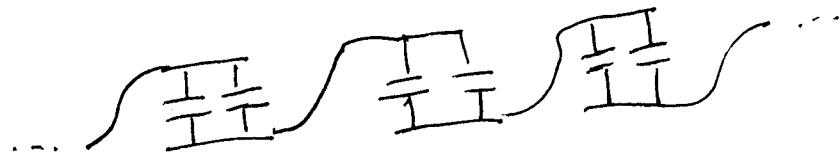


17MAY14; Roderick

ULTRA CAPACITORS INSTEAD OF BATTERIES.

VERY LIGHT, BUT NOT MUCH ENERGY.

SUPPOSE 50F CAPACITORS, & STRING OF 12 PAIRS OF 2 IN PARALLEL. 27A MAX CURRENT, THAT'S WHY NEED TWO,



$$\text{TOTAL CAPACITANCE} = \frac{50 \cdot 2}{12} = \frac{50}{6} = \frac{25}{3} = 8.3 \text{ F}$$

WORKING VOLTAGE 2.5V EACH CAP, SO FOR STRING, 30V

SUPPOSE DISCHARGE FROM 30V TO 20V.

$$E = \frac{1}{2} CV^2 \quad \text{AT } 30V = \frac{1}{2} C (30^2)$$

$$\text{AT } 20V = \frac{1}{2} C (20^2)$$

$$\text{ENERGY AVAILABLE} = \frac{1}{2} \cdot 8.3 \cdot (900 - 400)$$

$$= 2075 \text{ J} \quad 2 \text{ SECONDS @ 1 KW.}$$

MAXWELL BCAP0050-P270 - ±20% TOLERANCE. DON'T WANT -20/+80, <sup>HAD TO</sup> EQUALIZE  
MAXWELL ULTRACAPS ABOUT \$5 EACH, THAT MAKES \$120 FOR

THE PACK, NOT COUNTING CONSIDERABLE PC BOARD COST PLUS  
ANCILLARY COMPONENTS. MUST ASK MYSELF, DO I REALLY WANT  
TO RULE BATTERYLESS?

- VEHICLE WAS NEVER INTENDED TO BE PRACTICAL,  
NEED NOT CONSIDER COST, NOR MANUFACTURABILITY
- WOULD LEARN ABOUT ULTRACAPS IN PROCESS

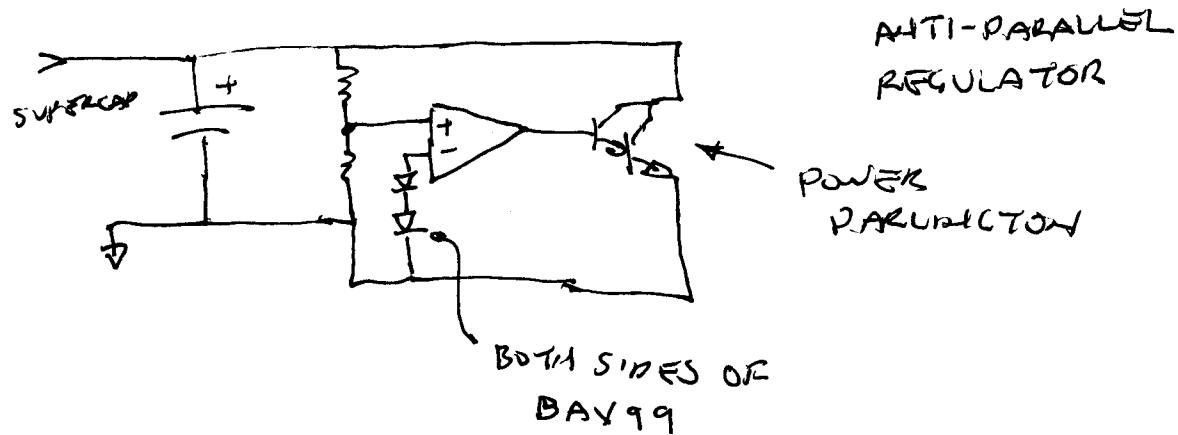
- WOULD I WANT TO TAKE IT ACROSS DEATH VALLEY?
- ENOUGH FOR DENO ON STAND
- BATTERY NOT ~~REALLY~~ BETTER THAN CAP ON LONG  
TRIP - STILL MUST RECHARGE.

29 MAY 2014  
Rodenick.

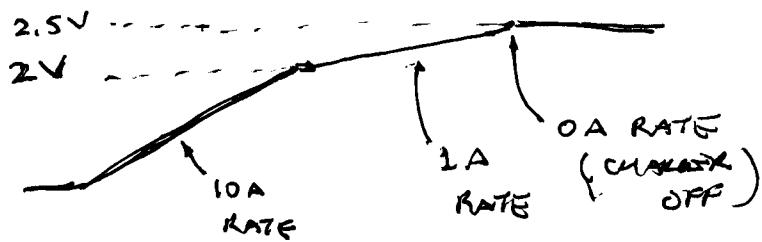
## SUPERCAP EQUALIZATION CIRCUIT.

NOT WORRIED ABOUT THROWAWAY POWER - HAVE  
CONSTANT SUPPLY FROM SUN,

~~ANALOGUE~~



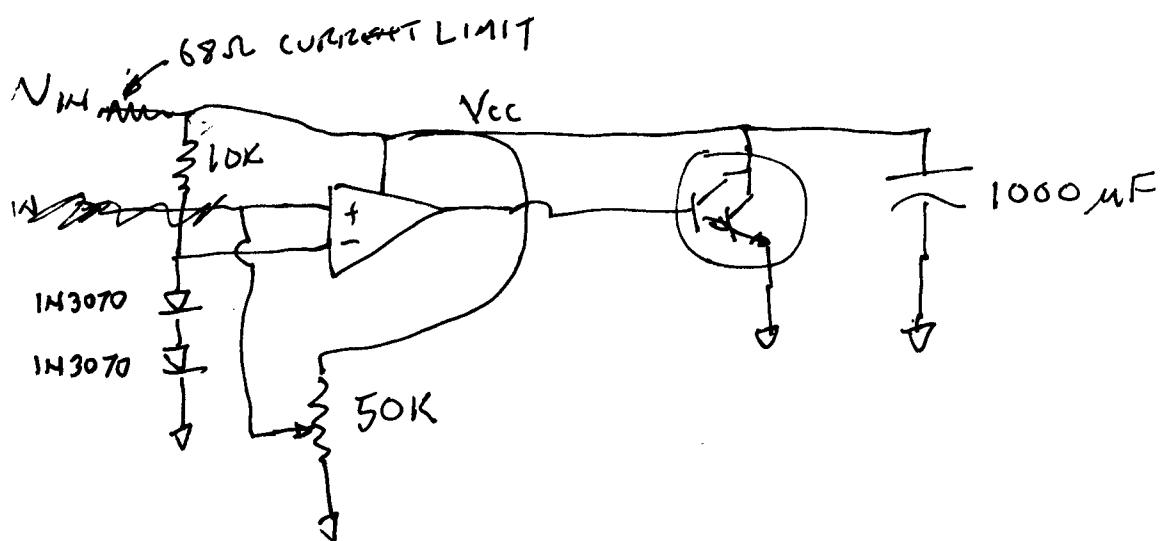
IDEALLY, CHARGE CAPS AT MAX RATE, BUT WHEN  
IT GETS CLOSE TO ~~VOLTAGE~~ WHERE ANY SHUNT  
COULD ACTIVATE, SLOW CHARGING RATE SO  
WON'T BURN OUT DARLINGTON. WHEN FINAL  
VOLTAGE IS REACHED, TURN OFF CHARGER.



BEST DARLINGTON SEEMS TO BE MJD122G - ~~NO BASE-Emitter  
RESISTOR BUILT-IN~~, DPAK FOR SURFACE MOUNT, TYPICAL  $\text{Q}_\text{SD} = 2500$ ,  
AT BASE CURRENT OF 2mA,  $V_{CE(\text{SAT})} = 3V$ . FOR  $I_C = 2A$   
FOR OP AMP, USE MCP6001.  $V_{DD} = 1.8V$ , SOT23-5. DOES NOT COME  
IN DIP, BUT MCP6002 IS DUAL UNIT IN ~~DIP~~ PDIP-8, GOOD FOR  
PROTOTYPING.

WAIT TO PROTOTYPE CAPACITOR EQUALIZATION BEFORE INVESTING IN 25x\$5 SUPERCAPACITORS. \$5 SHIPPING FROM MOUSER EVERY TIME, BUT OM SAYS BETTER TO PAY THE \$5 THAN RISK \$125 BUYING WRONG THING.

BEFORE EVEN ORDERING, WILL PROTO W/ LM358. NO LOW VOLTAGE OP-AMPS AVAILABLE AT RETAIL STORES, SO WILL GO WITH THAT 3V OP-AMP, AND AIM FOR TARGET REGULATION AT 4V.



DIODES ARE NOT VERY CONSTANT VOLTAGE. AT  $V_{IN} = 2.0V$ , DIODE DROPS ARE 1.0V. AT  $V_{IN} = 2.7V$ , DIODE DROPS ARE 1.06V. @  $V_{IN} = 2.5V$ , DROP = 1.04V. GOOD ENOUGH FOR PURPOSE, THOUGH. ONLY MATTERS THAT DIODE IS MORE CONSTANT THAN RESISTIVE DIVIDER.  $V_{IN} = 4V$ ,  $D_{DROP} = 1.09V$ . INPUT VOLTAGE CHANGED 100%, DIODE changed 9%. SURE ENOUGH, COMPARATOR OUTPUT GOES TO ~~\$~~ 3V AS SOON AS SUPPLY VOLTAGE = 4.0. AT 3.9V, COMPARATOR OUT = 0. NO OUTPUT FROM COMPARETOR EVEN @ SUPPLY = 1.1V. ~~THE~~ VCC STAYS AT 4V WHEN INPUT SUPPLY IS 5V.

COMCAST

J+

## SUPPLY CAP STACK

SUPPOSE ALL CAPS ARE C,

BUT ONE CAP IS 1.1C

WORST CASE WOULD BE ALL CAPS

0.8C, AND ONE 1.2C,

BUT I THINK THAT

UNLIKELY IN ONE

LOT. AND I CAN

CHARACTERIZE.

THAT TURNS OUT 11 EQUALIZERS

WITH ONE ~~PER~~ CAP IS

CHARACTER.

OPPOSITE CASE, 1 EQUALIZER

ON, WANT TO LIMIT CHARGE

CURRENT IMMEDIATELY.

ALL CAPS 1.1C, ONE CAP = C

~~ONE~~ CAP WITH C HAS

VOLTAGE OF 2.5V, EQUALIZER ON.

OTHER CAPS HAVE  $\frac{2.5}{1.1}$  ~~2.2222~~ V

BUT 11 OF THEM, SO STACK HAS

$$\frac{2.5}{1.1} \cdot 11 = 25 \text{ VOLTS. TOTAL VOLTAGE}$$

AROSS ALL 12 IS  $25 + 2.5 = 27.5V$ , MEANING CHARGER  
SHOULD LIMIT TO 2A WHEN THAT VOLTAGE IS ACHIEVED.

WORST CASE, 11 CAPS AT 1.2C, ONE CAP AT 0.8C

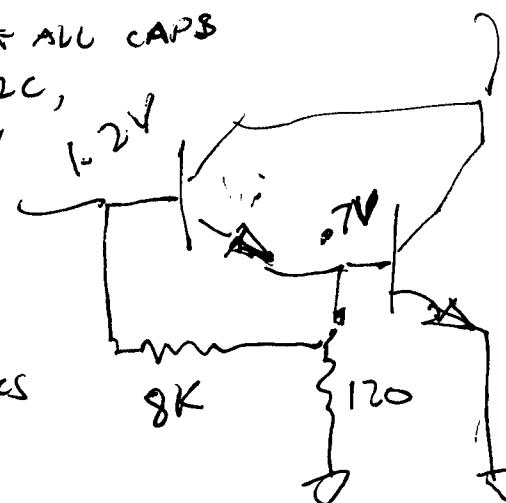
SAME AS 1.5C VS. C.

$$\text{STACK OF 11: } \frac{2.5 \cdot 11}{1.5} = \frac{5 \cdot 11}{3} = 18.3V$$

$$18.3 + 2.5 = 20.8V$$

$\hookrightarrow$  current limit point 1.

27 MAY 14, Roderick.

LOSS IN B-E  
RESISTOR OF  
PARRINGTON  
FOR EQUALIZER

$$\frac{0.5V}{8k\Omega} = \frac{1}{16k} = \frac{1}{16} \text{ mA}$$

~~2.2222~~ OUT OF  
2 mA

EVEN IF 0.8V, STILL

 $\frac{1}{10} \text{ mA}$  OUT OF 2mA  
 $\Rightarrow$  NOT SIGNIFICANT

Map data ©2014 Google

regarding your route.

plan your route accordingly. You must obey all signs or notices

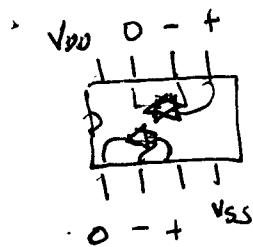
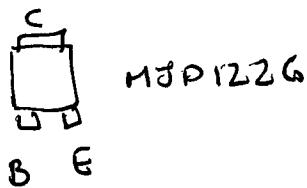
cause conditions to differ from the map results, and you should

that construction projects, traffic, weather, or other events may

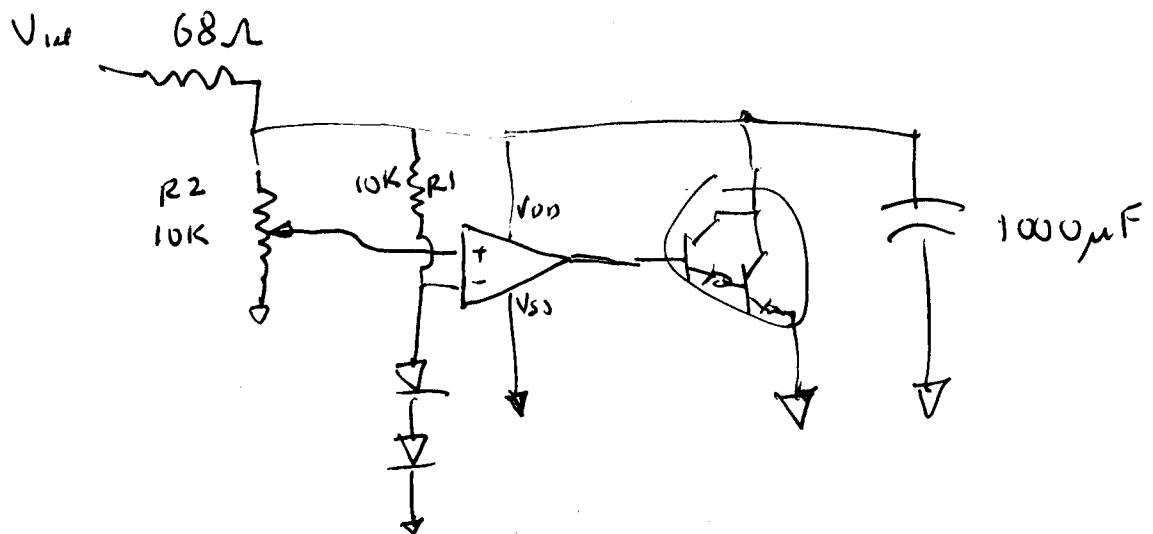
These directions are for planning purposes only. You may find

31 MAY 2014 : Roderick

GOT Mouser parts. Will try real equalizer circuit now.  
MJD122G is smaller than I expected. It's a DPAK, not DPAK-2.



MC16002  
SAME PINOUT AS  
LM358



SET POTENTIOMETER R2 FOR 2.5V OUTPUT VOLTAGE.

SEEMS STABLE ACROSS RANGE OF  $2.5V \sim 6V = V_{IN}$

TRY CHANGING R1 TO 100K. NOW OUTPUT IS 1.94V.

RESET R2 FOR 2.5V OUT. REGULATION GOOD OVER  
2.5V - 6.6V RANGE.

⇒ SHOULD TEST LATER HOW DIODE VF CHANGES  
WITH TEMPERATURE.

WARM ROOM, SEEING 2.39V NOW, WILL CHECK AGAIN  
WHEN IT GETS COLD.

COOL MORNING - 2.83V

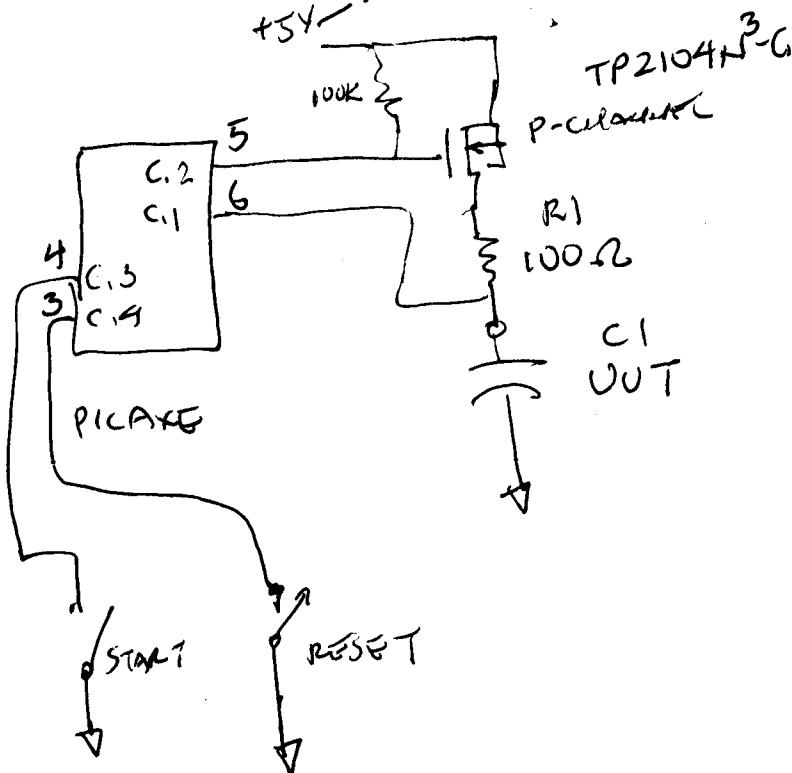
SHOULD SET CIRCUIT FOR 2.7V AT COLDEST POSSIBLE  
TEMPERATURE WHEN HOT, CAPS RATED FOR LOWER VOLTAGE.  
ANYWAY,

04 JUN 14 TRIED EQUALIZER w/ REAL 50F CAPACITOR, SEEMS TO WORK.

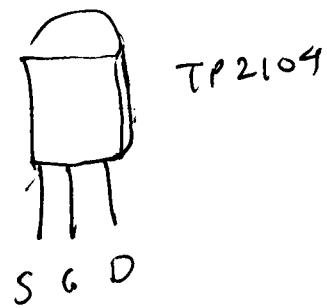
03 JUN 2014, Roderick.

## CAPACITANCE MEASUREMENT OF SOF CAPACITORS,

PRECISION 5.00V FROM SUPPLY



PROGRAM SAMPLES  
ONCE PER SECOND  
UNTIL



BEFORE USING REAL SUPERCAP, TEST PROGRAM

AND CIRCUIT USES R1=10kΩ, C1=1000μF

TIME CONSTANT SHOULD BE 10 SECONDS. → LOOKS OK.

TRYING CAPACITOR 1. 100Ω = R1 V<sub>DD</sub> = 5.0 V

$$TIME = 4461 \text{ SEC}$$

$$\sqrt{V} = 5.0 (1 - e^{-t/R_C}) = 2.5 \\ e^{-t/R_C} = 0.5 \quad -t/R_C = \ln(0.5) \quad \frac{t}{R_C} = \ln(2)$$

$$C = \frac{t}{R \ln(2)} = \frac{t}{100} = \frac{t}{69.3} \quad \text{FIRST CAP} = \frac{4461}{69.3} = 64.4 \mu\text{F}$$

IF R<sub>OUT</sub> OR MOSFET = 6Ω, THEN CAP IS REDUCED  $\frac{100}{106} \cdot 64.4 = 60.7 \mu\text{F}$

SECOND CAPACITOR t = 4373 SEC.  $\Rightarrow C = 63.1 \mu\text{F}$   
OR 59.5 μF IF 106Ω ASSUMED.

CAPACITORS ARE WITHIN 2% OF EACH OTHER, ENCOURAGING.