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Automotive

Qualcomm Tests On-the-Go Electric Vehicle Charging Tech

Thu, 05/18/2017 - 4:54pm 3 Comments by [Megan Crouse](#) - Senior Reporter - [@abmdigi](#)



Image Credit: Qualcomm

Qualcomm demonstrated on-the-go electric vehicle charge Thursday at a specially made test track in Satory area of Versailles, France.

Driving two modified Renault Kangoo Z. E. vehicles, the team used the Halo wireless electric charging technology to pick up 20 kilowatts of charge while driving in either direction along a linear strip of FABRIC track.

There isn't a lot of information available yet about what exactly is embedded inside that FABRIC road. So far, we know that Qualcomm Technologies and Vedecom provided the dynamic wireless electric vehicle charging (DEVC) system in the road, and Vedecom and Renault took care of the parts placed in the car. FABRIC has been under development since January 2014, and is supported by a group of 25 automotive manufacturers, suppliers, and research organizations from Europe. It has cost €9 million (\$9.9 million) and is partially funded by the European Union.



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"Our research engineers have worked very closely with the Qualcomm Technologies and Vedecom teams to complete the DEVC system integration demonstration as part of FABRIC," says Renault Electric Vehicle Program Director Eric Feunteun. "We see dynamic charging as a great vision to further enhance the ease of use of EVs, and the accessibility of EVs for all."

"I am immensely proud of what we have achieved," says Steve Pazol, vice president and general manager for wireless charging within Qualcomm. "The combination of a global team of expert engineers and Qualcomm Halo technology, which covers all aspects of WEVC systems, irrespective of the magnetics used, has enabled us to really push the boundaries of the possible and outline our vision for future urban mobility."

Highways England also worked on roads that could charge cars as they go, as have researchers in South Korea. Processes like Shaped Magnetic Field in Resonance are being used to explore the possibility of on-road charging, but the real challenge may come when it's time to get the technology on public roads.

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The charge was delivered through some form of electromagnetic field, similar to a standard transformer. Now, given the amount of energy delivered, that must be a quite strong magnetic field. And, at that distance, not all of the magnetic flux was received by the device in the vehicle, And so, first, the system is not very efficient, and second, it does expose bystanders and vehicle occupants, to a rather intense high frequency magnetic field. Quite a few folks consider that rather unhealthy. I consider it far less efficient than a wired connection, and a lot more expensive.

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Sigh. Either the vehicles picked up 20 kilowatt**hours** of charge from the FABRIC track or they charged at a rate of 20 kilowatts while driving over the track. Either way, I suspect there was a massive power (or energy) loss in the process.

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