Midsize BEVs in 2017 & 2018

BEVs > 200-miles

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Terminology

ICE = Internal Combustion Engine car (gasoline or diesel).
mHEV = mild Hybrid car: large ICE + very small battery + small inline electric motor.
HEV = hybrid car: small ICE + small battery + 1 or 2 electric motors.
PHEV = Plug-in Hybrid car: small ICE + larger battery + 1 or 2 electric motors + plug.
BEV = Battery Electric car: large battery + powerful electric motor + plug.
EV = Electric Vehicle: PHEV or BEV.
Electrified Vehicle: all of the above except ICE.

Energy: kilowatt-hours (kWh), Power = Energy/time = kilowatts (kW)

http://tinyurl.com/BEVsRoper

Pluginamerica.org, insideevs.com, plugshare.com

My BEV Experience and Planned BEV Future

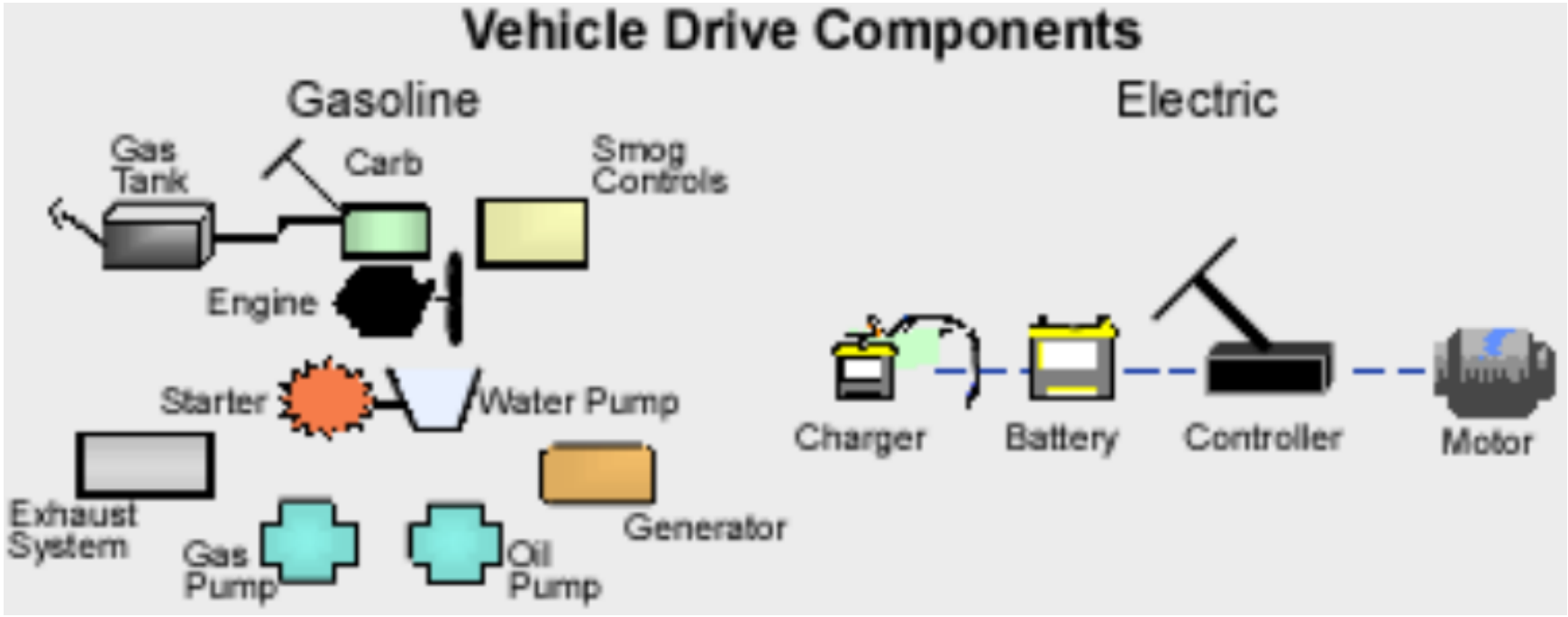
1. Owned a **2007 ZAP Xero PK** for 3 years (2007-2010) (**30-miles range**).
2. Leased a **2012 Nissan LEAF** for 3 years (2012-2015) (**73-miles range**).
3. Leased a **2015 Nissan LEAF** for 2 years (2015-2017) (**84-miles range**).
4. Bought a **2017 Chevrolet Bolt EV** (**238-miles range**).
5. **Future Plans: Reluctantly sell CBEV.**
6. Lease/buy a **2018 Tesla Model-3** for 3 years (2018-2021)(**310-miles**).
    1. To use the many Tesla Superchargers for long-distance travel.
    2. Because it has hardware for autonomous driving.
    3. Because it is so beautiful!
7. Lease/buy a 2022 ? for 3 years (2021-2025)(**>450-miles**)

We own **2016 Toyota RAV4 AWD Hybrid** for long-distance trips (33 mpg).

- 2007 Zap Xero PK 3-wheel pickup
- Poorly made in China.
- 7-kWh lead-acid batteries
  - Upgraded to 10-kWh
  - Tried upgrade to LiIon; failed
- 30-miles range, 40 mph top speed
- 0-30 mph in ~15 seconds
- 100-watts solar panel
- Dump bed
- Drove it >3000 miles.
- Gave it away!

- 2012 Nissan LEAF SL leased 3 years & 2015 LEAF SV 2 years.
- 24-kWh lithium-ion battery
- 94 mph top speed, 117MPGe
- 0-30 mph in ~4 seconds
- Drove 2012 SL (>33,000 miles) & 2015 SV >13,000 miles
- 2012: 73-miles range (Japan)
- 2015: 84-miles range (TN)
- 2016: 107-miles range (30-kWh)

2015 SV: daughter bought it from Nissan.



A Tesla Model S has ~150 moving parts. An ICE has ~10,000!!

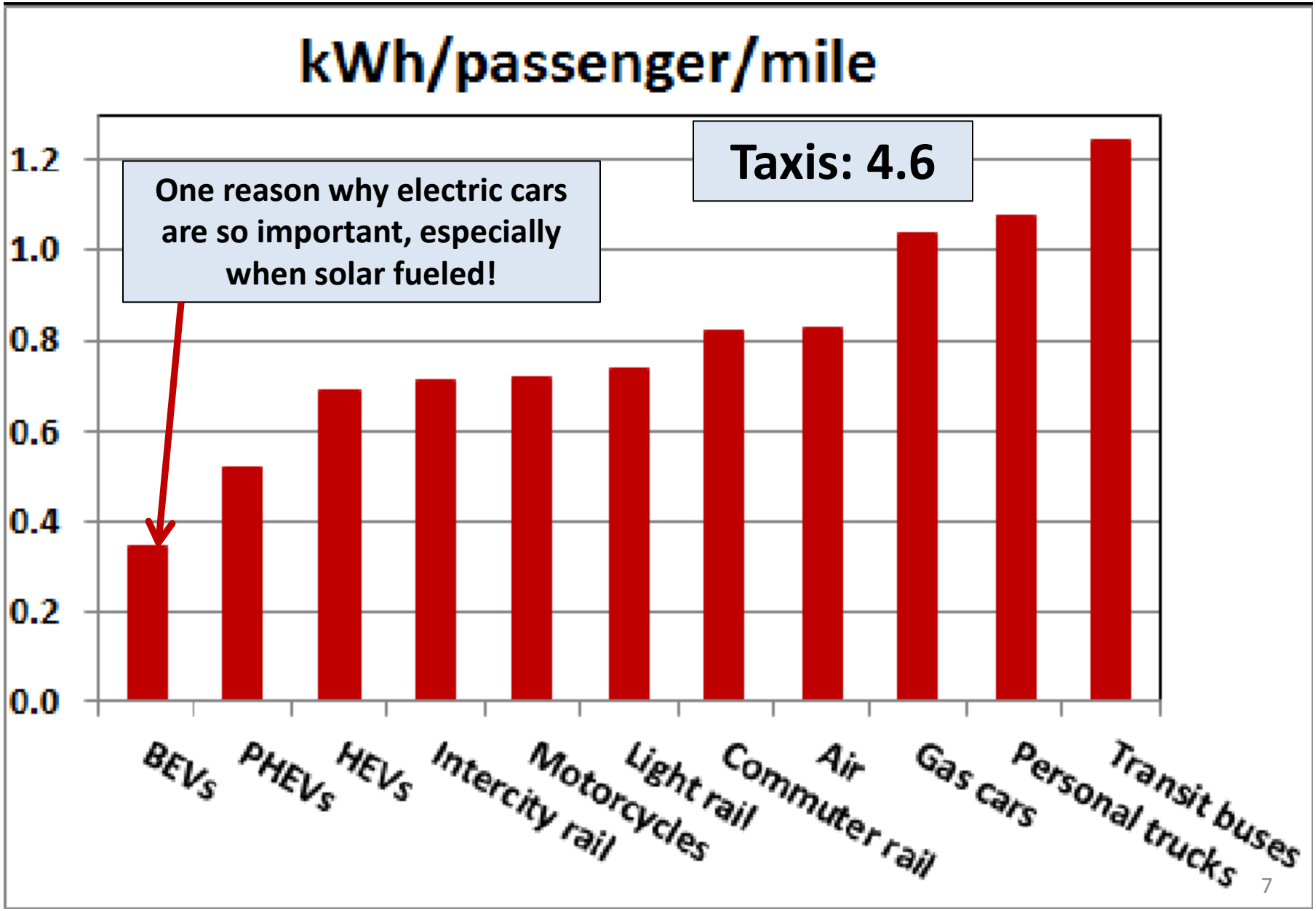
Why Drive an Electric Car?

- Zero vehicle emissions to reduce pollution and global warming
- Greatly reduced noise & heat (Low noise added at low speeds.)
- High energy efficiency: ~90% (electric **motor**) vs ~30% (gasoline **engine**) and ~40% (diesel **engine**) (**Note terminology.**)
- Less total emissions than ICE car, even for 100% coal electricity. US average = 39% coal electricity.
  - >68-mpg ICE for same total emissions as a BEV in U.S.
- Most emissions are eliminated with solar and wind electricity. So, ultimate fuel source is solar, wind or other renewable electricity source.)
- Low "fuel" cost (~33% of equivalent gasoline car) (0% for solar PV.)
- Low maintenance cost (~25% of equivalent gasoline car)
- High performance: **high torque at low speed!**
- $7,500 federal tax credit (Some states have additional benefits.)

Regeneration for HEVs, PHEVs & BEVS

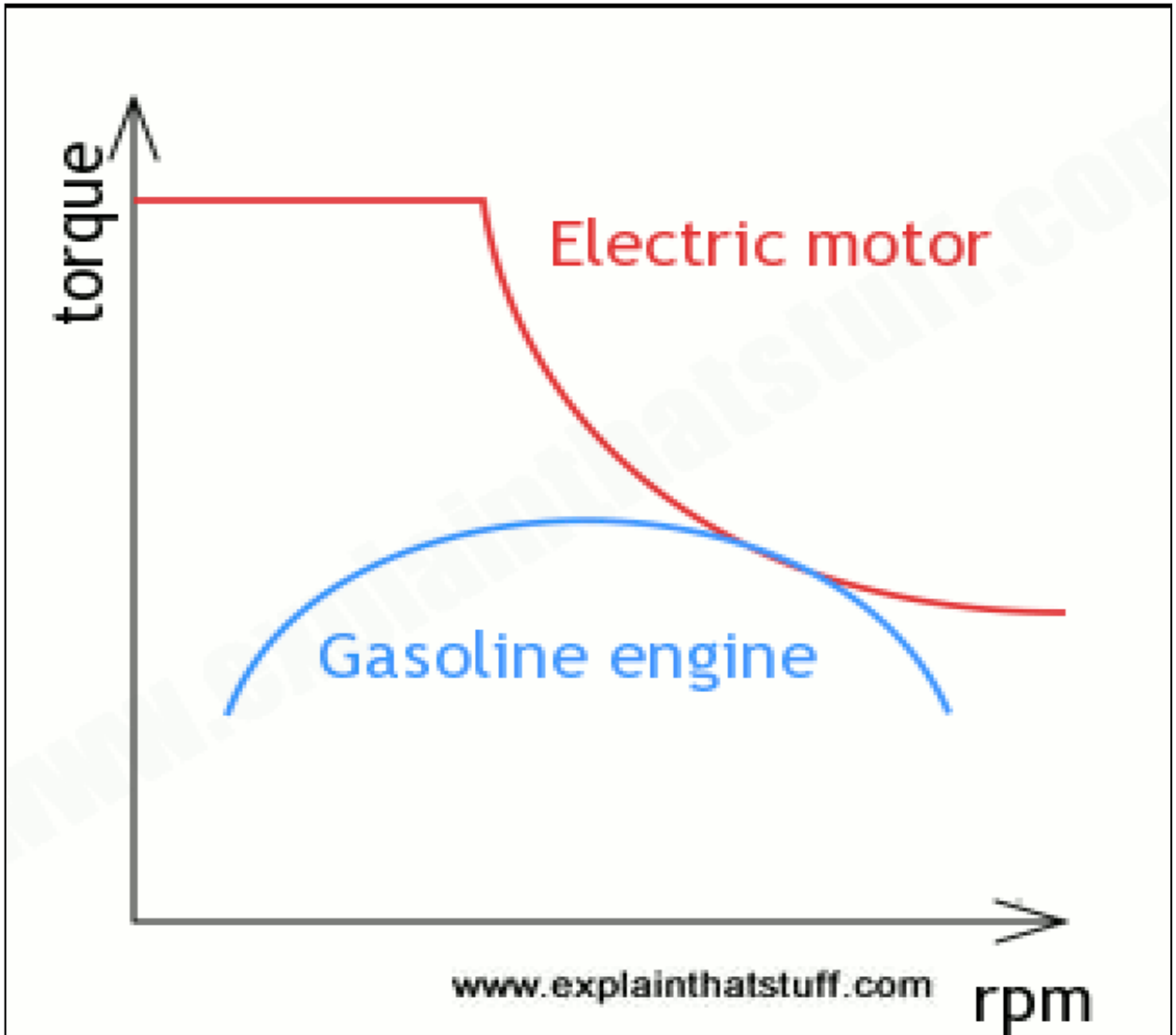
- The electric motor is used as a generator to charge the battery.
- When brakes are engaged except in emergencies and at very low speeds, due to kinetic energy.
- When going down a hill due to gravity.
- When accelerator is not being depressed, due to kinetic energy.

Passenger Travel Energy Use



0-30 mph Acceleration is a BIG DEAL!

- **High torque at low speed! Triple acceleration same efficiency as for ICE.**
- **Can get to the next traffic light far ahead of ICE cars with no roar.**
- **Can maneuver much better in tight traffic.**

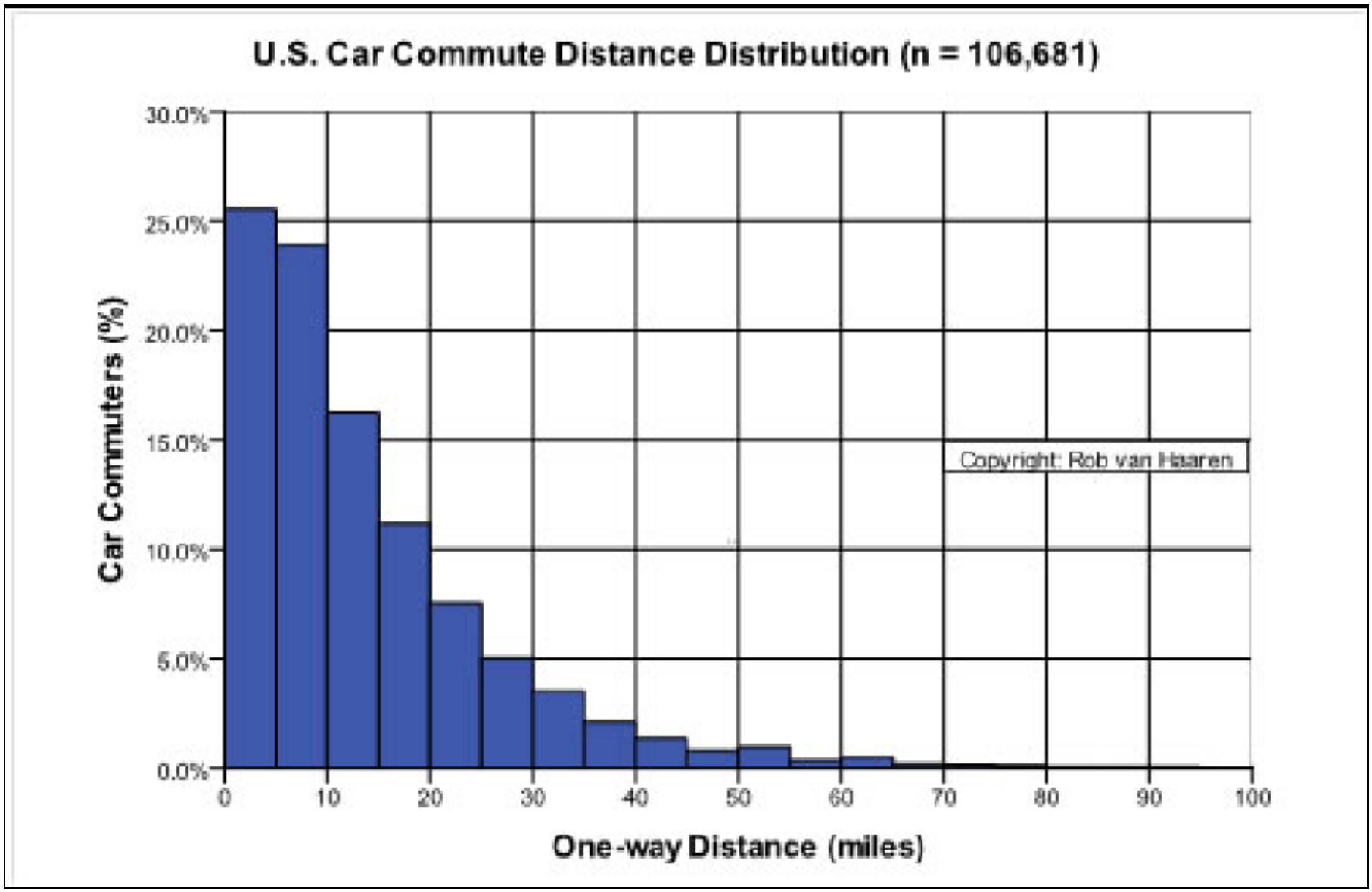


Why BEVs Have Only One Gear

- Electric motors have high maximum RPM (Chevy Bolt EV: 8,810 RPM)
- Electric motors have high efficiency over a broad RPM range.
- Electric motors produce high torque at low RPM.

Questions about BEVs

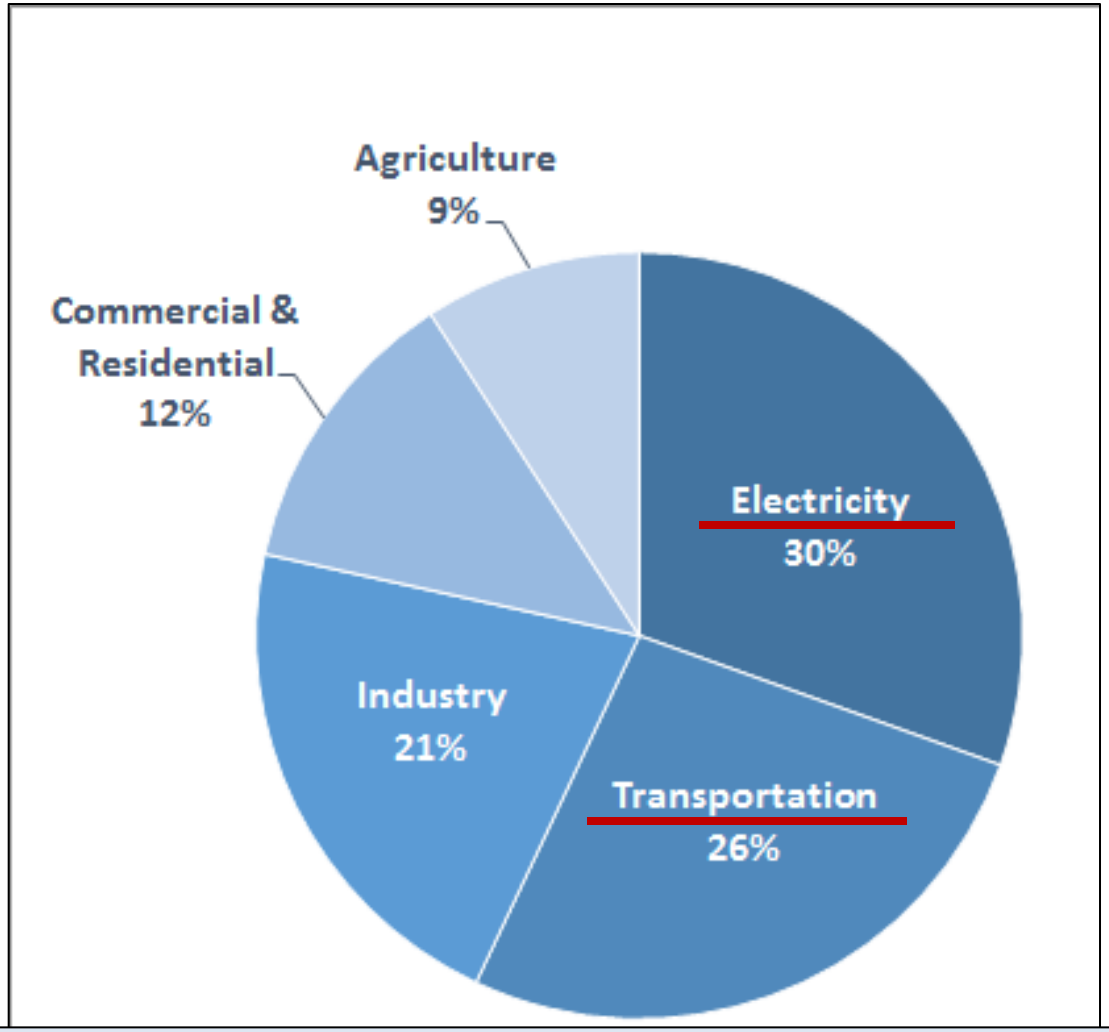
- Q: What do you do when you run out of electricity?
- **A: What do you do when you run out of gasoline? You don't, because you watch the fuel gauge. You fill it up when needed.**
- Q: Do you have "range anxiety" when you drive?
- **A: No, because I plan my trip.**
- Q: What do you do when you go up a steep hill?
- **A: You step on the accelerator and pass the gasoline cars.**
- Q: Is the battery dangerous?
- **A: Not nearly as dangerous as a tank of gasoline!**



'Driving an Escalade to buy groceries is like hanging a picture with a sledge hammer!"

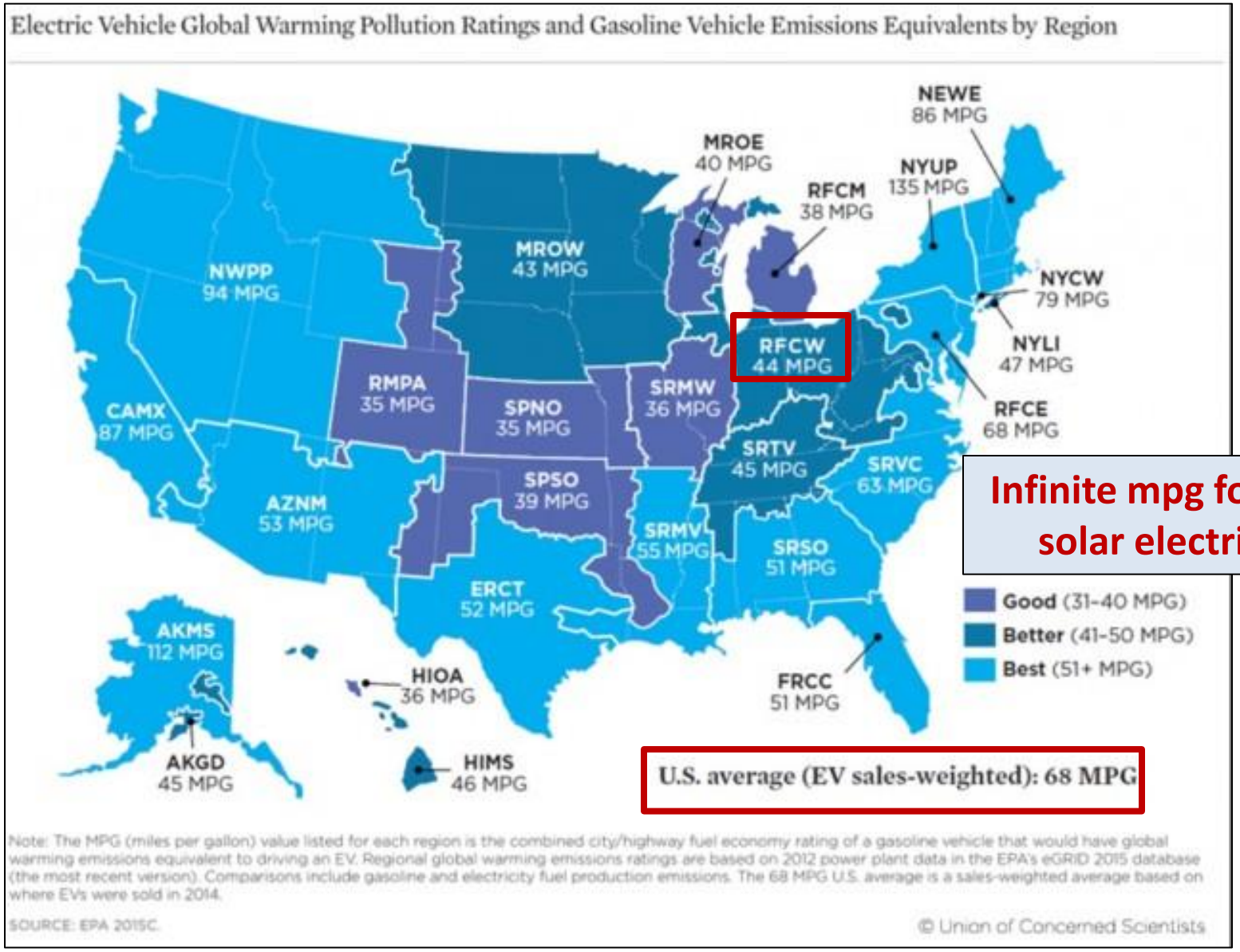
Causes of Global Warming

Too many people is basic cause!

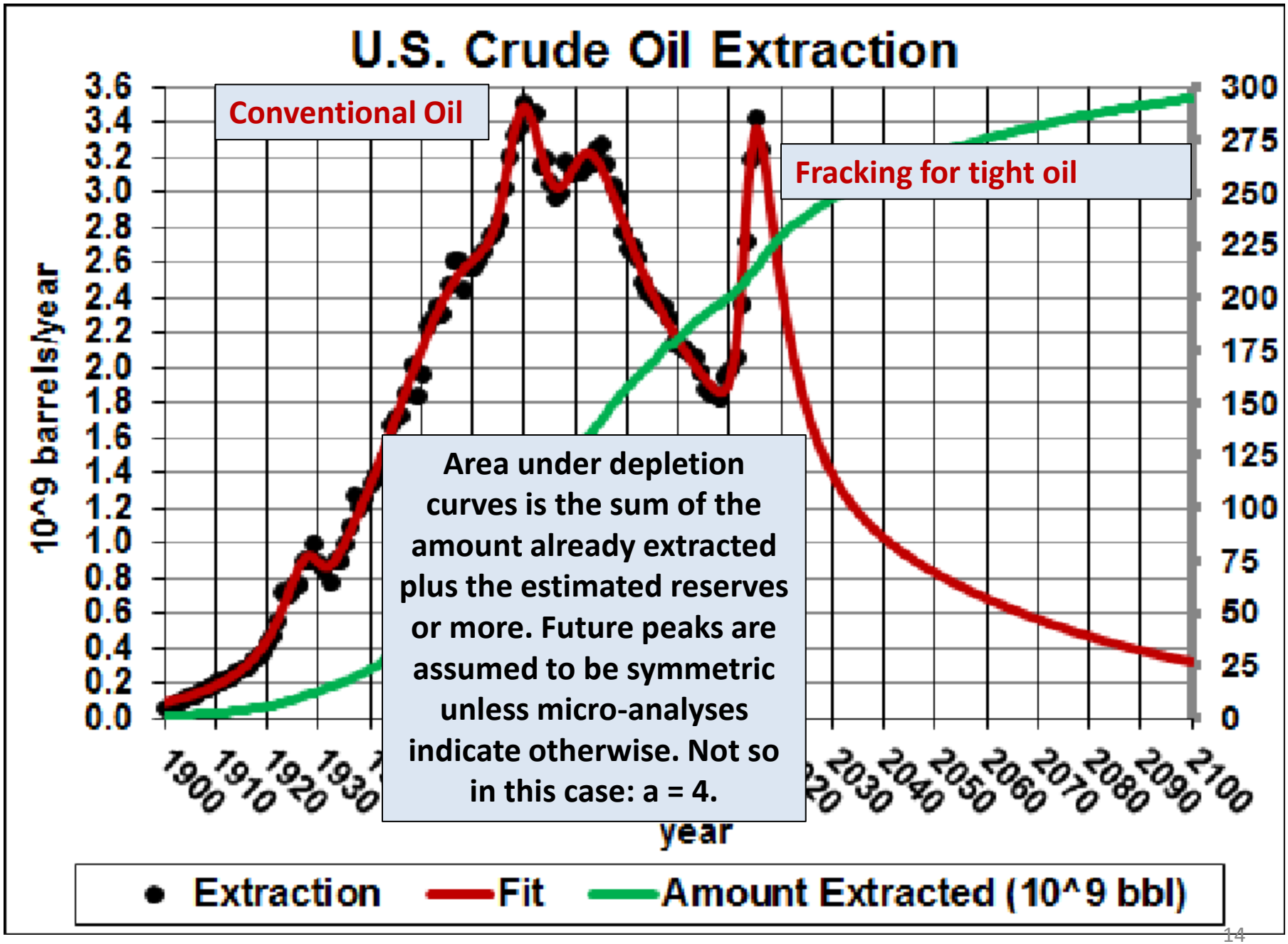


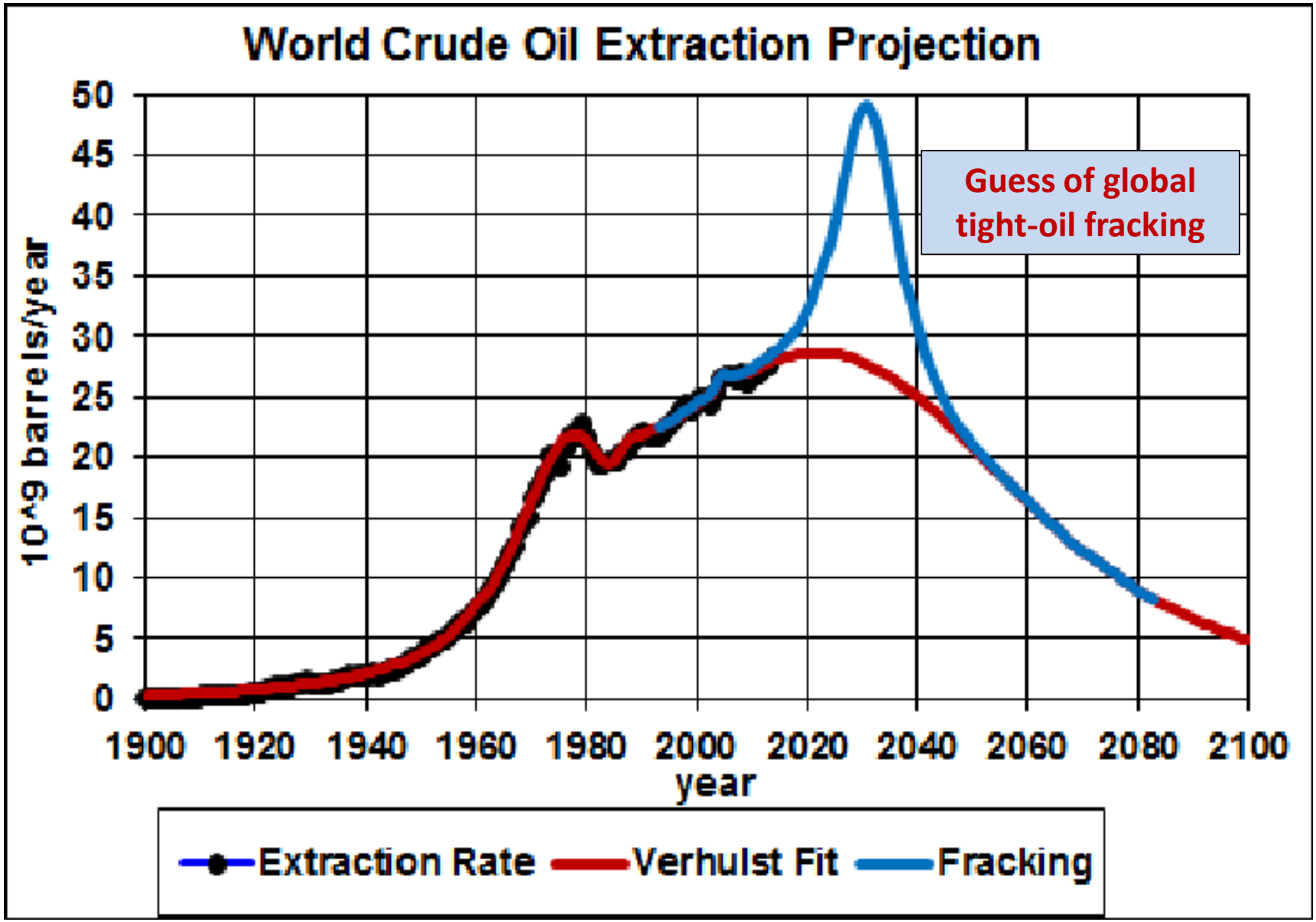
We need renewable electrical energy & electric cars!

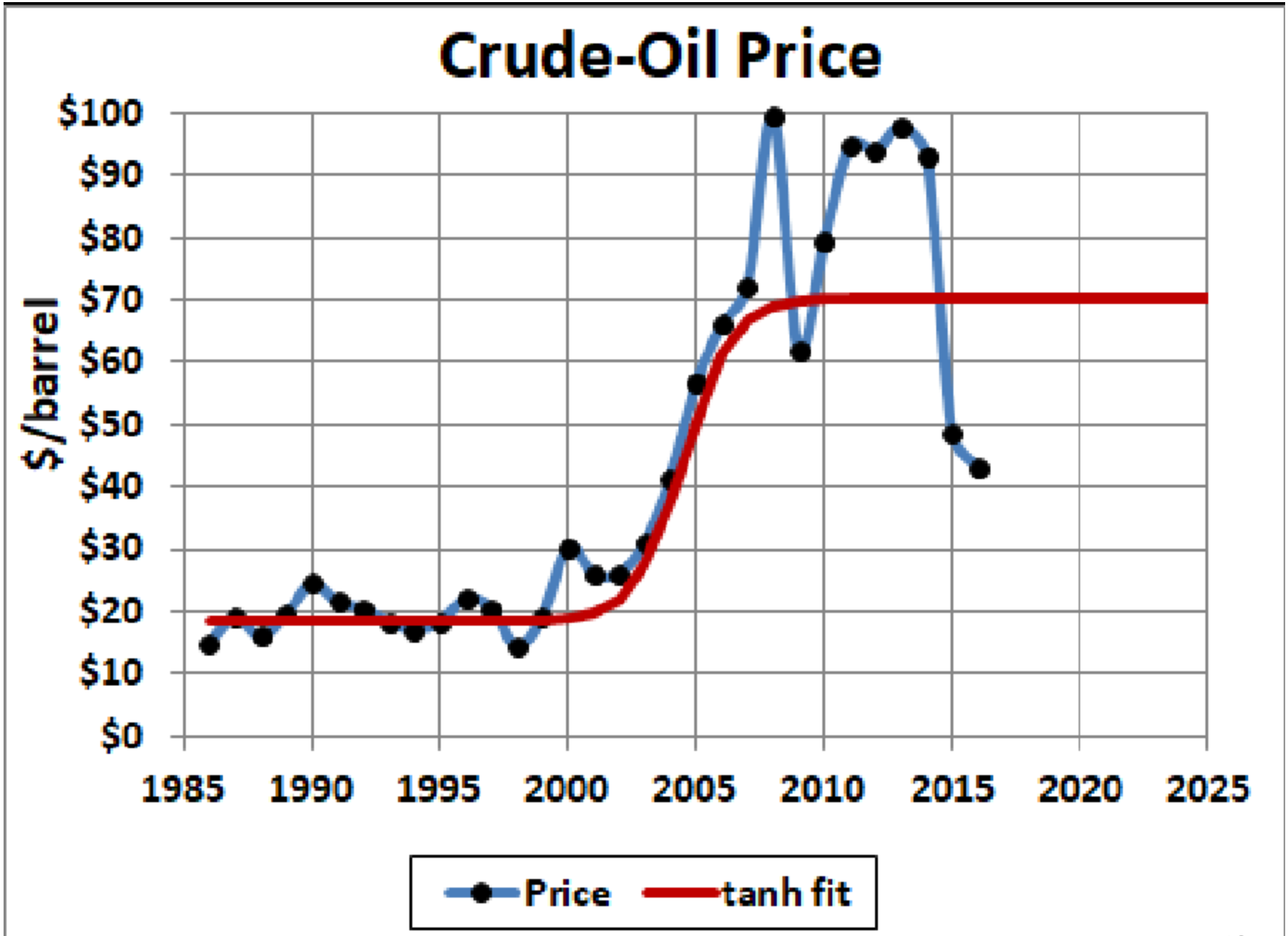
Equivalent ICE GW Emissions to BEVs Charged on Grid

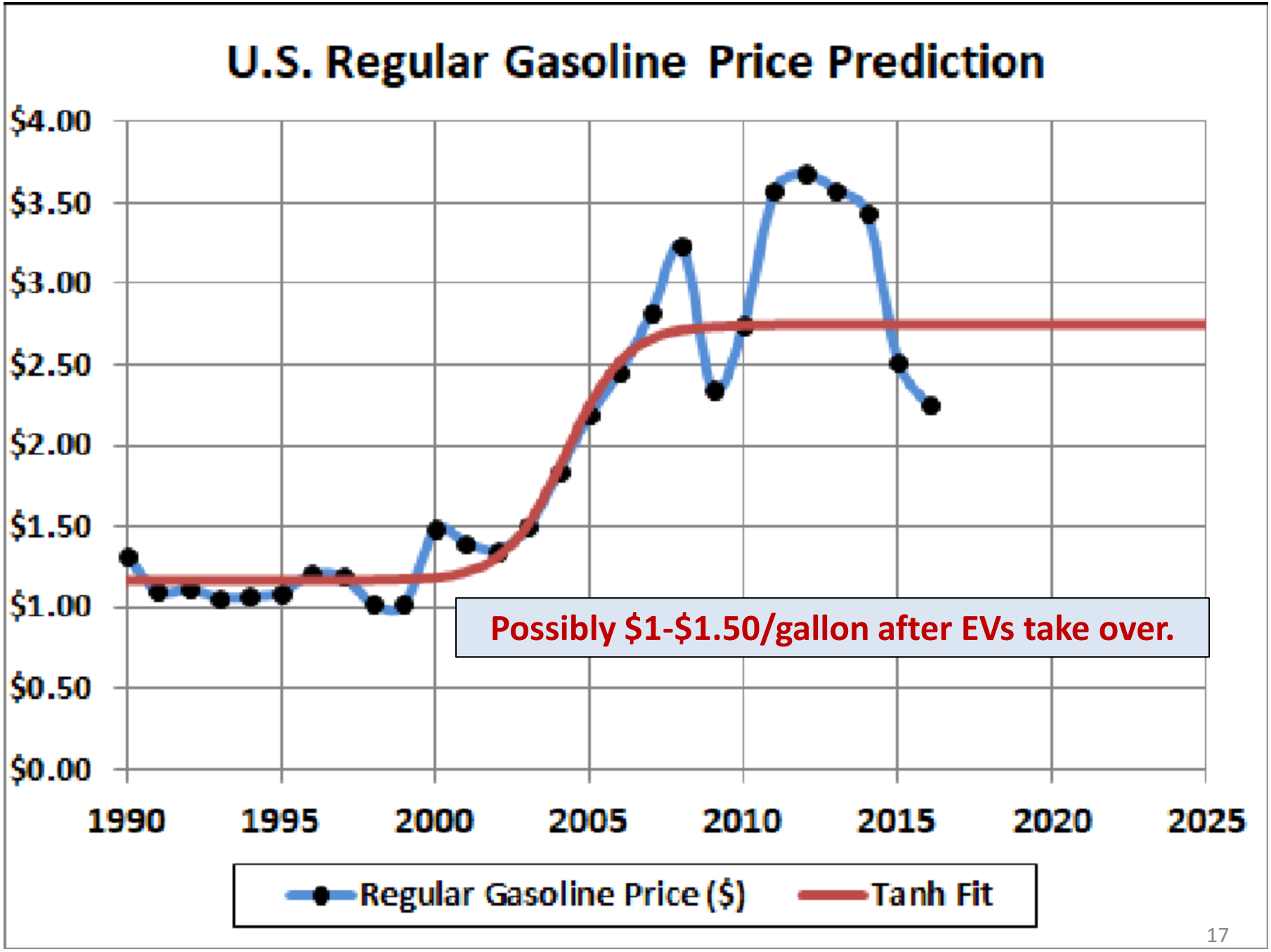


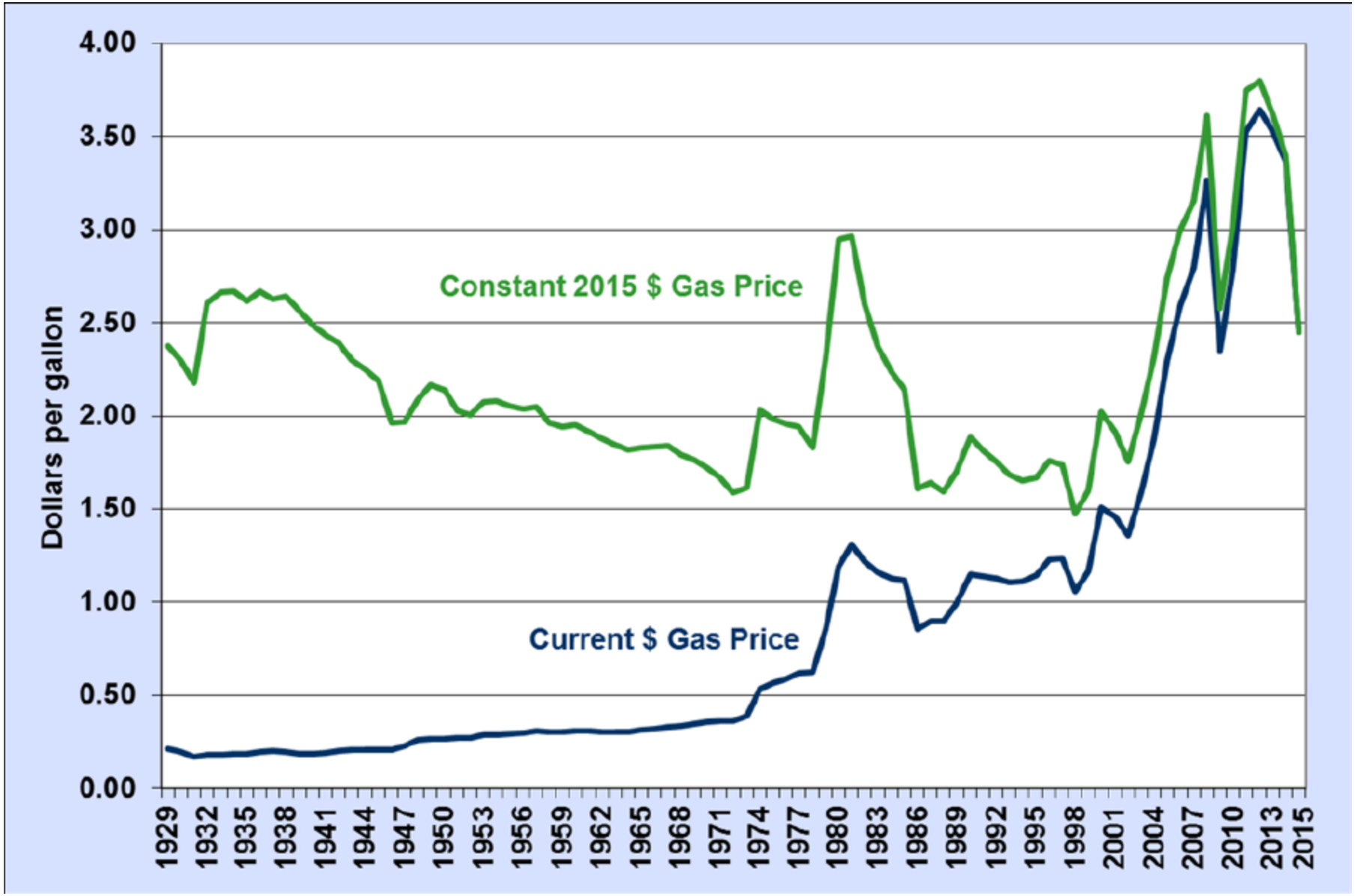
Infinite mpg for 100% solar electricity!

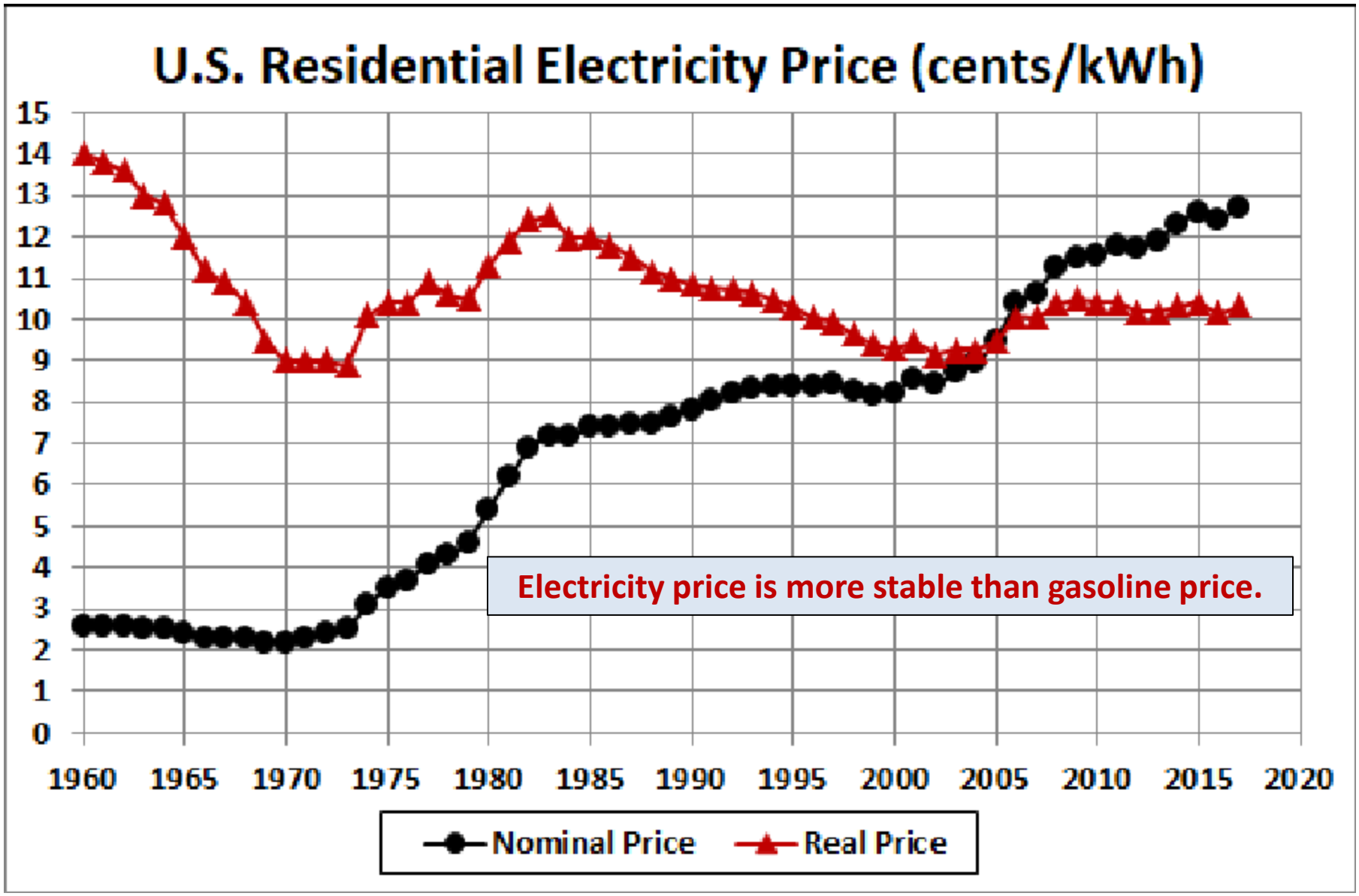

U.S. Crude Oil Extraction
Conventional Oil
Fracking for tight oil
Area under depletion curves is the sum of the amount already extracted plus the estimated reserves or more. Future peaks are assumed to be symmetric unless micro-analyses indicate otherwise. Not so in this case: a = 4.
10^9 barrels/year
year
Extraction
Fit
Amount Extracted (10^9 bbl)

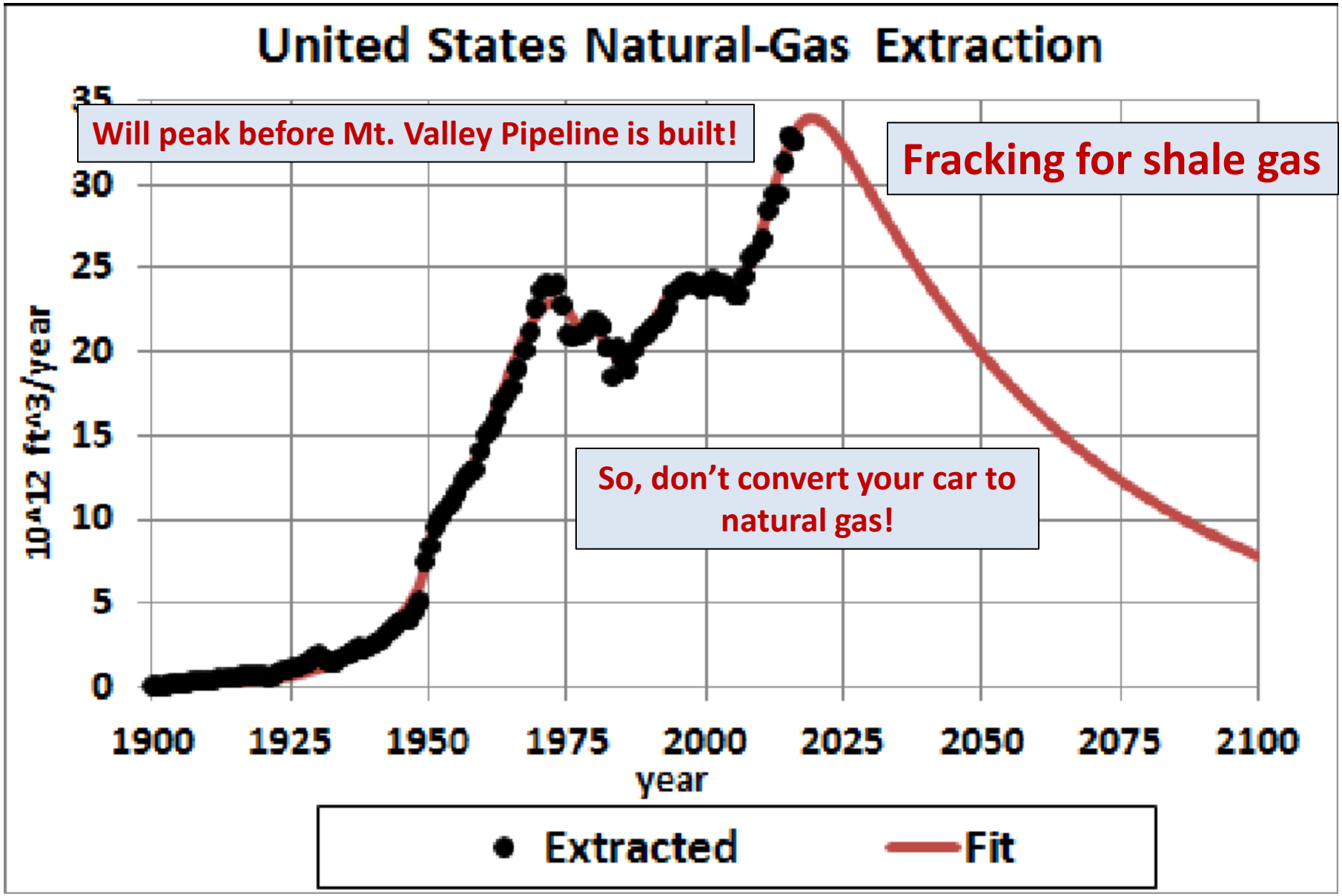

World Crude Oil Extraction Projection
10^9 barrels/year
50
45
40
35
30
25
20
15
10
5
0
1900
1920
1940
1960
1980
2000
2020
2040
2060
2080
2100
year
Guess of global tight-oil fracking
Extraction Rate
Verhulst Fit
Fracking


Crude-Oil Price
$/barrel
$100
$90
$80
$70
$60
$50
$40
$30
$20
$10
$0
1985
1990
1995
2000
2005
2010
2015
2020
2025
Price
tanh fit


U.S. Regular Gasoline Price Prediction
$4.00
$3.50
$3.00
$2.50
$2.00
$1.50
$1.00
$0.50
$0.00
1990
1995
2000
2005
2010
2015
2020
2025
Possibly $1-$1.50/gallon after EVs take over.
Regular Gasoline Price ($)
Tanh Fit

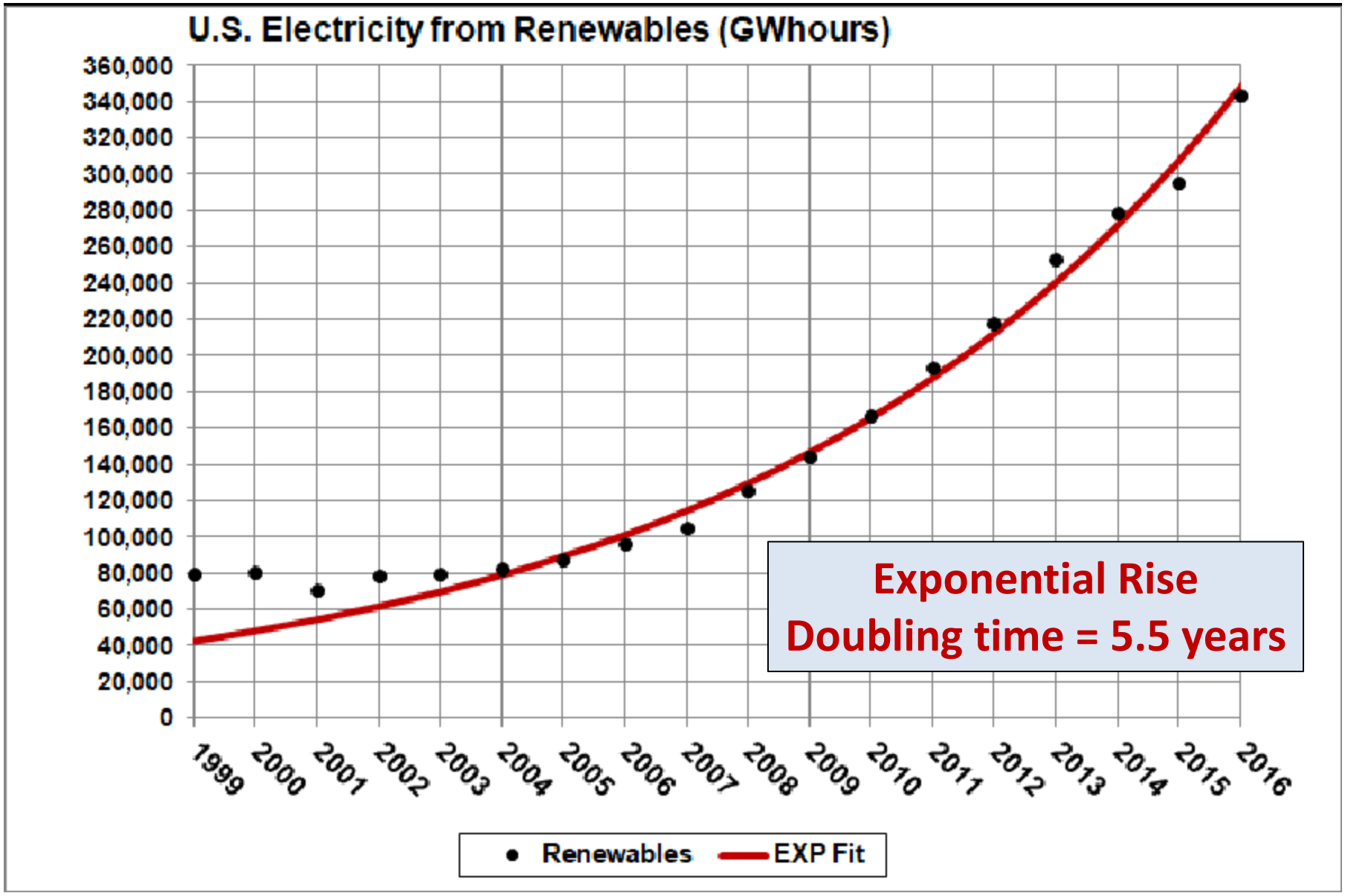

4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Dollars per gallon
Constant 2015 $ Gas Price
Current $ Gas Price
1929
1932
1935
1938
1941
1944
1947
1950
1953
1956
1959
1962
1965
1968
1971
1974
1977
1980
1983
1986
1989
1992
1995
1998
2001
2004
2007
2010
2013
2015

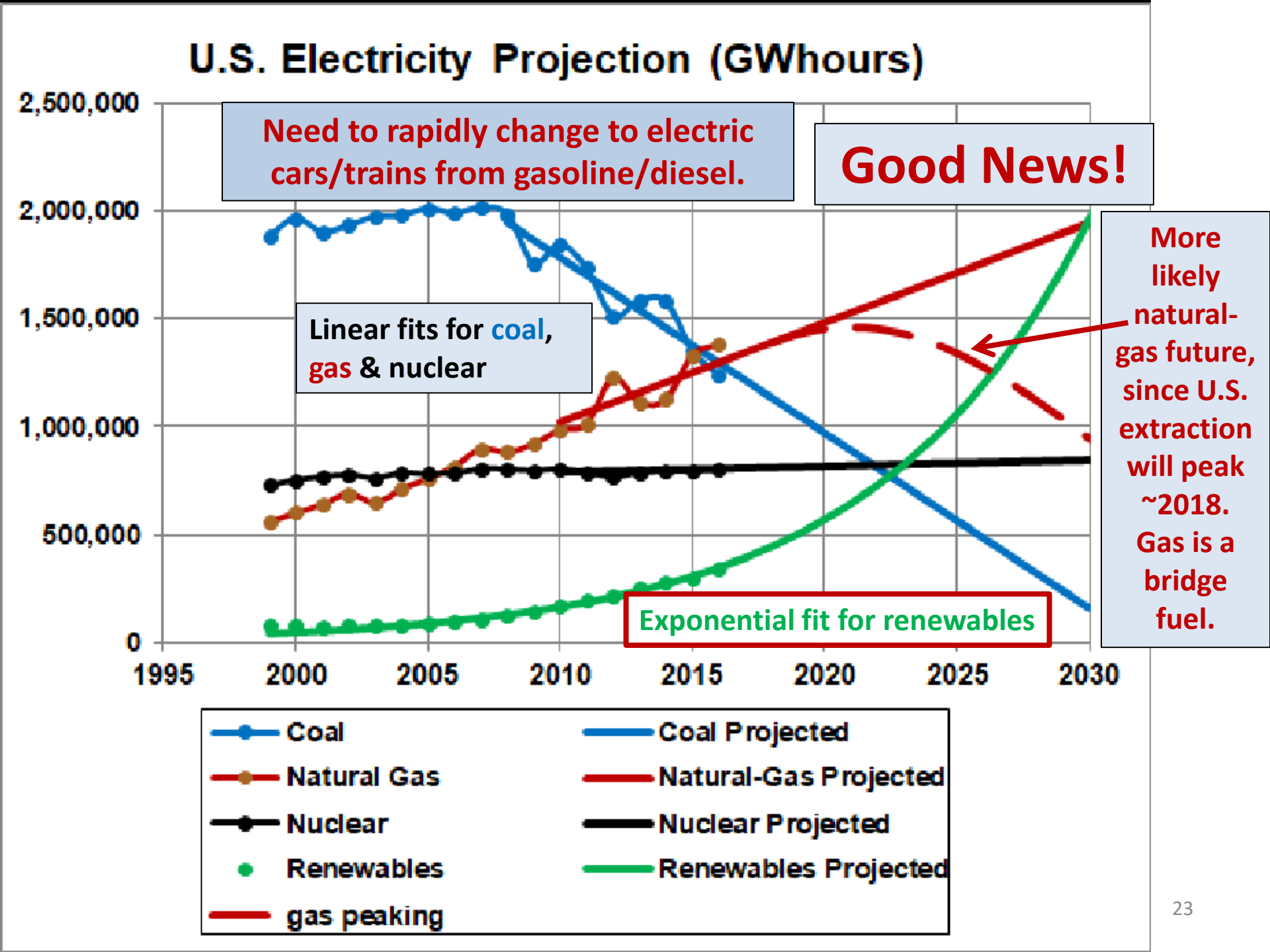

U.S. Residential Electricity Price (cents/kWh)
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
1960
1965
1970
1975
1980
1985
1990
1995
2000
2005
2010
2015
2020
Nominal Price
Real Price
Electricity price is more stable than gasoline price.


United States Natural-Gas Extraction
Will peak before Mt. Valley Pipeline is built!
Fracking for shale gas
So, don't convert your car to natural gas!
10^12 ft^3/year
35
30
25
20
15
10
5
0
1900
1925
1950
1975
2000
2025
2050
2075
2100
year
Extracted
Fit

BEVs and Petroleum

- Plastic components made from petrochemicals (PCs)
- Synthetic-rubber partly made from PCs
- Metals mined using machines powered by fossil fuels
- Metal parts produced using fossil fuels
- Auto plants powered by fossil fuels
- Transport of materials and BEV using fossil fuels


U.S. Electricity from Renewables (GWhours)
360,000
340,000
320,000
300,000
280,000
260,000
240,000
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Exponential Rise
Doubling time = 5.5 years
Renewables
EXP Fit


U.S. Electricity Projection (GWhours)
Need to rapidly change to electric cars/trains from gasoline/diesel.
Good News!
Linear fits for coal, gas & nuclear
More likely natural-gas future, since U.S. extraction will peak ~2018. Gas is a bridge fuel.
Exponential fit for renewables
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
1995
2000
2005
2010
2015
2020
2025
2030
Coal
Natural Gas
Nuclear
Renewables
gas peaking
Coal Projected
Natural-Gas Projected
Nuclear Projected
Renewables Projected

BEV versus ICE Driving Costs

- Assumptions
  - **Lease/buy cost is same for ICE & ~200-miles-BEV**
  - Efficiency: ICE = 30-mpg; BEV = 3.8-miles/kWh
  - Both travel 75,000 miles in 5 years
  - Gasoline cost = $3/gallon; Electricity cost = $0.15/kWh
- Costs (Rough Calculation)
  - **Fuel:** ICE = $7,500; BEV = $2,960
  - **Maintenance:** ICE = $2000; BEV = $500
  - Cost difference: ICE – BEV = ($7,500 + $2000) – ($2,960 + $500) = **$6,040**.
  - If electricity is from renewable sources, CO_2 emissions cost @ $220/ton yields **~$650** (discounted 100 years @ 4%) for ICE and **$0** for BEV.

150,000 miles

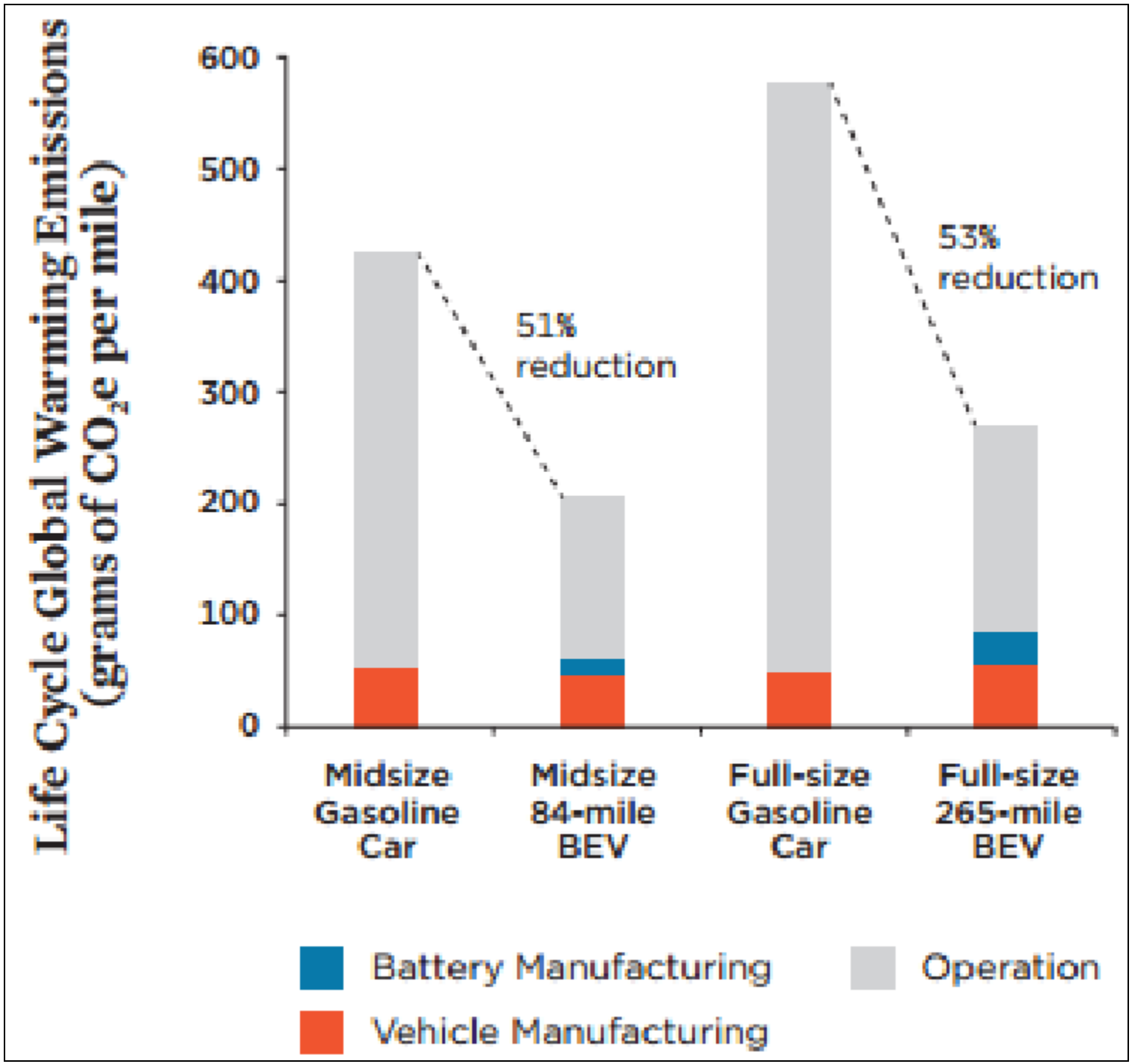
Maintenance Schedule for your 2017 Chevrolet Bolt EV

Certified Service	7,500 miles	15,000 miles	22,500 miles	30,000 miles	37,500 miles	45,000 miles	52,500 miles	60,000 miles	67,500 miles	75,000 miles	82,500 miles	90,000 miles	97,500 miles	105,000 miles	112,500 miles	120,000 miles	127,500 miles	135,000 miles	142,500 miles	150,000 miles
Rotate tires, if recommended for the vehicle, and perform Required Services.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Replace passenger compartment air filter (or 2 years, whichever comes first).			✓			✓			✓			✓			✓			✓		
Drain and fill vehicle coolant circuits.																				✓

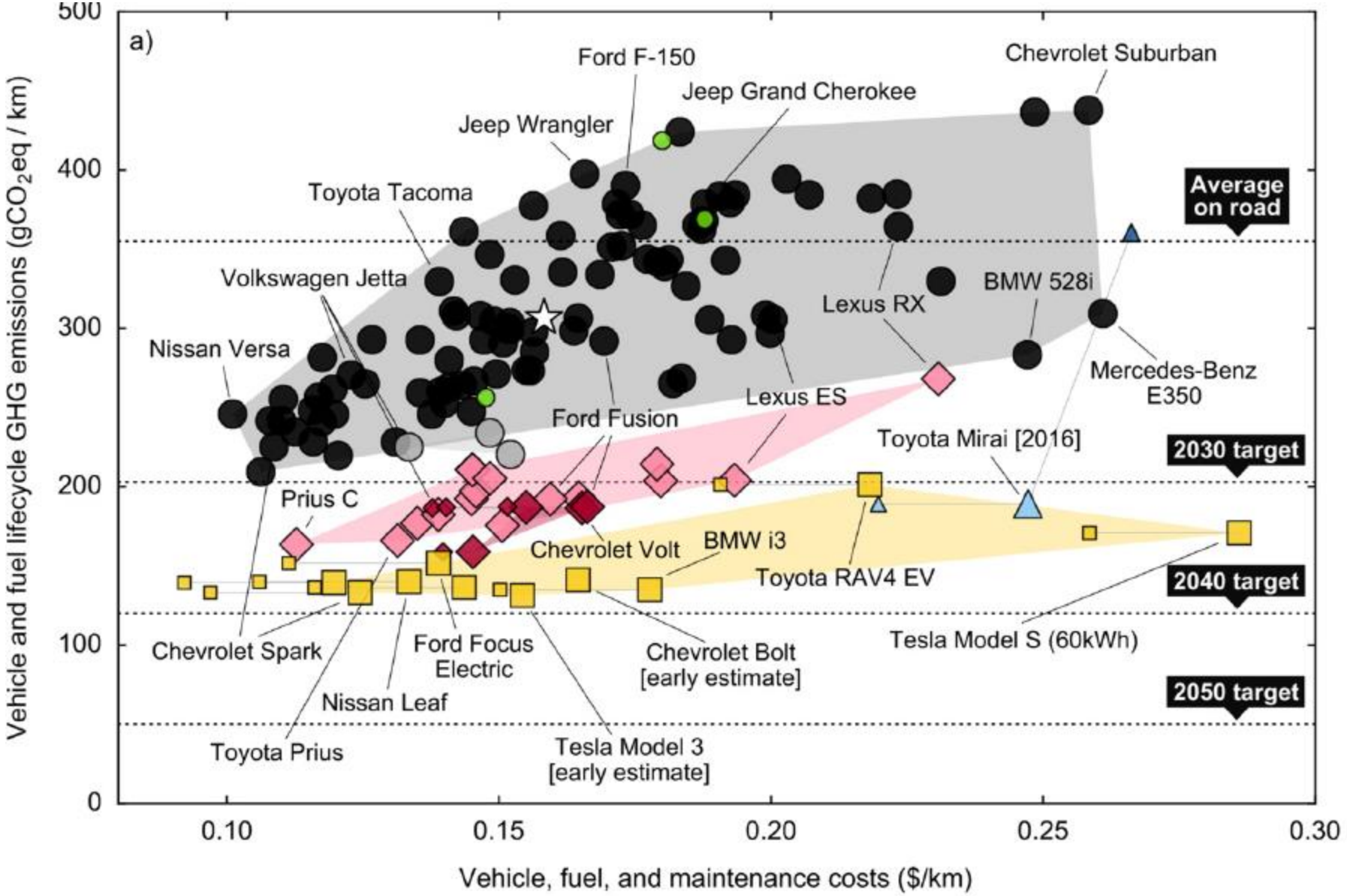
150,000 miles

Maintenance Schedule for your 2016 Chevrolet Cruze Limited

Certified Service	7,500 miles	15,000 miles	22,500 miles	30,000 miles	37,500 miles	45,000 miles	52,500 miles	60,000 miles	67,500 miles	75,000 miles	82,500 miles	90,000 miles	97,500 miles	105,000 miles	112,500 miles	120,000 miles	127,500 miles	135,000 miles	142,500 miles	150,000 miles
Rotate tires, if recommended for the vehicle, and perform Required Services. Check engine oil level and oil life percentage. Change engine oil and filter, if needed.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Replace passenger compartment air filter (or 2 years, whichever comes first).			✓			✓			✓			✓			✓			✓		
Replace engine air cleaner filter (or every 4 years, whichever occurs first).						✓						✓						✓		
Replace spark plugs and inspect spark plug wires.													✓							
Replace spark plugs. Inspect ignition coils boots. (Applies to: 1.4 L)								✓								✓				
1.8L Engine Only: Rplace timing belt, idler pulley, and timing belt tensioner (or every 3 years, whichever comes first). (Applies to: 1.8 L)													✓							
Change automatic transmission fluid, if equipped. If filter is serviceable, change filter. (Applies to: Severe)						✓						✓						✓		
Change manual transmission fluid. (Applies to: Manual, Severe)						✓						✓						✓		
Drain and fill engine cooling system (or every 5 years, whichever comes first).																				✓
Change brake fluid (or every 3 years, whichever occurs first).						✓						✓						✓		
Change clutch fluid (or every 3 years, whichever occurs first). (Applies to: Manual)						✓						✓						✓		
Inspect evaporative control system.						✓						✓						✓		
Inspect engine accessory drive belts for fraying, excessive cracks or obvious damage (or every 10 years, whichever occurs first).																				✓


Life Cycle Global Warming Emissions (grams of CO_2e per mile)
600
500
400
300
200
100
0
51% reduction
53% reduction
Midsize Gasoline Car
Midsize 84-mile BEV
Full-size Gasoline Car
Full-size 265-mile BEV
Battery Manufacturing
Operation
Vehicle Manufacturing

Greenhouse Gas Emissions versus vehicle costs



Electric-Car Components

- **Large DC battery** (LEAF: 30 kWh; Chevy Bolt EV: 60 kWh)
- **Powerful AC electric motor** (LEAF: 80 kW = 107 hp; Chevy Bolt EV: 150 kW = 200 hp)
- **Regeneration** of gravitational and kinetic energy (Motor is a generator, also. Same for hybrids, e.g., Prius.)
- **Charg** kW AC)
- **DC to** r)
- **Auxiliary 12V battery** & DC to DC converter
- **Cooling systems** for motor, inverter and battery
- Possibly **heating system for battery**
- Electric steering, brakes and climate control
- In-cab driver information about battery level, energy used and location of charging stations

Many BEVs have an option of one-pedal driving, using only the accelerator.

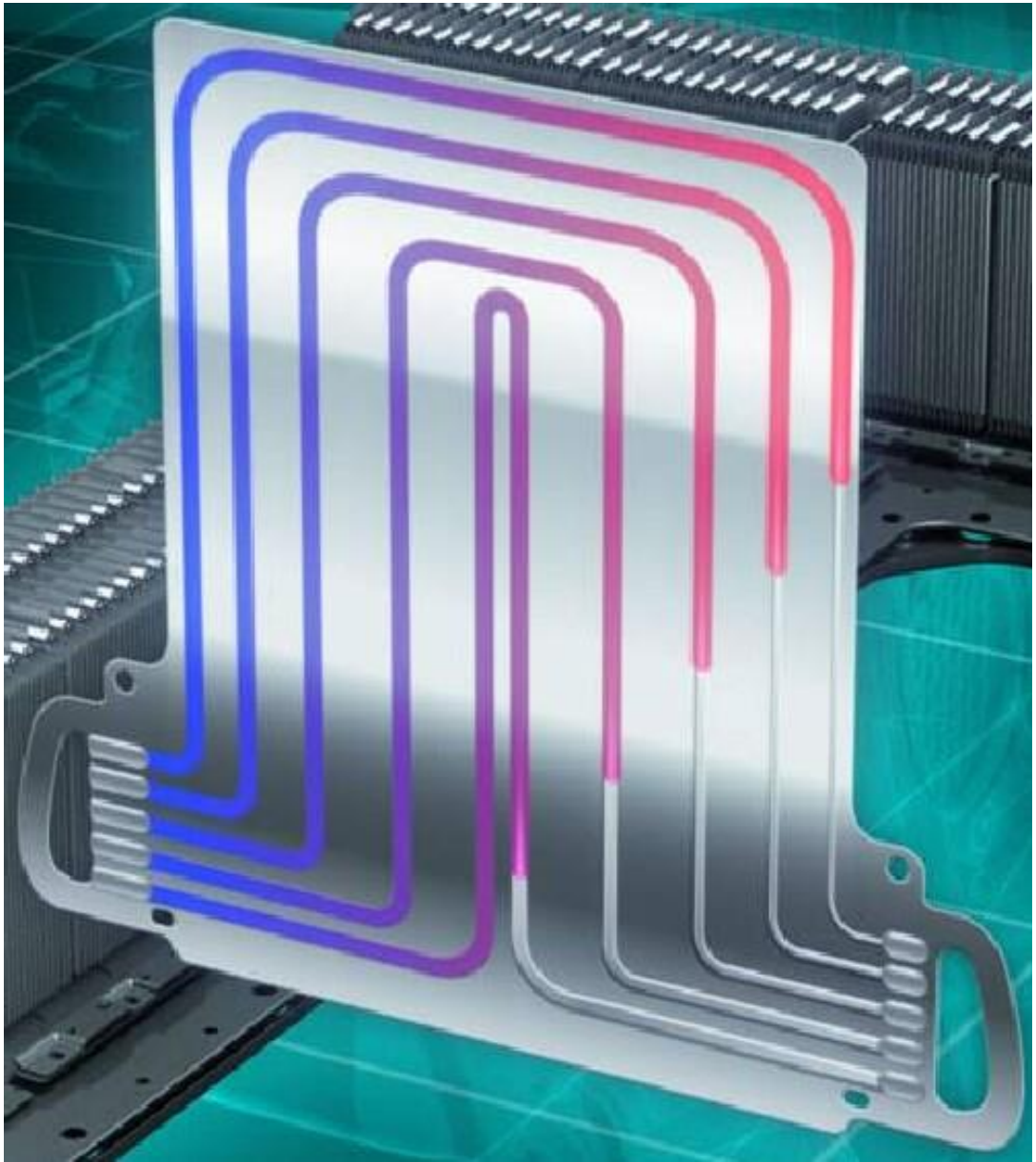
Lithium Batteries Materials

- Current collectors: nickel and copper
- Cathode materials: lithium, cobalt, nickel, manganese, phosphate, iron, aluminum
- Anode materials: graphite powder, graphene
- Electrolyte solutions: lithium salts & flame retardant
- Battery separators: polypropylene, polyethylene and ceramics
- Packaging: steel, aluminum, titanium

Lithium “Mining”

Battery Thermal Management

Chevrolet Volt/Bolt-EV Method



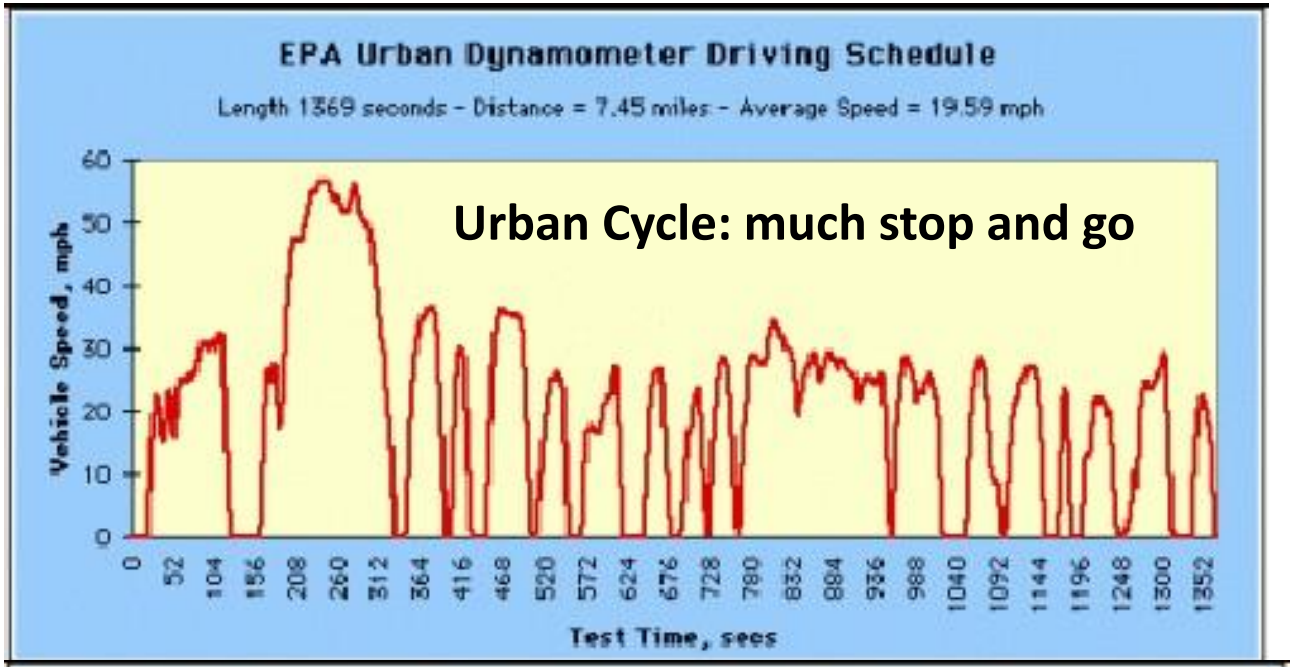
Refrigeration for cooling and resistance heating for glycol in warm weather.

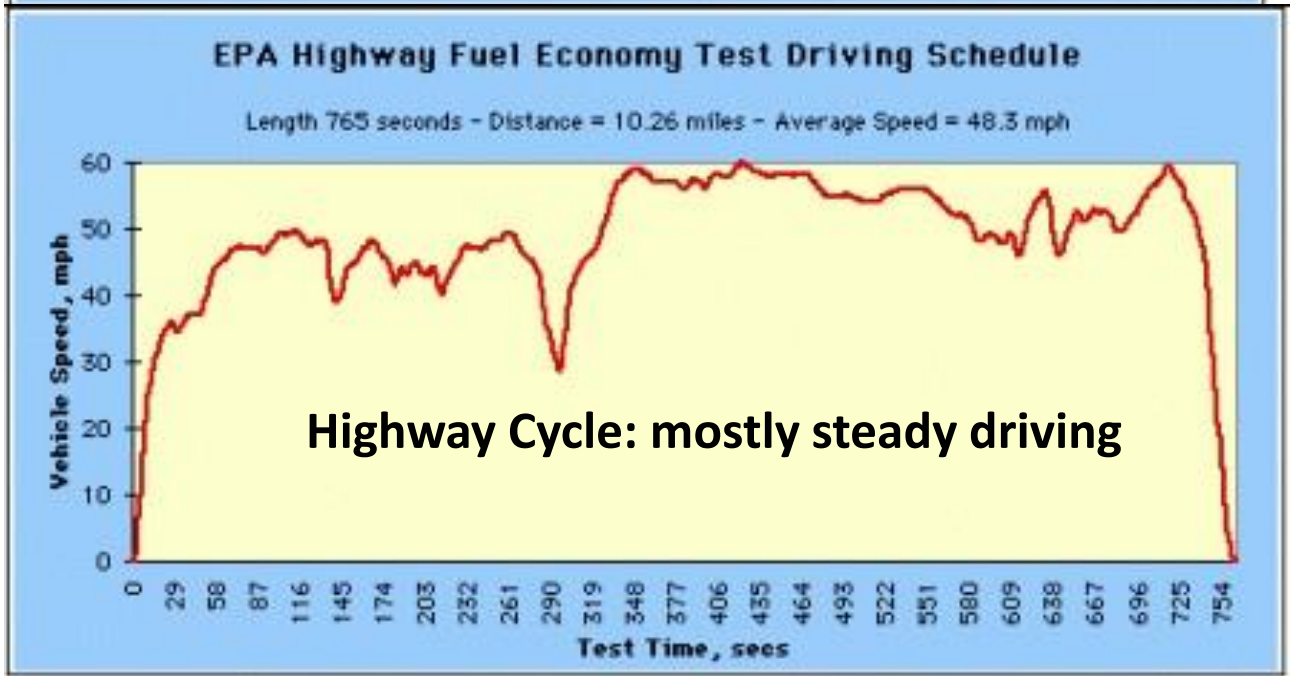
Keep battery plugged in after charging in cold or hot weather.

Safety of Electric Cars

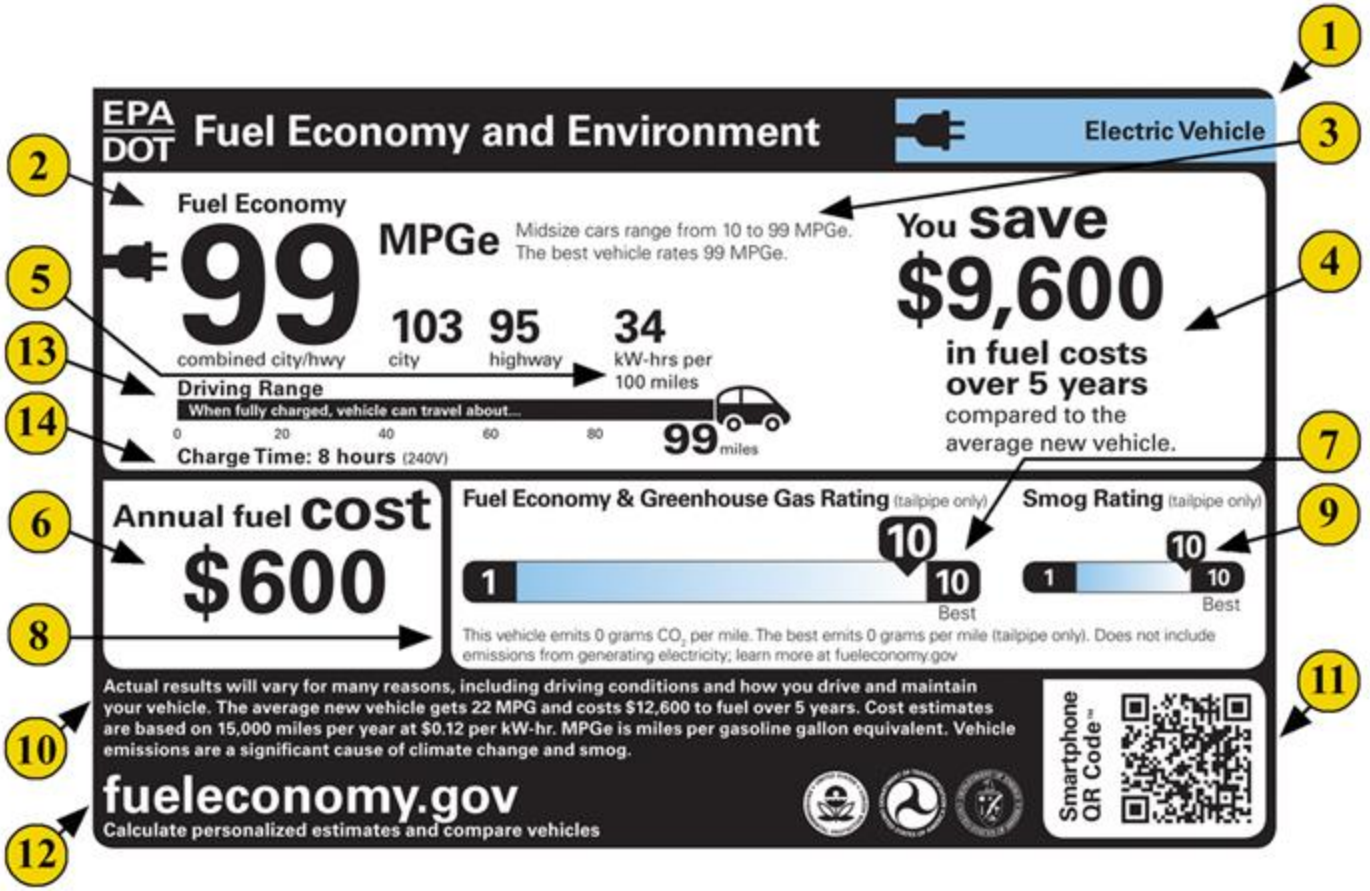
- Nissan LEAF, Chevrolet Volt and Tesla Model S have top safety ratings.
- Battery was left intact in a burned out Nissan LEAF.
- Two Tesla-S sedans have been burned somewhat by a fire in the battery due to massive metal in road puncturing the battery case. Drivers unharmed. More under-battery protection was added (deflector and titanium sheet).
- **~250,000 gasoline car fires/year** in U.S. with **~400 deaths & ~1200 injuries**. Full gasoline tank has ~10 times the combustible energy that a Tesla battery has. Batteries made of modules separated by firewalls.
- Battery is automatically disconnected in a collision.
- Manual battery disconnect is easily done.
- EMS manuals and training are available.

EPA Driving Cycles





BEV Monroney Label



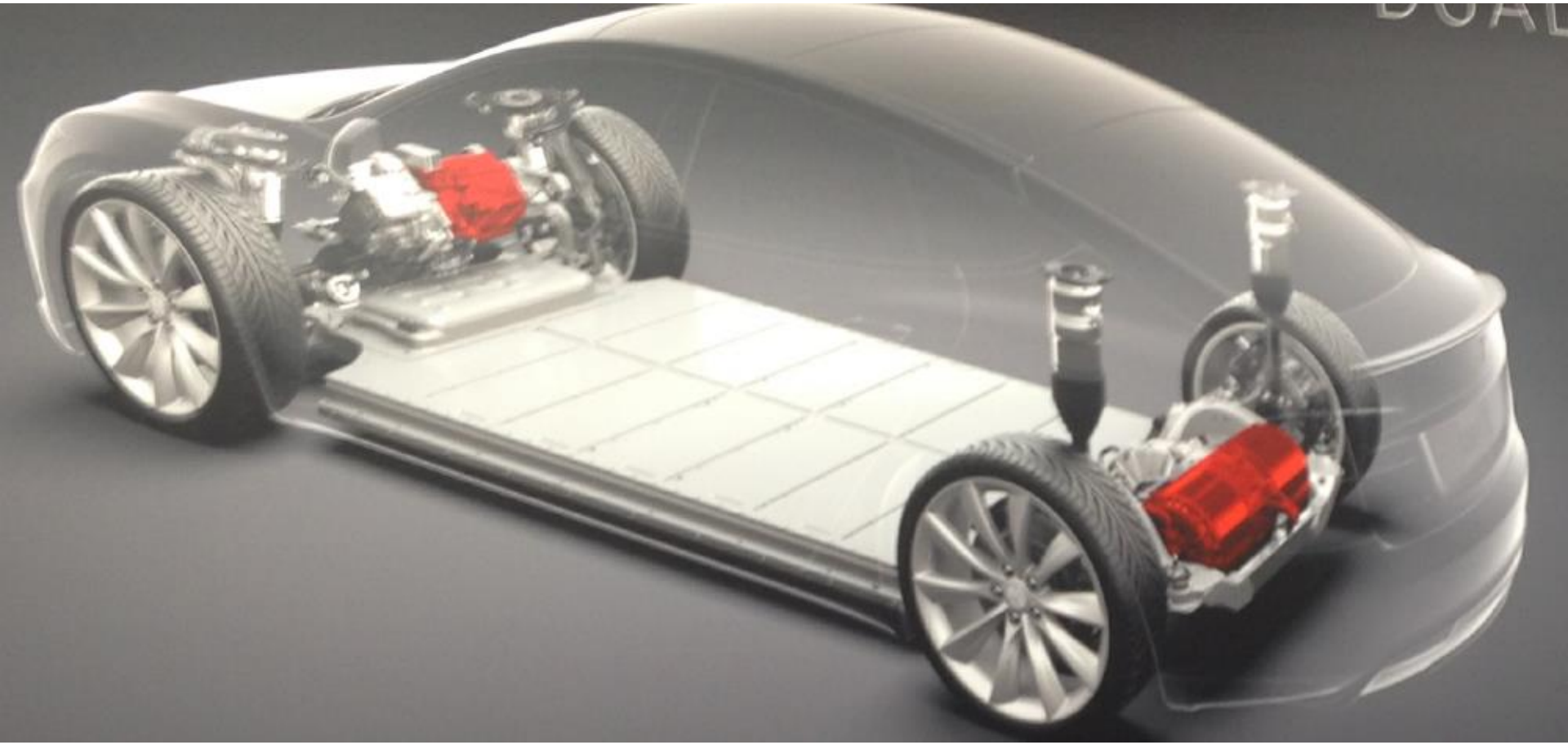
1: Vehicle Technology & Fuel. 2: Fuel Economy. 3: Comparing to Other Vehicles
4: Save/Spend More of 5 Years Compared. 5: Fuel Consumption Rate.
6: Estimated Annual Fuel Cost. 7: Fuel Economy & Greenhouse Gas Rating.
8: **CO_2** Emissions. 9: Smog Rating. 10: Details 11: QR Code. 12: Web page.
13: Driving Range. 14: Charge Time

Tesla Large BEVs

- **Tesla Model S AWD**
  - Range: 250/335 miles
  - Efficiency: 103 MPGe
  - Battery Capacity: 75/100 kWh
  - MSRP: $64,200-$124,700

- **Tesla Model X SUV**
  - Range: 237/295 miles
  - Efficiency: 93/86 MPGe
  - Battery Capacity: 75/100 kWh
  - MSRP: $69,300-$129,800

Tesla Model S Dual-Motor



100-miles<Range<200-Miles BEVs

- **Nissan LEAF 2018**
  - Range: 150 miles
  - Efficiency: ? MPGe
  - Battery Capacity: 40 kWh
  - MSRP: $30,065
- **BMW i3**
  - Range: 114 miles
  - Efficiency: 118 MPGe
  - Battery Capacity: 33.2 kWh
  - MSRP: $37,945
- **Ford Focus Electric**
  - Range: 115 miles
  - Efficiency: 107 MPGe
  - Battery Capacity: 33.5 kWh
  - MSRP: $22,495

100-miles<Range<200-Miles BEVs

- **Volkswagen e-Golf**
  - Range: 125 miles
  - Efficiency: 120 MPGe
  - Battery Capacity: 36 kWh
  - MSRP: $30,495

- **Hyundai Ioniq**
  - Range: 124 miles
  - Efficiency: **136 MPGe**
  - Battery Capacity: 28 kWh
  - MSRP: $29,500

100-miles<Range<200-Miles BEVs

- **Fiat 500e**
  - Range: 89 miles
  - Efficiency: 108 MPGe
  - Battery Capacity: 24kWh
  - MSRP: $32,500
  - No fast charging

- **Honda Clarity Electric**
  - Range: 89 miles
  - Efficiency: **114 MPGe**
  - Battery Capacity: 25.5 kWh
  - MSRP: $37,495

100-miles<Range<200-Miles BEVs

- **Kia Soul EV**
  - Range: 93 miles
  - Efficiency: 105 MPGe
  - Battery Capacity: 27 kWh
  - MSRP: $33,950

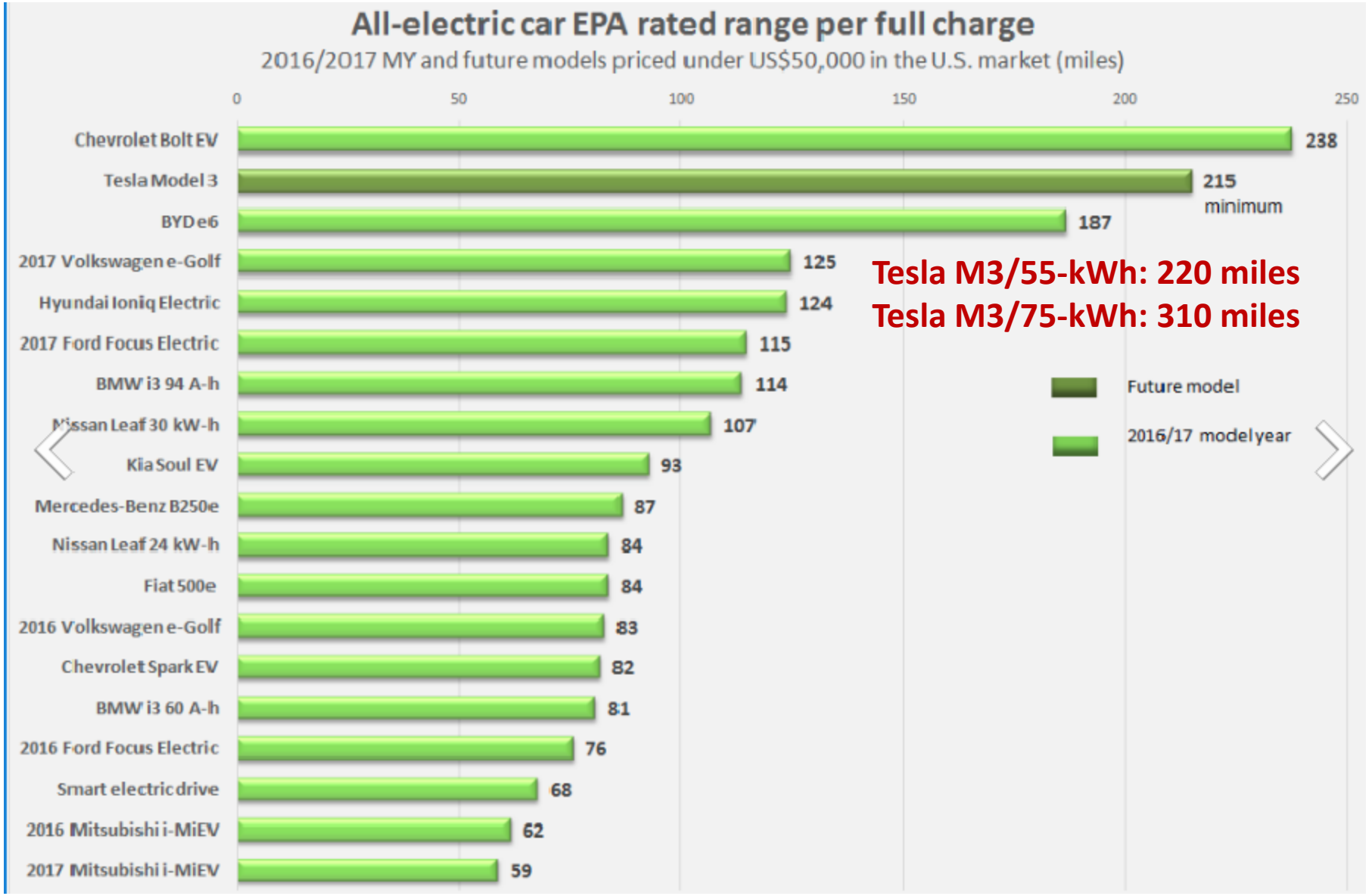
- **Mercedes B250e**
  - Range: 87 miles
  - Efficiency: 84 MPGe
  - Battery Capacity: 36 kWh
  - MSRP: $39,900

100-miles<Range<200-Miles BEVs

- **Mitsubishi i-MiEV**
  - Range: 62 miles
  - Efficiency: 112 MPGe
  - Battery Capacity: 16 kWh
  - MSRP: $22,995

- **Smart ED Fortwo**
  - Range: 68 miles
  - Efficiency: **114 MPGe**
  - Battery Capacity: 17.6 kWh
  - MSRP: $25,000

Range of Mid-size BEVs



Midsize >200-Miles BEVs in 2017-8

tinyurl.com/BoltEVManual

Chevrolet Bolt EV (**238-miles**)($37,495-$7,500)

60-kWh battery
FWD
119 MPGe EPA
Sport Mode
1-pedal driving
SAE J1772 charging

Don't confuse the Chevy Bolt EV, a BEV, with the Chevy Volt, a PHEV.

LT: $37,500
Premier: $41,780
DC CCS Fast Charging: $750

Midsize >200-Miles BEVs in 2017-8

Tesla Model 3 (220 miles EPA range)($35,000)

Often called Model ≡

55-kWh battery
RWD

- **15” horizontal screen only**
- **Tesla Superchargers**
- **Destination Chargers**
- **DC CHAdeMO fast-charging**
- **SAE J1772 charging**
- **Charge port left rear**

Options:

- **75-kWh battery: 310 miles EPA range; $44,000 (126 MPGe)**
- **AWD**
- **Autopilot $5,000, Enhanced Autopilot (autonomous ready) $3,000**
- **Glass roof**
- **Colors other than black: $1000**

Chevy Bolt EV

US design
Korean EV system
Assembled in MI.
New safety features
CCS fast charger

How many here have ordered the Tesla Model 3?

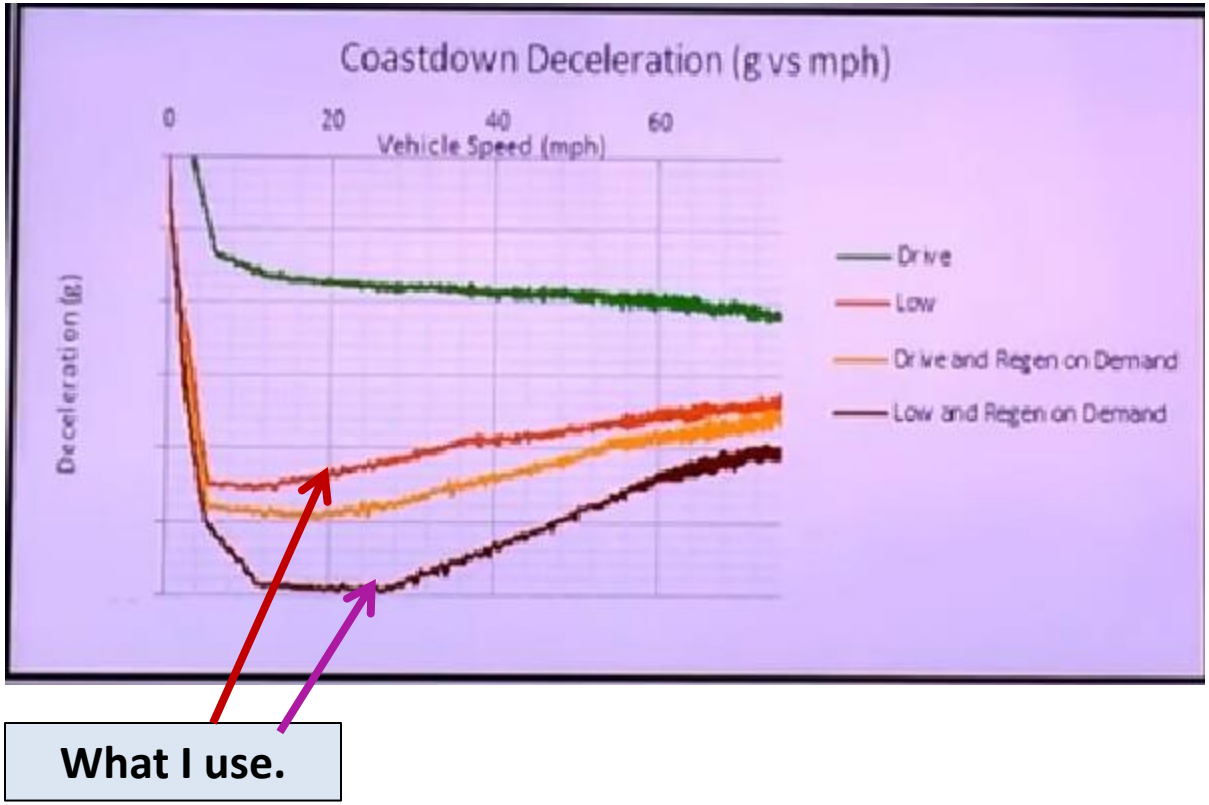
Tesla Model 3

US design & made
Autopilot available
Superchargers capable

15” horizontal display

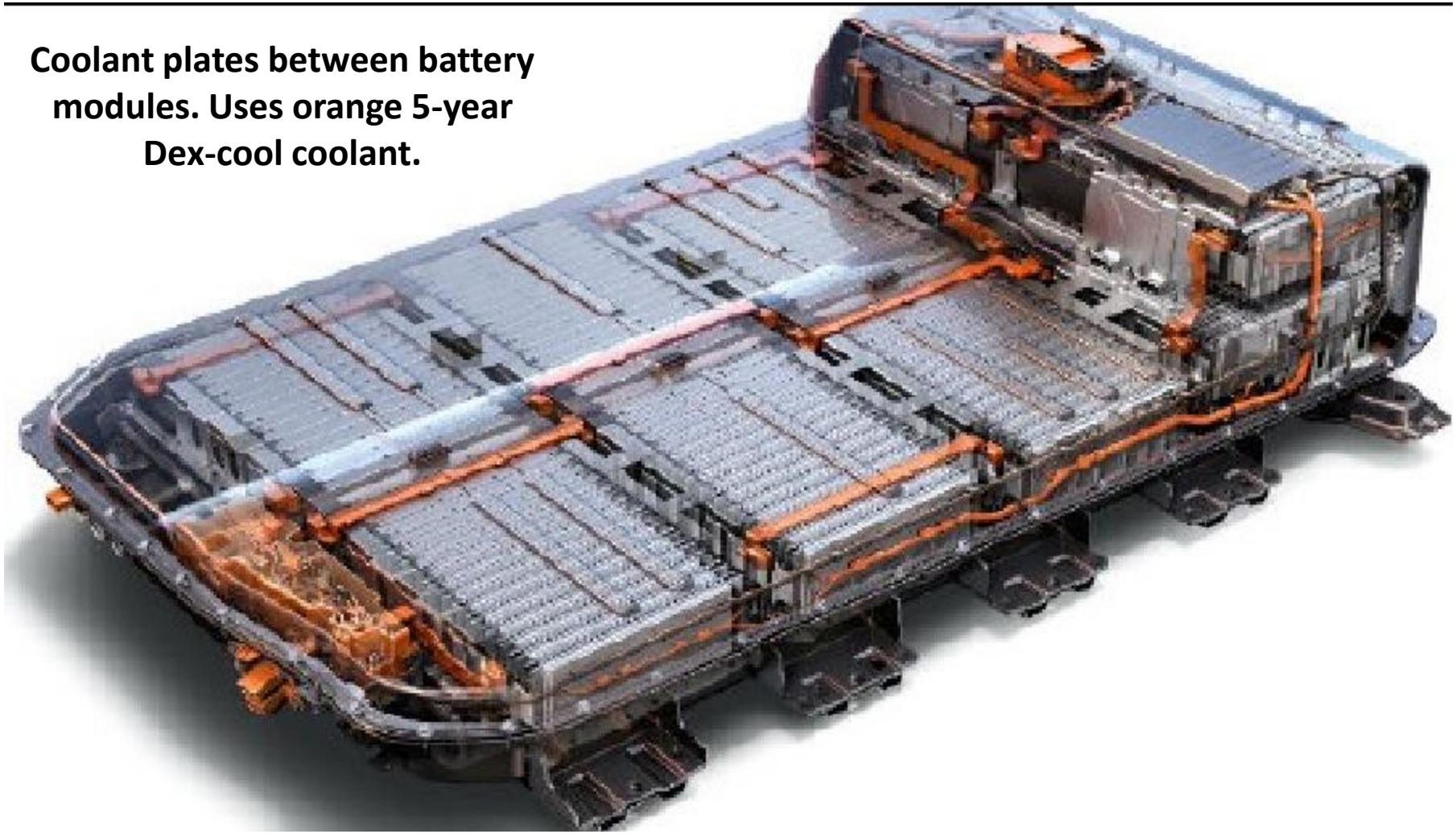
Bolt-EV Energy Regeneration

- L driving mode allows 1-pedal driving.
- Paddle behind left side of steering wheel increases regeneration (on demand).



Chevrolet Bolt EV 60-kWh Battery

Coolant plates between battery modules. Uses orange 5-year Dex-cool coolant.



288 flat landscape cells of 3.75 volts each

96 groups in series of 3 cells in parallel (96 x 3.75V = 360V)

Chevy Bolt EV Motor & Gear Box

Drive Shaft passes through center of motor. Tesla is similar.

Chevrolet Bolt EV Awards

- 2017 Motor Trend Car of the Year
- 2017 North American Car of the Year
- 2017 AutoGuide.com Reader's Choice Green Car of the Year
- 2017 Green Car Reports Best Car to Buy
- 2017 Car & Driver '10 Best Cars' List
- 2017 Green Car Journal Green Car of the Year
- 2016 Time Magazine 25 Best Inventions of Year
- 2016 Popular Science 10 Greatest Automotive Innovations. **Plus 4 more awards!**

Roper Chevy-Bolt-EV >200-miles Trips

- **278 miles** first trip from Sterling VA to Blacksburg Va. Probably could have made trip without charging.
- **310 miles** Blacksburg to Charlottesville and back. Charged twice for 30 minutes at fast charging station in Staunton.
- **265 miles** Blacksburg to Pipestem and Hawks-Nest Resort State Parks WV. Charged at both.
- **218 miles** Blacksburg to Grayson Highlands State park and back. Had ~25% charge left for ~291-miles range.

Roper Chevy-Bolt-EV >200-miles Trips

- **441 miles** Blacksburg to Shenandoah National Park to Front Royal and back. Charged at Staunton both directions.
- **427 miles** Blacksburg to Raleigh NC and back. Charged at Greensboro NC both directions.

Midsize >200-Miles BEVs

Volkswagen ID BUZZ

- 111-kWh battery
- 270-miles EPA range
- AWD
- 369 hp
- Heads-up display
- 16’ length
- Autonomous capable
- Available in 2022

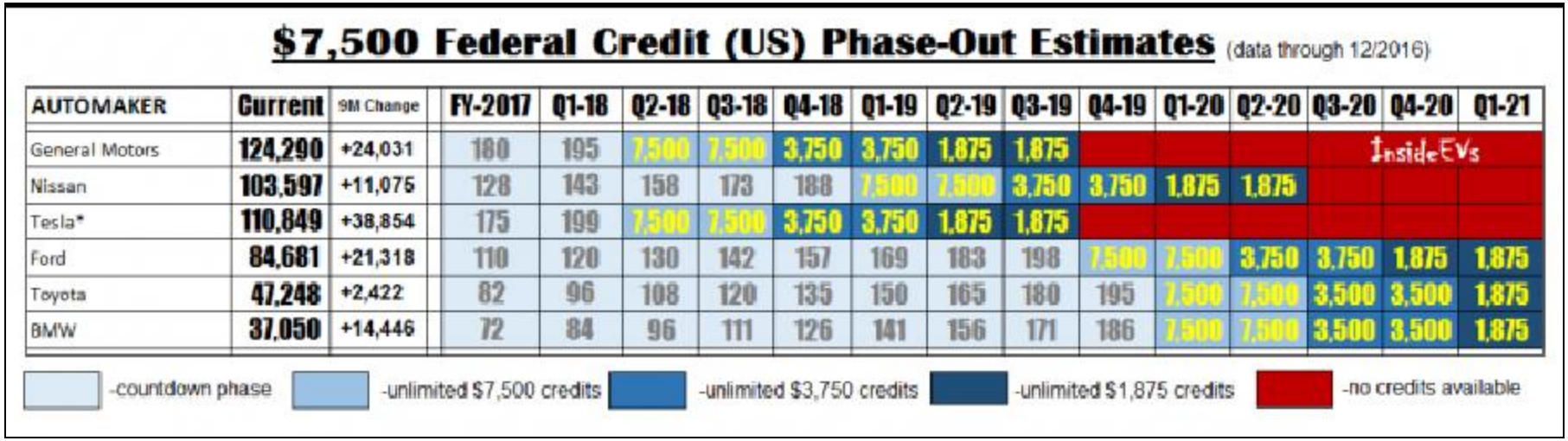
>200-Miles BEVs in 2017-9

- **Nissan LEAF II?** (~235 miles)(2017)
- **Hyundai Kona SUV** (~217 miles)(2018)
- **Volkswagen** (~215 miles)(2018)
- **Ford Model E** (~200 miles)(2019)(Made Mexico?)
- **Volvo XC40** (~200 miles)(2019)
- **Audi Quattro eTron SUV** (~250 miles)(2018)
- Others? Probably!

Tax credit: $7,500 until 200,000 BEVs/brand
Qualifying vehicles made by that manufacturer are eligible for 50 percent of the credit if acquired in the first two quarters of the phase-out period and 25 percent of the credit if acquired in the third or fourth quarter of the phase-out year.

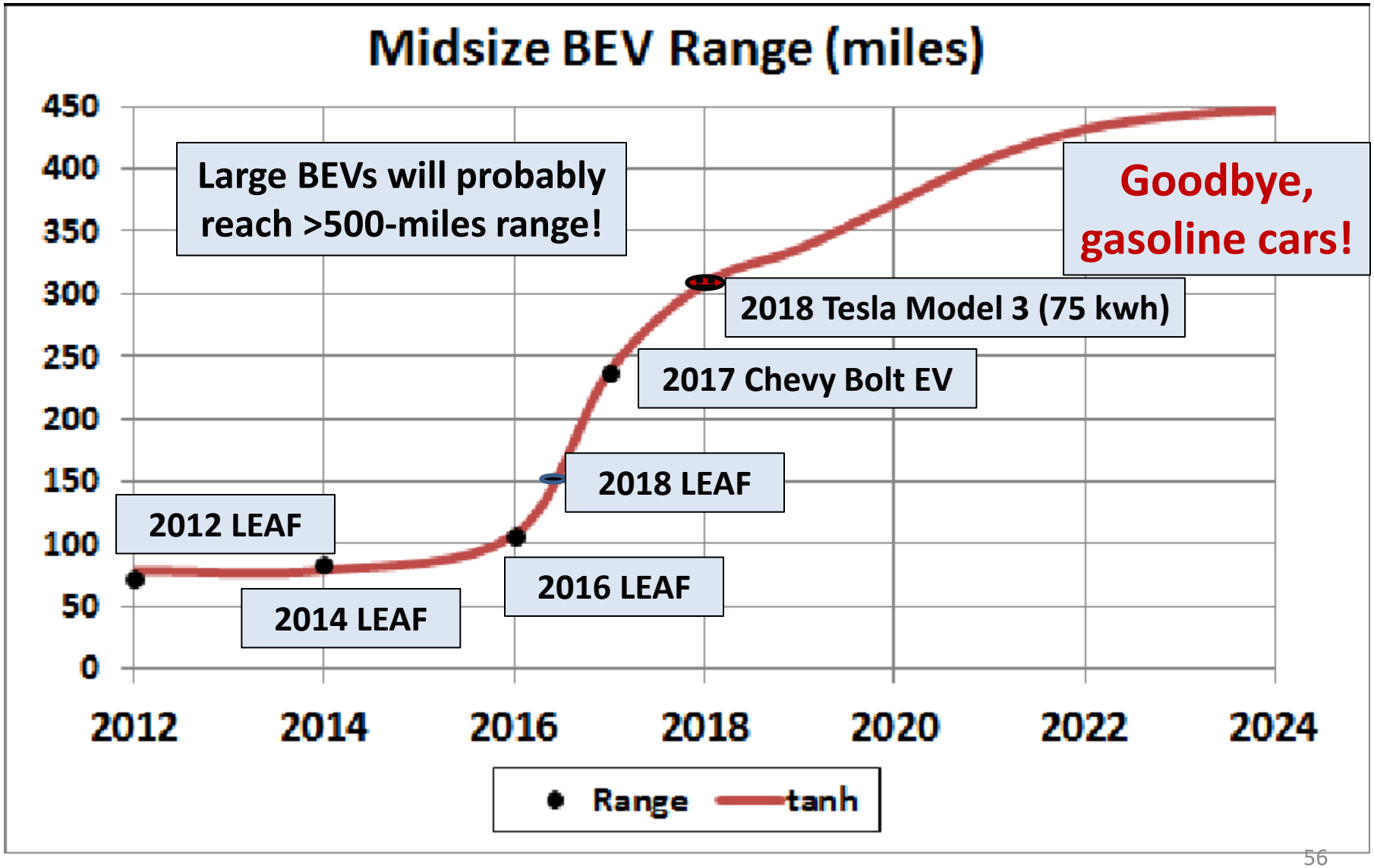
Possible Tesla Model Y AWD SUV

Expiration of BEV Tax Credits



Current Expectations For $7,500 Federal Credit Phase-Out For Major US EV Makers. Grey shaded areas are expected cumulative future sales in 000s. Colored blocks indicate stage of the Federal credit a particular OEM is at.

Fitting Hyperbolic Tangent Curves to BEV Range Data.



These will be “Game Changers”!

- **Apartment dwellers** can charge once or twice a week at a fast public charging station and/or top the battery up at work each day.
- **Long distance travel** is possible!
- Chevrolet expects to make 25,000 Bolts in 2017.
- Tesla has ~500,000 $1000 orders for Model.
  - Tesla plans to build 500,000 Model-3s in 2018.
- Almost all car companies, except Chrysler, are planning to have >200-miles BEVs by 2020.

Vehicle to Grid (V2G)

- Millions of electric cars connected to the national grid.
- Charge at early morning low-grid-load times and drive to work; finish by 6-7 AM.
- Recharge at work 8 AM to 2 PM.
- Discharge into grid in evening at high-grid-load times 6 PM to 11 PM. (~$3000/year profit)
- Old batteries from electric cars in locations for grid storage.

Electric Cars' Batteries as Home Backup Power (V2H)

- Backup power for homes when the grid is down.
- Nissan may market this soon.
  - –Testing in 6,000 homes in Japan.
- Requires a house circuit with needed devices on it.

Vehicle to Home (V2H)

Leasing or Buying BEVs

- BEV technology is changing rapidly!
- Batteries lose capacity ~0.035%/charging cycle. (This may reduce for new battery chemistries.)
- Federal tax credit of $7,500 for first 200,000 BEVs/brand. (Tesla may be out for Model 3.)
- Battery replacement? (~$6,000 for LEAF)
- **Leasers/buyers organize for bulk buying discount.**
- I recommend leasing new BEVs. **One-half tax credit off lease price, not at full tax credit as when buying.**
- Buying used BEVs at low prices ($8000- LEAFs)

10 Fastest Selling Used Cars

The Top 10 Fastest-Selling Cars

Rank	Model	Fuel Type	Average Days on Market
1	FIAT 500e	Electric	22.2
2	BMW i3	Plug-in Hybrid	23.2
3	Lexus IS 200t	Gasoline	24.5
4	Toyota Plug-in Hybrid	Plug-in Hybrid	24.7
5	Hyundai Veloster Turbo	Gasoline	24.9
6	Nissan LEAF	Electric	25.0
7	Scion FR-S	Gasoline	25.1
8	Mercedes-Benz GLC	Gasoline	25.7
9	Ford Fusion Energi	Plug-in Hybrid	26.1
10	Tesla Model S	Electric	26.1
OVERALL AVERAGE			**33.4**

● = EV

Buying a Used Nissan LEAF

- 2011-2: SV & SL models, 73-miles range
  - 24-kWh battery subject to capacity loss due to extreme heat
  - No SOC digital meter.
- 2013: 84-miles range.
  - New less expensive S model.
  - Digital SOC meter
- 2015: New battery less heat sensitive
- 2016: 30-kWh battery option
  - 107-miles range
- Prices: $9,000-$12,000

EV Buying Experience

- Dealers are often poorly informed about plug-ins features and technology.
- Dealers are often poorly informed about different available charging possibilities.
- Customers are often poorly informed about plug-ins features and technology and charging.
- Dealers do not like the fact that it takes longer to inform customers about plug-ins than ICEs.
- Dealers do not like low maintenance costs for BEVs.
- **For the above reasons Tesla decided to not sell their cars through dealers.**

Charging BEVs

- **Level-1**: 120-volts AC, **1.12-kW**, for all BEVs & PHEVs (Everywhere!) (**SAE-J1772 cord that comes with the PHEV**)
- **Level-2**: 240-volts AC, **3.3-kW** & **6.6-kW charging station** with SAE-J1772 plug, for all BEVs & PHEVs (Your parking space, Kroger, InnVT, Campus Automotive)
- **Level-3**: 480-volts DC, **35-kW - 120-kW**, only for BEVs (Blacksburg Town Hall 35-kW)
  - **CHAdeMO** standard (**Asian**) (150-kW in 2017)
  - **SAE CCS** standard (**USA & Europe**) (Level-2/3 one plug)

Most charging will occur at home in a garage, driveway or parking space.

Charging BEVs

- **SAE-J1772 cord that comes with the PHEV** can have a pigtail that allows level-2 charging with a standard 240-volts outlet.
- An adaptor is available to allow level-2 SAE-J1772-plug charging at Tesla V-1Wall Connectors.
- 350-kW under study: Installed 4 stations in Calif.
- Tesla Wall Connector: 240-volts AC, **20-kW** for Tesla BEVs, but adaptor can allow other BEVs.
- Tesla Superchargers: 480-volts DC, **120-kW** only for Tesla BEVs (planning for **170-kW**)

Tesla Supercharger in Carlisle PA

Tesla Supercharger in Future

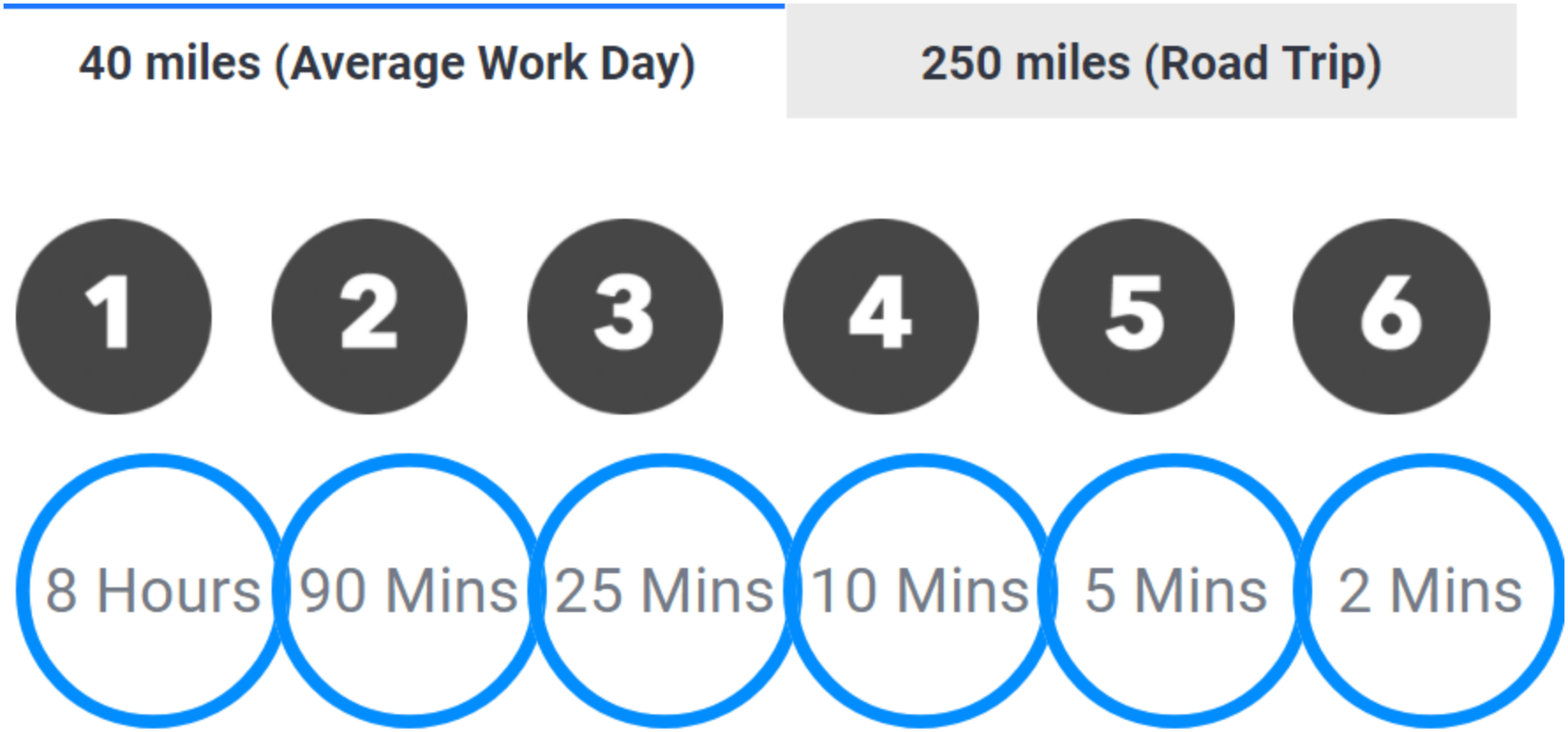
Largest has 50 stations in Shanghai China!
Plans to finally have all Superchargers on solar energy.

Chargeway:
Simplified Charging-Station Notation

Chargeway:

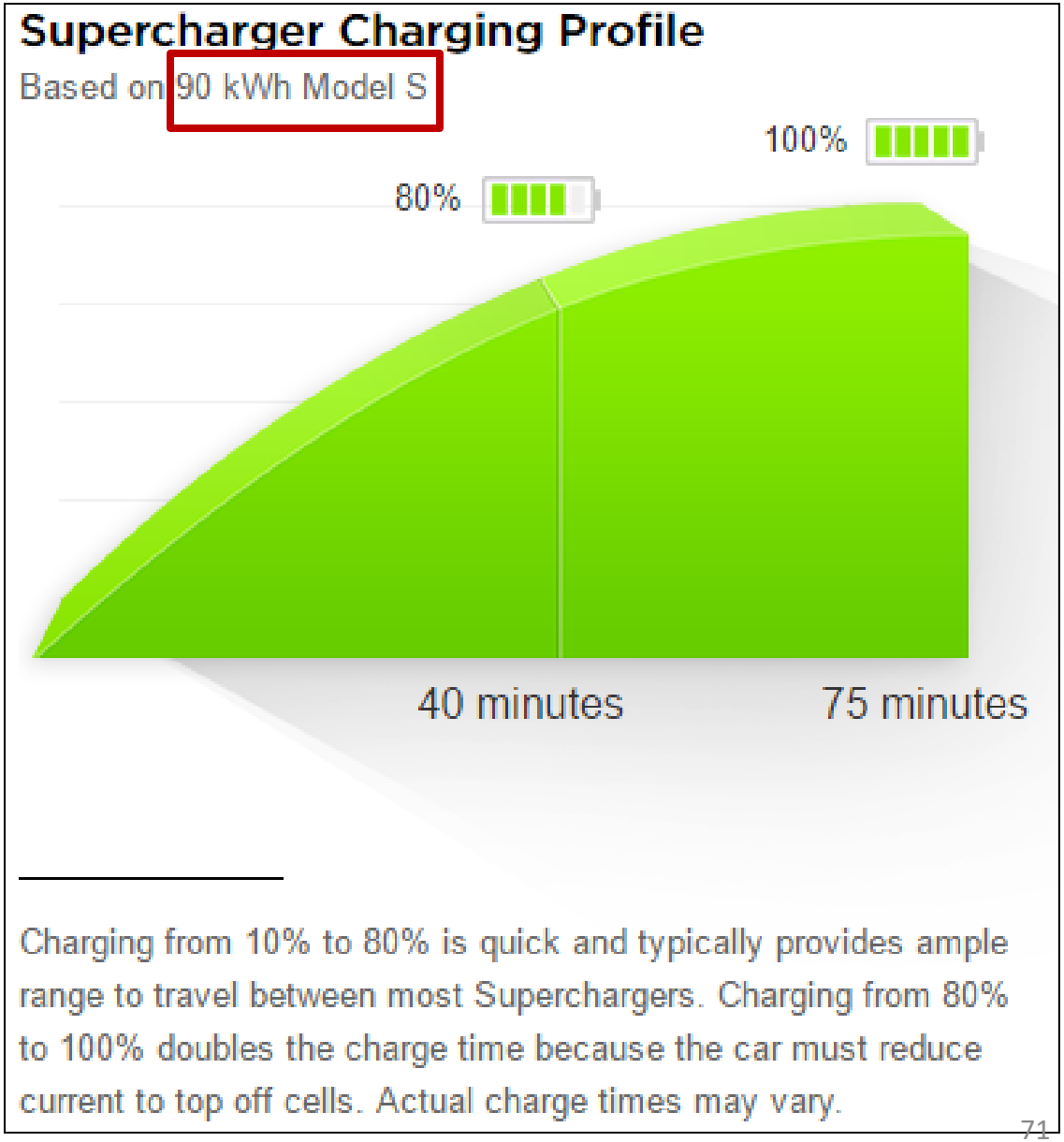
Simplified Charging-Station Notation

Time to charge for travel:



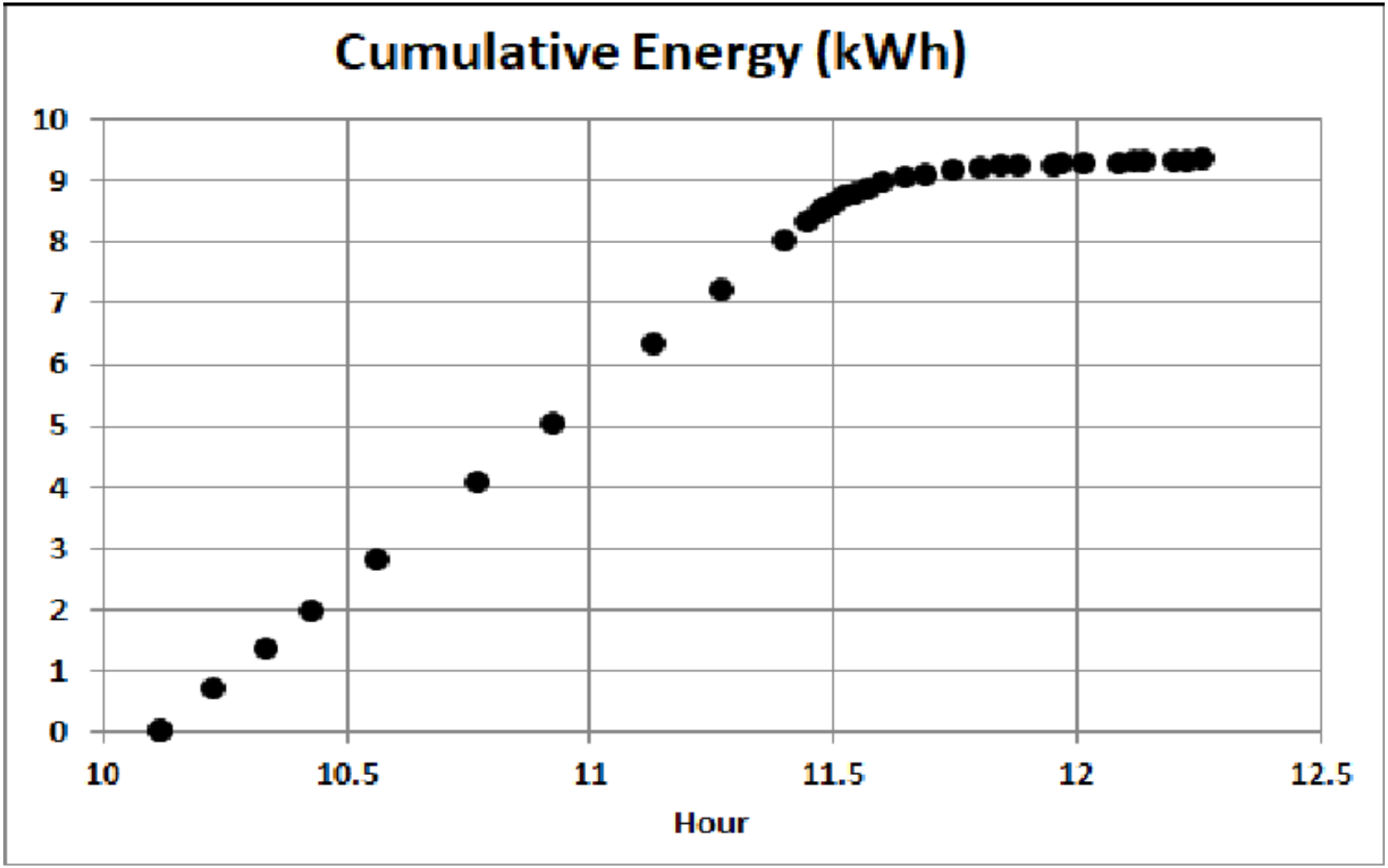
Charging Times

Charging starts off fast and decreases slowly at first and then decreases faster toward the end.



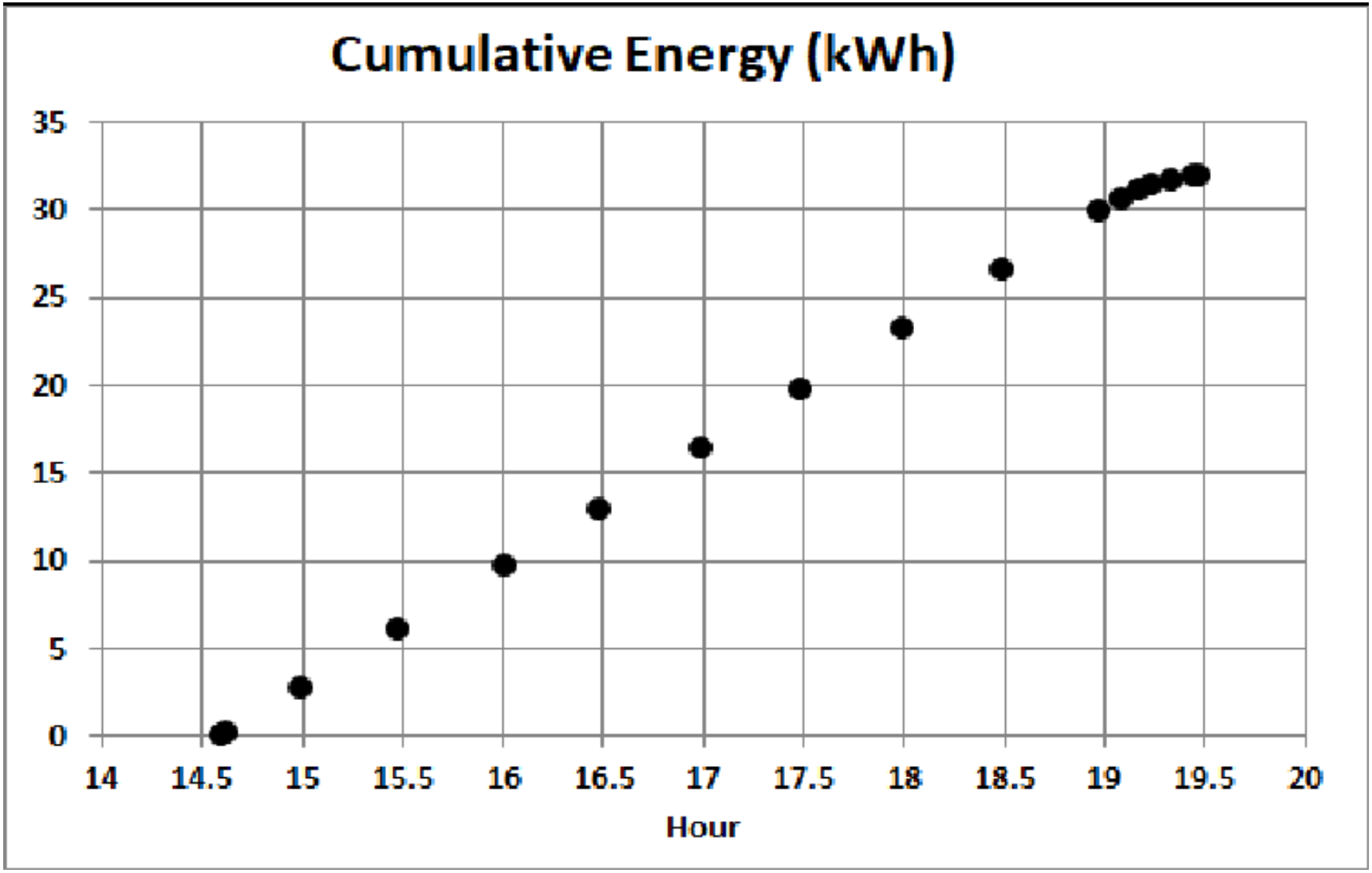
Charging Time (LEAF)

50%->100%



Charging Time (CBEV)

50%->100%



Charging BEVs

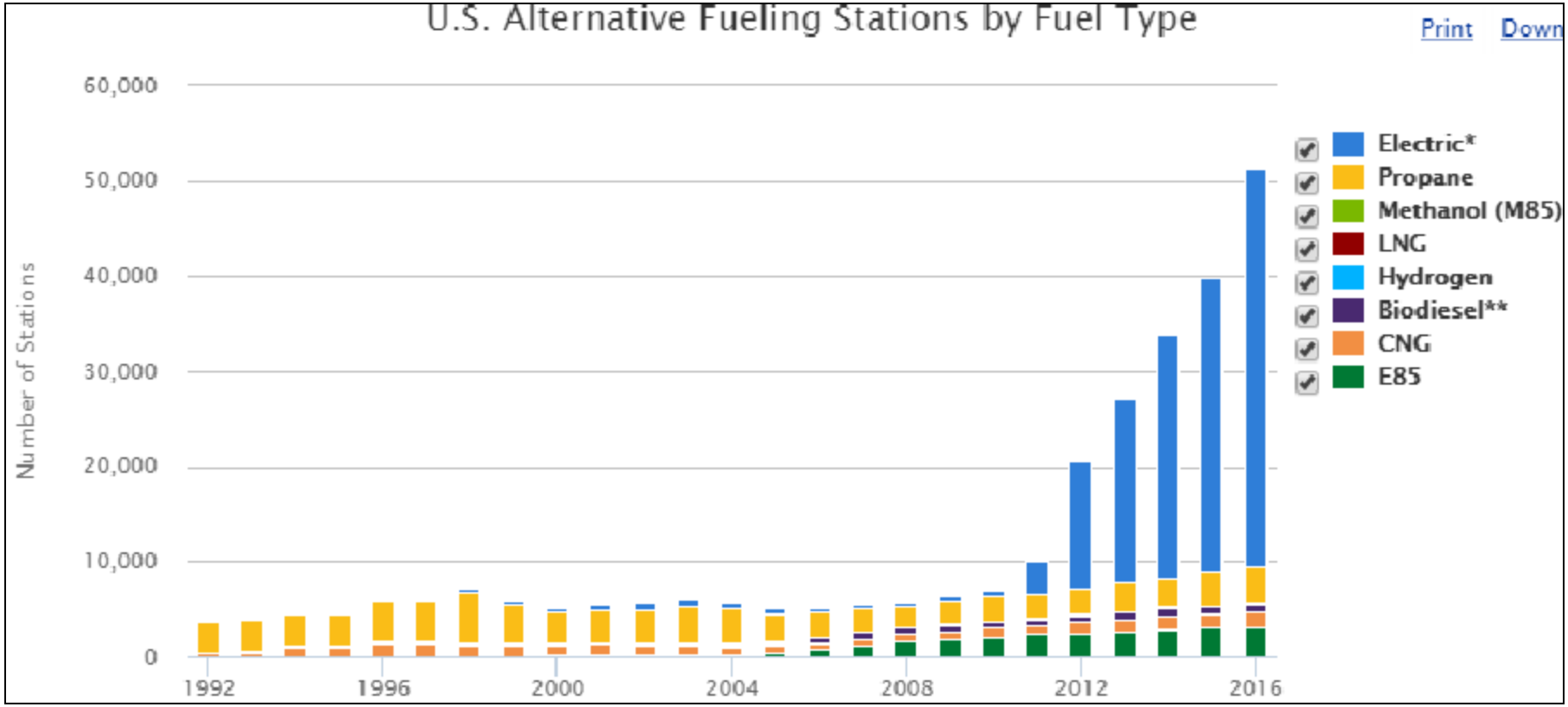
- **Most charging will occur at home in a garage, driveway or parking space.**
- Charging at work doubles the range.
- I charge my >200-miles CBEV to **90% when below 50%**, except for long trips the next day.
- I like to have **>20 miles left** when I get home.
- **ICE'd**! Leave firm polite note on windshield of ICE.
- Road-charging etiquette
  - Charge only when necessary.
  - Charge up and move on.
  - Don't unplug a charging car.
  - Leave note asking charging car to plug yours in.
  - Neatly wind the cable on its holder after charging.

Light-Pole Charging Stations

Laundromats & Gas Stations

- Laundromats were mostly replaced by home washers/dryers.
- Gas stations will be mostly replaced by home charging stations and fast public charging stations.

Roper LEAF being charged ~98% of time in Roper garage.



Includes both public and private stations.

Charging Times for Empty 60-kWh Battery

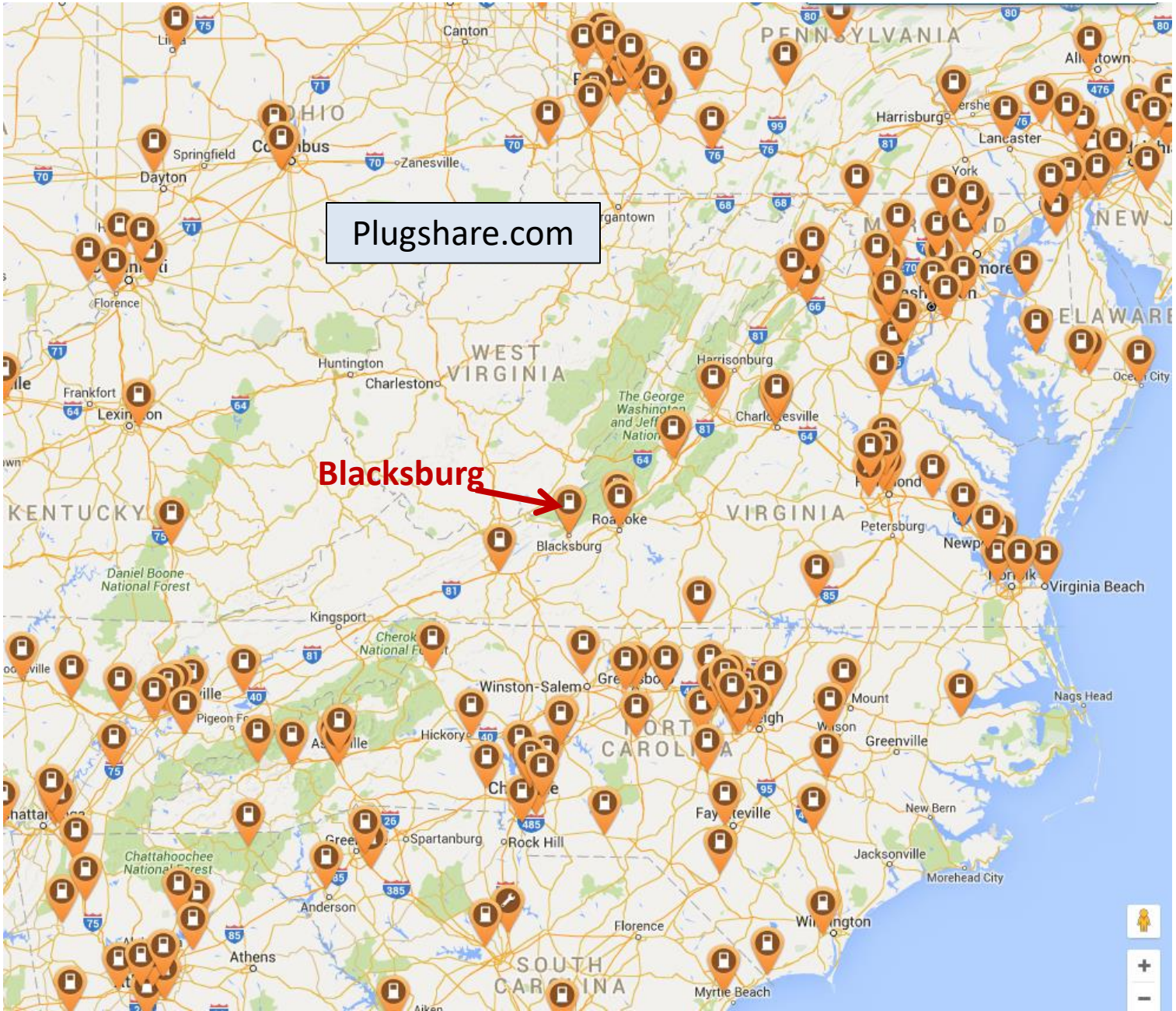
- Level 1, 1.12 kW: ~54 hours
- Level 2, 3.3 kW: ~18 hours
- **Level 2, 6.6 kW**: ~9 hours (7.2 kW: ~8 hours)
- **Level 3, 35 kW**: ~1.75 hours (BB Town Hall)
- Tesla Wall Charger, 20 kW: ~3 hours
- Tesla Supercharger, 120 kW: ~0.5 hours
- 150 kW: ~0.4 hours
- 170 kW: ~0.35 hours
- 350-kw: ~0.17 hours

Battery is seldom empty.
I set my CBEV timer to finish charging by 6 AM.

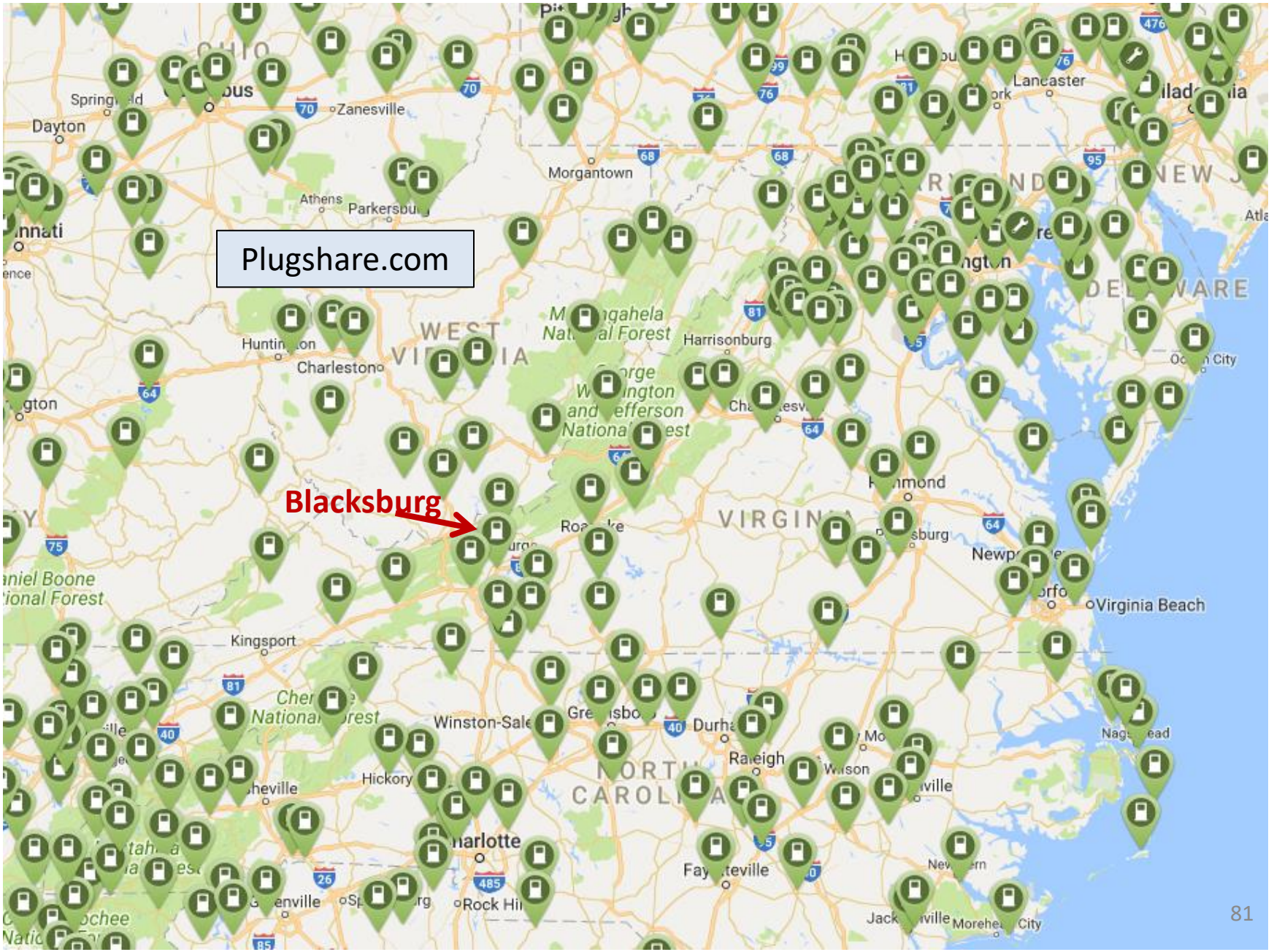
Charging BEVs

- **Plugshare.com** to locate charging stations.
- BEVs have charging-stations locator in navigation.
- Some stations have a fixed fee ($3 at **Roanoke Quick Charge downtown**) & some have an hourly charge ($1/hr at **Virginia Museum of Transportation**).
- **ChargePoint.com** stations (Phone app & RFID) (**Salem Veterans Medical Center**) (free or automatic fee)
- **Greenlots.com** stations (Phone app & RFID) (**Blacksburg Town Hall**) (free or automatic fee)
- **GEWattstations.com** (Phone app & RFID) (**Roanoke River House**) (free or automatic fee)
- Independent RFID (**Hotel Floyd**)
- Free Plug In (**2 Krogers, InnVT & Campus Automotive**)

High-Power (L3) Charging Stations



240-Volts (L2) Charging Stations



Tesla Superchargers by End of 2017

Teslamotors.com/supercharger

Building about 1 a day!

Will double in 2017!

6-12 charging stations per Supercharger.

A 6-station Supercharger costs ~$250,000; a gasoline station cost ~$2,000,000.

Nearby High-Power Stations

- CHAdeMO 35-kW (**CM**) (Asian BEVs)
  - Blacksburg VA (Not available on home football days.)
  - Roanoke VA (2 locations)(Downtown one often out!)
  - Staunton VA
  - Charlottesville VA (3 locations)
  - Harrisonburg VA
  - Front Royal Visitors Center (I81-I66 intersection)
- CCS 35-kW (**CS**) (US & Europe BEVs)
  - Blacksburg VA (Not available on home football days.)
  - Staunton VA
  - Charlottesville VA (2 locations)
  - Harrisonburg VA
  - Front Royal Visitors Center (I81-I66 intersection)

Nearby Tesla Charging Stations

- **Tesla Superchargers 120-kW (TS)(worldwide)**
  - Wytheville VA (6 stations)
  - Lexington VA (8 stations)
  - Strasburg VA (6 stations) (I81-I66 intersection)
  - Glen Allen VA (8 stations) (near Richmond)
  - Burlington NC (8 stations)
  - Charleston WV (8 stations)
  - Bristol TN (8 stations)
- **Tesla Wall Chargers 20 kW (TW)(worldwide)**
  - Courtyard Marriott, Blacksburg
  - Holiday Inn, Christiansburg
  - Hotel Floyd, Floyd
  - Hotel Roanoke, Roanoke
  - Hampton Inn, Salem
  - Inn at Riverbend, Pearisburg
  - Claiborne House B&B, Rocky Mount
  - Foxfield Inn, Charlottesville
  - Hyatt Place, Charlottesville
  - Oakhurst Inn, Charlottesville
  - Iris Inn B&B, Waynesboro
  - Primland, Meadows of Dan
  - More being added every day

How Many U.S. Charging Stations (CS) Are Needed?

- **121,000** gasoline filling stations in U.S.
- Assume 4 pumps/station: 484,000 pumps
- **43,000** charging stations (CS) in U.S.
- **63%** own home, so can install charging station
  - Assume **95%** charging at home.
- 484,000 x (0.37 + 0.05) = **179,000 CS needed**
- 2 years to needed CSs: (179-43)/2 = 68,000/yr
- 3 years to needed CSs: (179-43)/3 = 45,000/yr
- 4 years to needed CSs: (179-43)/4 = 34,000/yr
- 5 years to needed CSs: (179-43)/5 = 27,000/yr
- U.S. gas stations are running out of time.

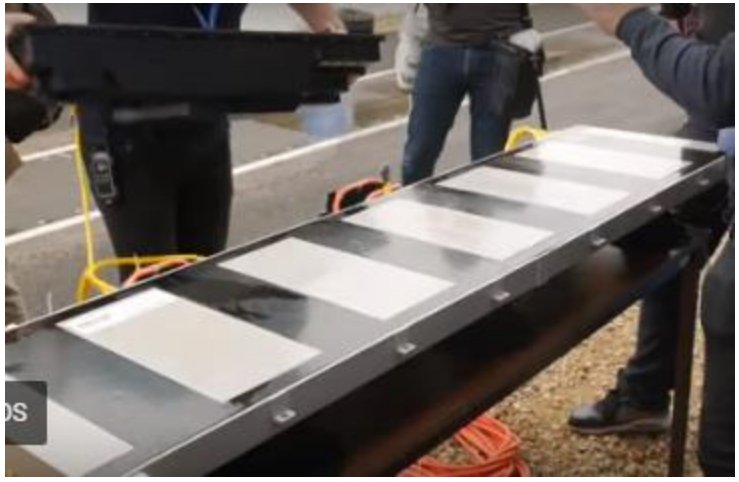
Cost for Charging Stations

- **Assume $250,000 for 6 fast charging stations.**
- 2 years to needed CSs: 68,000/yr: $3-billion/yr
- 3 years to needed CSs: 45,000/yr: $2-billion/yr
- 4 years to needed CSs: 34,000/yr: $1.5-billion/yr
- 5 years to needed CSs: 27,000/yr: $1.1-billion/yr
- Tesla is building Superchargers at about 1/day:
  - 365 x 6 = 2190 CS/yr: $91-million/yr
  - Plans to finally have all Superchargers on solar energy.

Continuous Charging Road

Max Power into Vehicle:	20 kW
Max Speed:	120 km/hr
Alignment Tolerance:	±200 mm
Vehicle Pad Size:	350 mm x 600 mm
Static Compatibility:	Up to 7.4 kW
Base Pad Width:	450 mm
Max Air Gap:	175 mm
Frequency:	85 kHz

2 charge pads and charge controller in car



Induction charging pad in road

Long Trips in >200-miles BEV

- Blacksburg VA -> Richmond VA
  - Staunton 117 miles **L3**
  - Richmond 108 miles **L3/TS**
- Blacksburg VA -> Washington DC
  - Staunton 117 miles **L3**
  - Washington 153 miles **L3/TS** (or Strasburg TS)
- Blacksburg VA -> Burlington NC 173 miles **L3/TS**
- Blacksburg VA -> Atlanta GA
  - Charlotte NC 173 miles **L3/TS**
  - Greenville SC 101 miles **L3/TS**
  - Atlanta GA 145 miles **L3/TS**

Long Trips in >200-miles BEV

- Floyd VA -> Richmond VA
  - Staunton 130 miles CM (or Lexington 96 miles **CM/TS**)
  - Richmond 108 miles **CM/TS**
- Floyd VA -> Washington DC
  - Staunton 130 miles **CM** (or Lexington 96 miles **CM/TS**)
  - Washington 153 miles **CM/TS** (or Strasburg **TS**)
- Floyd VA-> Raleigh NC 158 miles **CM/TS**
- Floyd VA -> Atlanta GA
  - Charlotte NC 162 miles **CM/TS**
  - Greenville SC 101 miles **CM/TS**
  - Atlanta GA 145 miles **CM/TS**

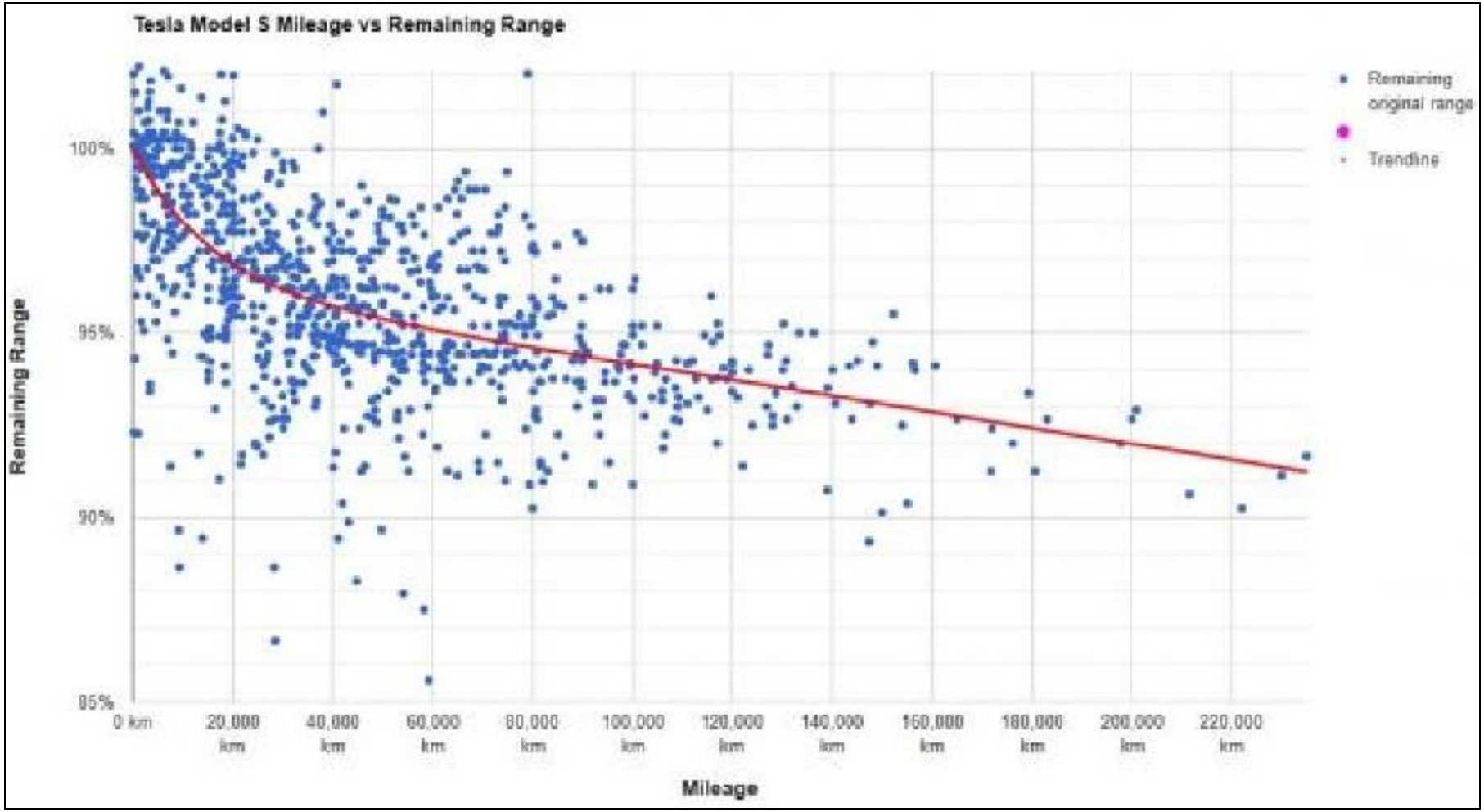
BEV Efficiency

- Total battery capacity is not used.
  - ~1.5-kWh left when “empty”.
  - ~1.5-kWh less than capacity when “full”.
- Typical efficiency
  - **3.5-4.5 miles/kWh** depending on car, temperature and way driven (ECO mode)
  - Miles/gallon equivalent: **MPGe = 0.02967 miles/kWh**
    - 3.5-4.5 miles/kWh = 104-134 MPGe
- **Charging cycle** = from empty to full. Almost never the case.

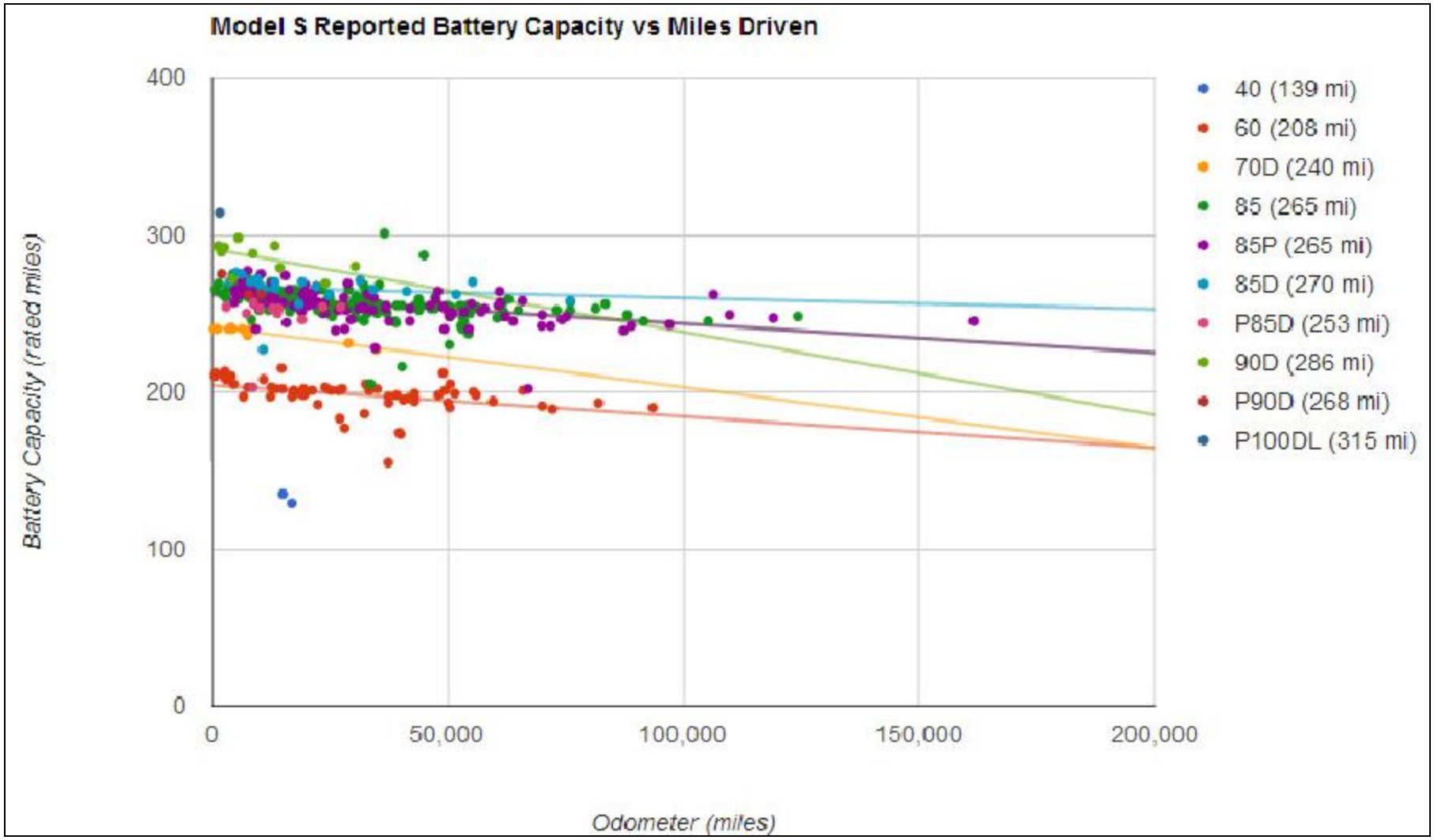
Battery Capacity Loss with Time

- Capacity loss is ~0.035%/**charging-cycle**
- Average charging one-cycle/week: ~2%/year
- However, loss levels off in future years.
- Drivers need to expect less range in later years; so get larger than eventually needed.
- At ~30% loss probably battery exchange with old battery used for renewable-energy storage.
- At ~50% loss probably recycled.
- **Capacity loss will reduce with new battery chemistries.**

Tesla Model S Mileage vs Remaining Range

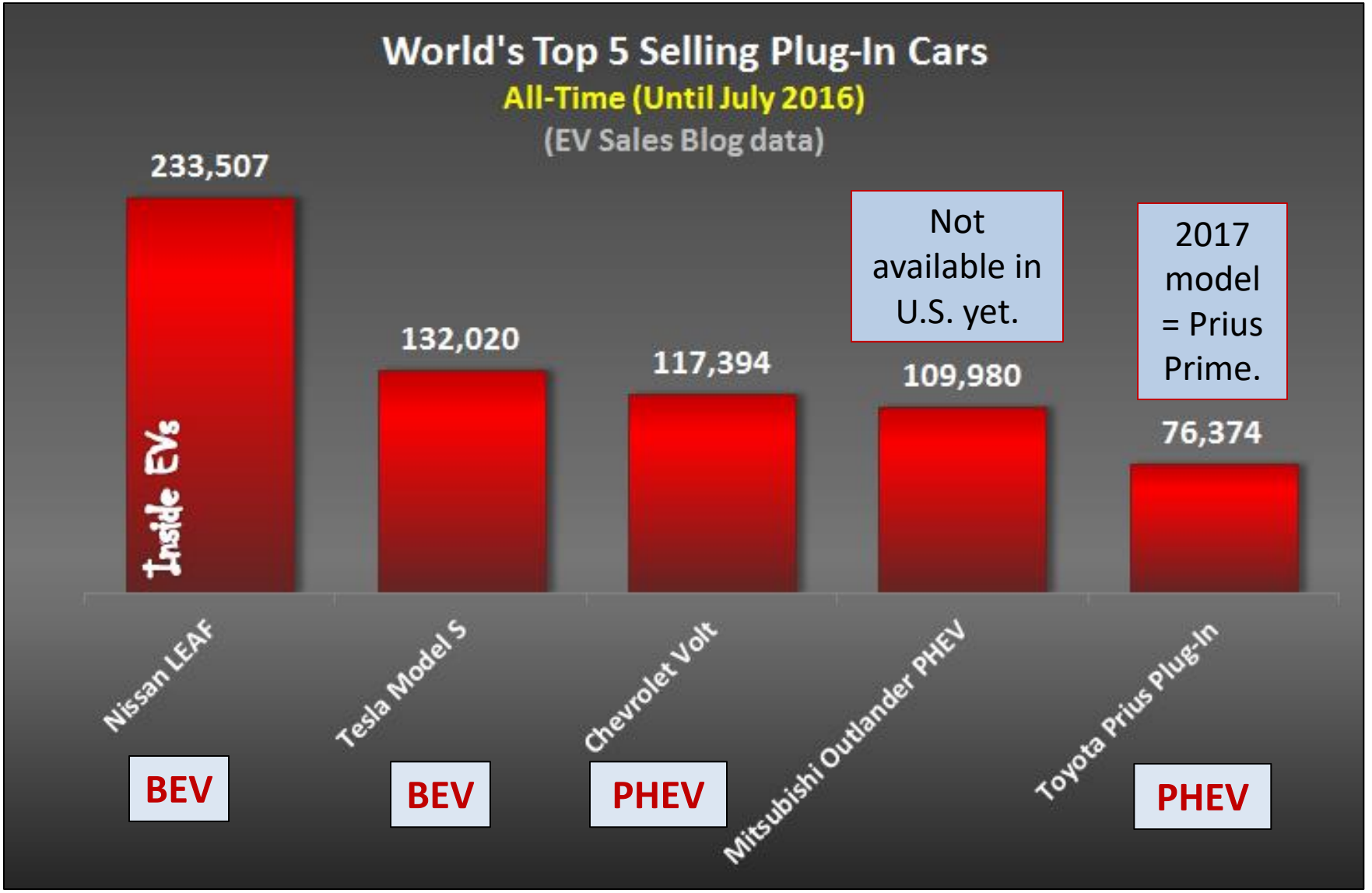


Tesla Model S Mileage vs Remaining Range



Planning for Green Housing

- All plans for green houses should including wiring for current or future charging stations. In most cases the EVs will be charged over 95% of the time in the garage or driveway/parking-lot.
- All plans for green apartment houses should include conduit in the parking lots for current or future charging stations.
- All plans for green commercial buildings should include conduit in the parking lots for current or future charging stations.


World's Top 5 Selling Plug-In Cars
All-Time (Until July 2016)
(EV Sales Blog data)
233,507
132,020
117,394
109,980
76,374
Not available in U.S. yet.
2017 model = Prius Prime.
Inside EVs
Nissan LEAF
Tesla Model S
Chevrolet Volt
Mitsubishi Outlander PHEV
Toyota Prius Plug-In
BEV
BEV
PHEV
PHEV

Where Are EVs Taking Off?

While California remains the country's largest EV market in terms of cars on the road, it is no longer the fastest-growing. More states are encouraging EV driving by offering incentives such as tax credits, HOV lane access, utility rebates and special rate plans for EV charging.

Top 10 States

Total EVs in Operation

1. California
2. Georgia
3. Washington
4. Florida
5. Texas
6. New York
7. Michigan
8. Illinois
9. Oregon
10. New Jersey

EV Growth

1. Utah
2. Nevada
3. North Carolina
4. Colorado
5. Kansas
6. New Hampshire
7. Pennsylvania
8. Virginia
9. Florida
10. Arizona

Top 10 Metro Areas

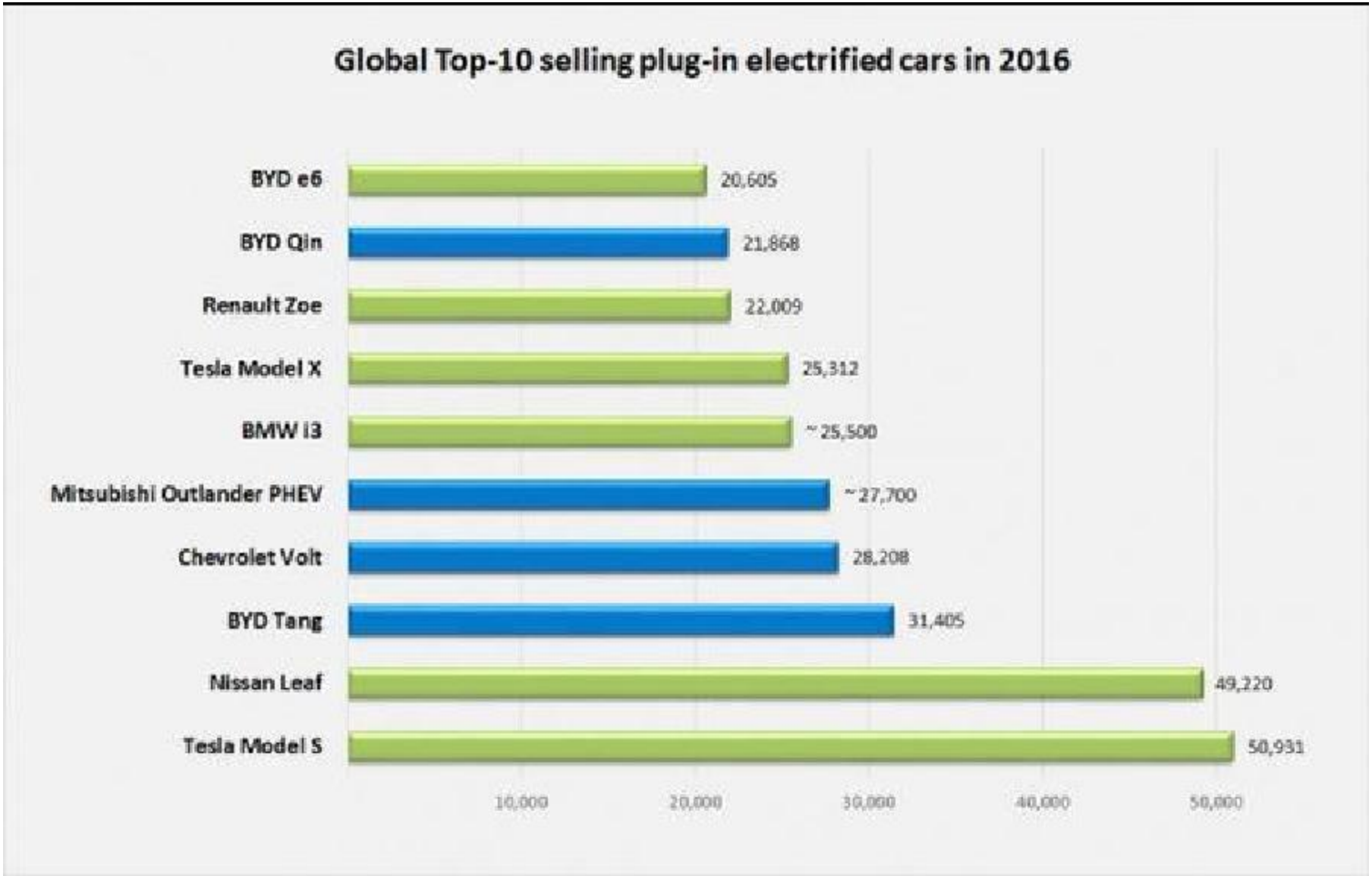
Total EVs in Operation

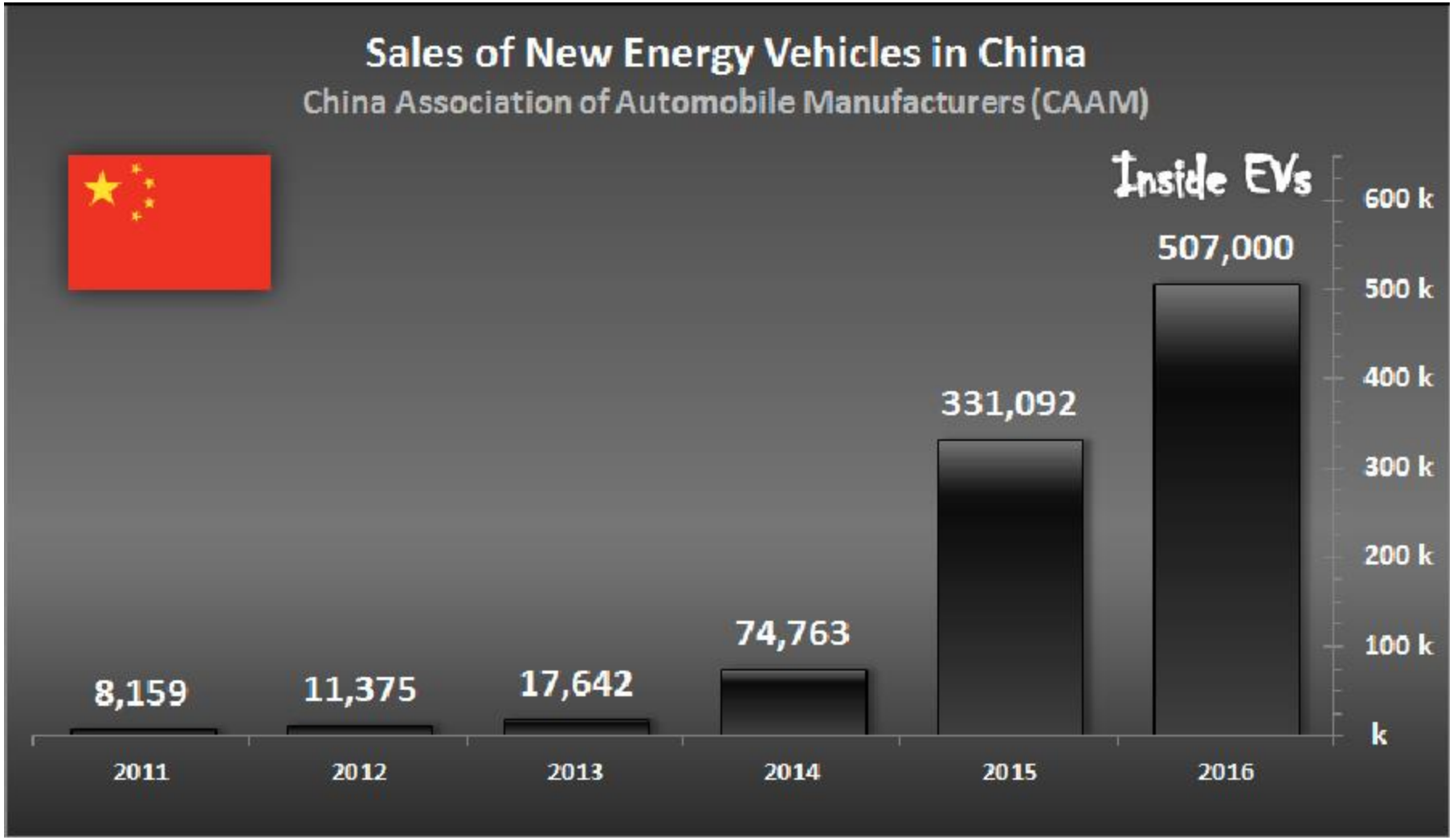
1. Los Angeles
2. Bay Area
3. New York Metro
4. Atlanta
5. San Diego
6. Seattle
7. Chicago
8. Washington, D.C.
9. Detroit
10. Portland

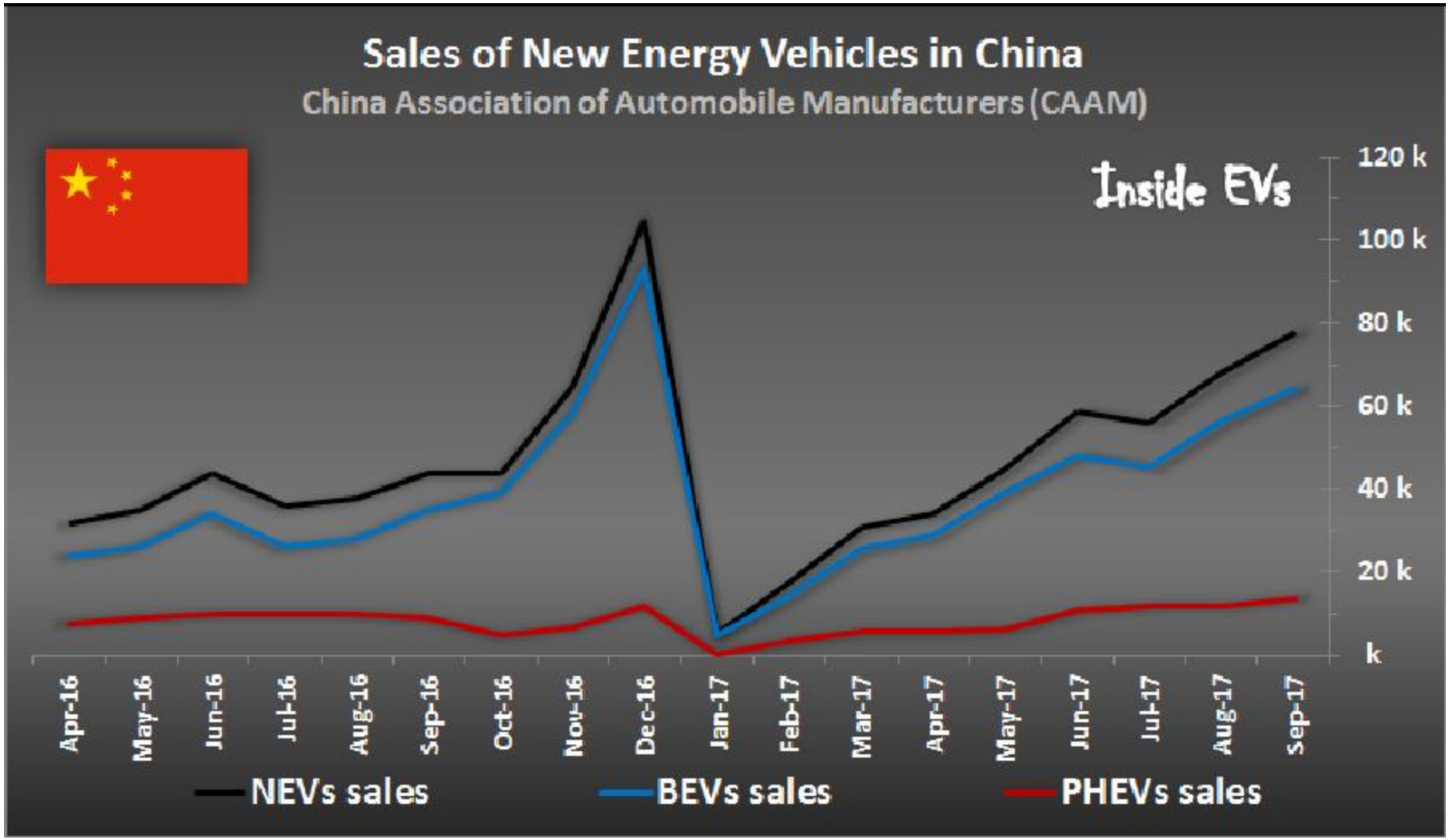
EV Growth

1. Las Vegas
2. Kansas City
3. Raleigh/Durham
4. Denver
5. Miami
6. Phoenix
7. Philadelphia
8. Portland
9. San Diego
10. Los Angeles

Top 10 states for total EVs in operation
Top 10 states for EV growth
Top 10 metro areas for total EVs in operation
Top 10 metro areas for EV growth


Global Top-10 selling plug-in electrified cars in 2016
BYD e6
20,605
BYD Qin
21,868
Renault Zoe
22,009
Tesla Model X
25,312
BMW i3
~25,500
Mitsubishi Outlander PHEV
~27,700
Chevrolet Volt
28,208
BYD Tang
31,405
Nissan Leaf
49,220
Tesla Model S
50,931
10,000
20,000
30,000
40,000
50,000


Sales of New Energy Vehicles in China
China Association of Automobile Manufacturers (CAAM)
Inside EVs
600 k
500 k
400 k
300 k
200 k
100 k
k
8,159
11,375
17,642
74,763
331,092
507,000
2011
2012
2013
2014
2015
2016


Sales of New Energy Vehicles in China
China Association of Automobile Manufacturers (CAAM)
Inside EVs
120 k
100 k
80 k
60 k
40 k
20 k
k
Apr-16
May-16
Jun-16
Jul-16
Aug-16
Sep-16
Oct-16
Nov-16
Dec-16
Jan-17
Feb-17
Mar-17
Apr-17
May-17
Jun-17
Jul-17
Aug-17
Sep-17
NEVs sales
BEVs sales
PHEVs sales

Auto Manufacturer Electric Vehicle Targets

		Annual Sales Goal		
	Type	# Vehicles (m)	%	Year
Tesla	BEV	0.5	100%	2018
Geely	EV	na	90%	2020
JAC	EV	na	30%	2025
Volkswagen	EV	2 - 3	20-25%	2025
BMW	EV	~0.5	15-25%	2025
Mercedes-Benz	EV	~0.6	15-25%	2025
Renault-Nissan*	EV	Cumulative 1.5	~10-20% in	2020
Honda	BEV	~0.5	15%	2030
Toyota	FCV	0.03	~0.3%	2020

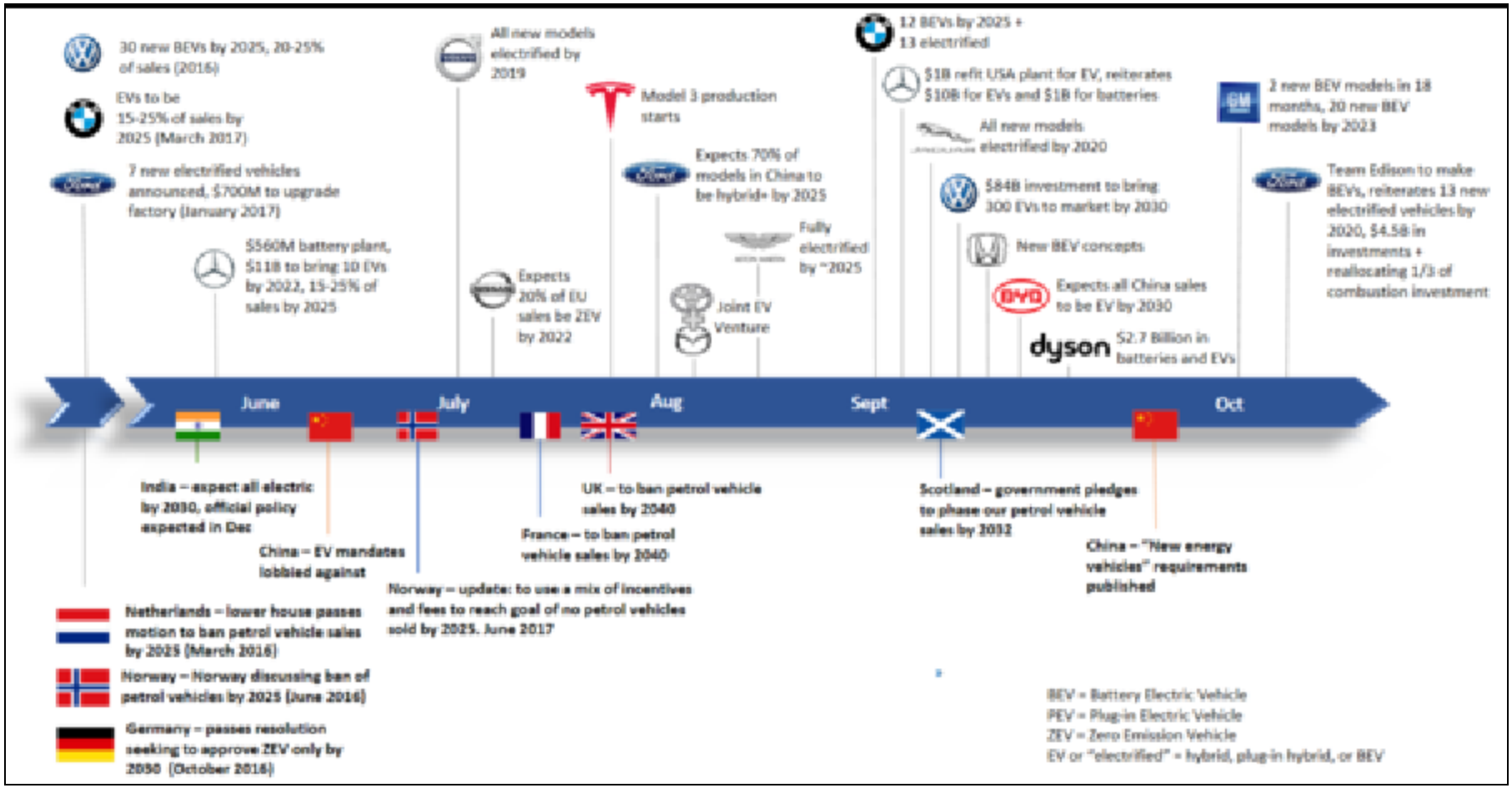
*Cumulative Sales Target; blue numbers derived approximations

Source: Company filings, news reports, Bloomberg Intelligence

When will all cars be electric?

- **Norway**: All new cars electric by **2025**
- **Germany, India, Netherlands**: All new cars electric by **2030**
- **Britain, France**: All new cars electric by **2040**
- **China, California**: Studying all new cars electric
- **U.S. Study**: Over half of cars will be electric by **2030**.
- **Audi**: 40% of luxury cars will be electric by **2030**; BEVs will soon have 400-miles range, and eventually 500 miles.
- **VW**: 50 new BEVs from VW group by 2025
- **GM:** 20 new BEVs by 2023
- **Mercedes-Benz:** >10 new BEVs by 2022
- **Ford:** Plans a 400-miles BEV by 2020

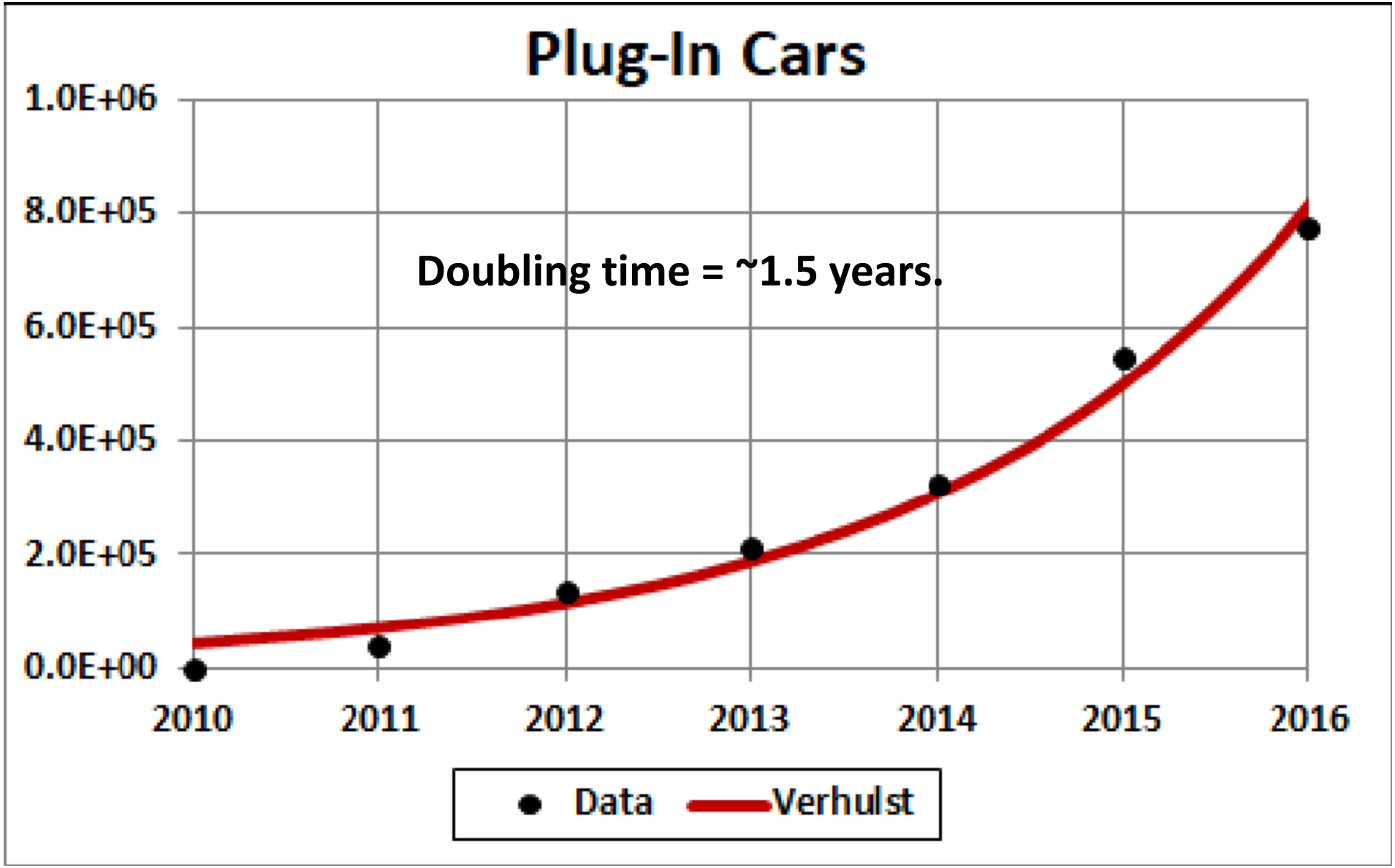
Announcements by automakers & countries committing to electric vehicle future.



2017 marks the beginning of the gas to electric transition!

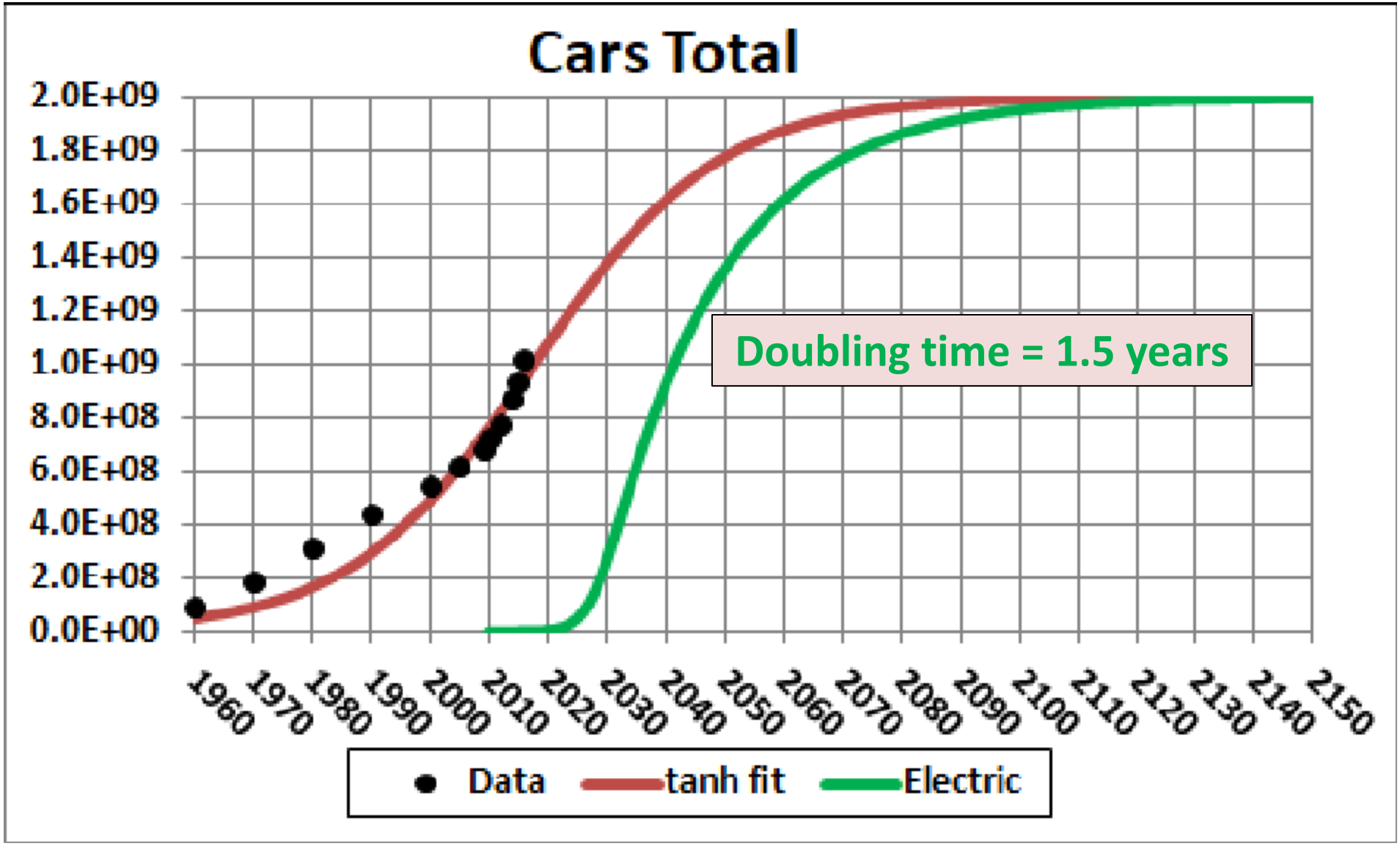
Exponential Rise of World Electric Cars

(BEV & PHEV)



When will all cars be electric?

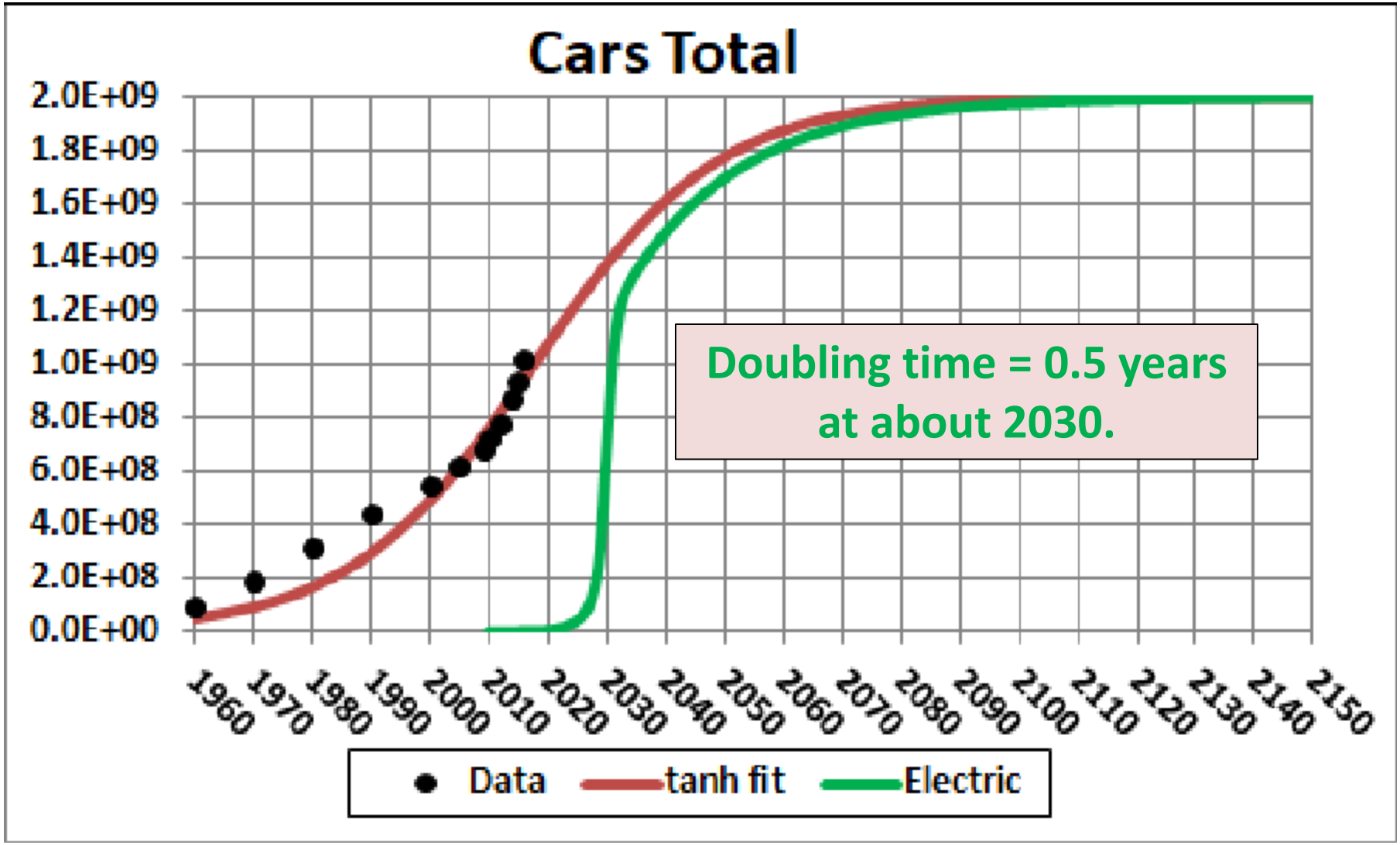
(BEV & PHEV)



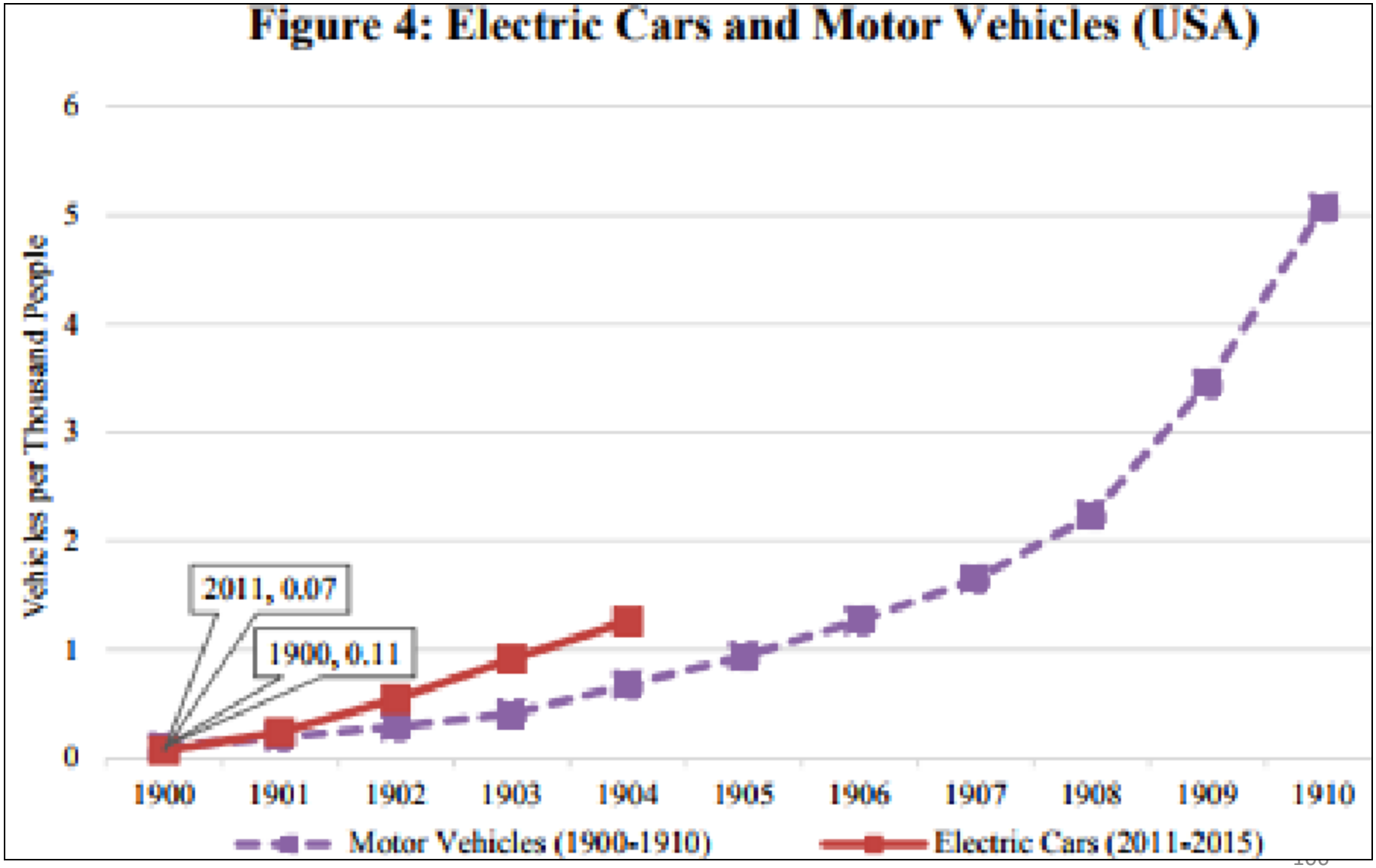
Once autonomous cars take over, it will probably happen faster.

When will all cars be electric?

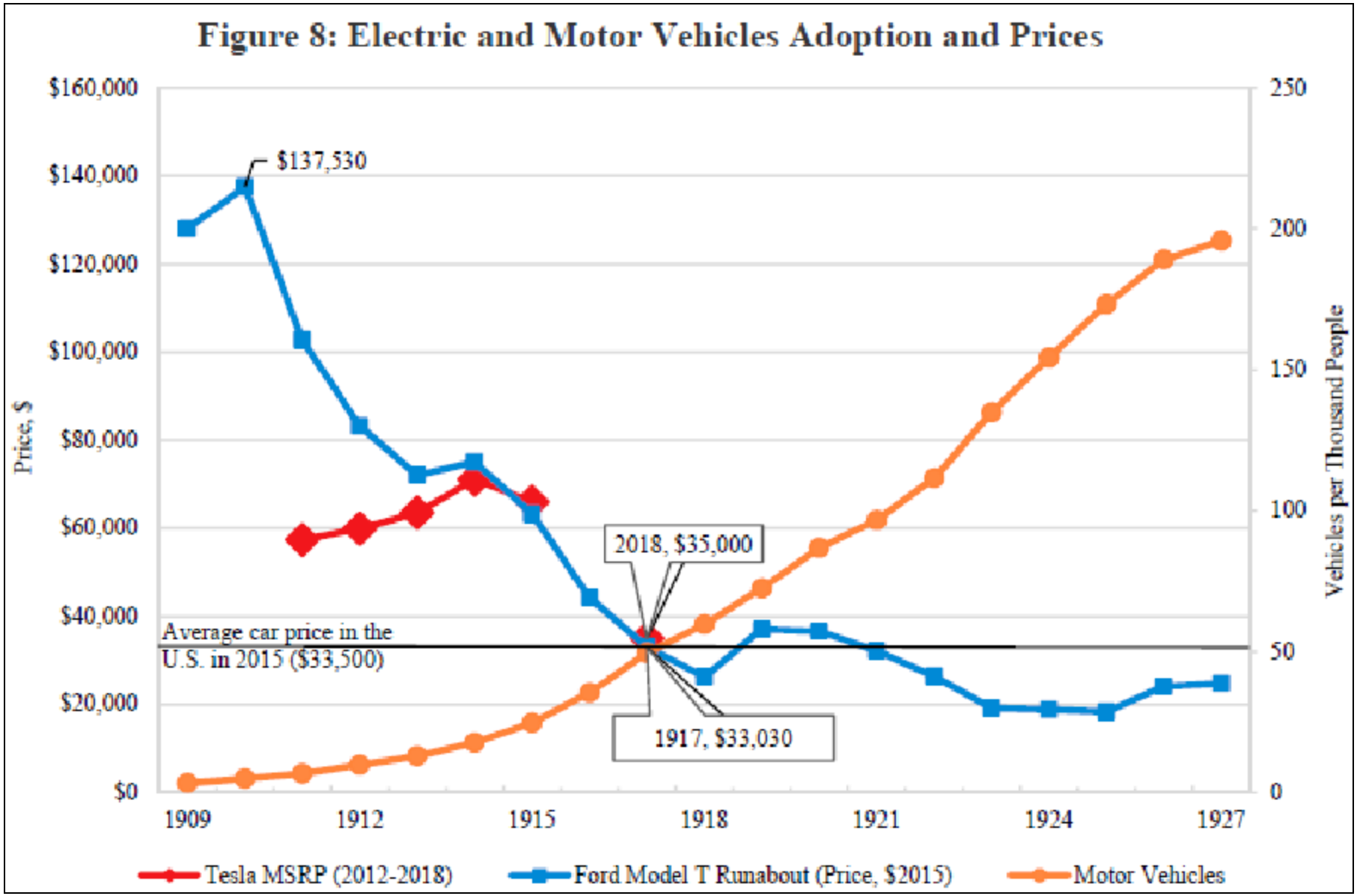
(BEV & PHEV)



Rise of U.S. Electric Cars



Rise of U.S. Electric Cars



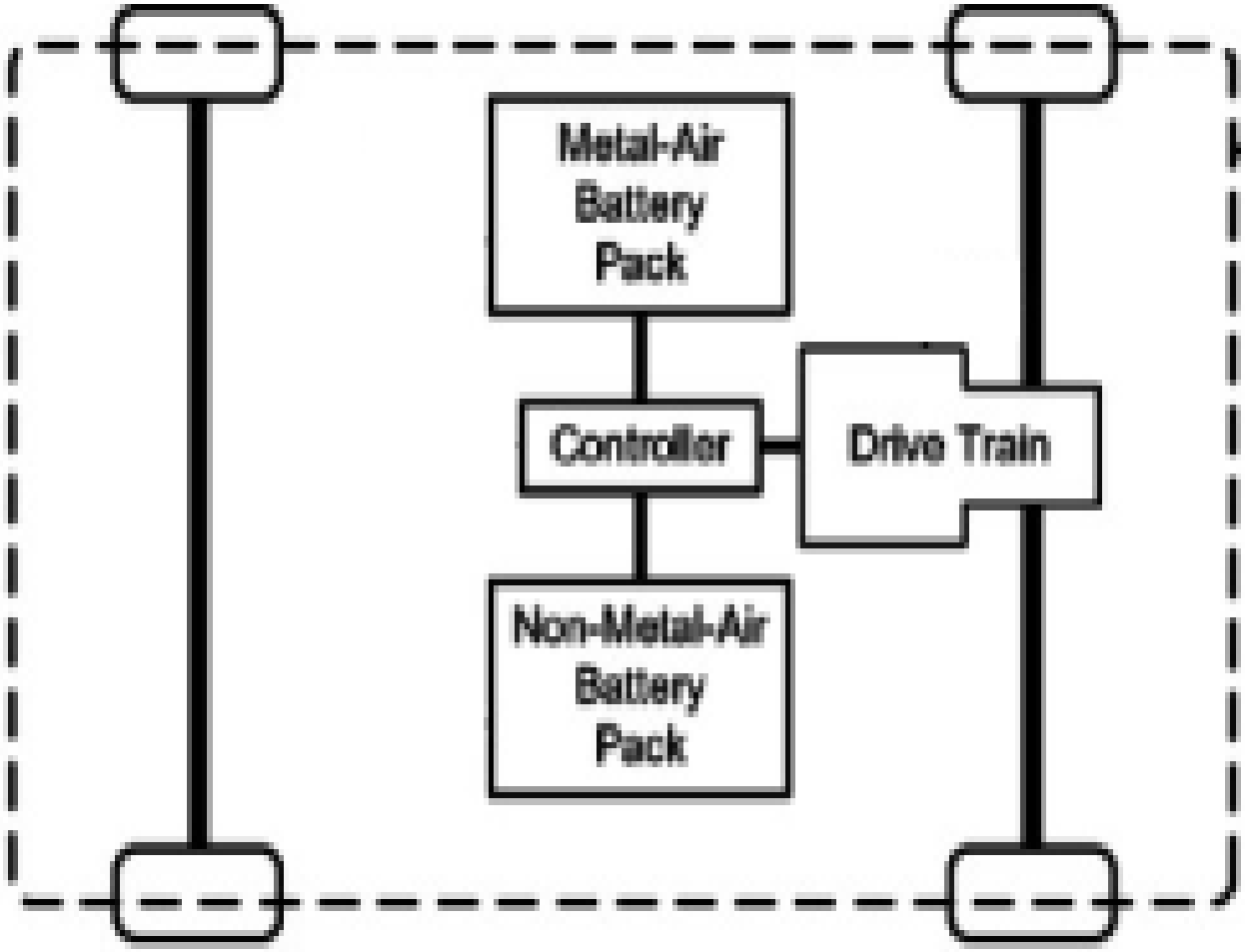
Electric Cars Future

- Tesla already has a >300-miles car (Model S 100D) and promises a ~700-miles car (**Goodbye gas car!**).
- Autonomous cars fleet on fast call instead of individual ownership.
- Automatic charging in garages and parking lots.
- Number of fast-charging stations will exceed number of gas stations by 2020.
- Battery exchanges will become common and used batteries (capacity <80%) will be used for renewable-energy storage and then, when capacity <50%, will be recycled.
- BEVs will be used for **power backup in emergencies**

Battery/Battery Hybrid

- Tesla has patented the concept of using a lithium-ion (LI) battery (medium energy density and high power density) with a lithium-air (LA) battery (high energy density and medium power density).
- The Lithium battery would be used to provide energy during brief driving periods requiring high power (accelerating and climbing hills) and the LA battery would be used to provide energy during periods requiring low power (cruising).
- The LA battery also can recharge the LI battery.

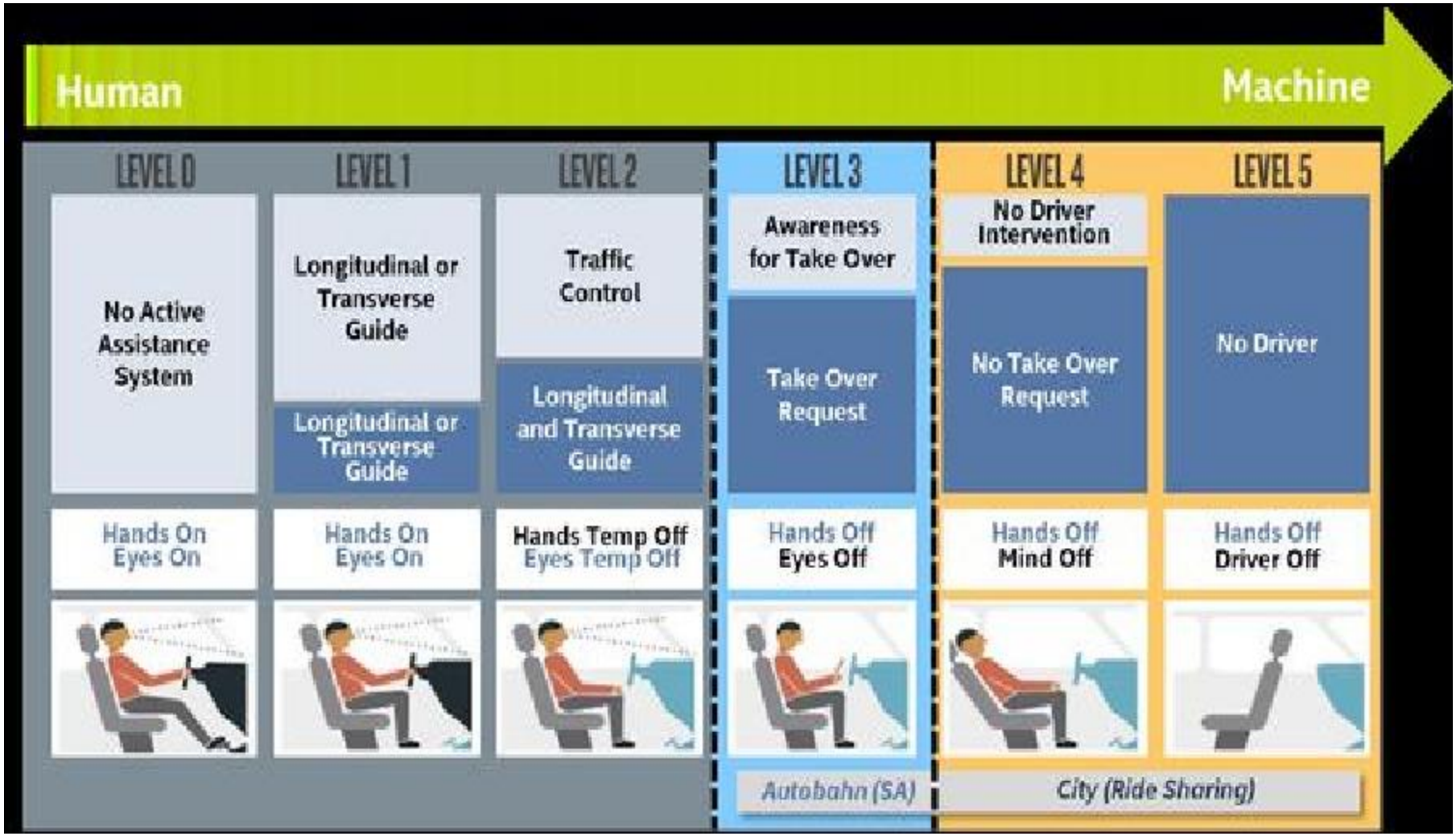
Battery/Battery Hybrid



Graphene Supercapacitors for BEVs

- Graphene: carbon atoms layer one atom thick charge bilayers
- Typically high power density but **low energy density**
- Very long lifetimes (high duty cycles)
- Rapid charge and discharge
- High efficiency
- Wide range of operating temperatures
- No maintenance or toxic materials
- Fisker Emotion BEV may have a supercapitor instead of a lithium-ion battery.

Autonomous Vehicles Levels



Tesla plans a 'shared autonomous fleet' for owners to make money off their Tesla.

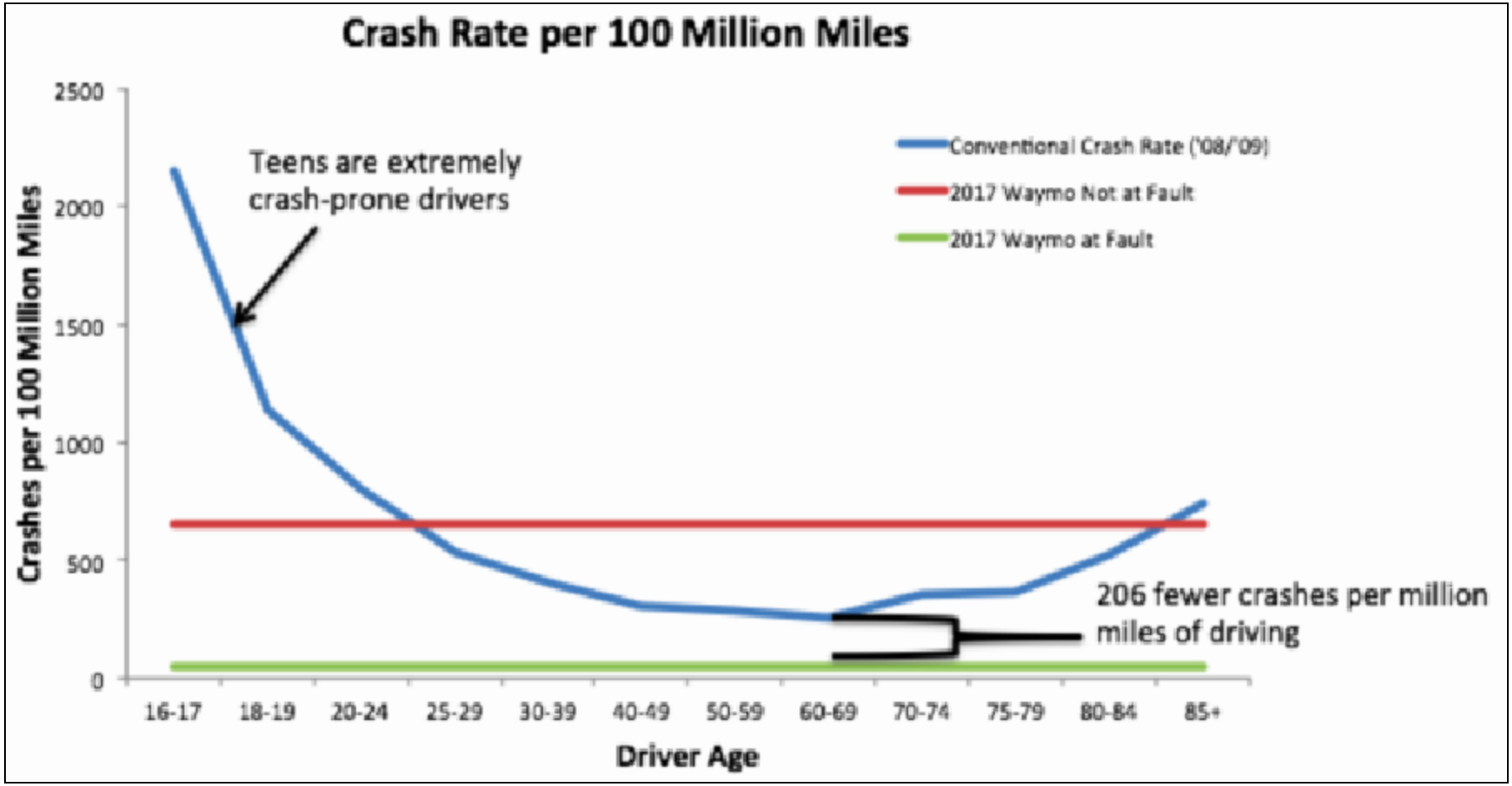
Autonomous Cars' Advantages

- Much safer; will save lives and injuries
- Less traffic congestion
- Less parking space; parked stacked in tall buildings when not in service
- Electric, so 1/4th less energy used
- Electric, so zero emissions
- More free time for passengers
- More convenient for passengers

Problems with Autonomous Vehicles

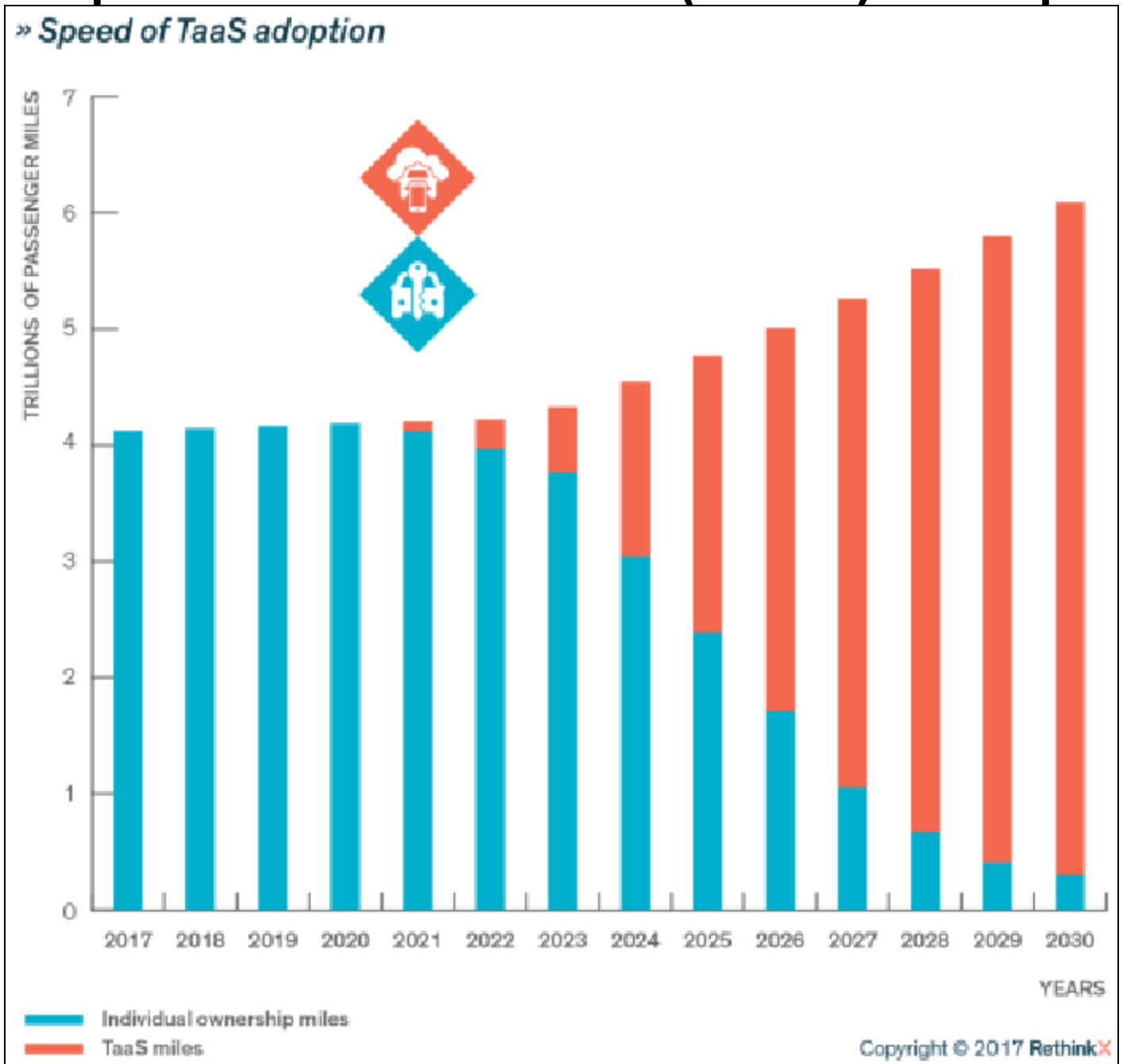
- Empty cars might increase traffic.
- The software might be too careful and slow traffic.
- Fast accelerating BEVs will clash with slow ICEs.
- Early software may have bugs.
- Viruses could infect the software.
- Displaced commercial drivers might “terrorize” autonomous vehicles.

Autonomous Vehicles Safety

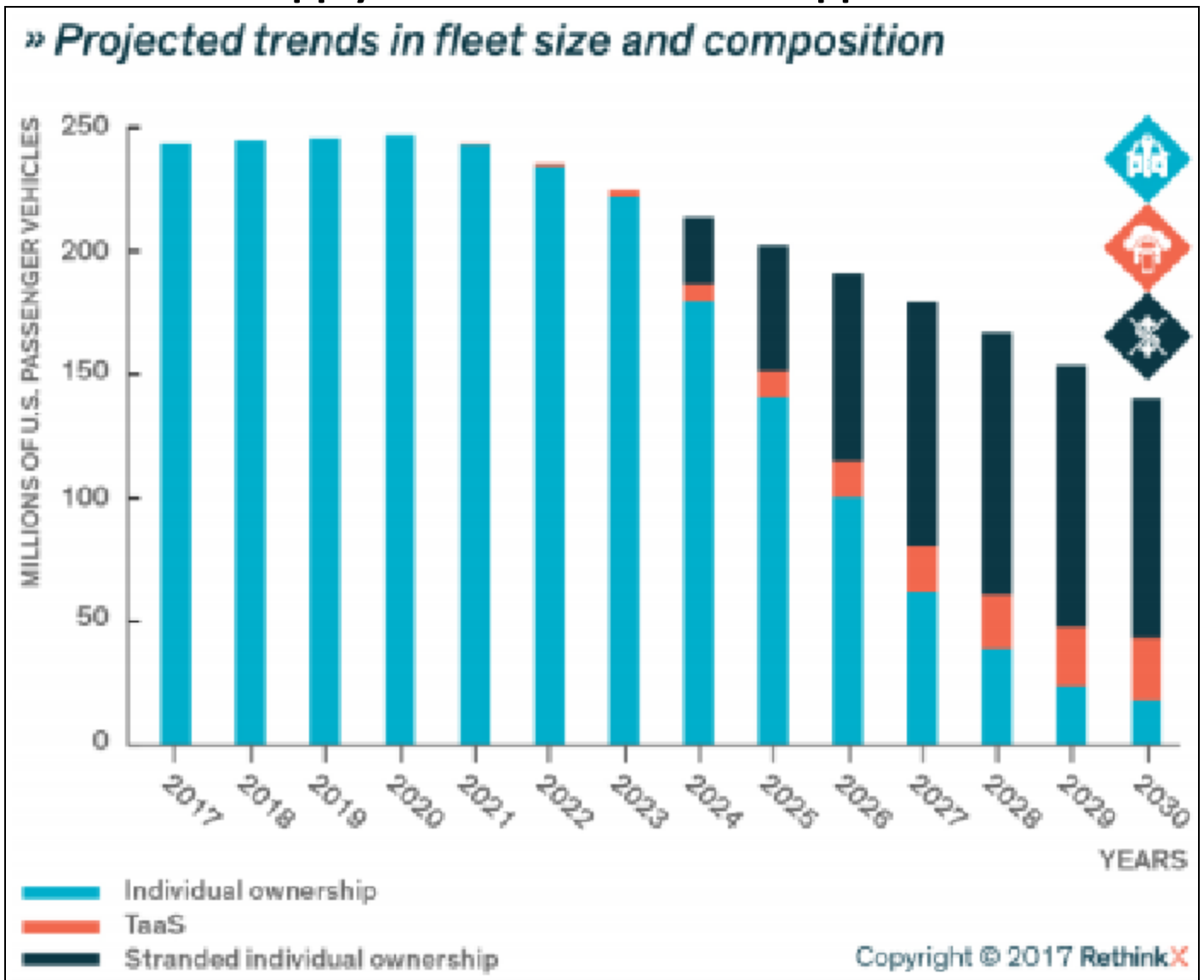


Nissan Goal: Zero Emissions, Zero Accidents, Zero Fatalities

Transport as a Service (TaaS) Adoption



97 million ICE U.S. vehicles will be left stranded in 2030, representing the surplus that will be in the vehicle stock as consumers move to TaaS. These vehicles may eventually become entirely unsellable as used IO vehicle supply soars and demand disappears.



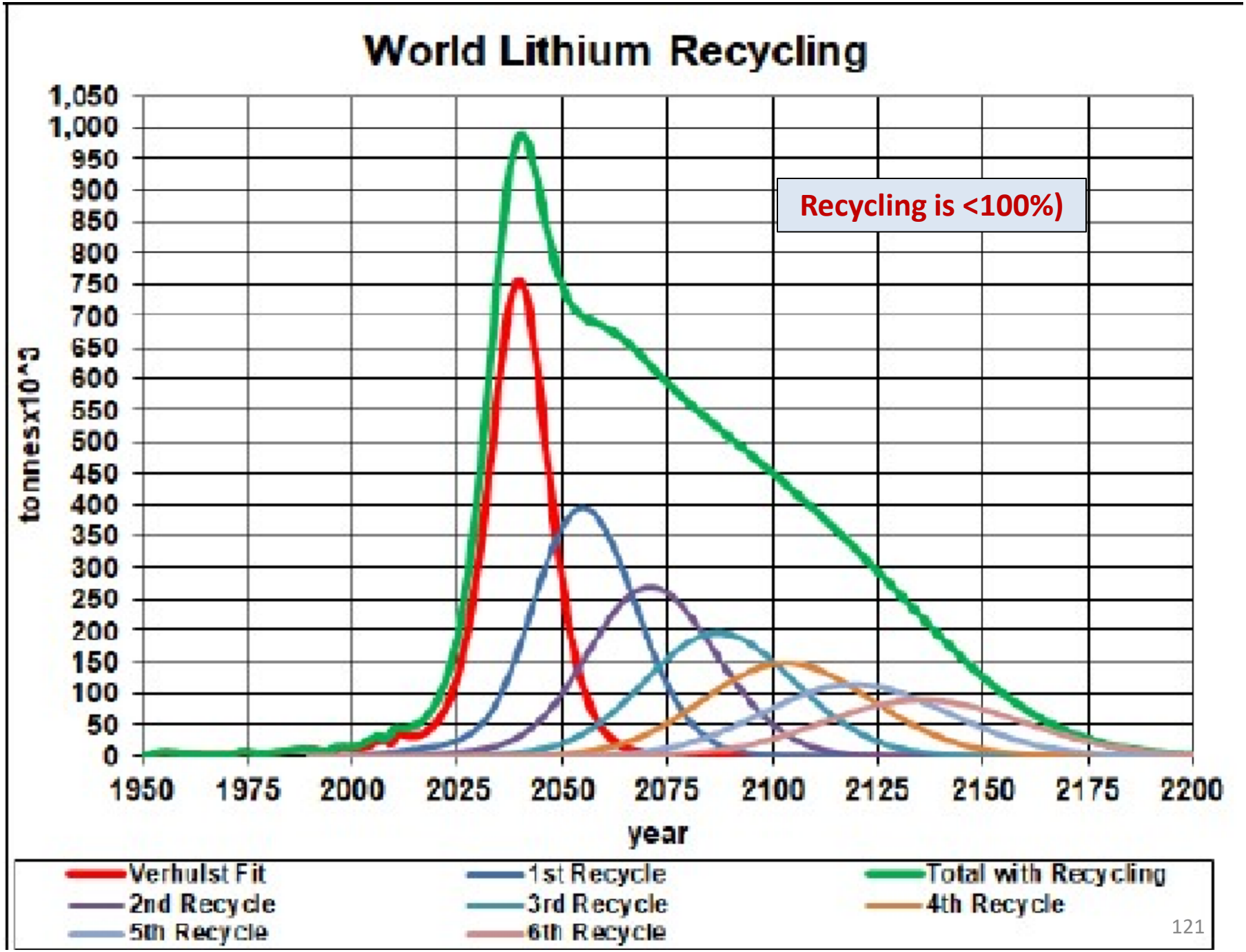
Autonomous Vehicles (AV)

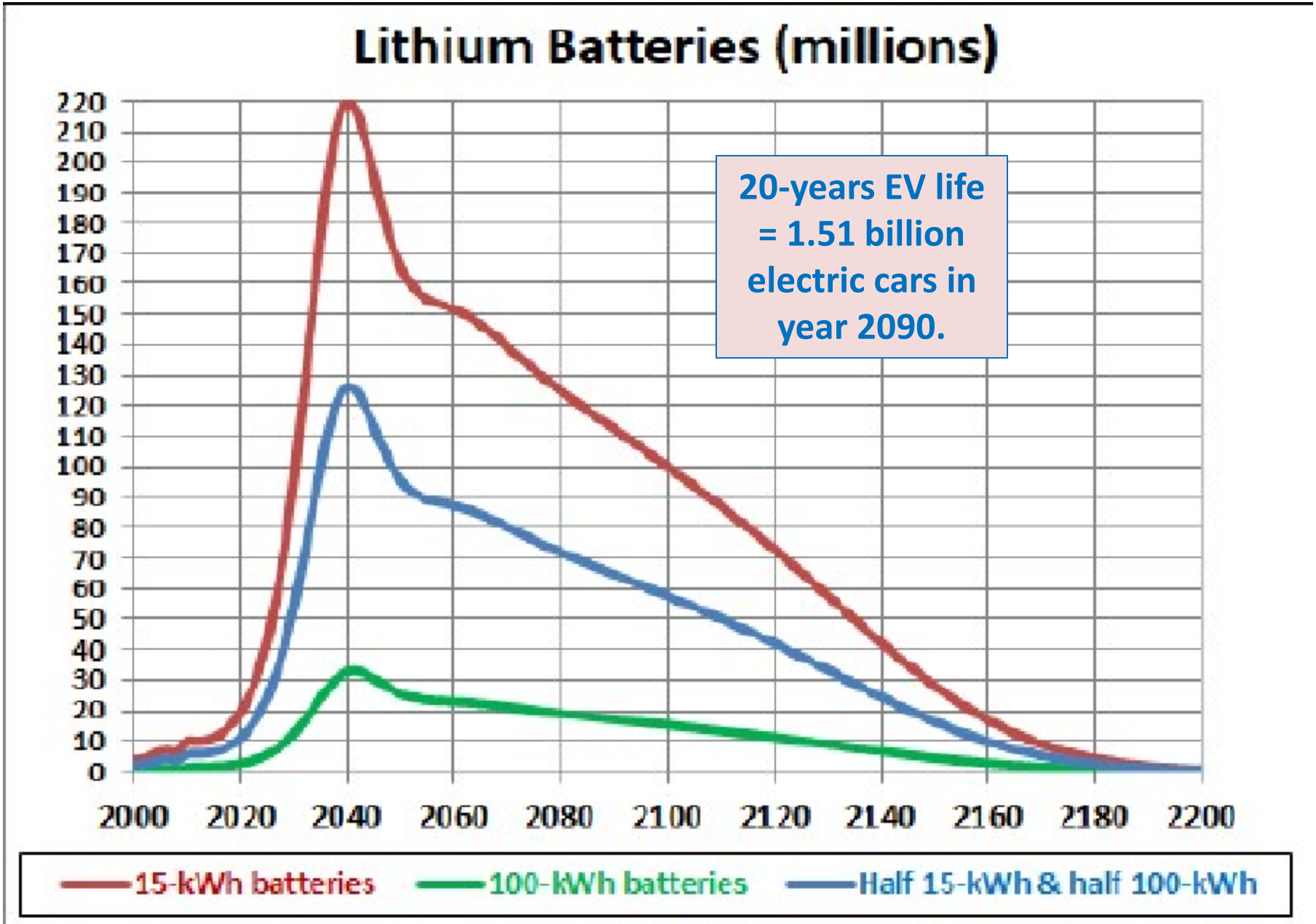
- Audi: AV by 2017
- Tesla: AV by 2018
- Google: AV by 2018
- VW: AV by 2019
- Nissan: AV by 2020
- Ford: AV by 2020
- GM: AV by 2020
- Toyota: AV by 2020
- BMW: AV in 2021
- Worldwide: AV in 2025
- Uber: Driverless by 2030
- IEEE: 75% AV by 2040

Robots could replace 1.7 million American truckers in the next decade.

VW Self-Driving-Car (Sedric)

Smart Vision EQ

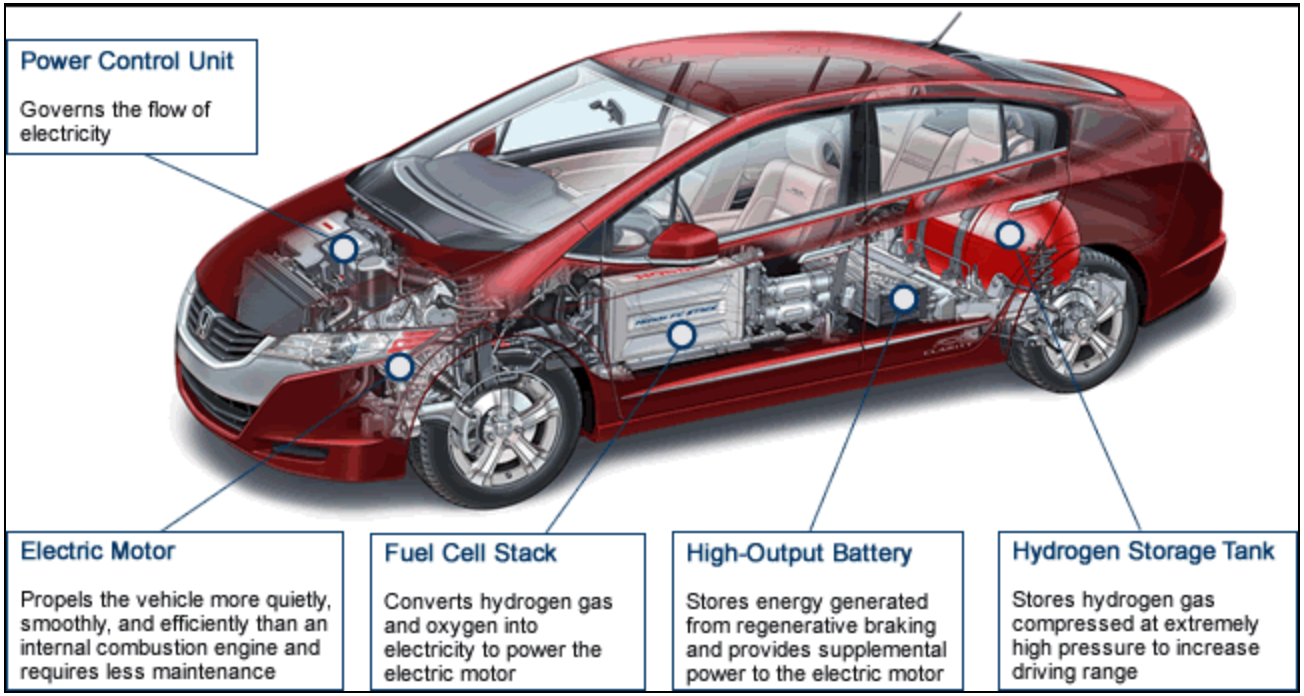

World Lithium Recycling
Recycling is <100%)
tonnesx10^3
1,050
1,000
950
900
850
800
750
700
650
600
550
500
450
400
350
300
250
200
150
100
50
0
1950
1975
2000
2025
2050
2075
2100
2125
2150
2175
2200
year
Verhulst Fit
1st Recycle
Total with Recycling
2nd Recycle
3rd Recycle
4th Recycle
5th Recycle
6th Recycle



In very-long term (>year 2100), must have grid-connected vehicle/trains and renewable energy.

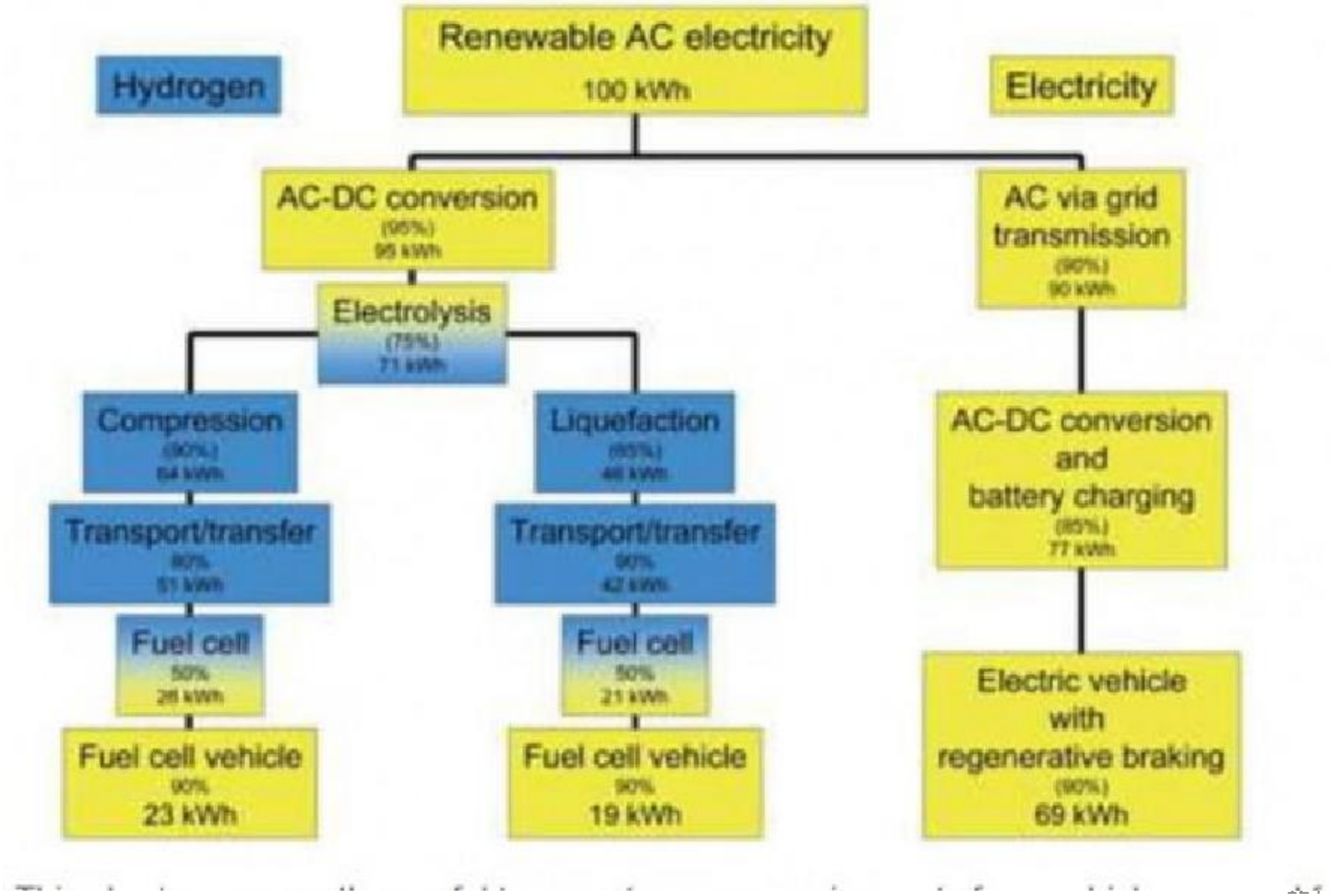
Why Not Fuel-Cell Cars?

- They are very complicated:



- Requires a lithium-ion battery similar to a PHEV!
- Hydrogen fuel is not easy to obtain. Most is made from methane and water, which produces carbon dioxide with the hydrogen! Should be made by solar!
- Better for heavy-duty vehicles, such as trucks.

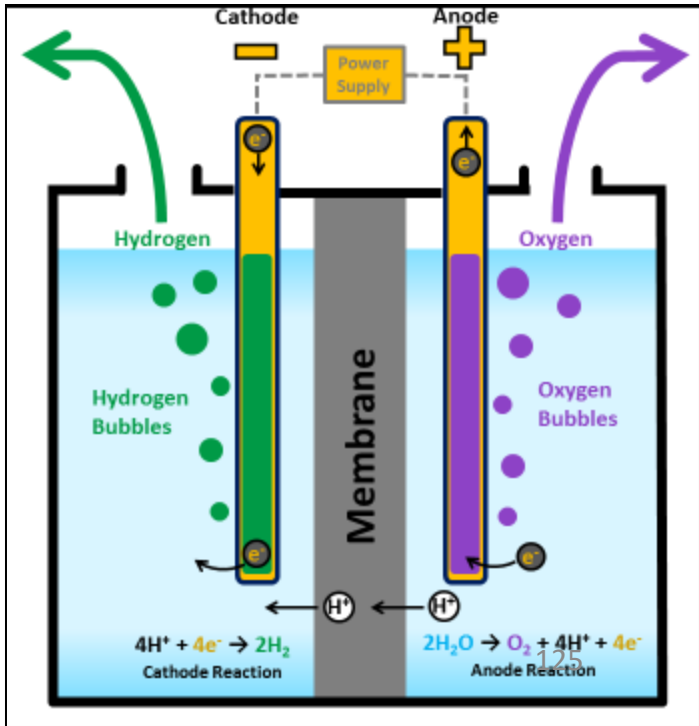
Why Not Fuel-Cell Cars?

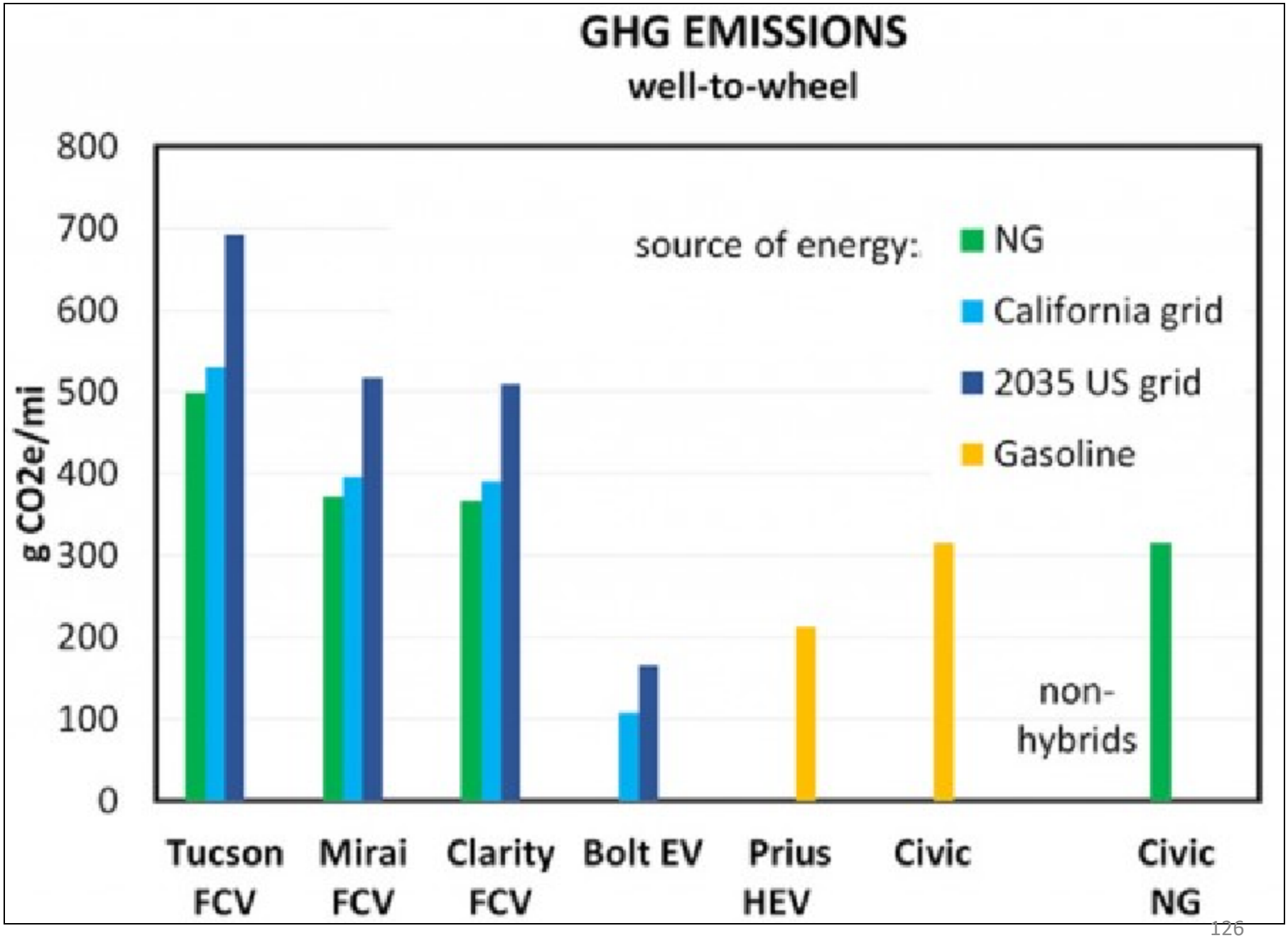


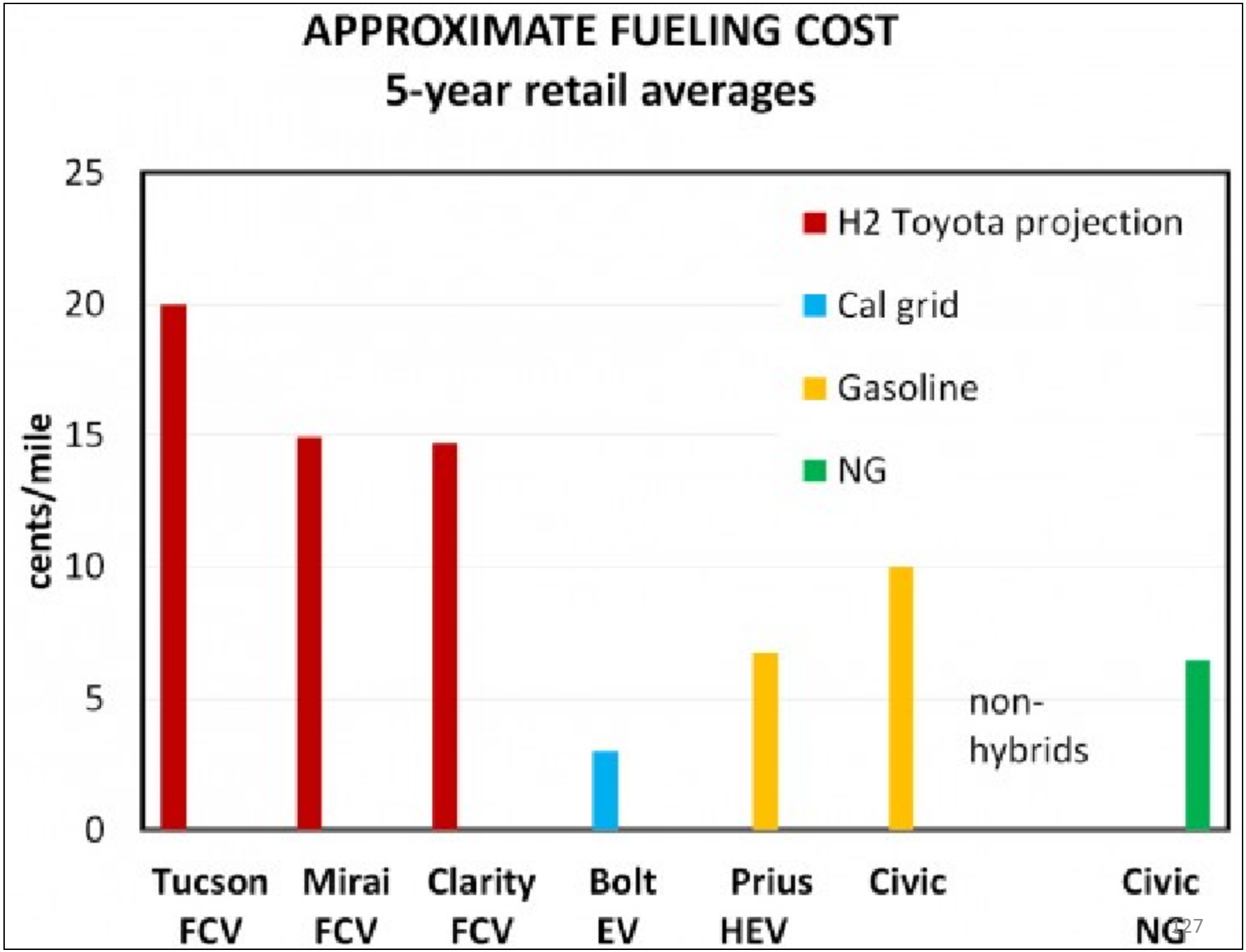
Making Hydrogen for Fuel-Cell Cars

- Steam-methane reforming:
  $CH_4 + H_2O$ (+ heat) → $CO + 3H_2$
- Partial oxidation of methane:
  $2CH_4 + O_2 → 2CO + 4H_2$ (+ heat)
- Electrolysis of water
  $2H_20$ + electricity -> $4H + O_2$

The oxygen is released into the atmosphere.




GHG EMISSIONS
well-to-wheel
g CO2e/mi
800
700
600
500
400
300
200
100
0
source of energy:
NG
California grid
2035 US grid
Gasoline
non-
hybrids
Tucson FCV
Mirai FCV
Clarity FCV
Bolt EV
Prius HEV
Civic
Civic NG


APPROXIMATE FUELING COST
5-year retail averages
cents/mile
25
20
15
10
5
0
H2 Toyota projection
Cal grid
Gasoline
NG
non-hybrids
Tucson FCV
Mirai FCV
Clarity FCV
Bolt EV
Prius HEV
Civic
Civic NG

DOE prize winning garage hydrogen creator from water and electricity. Stores 5 kg H_2 at 10,000 psi in a carbon-fiber tank, enough to run a fuel-cell car 312 miles.

Each kg takes 15 minutes to refuel a car.

Very Long Term Transportation

- Steady population size.
- Long-distance fast electric trains connected to a grid of renewable-energy microgrids.
- Medium-distance electric trollies connected to a renewable-energy microgrid.
- Short-distance buses inductively connected to an underground renewable powerline.
- Autonomous local BEVs for instant pickup.
- If not the above, back to horses & buggies!

References

- **Wall Street Journal:** Why Electric Cars Will Be Here Sooner Than You Think
- http://www.roperld.com/science/200_300mileselectriccars.htm
- http://www.roperld.com/science/BEVs_PHEVs2017.pdf (this talk)
- http://www.roperld.com/science/BEVvsICECost.htm
- US states with incentives for green cars

700-kWh 4.5-tons battery; 45-tons weight; 65-tons rock load down a mountain 20 times a day; generates 10-kWh more electricity going down than needed to go up.

World's largest electric vehicle.