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Zbigniew ŁUKASIK, Jacek KOZYRA*, Aldona KUŚMIŃSKA-FIJAŁKOWSKA
Kazimierz Pulaski University of Technology and Humanities in Radom,
Faculty of Transport, Electrical Engineering and Computer Science
Małczewskiego 29, 26-600 Radom, Poland
*Corresponding author. E-mail: j.kozyra@uthrad.pl

REDUCTION OF CO₂ THROUGH APPLICATION OF A HIGH-PERFORMANCE ALTERNATOR

Summary. Road transport causes emission of 1/5 of the carbon dioxide produced in the European Union. Actions aimed at reduction of emission of CO₂ of various vehicles are becoming an increasingly important issue. In this article, the authors present an innovative technology of use of a high-performance alternator in passenger vehicles. They proposed a method of calculating reduction of CO₂ through application of a high-performance alternator. Moreover, application of new technology based on the measurements performed in accordance with the guidelines of the New European Driving Cycle allowed calculation of fuel savings and reduction of CO₂ emission in road transport.

1. INTRODUCTION

In recent years, one of the main goals in the automotive industry has been to make cars more environmentally friendly. The requirements forced manufacturers to develop and apply solutions aimed at reducing combustion and emission of harmful substances generated during the operation of petrol and diesel engines [1-2]. One such technology is the Start–Stop system. This solution allows reducing fuel consumption; however, the requirements in terms of the starter, alternator and battery are higher. In the traditional solution, when a car stops, engine speed decreases to the level of idling, maintaining the drive unit in the start state [3, 10-11]. Turning the engine off may then save fuel, for example, during the stop at traffic lights. This is why the Start–Stop system was developed. This system consists of the following elements: an engine control unit with software, a DC/DC 12 V converter, a battery adapted to a larger number of working cycles (AGM - Absorbent Glass Mat or EFB - Enhanced Flooded Battery) and a battery state sensor, a starter for Start–Stop systems, neutral gear and a speed sensor and an active sensor of rotations and location of a crankshaft and alternator with the function of brake energy recovery. The new generation of alternators adapted to the function of brake energy recovery is particularly interesting [4, 12]. These alternators are very efficient due to reduction of the following three losses:

- related to the process of rectification through optimization of this process thanks to application of the „MOSFET” module, that is, application of a metal-oxide-semiconductor field-effect transistor,
- in the iron of a stator through application of a thinly laminated core made of magnetic steel, optimization of the system and length of tooth of the iron core of a field magnet, optimization of the slots between poles and air gap and
- in the copper of a stator through application of a „segment conductor”, which has a higher spatial factor and shorter tip of a coil.
It allows reducing fuel consumption and emission of CO$_2$, which is beneficial for both the driver and the environment. Moreover, advanced electric structure and optimized materials applied in the modern alternators make them more efficient than ever before.

2. CERTIFICATION OF CO$_2$ SAVINGS

To support innovative implementations of new technologies to reduce CO$_2$ emission in vehicles, the European Commission, by Order (EC) no. 443/2009, gives suppliers and producers the opportunity to support implementation and approval of new technologies that efficiently reduce CO$_2$ emission in new passenger cars [18]. Therefore, it is necessary to explain the criteria of this order qualifying new technologies as ecological innovations.

A significant goal of the order is to promote technologies that have the highest potential to reduce CO$_2$ emission, which is released due to the use of passenger vehicles. The main goal of promotion and qualification of new technologies is development of new drives related to functioning of a transport vehicle that shall be qualified as considerably improving the general energy consumption of a vehicle [5, 14]. Other associated solutions focused on improving the comfort of the driver or passengers according to the order shall not be qualified as ecological innovations reducing CO$_2$ emission.

Therefore, it is necessary to develop a high-accuracy measuring method to determine the reduction of CO$_2$ emission that will result from qualified ecological innovation. It is assumed that appropriate accuracy shall be a reduction of 1 g CO$_2$/km or higher [6,15].

To obtain a certificate of potential reduction of CO$_2$ emission of a vehicle, a manufacturer proposing technical solutions containing efficient alternators of output voltage 12 V should fulfill the following requirements [16]:

− the proposed ecological innovation is used only for charging up a battery of a vehicle or supplying the electric system of a vehicle with simultaneous combustion engine operation;
− the proposed efficient alternator can be at a maximum 3 kg heavier than the basic alternator, which is 7 kg in weight; and
− the effectiveness of the proposed efficient alternator is at least
  − 73.8 % for petrol-fueled vehicles,
  − 73.4 % for petrol turbo-fueled vehicles and
  − 74.2 % for diesel-fueled vehicles.

The reduction of CO$_2$ emission of a vehicle as a result of application of new highly efficient alternators will be determined using the computational methodology below.

3. METHODOLOGY OF DETERMINATION OF REDUCTION OF CO$_2$ EMISSION OF A VEHICLE WITH AN APPLIED EFFICIENT ALTERNATOR

For the determination of reduction of CO$_2$ emission of a vehicle equipped with an eco-innovative efficient alternator, the following factors need to be assessed:

− the conditions that the research was conducted under,
− the measuring devices applied during the research,
− the method of determination of efficiency of an efficient alternator and basic alternator of a vehicle,
− the calculations of reduction of CO$_2$ emission and
− the calculations of an error of determination of reduction of CO$_2$ emission.

The conditions of conducting the research should fulfill the requirements specified in ISO 8854. Tests shall be carried out at a temperature of $T_{amb} = (23 \pm 5)$ °C and may optionally also be performed at higher temperatures. Tests shall be carried out at the standard atmospheric pressure. Deviating conditions (e.g. measuring location, altitude, weather) shall be recorded. Sense or alternator rotation shall be in accordance with the supplier's specification. The drive control shall set alternator frequency
values with a limit deviation of \( (n_{G_{\text{set}}} \pm 5) \text{ min}^{-1} \). The load current control shall meet the requested set current values with a limit deviation of \( (I_{\text{set}} \pm 1,0) \text{ A} \).

The measuring devices applied during the research must meet the requirements specified in ISO 8854: 2012. The test equipment shall allow measurements of all parameters to be carried out within the limit deviation specified in Table 1.

### Table 1

<table>
<thead>
<tr>
<th>Parameters</th>
<th>Limited deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voltage</td>
<td>( \pm 0,1% ) of the measured value</td>
</tr>
<tr>
<td>Current</td>
<td>( \pm 0,2% ) of the measured value</td>
</tr>
<tr>
<td>Torque</td>
<td>( \pm 0,5% ) of the rated value of torque sensors</td>
</tr>
<tr>
<td>Rotational frequency</td>
<td>( \pm 2 \text{ min}^{-1} )</td>
</tr>
<tr>
<td>Ambient temperature</td>
<td>( \pm 1 \text{ K} )</td>
</tr>
<tr>
<td>Air pressure</td>
<td>( \pm % \text{ hPa} )</td>
</tr>
<tr>
<td>Test period</td>
<td>( \pm 1 \text{ s} )</td>
</tr>
</tbody>
</table>

All measured values shall be obtained at the end of each holding of an operating point. Each datum recorded shall comprise at least the following measured values:

- \( n_{G_{\text{actual}}} \) - alternator rotational frequency (actual value = measured value),
- \( I_{G_{\text{actual}}} \) - alternator current (actual value = measured value),
- \( U_G \) - alternator voltage,
- \( M \) - alternator torque if needed,
- \( T_{\text{amb}} \) - ambient temperature and
- \( t_M \) - time of acquisition of the measured values from the start of testing.

### 3.1. Test bench

The setup of the test bench and the testing procedure is such that it aims to fulfill the precision requirements specified in ISO 8854:2012 [20]. On the test stand an alternator that will have direct drive is examined and measured. The examined alternator must be directly connected with a measuring gauge of torque and coupled with a drive shaft. In addition, the examined alternator is loaded with a battery of a vehicle and a receiver, which is a load-simulating electronic subassembly of a vehicle. The test bench configuration is shown in Fig. 1.

![Fig. 1. Test bench configuration, where: V, I is the alternator voltage and alternator current, T is the alternator torque and \( \omega \) is the brushless motor rotational speed.](image)

In Fig. 1, an overview of the test bench configuration is given. The alternator transfers the mechanical power of the brushless motor into electrical power. The brushless motor generates an amount of power that is defined by the torque (Nm) and by the rotational speed (rad. s\(^{-1}\)). The torque and the speed are to be measured by the torque meter. The alternator produces power to overcome the load, which is connected to the alternator. This amount of power is equal to the alternator voltage...
The efficiency of the alternator is defined as the electric power (output of the alternator) divided by the mechanical power (output of the torque meter).

### 3.2. Measurements and determination of the efficiency of an efficient alternator

The determination of the efficiency of an efficient alternator must fulfill the requirements of ISO 8854: 2012 [11]. The efficiency of the alternator must be determined by performing measurements at different speeds: 1 800, 3 000, 6 000 and 10 000 revolutions per minute. At each speed, the alternator is charged at 50 % of the maximum load. For calculating the efficiency, a time distribution should be 25 %, 40 %, 25 % and 10 % for, respectively, 1 800, 3 000, 6 000 and 10 000 revolutions per minute (the VDA approach described in the Technical Guidelines) [17].

The load should be installed at 50 % of the current, which is guaranteed by the alternator at 25 °C and a rotor speed of 6 000 rpm; e.g., if the alternator is a 180 A class alternator (at 25 °C and 6 000 rpm), the load is installed at 90 A. For each speed, the voltage and the output current of the alternator are to be kept constant, the voltage at 14,3 V and the current for a 180 A-alternator at 90 A, i.e., for each speed, the torque should be measured by means of the test bench (Fig. 1) and the efficiency should be calculated using formula (1). The goal of conducted research is to check whether an efficient alternator is efficient enough for 4 various set velocities expressed in the rotations per minute (rpm). The measurements are performed for determined operating points of an alternator $i$. The measurements are presented in Table 2.

<table>
<thead>
<tr>
<th>Operating point $i$</th>
<th>Measurement time [s]</th>
<th>Rotational speed $n_i$ [min$^{-1}$]</th>
<th>Frequency $h_i$</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1 200</td>
<td>1 800</td>
<td>0,25</td>
</tr>
<tr>
<td>2</td>
<td>1 200</td>
<td>3 000</td>
<td>0,40</td>
</tr>
<tr>
<td>3</td>
<td>600</td>
<td>6 000</td>
<td>0,25</td>
</tr>
<tr>
<td>4</td>
<td>300</td>
<td>10 000</td>
<td>0,1</td>
</tr>
</tbody>
</table>

The efficiency of an efficient alternator is calculated from formula (1) as follows:

$$\eta_{EI_i} = \frac{60 \cdot U_i \cdot I_i}{2\pi \cdot M_i \cdot n_i} \cdot 100,$$

(1)

where $\eta_{EI_i}$ is the efficient alternator efficiency [%]; $U_i$ is the voltage operating point i [V]; $I_i$ is the current operating point i [A]; $M_i$ is the torque operating point i [Nm] and $n_i$ is the rotational speed [min$^{-1}$] as defined in Table 2.

The measurements of efficiency of an alternator must be performed 5 times in subsequent measurement sessions. For the measurements, the average $\overline{\eta_{EI_i}}$ for every measurement session must be calculated. The efficiency of an ecoinnovative efficient alternator $\eta_{EI}$ is determined using formula (2) as follows:

$$\eta_{EI} = \frac{4}{\sum_{i=1}^{4} h_i} \overline{\eta_{EI_i}},$$

(2)

where $h_i$ is the frequency as defined in Table 2 and $\overline{\eta_{EI_i}}$ is the mean of the alternator efficiency at operating point $i$ [%].

To determine the saving of mechanical power under real conditions ($\Delta P_{mRW}$) and under conditions of homologation ($\Delta P_{mTA}$) for an applied efficient alternator, formula (3) is applied as follows:

$$\Delta P_e = \Delta P_{mRW} - \Delta P_{mTA},$$

(3)

Saved mechanical power under real conditions ($\Delta P_{mRW}$) and under conditions of homologation ($\Delta P_{mTA}$) is calculated using formulas (4) and (5) as follows:
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\[ \Delta P_{\text{RW}} = \frac{P_{\text{RW}}}{\eta_B} - \frac{P_{\text{RW}}}{\eta_{\text{EI}}} \]  \hspace{1cm} (4)

\[ \Delta P_{\text{TA}} = \frac{P_{\text{TA}}}{\eta_B} - \frac{P_{\text{TA}}}{\eta_{\text{EI}}} \]  \hspace{1cm} (5)

where \( P_{\text{RW}} \) is the power under real conditions [W], which is 750 W; \( P_{\text{TA}} \) is the power under conditions of homologation [W], which is 350 W, and \( \eta_B \) is the efficiency of a basic alternator [%], which is 67%.

3.3. Calculation of the CO\textsubscript{2} savings

The reduction of CO\textsubscript{2} emission for an efficient alternator is calculated using formula (6) as follows:

\[ C_{\text{CO}_2} = \Delta P_m \cdot \frac{V_{Vp}}{\eta} \cdot CF, \]  \hspace{1cm} (6)

where \( V_{Vp} \) is the effective power consumption of the vehicle as presented in Table 3; \( CF \) is the conversion factor (l/100 km) – (g CO\textsubscript{2}/km) [gCO\textsubscript{2}/l], as defined in Table 4, and \( \eta \) is the mean driving speed of the NEDC [km/h], which is 33.58 km/h.

<table>
<thead>
<tr>
<th>Type of engine</th>
<th>Effective power consumption of the vehicle (( V_{Vp} )) [l/kWh]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol</td>
<td>0.264</td>
</tr>
<tr>
<td>Petrol turbo</td>
<td>0.280</td>
</tr>
<tr>
<td>Diesel</td>
<td>0.220</td>
</tr>
</tbody>
</table>

Table 3

<table>
<thead>
<tr>
<th>Type of fuel</th>
<th>Conversion factor (l/100km)-(g CO\textsubscript{2}/km) (WK) [gCO\textsubscript{2}/l]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol</td>
<td>2 330</td>
</tr>
<tr>
<td>Diesel</td>
<td>2 640</td>
</tr>
</tbody>
</table>

Table 4

3.4. Calculating the error in determining CO\textsubscript{2} savings

The reduction of CO\textsubscript{2} emission for a vehicle equipped with an innovative efficient alternator should be determined to identify errors in the research methodology. For specific measurements performed at operating points of an alternator from formula (7), standard deviation is calculated as follows:

\[ S_{\eta_{\text{El}}} = \sqrt{\frac{\sum_{j=1}^{m} (\eta_{\text{El,j}} - \eta_{\text{El}})^2}{m(m-1)}} \]  \hspace{1cm} (7)

where \( m \) is the number of measurements.

The standard deviation of the efficiency value of the efficient alternator (\( S_{\eta_{\text{ta}}} \)) is calculated using dependency (8) as follows:

\[ S_{\eta_{\text{ta}}} = \sqrt{\sum_{i=1}^{4} h_i \cdot S_{\eta_{\text{El}}}^2} \]  \hspace{1cm} (8)

The standard deviation of the alternator efficiency (\( S_{\eta_{\text{ta}}} \)) contributes to the error of the CO\textsubscript{2} savings value (\( S_{\text{CO}_2} \)). The error is calculated from dependence (9) as follows:
mass of fuel \( f \) that burns 1 kg of petrol, 3.1 kg of CO₂ per

activated, if the condition of the atmospheric

amount of combustion engine is turned off

cycles

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smooth, but relatively fast

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in urban traffic with frequent stops at crossroads with

savings

which

technology \[9, 13\]. The first tests conducted on 4 vehicles showed lower combustion. The way

4.

TESTS

CONFIRMING CO₂ SAVINGS

Start–stop systems that automatically turn off a warm engine during a stop and start it before

moving are becoming increasingly more popular. In 2008, only 5 \% of new vehicles in Europe were

equipped with start–stop systems. Every second new car in Europe is currently equipped with this

technology \[9, 13\]. The first tests conducted on 4 vehicles showed lower combustion. The way in

which this function works was also checked. The vehicles were tested in two large cities and practical

savings amounted to a few per cent. However, there are no benefits during continuous rides, whereas

in urban traffic with frequent stops at crossroads with traffic signals, they savings sometimes amount
to about 8\%. In some cars in the test, especially those with powerful engines, combustion is low even

without the start–stop function turned on. This shows how fuel consumption can be reduced during a

smooth, but relatively fast ride. The assessment of savings was performed on the basis of typical sizes.

The working time of a combustion engine for analyzed rides was determined. The total time of during

which the combustion engine was off in every variant of the route was determined. On the basis of the

rotational speed of idling and the exact duration for which the engine was off, the probable number of

cycles not made by the combustion engine was determined. The mass (volume) of fuel saved when the

combustion engine is turned off and when the car stops in each of four rides was determined. The

amount of fuel saved was determined and calculated as the mass of carbon dioxide not emitted into the

atmosphere.

The mass of fuel was determined based on the measurements of emission of carbon dioxide of a

combustion engine working with rotational speed of idling \[7–8\]. The Start–Stop system can be

activated, if the condition of the thermal state of an engine is met; therefore, the measurements were

performed when the required parameters of an engine were achieved. When using a passenger car

that burns 1 kg of petrol, 3.1 kg of CO₂ will be obtained as a product of this combustion (i.e. 1 kg of CO₂ is generated as a result of burning 0.322 kg of gasoline). Therefore, the amount – mass of fuel for idle running engine of a vehicle can be calculated. CO₂ emission for the idle running

\[
S_{\text{CO}_2} = \frac{\partial C_{\text{CO}_2}}{\partial \eta_{\text{EL}}} \cdot S_{\text{mle}} \cdot \left( \frac{P_{\text{BW}} - P_{\text{SA}}}{{\eta_{\text{EL}}}^2} \right) \cdot \frac{V_{\text{PE}} \cdot CF}{v} \cdot S_{\text{mle}},
\]  

where

\[
\frac{\partial C_{\text{CO}_2}}{\partial \eta_{\text{EL}}} \]

is the impact of calculated CO₂ savings related to alternator efficiency.

3.5. Significance of Calculations

Calculations are necessary for passenger vehicles equipped with an efficient alternator. The

calculations must be performed for every type, variant and version of a transport vehicle. In the

calculations, it should be shown that an error from the obtained reduction of CO₂ emission calculated

from formula \(9\) is smaller than or equal to the difference between the total reduction of CO₂ emission and

the minimal program of reduction specified in art. 9 sec. 1 of the Executive Order (EU) no. 725/2011 expressed as formula \(10\):

\[
MT \leq C_{\text{CO}_2} - S_{\text{CO}_2},
\]

where\( MT \) is the minimum savings threshold [g CO₂/km], which is 1 g CO₂/km.

In order to issue homologation, the issuing authority may certify the obtained reduction based on

the measurements for an efficient alternator and basic alternator (without eco-innovation).

However, the measurements must be in conformity with the presented research methodology. If

reduction of CO₂ emission is below the threshold value specified in art. 9 sec. 1, art. 11 sec. 2, the

second paragraph of the Executive Order (EU) no. 725/2011 \[19\] shall apply.

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engine examined is 0,76 g/s. Using formula (11), the mass of fuel for a unit of time of an engine operation can be determined as follows:

\[ 0,76 \text{ g/s CO}_2 \cdot 0,332 \text{ g Petrol/g CO}_2 = 0,245 \text{ g/s Petrol,} \quad (11) \]

The volumetricity of intensity of fuel consumption, assuming the density of petrol \( \rho = 0,745 \text{ g / cm}^3 \), is determined using formula (12) as follows:

\[ 0,76 \text{ g/s CO}_2 \cdot 0,332 \text{ g Petrol/g CO}_2 / 0,745 \text{ g/cm}^3 = 0,33 \text{ cm}^3/\text{s Petrol,} \quad (12) \]

The values of fuel savings under normal traffic conditions and calculated reduction of emission of CO\textsubscript{2} are presented in Table 5.

Reduction of fuel and emission of CO\textsubscript{2} with activated start–stop function

<table>
<thead>
<tr>
<th>Tested vehicle</th>
<th>Petrol consumption [l/100km]</th>
<th>Petrol savings [l/100km]</th>
<th>Saving CO\textsubscript{2} [kg/100km]</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMW X3</td>
<td>11</td>
<td>10</td>
<td>0,83</td>
</tr>
<tr>
<td>Porsche Panamera</td>
<td>10</td>
<td>6,3</td>
<td>1,78</td>
</tr>
<tr>
<td>Opel Astra</td>
<td>6,3</td>
<td>0,78</td>
<td>1,78</td>
</tr>
<tr>
<td>Smart Fartwo</td>
<td>5,3</td>
<td>0,58</td>
<td>1,33</td>
</tr>
</tbody>
</table>

Reduction of fuel with activated start–stop function is shown in Fig. 2.

**Fig. 2.** Reduction of fuel with activated start–stop function

Reduction emission of CO\textsubscript{2} with activated start–stop function is shown in Fig. 3.

**Fig. 3.** Reduction emission of CO\textsubscript{2} with activated start–stop function
Assuming, in accordance with [21], the average annual mileage at the level of 12,700 (km/year), the following savings were obtained, presented in Table 6.

Table 6

<table>
<thead>
<tr>
<th>Tested vehicle</th>
<th>Petrol savings [l/year]</th>
<th>Saving CO₂ [kg/year]</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMW X3</td>
<td>105.41</td>
<td>245.11</td>
</tr>
<tr>
<td>Porsche Panamera</td>
<td>52.07</td>
<td>119.38</td>
</tr>
<tr>
<td>Opel Astra</td>
<td>99.06</td>
<td>187.96</td>
</tr>
<tr>
<td>Smart Fortwo</td>
<td>73.66</td>
<td>168.91</td>
</tr>
</tbody>
</table>

The annual values of petrol savings under normal traffic conditions and calculated reduction of emission of CO₂ are presented in fig. 4.

Fig. 4. Annual reduction of fuel and emission of CO₂ with activated start–stop function

5. CONCLUSIONS

The measurements performed in accordance with the guidelines of NEDC - New European Driving Cycle showed that fuel consumption was reduced and emission of pollutants was reduced by about 8%. In actual urban traffic, it may even be reduced by 15%. In a modern petrol engine, the amount of fuel equal to 0.7 seconds of idling is needed to start it. Therefore, turning the engine off is profitable from the first second. It is beneficial both for the driver and the environment. For a modern system with a high-performance alternator, the requirements in terms of the components of a vehicle are higher, including increased resistance of a starter to higher number of warm-ups and higher resistance of a battery to cyclical work with deep discharge and quick recharge. Moreover, the electrical system must be equipped with a unit managing electric energy in a vehicle and system stabilizing voltage. Increasing the density of stator winding from 45% to 70% enables design of an alternator that is 20% lighter and whose power is 50% higher than a conventional alternator. Higher efficiency and lower fuel consumption are achieved thanks to the higher efficiency of an alternator, exceeding 70%, and while applying optional HED technology (high-efficiency diode), even exceeding 77%. Applied innovation also enabled achievement of a uniquely low level of noise. Even magnetic noise was considerably reduced – especially when the engine works slowly, for example, at idling. The
development of a fan in the alternator reduced aerodynamic noise with high engine rotational speed by 50%.

The start–Stop system is currently fitted in cars on a mass scale. However, the opinions on this system are divided. The basic argument of those not in favor of this system is that the parts that need greasing quickly wear out and their repair and/or replacement of subassemblies such as turbo compressors or dual mass flywheels are relatively expensive. In addition, car engines with the Start-Stop system are much more prone to service negligence. Especially those inspection activities that determine the long service life of highly heated elements during frequent starts in the Start - Stop system. Another argument of those not in favor of this system is that it requires properly reinforced and more expensive starters, alternators and batteries.

References


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