(12) PATENT APPLICATION PUBLICATION
(19) INDIA
(22) Date of filing of Application :18/08/2023

(21) Application No.202311055392 A
(43) Publication Date : 15/09/2023

(54) Title of the invention : SYSTEM AND METHOD FOR CONTROLLING A HYBRID VEHICLE

(51) International classification	:B60W0010080000, B60W0020000000, B60W0010060000, B60W0030180000, B60W0010180000
(86) International Application No Filing Date	:NA :NA
(87) International Publication No	: NA
(61) Patent of Addition to Application Number Filing Date	:NA :NA
(62) Divisional to Application Number Filing Date	:NA :NA

(71)**Name of Applicant :**
1)Chitkara University
Address of Applicant :Chitkara University, Chandigarh-Patiala National Highway, Village Jhansla, Rajpura, Punjab - 140401, India. Patiala ---------- ----------
2)Bluest Mettle Solutions Private Limited
Name of Applicant : NA
Address of Applicant : NA
(72)**Name of Inventor :**
1)MISHRA, Saket
Address of Applicant :ODC-4, Panchshil Tech Park, inside Courtyard by Marriott premises, Hinjewadi Phase - 1, Pune - 411057, Maharashtra, India. Pune ---------- ----------
2)PANDEY, Sakshi
Address of Applicant :ODC-4, Panchshil Tech Park, inside Courtyard by Marriott premises, Hinjewadi Phase - 1, Pune - 411057, Maharashtra, India. Pune ---------- ----------
3)SINGH, Jaiteg
Address of Applicant :Chitkara University, Chandigarh-Patiala National Highway, Village Jhansla, Rajpura, Punjab - 140401, India Patiala ---------- ----------

(57) Abstract :
The present invention discloses a system (100) and a method (200) for controlling a hybrid vehicle that is equipped with advanced technologies to achieve efficient power management and enhance performance. The hybrid vehicle includes an Advanced Driver Assistance System (ADAS) (110) that utilizes cameras (112) and sensors (114) to monitor the vehicle's surroundings, enabling real-time adjustments to power output. Additionally, a Continuously Variable Transmission (CVT) (106) optimizes gear ratios, while a regenerative braking system (118) recovers and stores kinetic energy during braking and deceleration. A control unit (118) is alos attached for monitoring real-time driving conditions, environmental data, and user preferences to dynamically modify power distribution between internal combustion engines and electric motors. The integration of these technologies results in a seamless and responsive driving experience, improving fuel efficiency, and reducing environmental impact.

No. of Pages : 24 No. of Claims : 10