Battery electric vehicles bevs sanaa

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Description of figures from left to right. (a) Growth of global BEV sales. (b) Problems preventing BEV growth. (c) Single charge range and battery charging time of high-end BEVs.

Description of figures from left to right. (a) P2C2 enabled charge sharing among BEVs and MoCS-based charge distribution for charging on-the-go11. (b) A MoCS leader escorting/recharging a BEV platoon.

In particular, we make the following major contributions:

We introduce a novel solution to address the BEV charging issue by proposing an on-the-go peer-to-peer charge sharing scheme. We formalize a complete framework that enables BEVs to share charge on the go guided by a cloud-based control system.

We introduce the concept of mobile charging stations that seamlessly fit into our framework. These mobile charging stations are deployed in charge-deprived regions to boost the overall network charge level.

We introduce the idea of multi-level battery architecture, which can help reduce vehicle-to-vehicle contact time during on-the-go charge sharing.

We formalize the decision-making process of the control system and propose an algorithm for efficient charge transaction scheduling, optimal MoCS insertion, and optimal rerouting.

We quantitatively analyze the effectiveness of our solution using the simulation frameworks that we have developed. Through statistical analysis, we project the effective greenhouse gas emission reduction possible through a P2C2 framework.

In this section, we shall look at different issues preventing BEVs from being widely adopted. We will also analyze some of the proposed solutions and qualitatively compare them to P2C2.

BEVs have been around since 1823, but despite substantial corporate and government effort, it is still not a viable transport solution for the masses. Several battery-related concerns such as limited range, battery cost,

and lack of charging stations have deterred consumers from allowing BEVs to become mainstream.

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