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OBRIST
— POWERTRAIN —

About- HyperHybrid- Components- NEW Brochure

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~~V.A.T. ATU 66806129~~
ISO 9001: 2000

Managing Director / CEO
Herrn Dipl.- Ing. Wolf Frank

wenn man am Handy auf die Nummer klickt kann man nicht anrufen da der (0) Nuller in der Klammer mitgewählt wird;

bitte office@obrist.at so verlinken, dass man gleich ein Mail schreiben kann

diese Zeile streichen

ISO 9001: 2008

HyperHybrid - Verlinkung



HyperHybrid

Series Hybrid Powertrain

Customers are intrigued by electric vehicles but suffer from range anxiety. Journeys must be carefully planned based on the charging infrastructure available.

HyperHybrid – a series hybrid powertrain solution – combines electric driving with unlimited range at maximum efficiency and affordable costs.

The HyperHybrid powertrain features an ultra-compact combustion engine boasting unmatched efficiency, a high-power low cost battery based on 18650 cells, and integrated thermal management covering the complete powertrain and the passenger cabin.

Customers can now decide whether to plug in the vehicle but they are not obliged to. The combustion engine with integrated generator is always on board to provide energy for driving the vehicle without compromising on performance or efficiency.

Accessing Various Segments

The ultra-compact drivetrain components can be integrated in various vehicle segments – even in small cars. In larger vehicles HICE enables an extra 250mm of bay space to be used for more passenger comfort or additional seating capacity. The compactness of the components massively improves packaging freedom for automotive designers and engineers.

Pure Driving Passion and Comfort

- Electric rear-wheel drive with high torque for maximum driving passion
- Highest levels of NVH comfort comparable to battery electric vehicles (BEV)
- Packaging results in a low center of gravity and perfect mass balancing between front and rear

The solution for global automotive mass markets.



wenn man auf HyperHybrid klickt soll diese Seite dargestellt werden

Demonstrator

HyperHybrid Demonstrator

Real Life Experience

The HyperHybrid powertrain is installed in a fully functional demonstrator that has undergone intensive bench and road testing. The demonstrator represents the global mid-size car and is designed for a top speed of 168km/h (145km/h continuous). The Li-ion battery has an electric battery range of 58km under the NEDC.

The operating strategy utilizes battery powered driving in the city and switches to hybrid mode on highways (HICE on). The innovative HICE concept is responsible for BEV-comparable NVH values.

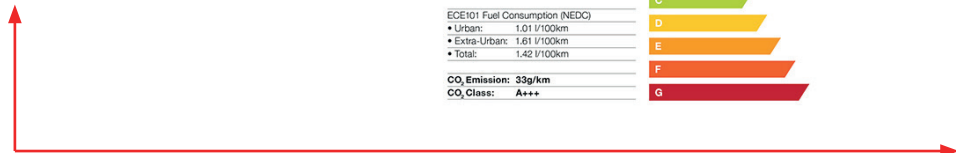
The in-house developed HyperHybrid control unit manages energy fluxes in the hybrid system and takes care of thermal management, brake energy regeneration, and the HICE operating strategy. Algorithms and hardware are designed at Obrist Powertrain.



Benefits

- Price comparable to common gasoline/diesel drivetrains
- NVH comfort comparable to BEV
- Significant weight reduction compared to BEV
- Plug-in chargeable but not mandatory
- No range anxiety
- Battery range fulfills requirements for governmental subsidies You are invited to test drive the future.

Efficiency Level	Grade
Brand: Geely	A+
Model: Emgrand EC7	A
Powertrain: HyperHybrid	B
Fuel: 95 octane gasoline	C
Battery Range: 58km (NEDC)	D
ECE101 Fuel Consumption (NEDC)	E
Urban: 1.01 l/100km	F
Extra-Urban: 1.61 l/100km	G
Total: 1.42 l/100km	
CO ₂ Emission: 33g/km	
CO ₂ Class: A+++	



You are invited to test drive the future.

Mit Leerzeile und in Bold schreiben: wie beim BSP rechts „The solution.....“

HyperHybrid

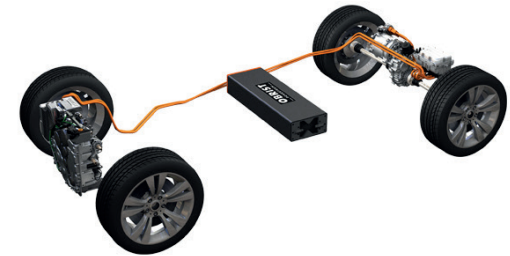
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Demonstrator

HyperHybrid Control Unit

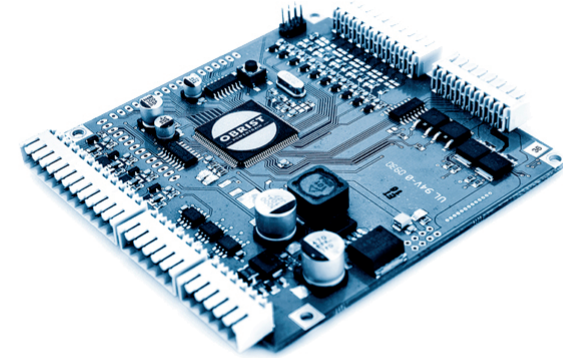
Next to the HyperHybrid component technologies Obrist Powertrain provides a control system for series hybrid powertrains.

The HyperHybrid control system is designed for several beneficial control features, that provides automotive engineers with the toolbox to develop hybrid vehicles for unmatched driving experience.

The HyperHybrid control system contains an electronic vehicle control unit and dedicated control algorithms embedded into its software. The control unit is connected to all relevant components of the powertrain and of the vehicle. Due to the central high speed signal processing and the smart distribution of computational power between the peripheral control units the driving and on-ride charging modes of the vehicle can rapidly be adjusted to achieve maximum efficiency.

Due to their critical importance Obrist Powertrain has developed proprietary control units for the generator-engine unit, the batteries and the thermal management. All other relevant vehicle functions share interfaces with the HyperHybrid controller. The decentralized control units communicate directly to the controller via the CAN bus systems (power bus, safety bus, auxiliaries bus).

The architecture and interfaces of the HyperHybrid control unit and of the single components are designed for rapid implementation in established car lines.



Zeilenumbruch richtig stellen