

MCC INNovations proposal for Dual Use Automation of Internal Combustion Engine / Electric Vehicles

<https://www.youtube.com/watch?v=e-15LxQzMUY>

Abstract

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Addressing the needs for cost-effective transformation of US Internal Combustion Engine
(ICE) industry to Electric Vehicle Infrastructure Draft 2

MCC INNovations proposes the adoption of Electric Vehicle (EV) innovations on Internal Combustion Engine platforms. Approach addresses benefits of dual use technology concurrently deployed on EVs in ICEs such as autonomous driving. The proposal allows; a graceful degradation in daily consumption of 330 million gallons of gasoline by US ICE; mixed EVs and ICEs sharing road with similar safety technologies; greater time flexibility and cost savings for electric utilities transition to renewable; better matching of rate of EV sales and electric utilities renewable upgrades.

The proposed transformation of US grid to 100% renewable is an expensive proposition. Just as the US interstates were funded by gasoline taxes, MCC INNovations propose a direct taxation by EV users on the electricity used for vehicle charging. This is a method of alleviating the double digit percentage increased in utility bills. Ultimately, the final transition to a 100% clean grid would require scalable on demand continuous gigawatt power supplies. Clean nuclear energy (Fusion, Thorium) is considered a best choice for long term future. These are multibillion dollar renewable.

Additional benefits of dual vehicle mode include familiarity of US drivers with ICE features such as ease of refueling, distribution of gasoline stations, maintenance and repair infrastructure.

The dual use of EVs and ICEs allows better designs for future technologies than the current trend toward exotic components used in EV batteries. A rapid ramping up in (EVs) sales results in untransformed renewable grids. A dual use proposal for (EVs) and (ICE) allows inverted supply/demand needs for fossil energy / renewable energy as related to ICE or EV sales. Every ICE vehicle on road uses a fractional part of 330 million daily gallons of fuel. Every EV on road imply that an incremental KW/hr of renewable energy be added to grid. The mixture of EVs and ICEs on road reflects the instantaneous capacities of ICEs fuel and EVs electricity consumption.

An optimum rate EV and ICE deployment with advanced electronics autonomous ultimately results in best dual use safety experience, management in depreciation of USA multibillion ICE fleet and minimal disruption by EV automation innovations.

