

THE FIRST E-SPORTLIMOUSINE WITH NANO FLOWCELL UPDATE

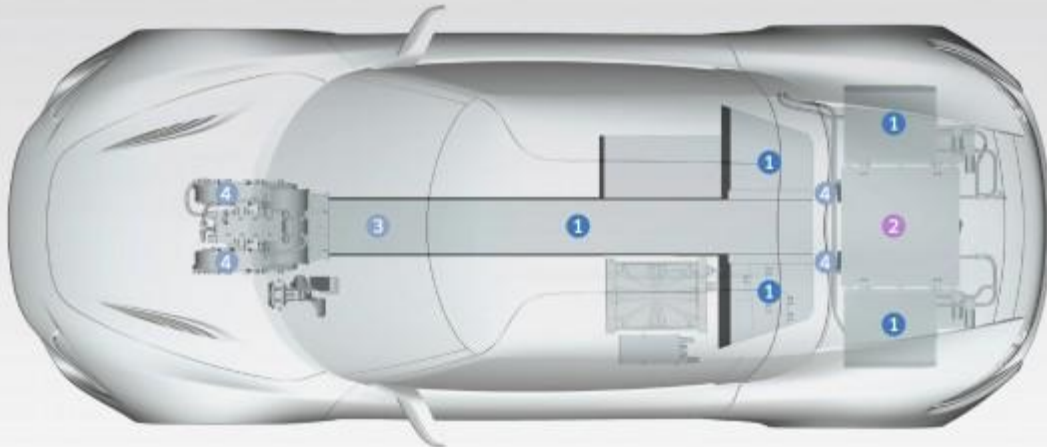
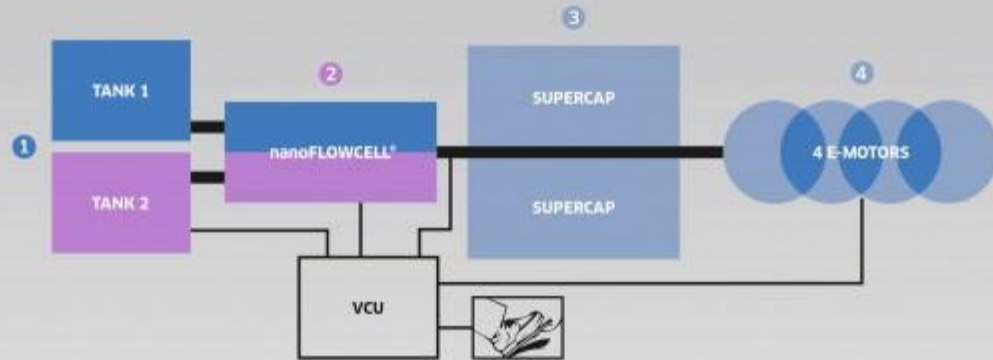
Move Over Tesla?

The Quant has finally been revealed in public. Unlike in lithium-ion batteries, the flow battery's storage capacity does not degrade over time from memory effect. Nanoflowcell claims there are no environmentally damaging components to the electrolytes and says the system does not rely on rare or precious metals.

Nanoflowcell system has other major advantages. When the energy in the electrolyte solutions is used up, the liquids need only be replaced, a process that is similar in ease and quickness to refueling a gasoline car. La Vecchia envisions a future where gas stations or the like will offer seamless flow cell refueling. Nanoflowcell also says that the used liquid can be recharged and used again.

The following photo shows its drive train layout.

QUANT E-SPORTLIMOUSINE POWERTRAIN



Specifications

The Quant design uses supercapacitors for their ability to release energy quickly, On the receiving end of that energy, the four motors combine for a very supercar-like 912 hp.

As with any research vehicle, the Quant's specifications need to be viewed as food for thought, not reliable, rock-solid numbers. Nanoflowcell lists a 2.8-second 0-62 mph (100 km/h) time and a potential 236 mph (380 km/h) top speed. Those numbers come thanks in part to the high torque being generated at each wheel. The car weighs 5,070 lb (2,300 kg).

Original Story

One wonders the wisdom of Tesla's 5 billion dollar factory when so many other battery technologies are emerging. nanoFLOWCELL AG is to stage a world premiere as part of the Geneva International Motor Show 2014 with the first car equipped with nanoFLOWCELL® drive



Founded in late 2013, nanoFLOWCELL AG is a Research and Development Centre based in Vaduz, Liechtenstein. The focus of nanoFLOWCELL AG's research is on the advanced development of drive technology and the classification of flow-cell technology. In the simulation laboratory of the nanoFLOWCELL DigiLab in Zurich, Nunzio La Vecchia and his team examine important aspects of quantum chemistry on the basis of molecular engineering. For years they simulated experiments with charge transfer, then conducted trials using digital models, before finally synthesising them for further testing. The current research vehicle, enables the developers to study the mechanisms of charge transfer for the innovative storage technology - the nanoFLOWCELL® - during vehicle operation, as well as to fine tune charge strategies for recuperation and further develop the regeneration of cell charging and safety as well as quality controls.

Details

This is the second coming for this vehicle known at the Quant. Koenigsegg showed an electric super car by the very same name and logo at the 2009 Geneva show. I am not sure what the relationship is between the two entities



The Koenigsegg Quant was developed with NLV Solar, whose Nunzio La Vecchia is the founder of Nano Flowcell. That car used a combination of solar cells and “Flow Accumulator Energy Storage” to reserve power for its 512-hp electric motor. The latter certainly sounds like the starting point for, if not just a different name of, NanoFlowcell technology. If you are going to have a research vehicle I feel why not use something like this (where do I apply for a job?)

Apart from this everything else will remain a mystery until the Geneva Motor show.

Source: <http://revolution-green.com/first-e-sportlimousine-nano-flowcell-debut/>