



driving the shift

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Scania HEV - Electric road in Gävle, Sweden



Scania HEV at Primove WPT test track



Primove WPT installation in Scania HEV



Path to Standards for In-Motion Charging

Standardization enables an open market, a necessity for market acceptance

- From the vehicle side it is important to establish standardized interfaces
- Electrical, Voltage, Power, Safety, Cooling
- Information, CAN J1939, ..
- Physical, Position, Length, Width and Height, Alignment xyz, Connection
- Environmental, Vibration, Electrical/EMC/EMF, Dust, etc.
- Life expectations
- Body-build adaptations?



Path to Interoperability for In-Motion Charging

On Interoperability between light duty and HD

We need to start from the use case:

- Look at BRT as an example. Dedicated road for buses. No need for interoperability between transport modes here.
- Look at highway driving, shared lanes. If possible interoperability is good thing; but only if benefits surpass possible drawbacks



Path to Interoperability for In-Motion Charging

On Interoperability between technologies

E.g Wireless versus Conductive In-road and Above road

- There should be as much similarity possible when it comes to the electric infrastructure along the road
- Same structure all the way from the national grid to the connection at the road side
- Will benefit other eMobility structures, like powerful static charging at parking spots, for light duty as well as for heavy duty commercial vehicles



Path to Interoperability for In-Motion Charging

On Interoperability within technologies

- Very important to secure an open market!
- Look at OppCharge as an example, a good way on to standardization but still not fully interoperable in reality between suppliers

