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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 54 pages. Original publisher: Golden, CO: National Renewable Energy Laboratory ; Springfield, VA: Available through the National Technical Information Service, 2011 OCLC Number: (OCLOC)704301683 Subject: Hybrid electric vehicles -- Cost of operation -- Evaluation. Excerpt: . . . 3 To select the appropriate chassis dynamometer test cycles, calculated kinetic intensity was used to compare real, collected drive cycle data (section 3. 1) to industry drive cycles. Drive cycle kinetic intensity is derived from the classic road load equation for power. Kinetic intensity is a calculated macro-characteristic that represents the transient intensity (accelerations and decelerations) of a particular drive cycle. At the time chassis dynamometer testing was performed, drive cycle data had only been collected for the A group described in the previous section. Based upon the observed group A drive cycle kinetic intensities, the Orange County Bus cycle (OC Bus) was selected as a cycle that best approximated the average of the routes driven by the initial three routes. The New York City Cycle (NYCC) and HTUF4 cycles were selected as upper and lower boundaries for kinetic intensity with the intention of demonstrating the expected range of fuel economy. NYCC and HTUF4 were also selected based upon usage in previous tests of similar vehicles. Figure 3 presents kinetic intensity values for the industry drive cycles and the measured A and B routes along with the average kinetic intensity of all six study routes. Figure 3 also includes cycle average driving speed, as it is a common basic metric for cycle comparison. Figure 3. Comparison of drive cycle kinetic intensities 3. 4 In-Use Vehicle Refueling Data Collection The purpose of collecting and analyzing truck in-use fuel records is to calculate and...



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