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Electrically propelled vehicles — Test specifications for lithium-ion battery systems combined with lead acid battery or capacitor

Véhicules routiers à propulsion électrique — Spécifications d'essai pour les systèmes de batteries aux ions lithium couplées à d'autres types de batterie ou condensateur

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Foreword

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The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 37, *Electrically propelled vehicles*.

Introduction

High-performance on-board electric energy storage is the main obstacle in developing electric vehicles available at more affordable prices. In order to ensure high efficiency and good motion properties, there are many requirements imposed on electrical energy storage sources, such as high power and energy density, long cycle and calendar life, reliability, wide temperature range and no emission of pollutants. The most common energy storages/sources in electric vehicles are electrochemical batteries and electric double layer capacitor. However, installing only one type of energy storage/source could be insufficient to complement each single type drawbacks. Hybridization of the source enables to solve some key problems encountered in electric vehicles such as regenerative braking, while the main source of energy is lithium-ion battery.

Today's hybrid electrical vehicles (HEVs), for example, use rechargeable batteries with gasoline-powered engines to provide power to a vehicle. This system uses the battery as a power buffer to support the engine in order to achieve greater gas mileage. While using a battery in an HEV by itself, the battery is subjected to changes in the amount of power it generates and receives from the load. Since most rechargeable batteries have low-power densities, their life spans are reduced by constant erratic oscillation in demand. A solution to this problem can be dual battery system or two batteries system or combined system with electric double layer capacitor. By using additional energy storage systems, battery performance improvement can be achieved.

The hybrid lithium-ion battery system can supplement the traditional 12V electrical network with a 48V electrical system and components, bridging the gap between low-end hybridization based on present-day 12V start-stop systems. Many hybrids sold will be expected microhybrids, those using start-stop and brake regeneration technologies that operate either with the existing 12V vehicle electric system or with a combined 12V and 48V dual battery/dual voltage electric system. These relatively inexpensive start-stops can provide limited hybrid power assist on launching and also for energy regeneration during braking.

The purpose of this document is the description of such a voltage class A electric system.