NEW ENERGY NEXUS

CalTestBed

Facilities Directory

UC RIVERSIDE

Electric Drive Vehicle Testing Laboratories

UC Riverside

Address
CE-CERT
1084 Columbia Ave.
Riverside, CA 920507

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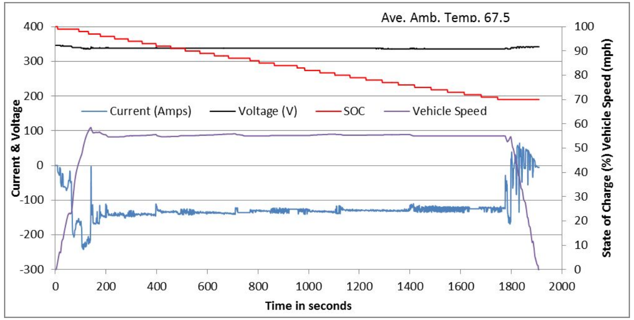
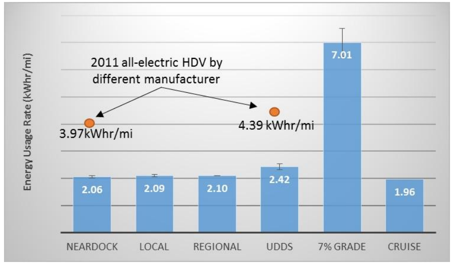
UC Riverside's Bourns College of Engineering-Center for Environmental Research and Technology (CE-CERT) has unique capabilities to test a variety of electric drive vehicles, including pure battery electric, fuel-cell, hybrid electric, and plug-in hybrid electric vehicles. With two state-of-the art chassis dynamometers, both light-duty and heavy-duty EVs can be tested. CE-CERT has developed a wide range of electric drive testing protocols, providing research results to industry, government agencies, and academia.

Electric Drive Vehicle Testing Laboratories

UC Riverside





Dynamometer Systems capable of testing a wide range of electric-drive vehicles

CE-CERT's dynamometers have been designed to handle a range of vehicles and vehicle loads at on-road driving conditions. Our Heavy-Duty 48" Electric AC Chassis Dynamometer has dual, direct connected, 300 horsepower motors attached to each roll set with a base inertia of 45,000 lbs. with the addition of a large flywheel. The dynamometer applies appropriate loads to a vehicle to simulate factors such as the friction of the roadway and wind resistance that it would experience under typical driving. A driver accelerates and decelerates following a driving trace while the vehicle is driven in place.

Working with CARB and the California Energy Commission, CE-CERT has developed and utilizes specific testing protocols for EVs

In addition to standard vehicle performance measurements of velocity and acceleration, CE-CERT is able to measure battery SOC, system voltage and current, energy efficiency per mile (kWh/mile) and gradeability.

Electric Vehicle Drive Cycle Testing

Through extensive vehicle activity studies, CE-CERT has developed a number of "drive cycles" specific for electric vehicles and trucks. These drive cycles, in addition to certification drive cycles can be tested repeatedly in a controlled environment.

Electric Drive Vehicle Testing Laboratories

UC Riverside

Technology Type	Testing Capabilities
Heavy Duty Chassis Dynamometer	Capable of testing any electric truck in a wide range of configurations
Light Duty Chassis Dynamometer	Capable of testing any light-duty electric vehicle in a wide range of configurations
EV Data Acquisition System: Real-Time Monitoring System Software and Sensors	Capable of measuring dynamometer physical loads, battery SOC, vehicle voltage, current, energy efficiency

SIGI:

Sustainable Integrated Grid Initiative

UC Riverside

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UCR has well established microgrid testbeds and laboratories for pre-commercial testing of new technologies in a "living lab" environment. Over the last nine years, UCR researchers have designed and implemented numerous microgrid systems including 2.2 MWh of battery energy storage, over 11 MW solar PV, 8 MW of Thermal Energy Storage (TES) for chiller operations, and multiple electric vehicle chargers including supervisory control and data acquisition systems.

These unique microgrid/smartgrid testbeds with plug and play capabilities possess the ability to validate various Hardware in Loop (HiL) scenarios. In addition to energy system modeling, UCR can utilize its microgrid testbed for evaluating specific microgrid components, software, operational strategies, and technologies within a closely monitored setting.

Winston Chung Global Energy Center

UC RIVERSIDE | CE-CERT

Sustainable Integrated Grid Initiative Testbed

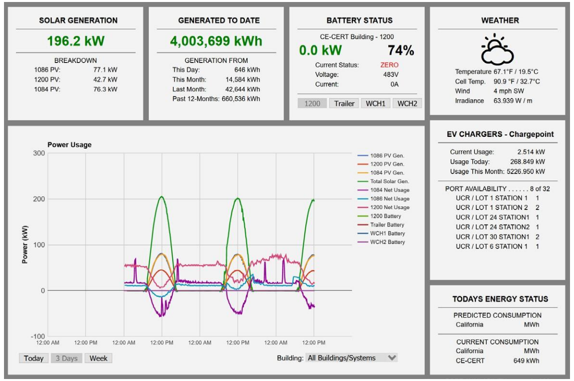
UC Riverside

Battery Storage

- 2 MWh integrated battery energy storage
- Mobile battery platform energy optimization
- Mobile battery storage and EVSE integration
- Load shifting and peak shaving algorithm optimization
- Demand response

Renewable Energy Generation

- 13 MW of PV solar capacity islanding operation and control
- Curtailment optimization & Soiling evaluation
- Fixed vs. tracking characterization
- Zero net energy microgrid demonstration with storage and load control integration



System Integration

- SCADA microgrid controller development
- Power quality monitoring and analysis with load monitoring and control
- Microgrid optimization
- EV charging with microgrid integration
- Anomaly detection and response

Distributed Energy Resources Laboratory

UC Riverside

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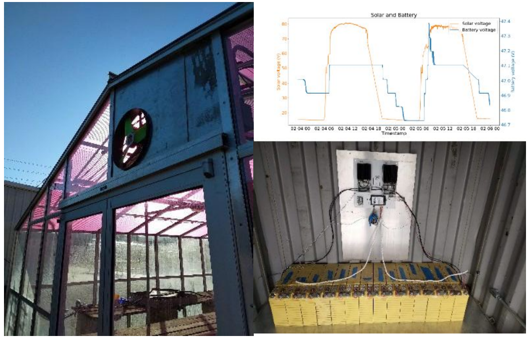
The Distributed Energy Resources Laboratory (DERL) is focused on applied research related to the design, integration, deployment, demonstration and validation of renewable energy, green infrastructure, and new clean technologies.

Testbeds are designed for testing new technologies and products in a safe and practical manner by integrating monitoring & communication devices, data loggers, smart controllers, and software in a multi-platform environment that simulates real-world conditions for the detailed analysis and demonstration of use cases and the assessment of benefits.

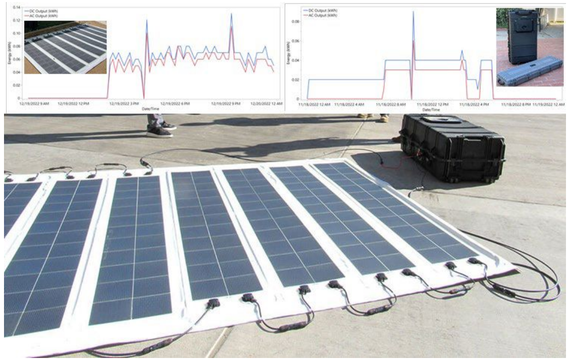
DERL: Distributed Energy Resources Lab

UC Riverside



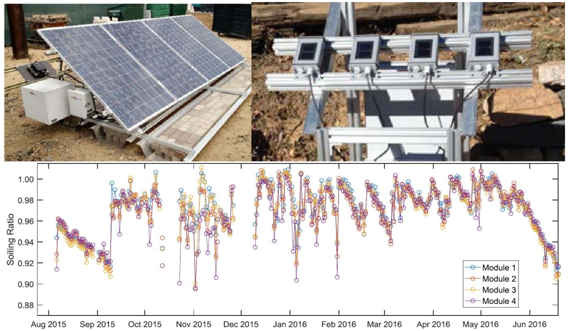
Off-Grid Solar Energy Systems

- Stand-alone (off-grid) system deployment, demonstration, and measurements
- Testing of control algorithms for managing self consumption, loads, and energy storage
- Greenhouse energy management systems (load controller, charge controller, microcontrollers, and battery management systems)



Mobile Renewable Energy Power Systems

- Modular and deployable solar-plus-battery system demonstration and testing
- Portable battery performance cyclingand testing
- Solar energy generation, inverter, and load data monitoring, reporting, and analysis
- Versatile and adaptable testbed system

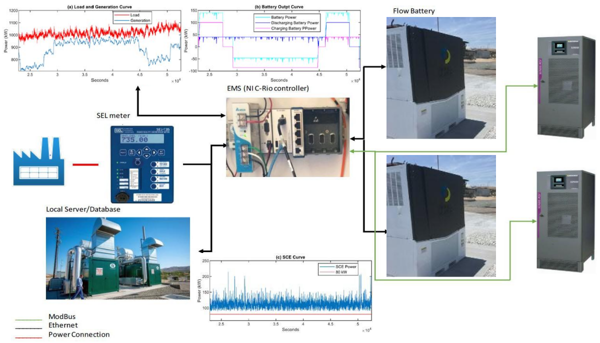


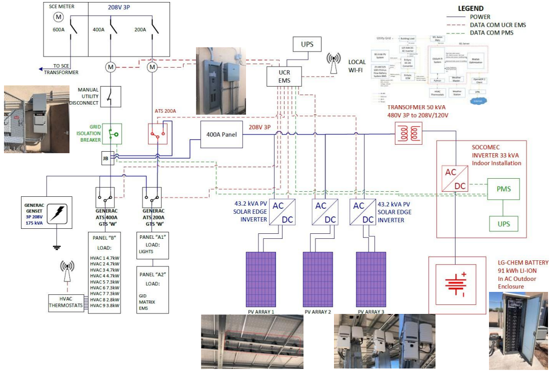
Soiling Testing Stations

- Testbed for testing different module types, coatings, designs, and cleaning cycles
- Soiling, light induce degradation (LID) studies, and potential induced degradation (PID)
- Performance metrology and environmental equipment
- Data collection and analysis methodologies

DERL: Distributed Energy Resources Lab

UC Riverside





Long-duration Energy Storage

- Large scale integration of flow batteries
- Real time load forecast and dynamic control
- Energymanagement system and control algorithm development
- Benefit-to-cost analysis
- Lifecycle analysis

Flow Batteries Microgrid Integration

- Rule 21 and NFPA compliance
- Demonstration of peak shaving, load shifting, demand response, and emergency back-up power
- Energy, economic, and emissions savings analysis
- System optimization based on operational constraints and requirements

Microgrids

- Islanding studies and demonstration to increase grid stability, robustness, and reliability
- Advanced data and energy management systems
- Optimized utilization of solar energy and stored energy
- Implementation of use cases and scenarios
- Measurement and verification (M&V) analysis

SIGI and DERL Testbeds

UC Riverside

Technology Type	Testing Capabilities
Solar Panels	Soiling, efficiency, curtailment, performance, microgrid integration, islanding
Inverters	Efficiency testing (5kW to MW+), curtailment, islanding, voltage support, reactive power control, grid ancillary services
Battery Energy Storage	Microgrid integration, control optimization, Battery Management System (BMS), performance, islanding
Microgrid Control and Integration	System architecture, net zero configuration, controls, distributed generation, load management
Load Management	SCADA, islanding, microgrid integration, control optimization, energy profiling
Supervisory Control and Data Acquisition (SCADA)	System optimization, system configuration, energy measurement, load management, performance monitoring
Vehicle to Grid	As of 2019, SIGI now offers testing of vehicle-to-grid algorithms using the latest V2G inverter systems.

Field Testing and HiL Testing of Smart Grid Monitoring and Control Technologies

UC Riverside

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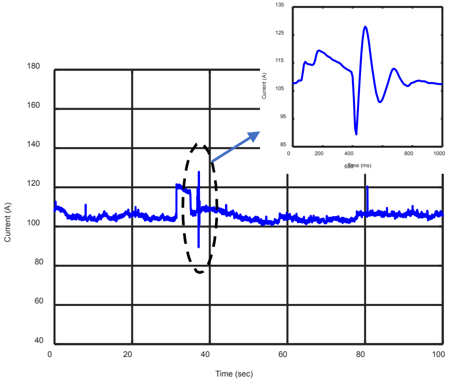
UC Riverside's Department of Electrical and Computer Engineering, in collaboration with Winston Chung Global Energy Center (WCGEC) and the Bourns College of Engineering-Center for Environmental Research and Technology (CE-CERT) has the unique capabilities to test various smart grid sensor technologies (e.g., synchrophasors, synchowaveforms, grid asset sensors, line sensors, substation SCADA systems, behind-the-meter sensors, building sensors, fault location, isolation, and service restoration (FLISR), etc.); as well as various smart grid control technologies (e.g., Volt-VAR control and Volt-Watt control based on inverter-based distributed energy resources (DERs), voltage and frequency ride-through control, DERMS, Advanced Distribution Management Systems (ADMS), distribution-level Flexible Alternating Current Transmission System (FACTS), building energy management, frequency regulation, demand response, etc.). The available field test capability is at medium voltage and low voltage three-phase systems; including a collection of multiple 12 kV power distribution feeders; with various types of loads and DERs.

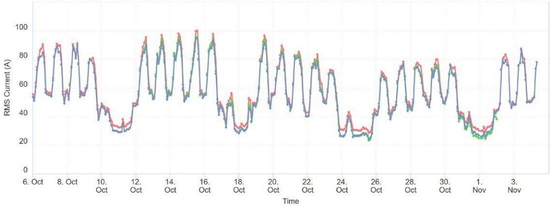
In addition to true-scale field testing capabilities, UC Riverside also has the capabilities to conduct lab-scale (i.e., pre-field-test) assessment of smart grid monitoring and control technologies by using its state-of-the-art hardware-in-the-loop (HIL) testing facility; including both performance and cyber-security assessment.

Field Testing and HIL Testing of Smart Grid Monitoring and Control Technologies

UC Riverside

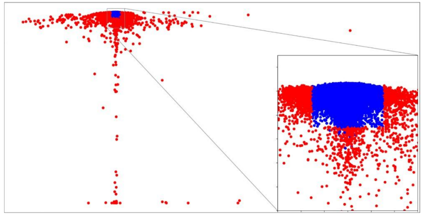


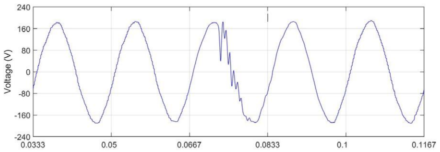
GPS-time-synchronized High-resolution Phasor Measurements (PSL Micro-PMUs)



Non-contact Line-Mounted Current Sensors and Fault Indicators (Sentient Line Current Sensors)

Big-data Analytics





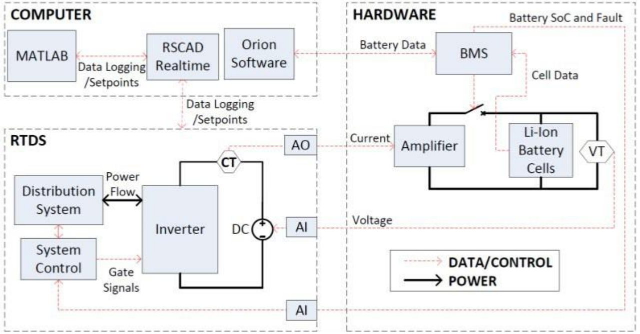
Power quality and waveform sensors (PMI PQ Sensor - Revolution)

Field Testing and HIL Testing of Smart Grid Monitoring and Control Technologies

UC Riverside

DERMS: DER Management System (SGS DER Controller); supporting inverter-based Volt-VAR and Volt-Watt control

Lab-scale Hardware-in-the-Loop (HIL) testbed with a Real-Time Digital Simulator (RTDS) for Power Grid Simulation.



Real-Time Control of Inverter Interfaced Distributed Energy Resources

UC Riverside

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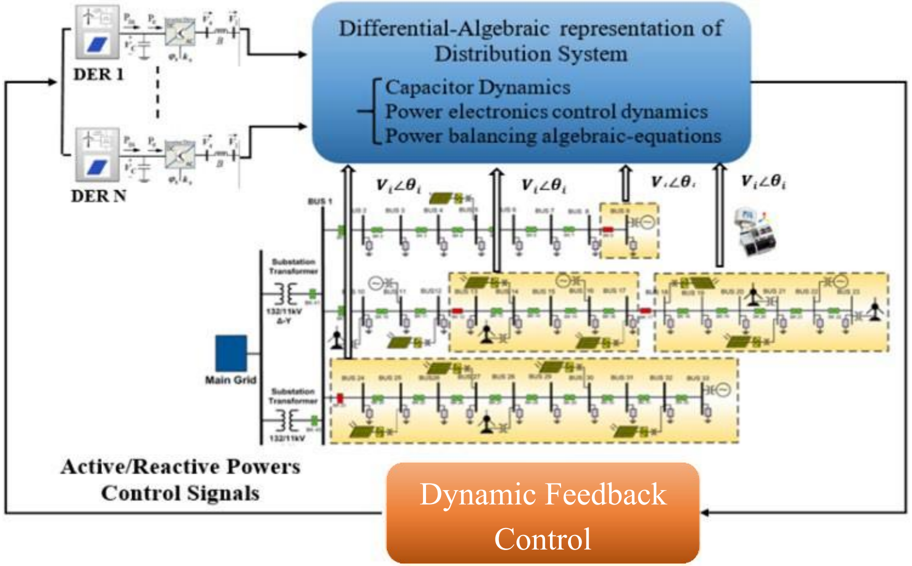
Power Grid Modernization Lab (PGML) at UCR has a unique expertise on modeling, control, and integration of inverter-interfaced distributed energy resources (DERs) at behind-the-meter. The team has developed, implemented, and demonstrated several applications of DERs in supporting as well as forming the grid. The applications include but not limited to intermittency compensation, uncertainty mitigation, voltage regulation, frequency support, self-stabilization capability, and fault ride-through capability.

PGML benefits from a lab-scale testbed infrastructure including solar PV panels, battery storage, wind turbine, smart grid technologies, power electronic devices, Power Hardware-in-the-Loop (PHIL) simulator, smart meter data, and measurement/monitoring/control tools.

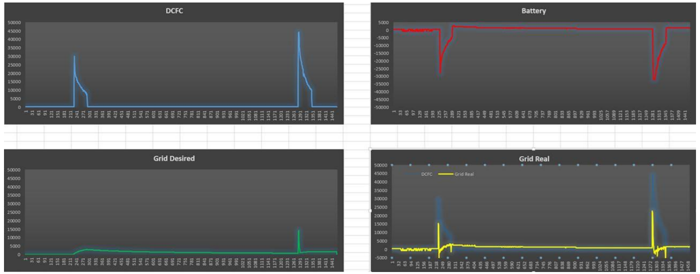


Real-Time Control of Inverter-Interfaced Distributed Energy Resources

UC Riverside

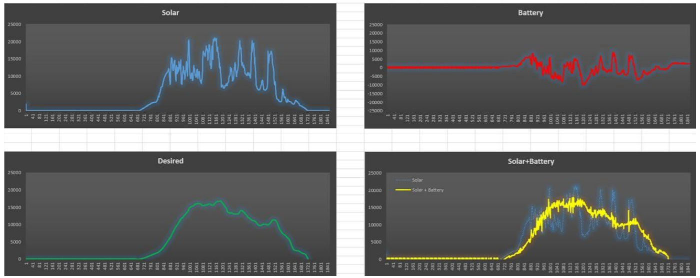
Intermittency Compensation and Uncertainty Mitigation

EV Charger Only (No Battery)



EV charger Plus Battery

Solar Only (No Battery)

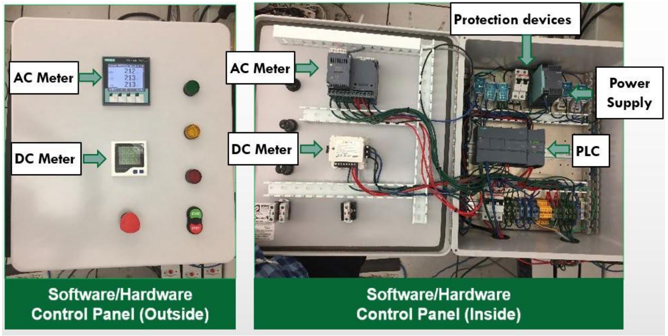


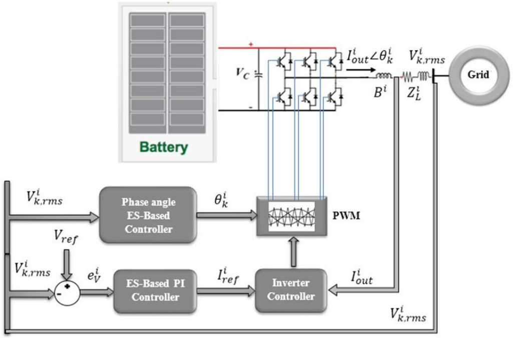
Solar Plus Battery

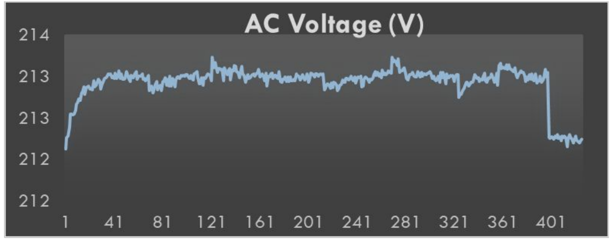
Real-Time Control of Inverter-Interfaced Distributed Energy Resources

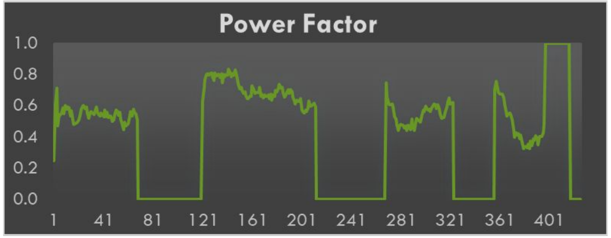
UC Riverside

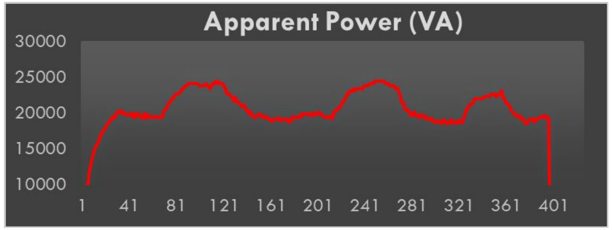
Model-Free Optimal Control for Voltage Regulation











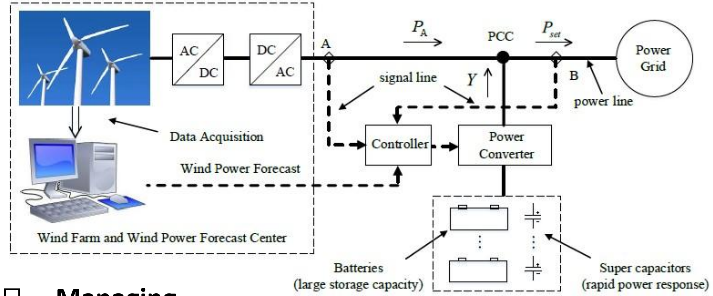
20 percent reduction in the inverter capacity for regulating the voltage

Real-Time Control of Inverter-Interfaced Distributed Energy Resources

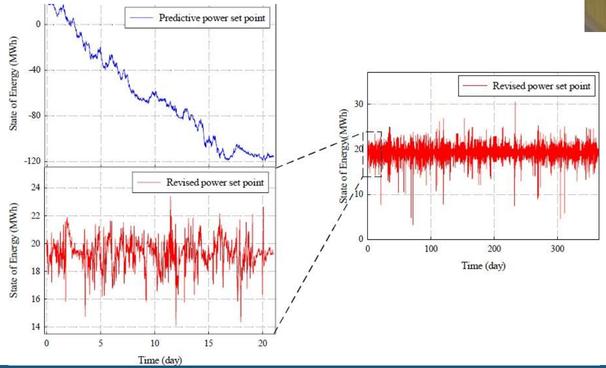
UC Riverside

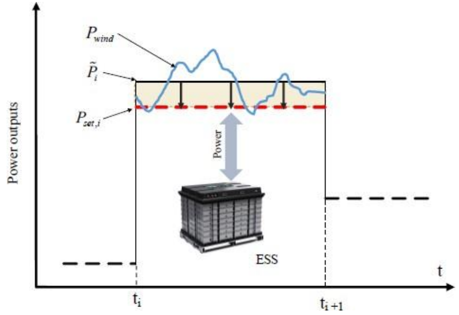
Wind Power Intermittency Compensation

- Considering the Energy Conversion Loss in Power Smoothing



- Managing SOC

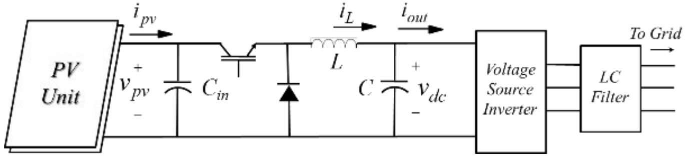


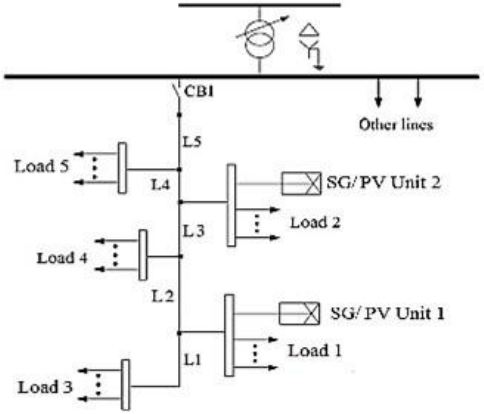


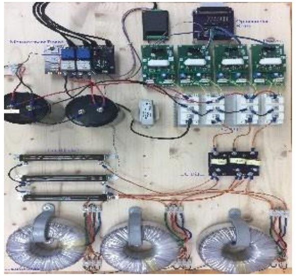
Real-Time Control of Inverter-Interfaced Distributed Energy Resources

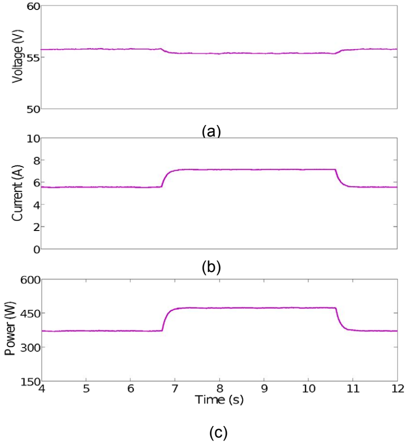
UC Riverside

Stable Solar-Powered Microgrid Testbed for Remote Applications

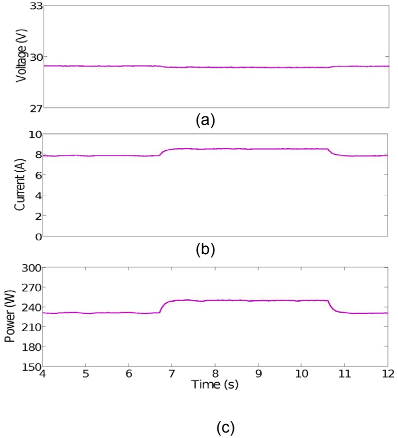








Hardware test- DG#1 performance during load change: a) Dc link voltage, b) dc-dc converter inductor current, and c) DG output power

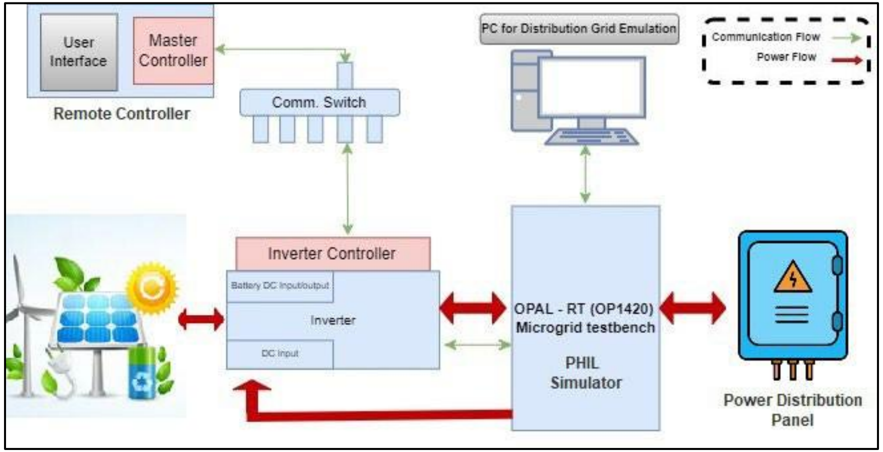


DG#2 performance during load change: a) Voltage at dc link, b) dc-dc converter inductor current, and c) DG output power

Real-Time Control of Inverter-Interfaced Distributed Energy Resources

UC Riverside

Power Hardware-in-the-Loop Simulation



Power hardware-in-the-loop simulation of cyber-physical systems

Vehicle to Grid (V2G) Testing

UC Riverside

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Vehicle to Grid (V2G) architectures allow grid connected vehicles to transfer power from the vehicle back to the electric supply infrastructure. The optimization of V2G requires properly configured vehicles and electric vehicle supply equipment (EVSE).

UC Riverside has created a microgrid testbed with integrated V2G capabilities. The system has demonstrated vehicle to building and/or vehicle to grid capabilities for both light duty passenger EVs and larger transit vehicles.

Research is focused on system architectures, controls, optimization, energy management, and communications.

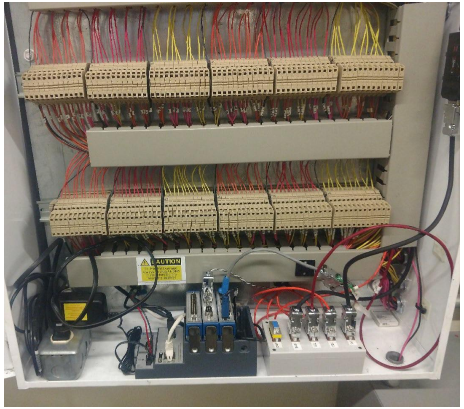
Shown in Picture: Electric Vehicle supplying power to the storage bank (inside trailer) which is connected to the building microgrid

Vehicle to Grid (V2G)

UC Riverside

Specialty Zero Emission Vehicle Platforms

- Equipped for bi-directional energy transfer
- Light duty and transit vehicle platforms
- 100 kW V2G capability
- Load shifting and peak shaving algorithm optimization
- Demand response



Battery Energy Storage with V2G Integration

- Load management utilizing V2G algorithms
- Smart charging based on distributed generation
- Utility Time of Use (TOU) optimization
- Vehicle activity monitoring
- Carbon based pricing for EV charging

EV charging Monitoring and Control

- Peak shaving and shifting
- Energy cost optimization
- Zero net energy algorithm development
- Utility integrated demand response

Vehicle to Grid (V2G)

UC Riverside

Technology Type	Testing Capabilities
Electric Vehicle Supply Equipment (EVSE)	V2G capability, performance, measurement, access control, billing, communications
V2G capabilities	Energy measurement, capacity, vehicle connectivity, protocols
Microgrid Control and Integration	System architecture, net zero configuration, controls, load management
Load Management	SCADA, islanding, microgrid integration, control optimization, energy profiling
Vehicle Activity	Energy profiles, trip activity, charging activity, GIS based analysis, vehicle energy monitoring

Materials Synthesis, Device Fabrication and Testing

UC Riverside

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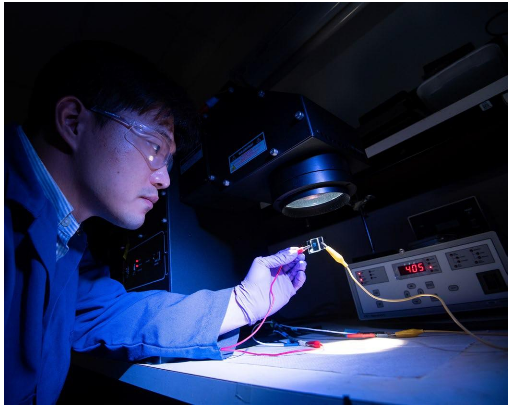
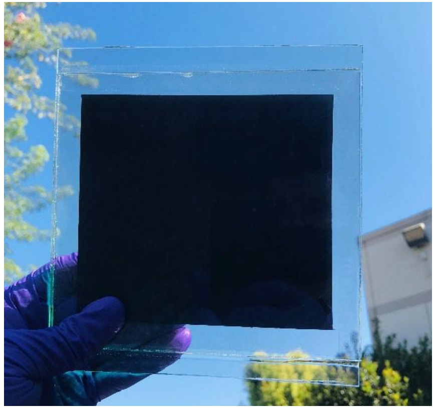
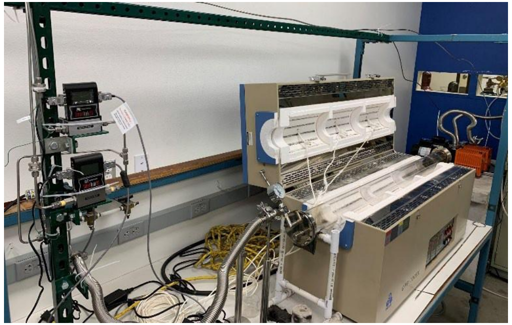
The Advanced Materials and Energy Devices Laboratory (AMEDL) specializes in renewable energy generation and energy storage. The AMEDL group has expertise in the extensive testing of materials and devices for photovoltaic, photoelectrochemical, piezoelectric, nano delivery platforms, and battery applications. AMEDL's research is focused on experimental work including high quality synthesis of materials, characterization, device fabrication, measurement and testing. Testing includes electrochemical measurements photoresponsive measurement under diverse light sources including a solar simulator and UV lamps.

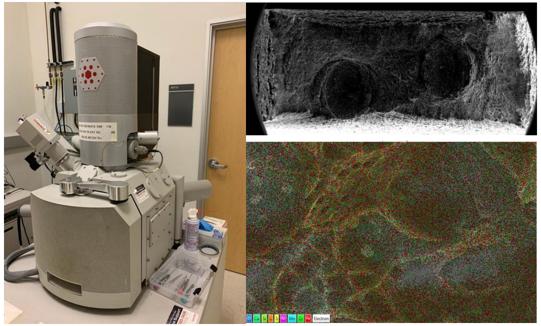






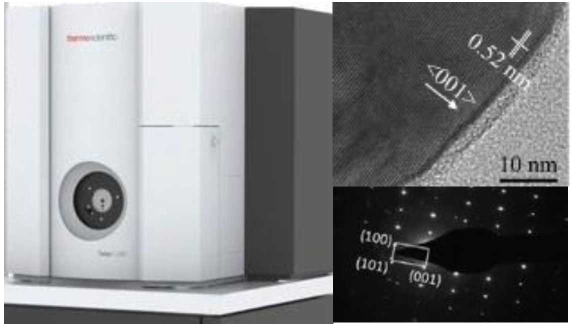
Materials Synthesis, Device Fabrication and Testing

UC Riverside



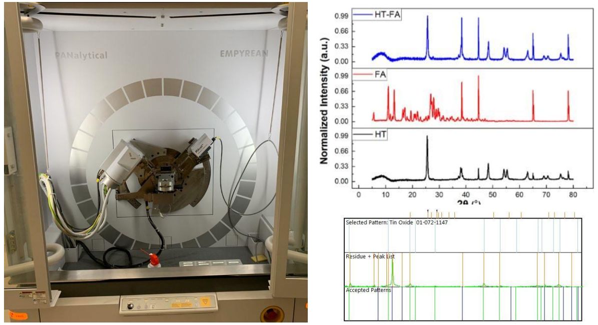
Scanning Electron Microscopy / Energy Dispersive X-ray spectroscopy (SEM/EDS)

- High and low vacuum SEM up to 30 kV accelerating voltage
- Secondary and back-scattered electron modes with TLD, ETD, CBS detectors
- Energy dispersive X-ray spectroscopy for quantitative elemental analysis
- Electron backscattered diffraction phase mapping



High-Resolution Transmission Electron Microscopy / Selected Area Electron Diffraction (HRTEM/SAED)

- Up to 300 kV accelerating voltage
- Single, double, and rotational tile sample holders
- Capable for Scanning TEM (STEM) with 1.3 nm resolution, HRTEM, EDS, and SAED



X-ray diffraction analysis (XRD)

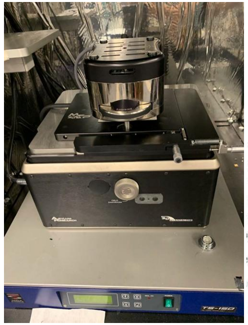
- For powder, thin-film, nanomaterials, and solid objectives
- 2θ range from 0° to 168° with 0.01° resolution
- Reflection / Transmission spinner stage

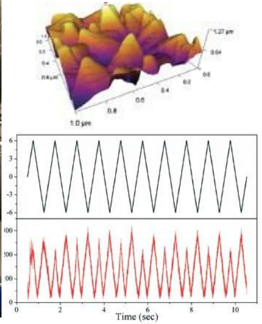
Materials Synthesis, Device Fabrication and Testing

UC Riverside

Inductively Coupled Plasma – Mass Spectroscopy (ICP-MS)

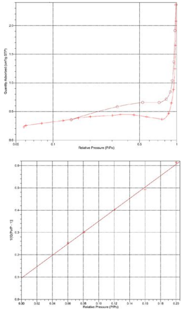
- Metal/non-metal concentration tracing
- Inductively Couple Plasma Optical Emission Spectroscopy (ICP-OES)
- Tracing of metal and several non-metal element up to 1,000 ppm
- 15-30 °C and 20-80% humidity
- 2-260 AMU mass range





Atomic Force Microscopy (AFM)

- Capable for AFM, piezoresponse force microscopy (PFM), and conductive AFM (CAFM)
- High-resolution imaging with 120 µm XY and 15 µm Z range

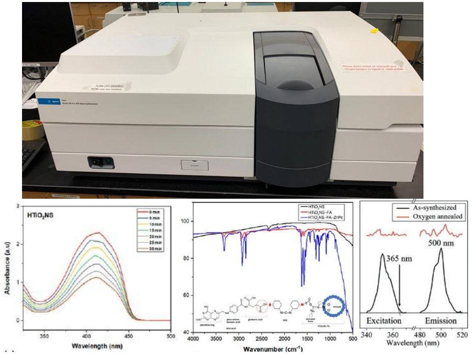


Surface Area Analysis

- Brunauer-Emmett-Teller (BET) surface analysis
- Specific surface area and pore size analyzed by the adsorbed gas molecules
- 0.01 m2/g surface area and 0.35 to 400 nm pore size resolution
- Ambient to 450 °C temperature range with 0.1% span accuracy

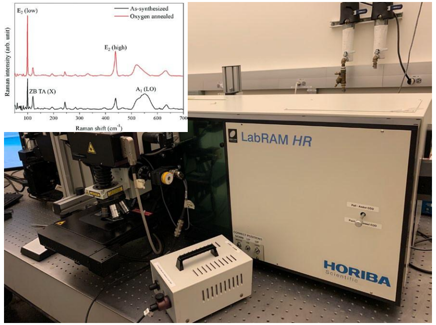
Materials Synthesis, Device Fabrication and Testing

UC Riverside



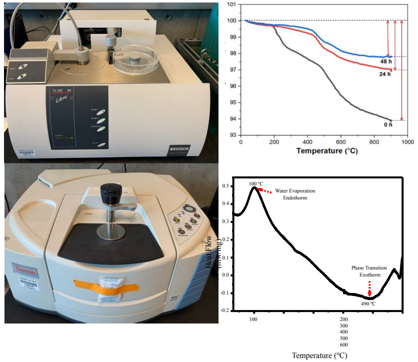
UV-vis / FT-IR / fluorescence (FL) spectroscopies

- UV-vis: From 175 to 3300 nm for extended photometric range with resolution of 0.1 nm, beyond 8.0 absorbance units
- FT-IR: 7500-350 cm-1 spectral range with 0.4 cm-1 resolution, with transmission and attenuated total reflection modes
- FL: Emission range from 185 to 1250 nm with 0.022 nm minimum step and up to 6 mm slit width



Raman spectroscopy

- Integrated Raman + AFM
- Raman range from 5 cm-1 to 3500 cm-1
- Confocal Raman for 0.5-1 µm resolution
- Capable for Raman + Photoluminescence spectroscopy



Thermogravimetric Analysis and Differential Scanning Calorimetry (TGA / DSC)

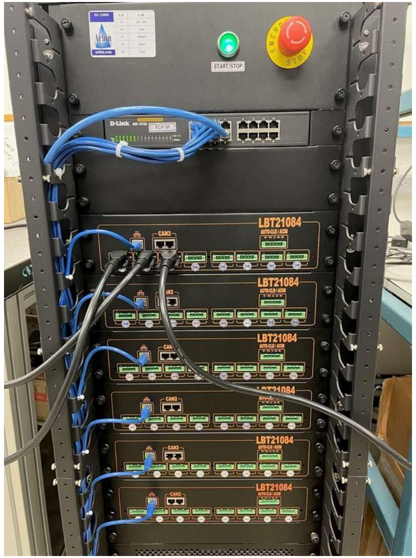
- TGA: 0.1 µg resolution up to 2 g sample weight and 1100 °C temperature. Capable for air and N2 environment. Heating rate from 0.001 K/min to 200 K/min.
- DSC: 0.1 µW resolution up to 200 mg sample weight capacity. 0.05-0.2% precision for most samples in the temperature range of -40 to 600 °C. Heating rate from 0.001 K/min to 500 K/min

Materials Synthesis, Device Fabrication and Testing

UC Riverside

Arbin Coin Cell Cycler

- 36 test channels
- Voltage range: ±10 V
- Current range: ±100 mA, ±1mA, ±10 µA
- Control accuracy: 0.02% FSR
- Measurement resolution: 24 bit



Arbin Pouch Cell Cycler

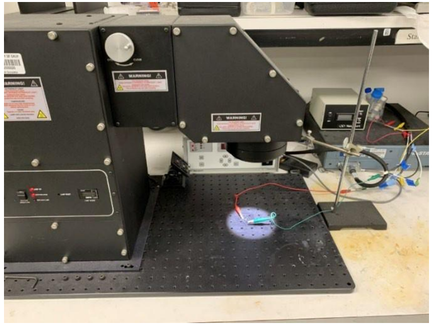
- 48 test channels
- Voltage range: 0-5 V
- Current range: ±10 A, ±500 mA, ±20 mA, ±1mA
- Control accuracy: 0.02% FSR
- Measurement resolution: 24 bit

NHR Large Cell Cycler

- 3 test channels
- Voltage range: 0-40 V, 0-120 V, 0-600 V
- Current range: ±600 A, ±200 A, 40 A
- Voltage accuracy: 0.025% FSR
- Current accuracy: 0.1% FSR
- Resolution: 0.005%

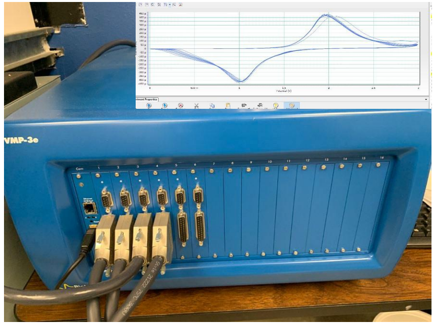
Materials Synthesis, Device Fabrication and Testing

UC Riverside



Solar Cell Performance Testing

- 450 W Xe Class AAA solar simulator
- Calibrated with a Certified IEC 60904-9 Edition 2 (2007) spectral match with a thermocouple
- 0.1 to 1 Sun irradiation power adjustment
- Horizontal and vertical beam path
- UV and visible light filters



Electrochemical Testing

- Electrochemical depositions and measurements
- Potentiostatic/Galvanostatic and programmed cyclic techniques
- Voltammetry and Electrochemical Impedance Spectroscopy (EIS)
- Current sensitive sensing, corrosion and inhibitors studies, combined with frequency response analyzer (FRA), coating technologies

Battery and Solar Energy Materials and Device Testing

UC Riverside

Technology Type	Testing Capabilities
Renewable Generation	Solar Cells - Efficiency, stability, testing under artificial environment, and testing of next-generation solar cells
Energy Storage	Batteries - Charging/discharging, cyclic performance, long-term stability, and rate performance
Material-Based	Electrochemical Cells - Cyclic/linear/chrono voltammetry, coulometry and potentiometry, and electrochemical impedance spectroscopy
Material-Based	Materials Characterization - Electron microscopy, optical spectroscopy, crystallographic analysis, energy dispersive x-ray spectroscopy, surface area analysis, metal concentration tracing, thermal analysis, and surface topography
Material-Based	Materials Synthesis - Chemical vapor deposition (CVD), hydrothermal and solvothermal synthesis, and electrodeposition
Material-Based	Device Fabrication - Thin-film devices, solar cells, photoelectrochemical cells, electrochemical cells, and coin-cell batteries

Hydrogen Blending and Exposure Testing

UC Riverside

Address
UCR CE-CERT
1084 Columbia Avenue
Riverside CA 92507

Point of Contact P: Arun Raju
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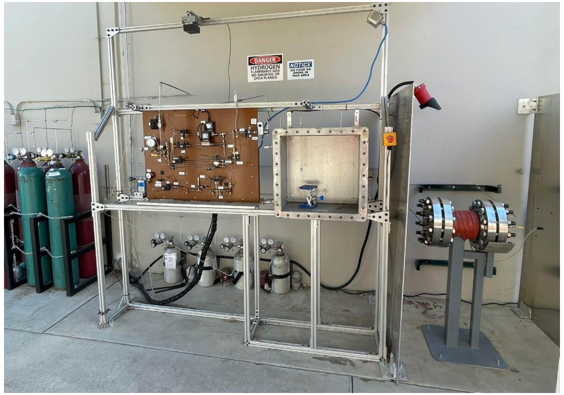
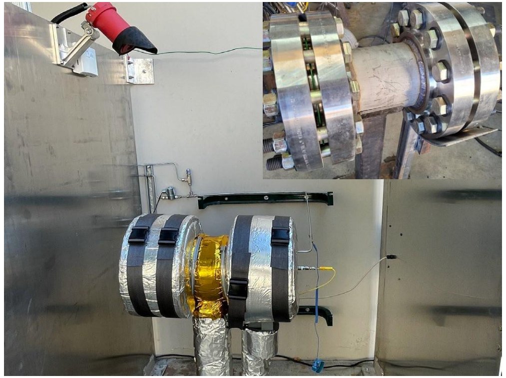
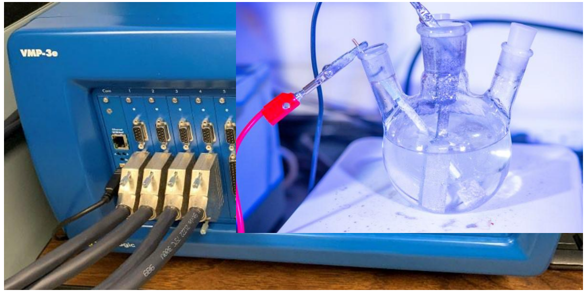
The Hydrogen Laboratory, part of the Sustainable Fuels Initiative, conducts research on sustainable hydrogen production, transport, and use areas. The facilities are setup to investigate the effects of adding hydrogen to natural gas in the existing natural gas transmission and distribution system at varying hydrogen concentrations. The Hydrogen Lab is designed to study the effect of hydrogen blends and other key parameters on pipeline infrastructure materials and components including embrittlement, degradation, and leakage behavior. Lab capabilities include hydrogen blending, gaseous hydrogen exposure, electrochemical hydrogen charging, leak testing, gas composition analysis, elemental analysis, and Charpy impact testing. Other capabilities include green hydrogen production, hydrogen fuel cell vehicle infrastructure planning, and policy analysis.



Hydrogen Blending and Exposure Testing

UC Riverside





Gaseous Hydrogen Charging

- Prolonged exposure in gaseous Hydrogen environment, at pressure of up to 1,000 psig and temperature of up to 250° F
- Chamber dimensions:
  - Length: 12 in, diameter: 6 in

Electrochemical Hydrogen Charging

- Electrochemical hydrogen generation from water electrolysis by multi-channel potentiostat
- Simulated hydrogen-exposed environment in a cost-efficient and safe way
- Potentiostatic/Galvanostatic hydrogen exposure in various pH condition
- Electrochemical measurement of diffusive hydrogen

Hydrogen Blending and Exposure Testing

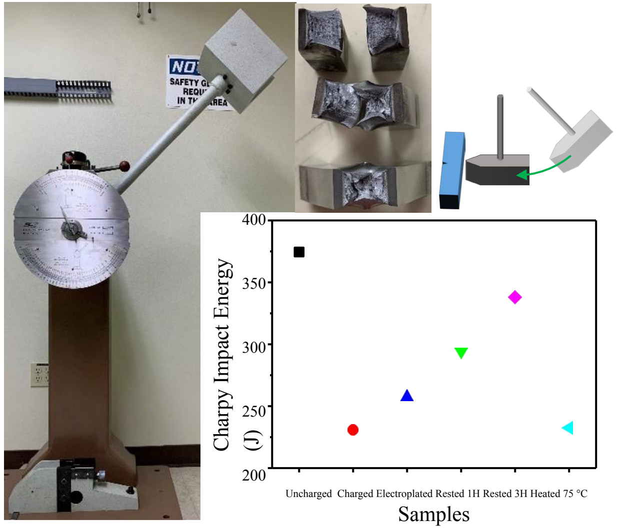
UC Riverside

Tensile Strength Testing

- Meets ASTM E8 standard testing methods
- 500 N and 50 kN load cells range
- Tensile, compression, and fracture test

Hardness Testing

- Meets ASTM E-18 standard
- Digital Rockwell hardness tester
- Wilson Rockwell 4TT twin hardness tester
- Measures the hardness by indenting the surface with major and minor loads

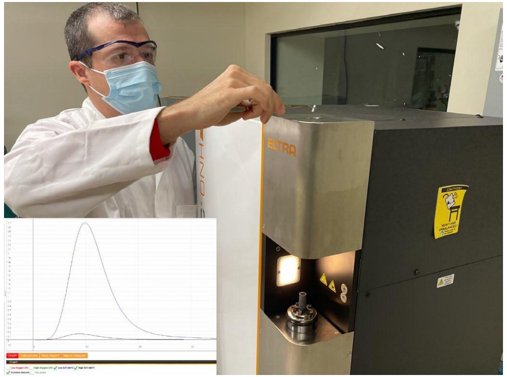


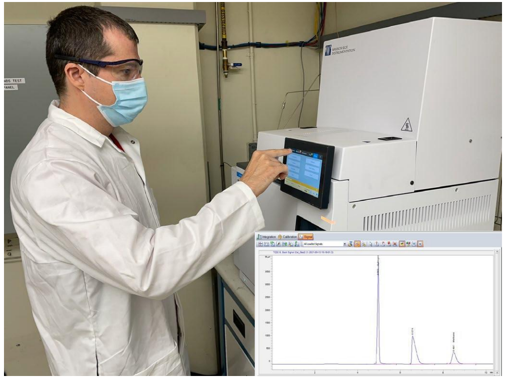
Charpy impact Toughness Testing

- Meets ASTM E23 standard testing methods
- Horizontal and vertical impact toughness testing on the V-notched specimen
- Heated and cooled testing up to 400 J

Hydrogen Blending and Exposure Testing

UC Riverside





ONH Elemental Analysis

- Analysis of Hydrogen, Oxygen and Nitrogen content in inorganic samples
- IR and TCD high sensitivity detectors with wide detections range:
  - Hydrogen: 0.1 to 1,000 ppm
  - Oxygen: 0.1 ppm to 1%
  - Nitrogen: 0.1 ppm to 2%

Gas Chromatography

- Identification and quantification of gases and wide range of organic compounds
- High sensitivity TCD and FID detectors
- Equipped with injection port and direct gas sampling port
- Reference gases or solutions required for calibration

Gas Leak Evaluation

- Identification and quantification of gas leaks from piping components
- High accuracy flow meters operating in the range of 5 and 2,000 ml/min at pressure of up to 50 psig
- Gas leak compositional analysis performed through gas chromatography

Hydrogen Testing

UC Riverside

Technology Type	Testing Capabilities
Materials-Based	Elemental Analysis - Analysis of Hydrogen, Oxygen and Nitrogen content in inorganic solids.
Materials-Based	Gas Chromatography - Identification and quantification of gases and a wide range of organic compounds in solution or gas phase
Renewable Generation	Gas Leakage - Evaluation and quantification of gas leaks at flow rates between 5 and 2,000 ml/min at pressure of up to 50 psig
Materials-Based	Gaseous Hydrogen Charging - Prolonged exposure in gaseous Hydrogen environment, at pressure of up to 1,000 psig and temperature of up to 250° F
Materials-Based	Electrochemical Hydrogen Charging – Controllable charging rate and pH environment
Materials-Based	Mechanical Strength Testing – Tensile strength, compression, fracture testing, hardness testing, and Charpy impact toughness

Shared, Electric, Connected, and Automated Vehicle Testing

UC Riverside

Address
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Riverside CA 92507

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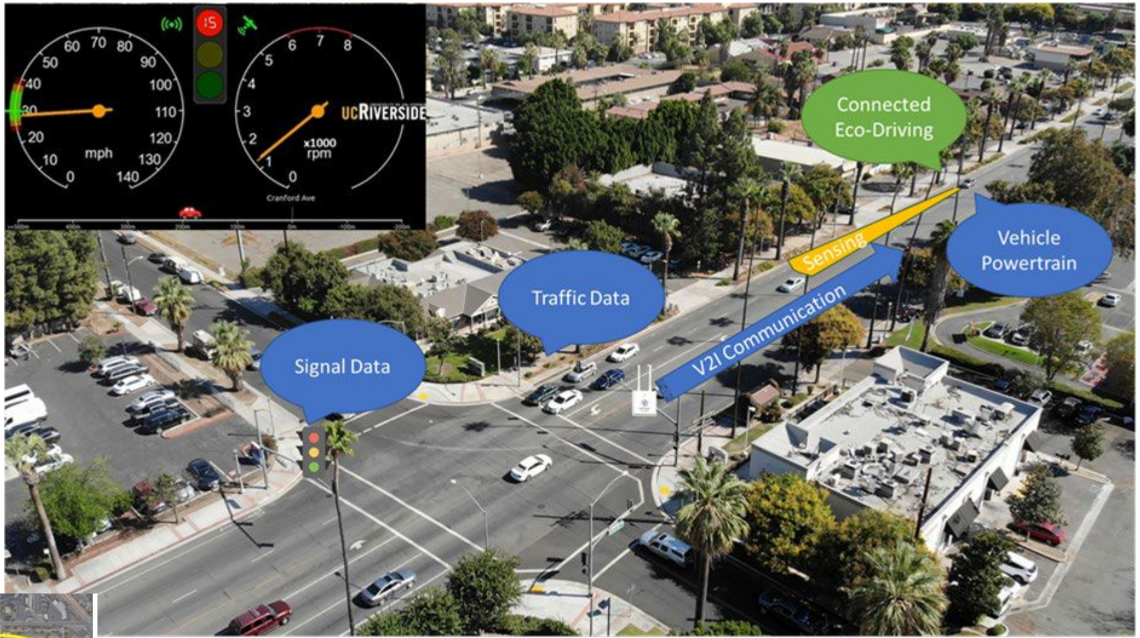
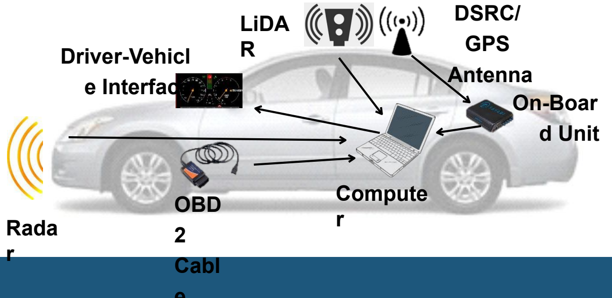
When considering how to get to zero-carbon mobility, there are generally four strategies to consider: 1) build more efficient vehicles that emit less carbon (e.g., HEVs, BEVs, and fuel-cell EVs); 2) utilize low- or zero-carbon fuel such as electricity or hydrogen; 3) implement programs that reduce overall VMT; and 4) employ ITS and automation technology to improve transportation system efficiency. UC Riverside has set up testbeds to evaluate Shared Mobility (addressing strategy 3), Transportation Electrification (addressing strategies 1 & 2), and Connected and Automated Vehicles (addressing strategy 4).

Shared, Electric, Connected, and Automated Vehicle Testing

UC Riverside

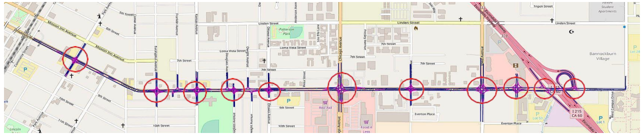
A key vehicle testbed, the *Innovation Corridor,* located in Riverside, California, consists of a six-mile section of University Avenue between the main UCR campus and downtown Riverside. This arterial corridor has been outfitted with traffic signal controllers that broadcast signal phase and timing, employ video analytics, and is used for experimentation with shared, electric, connected and automated vehicle (e.g., cars, buses, and trucks). https://www.cert.ucr.edu/transportation-systems-vehicle-infrastructure-interaction/city-riverside-innovation-corridor

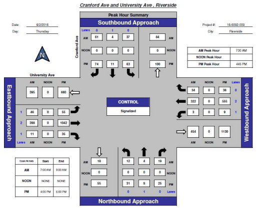




Shared, Electric, Connected, and Automated Vehicle Testing

UC Riverside





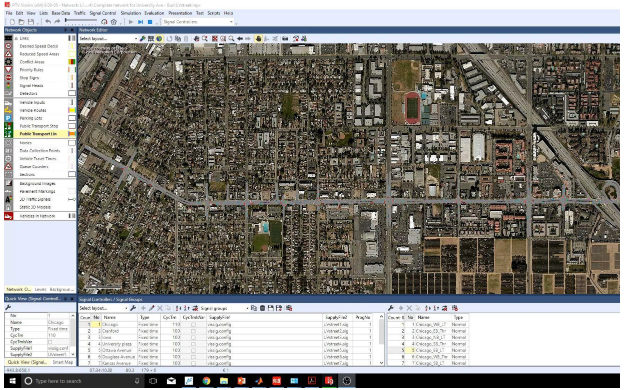
Innovation Corridor

Consists of 10 instrumented intersections along a 4 lane urban arterial. Intersections utilize modern traffic signal controllers that broadcast signal phase and timing and employ video analytics; Corridor is also has multiple air quality monitors.

Example connected vehicle application

The corridor is used to conduct Eco-approach and departure studies at signalized intersections. Vehicles can "listen" to an upcoming signal's phase and timing and adjust their speed to reduce energy consumption and improve throughput.

Demo at: https://youtu.be/j9Tg2g9YTjc



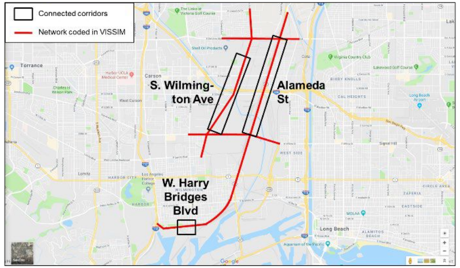
Simulation and testing platforms

Complementing real world testing, modeling enables the projection of mobility and environmental benefits from the wide-scale adoption of shared, electric, connected and automated vehicle technologies.

Shared, Electric, Connected, and Automated Vehicle Testing (for Trucks)

UC Riverside

Southern California CAV Testbed



Los Angeles Testbed

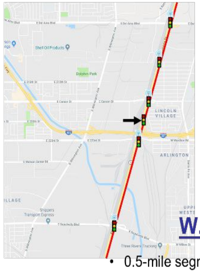
UCR has set up three arterial corridors with 15 connected traffic signals nearby the port of Los Angeles to support a variety of connected truck applications such as Eco-Approach and Departure, freight signal priority.

See demo at:

https://youtu.be/1CR4vMh8ufE

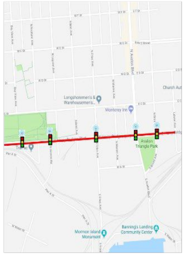
Alameda St

- 3-mile segment
  - 2-3 lanes per direction
  - 45 mph speed limit
- 6 traffic signals
  - 5 connected
  - Actuated signal control



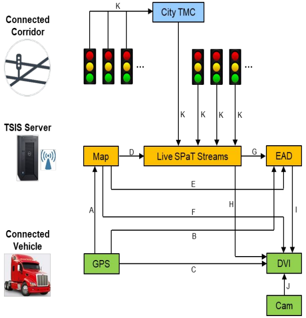
W. Harry Bridges Blvd

- 0.5-mile segment
  - 2 lanes per direction
  - 35-40 mph speed limit
- 5 traffic signals
  - 5 connected
  - Fixed-time signal control



S. Wilmington Ave

- 2-mile segment
  - 2 lanes per direction
  - 40 mph speed limit
- 9 traffic signals
  - 5 connected
  - Actuated signal control



Component	Description
City TMC	Traffic management center
Map	Digital map of Southern California
Live SPaT Streams	Real-time SPaT from connected intersections
EAD	Eco-Approach and Departure algorithm
GPS	GPS for identifying truck position
Cam	Camera for detecting preceding vehicle
DVI	Driver-vehicle interface on tablet

ID	Data Elements	Update Frequency (Hz)
A	Latitude, longitude, & heading	1
B	Veicle speed (GPS)	1
C	Veicle speed (GPS)	10
D	Upcoming intersection & direction	1
E	Distance to intersection	1
	Roadway speed limit	1
F	Distance to intersection	1
	Roadway speed limit	1
G	Upcoming SPaT	1
H	Upcoming SPaT	1
I	Recommended driving speed	10
J	Preceding vehicle detection signal	10
K	Real-time SPaT	1

Traffic Signal Information System (TSIS)

The connectivity of these connected traffic signals is enabled by 4G/LTE cellular communication where real-time signal phase and timing (SPaT) information is sent to the Traffic Signal Information System (TSIS) server at UCR. Vehicles traveling on the testbed can request and receive the SPaT information from the TSIS server through the same cellular communication. Currently, the testbed is being used to test and evaluate an EAD application for heavy-duty trucks, developed by UCR.

Shared, Electric, Connected, and Automated Vehicle Testing

UC Riverside

Technology Type	Testing Capabilities
Shared Mobility Evaluation	Using LBNL's BEAM model, travel demand activity can be evaluated for a number of shared mobility scenarios, measuring a variety of performance metrics
Evaluating Connected and Automated Vehicles (CAVs) in Simulation	Using a wide range of simulation tools (e.g., VISSIM, PARAMICS, SUMO) and specific APIs, a wide range of CAV scenarios can be tested
Evaluating Connected and Automated Vehicles (CAVs) using Hardware in the Loop testing	A unique hardware-in-the-loop testing system for CAVs has been developed, combining traffic simulation and a real-world vehicle on a dynamometer
Evaluating Connected and Automated Vehicles (CAVs) on the road	UCR has developed several CAV testbed sites in Riverside California, and Carson California, installing communication infrastructure on the road

Electrical Motor Systems Testing Laboratory

UC Riverside

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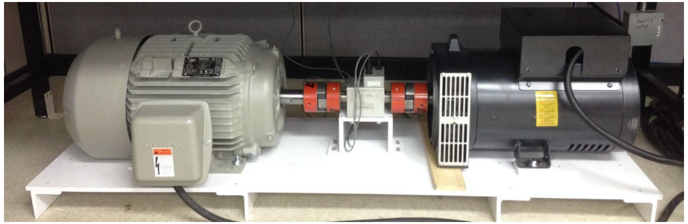
This testing facility, developed with California Energy Commission (CEC) funding, is capable of efficiency and load testing of electric motors and Adjustable Speed Drive (ASD) up to 100hp. The facility can also measure electric system harmonics.

This is the first independent electric motor testing center in the state of California capable of providing unbiased evaluation of motor efficiency at various operating conditions. This facility is available for the use by the industry professionals, academics, and other stake holders.

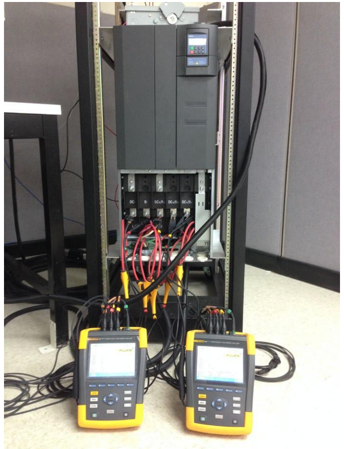
Electrical Motor Systems Testing Laboratory

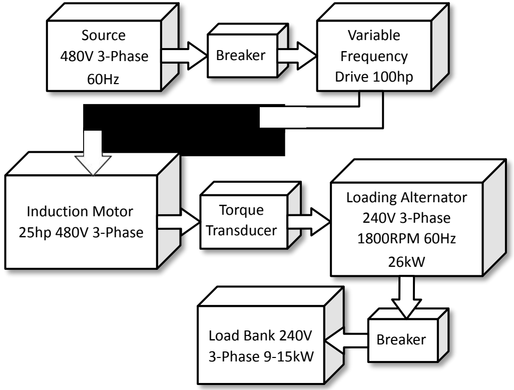
UC Riverside

Motor **Torque Transducer** **Loading Generator**



Power Analyzers





Motor Efficiency Measurement & Verification

Output power is monitored and measured using the torque transducer, which separates the load from the motor to isolate output measurement at the shaft of the motor.

External portable Fluke Power Analyzers enable the accurate measurement of both input and output power necessary to find operational efficiency of a motor. This used to verify efficiency of an electric motor.

Improving Software for Efficient Motor Selection

- Many commercial and in-house software used by architectural and engineering firms design HVAC systems with inflated safety factors used in calculating three-phase motor sizes for buildings
- UCR quantifies energy waste due to the: (i) use of lower efficiency motors, (ii) use of oversized motors in existing buildings, and (iii) selection of oversized motors in the architectural and engineering design stage of new buildings.

Electrical Motor Systems Testing Laboratory

UC Riverside

The CE-CERT motor testing lab personnel will coordinate with sponsor to design a custom mount by measuring the dimensions of the test motor and have a mount fabricated and installed on the testing platform. Once installation is complete, the CE-CERT team will integrate controls and operational data parameters into the motor testing data acquisition architecture. The complete testing setup usually comprises of a motor controller, power meter, and torque transducer display. Data will be collected upon completion of motor testing system integration and shared with the sponsors.

Typical testing services include four functions of the Motor TestBed operations:

1. Test Plans
2. Testing System Integration Functionality
3. System Operational Data
4. Motor Efficiency Measurement & Verification
5. Operational Analysis Results

Motor Efficiency Measurement & Verification

Input Voltage and Current at 1,000 RPM

	Load 0	Load 1	Load 2	Load 3	Load 4	Load 5
Input Voltage (V)	100.0	100.0	100.0	100.0	100.0	100.0
Input Current (A)	1.9	2.6	3.1	5.9	6.9	9.0
Input Power (W)	192.5	260.6	305.9	591.2	689.9	895.6
Output Torque (Nm)	0.9	1.4	1.7	3.8	4.6	6.0
Output Power (W)	98.1	144.4	178.2	398.9	479.6	628.9
Motor Efficiency (%)	50.9	55.4	58.2	67.5	69.5	70.2

Motor and Controller Combined Efficiency at 1,000 RPM

Electrical Motor Systems Testing Laboratory

UC Riverside

Technology Type	Testing Capabilities
Industrial Electric Motors	Zero to Rated Torque, Efficiency at Various Loading Condition, Quantification of Voltage and Current Harmonics, Range 0-100hp
Variable Frequency Drives	Efficiency at Various Loading Condition, Quantification of Voltage and Current Harmonics, Range 0-100hp
Wind Generators	Zero to Rated Torque, Efficiency at Various Loading Condition, Quantification of Voltage and Current Harmonics, Range 0-100hp
Custom Designed Special Purpose Electric Motors	Zero to Rated Torque, Efficiency at Various Loading Condition, Quantification of Voltage and Current Harmonics, Range 0-100hp

Water Energy Nexus

UC Riverside

Address
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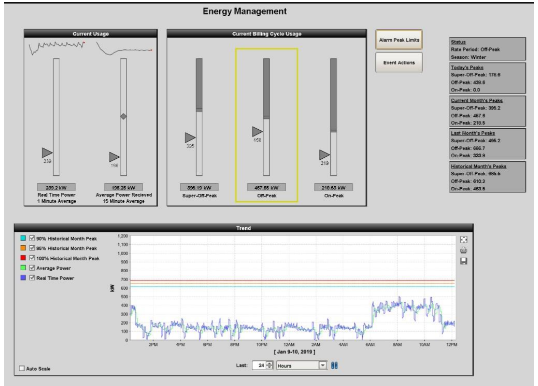
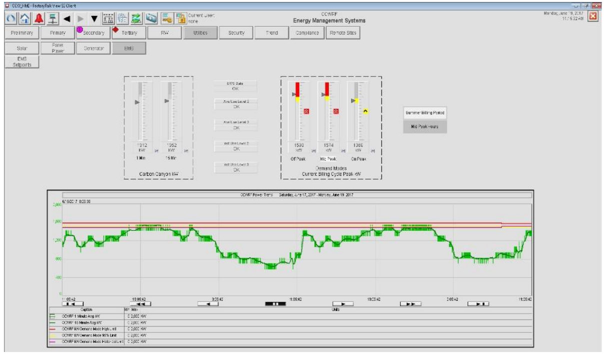
About 20% of electricity use in California is treating, pumping, and distribution of water. With funding from California Energy Commission (CEC), College of Engineering – Center for Environmental Research and Technology (CE-CERT) at the University of California, Riverside (UCR) has demonstrated and deployed an energy management and data acquisition and supervisory control strategies that reduce peak loads and electricity costs in the delivery and treatment of water at each of the three water district locations. The three deployments utilize existing on-site SCADA architecture and implement the Energy Management System (EMS) within the existing architecture.

This demonstration project highlights a pathway for water agencies in California to reduce their peak energy consumption substantially with no decrement in service or reliability. The project also identifies "real world" implementation issues that have not emerged in previous proof-of-concept research.

Water Energy Nexus

UC Riverside





Water Delivery Optimization

Integration of software and hardware at water delivery pumping, storage, or treatment facilities that enable the integration and transmission of data from energy meters directly or indirectly into Supervisory Control and Data Acquisition (SCADA).

Reducing Peak Energy Consumption

- This demonstration project highlights a pathway for water agencies in California to reduce their peak energy consumption substantially with no decrement in service or reliability.
- The project also identifies “real world” implementation issues that have not emerged in previous proof-of-concept research.

Individual SCADA System Integration

- Combined with historical energy use integrated with real time SCADA control displays, operators can manage systems in real time to monitor and control peak demand.
- Real time energy usage monitoring provides both instantaneous and 15min average relative to Time of Use (TOU) rate schedules, and alarm notifications optimized to provide operators with real time energy demand and the current existing peak load that has been recorded to date.

Water Energy Nexus

UC Riverside

Technology Type	Testing Capabilities
Energy Management System (EMS)	Customized Development and Validation
Supervisory Control and Data Acquisition (SCADA)	Customized Development and Validation
Real-Time Monitoring System Software and Sensors	Development, Testing, and Validation

APL:

Atmospheric Processes Laboratory

UC Riverside

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Riverside, CA 920507

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David Cocker
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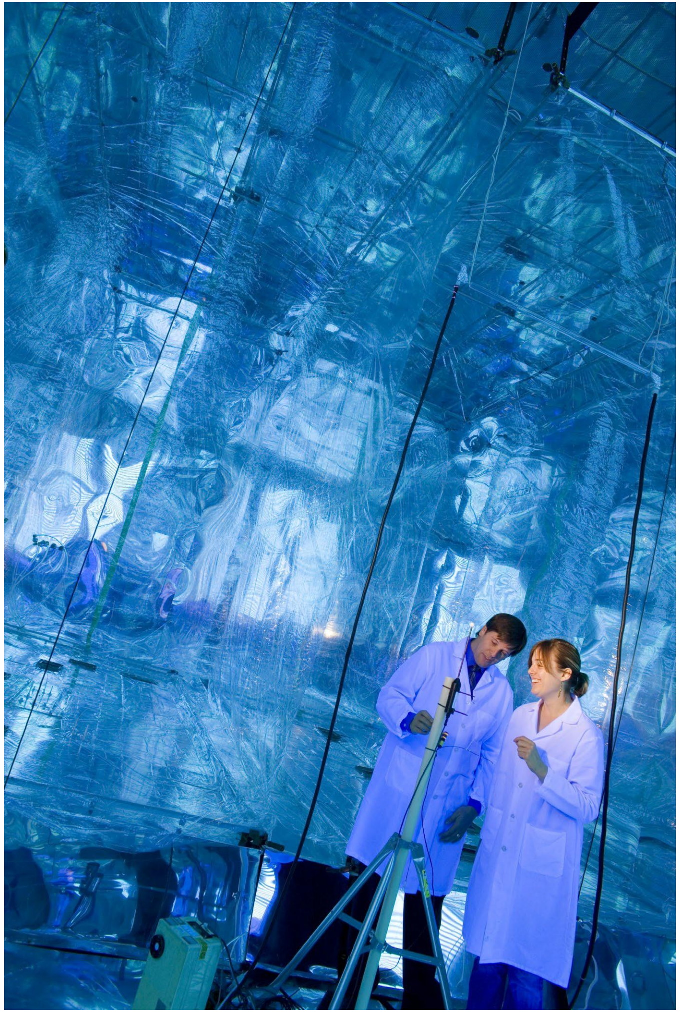
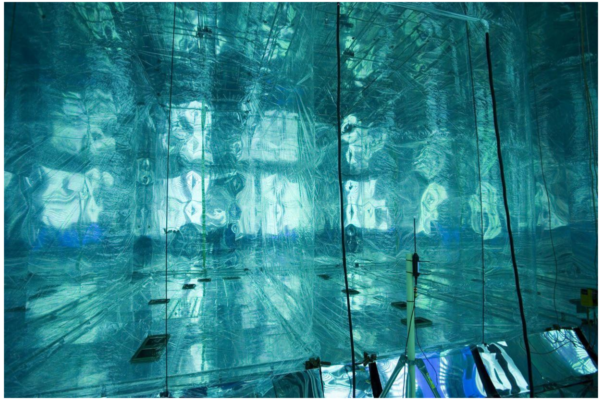
UCR has a state-of-the-art environmental chamber facility designed to study atmospheric chemistry and particle formation. The facility also provides an ideal platform to study removal efficiencies of indoor air treatment systems including energy efficient HVAC systems; removal efficiencies of various surface treatments; evaluation of indoor/outdoor sensors and emerging technologies.

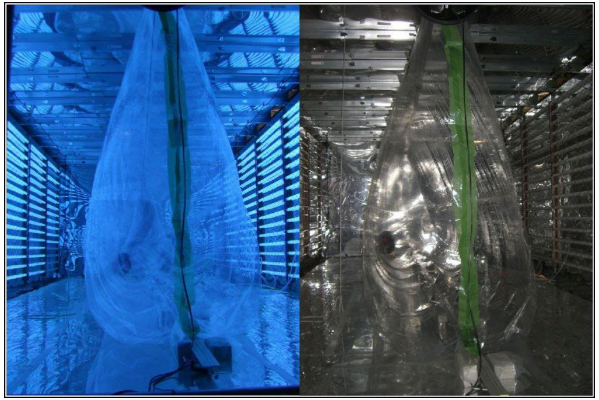
This unique facility is equipped with state of the art instrumentation for online and offline detailed measurement of hazardous air pollutants, greenhouse gases, and ultrafine particulate matter. A suite of gas chromatographs (1D and 2D), mass spectrometers, particle, specialized air analyzers, and devices for particle number, size, composition, density, morphology, volatility, and hygroscopicity are all available for characterization of air contaminants including their formation and removal mechanisms.



Atmospheric Processes Lab Testbed

UC Riverside





Large environmental chamber

- Includes one 125 m^3 Teflon chamber, dual 12 m^3 Teflon chambers
- 16000 ft^3 Temperatrure (5-45 ^oC), light, and humidity controlled room
- Capability to flush control room with purified air and use as test bed itself

Mid scale environmental chamber

- 35 m^3 environmental chamber
- Idealized for simulating atmospheric processes of emissions from major sources (e.g., woodsmoke, agriculture, internal combustion engine)
- Test platform for evaluating instrument performance in complex systems and efficacy of control technologies

Mobile environmental chamber system

- 20 m^3 environmental chamber on wheels
- Can be moved outside or to test source to capture specific emissions and then simulate atmospheric processing of these sources
- Built for complimentary testing of vehicle emissions in other CE-CERT test labs.

Atmospheric Processes Lab

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Technology Type	Testing Capabilities
Environmental Chambers	Suite of environmental chambers to suit test needs ranging from large temperature and humidity controlled systems to portable chambers. Can be used for simulation of atmospheric chemistry (indoor or outdoor) or to provide an environment to test performance of air purifiers or HVAC systems. Chambers range in size from 10 L to 130000L with additional possibilities of using the light, humidity and temperature controlled humidity sealed enclosure (~16000 ft^3) for additional systems testing.
Aerosol instrumentation suite	Particle size distribution, particle number, volume, size, morphology, chemical composition (including detailed organic and inorganic composition), particle volatility, and particle hygroscopicity. The suite also includes aerosol mass spectrometer, EC/OC analyzer, trace element analyzer, ion chromatography, and one and two dimensional gas chromatography with flame ioniziation detectors and mass spectrometers.
Gas-phase instrumentation suite	Includes trace level ozone, NOx, SOx, carbon monoxide, and carbon dioxide concentrations, detailed hydrocarbon composition, hazardous air pollutants, and greenhouse gases