On-Road Energy Harvesting in Electric Vehicles

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Introduction

- A fundamental change is happening in the automotive industry where we are seeing a rapid shift to the design and production of electric vehicles (EVs)
- Although the vehicles are becoming more efficient with time there is still room for improvement in regard to how far these vehicles can travel with the amount of energy stored in the battery
- Our team's mission was to design a device that can harvest excess energy from various sources within and surrounding the vehicle to power some function of the vehicle (i.e., headlights, stereo, etc.)

Design Requirements

Customer Requirements:

- 1. Lightweight
- 2. Inexpensive
- 3. Must supply enough power to perform at least 1 vehicle function.
- 4. Must not ruin vehicles aesthetics
- 5. Must be a device that is added on to an existing vehicle.
- 6. Must capture and use at least 3 forms of energy

Engineering Requirements:

- 1. Weight (<150 lbs.)
- 2. Price (\$1500)
- 3. Power (80 watt*hr.)
- 4. Aesthetically Please (Y/N)
- 5. Aftermarket Device (Y/N)
- 6. 3 types of energy used (Y/N)
- 7. Withstand average road wear (Y/N)

Design Solution

- Team's design comprised of 3 subsystems which harvest energy with varying methods in order to derive power which is stored within a lead acid battery
- Two subsystems are designed for low voltage low current trickle charging while final subsystem is designed for bulk charging of the battery





Solar Subsystem

- Components: Solar panel, solar charge controller, inline fuse
- Method: Solar energy captured by the panel which converts this into electrical energy then passed to a charge controller which leads to the battery
 - This component of the design provides the bulk charging mentioned earlier
- Effectiveness: Testing of design displays an average power output assuming average sun exposure time of 12 hours we see power output estimate of



Thermoelectric Subsystem

- Components: (20) Thermoelectric generators (TEGs), boost converter, inline fuse
- Method: Mounted to a heat source TEGs will generate electricity via Seebeck effect which is sent through boost converter then to the battery
 - One of two subsystems to that will aid in maintaining charge of battery once it has been fully charged
- Effectiveness: During lab testing team was able to show that for average road conditions the generators are able to produce power on order of

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Wind Energy Subsystem

- Components: 3D printed nozzle, (2) 12V DC brushed motors, boost converter, inline fuse
- Method: Mounted under vehicle nozzle directs air to the fan blades on motor which spin and generate electricity which then goes to boost converter and finally the battery
 - Other method for trickle charging the battery due to low current output from the motors
- Effectiveness: Team was able to show during tests that the power output was around during average driving conditions

Nozzle

- Choice of a 3D printed nozzle due to inexpensive nature and capability of lasting against average roadwear.
- 3D printed nozzle motor blades in order to obtain better airflow; which resulted in optimal and efficient battery energy output.

Thermoelectric Generator

- Environmentally friendly by use of naturally stemmed energy sources
- Solid state devices that make for more reliability and less likeliness to wearing due to no involvement of moving mechanical parts
- Use of pairs of 10 TEGs in series; then wiring of both pairs of TEGs in parallel in order to double voltage and current to produce a more efficient subsystem.

Solar Panel

- Conversion of light energy into an alternative energy source.
- Both cost and energy effective.
- Use of particular sized solar panel, more surface to produce higher energy output

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Manufacturing

- Manufacturing began with 3D design of nozzle and fan blades
- Next the TEGs were wired 10 in series with 2 sets of these wired in parallel then mounted between aluminum plates
 - Module was connected then to a boost converter
- Next the team received the nozzle from the 3D printer and assembled this and then mounted the DC motors to the inside of device wired in series with one another
- Team received solar panel and roof rack for testing design, so the nozzle and solar panel were mounted onto roof rack

Manufacturing





 Battery was placed on wooden board for testing along with charge controller and wires were fed through tube brackets for organization

Testing

- Testing of nozzle was done by attaching roof rack mounted nozzle to car and driving down road to test average road wear at speed as well as to measure power output
- Simultaneously the solar panel was tested using a multimeter device attached to charge controller which gave team output data for solar charging
- TEGs were tested in lab under expected conditions under average operation using a rheostat and a multimeter
 - Measured temperature gradient gave team a metric for how much power could be output based on temperature reading

Budget

Total Expenditure

Total Budget: \$1500 Total Spent: \$1397.04 Remaining Budget: \$102.96

Parts Tools/Supply Contingency

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Future Work

Better design

- Improve design to fulfill customer requirement of being aesthetically pleasing.
 - Finding a way to hide the nozzle within the structure of the electric vehicle (ex: via air vents of the vehicle).
 - Mounting the solar panel to be flush with the roof of the electric vehicle.
 - Finding a way to make
- Approval of design for larger scale or compact project usage
 - Examples : commercial use for electric semi trucks or consumer use such as personal electric vehicles.
- Plans on improvement of thermoelectric generators
 - Prototyping flexible thermoelectric generators to mold against complex shapes within the vehicle such as the engine, exhaust, etc.
 - Finding a way to cool down the thermoelectric generators via a coolant system.
- Improvement on battery selection
 - Appropriate choice in affordable, efficient and optimal powered battery
 - Choosing between flooded lead-acid, gel cell, absorbent glass mat, or lithium.

Thank you for listening!

Questions? Comments? Concerns?

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