

**H2020 – GV –2017**



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Physical integration of hybrid and electric vehicle batteries at pack level aiming at increased energy density and efficiencyInnovation Action (IA)

**Grant Agreement— 770019**



**GHOST**

InteGrated and PHysicallyOptimised Battery System for Plug-in Vehicles Technologies



# D9.1 Public Website

## D9.1

### DOCUMENT INFORMATION

		Public
<b>D9.1 Public Website</b>		
<b>Authors</b>	Eva Flora Varga	
<b>Responsible person</b>	Eva Flora Varga	
<b>Nature</b>	Website and report	
<b>Status</b>	Final	

### Change History

Version	Date	Description	Issued by
1.0	30.12.2017	Initial Version	Eva Flora Varga





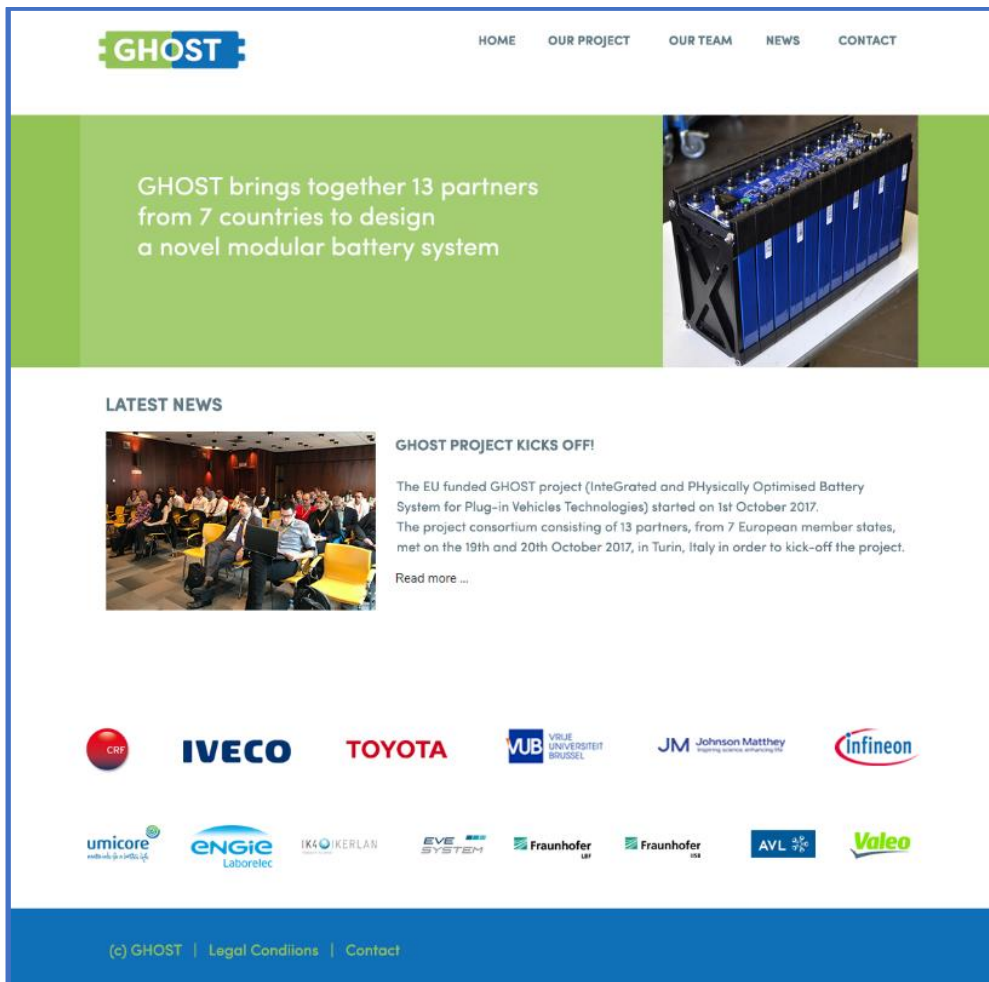
## Public Website


The GHOST website went online on 23 December 2017 after the project logo and visual identity have been developed. The website includes the description of the project's objectives and structure, the profiles, logos and roles of the project partners, information on funding and on legal conditions. In addition there are a news and a contact section. A short news on the kick-off of the project has been published. Through the contact section, project partners can access the project's intranet (<https://emdesk.eu>) and other interested parties can contact the project consortium via a designated email address: [info@h2020-ghost.eu](mailto:info@h2020-ghost.eu). Later an additional page, called „library” where non-confidential project deliverables or reports, project brochures will be provided for download or consultation by the public.

The website will be regularly updated.


Please see screenshots of the GHOST website below.

The website is accessible through the following URL: <http://www.h2020-ghost.eu>.





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### OUR PROJECT – OBJECTIVES


- Design of a novel and modular battery system;
- Prototyping, manufacturing and dismantling techniques for next generation of lithium-ion battery systems.

The objective of the GHOST project is to develop InteGrated and PHysically Optimised Battery System for Plug-in Vehicles Technologies.

The modular battery system can either be a single or a dual system. In both cases the system will have fast-charge capability due to improved thermal management system: enhanced cooling. The system will enable the reduction of integration costs as well as the assembly times. Two demonstrators will be done for the single battery system: a plug-in electric vehicle and an electric bus. Further, the dual battery system will be bench tested.



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