

**IEA** INTERNATIONAL ENERGY AGENCY



*Annex VII: Hybrid Vehicles  
Overview Report 2000*

# **Chapter 9: Conclusion**

*Worldwide developments and activities  
in the field of hybrid  
road-vehicle technology*

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**Authors:**

**Richard T.M. Smokers, Arjan J.J. Dijkhuizen and Rob G. Winkel,**  
TNO Automotive, the Netherlands

With contributions from:

**Robert Kost and Rogelio Sullivan,** Department of Energy, USA

**Terry Penney, Keith Wipke, and Kenneth Kelly,** NREL, USA

**Kenji Morita and Nobuo Iwai,** JARI, Japan

**Peter Coenen and Patrick Debal,** VITO, Belgium

**Hans G. Pettersson,** KFB, Sweden

**Markku Ikonen and Sari Nobell,** VTT, Finland

**François Badin and Bruno Jeanneret,** INRETS, France

**Erik van den Tillaart,** TNO Automotive, the Netherlands

## This report

This Overview Report on the status of Hybrid Vehicle Technologies and Programmes is the result of collaborative work carried out in phase I of Annex VII between June 1998 and June 2000. It incorporates the results of both Subtask VII/1 and Subtask VII/2 over this period. The main text is based on the information collected by the participants on the status of hybrid vehicle technology and the R&D and implementation projects and programmes in various countries. As the Topics that have been studied in Subtask VII/2 closely relate to the aspects that are analyzed in the Overview Report resulting from Subtask VII/1, the Topic Reports have been integrated into this report at the appropriate places. Whenever this is the case, authors of the Topic Report are clearly mentioned.

At the end of phase II an updated version of this Overview Report will be published, incorporating the Topic Reports on subjects studied in phase II.

The structure of the report is as follows:

Chapter 2 introduces the various hybrid drivetrain configurations which are being developed and studied by the light duty and heavy duty vehicle manufacturers in the world. Roughly spoken, one can divide hybrid drivetrain configurations using electrical storage devices into series-, parallel and combined hybrids. Furthermore, hybrids making use of a mechanical energy storage device are briefly discussed.

Chapter 3 takes a closer look at some concrete examples of hybrid vehicles that have been developed for different applications (two-wheelers, passenger cars, vans, buses and trucks) and discusses some trends. Different vehicle applications demand different hybrid configurations. On the basis of existing examples the choices made by the R&D community and automotive industry are illustrated.

Subsequently, Chapter 4 deals with the two main components that are specifically developed for hybrid vehicle applications: thermal energy sources and energy storage devices (i.e. batteries, supercapacitors and flywheels). An overview and analysis of the state-of-the-art of these components is presented and some general reflections on the latest developments are given. In a future version of this report more components for hybrid powertrains will be discussed.

Chapter 5 describes large programmes and projects on hybrid vehicles that are being carried out worldwide. These are on the one hand divided into governmental and industrial programmes and on the other hand split up for the three regions Europe, USA and Asia.

Based on the vast amount of data collected in Annex VII Chapter 6 analyses worldwide trends within the field of hybrid vehicle technology in a more statistical manner. Trends in R&D (for instance status of hybrid vehicles, components used within several hybrid vehicle configurations), market introduction and mass production are visualized. Furthermore time paths for the development and introduction of hybrid electric vehicles and fuel cell vehicles are discussed.

Chapter 7 is focused on energy and emission aspects of hybrid vehicles. This chapter is composed of various Topic Reports written by the Annex VII participants. Attention is paid to test methods for HEVs, energy consumption and emissions of hybrids and the perspectives for using alternative motor fuels in hybrid vehicles. As part of the discussion on energy aspects a comparative assessment is presented of different HEV configurations using the simulation tool ADVISOR.

The next chapter (Chapter 8) presents a study of the cost aspects of hybrids, fully based on a Topic Report devoted to this subject.

Chapter 9 concludes the report with some final remarks. A summary of the conclusions from the various chapters of this report can be found in the executive summary.

Finally in Chapter 10 a general overview is given of the information collected on hybrid vehicles (from human powered hybrid two-wheelers up to heavy duty vehicles) which are currently in the R&D or early commercial stage (prototypes, testing vehicles, concept cars). The overview is of course not complete. A selection is made of those vehicles that are attractive or illustrative by virtue of their technical innovation, or that are already in the (pre-) commercial stage. Apart from general vehicle data, some technical information of the driveline configuration is given (whenever available).

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Hybrid propulsion technology manifests itself in a wide range of powertrain configurations using different types of energy conversion and storage components. Different configurations can be applied in different vehicle applications. Currently most R&D and market introduction efforts are aimed at hybrid-electric systems in which the prime energy converter is an internal combustion engine running on gasoline or diesel, which is optimized for application in a hybrid powertrain. Besides the well-known parallel and series hybrid concepts, an interesting newcomer is the starter-alternator or engine-assist configuration. This mild hybrid offers the possibility to introduce hybrid technology as an incremental improvement to conventional powertrains.

Almost all passenger car manufacturers and many heavy-duty vehicle manufacturers have R&D programmes to develop hybrid vehicles. A few have recently taken the step to actually market hybrid vehicles.

The energy benefits of hybrids are well established and recognized. Hybrid-electric propulsion may also bring user benefits such as improved driveability and comfort and the possibility to efficiently apply a wider range of electric auxiliaries.

A successful large-scale market introduction of hybrid vehicles requires significant cost reductions. Attaining the necessary production volumes can be stimulated by various policy measures including direct subsidies and tax incentives.