Specific NOx (g/hp-hr)



NOx below .2 everywhere

8

Historic EPA Hydraulic Hybrid Test Chassis

- ✓ Full Series Hydraulic Hybrid
- ✓ 80+ mpg combined city/highway mpg
- ✓ ~8 seconds 0-60 acceleration time
- ✓ No need for expensive lightweight materials (test weight 3800 lb)
- ✓ 25 patents, 25 more pending
- ✓ Led to 3 industry partners – Ford, Eaton, Parker-Hannifin
- ✓ Lead the way for subsequent demonstration vehicles

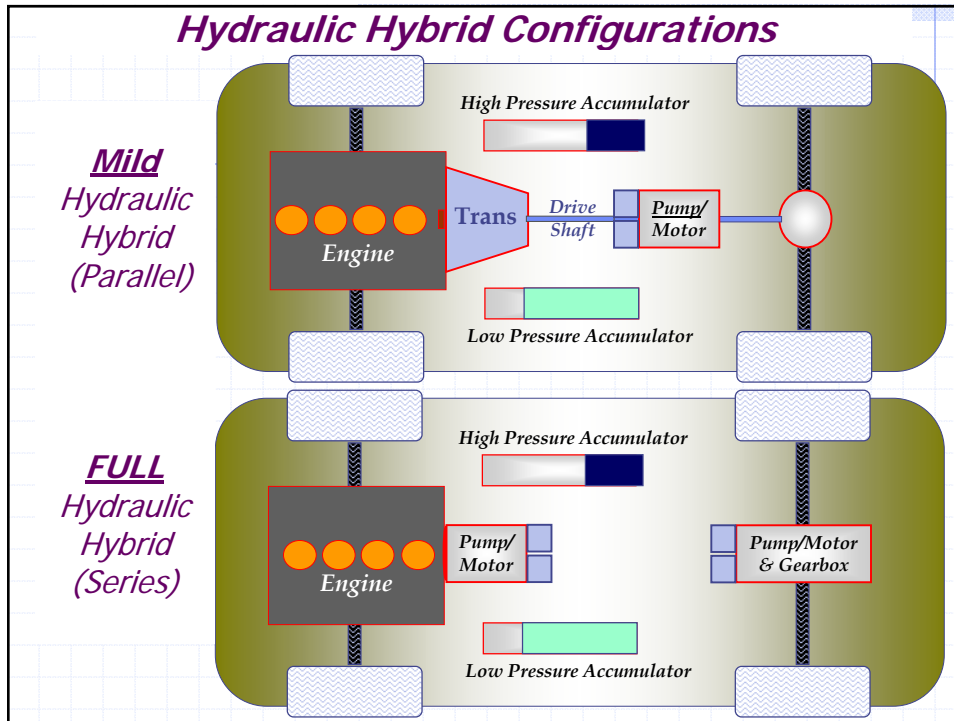


9

Current EPA Demonstration of Hydraulic Hybrid Vehicles

- 1. Class 5 Delivery Truck**
 - ◆ Launch Assist (parallel) Hydraulic Hybrid
 - ◆ Diesel Engine
 - ◆ Package suitable for retrofits
- 2. Sport Utility Vehicle**
 - ◆ Full (series) Hydraulic Hybrid
 - ◆ Diesel Engine
- 3. Class 6 Urban Package Delivery Vehicle**
 - ◆ Full (series) Hydraulic Hybrid
 - ◆ Diesel Engine

10



Urban Delivery Truck - Hybrids through Retrofitting

Hybrid Assist Hydraulic Hybrid

- Demonstrates the ease of retrofitting trucks with hydraulic hybrid technology
- Shows ability to get low hanging fruit (20-30% mpg improvement)
- Gold award for mpg improvement and Silver award for performance at the 2003 Michelin Bibendum Challenge



EPA's F-550 fleet retrofit demonstration vehicle with hydraulic launch assist.



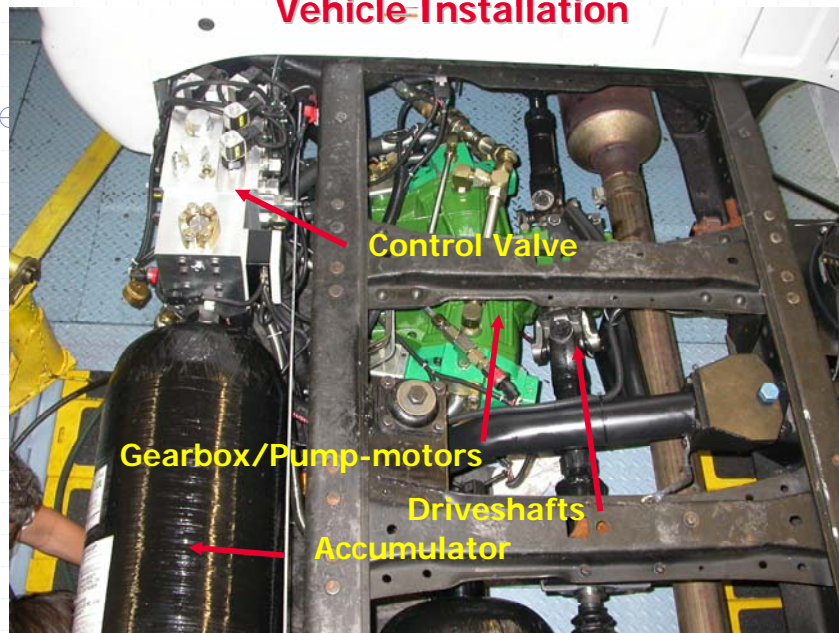
Mild Parallel Hydraulic Hybrid Assembly



Connection for Driveshafts

13

Vehicle-Installation



Control Valve

Gearbox/Pump-motors

Driveshafts

Accumulator

14

Full Hydraulic Hybrid SUV

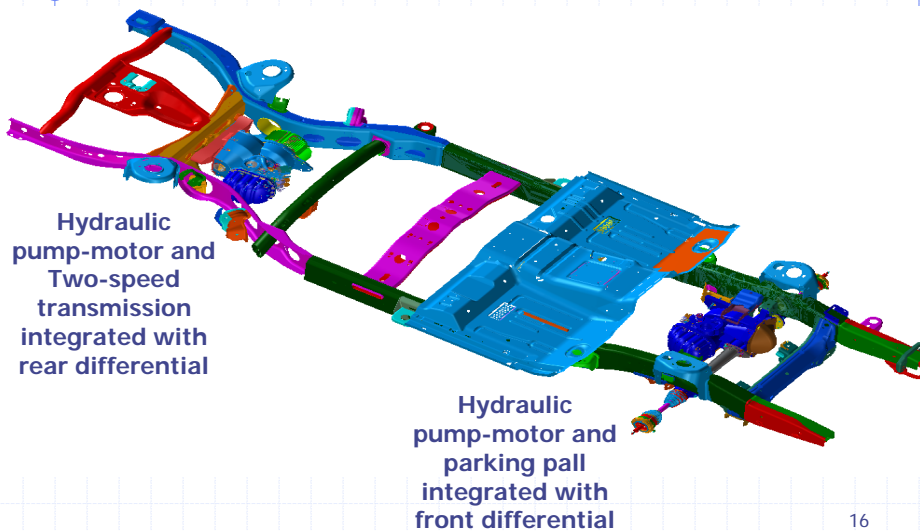
- Full integrated hydraulic hybrid, diesel engine, clean packaging, cost effective, targets 85% mpg improvement
- Excellent 1-3 year payback for consumer
- Best configuration to communicate a vision of production potential



Showcasing the full use of hydraulics in a Ford Expedition.

15

Innovative Integrated Packaging



16

Integrated Design...



View from Rear

Engine Pump

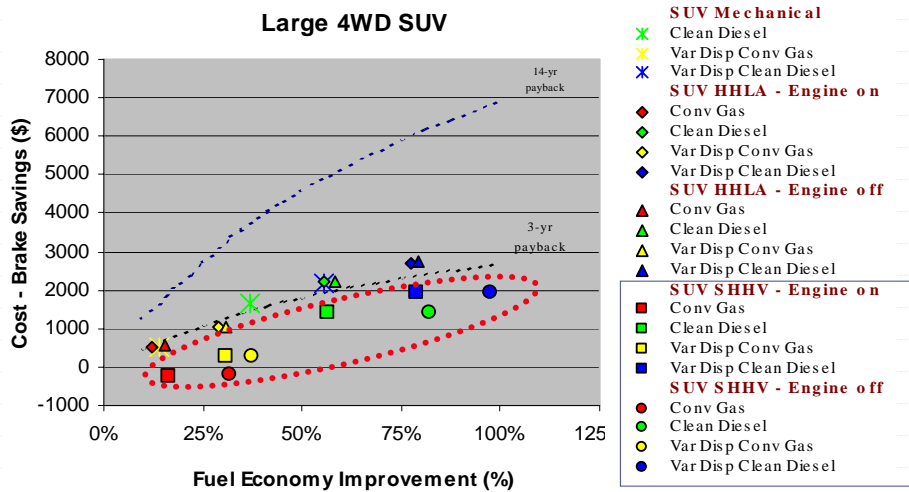


Integrated Front Drive

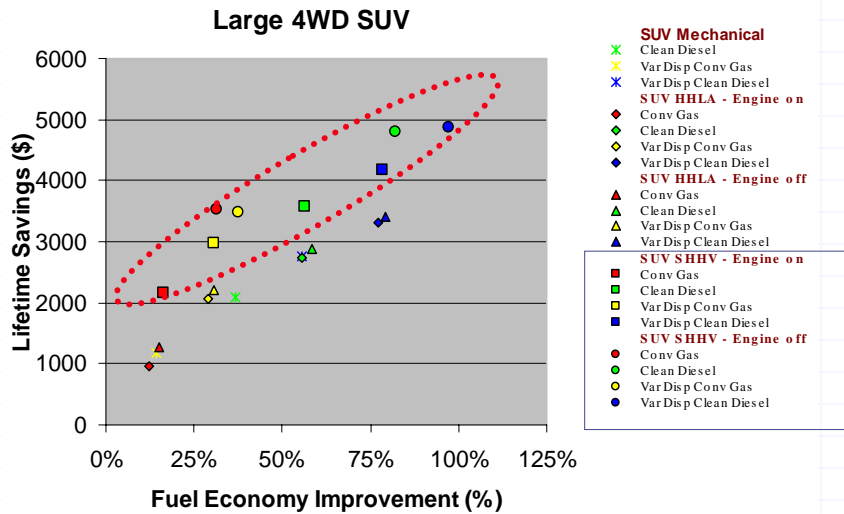


Integrated Rear Drive w/ 2-speed Trans 17

Comparison of SUV Technologies... Consumer Payback



Comparison of SUV Technologies... *Net Consumer Lifetime Savings*



For More Information



Progress Report on Clean and Efficient Automotive Technologies Under Development at EPA

Interim Technical Report

January 2004

www.epa.gov/otaq/technology.htm

Urban Delivery Vehicle - *Full Hydraulic Hybrid*

- First-ever full integrated hydraulic hybrid delivery vehicle, targets 70% mpg improvement in city driving
- 2-year payback has attracted serious attention from fleets
- Partnership involving EPA, Eaton, UPS, OEM & Army
- Announcement later this year



Showcasing full hydraulic hybrid systems in an Urban Delivery Vehicle.

21

Hybrids and Competing Technologies

Our Conclusions---

Hydraulic hybrid vehicles are a promising near-future powertrain with important consumer attributes such as:

- 1 to 3 year investment payback
- significant reduction in lifetime operating expenses
- improved vehicle performance

22