

2004 Honda Civic Hybrid Repair Manual

Development and Testing of an UltraBattery-Equipped Honda Civic HybridCar and Driver An Analysis of U.S. Newspaper Coverage of Hybrid Vehicles The Power Report The Car Book 2005 Adweek Automotive News United States Tax Reporter: Income taxes The National Geographic Magazine Autocar Consumer Reports 2002 Ward's Auto World Outlook The Car Book 2008 The Bulletin The National Geographic Business World Science & Public Policy New Cars & Trucks Buyer's Guide CQ Weekly Todd Pollak Jack Gillis Consumer Reports Jack Gillis

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the ultrabattery retrofit project dp1 8 and carbon enriched project c3 performed by ecotality north america ecotality and funded by the u s department of energy and the advanced lead acid battery consortium alabc are established to demonstrate the suitability of advanced lead battery technology in hybrid electrical vehicles hevs a profile termed the simulated honda civic hev profile shchevp has been developed in project dp1 8 in order to provide reproducible laboratory evaluations of different battery types under real world hev conditions the cycle is based on the urban dynamometer driving schedule and highway fuel economy test cycles and simulates operation of a battery pack in a honda civic hev one pass through the shchevp takes 2 140 seconds and simulates 17 7 miles of driving a complete nickel metal hydride nimh battery pack was removed from a honda civic hev and operated under shchevp to validate the profile the voltage behavior and energy balance of the battery during this operation was virtually the same as that displayed by the battery when in the honda civic operating on the dynamometer under the urban

dynamometer driving schedule and highway fuel economy test cycles thus confirming the efficacy of the simulated profile an important objective of the project has been to benchmark the performance of the ultrabatteries manufactured by both furukawa battery co ltd japan furakawa and east penn manufacturing co inc east penn accordingly ultrabattery packs from both furakawa and east penn have been characterized under a range of conditions resistance measurements and capacity tests at various rates show that both battery types are very similar in performance both technologies as well as a standard lead acid module included for baseline data were evaluated under a simplehev screening test both furakawa and east penn ultrabattery packs operated for over 32 000 hev cycles with minimal loss in performance whereas the standard lead acid unit experienced significant degradation after only 6 273 cycles the high carbon alabc battery manufactured in project c3 also was tested under the advanced hev schedule its performance was significantly better than the standard lead acid unit but was still inferior compared with the ultrabattery the batteries supplied by exide as part of the c3 project performed well under the hev screening test especially at high temperatures the results suggest that higher operating temperatures may improve the performance of lead acid based technologies operated under hev conditions it is recommended that life studies be conducted on these technologies under such conditions

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