



US 20010019255A1

(19) **United States**

(12) **Patent Application Publication**
Park

(10) **Pub. No.: US 2001/0019255 A1**

(43) **Pub. Date: Sep. 6, 2001**

(54) **BATTERY MODULE STRUCTURE FOR
ELECTRIC VEHICLE**

Publication Classification

(76) **Inventor: Sun-Soon Park, suwon (KR)**

(51) **Int. Cl.⁷ H02J 7/00**

(52) **U.S. Cl. 320/116**

Correspondence Address:

**CHRISTIE, PARKER & HALE, LLP
350 WEST COLORADO BOULEVARD
SUITE 500
PASADENA, CA 91105 (US)**

(57) **ABSTRACT**

(21) **Appl. No.: 09/751,297**

(22) **Filed: Dec. 29, 2000**

(30) **Foreign Application Priority Data**

Dec. 30, 1999 (KR) 99-66830

Disclosed is a battery module structure for an electric vehicle comprising a plurality of battery cells arranged adjacent to one another to form a group of battery cells; an end plate provided on each end of the group of the battery cells; one or more bands provided on opposing sides of the group of the battery cells, the bands being fastened to the end plates; an air plate interposed between each pair of battery cells; and a fan unit provided on top of the battery module, the fan unit blowing air onto the battery module.

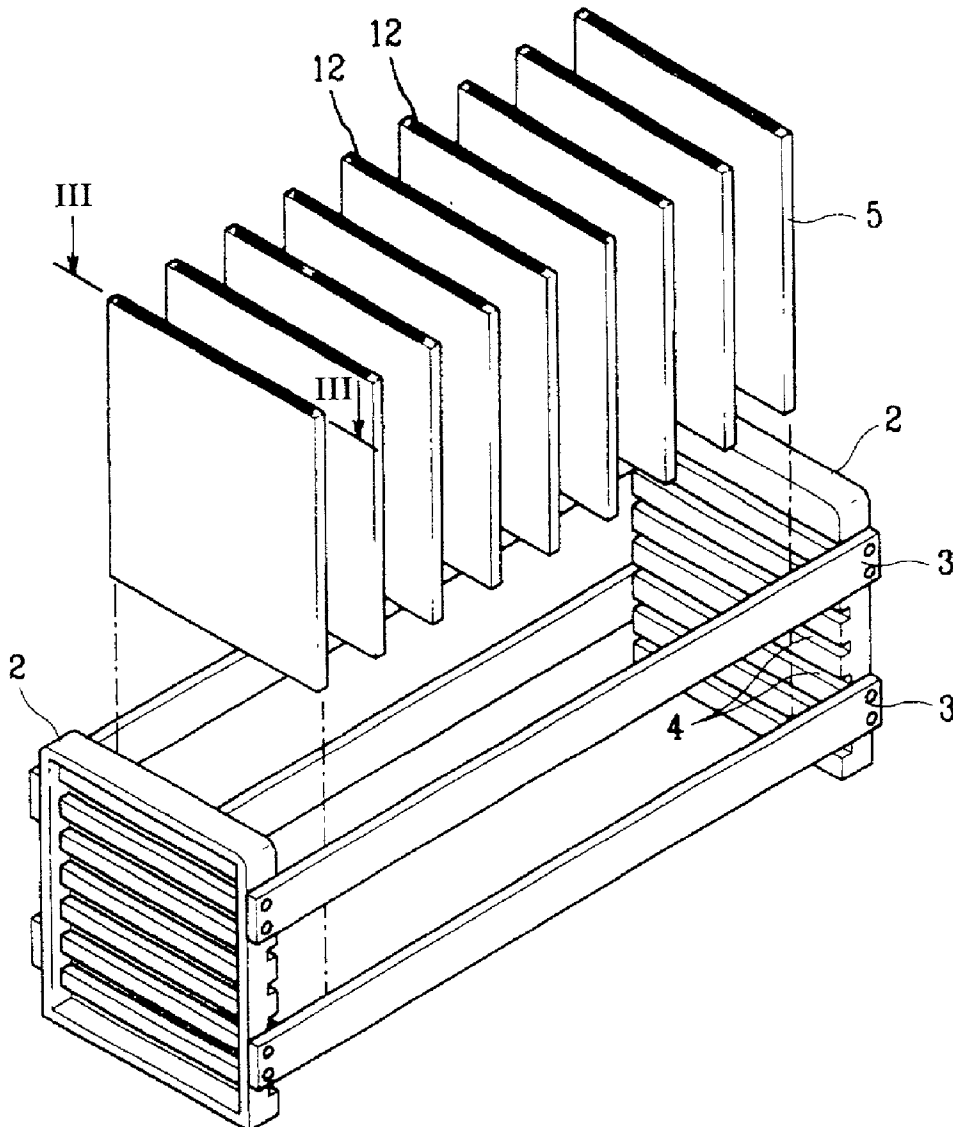


FIG.1

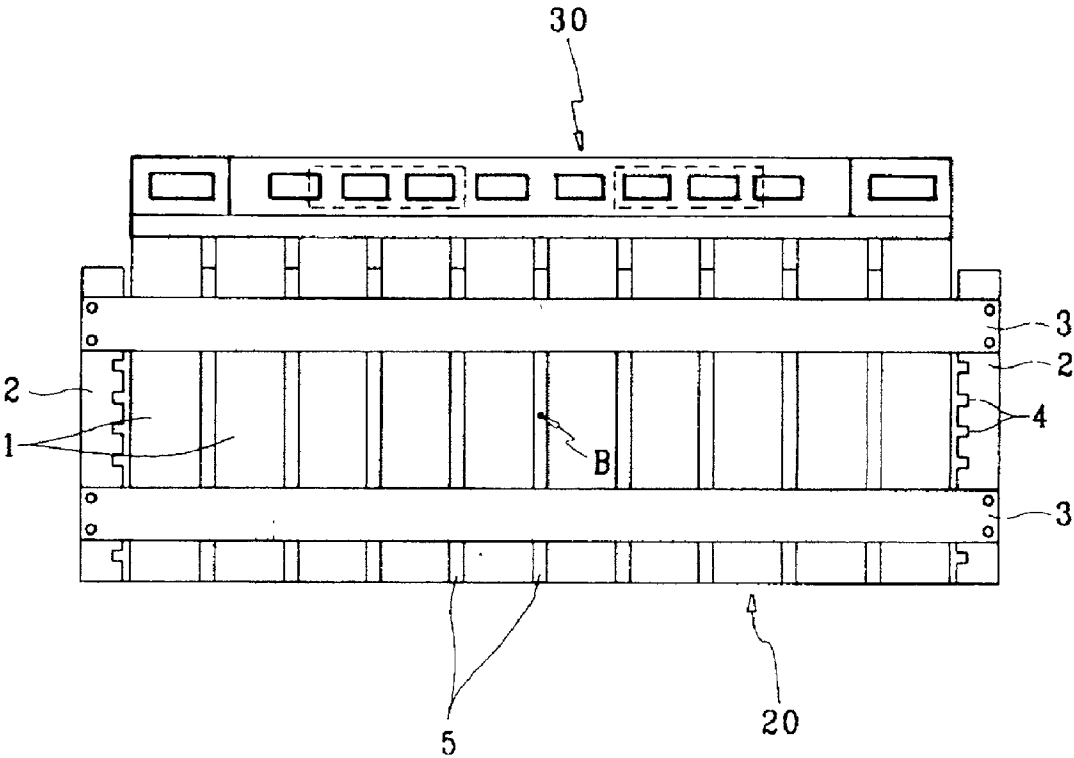


FIG.2

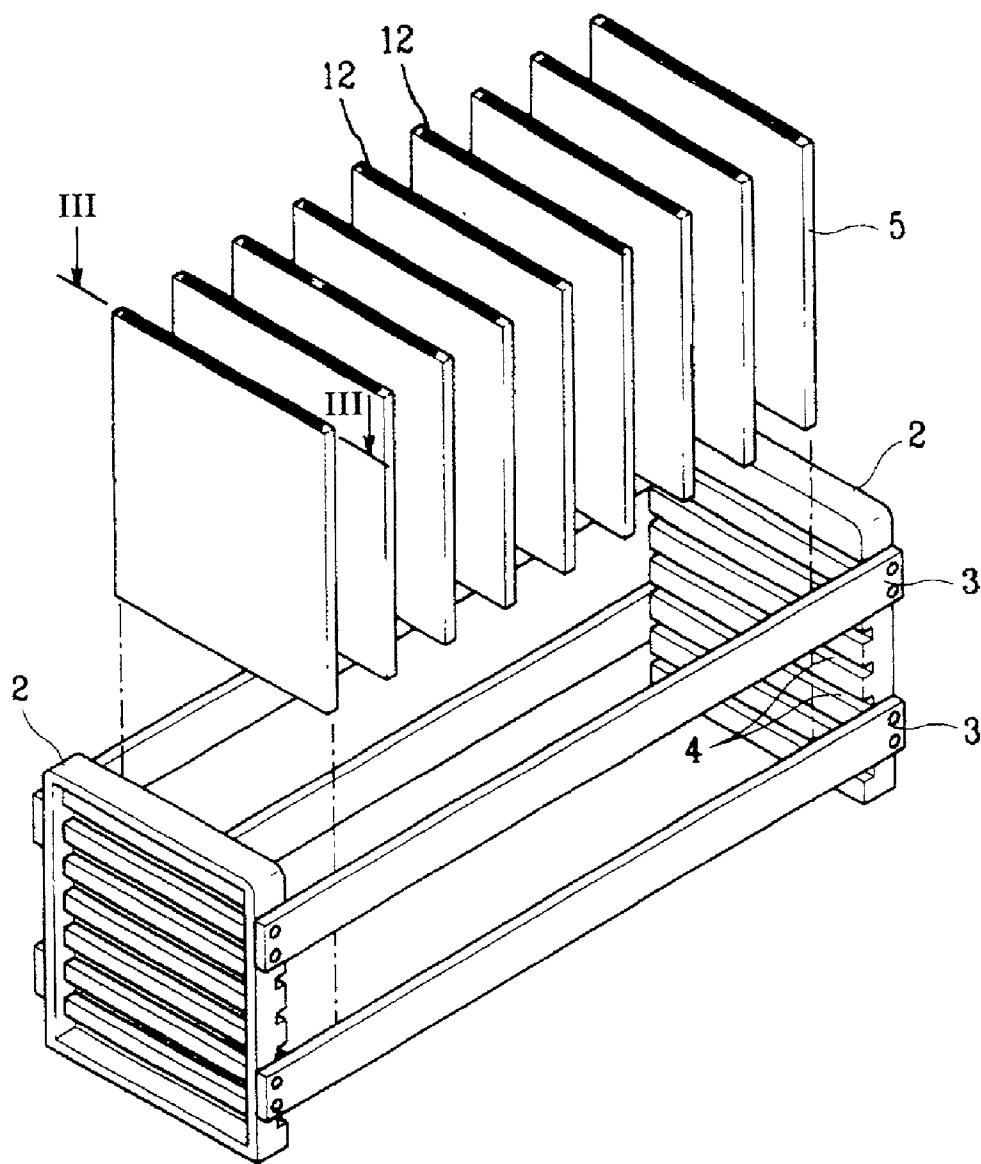


FIG.3

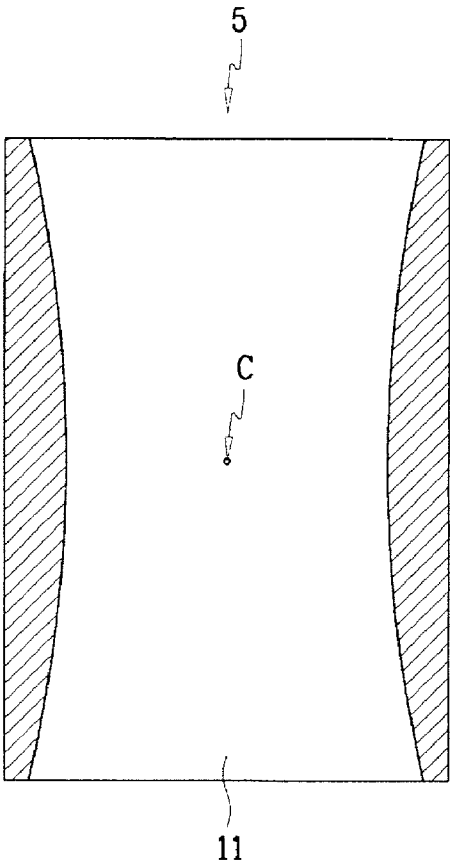


FIG.4

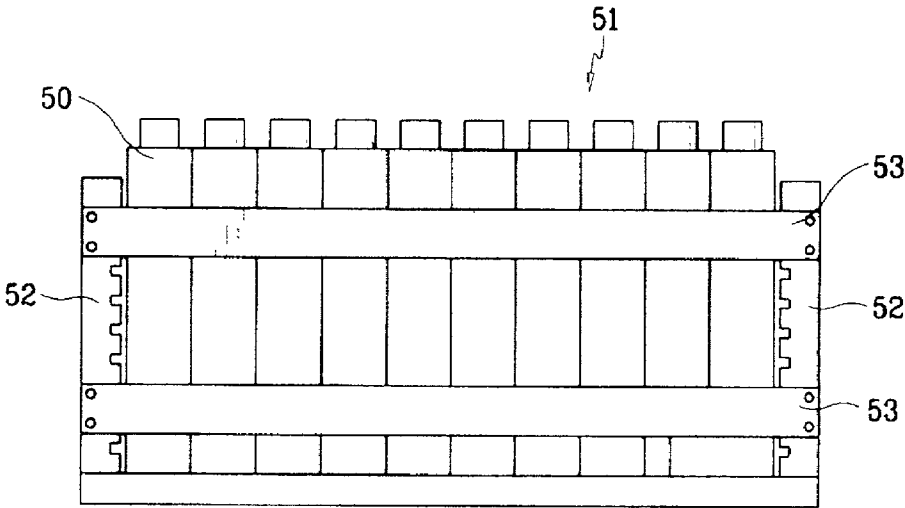
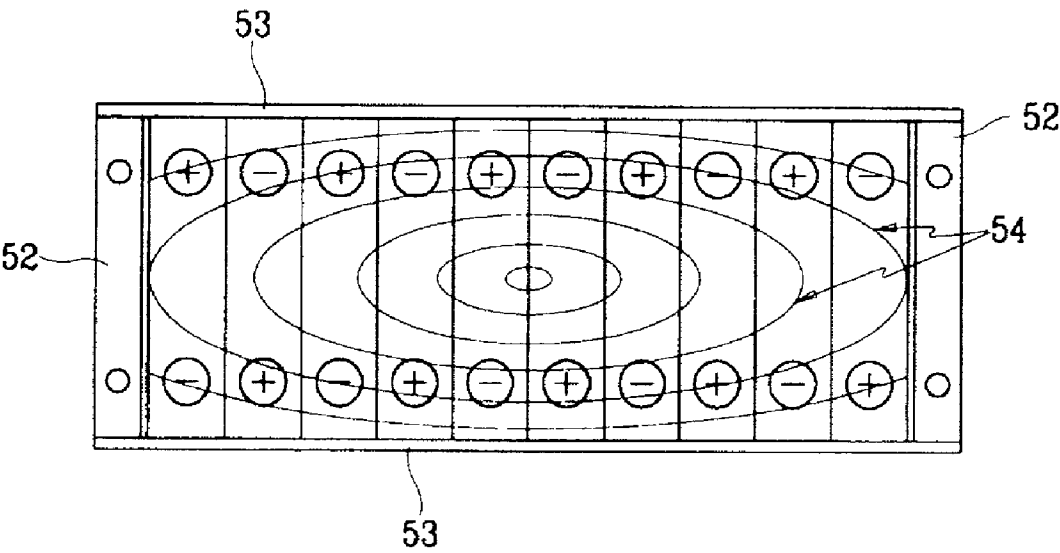


FIG.5



BATTERY MODULE STRUCTURE FOR ELECTRIC VEHICLE

BACKGROUND OF THE INVENTION

[0001] (a) Field of the Invention

[0002] The present invention relates to a battery module structure for an electric vehicle, and more particularly, to a battery module structure for an electric vehicle in which an air plate is provided between battery cells to improve a cooling efficiency, thereby minimizing the accumulation of heat.

[0003] (b) Description of the Related Art

[0004] Rechargeable batteries are provided in an electric vehicle. However, because of limitations in capacity and size of a single battery, a plurality of battery cells is grouped together into a single mechanical and electrical unit called a battery module. These modules are electrically connected to form a battery pack, which powers the electronic drive systems.

[0005] As shown in FIG. 4, a conventional battery module 51 is realized by grouping together a plurality of battery cells 50. The battery cells 50 are arranged side by side, and an end plate 52 is provided on both ends of the group of the battery cells 50. A band 53 connects the end plates 52 on two opposing sides of the group of the battery cells 50.

[0006] However, in order to provide a uniform voltage and ensure a long life of the cells 50 that make up the battery module 51, it is necessary to maintain a uniform environment for all the cells 50. In particular, a difference in voltage occurs when the temperature of the cells 50 varies. Accordingly, a difference in temperature results by the accumulation of heat.

[0007] If one of the cells 50 is significantly damaged by heat, the damaged cell 50 acts as a resistor such that high temperature heat is generated. This causes damage to an adjacent cell 50, ultimately resulting in damage to the entire battery module 51. At this time, each cell 50 exhibits a substantial difference in voltage such that undesirable affects are given to drive motors (not shown) of the electric vehicle.

[0008] In the above battery module 51, areas where the heat is concentrated are formed as shown by temperature contour lines 54 of FIG. 5. This results in damage to the cells 50 and a difference in temperature in the battery module 51 such that a large voltage difference is generated.

SUMMARY OF THE INVENTION

[0009] The present invention has been made in an effort to solve the above problems.

[0010] It is an object of the present invention to provide a battery module structure for an electric vehicle in which an air plate is provided between battery cells to improve a cooling efficiency, thereby minimizing a difference in temperature caused by the accumulation of heat.

[0011] To achieve the above object, the present invention provides a battery module structure for an electric vehicle comprising a plurality of battery cells arranged adjacent to one another to form a group of battery cells; an end plate provided on each end of the group of the battery cells; one or more bands provided on opposing sides of the group of

the battery cells, the bands being fastened to the end plates; an air plate interposed between each pair of battery cells; and a fan unit provided on top of the battery module, the fan unit blowing air onto the battery module.

[0012] According to a feature of the present invention, each air plate is rectangular in shape and an air passageway is formed within each air plate extending a length of the same.

[0013] According to another feature of the present invention, the air passageway increases in its concavity and decreases in width as a center point of the air passageway is approached, the center point corresponding to a center portion of the battery module where the accumulation of heat is most severe.

BRIEF DESCRIPTION OF THE DRAWINGS

[0014] The accompanying drawings, which are incorporated in and constitute a part of the specification, illustrate an embodiment of the invention, and, together with the description, serve to explain the principles of the invention:

[0015] FIG. 1 is a perspective view of a battery module for an electric vehicle according to a preferred embodiment of the present invention;

[0016] FIG. 2 is an exploded perspective view of the battery module of FIG. 1;

[0017] FIG. 3 is a sectional view of an air plate taken along line III-III of FIG. 2;

[0018] FIG. 4 is a perspective view of a conventional battery module for an electric vehicle; and

[0019] FIG. 5 is a plan view of temperature contour lines of the battery module of FIG. 4.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0020] Preferred embodiments of the present invention will now be described in detail with reference to the accompanying drawings.

[0021] FIG. 1 shows a perspective view of a battery module for an electric vehicle according to a preferred embodiment of the present invention, and FIG. 2 is an exploded perspective view of the battery module of FIG. 1.

[0022] A plurality of battery cells 1, ten for example, are arranged adjacent to one another to form a group of battery cells, and an end plate 2 is provided on each end of the group of the battery cells 1. A battery module 20 is completed by a pair of bands 3 being provided on opposing sides of the group of the battery cells 1, the bands 3 being fastened to the end plates 2. Interposed between each pair of battery cells 1 is an air plate 5. In the case where there are ten battery cells 1, therefore, a total of nine air plates 5 are included in the battery module 20. Also, grooves 4 are formed along a width of the end plates 2 at predetermined intervals.

[0023] With reference to FIG. 3, each air plate 5 is rectangular in shape and an air passageway 11 is formed within each air plate 5 extending a length of the same. The air passageway 11 increases in its concavity and decreases in width as a center point C is approached. Accordingly, a

center portion B of the battery module **20** (see **FIG. 1**), where heat accumulates, is kept cool.

[0024] Further, with reference again to **FIG. 1**, a fan unit **30** is provided on top of the battery module **20**. The fan unit **30** blows air onto the battery module **20**. Much of the air is forced through the air passageways **11** of the air plates **5** to thereby cool the cells **1**. Because of the formation of the air passageways **11** in an increasing concave shape and decreasing width as the center points C of the air plates **5** are approached, the flow of air increases at the center points C, then again slows at the distance from the center points C is increased. This enhances the dissipation of heat at the center portion B of the battery module **20**.

[0025] In the present invention structured and operating as described above, since a rate at which heat is dissipated (Kcal/h) varies at different locations of the battery module **20**, differences in temperature cause by the accumulation of heat between the cells **1** is minimized. Therefore, each cell **1** outputs a uniform voltage and the life cycle of the battery module **20** is increased.

[0026] Although preferred embodiments of the present invention have been described in detail hereinabove, it should be clearly understood that many variations and/or modifications of the basic inventive concepts herein taught which may appear to those skilled in the present art will still fall within the spirit and scope of the present invention, as defined in the appended claims.

What is claimed is:

1. A battery module structure for an electric vehicle comprising:

a plurality of battery cells arranged adjacent to one another to form a group of battery cells;

an end plate provided on each end of the group of the battery cells;

one or more bands provided on opposing sides of the group of the battery cells, the bands being fastened to the end plates;

an air plate interposed between each pair of battery cells; and

a fan unit provided on top of the battery module, the fan unit blowing air onto the battery module.

2. The battery module of claim 1 wherein each air plate is rectangular in shape and an air passageway is formed within each air plate extending a length of the same.

3. The battery module of claim 2 wherein the air passageway increases in its concavity and decreases in width as a center point of the air passageway is approached, the center point corresponding to a center portion of the battery module where the accumulation of heat is most severe.

* * * * *