Powertrain Development considerations in Indian Scenario

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14-11-2019
Disclaimer

The contents presented here are my individual perceptions and shall not be considered as the view points of my organisation – ARAI.
Three aims (Ms) of a modern mankind life style

- Mobility
- Mobile
- Moon habitation
Three aims (Ms) of a modern mankind life style

Mobility
- Land
- Air
- Water

Mobile

Conventional Powertrain to power the motion

Fuel + Air (Combustion) = Force (products of combustion discharging into atmosphere)

Moon habitation
Market drivers for powertrain production

- Oil price / Economy
- Competition
- Local Incentives
- Impact Events
- Urbanisation
- Regulations
### Fuel options
- Conventional High Carbon Fuels
- Alternative Low Carbon Fuels – liquid and gaseous
- Dual fuels
- Futuristic Zero Carbon Fuels
- NO FUEL

### Powertrain options
- Internal combustion Engine based Powertrain
- Fully Electric based powertrain
- Hybrid Powertrain

- Cost and the profitability will be the deciding factor in determining the success of alternatives for fuel and technologies.
- Providing the alternative fuels and the powertrain concepts are still under various stages of development.
- The most important for future fuel potential are; raw material, energy efficiency, production technology, technical maturity or stage of development.
Most of all scenarios until 2040/2050 investigated and discussed consider regulations of CO₂ fleet emissions which do not include mandatory zero-emission vehicles in particular areas. Hence, various types of powertrains using liquid or gaseous carbon-based fuels (incl. bio-mass based and PtX) – due to their inherent advantages regarding energy density, availability and very high convenience and comfort for the user – would still cover up to 80% of the fleet (even if the major part of these powertrains will certainly be hybridised and/or partly electrified) in 2040.

Within the evolution of the transportation sector, it is expected that fossil-based fuels will dominate the energy pool for road transport till 2030, and even on the longer time horizon (2040).

The road transport energy supply mix will be composed of four main sectors:

- oil based fuels,
- natural gas,
- renewable liquid fuels and
- electricity, itself mostly produced from renewables.

While electrification will progressively penetrate the powertrain sector, conventional fuels, power to liquid and gaseous fuels (PtX), and advanced biofuels together with an increasing amount of natural gas will play a major role in combination with Internal Combustion Engine technologies.
E-Mobility is the future and final destination

Transformation towards E-Mobility

- Conventional IC Engine Powertrain
- Electric Powertrain
- Hybrid Powertrain

Action plans required:
- Promoting e-mobility
- Scientific measurement and control of in-use vehicles
- Developing fuel efficient vehicles
- Focused development of mass transportation
- Fostering joint research in green technologies
E-Mobility is the future and final destination.

Transformation towards E-Mobility

- Conventional I C Engine Powertrain
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CO-EXISTANCE

- Life Cycle Analysis
- Components and Manufacturing Indigenization
- Energy Storage and Management Devices
- Charging Systems and Infrastructure

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On-board charging when vehicle is moving

~30% EV family population is expected by 2035

Neelkanth Marathe, ARAI, Pune, India
ECMA Conference 2019, Pune
14-11-2019
~30% EV family population is expected by 2035

What is rest?

Internal Combustion Engines will continue to exist for about 3 decades

Dedicated ICE and ICE in hybrids

Emissions
Efficiency
Performance
Durability
Cost

FUEL OPTIONS
TECHNOLOGY OPTIONS

Design features
Combustion features
Emission Control features
Regulated pollutants from ICE include –

- Nitrogen oxides (NOX)
- Particles (mass) (PM)
- Hydrocarbons (HC)
- Carbon monoxide (CO)

Additionally, there are some regulations on *smoke* emissions and *ammonia slip* emissions.

Further developments in ICE will be necessary

Tail pipe emissions – health and ecology considerations

CO2 emissions – global warming controls

Fuel economy – fossil fuel conservation / FE burden
Road map of Emission Regulations in India

- On-road vehicle engines
- Off-road / non-road vehicle engines
- Stationary application engines

Bharat Stage CEV (equiv. EU Stage)
- Rubber tired applications (e.g. agricultural and material handling segment)
  - BS CEV III: October 2020
  - BS CEV IV: April 2024
  - BS CEV V

- Non-rubber tired applications (e.g. compressor and excavator segment)
  - Non-regulated: April 2022
  - BS CEV IV: April 2025
  - BS CEV V

* In discussion stage
- Engines sold today are required to meet PM and NOX emission limits that are approximately 95% lower than Tier 1/Stage I limits.

- With the implementation of BS6 on-road and BS4/5 off-road emission standards, in-cylinder controls are, in general, no longer sufficient to meet emission targets.

- Exhaust after-treatment devices have become almost mandatory requirements.
Although there is a good experience from US and Europe is available in the background about EAT technology, however, there are severe challenges in Indian scenario because of different working conditions / working temperatures.

Therefore, specific indigenous development efforts will be required to ensure controlled real-field emissions.

- Based on today market, only 7% of tractors will require an After Treatment System from October 2020.
- Most probably the 50HP+ market will even drop because of TREM IV introduction.
- In April 2024, with the introduction of TREM V, more than 90% of the tractor market will be equipped with an ATS system.
EAT in general

- SCR has strong effect on NOX-emission reduction and is mandatory for achieving the BS IV / V NOX-emission regulation in 56 kW to 560 kW category off-road engines. EGR has now limited effect on NOX emissions.
- DPF is the most effective way to reduce particle mass emissions and will be necessary to comply with regulations of particle number as well.
- DOC has a strong reduction effect on HC and CO emissions.
India – Facts of Life

- Traffic Congestion
- Bad maintenance of vehicles
- Fuel quality controls
- Bad and unsafe road conditions
- Poor road signal synchronisation
- Poorly supported public transportation
- Co-existence of old and new technology
- Rough and hard driving habits
- Safety on the roads
- Social culture – alignment with advances
High Congestion

Impact of Vehicle Speed on CO2 Emissions

<table>
<thead>
<tr>
<th>Cities</th>
<th>Average Traffic Speed (Km/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td>Hyderabad</td>
<td>27.1</td>
</tr>
<tr>
<td>Bangalore</td>
<td>20.4</td>
</tr>
<tr>
<td>Delhi</td>
<td>26.5</td>
</tr>
<tr>
<td>Mumbai</td>
<td>21.6</td>
</tr>
<tr>
<td>Pune</td>
<td>21.9</td>
</tr>
<tr>
<td>Kolkata</td>
<td>20.2</td>
</tr>
</tbody>
</table>

CO2 emissions increase by 40% when vehicle speed drops from 40km/h to 20km/h.

Source: Japan Automobile Research Institute

High Congestion → Reducing Speed → Rising Emission
On-road CO₂ emissions are usually higher than certified CO₂ emissions due to number of factors –

- Engine warm-up
- Use of air conditioner
- Road conditions
- Driver behaviour – abrupt acceleration, sudden braking, poor gear selection

Aim is to reduce CO₂ Travelling Coefficient by way of reducing discrepancy between lab and real life operations.

**Improved traffic flow increases the vehicle speed – increased fuel efficiency, reduced CO₂ emissions.**

**Improved traffic flow –**

- Upgrading roads and road infrastructure
  - avoiding frequent start stops,
  - less road cutting
- Signal controls and synchronisation
On the Heavy Duty application side, CNG is already widely used for short range journeys like those conducted by urban buses and delivery trucks and has huge potential for extension of use to long haulage applications.

Development and dissemination of LNG technologies in long haulage application has a future providing an alternative and cost competitive solution to Diesel, thanks to a lower fuel operating cost, a better environmental footprint and a simpler after-treatment system (3 way catalysts in case of lambda = 1 approach versus DPF+SCR system).

For Diesel-like efficiency and taking advantage of the CNG’s improved hydrogen to carbon ratio in comparison to Diesel, a lean diffusive combustion concept needs to be developed in conjunction with an appropriate exhaust gas aftertreatment system.

The CO2 benefit potential of such a Natural Gas concept with respect to Diesel combustion could be as high as 20%.
50% brake thermal efficiency can be reached only with radically different ICE technologies.
It is necessary to have electrification of the powertrain i.e. for hybridisation.
Higher efficiencies can be realised with an electrified ICE powertrain (ICE + Electric support).

### Thermal efficiency targets

<table>
<thead>
<tr>
<th>Config</th>
<th>Thermal Eff</th>
<th>Fuel Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>38%</td>
<td>226 g/kWh</td>
</tr>
<tr>
<td>Diesel</td>
<td>42%</td>
<td>205 g/kWh</td>
</tr>
<tr>
<td>Diesel</td>
<td>50%</td>
<td>172 g/kWh</td>
</tr>
</tbody>
</table>

### Enhancing overall thermal efficiency

- Friction reduction
- Reduction of throttling losses from SI engines
- Cylinder de-activation
- Surface coatings
- Low viscosity lubricants
- Atkinson/Miller cycles
- Variable compression ratio
- Advanced variable valve actuating systems

### Gas Exchange Process
- Boosting
- EGR network
- Port Flow capabilities
- After cooling

### Thermodynamic engine process
- Heat loss reduction
- Combustion shaping
- Compression ratio
- Air-fuel mixture preparation
- Waste-heat recovery
- NOx after-treatment efficiency

### Engine mechanics
- Downsizing and Downspeeding
- Piston and rings
- Low viscosity oils
- Reduced peak firing pressure
- Electrified ancillaries
- Thermal management
FE Improvement Technologies

- Engine Measures
- Transmission Measures
- Hybridization
- Electric Vehicles
- Vehicle Improvements – Weight, Coast Down, DTL
EAT development considerations

- **Cost.** Especially for smaller-sized engines, the cost of advanced emission control technologies relative to the cost of the engine can be prohibitive. For large power classes, costs associated with engine development must be recovered on a relatively low sales volume.

- **Packaging constraints.** Non-road engines must fit in a variety of equipment envelopes. Power class and shape changes resulting from the adoption of emission control technologies can affect sales and suitability of engines for specific equipment types.

- **Operating environment.** Non-road equipment is often used in more challenging environments than those encountered by on-road vehicles, leading to higher vibration and mechanical stress and increased exposure to dust. Also, the velocity of non-road equipment cannot be relied upon to cool the engine, resulting in thermal management challenges.

- **Duty cycles.** Engine operating modes tend to be different from on-road duty cycles. Key parameters for effective emission control design may differ (such as exhaust temperature), and work cycles over which control equipment must be effective, vary considerably.
- Lab emissions
- Real-Life emissions

Factor of Real-life to Lab emissions is desired to be as close as possible to unity

Robustness in emission performance
Challenges for the Powertrain Development
Emission Robustness

Real World Driving

WLTP  RDE

Key Challenge: Emission Robustness

- Trip Distance
- Vehicle Weight
- Ambient Conditions (Altitude, Humidity, Temperature)
- Hybridization
- Aging Behavior of Components
- Tolerances in Production of all Components
- Street, Traffic Conditions
- Cold-Start Emissions
- Fuel Quality
- Driver Influence
Special approach is required for EAT R&D in India:

- Exhaust After-treatment development for lower exhaust temperature operations
- Deposition control at lower temperatures
- High efficiency at lower packaging volume
- Cost of development
- Cost of EAT system
- Highest conversion efficiencies within Packaging volume constraints
- Pre-cylinder treatments to change boundaries of nitrogen and oxygen reaction temperatures
- Particle number control technology other than DPF

- All-in-all; Right Technology at affordable cost
Strategy for Old and New Vehicles

CO-EXISTANCE

Alternative Propulsion Systems

In-Use Vehicles

- I/M program
- Retrofits
- Alternative Propulsion

New Vehicles

- Advanced Emission control
- Advanced Engine Technology
- High Quality Fuel & Lubrication

Improved Vehicle Fuel Economy & Emissions

Displace Petroleum

Hydrogen Fuel Cell

Battery Electric Vehicles (E-Flex)

Hybrid Electric Vehicles (including Plug-In HEV)

IC Engine and Transmission Improvements

Energy/Fuel Diversity

- Petroleum (Conventional & Alternative Sources)
- Bio Fuels (Ethanol E85, Bio-diesel)
- Electricity (Conventional & Alternative Sources)
- Hydrogen
Closing Remarks
Way Ahead ...........

- Further improvements in combustion systems - e.g. LTC
- Incorporation of advanced engine design features for improving the efficiency – e.g. VVA, VCR, Miller cycle, etc
- Alignment of Exhaust After-treatment control devices with real field operating conditions
- Promotion of alternative fuels with a clear road-map
- Improved drive line systems with reduced losses and efficient power flow at wheels
- Advanced design features for vehicle systems
- Adequate considerations for Emission control, Economy enhancement and Safety aspects
- Strict implementation of I & M for all categories
- Road map for Retro-fitment
- Scrapping / Disposal policy implementation of old and tempered vehicles
- Clear and phase-wise achievable Road map for new powertrains – Hybrids, BEVs, FCEVs, etc
• Diesel remains the most efficient technology for transporting goods. Advance combustion systems and exhaust after treatment strategies makes diesel shows promising future. Relevance further increases with Euro VI in particular being a step-change for very low emission values and potential closeness to real-world emissions. Diesel will continue to be preference for commercial, offroad, and heavy duty applications. Interest for hybrids may grow subject to clarity and support through policies.

• GDI is growing interest with further improved specific power, better thermal efficiency, fuel economy competing with diesel. Small vehicles, cars, light goods carriers could employ GDI singly and in hybrid configuration.
• New fuel options such as CNG, LNG, Ethanol, Biofuels.

• Government pushing electrification.

• Small vehicles and city buses best immediate candidates for E-mobility.

• There is some confusion about hybrids. Hybrids shall be promoted as an intermediate solution for medium and heavy duty segment.
INDIAN SCENARIO

• Future is unclear. Several Options. Simultaneous technologies.
• No single technology or strategy a final answer.
• Many options will coexist.
• Political and public pressure may drive an earlier end to the diesel engine than the industry demands.
• Maturity of EV charging infrastructure and viability will decide the uprooting of diesel.
• Transition through Hybrids would be practical.
• Hydrogen and FUEL Cell based mobility will be the final destination after 15 years.
Supporting Infrastructure should be in place and well matured, aligning with the implementation plan of any technology.
Advancements in Mobility to align the changing life style and social needs

- Electrification
- Autonomous (driverless)
- ITS
- Shared
- Connected

Because of changes in life style,
Mobility is going through a Transformation in India also
What do we see 

- There are several technological solutions
- There are several combinations
- There are several driving forces
- There are several customer perceptions
- There are several local real-field aspects to be considered
Any Technology is, of course, a double edged sword.

Fire can cook our food. Fire can also burn us.

(Jason Silva)
What do we do then !!!!

Choose the right solutions.

“ The Right Technology Matters “

....... for a sustainable ICE Mobility of FUTURE
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Thank you