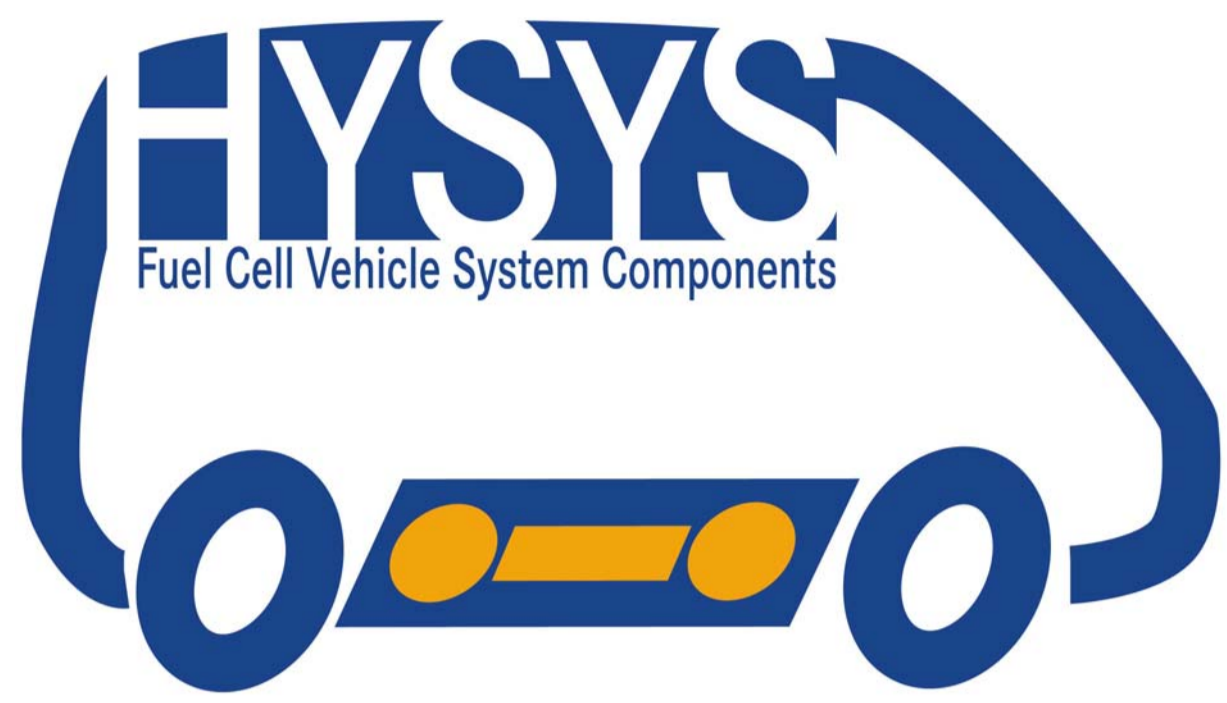




3<sup>rd</sup> General Assembly · Exhibition · Drive&Ride, 4-6 October 2006, Brussels



# Fuel Cell Hybrid Vehicle System Component Development

## Project Targets:

- Low cost air supply with high efficiency and high dynamics
- Low cost humidifiers with high packaging density
- Low cost hydrogen sensors for automotive use
- Effective low cost hydrogen supply line
- High efficient, high power density drive train
- Low cost high power Li-Ion batteries
- Enhanced FC-drive train efficiency

## Project Details:

- Integrated Project
- Total budget: 22,7 M€
- EC Funding: 11,2 M€
- Duration: 01.12.2005 – 30.11.2009, 4 years
- Coordinator: Dr. J. Wind, DaimlerChrysler  
[joerg.wind@daimlerchrysler.com](mailto:joerg.wind@daimlerchrysler.com)
- Website: <http://www.hsys.eu>

## Project Outline:

- Final delivery: two different FC-hybrid delivery vans
- The project is carried out in close cooperation of car industry with supplier industry, supported by institutes and universities
- The project focuses on most important FC and electric propulsion system components
- Synergies with ICE-hybrids and necessary actions are identified
- For the electric drive train components it is a goal to provide for the use in FC-hybrid vehicles as well in ICE-hybrid vehicles

## Project Partners:

- OEM: CRF(I), DC(D), PSA(F), Renault (F), VW(D), Volvo(S)
- Institutes: AVL(A), TNO(NL), CNM(E), ENEA(I)
- Suppliers: ATB (A), Bosch(D), Continental Temic(D), Fischer(CH), Fumatech(D), Magna Steyr(A), MicroChemical(CH), Rivoira(I), Saft(F), Selin Sistemi (I)
- Universities: RWTH Aachen - IKA + VKA(D), EPFL(CH), University of Montpellier(F), University of Maribor(SLO), Fachhochschule Esslingen (D)

## Project Time Plan:

