

Can a dual clutch be equipped with an energy storage device

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A physics-based model is developed in this paper for control synthesis and design of electrohydraulic actuated dual-clutch transmissions in hybrid electric

A coaxial multi-winding transformer balancing system can distribute the energy in two or more cells at a time, and this balancing can be transferred to the energy with high-speed.

Dual clutch transmission (DCT) which can simultaneously improve acceleration performance and fuel efficiency compared to automatic transmissions (AT) and manual transmissions (MT) is one of the

A different type of dual-clutch transmission has been used in some railcars. The two clutches are placed one on the gearbox input shaft and the other on the gearbox output shaft.

Prior studies are presented showing that depending on the drive cycle, vehicle type, and gearbox configuration, drivetrain energy consumption may be reduced slightly or increased

HDCT, being part of a hybrid system, can take advantage of regenerative braking to recover and store energy in the battery packs. This contributes to overall energy efficiency and fuel savings.

This paper addresses the integration of the energy management and the shift control in parallel hybrid electric vehicles with dual-clutch transmission to reduce the fuel

Thus, in this manuscript, we propose a ball-ramp DCT (BR-DCT) with a clutch actuator that changes mechanism to reduce power consumed by engagement and improve

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store energy in the battery packs.

This article presents a novel architecture of a particular class, i.e., multi-mode hybrid electric propulsion systems that utilize two planetary gear sets, multiple clutches, two electric motors,

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