

Special Session on
**IEEE VTS MOTOR VEHICLES CHALLENGE 2017 – ENERGY MANAGEMENT OF A
FUEL CELL/BATTERY VEHICLE**

Chair: Mr Clément Dépature, Université du Québec à Trois-Rivières (Canada/Québec)

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Call for Papers

This special session follows the IEEE VTS motor vehicle challenge 2017 devoted to the energy management of a fuel cell/battery vehicle. This challenge was launched in October 2016 during the IEEE VPPC 2016 conference, in Hangzhou, China. The aim was to develop a robust Energy Management Strategy to both increase the energy sources' lifetime and to minimize the hydrogen consumption of a given fuel cell/battery vehicle. 48 academic and professional participants from 14 different countries took part in the aforementioned challenge. The top scoring participants will be distinguished and invited to present their results in this special session at the 2017 IEEE VPPC. This special session will also be an opportunity for the different teams of the challenge to present their works on this particular topic.

Topics of interest include, but are not limited to:

- Fuel Cell
- Battery
- Energy management
- Braking strategy

Applications of interest:

The work of the challenge are performed on the specific vehicle Tazzari Zero. However, the presented techniques are suitable for different multi source vehicles (cars, buses, heavy duty vehicles, etc).

Deadlines:

Submission of abstracts:	Mar. 31, 2017
Notice of acceptance:	June 15, 2017
Submission of full papers:	Sep. 15, 2017

All special session digests must be prepared and submitted in the same way as those for the conference regular tracks (see <http://www.vppc2017.org/>), except that the corresponding special session should be identified during submission.

SS organizers' short bio:



Clément Dépature received his master's degree in Electrical Engineering from the Université Lille1 (France) in 2011. In 2011, he has been engaged as an engineer at L2EP, in Lille. He was in charge of the development of an experimental platform dedicated to electric and hybrid vehicles and of the Tazzari Zero monitoring.

Since 2013, he realizes a Ph.D degree in collaboration with the L2EP of the University of Lille 1 (France) and the GREI of the Université du Québec à Trois-Rivières (Canada). His research activities deal with modelling, control and energy management for fuel cell and electric vehicles.



Ali Castaings received his engineer degree and his master's degree in Electrical Engineering from Arts et Métiers ParisTech (France) in 2012. He received his PhD degree in Electrical Engineering from the University of Lille 1 (France) in 2016.

He is an active member of the French research network on hybrid and electric vehicles, MEGEVH and has been involved in several projects on energy management of hybrid and electric vehicles. His research activities deal with energy management of multi-sources vehicles, including battery, supercapacitors, fuel cells.