

Toyota Prius 3 Engine Map

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The specifications of the electric engines and battery packs for the Toyota Prius vary by generation. The engines deliver a maximum of 44 horsepower at 1,040 to 5,600 rotations per minute. Their maximum torque is 258 pound-feet at 0 to 400 rotations per minute. The battery packs make use of 28 to 38 prismatic batteries, depending on the generation of the electric engine. Each battery provides ...

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Hello all, One of Japanese Prius enthusiasts posted following charts on our community. He agreed to post them here on PriusChat. edit: the charts source: Toyota's article titled "Development of New 1.8-Liter Engine for Hybrid Vehicles" which was published at JSAE academic conference in May 2009. The new 1.8L 2ZR-FXE engine is much more efficient than the previous 1.5L 1NZ-FXE engine.

2010 Prius 2ZR-FXE engine efficiency map | PriusChat

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Toyota Prius: surprisingly excellent handling Despite its odd looks, the the Prius feels just like a conventional car to drive, rather than an MPV. Compared with the old model, lowering the centre of gravity by 25mm and making the driver sit 59mm lower than before helps make you feel more in control of the driving experience than previous Priuses, although it doesn't feel remotely sporty.

Toyota Prius (2020) Engines, Drive & Performance | Parkers

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Uncover the Technology behind Hybrids and Make an Intelligent Decision When Purchasing Your Next Vehicle With one billion cars expected to be on the roads of the world in the near future, the potential for war over oil and the negative environmental effects of emissions will be greater than ever before. Now is the time to seriously consider an alternative to standard automobiles. Exploring practical solutions to these problems, *Hybrid Vehicles and the Future of Personal Transportation* provides broad coverage of the technologies involved in manufacturing and operating hybrids. It reviews key components of hybrid and pure electric vehicles, including batteries, fuel cells, and ultracapacitors. The book also discusses both concept and production-bound hybrids as well as the economics and safety issues of hybrid ownership. In addition, the author supplies effective tips on how to save gasoline with conventional and hybrid automobiles. Making the jargon of fuel-efficient vehicles accessible to a wide audience, this guide explains the history of hybrids, how they work, and their impact on the environment. It will help you make a sound decision concerning the purchase and operation of a hybrid or electric vehicle.

The why, what and how of the electric vehicle powertrain Empowers engineering professionals and students with the knowledge and skills required to engineer electric vehicle powertrain architectures, energy storage systems, power electronics converters and electric drives. The modern electric powertrain is relatively new for the automotive industry, and engineers are challenged with designing affordable, efficient and high-performance electric powertrains as the industry undergoes a technological evolution. Co-authored by two electric vehicle (EV) engineers with decades of experience designing and putting into production all of the powertrain technologies presented, this book provides readers with the hands-on knowledge, skills and expertise they need to rise to that challenge. This four-part practical guide provides a comprehensive review of battery, hybrid and fuel cell EV systems and the associated energy sources, power electronics, machines, and drives. The first part of the book begins with a historical overview of electromobility and the related environmental impacts motivating the development of the electric powertrain. Vehicular requirements for electromechanical propulsion are then presented. Battery electric vehicles (BEV), fuel cell electric vehicles (FCEV), and conventional and hybrid electric vehicles (HEV) are then described, contrasted and compared for vehicle propulsion. The second part of the book features in-depth analysis of the electric powertrain traction machines, with a particular focus on the induction machine and the surface- and interior-permanent magnet ac machines. The brushed dc machine is also considered due to its ease of operation and understanding, and its historical place, especially as the traction machine on NASA's Mars rovers. The third part of the book features the theory and applications for the propulsion, charging, accessory, and auxiliary power electronics converters. Chapters are presented on isolated and non-isolated dc-dc converters, traction inverters, and battery charging. The fourth part presents the introductory and applied electromagnetism required as a foundation throughout the book. • Introduces and holistically integrates the key EV powertrain technologies. • Provides a comprehensive overview of existing and emerging automotive solutions. • Provides experience-based expertise for vehicular and powertrain system and sub-system level study, design, and optimization. • Presents many examples of powertrain technologies from leading manufacturers. • Discusses the dc traction machines of the Mars rovers, the ultimate EVs from NASA. • Investigates the environmental motivating factors and impacts of electromobility. • Presents a structured university teaching stream from introductory undergraduate to postgraduate. • Includes real-world problems and assignments of use to design engineers, researchers, and students alike. • Features a companion website with numerous references, problems, solutions, and practical assignments. • Includes introductory material throughout the book for the general scientific reader. • Contains essential reading for government regulators and policy makers. *Electric Powertrain: Energy Systems, Power Electronics and Drives for Hybrid, Electric and Fuel Cell Vehicles* is an important professional resource for practitioners and researchers in the battery, hybrid, and fuel cell EV transportation industry. The book is a structured holistic textbook for the teaching of the fundamental theories and applications of energy sources, power electronics, and electric machines and drives to engineering undergraduate and postgraduate students. Textbook Structure and Suggested Teaching Curriculum This is primarily an engineering textbook covering the automotive

Intelligent Control of Connected Plug-in Hybrid Electric Vehicles presents the development of real-time intelligent control systems for plug-in hybrid electric vehicles, which involves control-oriented modelling, controller design, and performance evaluation. The controllers outlined in the book take advantage of advances in vehicle communications technologies, such as global positioning systems, intelligent transportation systems, geographic information systems, and other on-board sensors, in order to provide look-ahead trip data. The book contains simple and efficient models and fast optimization algorithms for the devised controllers to address the challenge of real-time implementation in the design of complex control systems. Using the look-ahead trip information, the authors of the book propose intelligent optimal model-based control systems to minimize the total energy cost, for both grid-derived electricity and fuel. The multilayer intelligent control system proposed consists of trip planning, an ecological cruise controller, and a route-based energy management system. An algorithm that is designed to take advantage of previewed trip information to optimize battery depletion profiles is presented in the book. Different control strategies are compared and ways in which connecting vehicles via vehicle-to-vehicle communication can improve system performance are detailed. *Intelligent Control of Connected Plug-in Hybrid Electric Vehicles* is a useful source of information for postgraduate students and researchers in academic institutions participating in automotive research activities. Engineers and designers working in research and development for automotive companies will also find this book of interest. *Advances in Industrial Control* reports and encourages the transfer of technology in control engineering. The rapid development of control technology has an impact on all areas of the control discipline. The series offers an opportunity for researchers to present an extended exposition of new work in all aspects of industrial control.

This book presents a comprehensive overview of power-split device (PSD) design. It discusses vehicle energy consumption characteristics, hybrid vehicle power request solutions, typical configurations, operating principle and simulation technology of PSD hybrid system, a multi-factor integrated parametric design method and a dynamic coordinated control method for PSD hybrid system. It also describes the finite element analysis, thermal analysis and optimization of the PSD based on a surrogate model, explains the theory behind the design and the simulation, and provides concrete examples. It is a valuable resource for researchers and the engineers to gain a better understanding of the PSD design process.

The fast growth in world population and the associated energy requirements, the announced depletion of fossil fuel resources, the continuing rise in greenhouse gas (GHG) emissions with the induced climatic changes represent some of the major challenges to be taken up in the coming years and decades. Hybridization therefore typically represents a transition technology which can significantly improve the energy and environmental performance of current vehicles, without radically changing their use typologies, while opening the way to new propulsion modes for the longer term. It is nevertheless a complex subject requiring a multidisciplinary approach. This book, which is intended to be exhaustive, considers the vehicle, its components, their association and their control, as well as the global balances determined over the vehicle lifetime. It starts with a general presentation of the various conditions of use of vehicles, to give readers an understanding of the stakes related to the development of hybrid vehicles and the methods used to compare the performance of the various solutions. The principles and the various types of internal combustion engine and electrical drives, onboard energy storage systems, principles, architectures, specific components and operation of hybrid drivetrains, as well as the energy management in these vehicles, are developed. A global analysis of the various drivetrains life cycle assessment (LCA), total costs and availability of sensitive materials is also provided. This

book is intended for everyone involved in the design, manufacture and implementation of hybrid drive vehicles and their components. It will also be of interest to students, teachers and researchers wishing to acquire or further their knowledge in all fields impacted by drivetrain electrification. More globally, after consulting this book, readers will be in a position to evaluate the technologies related to the concept of drivetrain hybridization, their implementation, balances and generalization conditions. This book is available in French Under the title "Véhicules hybrides". Contents : 1. Vehicle use. 2. Internal combustion engines. 3. Electric drivetrain. 4. On-board energy storage systems. 5. Hybridization. 6. Control of hybrid vehicles. 7. Comparative study of hybrid vehicles: greenhouse gas emissions, energy consumption, and cost. Appendixes.

Among the various factors greatly influencing the development process of future powertrain technologies, the trends in climate change and digitalization are of huge public interest. To handle these trends, new disruptive technologies are integrated into the development process. They open up space for diverse research which is distributed over the entire vehicle design process. This book contains recent research articles which incorporate results for selecting and designing powertrain topology in consideration of the vehicle operating strategy as well as results for handling the reliability of new powertrain components. The field of investigation spans from the identification of ecologically optimal transformation of the existent vehicle fleet to the development of machine learning-based operating strategies and the comparison of complex hybrid electric vehicle topologies to reduce CO2 emissions.

Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

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