

## DELIVERABLE REPORT

DELIVERABLE N°: **D7.2**  
DISSEMINATION LEVEL: **PUBLIC**  
TITLE: **PROJECT TEMPLATES FOR REPORTS, PRESENTATIONS AND LOGO, INCLUDING DISSEMINATION DATABASE WITH RELEVANT STAKEHOLDERS, INTEREST GROUPS AND THEIR CONTACT DETAILS**  
DATE: **23/01/2014**  
VERSION: **FINAL**  
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APPROVED BY: **COORDINATOR – MARCUS ELMER (VOLVO)**

GRANT AGREEMENT N°: **605170**  
PROJECT TYPE: **THEME 7 TRANSPORT – SST GC.SST.2012.1-5: INTEGRATION AND OPTIMISATION OF RANGE EXTENDERS ON ELECTRIC VEHICLES**  
PROJECT ACRONYM: **TRANSFORMERS**  
PROJECT TITLE: **CONFIGURABLE AND ADAPTABLE TRUCKS AND TRAILERS FOR OPTIMAL TRANSPORT EFFICIENCY**  
PROJECT START DATE: **01/09/2013**  
PROJECT WEBSITE: **WWW.TRANSFORMERS-PROJECT.EU**  
COORDINATION: **VOLVO (SE)**  
PROJECT MANAGEMENT: **UNIRESEARCH (NL)**

## Executive summary

To be able to execute the dissemination plan, a complete set of dissemination tools are needed. In this deliverable a description will be given on the developed and used dissemination tools, including the realisation of it. Part of the dissemination plan is the public website, this is described in Deliverable D7.1.

The project templates are created based on the TRANSFORMERS project logo and color scheme. The following templates are available:

- Project Meeting Agenda
- Project Meeting Minutes
- Project Deliverables
- Project Presentations

The templates will be used for all kind of communication within and outside the consortium.

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## 1 Dissemination

To be able to execute the dissemination plan, which is described in the Description of Work (WP7 and section B3.2), a complete set of tools are needed. In this chapter a description will be given on the developed and used dissemination tools, including the realisation of it.

### 1.1 Dissemination strategy

The dissemination plan as described in the original Description of Work is partly repeated here below.

Uniresearch shall act as dissemination leader, though all consortium members will actively contribute in the dissemination process.

The dissemination strategy is as follows:

1. To disseminate the knowledge – after protection of intellectual property – to the international transport community and beyond;  
Virtually all partners are directly or indirectly members of ERTRAC, the European Technology Platform (ETP) for Road Transport recognized and supported by the European Commission Volvo, DAF and Daimler are members of EUCAR, the European Council for Automotive R&D in which all major European vehicle manufacturers are involved Bosch is a.o. a member of CLEPA, the European Association of Automotive Suppliers Fraunhofer Gesellschaft, IFSTTAR, FEHRL, TNO and ViF are members of EARTO. Fraunhofer LBF, TNO and ViF are members of EARPA. ViF is member of Artemis as well. The International Road Transport Union is world road transport organisation, which upholds the interests of bus, coach, taxi and truck operators to ensure economic growth and prosperity via the sustainable mobility of people and goods by road worldwide. Many consortium partners have relationships with chief scientific advisors, ministers and key influential people and are active in lobbying (inter)national governments for advancements in sustainable transport and logistics;
2. To interact with international partnerships and counterparts. The latter amongst others through the IRU and the Advisory Board;
3. To create adoption and positive public opinion through the utilization of social media. This becomes relevant in the project's follow-up phase: Demonstration and market introduction.

### 1.2 Dissemination plan

The main objective of the Dissemination WP is to establish an appropriate and effective communication of the project results to relevant stakeholders and the automotive community in general. Sharing of results is essential to ensure that project outcomes will be used by European and international industrial organisations and will lead to standards. Stakeholder workshops will be organised at the end of the project. In addition, various common strategies will be used to disseminate the project results beyond the consortium: publications in scientific journals, branch magazines, press messages, trade journals and presentations at (international and national) scientific conferences, industrial exhibitions and seminars. Also, a project specific public website will be launched, for the dissemination of the project results.

## 2 Dissemination tools

### 2.1 Dissemination database

#### 2.1.1 Initial setup of Dissemination database

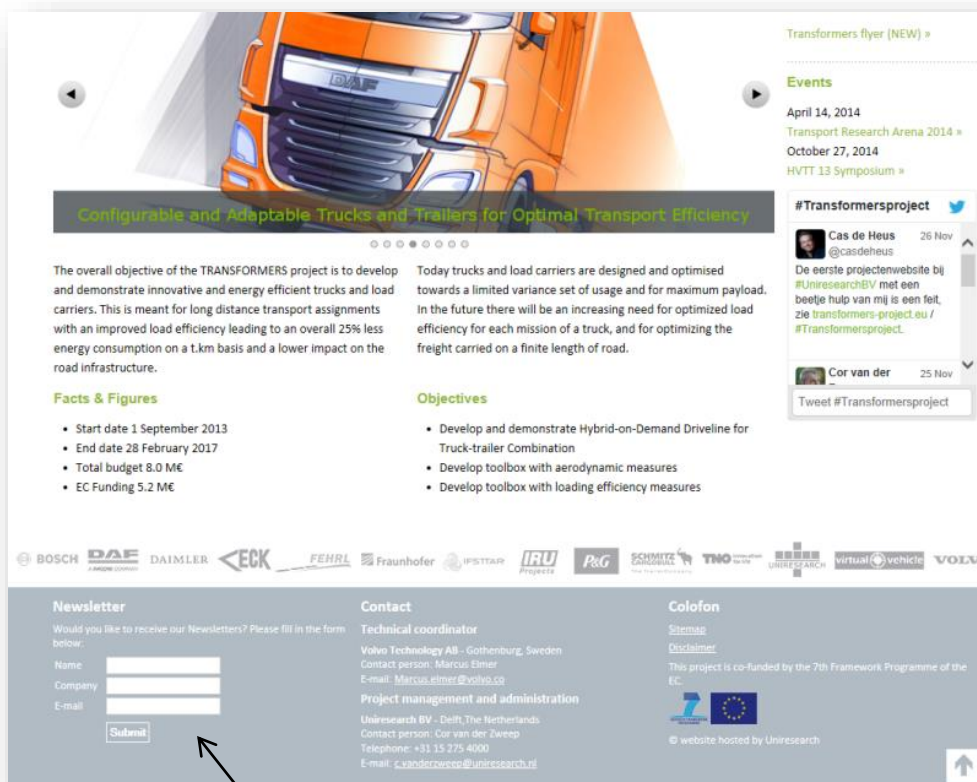
A **dissemination database** is created with ongoing completion with contact databases from the consortium partners. We have clustered the database in the following categories: Truck Manufacturers, Trailer Manufacturers, End Users, Suppliers, Research Institutes and Others. This grouping allows for dedicated mailings to the various groups. The database is used for the distribution of the flyer, the newsletter, publications, announcements and invitations for the public workshop. This report will shortly describe what is in the actual database, however the database itself is confidential and will not be distributed outside the management team and only used for the TRANSFORMERS project mailings.

For this purpose there is an excel sheet created and contains the following items:

<b>ID</b>
<b>First name</b>
<b>Last name</b>
<b>Organisation</b>
<b>E-mail</b>
<b>Country</b>
<b>Group/Project</b>

#### 2.1.2 Registration via website

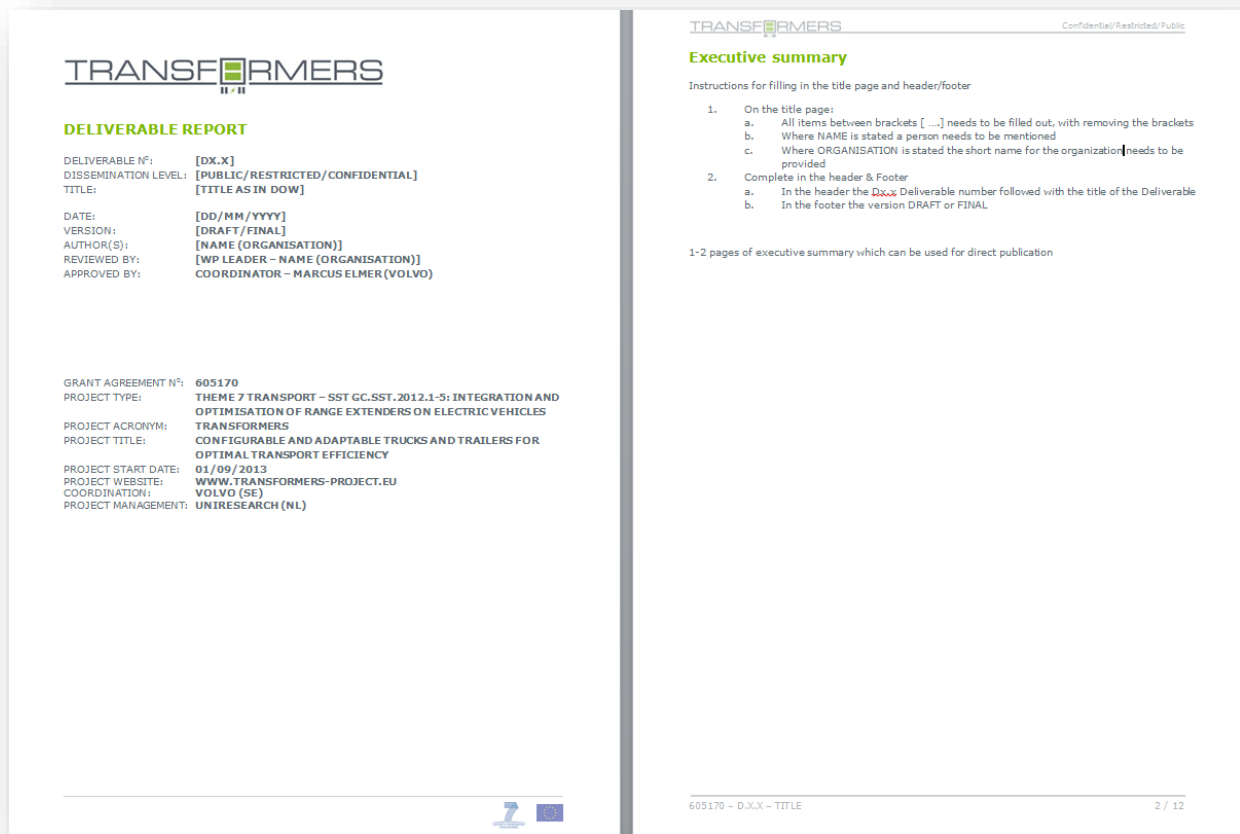
Also via the public website: [www.transformers-project.eu](http://www.transformers-project.eu) it is possible to register for the TRANSFORMRES Newsletter. You can sign up for the newsletter through the website.



Registration module on public TRANSFORMERS website







### 2.2.3.1 Executive Summary

The executive summary should be between one and two pages and give a publishable summary of the content of the deliverable report. This section of the Deliverable can be used to publish on the public website.

### 2.2.3.2 Introduction

Introduction to the content of the Deliverable report.

### 2.2.3.3 The research, results and conclusions

At least a substantial part of the report should contain content on the technical developments, with clear description what the work was done, results and a discussion why certain decisions were taken, based on the provided technical information. This should be followed by providing the results and conclusions.

### 2.2.3.4 Conclusions and recommendations for future work

The report should be concluded with a section on the overall conclusions of the work performed and the recommendations for future work within the project and outside.


### 2.2.3.5 Risks

In the risk section a Risk table with real risks should be presented and an elaboration on the risks and how to overcome these risks, contingency plan. The risks are collected by the project management team in an aggregated way and discussed on a frequent basis in the Executive Board.

### 2.2.3.6 Deliverable review procedure

The deliverable review procedure is presented and discussed during the Kick off meeting and agreed by all partners. This should guarantee a high level output form the TRANSFORMERS project.

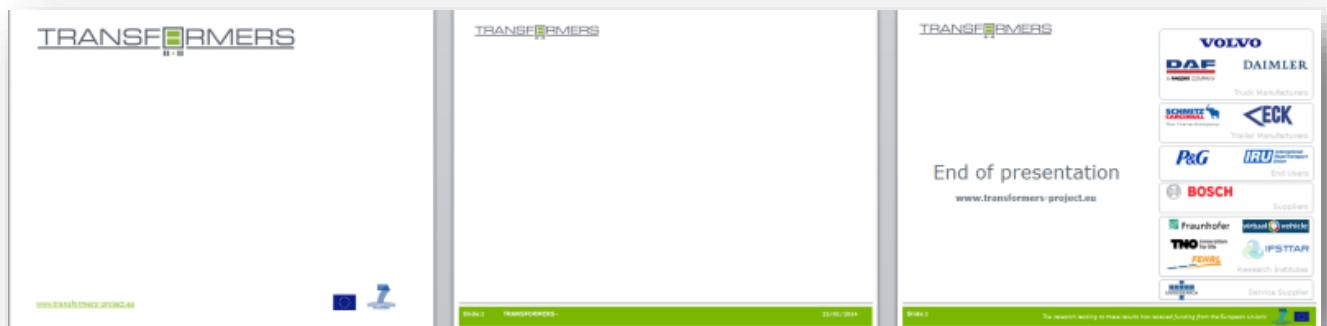


- Author(s):
  - Writing Deliverable – responsible for technical content
  - Lead participant as identified in Annex I:
  - Responsible for technical quality and format
  - Responsible for on time delivery
- Work package leader:
  - Responsible for checking technical quality
  - Consistency and “fit” into the Work Package
- Technical coordinator:
  - To approve the deliverable
  - Delivery on time to  the EC



**2.2.4 Project Presentation Templates**

For the project a set of presentation templates are created, colors based on the logo and the color scheme of the website. For internal project meetings a template for project progress monitoring is created on WP basis and for external dissemination activities there is an overall project presentation created. This overall project presentation will be updated during the project to reflect the actual status of the project.



**2.3 Project logo**

The project logo is developed for the TRANSFORMERS project:



The logo will be used in all kinds of documents, e.g. document templates, websites, and other communications.

**2.4 Public website (D7.1)**

The public website has been designed for third parties who are interested in the progress and/or outcomes of the TRANSFORMERS project. It provides a short and clear overview with the possibility to read extended information about this project. The partners involved in TRANSFORMERS are presented on the website, and all their logos are linked to their websites. The objective of the website is to inform the general public of the ongoing and ended research activities through hosting the flyers and technical project publications. All the information displayed in the project website is updated and maintained on a regular basis.

**TRANSFORMERS** / Homepage

Home Background News Events Consortium Downloads Links Contact

**Configurable and Adaptable Trucks and Trailers for Optimal Transport Efficiency**

The overall objective of the TRANSFORMERS project is to develop and demonstrate innovative and energy efficient trucks and load carriers. This is meant for long distance transport assignments with an improved load efficiency leading to an overall 25% less energy consumption on a t.km basis and a lower impact on the road infrastructure.

Today trucks and load carriers are designed and optimised towards a limited variance set of usage and for maximum payload. In the future there will be an increasing need for optimized load efficiency for each mission of a truck, and for optimizing the freight carried on a finite length of road.

**Facts & Figures**

- Start date 1 September 2013

**Objectives**

- Develop and demonstrate Hybrid-on-Demand Driveline for

**News**

- Transformers website (NEW) »
- Transformers flyer (NEW) »

**Events**

- April 14, 2014  
Transport Research Arena 2014 »
- October 27, 2014  
HVTT 13 Symposium »

**#Transformersproject**

Cas de Heus @casdeheus 26 Nov  
De eerste projectenwebsite bij #UniresearchBV met een beetje hulp van mij is een feit, zie transformers-project.eu / #Transformersproject.

Cor van der 25 Nov  
Tweet #Transformersproject

Figure 2-1 Homepage of public TRANSFORMERS website

## 2.5 Flyer (D7.3)

The general flyer of the TRANSFORMERS project was published to all the contacts as collected in the Dissemination database. After sending the flyer to the consortium the flyer was published on the public website and available for download.

**PROJECT PARTNERS**

**TRUCK MANUFACTURERS:**

- VOLVO** [www.volvo.com](http://www.volvo.com)  
Sweden
- DAF** [www.daf.com](http://www.daf.com)  
Netherlands
- DAIMLER** [www.daimler.com](http://www.daimler.com)  
Germany

**TRAILER MANUFACTURERS:**

- SCHEERLE** [www.cargobull.com](http://www.cargobull.com)  
Germany
- VECK** [www.veckgroup.nl](http://www.veckgroup.nl)  
Netherlands

**END USERS:**

- P&G** [www.pg.com](http://www.pg.com)  
Belgium
- IRU** [www.iru.org](http://www.iru.org)  
Belgium

**SUPPLIER:**

- BOSCH** [www.bosch.com](http://www.bosch.com)  
Germany

**RESEARCH INSTITUTES:**

- Fraunhofer** [www.fraunhofer.de](http://www.fraunhofer.de)  
Germany
- virtual vehicle** [www.v2v2.at](http://www.v2v2.at)  
Austria
- IFSTTAR** [www.ifsttar.fr](http://www.ifsttar.fr)  
France
- FHFL** [www.fhfl.org](http://www.fhfl.org)  
Belgium
- ONS** [www.ons.nl](http://www.ons.nl)  
Netherlands

**SERVICE SUPPLIER:**

- uninresearch** [www.uninresearch.com](http://www.uninresearch.com)  
Netherlands

**FACTS & FIGURES**

**Full name:** Configurable and Adaptable Trucks and Trailers for Optimal Transport Efficiency

**Acronym:** TRANSFORMERS

**Duration:** 42 months

**Start date:** 1 September 2013

**Total budget:** 8.0 ME

**EC Funding:** 5.2 ME

**TRANSFORMERS**

**CONTACT**

Configurable and Adaptable Trucks and Trailers for Optimal Transport Efficiency

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[www.transformers-project.eu](http://www.transformers-project.eu)

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**BACKGROUND**

Today trucks and load carriers are designed and optimized towards a limited variance set of usage and for maximum payload.

In the future there will be an increasing need for optimized load efficiency for each mission of a truck, and for optimizing the freight carried on a finite length of road.

Ideally, future trucks and load carriers are easily adaptable for each freight, load and mission.

And, in the operation phase, the vehicle configuration automatically adjusts itself to the actual driving environment (i.e. traffic situation, topology, and payload).

This option has large potential to contribute to the achievement of the European Commission's targets for reducing the consumption of fossil energy resources, increasing transport- and fuel efficiency and reduction of greenhouse gas emissions.

**OBJECTIVES**

- Develop and demonstrate an innovative tractor-semitrailer with a configurable distributed electric Hybrid-on-Demand driveline in the [semi]trailer
- Develop a pre-standard framework for the electric Hybrid-on-Demand driveline concept
- Develop and first-time demonstration of a tractor semitrailer vehicle featuring a distributed hybrid driveline including an electrically driven semitrailers
- Develop toolbox with aerodynamic devices / technologies including guideline for selecting options, and demonstrate devices as part of the total vehicle demonstrations
- Develop toolbox with load – and loading efficiency devices / technologies including guideline for selecting options, and demonstrate devices as part of the total vehicle demonstrations

**RESULT**

The overall aim of the TRANSFORMERS project is to develop and demonstrate innovative and energy efficient trucks and load carriers for long distance transport assignments with an improved load efficiency leading to an overall 25% less energy consumption on a ton km basis, with the below split to achieve this:


- Fuel consumption reduction of 18%
  - 8% by the Hybrid-on-Demand driveline
  - 2% by the downsize of the engine
  - 8% by the mission-based configurable aerodynamic toolbox
- Load efficiency of 10%

The resulting improvement on energy consumption  $i_p$  (%) is calculated by:

$$i_p = 100 \left( 1 - \frac{100 - i_f}{100 + i_l} \right)$$

with  $i_f$  the improvement on fuel consumption (%) and  $i_l$  the improvement on load efficiency (%). The relationship of reduced fuel consumption and increased load efficiency is shown in this figure. Thus, by reducing the fuel consumption by 18 % and simultaneously increasing the load efficiency by 10 %, the outcome of TRANSFORMERS is estimated to achieve approx. 25.5 % less energy consumption per ton km compared to a state-of-the-art truck (semi)trailer.

TRANSFORMERS focuses on achieving these key innovations within the existing European legal and regulatory framework in terms of dimensions, weight and loads.



The project is co-funded by the 7th Framework Programme of the European Commission. Read more about the project on the website: [www.transformers-project.eu](http://www.transformers-project.eu)

## 2.6 Newsletter (D7.4 – D7.6)

The first newsletter of the TRANSFORMERS project is published in January 2014. We have decided that we will send at least 3 newsletters a year to keep the TRANSFORMERS database updated on the developments within the project. In M12 a summary of the previous will be send.

newsletter no 1 - january 2014

[View this email in your browser](#)



### LAUNCH PROJECT WEBSITE & FLYER!



We are glad to share with you the first official Transformers newsletter! In this first edition we have the exciting news that our new project website [www.transformers-project.eu](http://www.transformers-project.eu) has been launched and a nice and informative project flyer is available as well. So please explore the Transformers website, which is updated regularly with everything you want to know about this project.

Enjoy reading – we are sure you will. If you have any questions about this newsletter or project, please contact us on [info@uniresearch.nl](mailto:info@uniresearch.nl) or +31 152754000

#### TRANSFORMERS WEBSITE (NEW)

We proudly present to you the Transformers website – detailed and up-to-date information, visuals, documents... all you need to know about this project. Please visit the website regularly. [Click here.](#)

#### TRANSFORMERS FLYER (PDF)

Need all the information about Transformers in a quick overview? This flyer describes the project background, objectives and targeted end-result. Please read and share the latest project-flyer (PDF) [here.](#)

### 3 External Dissemination actions

The project results are envisioned to be of a pre-competitive nature, the exploitation activities will have to focus on medium and long-term exploitation prospective. However, partners believe exploitation is a main issue for their research, therefore a series of external dissemination actions will be organised and led by WP 7 leader as disseminator. These dissemination activities will be monitored during half annual progress meetings with the entire consortium.

#### 3.1 Stakeholders and general dissemination workshops (D7.7)

At the end of the project (M41) a workshop on invitation will be organised to present the outcome of the project to the relevant stakeholders. The workshop is meant to inform the automotive and transport community of the final results and to further promote a debate to accelerate the implementation of the research results.

The workshop will be organised possibly at the Daimler test track in ATP Papenburg and will be a 1 or 2 days event. If possible, next to the presentations of the results in a workshop, there will be also the possibility to visit the demonstrator vehicle(s). The targeted audiences are the end users, road transportation companies, trailer manufacturers and relevant stakeholders like road authorities.

#### 3.2 Technical publications and project presentations (D7.8)

Technical publications and Project presentations (IFSTAR, TNO, FhG, ViF)

To increase the impact of the project, its results and findings, presentations of the project activities will be given at the most important international conferences. In some large conference and exhibitions, special or invited sessions, mini-symposium, workshops and panel discussions will be organised. Amongst others these include European Transport Research Arena (TRA2014 & 2016), Transport Research Board (TRB), Truck & Bus World Forum, International Forum for Road (Heavy Vehicle) Transport Technologies, Vienna Engine Symposium, SAE Congress, Aachen engine Colloquium and IAA. It is envisaged that at least yearly presentations will be given at two or more of these important conferences on transport electrification. Again these activities are meant to further promote a debate to accelerate the implementation of the research results. Further, under invitation, results may be presented at other events such as events organised by the EC on FP7, industry, governments and other stakeholders.

Apart from the presentations, research results will be published in scientific journals to make them available to the research community once the IPR is protected. If possible a special issue or chapter of an international journal will be published at the end of the project to present and summarize the research activities conducted by the consortium.

The realized publications will be listed at the end of the project and all dissemination activities will be up loaded into the EC online system using the functionality: Dissemination activities report



## 4 Links with other projects & European Initiatives

Below the list of European (Green Car) Initiatives which are related or corresponding with the TRANSFORMERS project.

### 4.1 Foreseen interactions with research projects

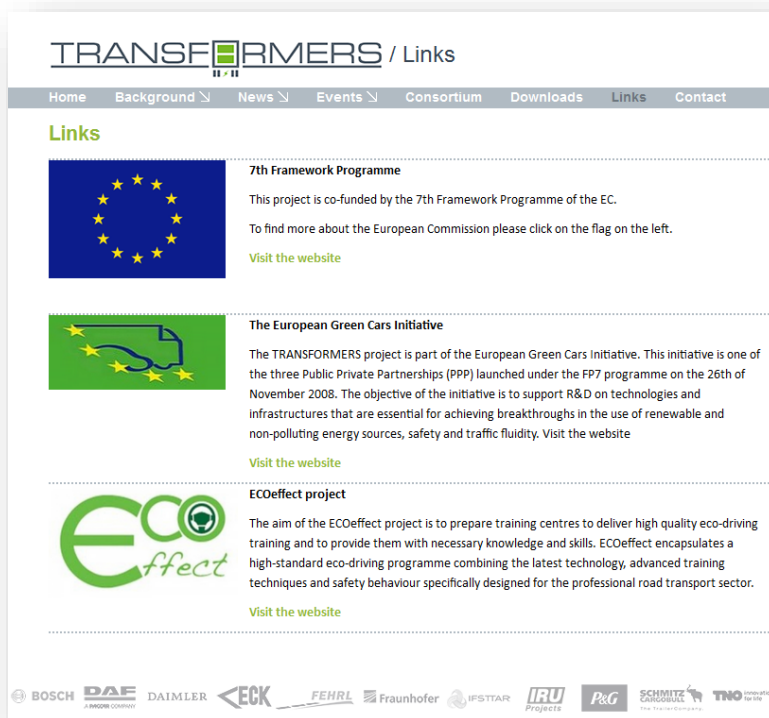
The below table is copied from the Description of Work. In the course of the project, these interactions will be further established.

Acronym	Aim of the project	What will be used in TRANSFORMERS
NoWaste	The NoWaste Project aims to develop this system and demonstrate its feasibility with a test ring and a vehicle demonstrator.	<ul style="list-style-type: none"> <li>• Definition of a reference mission</li> <li>• Validation of the developed system at first on a test rig and then on vehicle demonstrator based on a hybrid</li> <li>• Powertrain</li> </ul>
Convenient	The objective of CONVENIENT is to achieve complete vehicle energy management by proposing highly innovative solutions for improved efficiency and enhanced integration of components (currently designed independently) which will be developed, integrated and evaluated directly on validator vehicles	<ul style="list-style-type: none"> <li>• Innovative energy efficient systems: including hybrid transmission</li> <li>• Advanced active and passive aerodynamics devices for the truck and for the semitrailer</li> <li>• Energy Management Systems as input to the Holistic simulation studies</li> <li>• WP3 framework of Hybrid-on-Demand will use outcome of Convenient</li> </ul>
EE-VERT	Aims to develop strategies and solutions for overall energy management in vehicles that are characterised by further electrification of auxiliaries	<ul style="list-style-type: none"> <li>• No specific results are input, however, the simulation activities may use results in the holistic studies</li> </ul>
TIFFE	Innovative concepts such as front-end design and active shutters technology have been applied to a Light-Duty (Van) application.	<ul style="list-style-type: none"> <li>• TRANSFORMERS may investigate how this technology can be implemented in long distance haulage trucks</li> </ul>
HCV	Aim is to develop urban buses and delivery vehicles with advanced second generation of energy efficient hybrid electric power trains, including electric auxiliaries.	<ul style="list-style-type: none"> <li>• TRANSFORMERS may benefit while investigating the potential of hybrid electric driveline for the specific implementation on the trailers for long distance haulage truck.</li> <li>• WP3 framework of Hybrid-on-Demand will use outcome of Convenient</li> </ul>
MBAT	MBAT will provide Europe with a new leading-edge Reference Technology Platform (RTP) for effective and cost-reducing validation and verification of Embedded Systems in transportation domain. (ARTEMIS)	<ul style="list-style-type: none"> <li>• Investigation and specification of subsystem interfaces for holistic system considerations</li> <li>• To adopt some results on required meta-information of subsystem for seamless integration</li> </ul>
CASTOR	The main objective of castor is to integrate an innovative distributed propulsion system on fully electrical vehicles. Future electrical propulsion concepts demand more efficiency and less complexity with great functionality, high robustness and light weight and need to run in a wide ambient temperature range.	<ul style="list-style-type: none"> <li>• TRANSFORMERS will also analyse energy savings concerning aero-dynamic effects in addition to an improved propulsion system</li> <li>• Results on the design of the distributed propulsion system may be also possible for the truck-trailer system</li> <li>• Trade-off between efficiency, weight and costs of the required components may be useful for the design of the electrification of the trailer</li> </ul>
SuperLIB	Development of power electronics for power distribution between power cells and energy cells	<ul style="list-style-type: none"> <li>• As TRANSFORMERS will have two battery packs per Trailer, a combination of a power pack and a energy pack can be an option for the project.</li> </ul>

		The basis for the power electronics and battery modules might be from the project SuperLIB.
EBSF	EBSF aims at developing a new generation of urban bus system adapted to the specificities of the European cities. Within EBSF FhG-IVI developed an optimal auxiliary management strategy for various auxiliary systems with minimal vehicle system intervention.	<ul style="list-style-type: none"> <li>• The developed management strategy optimisation tool chain of the EBSF project can be easily adapted to the tasks of the VEMS of the HoD driveline.</li> <li>• This includes management algorithms with a predictive management strategy.</li> <li>• The findings of lucrative usage of system internal capacities (thermal, electrical, mechanical) for an efficient management of the auxiliary systems inside the ESU and EMG modules can be used inside TRANSFORMERS.</li> </ul>

## 4.2 Interactions with projects on the public website

On the project website, Links can be found of the projects where interactions are established. During the project the list with links will be extended.



## 5 Acknowledgment



This project is co-funded by the 7th FP (Seventh Framework Programme) of the EC - European Commission DG Research

[http://cordis.europa.eu/fp7/cooperation/home\\_en.html](http://cordis.europa.eu/fp7/cooperation/home_en.html)

<http://ec.europa.eu>

### PROJECT PARTICIPANTS:

VOLVO	VOLVO TECHNOLOGY AB
BOSCH	ROBERT BOSCH GMBH
DAF	DAF TRUCKS NV
DAI	DAIMLER AG
FEHRL	FORUM DES LABORATOIRES NATIONAUX EUROPEENS DE RECHERCHE ROUTIERE
FHG	FRAUNHOFER-GESELLSCHAFT ZUR FOERDERUNG DER ANGEWANDTEN FORSCHUNG E.V
IFSTTAR	INSTITUT FRANCAIS DES SCIENCES ET TECHNOLOGIES DES TRANSPORTS, DE L'AMENAGEMENT ET DES RESEAUX
IRU	IRU PROJECTS ASBL
P&G	PROCTER & GAMBLE SERVICES COMPANY NV
SCB	SCHMITZ CARGOBULL AG
TNO	NEDERLANDSE ORGANISATIE VOOR TOEGEPAST NATUURWETENSCHAPPELIJK ONDERZOEK (NL)
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VEG	VAN ECK BEESD BV
VIF	KOMPETENZZENTRUM - DAS VIRTUELLE FAHRZEUG, FORSCHUNGSGESELLSCHAFT MBH

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