

**DEVELOPMENT OF AUTONOMOUS  
ELECTROMAGNETIC TWO SPEED GEARBOX FOR  
ELECTRIC VEHICLE**

**BY**

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**A thesis submitted in fulfilment of the requirement for the  
degree of Master of Science (Automotive Engineering)**

**Kulliyyah of Engineering  
International Islamic University Malaysia**

**APRIL 2021**

## ABSTRACT

The goal of the National Automotive Policy (NAP) 2020 is to develop advanced automotive technologies for the next generation vehicle (NxGVs) with improving energy efficiency and autonomous for the future mobility in Malaysia. Conventional transmissions such as automatic transmission (AT), manual transmission (MT), and / or continuously variable transmission (CVT) for NxGV will cause energy consumption due to their bulkiness and difficulty to install directly with the EV's motor-head. In addition, the single-speed gearbox (SS-GB) is lighter, but not suitable for generating enough torque at start-up or when going uphill. Therefore, the development of a compact and autonomous energy-efficient transmission is a key technological issue for NxGV. The aim of this study is to fabricate a prototype of a compact and lightweight autonomous electromagnetic two-speed gearbox (AEM2SGB) for EV in accordance with NAP-2020 and IR4.0. The first-gear is used for acceleration in uphill, which provide high torque, and the second-gear is used for higher speed. A compact and lightweight laboratory-scale AEM2SGB has been developed. Furthermore, an autonomous fuzzy controlled system has been developed with associating the wheel speed sensor and motor sensor to control the power flow to the electromagnetic actuator (EMA). A laboratory experiment is conducted using equivalent road-loads. It is observed that the AEM2SGB's shift times in first gear to be 1.5 seconds with a higher torque of 3000 Nm and 1.8 seconds in second gear for 110 km / h with supplying current in the range of 12-16A.

**Keywords:** Electromagnetic gearbox; Fuzzy logic controller; Energy efficient; Gear shifting time.

## خلاصة البحث

الهدف من السياسة الوطنية للسيارات 2020 (NAP) هو تطوير تقنيات سيارات متقدمة لمركبة الجيل القادم (NxGVs) مع تحسين كفاءة الطاقة والاستقلالية للتنقل المستقبلي في ماليزيا. ناقلات NxGV التقليدية مثل ناقل الحركة الأوتوماتيكي (AT) ، وناقل الحركة اليدوي (MT) ، و / أو ناقل الحركة المتغير المستمر (CVT) سوف تتسبب في استهلاك الطاقة نظراً لضخامتها وصعوبة تثبيتها مباشرةً مع رأس محرك EV. بالإضافة إلى ذلك ، فإن علبة التروس أحادية السرعة (SS-GB) أخف وزناً ، ولكنها غير مناسبة لتوليد عزم دوران كافٍ عند بدء التشغيل أو عند الصعود إلى المنحدرات. لذلك ، يعد تطوير ناقل حركة مدمج ومستقل وموفرًا للطاقة هو مفتاح الحل الرئيسي لـ NxGV الهدف من هذه الدراسة هو تصنيع نموذج أولي لعلبة تروس كهرومغناطيسية ثنائية السرعة وخفيفة الوزن ومستقلة (AEM2SGB) للمركبات الكهربائية وفقاً لـ NAP-2020 و IR4.0. يتم استخدام الترس الأول للتسريع في المنحدرات ، مما يوفر عزم دوران عالي ، ويستخدم الترس الثاني لسرعة أعلى. تم تطوير AEM2SGB صغير الحجم وخفيف الوزن في نطاق عملي. وايضا ، تم تطوير نظام تحكم ضبابي ذاتي مع ربط مستشعر سرعة العجلة ومستشعر المحرك للتحكم في تدفق الطاقة إلى المشغل الكهرومغناطيسي (EMA). تم إجراء تجربة عملية باستخدام أحمال الطريق المكافئة. كان ملاحظاً أن أوقات تغيير سرعة AEM2SGB في الترس الأول تكون 1.5 ثانية مع عزم دوران أعلى يبلغ 3000 نيوتن متر و 1.8 ثانية في الترس الثاني مقابل 110 كم / ساعة مع إمداد تيار في نطاق 12-16 أمبير.

**الكلمات المفتاحية:** علبة التروس الكهرومغناطيسية. تحكم منطوق ضبابي, كفاءة الطاقة؛ وقت تبديل التروس.

## APPROVAL PAGE

I certify that I have supervised and read this study and that in my opinion, it conforms to acceptable standards of scholarly presentation and is fully adequate, in scope and quality, as a thesis for the degree of Master of Science (Automotive Engineering)



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## ACKNOWLEDGEMENTS

All glory is due to Allah, the Almighty, whose Grace and Mercies have been with me throughout the duration of my program. Firstly, it is my utmost pleasure to dedicate this work to my dear parents and my family, who granted me the gift of their unwavering belief in my ability to accomplish this goal: thank you for your support and patience.

I am most indebted to my supervisor Prof. Dr. MD Ataur Rahman, whose enduring disposition, kindness, promptitude, thoroughness and friendship have facilitated the successful completion of my work. I put on a record and appreciate his detailed considerably improved this thesis. His brilliant grasp of the aim and content of this work led to his insightful comments, suggestions and queries which helped me a great deal. He is the most knowledgeable supervisor that I have ever come across. There are no words to express my gratitude for all the help and support he offered to me.

Lastly, I wish to express my appreciation and thanks to my junior brother Masum, brother Mior and Ramlee provided their time, effort and support for this project. I also would like to thank all the individuals who involved directly or indirectly in making my research successful and may Allah reward them in this world and in the hereafter.

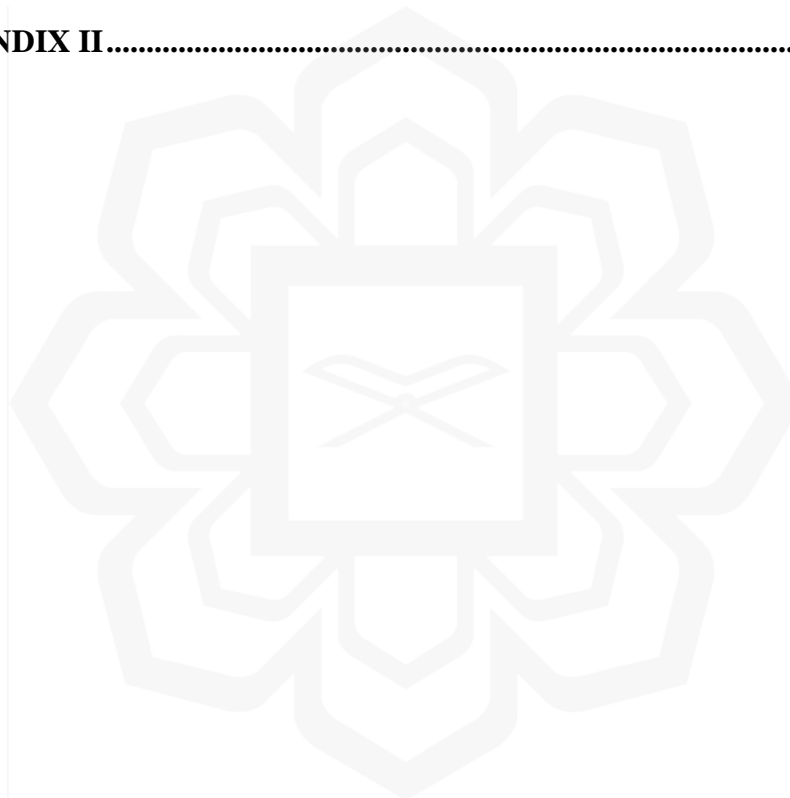
Once again, we glorify Allah for His endless mercy on us one of which is enabling us to successfully round off the efforts of writing this thesis. Alhamdulillah.

# TABLE OF CONTENTS

Abstract .....	ii
Abstract in Arabic .....	iii
Approval Page.....	iv
Declaration .....	v
Copyright Page.....	vii
Acknowledgements .....	vii
Table of Contents .....	viii
List of Tables .....	xi
List of Figures .....	xii
List of Abbreviations .....	xvi
List of Symbols .....	xviii
<b>CHAPTER ONE: INTRODUCTION.....</b>	<b>1</b>
1.1 Background of The Study .....	1
1.2 Problem Statement.....	4
1.3 Significance of the Study.....	5
1.4 Research Objective .....	6
1.5 Research Scope .....	7
1.6 Organization of the Thesis.....	9
<b>CHAPTER TWO: LITERATURE REVIEW .....</b>	<b>10</b>
2.1 Introduction.....	10
2.2 Transmission System .....	11
2.2.1 Manual Transmission .....	12
2.2.2 Automated Manual Transmission .....	14
2.2.3 Automatic Transmission .....	15
2.2.4 Dual Clutch Transmission.....	18
2.2.5 Continuous Variable Transmission.....	19
2.2.6 Electromagnetic Actuated Transmission .....	21
2.3 Transmission Comparison .....	23
2.3.1 Acceleration .....	23
2.3.2 Transmission Losses .....	24
2.4 Overview Of 2-Speed Gearbox Transmission.....	24
2.5 Why A Two Speed Transmission For Ev's .....	26
2.6 Development Of 2-Speed Gearbox.....	28
2.7 Synchronizer And Synchronization.....	29
2.7.1 The Different Steps Of Synchronization.....	31
2.7.2 Gear Shifting Force.....	33
2.8 Automotive Actuators.....	36
2.8.1 Hydraulic Actuators .....	36
2.8.2 Pneumatic Actuators .....	37
2.8.3 Electric Actuators.....	38
2.8.4 Electromagnetic Actuators.....	39

2.9 Control System For AEM System .....	40
2.10 Summary .....	43
<b>CHAPTER THREE: RESEARCH METHODOLOGY .....</b>	<b>45</b>
3.1 Introduction.....	45
3.2 Development of an Analytical Design Concept .....	48
3.2.1 Operational Principle .....	49
3.3 Experimentall Configuration of the System .....	54
3.4 Mathmatical Model.....	54
3.4.1 Vehicle Torque Requirement .....	55
3.4.2 Gear Design & Specification .....	57
3.4.2.1 Gear Modulus .....	57
3.4.2.2 Pressure Angle.....	57
3.4.2.3 Helix Angle.....	58
3.5 Development of Electromagnetic Actuator .....	59
3.5.1 Shifting Force Development .....	59
3.5.2 Electromagnetic Force (EMF) .....	60
3.5.3 Electromagnetic Energy .....	63
3.5.4 AEM2SGB Force Modelling .....	64
3.4.5 Electromagnetic Energy Loss .....	68
3.5.5.1 Eddy current loss .....	68
3.5.5.2 Hysteresis loss .....	69
3.5.5.3 Electromagnetic flux leaking loss.....	69
3.6 Electromagnetic Actuator Design.....	70
3.6.1 Core Housing of Solenoid.....	71
3.6.2 Coil.....	72
3.7 Control Strategy of EMA Actuation Force.....	74
3.7.1 Define Input and output variables of FLC .....	75
3.7.2 Defines Frames for Fuzzy Variables.....	76
3.7.3 Assign Membership Function to Fuzzy Variables.....	77
3.7.4 Create a Rule Base .....	82
3.8 Summary .....	83
<b>CHAPTER FOUR: RESULTS AND DISCUSSION.....</b>	<b>85</b>
4.1 Introduction.....	85
4.2 Gear-Ratio Calculation .....	87
4.2.1 Gear Ratio (Traction).....	87
4.2.2 Gear Ratio (Cruising).....	89
4.2.3 Gear-Ratio Optimization.....	89
4.3 Gear Design Measurement .....	90
4.4 Torque Transmission Simulation.....	93
4.5 Power and Current Calculation.....	95
4.6 Compare with other Transmission System .....	99
4.7 EMA Performance Investigation .....	102
4.7.1 Development of EMA .....	102
4.7.2 Shifting Time .....	104
4.8 Electromagnetic Force Development .....	106
4.9 System Performance: Theoretically.....	108
4.9.1 Determine Which Rule Fire .....	111

4.9.2 Output Recommendation By Each Rule .....	112
4.9.3 Defuzzify The Aggregated Fuzzy Set From Crisp Output From The FLC .....	114
4.10 Design Optimization for EMA .....	117
4.11 Summary .....	123
<b>CHAPTER FIVE: CONCLUSION AND RECOMMENDATION .....</b>	<b>125</b>
5.1 Conclusion .....	125
5.2 Contribution .....	126
5.2 Recommendation .....	126
<b>REFERENCES.....</b>	<b>128</b>
<b>APPENDIX I .....</b>	<b>133</b>
<b>APPENDIX II.....</b>	<b>146</b>



## LIST OF TABLES

Table 2.1: Summary of relevant works on EV control system	42
Table 3.1: Resistivity and Conductivity of conductors at 20°C	73
Table 3.2: Fuzzy variable ranges for RPM, slope and current	78
Table 3.3 Fuzzy decision impact of supply current at different stage of RPM and slope	83
Table 4.1: Specification of the lab-scale EMA	103
Table 4.2: Value of shift time as the the angular speed differences	104
Table 4.3: Induced decision table	112
Table 4.4 Different gear engagement in manual and automatic mode in different shifting time experimentally	118
Table 4.5: Experimental result of gear shifting process	122

## LIST OF FIGURES

Figure 1.1: Major EV subsystems and their relations	2
Figure 2.1: Manual Transmission	13
Figure 2.2: Manual Transmission components	14
Figure 2.3: Global market share of transmission types	15
Figure 2.4: Automatic Transmission component	16
Figure 2.5: Diagram of dual clutch transmission	19
Figure 2.6: CVT components	21
Figure 2.7: The view of the solenoid and Plunger	22
Figure 2.8: Comparison of acceleration	23
Figure 2.9: Novel Twin speed Transmission	25
Figure 2.10: Two speed transmission speed and torque range over single speed transmission	27
Figure 2.11: Effective area of single speed vs double speed	28
Figure 2.12: 2-speed gearbox developed by Punch Powertrain Company	29
Figure 2.13: A single-cone synchronizer	30
Figure 2.14: 7 steps of synchronization.	33
Figure 2.15: (a) up-shifting force for 1st gear to 2nd gear engagement (b) down-shifting force for 2nd gear to 1st gear engagement	35
Figure 2.16: Shift force acting on the shift fork	36
Figure 2.17: Hydraulic-Pneumatic linear actuator	37
Figure 2.18: Electrical linear actuator	39
Figure 2.19: Electromagnetic actuator	39
Figure 2.20: Predictive controller inputs and output	41

Figure 3.1: Flow chart of the research work	46
Figure 3.2: Conceptual design of AEM2SGB (a) 2-D schematics diagram (b) 3-D model of the gears	47
Figure 3.3: Fuzzy logic control diagram of AEM2SGB	49
Figure 3.4: Power flow during 1 <sup>st</sup> gear engagement	50
Figure 3.5: Power flow during 2 <sup>nd</sup> gear engagement	51
Figure 3.6: Reverse gear operation	52
Figure 3.7: DC power supply for motor and ampere booster for EMA	53
Figure 3.8: Actual experiment configuration.	54
Figure 3.9: Power train of 2-speed transmission	54
Figure 3.10: Tractive force for various condition	55
Figure 3.11: Different resistive force	56
Figure 3.12: AC51 at 108 Volts/650 Amps Metric Peak Graph	56
Figure 3.13: Magnetic field of single and multiple coil winding	61
Figure 3.14: Simple Solenoid with Plunger	71
Figure 3.15: Core housing for the EMA solenoid	72
Figure 3.16: Effective area of actuator bobbin	73
Figure 3.17: Fuzzy logic controller block diagram for AEM-2SGB (same as figure 3.3)	75
Figure 3.18: The structure of the adaptive neuro-fuzzy inference system (FLES)	76
Figure 3.19: Fuzzy membership function for RPM,slope and current	79
Figure 4.1: Gear transmission sketch	86
Figure 4.2: single cone-type synchronizer (like as figure 2.12)	86
Figure 4.3: Wheel Torque & gear ratio at different speed	87
Figure 4.4: Wheel torque vs GR in different motor torque	88
Figure 4.5: a) Wheel torque and RPM vs motor rpm b) Wheel torque vs velocity based on Motor Drive Systems (AC-51)	95

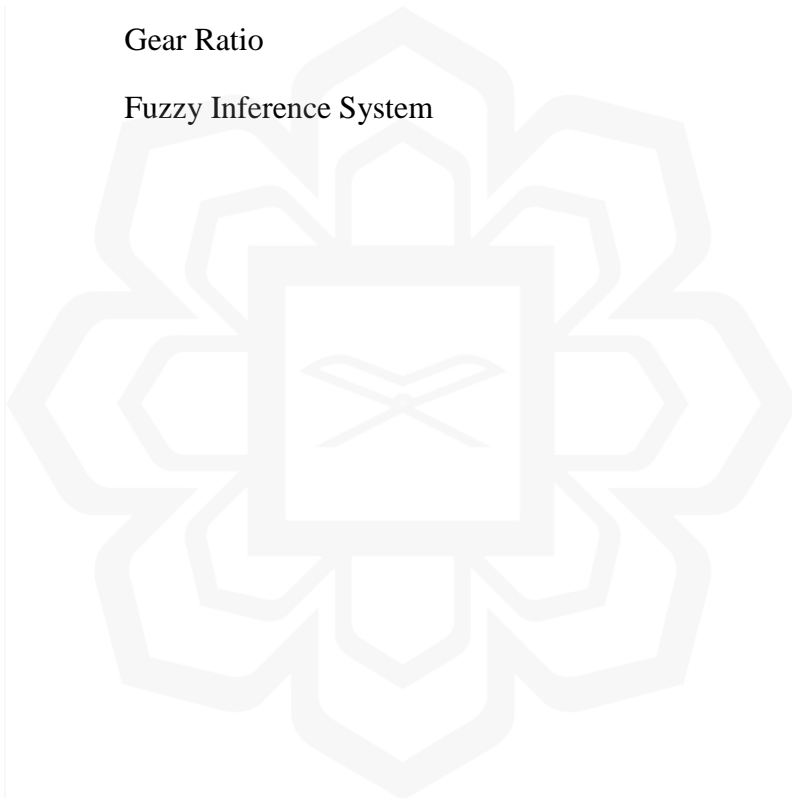
Figure 4.6: (a) For 1st gear (b) For 2nd gear wheel torque, power and current vs velocity based Motor Drive Systems (AC-51)	96
Figure 4.7: Vehicle dynamics vs HPEV power, current and time curve	98
Figure 4.8: Single-speed and two-speed transmission performance	99
Figure 4.9: Between 2-speed and single speed transmission torque-speed curve comparison	100
Figure 4.10: Torque-speed curve comparison between old and new 2-speed transmission based on Motor Drive Systems (AC-51)	101
Figure 4.11: Laboratory scale EMA (a) Cut view of new electromagnetic actuator (b) Iron core bobbin dimensions for laboratory scale	104
Figure 4.12: Axial force vs shifting time (a) for 1st gear (b) 2nd gear shifting at different angular velocity difference of the gear cone and synchronizer ring	105
Figure 4.13: The graph of different current supply to solenoid vs electro- magnetic force, magnetic flux and Electromagnetic energy	107
Figure 4.14: Electromagnetic force VS number of windings and current	108
Figure 4.15: Prototype membership functions of input variable for (a) RPM and (b)slope angle	110
Figure 4.16: Inference for each rule	113
Figure 4.17: Prototype membership functions of output variable current with COA	114
Figure 4.18: Rule viewer of FIS	115
Figure 4.19: Control surface of the fuzzy controller	116
Figure 4.20: Input variable rule views code	116
Figure 4.21: Developed EMA	117
Figure 4.22: (a) Neutral to 1st gear (b) 1st gear to 2nd gear (c) 2nd gear to 1st gear engagement in manual and automatic mode in different shifting time experimentally	119
Figure 4.23: Different gear shifting position for AEM transmission	120
Figure 4.24: DC power supply was set approximately to 24 volts	120
Figure 4.25: 1st gear engagement	121



## LIST OF ABBREVIATIONS

NAP	National Automotive Policy
NxGV	Next-Generation Vehicle
EV	Electric Vehicle
CAV	Conditional Autonomous Vehicle
IR	Industrial Revolution
AT	Automatic Transmission
MT	Manual Transmission
AMT	Automatic Manual Transmission
CVT	Continuously Variable Transmission
DCT	Dual-Clutch Transmission
EMA	Electromagnetic Actuator
AEM2SGB	Autonomous Electromagnetic Two Speed Gearbox
ICE	Internal Combustion Engine
RPM	Revolution Per Minute
GHG	Greenhouse Gas
HEV	Hybrid Electric Vehicle
GM	General Motors
FLC	Fuzzy Logic Controller
DC	Direct Current
AC	Alternative Current
V	Voltage
OEM	Original Equipment Manufacturer
SAE	Society of Automotive Engineering
GSQ	Gear Shift Quality

GSQA	Gear Shift Quality Assessment
FLES	Fuzzy Logic Expert System
PID	Proportional Integral Derivative
EMF	Electromagnetic Force Force
LH	Left Hand
COG	Center of Gravity
COA	Center of Average
HPEVS	High Performance Electric Vehicle System
GR	Gear Ratio
FIS	Fuzzy Inference System



## LIST OF SYMBOLS

$T_w$	Wheel Torque
$T_m$	Motor Torque
$\eta_d$	Drive Ratio
$\eta_m$	Mechanical Efficiency
$r_w$	Wheel Radius
$F_t$	The Force Acting on the Wheel
$F_R$	Acting on the Opposite of Traction Force
$F_{rl}$	Rolling Resistance
$f_R$	Rolling Resistance Coefficient
$W$	Mass of the Vehicle
$\theta$	Angle of Inclination
$F_a$	Aerodynamic Force
$A$	Centre Distance
$K_A$	Centre Distance Factor
$T_{m(max)}$	Maximum Engine Torque
$\eta_t$	Efficiency of Automobile Transmission
$b$	Tooth Width
$K_c$	Coefficient of Tooth Width
$m_n$	Normal Modulus
$d$	Pitch Diameter
$h_a$	Addendum
$h_f$	Dedendum
$d_a$	Tip diameter
$Z$	The Number of Teeth

$f_o$	Addendum Coefficient
$\beta$	The Angle of Inclination of the Spiral
$c$	Radial Gap Coefficient
$F_{ax}$	Axial Force
$\alpha_c$	The Cone Angle for Engagement
$J$	Inertia
$\Delta\omega$	The Angular Speed Differences of The Synchronizing Ring and Gear Cone
$n_c$	The Number of Cone
$\mu_c$	The Friction Coefficient of the Cone
$d_m$	The Mean Cone Diameter
$t$	The Shifting Time
$F_{emf}$	Electromagnetic Force
$l_w$	The Total Length of the Solenoid Coil
$B$	Magnetic Flux Density
$I$	Current
$\mu$	Magnetic Permeability
$L_{sol}$	The Solenoid Length
$h_i$	Inner Radius
$h_o$	Outer Radius
$N$	The Total Number of Turns in the Solenoid
$r$	The Radius of the Wire Segment from the Center of the Solenoid
$\varphi_{total}$	Total Magnetic Flux Linking
$L_{ind}$	Self-Inductance
$E_d$	Energy Density EMA For Single Coil
$E_{act}$	The Energy Actuation of the EMA System

$R_{\text{rad}}$	The Radiation Resistance
$l_c$	length of the core
$d(r)$	The Distance of the Radiation Measuring
$R_c$	Wire Resistance
$\rho$	Resistivity of Conductor
$d_w$	The Wire Diameter



# **CHAPTER ONE**

## **INTRODUCTION**

### **1.1 BACKGROUND OF THE STUDY**

In the automotive industry, an electric car is a vehicle powered by an electric motor rather than a gasoline engine. The electric motor is driven by the controller, which gives power like an accelerator pedal. Charging by home electricity and then stored in a battery which is rechargeable. An electric car acts as the opposite of a car with an internal combustion engine. For these reasons, car companies have begun to improve the performance of every component of their product. However, in the 1970s, people became concerned about preserving the environment and conserving non-renewable energy sources, which seems to a much greater focus on electric vehicles (C. C. Chan 2013).

The performance of an electric vehicle's power train plays an important role in determining efficiency. Electric motor and transmission are the main components of a power train. Transmission system performance is the deciding factor in vehicle performance. To improve the efficiency of the transmission, it is more beneficial to improve the efficiency of the transmission system than the efficiency of the the electric motor (R. Tahmasebi November 2014, 2015). The first demonstration electric vehicles were invented in the 1830s, and commercial electric vehicles became available in the late 19th century. Electric cars entering its third century as a commercially available product and has proved very successfully more than many other technical ideas come. However, electric vehicles are not as successful as vehicles with internal combustion engine (ICE), which usually have a longer distance and are very easy to refuel when needed. The concern about the environment, particularly noise and exhaust emissions

coupled with new developments in battery technology and fuel cells which can change the balance in favour of EV today. Therefore, it is important that the principles underlying the design of electric vehicles technology and environmental issues related can be fully understood (Larmini, et.al, 2012).

Electric vehicles can be thought of as a combination of different subsystems. Each of these systems interacts with each other to make an electric vehicle work, and there are several technologies that can be used to control the subsystems. Figure 1.1 shows the key parts of these subsystems and their contribution to the overall system. Some of these parts need to work actively with some of the others, while some need to interact very less. Be that as it may, the electric car works thanks to the collaboration of all these systems (UN-Noor, et. Al, 2017).

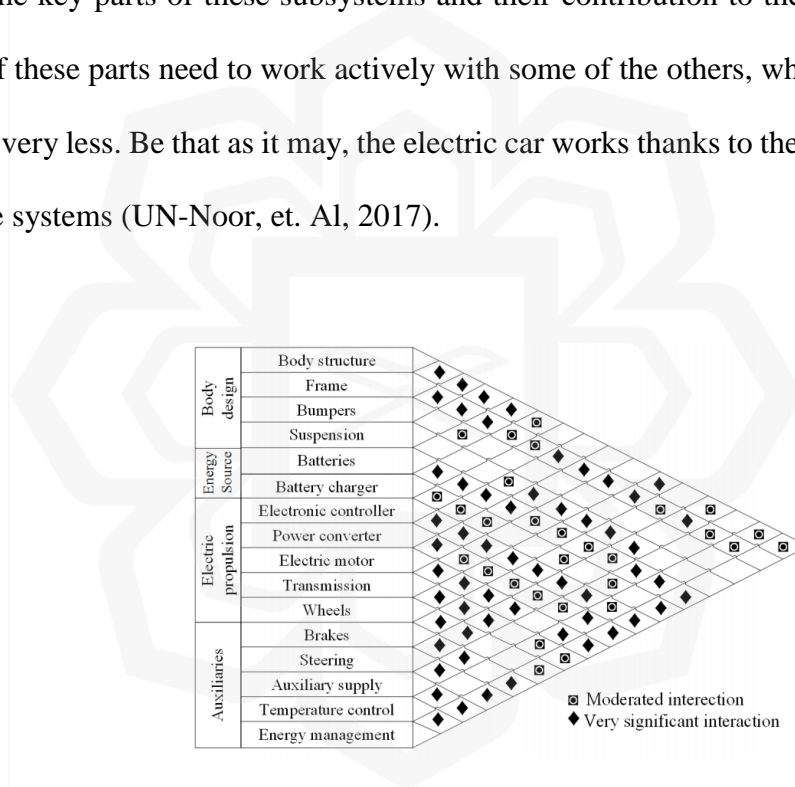


Figure 1.1: Major EV subsystems and their relations (UN-Noor, et. Al, 2017).

Internal Combustion Engines (ICEs) generate effective power in specific rpm ranges for fast acceleration or efficient cruising. Therefore, adequate power distribution is required by shifting gears in the correct RPM range. Typically, maximum torque is achieved in low gears when driving from a standstill. As the car picks up speed, the torque gradually decreases. For these reasons, gear ratios are carefully calculated and

set by manufacturers to match engine power to maximize effective power in each gear. This is not the case with electric vehicles. An electric vehicle does not require a multi-speed transmission due to the electric motor. While internal combustion engines require multiple gears with different gear ratios for power output, electric motors produce constant torque at any given speed within a specific range. Electric motors deliver power instantly, which means the torque build-up process is not needed like in an internal combustion engine. Car manufacturer's use carefully calculated gear ratios to maximize electric motor efficiency without shift gear (KIA Motors, 2019). In addition, most electric motors can run at over 10,000 rpm with ease. Because electric motors are capable of delivering constant torque over such a wide rpm range compared to the 6,000 rpm of many internal combustion engines. Multi-speed transmissions for EV will only create inefficiencies such as added weight and additional manufacturing costs (KIA Motors, 2019)

The increase in the number of electric vehicles will lead to an increase in the demand for electricity. The growing share of renewables will make it more important to match battery charging with wind and solar power. Consequently, the structure of the energy sector must be adapted to the new consumer of electricity in order to achieve the goal of an overall reduction in greenhouse gas (GHG) emissions. In the European Union, additional electricity generation will be required to meet the additional energy demand generated by an 80% share of electric vehicles in 2050. The share of total electricity consumption in Europe from electric vehicles will increase from about 0.03% in 2014 to about 4–5% by 2030 and 9.5% by 2050 (Rahman et al,2018). The main concern of this study is to develop an electromagnetic autonomous transmission for 2-speed gearbox of electric vehicle.

## 1.2 PROBLEM STATEMENT

The first modern all-electric vehicles were developed by leading automakers using a two-wheel drive system with a centrally located electric motor that is connected to the wheels through a single-speed gearbox, differential and axle shafts. The basic single-speed drivetrain is an economical solution, but does not imply a performance limitation. Customer reports say the compact transmission can replace multi-speed transmissions and deliver less than 1/3 the size and weight of the transmission. It allows you to put the motor on in the transmission tunnel, improving weight distribution. A multi-speed drivetrain can improve the traction performance of an electric vehicle, but it also increases weight, cost, and efficiency.

A motor torque around 136 Nm@2000 rpm develops EV speed about 48 km/h by drawing battery current about 650 A and develops EV's speed about 48 km/h. If we added third gear it involves a far more complicated shifter, as it is no longer just backwards and forwards involves simply shifter sideways movement. A 2-speed compact gearbox is the best option for the EV/HEV, which can be located anywhere, maybe bolted directly to the motor, something like a 2 cog reduction box but with a second gear.

The French company Exagon Motor has developed the Exagon Furtiv e-GT gearshift mechanism. It is designed with two motors, each with its own two-speed gearbox. Both motors run in first gear when the car is in start mode. When the car accelerates, one motor shifts into second gear. While the other one remain with the 1<sup>st</sup> gear and it will be an idler. This approach is extreme, expensive and as complex as a manual transmission. The Volt, Ampera, Toyota Prius, Auris, Fusion and C-MAX operate in single motor mode epicycle transmission with 2 or 3 clutches and operating