Innovate UK

Results of Competition: Seeding tomorrow's vehicle technologies today - IDP12 CRD
Competition Code: 1509_CRD2_TRANS_IDP12

Total available funding for this competition was £25.71M from IDP12 and DALV

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Participant organisation names	Project title	Proposed project costs	Proposed project grant
Fusion Innovations Ltd Teqniqa Systems Ltd Randle Engineering Solutions Ltd Lyra Electronics Ltd University of Birmingham	Interjet RR - Complete Low Carbon Adaptive and Interactive Low Rolling Resistance and Aerodynamics System	£1,531,024	£1,135,184

Project description - provided by applicants

The Eco low Rolling resistance tyre or EcoRR, project is a follow on from a successful IDP8 Proof of Conceptproject called EcoRR. The project focus is a tyre which can adapt it's profile and stiffness dynamically, allowingit to operate in a very low rolling resistance mode, or in a performance grip mode when cornering orbraking/accelerating. Proof of concept work showed that with better tyre design and better traction designconcluded that the technology was capable of a step change 7% CO2 reduction compared to a vehicle runningon conventional pneumatic tyres, and in addition had the potential to improve cornering grip, reduce tyremanufacturing costs, NVH and provide inherent run flat capability. Future development will see ECORR becomea fully integrated dynamic component of the Low Carbon Vehicle.To enable this the IDP12 project has built on the existing consortium between Fusion Innovations, UOB andRandle Engineering and added OEM support from OEM's such as Jaguar Land Rover and manufacturing supportfrom Teqniqa and Lyra Electronics.

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Magnomatics Ltd Romax Technology Ltd Computational Modelling Cambridge Ltd University of Sheffield Changan UK R & D Centre Ltd	IMPACT - Integrated Magsplit Powertrain with Advanced Control and Testing	£2,866,621	£1,950,640
Project description - provided by applicants			
Magnomatics' innovative and proprietary magnetic CVT (MAGSPLIT) integrates a magnetic planetary gearand a highly efficient control motor/generator to enable the realisation of more efficient and compact HybridElectric Vehicle powertrain. A Vehicle Intent MAGSPLIT component has previously demonstrated highefficiency and robustness in a compact package, showing the potential to reduce CO2 emissions from new carsby 1.3Mtonnes p.a. by 2025. For this project, a rig based full powertrain demonstrator will be delivered, with amajor automotive OEM providing the vehicle specifications, packaging, prototype test engine and technicalsteer. Magnomatics will design, build and test the MAGSPLIT based full powertrain, Romax Technology willdetermine optimum HEV architecture and mechanical system, CMCL will provide engine and test analysis,University of Sheffield will lead the delivery of the powertrain controller. A powertrain capability and benefitsassessment will enable the OEM to assess business case and market potential, enabling future UK and EEAvolume manufacturing of high value assemblies and components.			

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Jaguar Land Rover Ltd BorgWarner Ltd MAHLE Powertrain Ltd Johnson Matthey PLC Cambustion Ltd University of Oxford	HyPACE: Hybrid Petrol Advanced Combustion Engine	£3,840,763	£2,134,544
Project description - provided by applicants			
An innovative research project led by Jaguar Land Rover, HyPACE (Hybrid Petrol Advanced Combustion Engine)will investigate new petrol engine technologies. The collaboration will integrate UK expertise from JLR(Combustion and Development), Borg Warner UK (Advanced Boosting Systems), Johnson Matthey UK(Emissions Control Technology), Cambustion (Emissions Development), MAHLE Powertrain UK (EngineeringConsulting Services) and the University of Oxford (Advanced Optical Combustion Diagnostics). The collaborativeproject will target 10% engine fuel economy improvement in combination with emissions reduction andenhanced drivability. The collaborative project is part of JLR's wider strategy for lower emissions and improvedengine fuel efficiency. While developing technical innovations, the partners will increase UK automotivecompetitiveness and skills. The project is aligned with the continued JLR investment in powertrain research asshown by the £1bn investment in the Wolverhampton Engine Manufacturing Centre.			

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Ceres Power Ltd Nissan Motor Manufacturing UK Ltd M-Solv Ltd	High power density SOFC stack module for light commercial electric vehicle range extender	£1,353,508	£772,291
Project description - provided by applicants			
This collaborative industrial R&D project with Nissan UK, Ceres Power and M-Solv aims to demostrate acompact, high power density, low emission SOFC battery charger for range extension of light commercialelectrical vehicles (LCEV) such as the Nissan eNV200. This will involve the design, build, test and demonstrationof a compact, robust, fast-response SOFC power module. This project aims to advance the key enablingtechnologies for a low emission SOFC/EV range extender system suitable for operation with a variety of highefficiency fuel types (including biofuels) applicable to the automotive sector. Success could lead to an APC bid,which would look to raise the market attractiveness of EV by enabling LCEVs to operate for long periodswithout the restrictions of electrical recharge from the grid. This highly disruptive approach supports the UK'smove towards greater use of electric vehicles, supports Nissan UKs leading position in commercial EVdevelopment, opens up the 1.4 million annual EU sales of light commercial vehicles and makes significantprogress towards the UKs 2030-50 low carbon energy targets.			

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Sunamp Ltd Paneltex Ltd Route Monkey Ltd Low Carbon Vehicle Partnership	Range extended- refrigerated BEVs for CO2 abatement in fleets	£1,843,624	£1,145,912
Project description - provided by applicants			
Nowadays, the number of electric vehicles used in fleets to deliver chilled and frozen goods is low due tolimited daily mileage as compared to internal combustion engine (ICE) vehicles. In fact, the electrical batteriesneed to provide energy for traction, cabin conditioning, and refrigeration of the container. With this project,Sunamp, Paneltex, Route Monkey and LowCVP aim to significantly increase the adoption of electric chilled andrefrigerated vehicles for short delivery of frozen goods, by: 1) the integration of compact thermal stores todecouple the energy required for traction from that required for thermal loads; 2) the integration of real timemeasurements into software to optimise the route of each vehicle of the fleet, to maximise the benefits for thedistributor. Major benefits are: 1) to achieve daily range comparable to diesel vehicles; 2) drastic reduction oflocal CO2 and other pollutants emissions by removing thousands of commercial ICE vehicles in cities; 3)increase of night deliveries because of low noise of these vehicles; 4) access for the distributor to ULEZ in cities;5) improved confort for drivers.			

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Johnson Matthey PLC Johnson Matthey Battery Systems Ltd Hyster-Yale UK Ltd Imperial College London University of Oxford University of Warwick - WMG BAE Systems (Operations) Ltd Delta Motorsport Ltd	Advanced Lithium Ion Capacitors and Electrodes (ALICE)	£1,897,409	£1,248,084

Project description - provided by applicants
The Advanced Lithium Ion Capacitors and Electrodes (ALICE) project will develop lithium ion capacitors (LICs)and validate these in a 48V module for use in three market sectors - automotive, e-bus and materials handlingequipment. LICs combine the benefits of lithium ion and supercapacitor electrode materials and structures,providing enhancing energy density vs supercapacitors and better power density than batteries. Advancedmaterials will be developed and scaled (Johnson Matthey) and novel coating techniques (Oxford) used toprovide electrode structures optimsed for high rate capability. Roll to roll coating and A5 pouch cellmanufacture (Warwick Manufacturing Group) will be followed by 48V module build and testing (JohnsonMatthey Battery Systems (JMBS)) based on end user defined requirements (Nacco Materials Handling, BAEsystems, JMBS and Delta Motorsport) and accelerated test protocols. Development of a physics based cellmodel (Imperial) will interlink with sophisticated layer structure characterisation (tomography, TEM) & cellperformance results, evolving a rational design approach for specific end use scenarios.

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Faradion Ltd AGM Batteries Ltd University of Warwick - WMG	Sodium-ion batteries for electric vehicles	£1,753,996	£1,334,563
Project description - provided by applicants			
A consortium of three businesses, Faradion Ltd. , AGM Batteries Ltd. and Renault together with WarwickUniversity have come together to demonstrate that battery packs based on sodium-ion technology can bemanufactured successfully on a commercial scale. The technology has been developed in the laboratory byFaradion Ltd who will be joing forces with Warwick University and AGM Batteries Ltd to transfer the technologyto AGM`s battery manufacturing plant. Renault contributes to the setting of priorities for the programme byproviding information on market requirements.			

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Antich & Sons (Huddersfield) Ltd 313M Technology Ltd Jaguar Cars Ltd	MELComp2 - Mutiplex Energy Laser Consolidation of Continuous Fibre Aluminium Matrix Composites 2	£2,604,302	£1,656,590
Project description - provided by applicants			
Aluminium Matrix Composites (AMCs) offer the strength and stiffness of steel, but with the density ofaluminium, making them an exciting candidate for reducing the weight of ground and air vehicles to helpimprove efficiency and reduce CO2 emissions. Advantages over carbon fibre reinforced plastic compositesinclude higher temperature resistance, better toughness, recyclability and no corrosion in contact withaluminium structures. However the drawbacks are the current high cost of the alumina reinforcements anddifficulty in applying existing techniques to high volume manufacture. This project aims to further develop anddemonstrate a novel multiplex energy laser consolidation (MELC) process in combination with advanced 3Dweaving to produce AMC components in a rapid, low energy, low waste process which is anticipated to enablethe tough cost targets of the automotive industry to be met whilst reducing CO2 emissions in both themanufacturing and use phase of the components.			

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Meteor Power Ltd Westfield Sportscars Ltd University of Bath	High Performance Low Emission Hybrid Power Train For Motorcycles And Lightweight Sports Cars	£2,995,421	£2,188,145
Project description - provided by applicants			
Meteor Power specialises in the development of cutting edge technology for electric vehicles alongside a rangeof exclusive high performance electric motorcycles due to enter the market in late 2016. This project will seethe development of a compact hybrid power train for use in two and four wheel applications and other sectors.The development of the hybrid power train will see Meteor Power develop the first hybrid motorcycle availableanywhere in the world whilst also making significant inroads in to reducing emissions in hybrid sports carswithout sacrificing weight or performance.The hybrid power train, like our electric motor, controller and fast charging system, will be available for sale orlicense to OEMs and Tier 1 suppliers and will be the first engine in any motorcycle to be both Euro 4 and Euro 5compliant.			

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Advanced Design Technology Ltd Valeo Air Management UK Ltd Jaguar Land Rover Ltd University College London (UCL)	High Pressure EGR Generator (HiPERGen)	£1,423,892	£812,165

Project description - provided by applicants

The High Pressure Exhaust Gas Recirculation Generator (HiPERGen) project will develop a novel recoverysystem that will be integrated into the high pressure exhaust gas recirculation (EGR) loop to utilise the un-usedthrottling energy for electricity generation using a turbine coupled with a high speed generator and achievingup to 3 % WLTP CO2 reduction. Valeo's experience in developing and validating a similar technology in alaboratory environment provides the background IP and knowledge consistent with an early TRL4. JLR willprovide the operational conditions for the EGR recovery system and, together with Valeo, will specify theperformance targets for the different components of the subsystem. An innovative turbine designed by ADT towithstand and perform under challenging operating conditions will be coupled with the novel e-machinedesigned by Valeo, and these two components will be embedded into the HP EGR loop. The performance of theoptimised subsystem will be validated by simulations and experimental results in a gas stand test performed atUCL and in a vehicle demonstration performed by JLR and hence, reaching TRL6.

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Clean Air Power Ltd Criterion Catalyst Company Ltd MAHLE Powertrain Ltd Brunel University Loughborough University	Heavy Duty Dual Fuel Demonstrator Engine Achieving Future EU Emissions Compliance with 23% Carbon Reduction	£2,998,318	£2,181,013
Project description - provided by applicants			
The aim is to develop new Heavy Duty Dual-Fuel (DF) combustion and after-treatment technologies to achievefuture European emissions compliance with reduced carbon footprint at acceptable cost. The main deliverablewill be a demonstration of 23% source-to-wheel carbon reduction relative to current diesel truck operation.The technical approach will involve the development and application of novel and innovative technology inthree key areas: 1. Dual-Fuel Combustion Systems: New Premixed Micropilot Combustion (PMPC) systemsand optimised engine component geometry will be developed to achieve significantly reduced methaneemissions 2. Exhaust Aftertreatment: Innovative exhaust aftertreatment will be developed to enable the low-temperature oxidation of methane for compliance with future legislative testing procedures. 3. Integration ofControl Systems: Innovative development of the Engine Management System (EMS) will be undertaken toensure future emissions compliance with novel gas quality sensing capability.			

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Johnson Matthey PLC G-volution PLC HiETA Technologies Ltd University of Manchester	Plasma Removal of Methane from Natural Gas Dual-Fuel Engines (PROMENADE)	£1,789,950	£1,267,863
Project description - provided by applicants			
The PROMENADE (Plasma Removal of Methane from Natural Gas Dual-Fuel Engines) project will demonstratethe use of non-thermal plasma, advanced combustion and control techniques and Additive Manufacturing toallow dual-fuel (Diesel-Natural Gas) to meet Euro Stage VI emissions standard while delivering considerable fueleconomy benefits over conventional diesel engines. Johnson Matthey, G-volution Ltd and HiETA Technolgiesalong with the University of Manchester and Queen's University Belfast, working with MAN Truck and BusAGwill provide a full scale engine bench demonstration of these combined technologies.			

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Far-UK Ltd Jaguar Land Rover Ltd HPL Prototypes Ltd University of Leicester TWI Ltd	HALO Hybrid Automotive Lightweight Optimisation	£1,910,104	£1,410,375
Project description - provided by applicants			
The is a great pressure on the UK vehicle manufacturers to reduce fuel consumption and lower CO2 emissions.Great improvements in these requirementts have taken place over recent years mostly by the development ofhhighly fuel efficient engines. This trend of improved engines will not be sufficient to meet impendinglegislative requirements on carbon emissions. Therfore weight reduction of vehicles is vitally important. Thismust be done cost competitively, consumers would not pay much more for vehicles so cost effective solutionsmust be found. This programmme seeks to find new ways of producing optimised structures using theapproach of applying dfferent materials where they are needed. This novel part of this technology is todevelop the modelling techniques that allow the efficient use of these multiple materials. By doing this, bothweight optimised and cost optimised structures can be produced.			

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SGL Carbon Fibers Ltd Surface Generation Ltd Nifco UK Ltd Engenuity Ltd Jaguar Land Rover Ltd LMAT Ltd University of Nottingham University of Sheffield - AMRC	Thermoplastic Overmoulding for Structural Composite Automotive Applications (TOSCAA)	£2,879,707	£2,063,875
Project description - provided by applicants			
The TOSCAA project brings together a number of collaborating organisations to integrate a range of innovative,lightweight material and process technologies, enabling the development of a unique TP overmouldedstructural automotive component for Automotive vehicle application. The project aims to demonstrate howTOSCAA technology offers the opportunity for this technology deployment in other applications on the vehicleand of interest in other sectors with lightweighting demands such as rail and aero.			

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Caterpillar UK Ltd Michelin Tyre Company Ltd FlowGuard Ltd	Motion Resistance Optimisation System	£1,387,954	£800,128
Project description - provided by applicants			
The Motion Resistance Optimisation System (MROS) is a modular, scalable, retrofitable and low cost tyrepressure modulation system that allows motion resistance of the vehicle it is installed to be optimised as afunction of its operating environment. It will increase machine efficiency by minimising losses associated withtyre-ground interface. Implementation of the MROS is projected to enable at least 4% CO2 reduction for HeavyGoods Vehicles (HGV), 15% CO2 reduction for Agricultural tractors (Ag) and will provide measurable CO2reduction benefits across all other vehicles to which it is applied. Furthermore, the implementation of MROStechnology will provide significant benefits to fuel efficiency, will contribute to lowering the vehicle owning andoperating costs, will extend tyre life and will also improve vehicle safety.			

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HiETA Technologies Ltd University of Nottingham Alcon Components Ltd Renishaw PLC Added Scientific Ltd University of Liverpool Moog Controls Ltd	Functional Lattices for Automotive Components (FLAC)	£2,475,191	£1,742,742
Project description - provided by applicants			
Vehicle efficiency, regardless of the powertrain type, can be increased through several strategies, includingreducing weight, aerodynamic drag, reduction in rolling resistance and powertrain efficiency. Out of all, weightreduction is considered to have the greatest potential to increase vehicle efficiency and thus to reduce the CO2emissions. The objective of the FLAC project is to progressively develop and demonstrate a portfoliolightweight automotive components with increased efficiency and functionality utilising an integrated SLMdesign methodology, a novel class of lattices, new aluminium alloys for SLM and demonstrate the viability ofselective laser melting as a manufacturing route.			

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Controlled Power Technologies Ltd Tata Motors European Technical Centre PLC Ricardo UK Ltd Provector Ltd	FEVER (Forty Eight Volt Electrified Rear Axle)	£3,357,009	£1,835,584
Project description - provided by applicants			
The FEVER project will apply 48V electrification to the rear drive-line of a B-segment city car to enable advancedhybrid electric drive functionality at a reduced cost to that of a high voltage PHEV or EV. The objective is torealize a 10%-15% on-cycle benefit based on a Tata Bolt demonstrator with significant real world improvementover a typical city drive cycle. This will require a high level of innovation in the following areas:Development of a next generation oil cooled, 4 quadrant, Switched Reluctance hybrid motorLight-weight, low cost electric rear axle module with integrated 48V electric motor and hybrid batteryPackage efficient scalable suspension concept with focus on enabling late configurations of vehicle and bodystructure to optimise for cost and volume implicationsIP generation around the development of low voltage advanced motor control and electric driving controlstrategiesThe project will culiminate with the delivery of 2 through-the-road hybrid demonstration vehicles			

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