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(54) Title: ELECTRIC VEHICLE POWERED BY CAPACITIVE ENERGY STORAGE MODULES

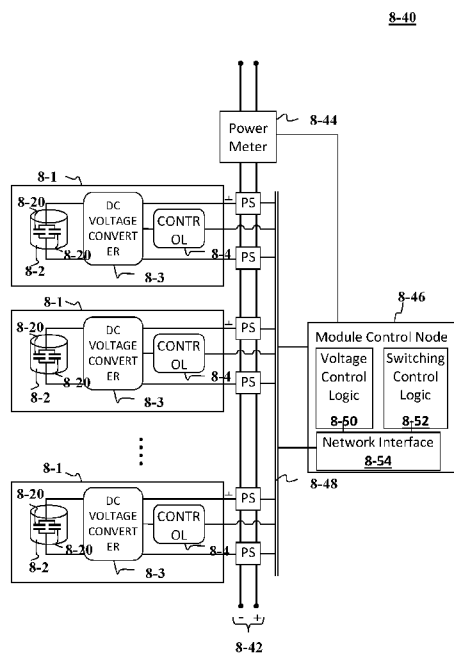


Figure 8

(57) Abstract: A capacitive energy storage module (CESM) is provided under a floor panel of an electric vehicle. The CESM is a pack of capacitive energy storage cells (CESCs) which are themselves one or more capacitive energy storage devices (CESDs) comprising one or more metacapacitors. The CESM is arranged between a pair of right and left side members. The CESM is provided with a CESM case. The CESM case includes a tray member and cover member. Electric components are contained in the CESM case. Beam members made of metal are attached to the tray member. Both end portions of these beam members are supported by the side members. The tray member includes a resin and insert members made of metal provided inside the resin. The insert members include metal plates arranged on the front side and rear side of the electric components.



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ELECTRIC VEHICLE POWERED BY CAPACITIVE ENERGY STORAGE MODULES**CLAIM OF PRIORITY**

This application claims the benefit of U.S. Provisional Application No. 62/294,949 filed February 12, 2016, which is hereby incorporated herein by reference in its entirety. This application is a continuation-in-part of U.S. Patent Applications Numbers 15/043,315, 15/043,186, 15/043,209, and 15/043,247, all of which were filed February 12, 2016, the entire contents of all of which are incorporated herein by reference.

BACKGROUND**1. Field of the Disclosure**

The present disclosure relates to an electric vehicle which runs by means of a motor using a capacitive energy storage module (CESM) as a power source.

2. Description of the Related Art

It is known that an electric vehicle using a battery as a power source requires significant time to recharge due to the physical and chemical properties of batteries (e.g. internal resistance), and that complicated electronic arrangements and systems are required to deliver both accelerating power and long travel ranges on a single charge. Additionally, existing battery technology employs advanced primary and secondary battery architecture or hybrid capacitor-battery systems to achieve accelerating power, extended single charge travel distances, and improve cycle lifetime of the power pack. For these reason, it is desirable to use a capacitive energy storage module capable of high power density and high energy density.

Further, it is known that in an electric vehicle using a battery as a power source, an electromagnetic wave is generated from, for example, the motor, current control circuit or the like. There is the possibility of the electromagnetic wave generated in the electric vehicle adversely affecting various types of electric components mounted on the vehicle body. For this reason, it is desirable that an electromagnetic shield means be provided for electric components

which may be adversely affected by an electromagnetic wave or electric equipment which might be electromagnetic wave generation sources.

In, for example, Japanese Patent Application KOKAI Publication No. 8-186390, an electromagnetic shield means for a CESM case is described. As the electromagnetic shield means, paint for electromagnetic shield having an effect of reflecting an electromagnetic wave is applied to a surface of the CESM case. When electromagnetic shield paint is applied to the surface or the like of the CESM case, as in the case of this prior art technique, a process for applying the paint, process for drying the applied paint, and the like are required, in addition to that the paint for electromagnetic shield itself is expensive. For this reason, the electromagnetic shield means not only takes a lot of time, but also requires great expenses.

In order to reduce the usage of the paint for electromagnetic shield, it is conceivable that the paint for electromagnetic shield is applied only to a part of the electric energy storage module case around an electric component to be shielded inside the CESM case. Alternatively, it is also conceivable that an electromagnetic shield member such as an iron plate is arranged inside the CESM case. However, providing a conductive member in the small space inside the CESM case is not desirable because a factor for causing an electric short circuit is provided.

SUMMARY

The present invention provides an electric vehicle in which a CESM mounted on the vehicle body, and that said CESM can be shielded against an electromagnetic wave in a relatively simple and easy manner.

An electric vehicle of the present invention in one aspect provides a CESM comprising more than one individual CESC having anodes and cathodes and an interconnection system, wherein the interconnection system connects the anodes and cathodes of the individual CESC to create a common anode and common cathode of the capacitive energy storage module.

In another aspect, the present invention provides a capacitive energy storage system comprising one or more capacitive energy storage modules, an interconnection system and a system control computer.

Additionally, an electric vehicle of the present invention comprises a frame structure including a pair of right and left side members made of metal, arranged at a lower part of a vehicle body, a floor panel made of metal provided on the frame structure, a CESM including a CESM case arranged between the pair of side members on the undersurface side of the floor panel, the CESM case containing therein CESM cells and electric components electrically connected to the CESM cells, and the upper side of the electric components being electromagnetically shielded by the floor panel, a front electromagnetic shield portion arranged on the vehicle-front side with respect to the electric components, a rear electromagnetic shield portion arranged on the vehicle-rear side with respect to the electric components, and an under electromagnetic shield portion arranged on the undersurface side of the CESM case.

According to the present invention, it is possible to prevent electric components contained in the CESM and the like arranged under the floor panel of the electric vehicle from being adversely affected by an electromagnetic wave. Further, it is also possible to prevent an electromagnetic wave generated from the CESM from adversely affecting the neighboring electric components and the like.

In an aspect of the present invention, each of the front electromagnetic shield portion and the rear electromagnetic shield portion is constituted of an insert member made of metal embedded in the resin constituting the CESM case.

Further, an under cover for covering the CESM case from below may be arranged below the CESM case, and the under electromagnetic shield portion may be constituted of a shield member provided on the under cover.

In the present invention, beam members made of metal, extending in the width direction of the vehicle body are provided under the CESM case, both end portions of the beam members are supported by the pair of side members, the under electromagnetic shield portion is constituted of the beam members, and portions overlapping the beam members made of metal when viewed from above the vehicle body may not be provided with the shield member of the under cover.

Additional objects and advantages of the invention will be set forth in the description which follows, and in part will be obvious from the description, or may be learned by practice of the

invention. The objects and advantages of the invention may be realized and obtained by means of the instrumentalities and combinations particularly pointed out hereinafter.

BRIEF DESCRIPTION OF THE DRAWINGS

Preferred embodiments of the invention are shown in the drawings and are clarified in greater detail in the following description, whereby the same reference numerals relate to the same or similar or functionally equal components.

The drawings show:

FIG. 1 is a perspective view of an electric vehicle, CESM, and under cover according to an embodiment of the present invention.

FIG. 2 is a perspective view of the frame structure and CESM of the electric vehicle shown in FIG. 1.

FIG. 3 is a perspective view of the CESM case of the CESM and beam members shown in FIG. 2.

FIG. 4 is a side view of the frame structure and CESM of the electric vehicle shown in FIG. 1.

FIG. 5 is a plan view of the frame structure and CESM of the electric vehicle shown in FIG. 1 viewed from above.

FIG. 6 is a perspective view of the frame structure and under cover of the electric vehicle shown in FIG. 1 viewed from below.

FIG. 7 is a perspective view of insert members to be embedded in the tray member of the CESM case shown in FIG. 2.

FIG. 8 shows an example of a capacitive energy storage module having two or more networked energy storage cells according to an alternative aspect of the present disclosure.

FIG. 9 schematically shows an energy storage cell according to aspects of the present disclosure.

Figure 10A schematically shows a meta-capacitor with flat and planar electrodes according to aspects of the present disclosure.

Figure 10B schematically shows a meta-capacitor with rolled (circular) electrodes according to aspects of the present disclosure.

DETAILED DESCRIPTION

An embodiment of the present invention will be described below with reference to FIGS. 1 to 9.

In another aspect of the present disclosure, a capacitive energy storage module **8-40**, e.g., as illustrated in FIG. 8. In the illustrated example, the energy storage module **8-40** includes two or more energy storage cells **8-1** of the type described above. Each energy storage cell includes a capacitive energy storage device **8-2** having one or more metacapacitors **8-20** and a DC-voltage converter **8-3**, which may be a buck converter, boost converter, or buck/boost converter. In addition, each module may include a control board **8-4** and an (optional) cooling mechanism (not shown). By way of example, and not by way of limitation, the capacitive energy storage module **8-40** may include a cooling mechanism in thermal contact with the capacitive energy storage device and/or the DC-voltage converter. Such a cooling mechanism may be, e.g., a passive cooling mechanism, an active cooling system using air, water, ethylene glycol as a coolant; phase-change material, or any combination thereof. In some implementations, the cooling mechanism may include a reservoir containing a solid to liquid phase change material, such as paraffin wax. The module **8-40** may further include an interconnection system that connects the anodes and cathodes of the individual energy storage cells to create a common anode and common cathode of the capacitive energy storage module.

In some implementations, the control board **8-4** may include a programmable electronic device configured so that one or more energy storage cells **8-1** can supply a constant output voltage that is programmable by the control board.

In yet another aspect, some implementations, the interconnection system includes a parameter bus **8-42** and power switches PSW. Each energy storage cell **8-1** in the module **8-40** may be coupled to the parameter bus **8-42** via the power switches PSW. These switches allow two or more modules to be electrically coupled in parallel or in series via two or more rails that can serve as the common anode and common cathode. The power switches can also allow one or more energy storage cells to be disconnected from the module, e.g., to allow for redundancy and/or maintenance of cells without interrupting operation of the module. The power switches

PSW may be based on solid state power switching technology or may be implemented by electromechanical switches (e.g., relays) or some combination of the two.

The present disclosure provides a capacitive energy storage cell (CESC) comprising one or more capacitive energy storage device (CESD) and a DC-voltage conversion device. FIG. 9 schematically shows an example of a CESD 9-1 comprising a metacapacitor 9-2 electrically connected to a DC-voltage conversion device 9-3. In one implementation CESD 9-1, metacapacitor 9-2 is two electrodes and metadielectric material layer 9-23 in the form of long strips of material that are sandwiched together and wound into a coil along with an insulating material, e.g., a plastic film such as polypropylene or polyester to prevent electrical shorting between the electrodes 9-21, 9-22. In some implementations, the DC-voltage conversion device 9-3 may include a buck converter, boost converter, buck/boost converter, bi-directional buck/boost (split- π) converter, Ćuk converter, single-ended primary inductor converter (SEPIC), inverting buck/boost converter, or four-switch buck/boost converter or some combination of two or more of these. In some implementations, the DC-voltage converter may include power electronics switches based on a material such as silicon (Si) insulated-gate bipolar transistors (IGBTs), silicon carbide (SiC), or metal oxide. In some implementations, the DC-voltage converter may include power electronics switches; and said power electronics switches comprise multiple switch elements stacked in series.

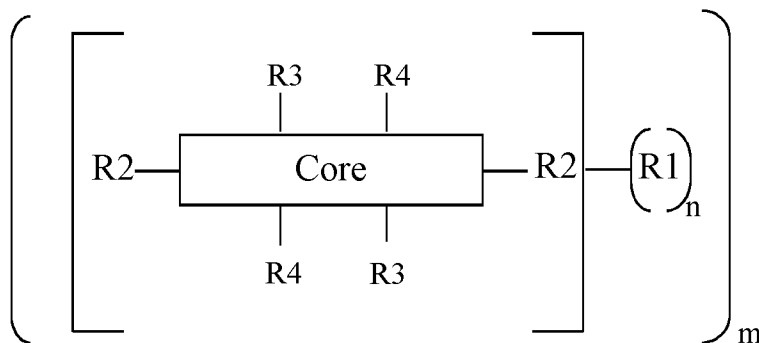
Examples of said CESM, CESC, and CESD are described in detail in commonly-assigned US Patent Application Numbers 15/043,315 (Attorney Docket No. CSI-024), filed February 12, 2016, the entire contents of which are incorporated herein by reference.

Said metadielectric materials are comprised of composite molecules having supra-structures formed from polymers. Non-limiting examples of said polymers include so-called Sharp polymers, so-called Furuta co-polymers and so-called para-Furuta polymers as described in detail in commonly-assigned US Patent Application Numbers 15/043,247 (Attorney Docket No. CSI-046 and 15/043,186 (Attorney Docket No. CSI-019A), and 15/043,209 (Attorney Docket No. CSI-019B), respectively, all filed February 12, 2016, the entire contents of which are incorporated herein by reference. Aspects of the present disclosure include implementations in which the metadielectric material layer includes one or more types of Sharp polymers and/or one or more types of Furuta polymers.

As used herein, a metacapacitor is a dielectric film capacitor whose dielectric film is a metadielectric material, which is disposed between a first electrode and second electrode. In one embodiment, said electrodes are flat and planar and positioned parallel to each other. In another embodiment, the metacapacitor comprises two rolled metal electrodes positioned parallel to each other. Additionally, a metadielectric material comprises of Sharp polymers and/or Furuta polymers.

Sharp polymers are composites of a polarizable core inside an envelope of hydrocarbon (saturated and/or unsaturated), fluorocarbon, chlorocarbon, siloxane, and/or polyethylene glycol as linear or branched chain oligomers covalently bonded to the polarizable core that act to insulate the polarizable cores from each other, which favorably allows discrete polarization of the cores with limited or no dissipation of the polarization moments in the cores. The polarizable core has hyperelectronic or ionic type polarizability. "Hyperelectronic polarization may be viewed as the electrical polarization in external fields due to the pliant interaction with the charge pairs of excitons, in which the charges are molecularly separated and range over molecularly limited domains." (See Roger D. Hartman and Herbert A. Pohl, "Hyper-electronic Polarization in Macromolecular Solids", Journal of Polymer Science: Part A-1 Vol. 6, pp. 1135-1152 (1968)). Ionic type polarization can be achieved by limited mobility of ionic parts of the core molecular fragment.

A Sharp polymer has a general structural formula:



Where Core is an aromatic polycyclic conjugated molecule comprising rylene fragments. This molecule has flat anisometric form and self-assembles by pi-pi stacking in a column-like supramolecule. The substitute R1 provides solubility of the organic compound in a solvent. The parameter n is number of substitutes R1, which is equal to 0, 1, 2, 3, 4, 5, 6, 7 or 8. The substitute R2 is an electrically resistive substitute located in terminal positions, which provides resistivity to electric current and comprises hydrocarbon (saturated and/or unsaturated), fluorocarbon, siloxane, and/or polyethyleneglycol as linear or branched chains. The substitutes R3 and R4 are substitutes located on side (lateral) positions (terminal and/or bay positions) comprising one or more ionic groups from a class of ionic compounds that are used in ionic liquids connected to the aromatic polycyclic conjugated molecule (Core), either directly, e.g., with direct bound SP²-SP³ carbons, or via a connecting group. The parameter m is a number of the aromatic polycyclic conjugated molecules in the column-like supramolecule, which is in a range from 3 to 100,000.

In another embodiment of the composite organic compound, the aromatic polycyclic conjugated molecule comprises an electro-conductive oligomer, such as a phenylene, thiophene, or polyacene quinine radical oligomer or combinations of two or more of these. In yet another embodiment of the composite organic compound, the electro-conductive oligomer is selected from phenylene, thiophene, or substituted and/or unsubstituted polyacene quinine radical oligomer of lengths ranging from 2 to 12 or combination of two or more of these. Wherein the substitutions of ring hydrogens by O, S or NR⁵, and R⁵ is selected from the group consisting of unsubstituted or substituted C₁-C₁₈alkyl, unsubstituted or substituted C₂-C₁₈alkenyl, unsubstituted or substituted C₂-C₁₈alkynyl, and unsubstituted or substituted C₄-C₁₈ aryl.

In some embodiments, the substitute providing solubility (R1) of the composite organic compound is C_XQ_{2X+1}, where X ≥ 1 and Q is hydrogen (H), fluorine (F), or chlorine (Cl). In still

another embodiment of the composite organic compound, the substitute providing solubility (R1) of the composite organic compound is independently selected from alkyl, aryl, substituted alkyl, substituted aryl, fluorinated alkyl, chlorinated alkyl, branched and complex alkyl, branched and complex fluorinated alkyl, branched and complex chlorinated alkyl groups, and any combination thereof, and wherein the alkyl group is selected from methyl, ethyl, propyl, butyl, *iso*-butyl and *tert*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups or siloxane, and/or polyethylene glycol as linear or branched chains.

In some embodiments, at least one electrically resistive substitute (R2) of the composite organic compound is C_XQ_{2X+1} , where $X \geq 1$ and Q is hydrogen (H), fluorine (F), or chlorine (Cl). In another embodiment of the composite organic compound, at least one electrically resistive substitute (R2) is selected from the list comprising $-(CH_2)_n-CH_3$, $-CH((CH_2)_nCH_3)_2$ (where $n \geq 1$), alkyl, aryl, substituted alkyl, substituted aryl, branched alkyl, branched aryl, and any combination thereof and wherein the alkyl group is selected from methyl, ethyl, propyl, butyl, *iso*-butyl and *tert*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups. In yet another embodiment of the composite organic compound.

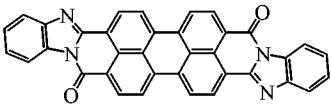
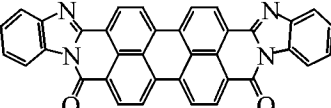
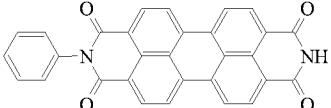
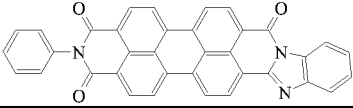
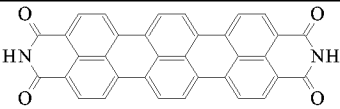
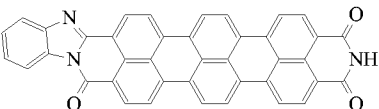
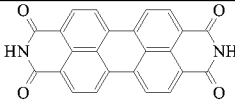
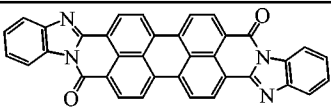
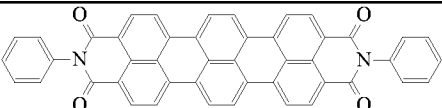
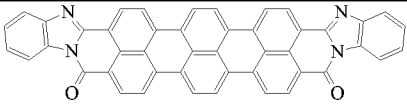
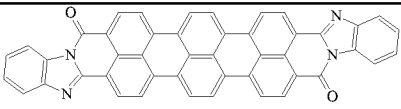
In some embodiments, the substitute R1 and/or R2 is connected to the aromatic polycyclic conjugated molecule (Core) via at least one connecting group. The at least one connecting group may be selected from the list comprising the following structures: ether, amine, ester, amide, substituted amide, alkenyl, alkynyl, sulfonyl, sulfonate, sulfonamide, or substituted sulfonamide.

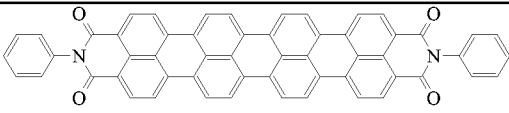
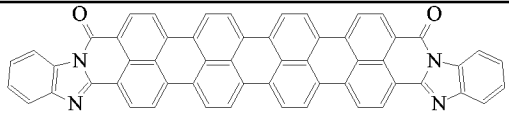
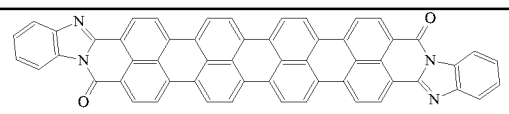
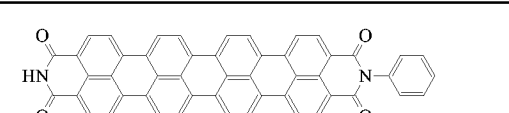
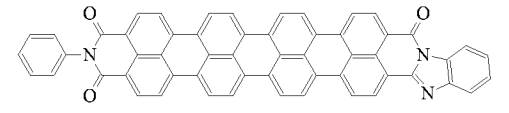
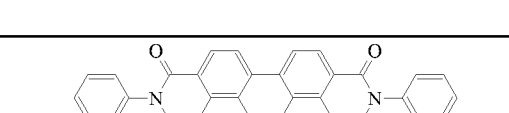
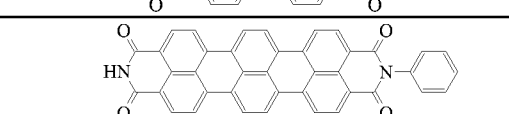
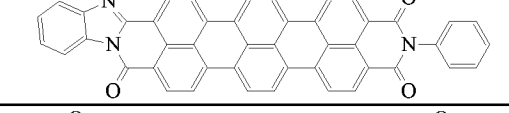
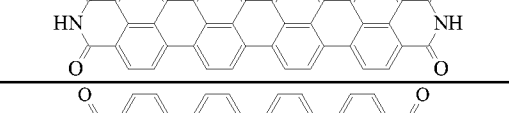
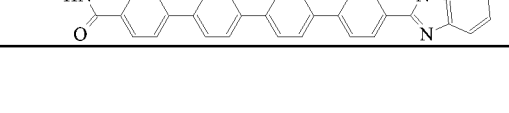
In some embodiments, the substitute R3 and/or R4 may be connected to the aromatic polycyclic conjugated molecule (Core) via at least one connecting group. The at least one connecting group may be selected from the list comprising CH_2 , CF_2 , SiR_2O , CH_2CH_2O , wherein R is selected from the list comprising H, alkyl, and fluorine. In another embodiment of the composite organic compound, the one or more ionic groups include at least one ionic group selected from the list comprising $[NR_4]^+$, $[PR_4]^+$ as cation and $[-CO_2]^-$, $[-SO_3]^-$, $[-SR_5]^-$, $[-PO_3R]^-$, $[-PR_5]^-$ as anion, wherein R is selected from the list comprising H, alkyl, and fluorine.

In some implementations, the aromatic polycyclic conjugated molecule (Core) comprises rylene fragments. In another embodiment of the composite organic compound, the rylene

fragments are selected from structures 1 to 21 as given in Table 1.

Table 1. Examples of the polycyclic organic molecule (Core) comprising rylene fragments

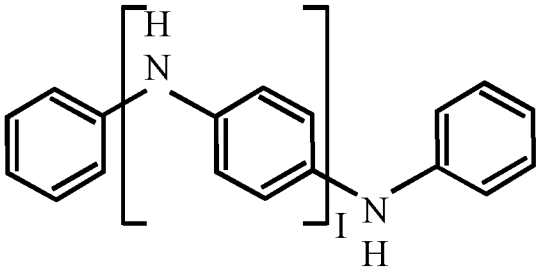
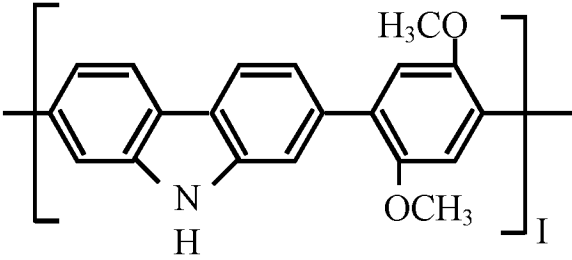
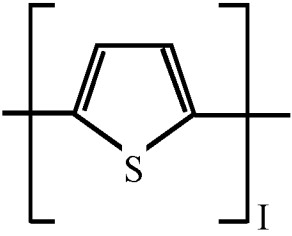
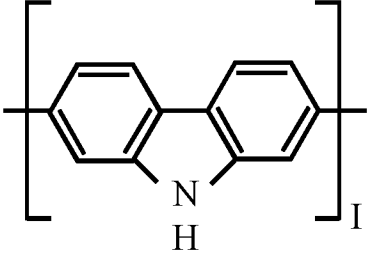
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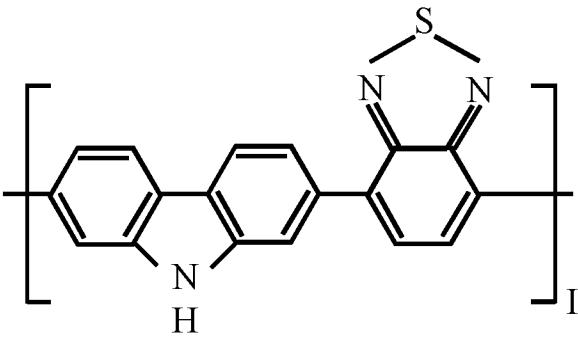
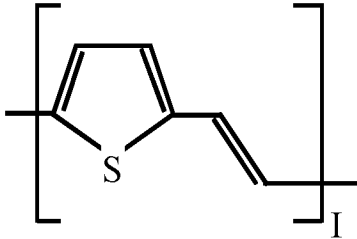
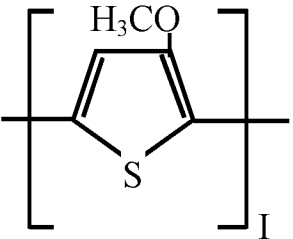
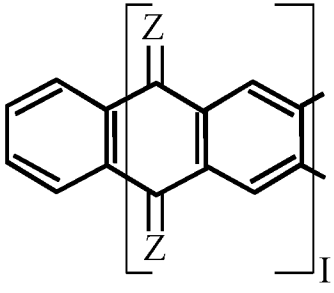
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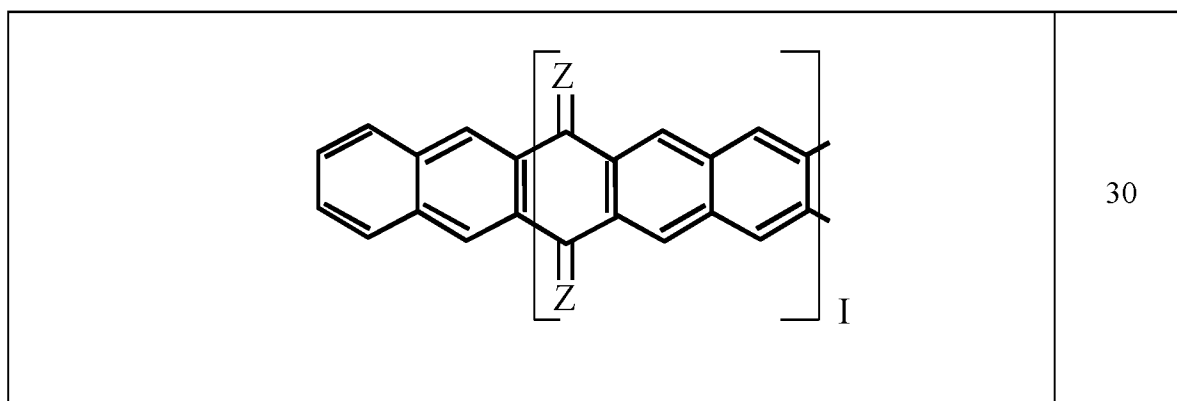
In other implementations, the aromatic polycyclic conjugated molecule comprises an electro-conductive oligomer, such as a phenylene, thiophene, or polyacene quinine radical oligomer or combinations of two or more of these. In yet another embodiment of the composite organic compound, the electro-conductive oligomer is selected from structures 22 to 30 as given in Table 2, wherein I = 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 or 12, Z is =O, =S or =NR₅, and R₅ is selected from the group consisting of unsubstituted or substituted C₁-C₁₈alkyl, unsubstituted or

substituted C₂-C₁₈alkenyl, unsubstituted or substituted C₂-C₁₈alkynyl, and unsubstituted or substituted C₄-C₁₈aryl:

Table 2. Examples of the polycyclic organic molecule (Core) comprising electro-conductive oligomer

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In some implementations, the substitute providing solubility (R1) of the composite organic compound is C_XQ_{2X+1} , where $X \geq 1$ and Q is hydrogen (H), fluorine (F), or chlorine (Cl). In still another embodiment of the composite organic compound, the substitute providing solubility (R1) of the composite organic compound is independently selected from alkyl, aryl, substituted alkyl, substituted aryl, fluorinated alkyl, chlorinated alkyl, branched and complex alkyl, branched and complex fluorinated alkyl, branched and complex chlorinated alkyl groups, and any combination thereof, and wherein the alkyl group is selected from methyl, ethyl, propyl, butyl, *iso*-butyl and *tert*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups or siloxane, and/or polyethyleneglycol as linear or branched chains.

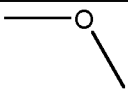
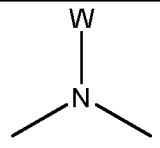
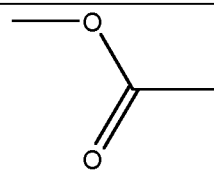
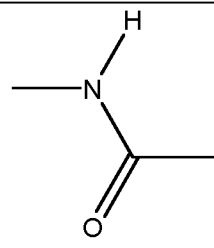
In one embodiment of the composite organic compound, the solvent is selected from benzene, toluene, xylenes, acetone, acetic acid, methylethylketone, hydrocarbons, chloroform, carbontetrachloride, methylenechloride, dichlorethane, chlorobenzene, alcohols, nitromethan, acetonitrile, dimethylforamide, 1,4-dioxane, tetrahydrofuran (THF), methylcyclohexane (MCH), and any combination thereof.

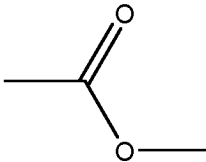
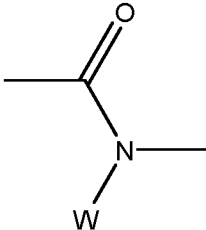
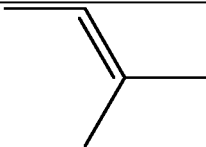
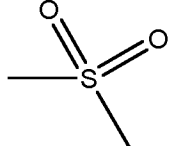
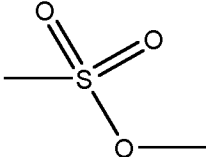
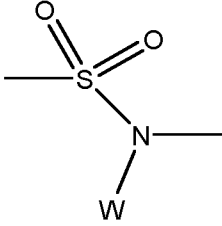
In some embodiments, at least one electrically resistive substitute (R2) of the composite organic compound is C_XQ_{2X+1} , where $X \geq 1$ and Q is hydrogen (H), fluorine (F), or chlorine (Cl). In another embodiment of the composite organic compound, at least one electrically resistive substitute (R2) is selected from the list comprising $-(CH_2)_n-CH_3$, $-CH((CH_2)_nCH_3)_2$ (where $n \geq 1$), alkyl, aryl, substituted alkyl, substituted aryl, branched alkyl, branched aryl, and any combination thereof and wherein the alkyl group is selected from methyl, ethyl, propyl, butyl, *I*-butyl and *t*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups. In yet another embodiment of the composite organic compound.

In some embodiments, at least one electrically resistive substitute (R2) is selected from the group of alkyl, aryl, substituted alkyl, substituted aryl, fluorinated alkyl, chlorinated alkyl, branched and complex alkyl, branched and complex fluorinated alkyl, branched and complex chlorinated alkyl groups, and any combination thereof, and wherein the alkyl group is selected from methyl, ethyl, propyl, *n*-butyl, *iso*-butyl and *tert*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups or siloxane, and/or polyethyleneglycol as linear or branched chains.

In some embodiments, the substitute R1 and/or R2 is connected to the aromatic polycyclic conjugated molecule (Core) via at least one connecting group. The at least one connecting group may be selected from the list comprising the following structures: 31-41 as given in Table 3, where W is hydrogen (H) or an alkyl group.

Table 3. Examples of the connecting group

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In some embodiments, the substitute R3 and/or R4 may be connected to the aromatic polycyclic conjugated molecule (Core) via at least one connecting group. The at least one connecting group may be selected from the list comprising CH₂, CF₂, SiR₂O, CH₂CH₂O, wherein R is selected from the list comprising H, alkyl, and fluorine. In another embodiment of the composite organic compound, the one or more ionic groups include at least one ionic group selected from the list comprising [NR₄]⁺, [PR₄]⁺ as cation and [−CO₂][−], [−SO₃][−], [−SR₅][−], [−PO₃R][−], [−PR₅][−] as anion, wherein R is selected from the list comprising H, alkyl, and fluorine.

Sharp polymers have hyperelectronic or ionic type polarizability. “Hyperelectronic polarization may be considered due to the pliant interaction of charge pairs of excitons, localized temporarily on long, highly polarizable molecules, with an external electric field [.] (Roger D. Hartman and Herbert A. Pohl, “Hyper-electronic Polarization in Macromolecular Solids”, Journal of Polymer Science: Part A-1 Vol. 6, pp. 1135-1152 (1968)).” Ionic type polarization can be achieved by limited mobility of ionic parts of the tethered/partially immobilized ionic liquid or zwitterion (Q). Additionally, other mechanisms of polarization such as dipole polarization and monomers and polymers possessing metal conductivity may be used independently or in combination with hyper-electronic and ionic polarization in aspects of the present disclosure.

In some implementations, the meta-dielectric may include one or more Sharp polymers in the form of a composite organic compound characterized by polarizability and resistivity having the above general structural formula.

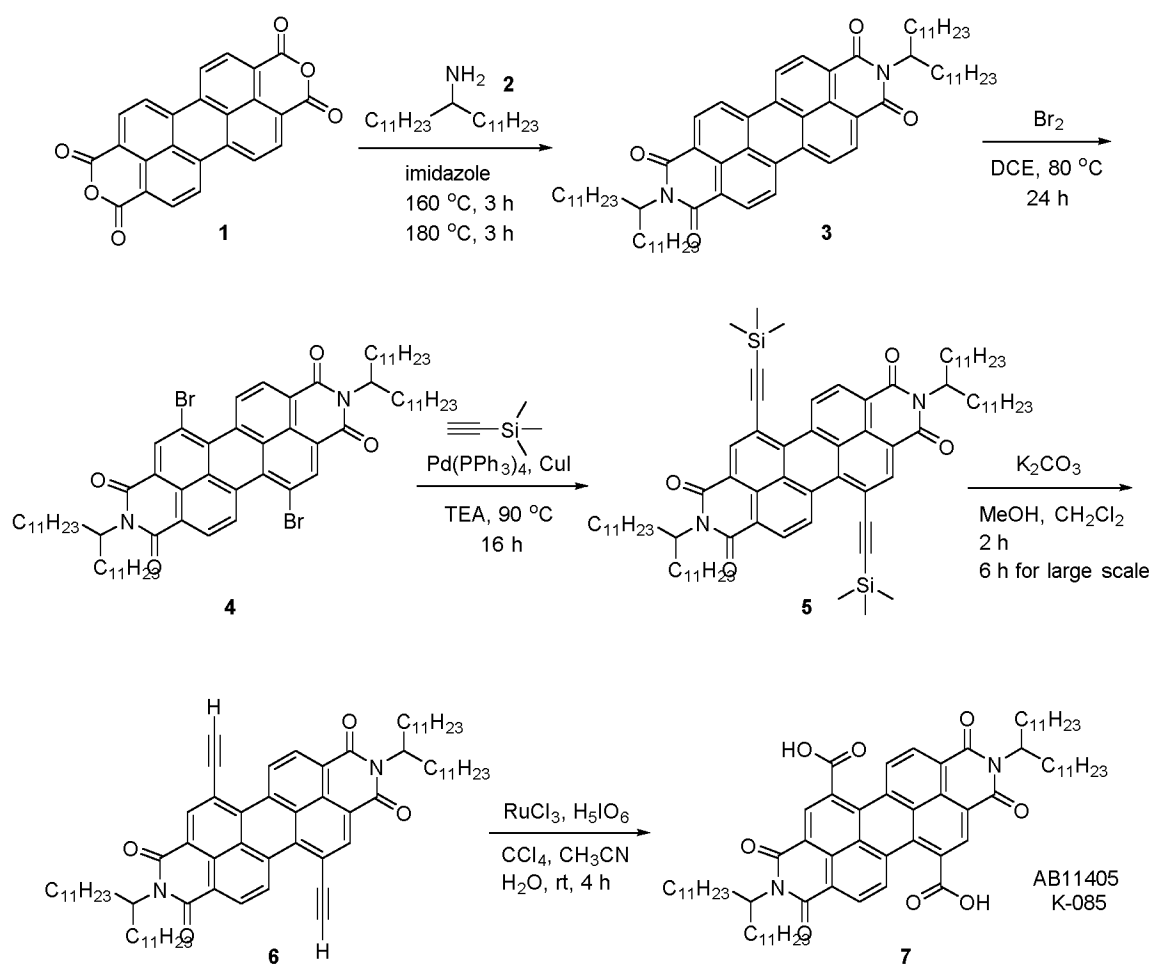
Further, characteristics of meta-dielectrics include a relative permittivity greater than or equal to 1,000 and resistivity greater than or equal to 10¹⁶ ohm/cm. Individually, the Sharp Polymers in a meta-dielectric may form column like supramolecular structures by pi-pi interaction. Said supramolecules of Sharp polymers allow formation of crystal structures of the meta-dielectric material. By way of using Sharp polymers in a dielectric material, polarization units are incorporated to provide the molecular material with high dielectric permeability. There are several mechanisms of polarization such as dipole polarization, ionic polarization, and hyper-electronic polarization of molecules, monomers and polymers possessing metal conductivity. All polarization units with the listed types of polarization may be used in aspects of the present

disclosure. Further, Sharp polymers are composite materials which incorporate an envelope of insulating substituent groups that electrically isolate the supramolecules from each other in the dielectric crystal layer and provide high breakdown voltage of the energy storage molecular material. Said insulating substituent groups are resistive alkyl or fluoro-alkyl chains covalently bonded to a polarizable core, forming the resistive envelope.

In order that the invention may be more readily understood, reference is made to the following examples, which are intended to be illustrative of the invention, but are not intended to be limiting the scope.

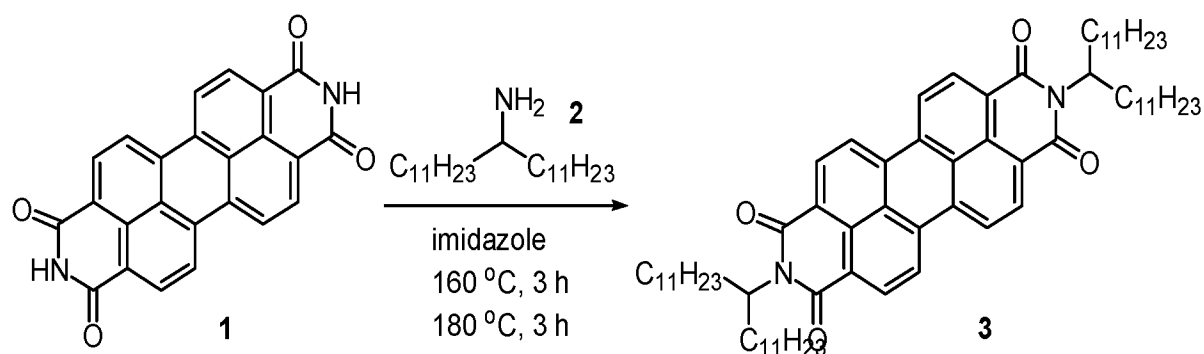
Example 1

This Example describes synthesis of one type of Sharp polymer according following structural scheme:



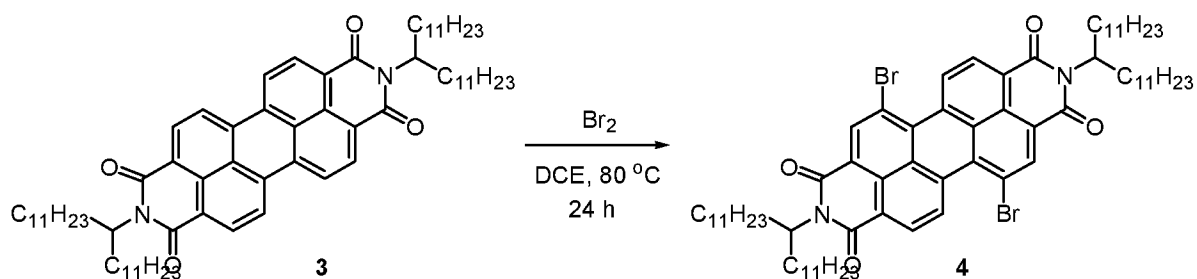
The process involved in the synthesis in this example may be understood in terms of the following five steps.

a) First step:



Anhydride **1** (60.0 g, 0.15 mol, 1.0 eq), amine **2** (114.4 g, 0.34 mol, 2.2 eq) and imidazole (686.0 g, 10.2 mol, 30 eq to **2**) were mixed well into a 500 mL of round-bottom flask equipped with a bump-guarder. The mixture was degassed three times, stirred at 160 °C for 3 hr, 180 °C for 3hr, and cooled to rt. The reaction mixture was crushed into water (1000 mL) with stirring. Precipitate was collected with filtration, washed with water (2x500 mL), methanol (2x300 mL) and dried on high vacuum. The crude product was purified by flash chromatography column ($\text{CH}_2\text{Cl}_2/\text{hexane} = 1/1$) to give 77.2 g (48.7 %) of the desired product **3** as an orange solid. ^1H NMR (300 MHz, CDCl_3) δ 8.65-8.59 (m, 8H), 5.20-5.16 (m, 2H), 2.29-2.22 (m, 4H), 1.88-1.82 (m, 4H), 1.40-1.13 (m, 64H), 0.88-0.81 (t, 12H). $R_f = 0.68$ ($\text{CH}_2\text{Cl}_2/\text{hexane} = 1/1$).

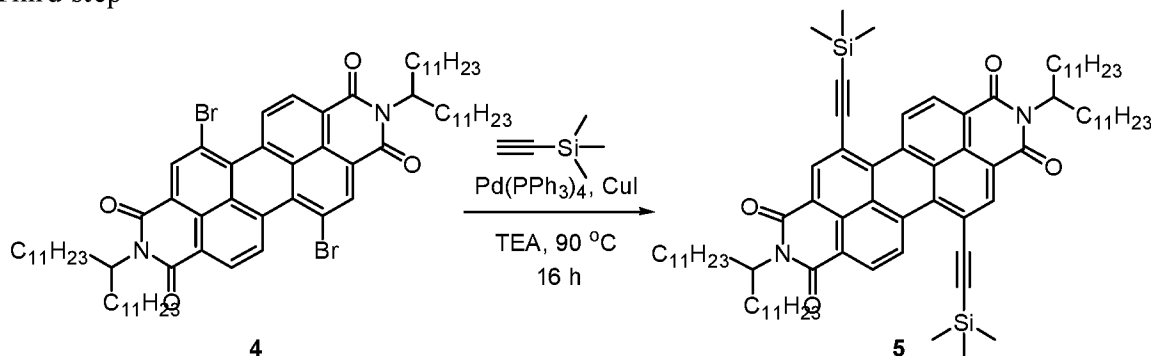
b) Second step:



To a solution of the diimide **3** (30.0 g, 29.0 mmol, 1.0 eq) in dichloroethane (1500 mL) was added bromine (312.0 g, 1.95 mol, 67.3 eq). The resulting mixture was stirred at 80 °C for 36 hr, cooled, washed with 10 % NaOH (aq, 2x1000 mL), water (100 ml), dried over Na_2SO_4 , filtered and concentrated. The crude product was purified by flash chromatography column ($\text{CH}_2\text{Cl}_2/\text{hexanes} = 1/1$) to give 34.0 g (98.2 %) of the desired product **4** as a red solid. ^1H NMR (300 MHz, CDCl_3) δ 9.52 (d, 2H), 8.91 (bs, 2H), 8.68 (bs, 2H), 5.21-5.13 (m, 2H), 2.31-2.18 (m,

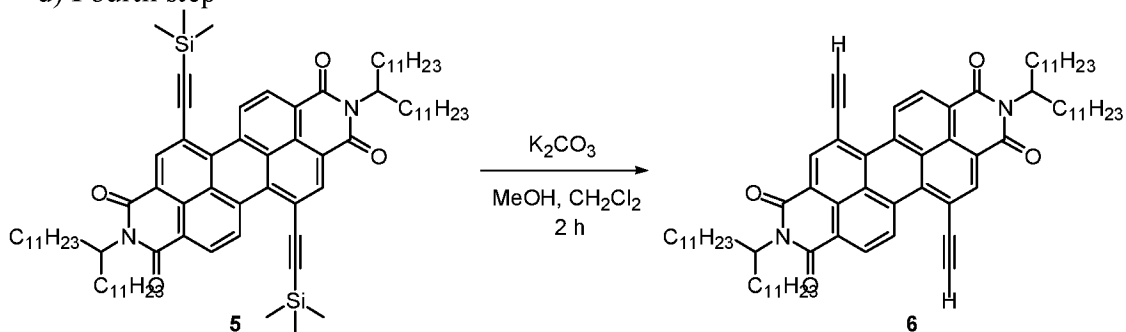
4H), 1.90-1.80 (m, 4H), 1.40-1.14 (m, 64H), 0.88-0.81 (t, 12H). $R_f = 0.52$ ($\text{CH}_2\text{Cl}_2/\text{hexanes} = 1/1$).

c) Third step



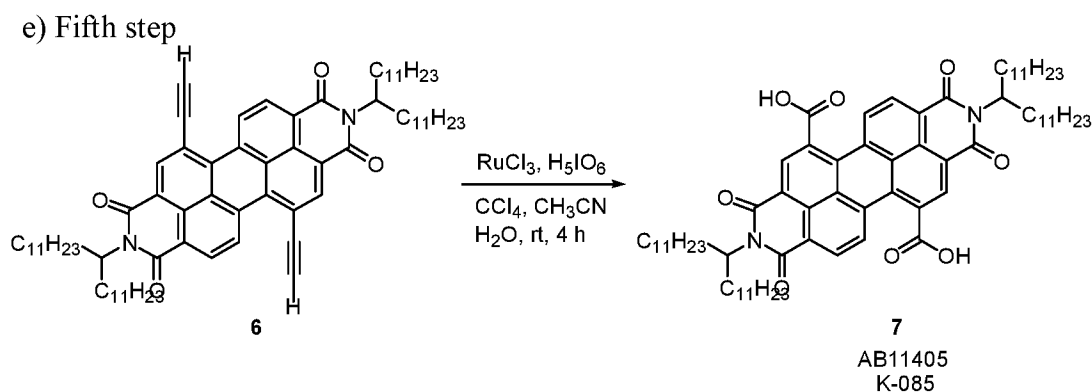
To a solution of the di-bromide **4** (2.0 g, 1.68 mmol, 1.0 eq) in triethylamine (84.0 mL) was added CuI (9.0 mg, 0.048 mmol, 2.8 mol %) and (trimethylsilyl)acetylene (80.49 g, 5.0 mmol, 3.0 eq). The mixture was degassed three times. Catalyst $\text{Pd}(\text{PPh}_3)_4$ (98.0 mg, 0.085 mmol, 5.0 mol %) was added. The mixture was degassed three times, stirred at 90 °C for 24 hr, cooled, passed through a pad of Celite, and concentrated. The crude product was purified by flash chromatography column ($\text{CH}_2\text{Cl}_2/\text{hexane} = 1/1$) to give 1.8 g (87.2 %) of the desired product **5** as a dark-red solid. ^1H NMR (300 MHz, CDCl_3) δ 10.24-10.19 (m, 2H), 8.81 (bs, 2H), 8.65 (bs, 2H), 5.20-5.16 (m, 2H), 2.31-2.23 (m, 4H), 1.90-1.78 (m, 4H), 1.40-1.15 (m, 72H), 0.84-0.81 (t, 12H), 0.40 (s, 18H). $R_f = 0.72$ ($\text{CH}_2\text{Cl}_2/\text{hexane} = 1/1$).

d) Fourth step



To a solution of diimide **5** (1.8 g, 1.5 mmol, 1.0 eq) in a mixture of MeOH/DCM (40.0 mL/40.0 mL) was added K_2CO_3 (0.81 g, 6.0 mmol, 4.0 eq). The mixture was stirred at room temperature for 1.5 hr, diluted with DCM (40.0 mL), washed with water, brine, dried over Na_2SO_4 , filtered and concentrated. The crude product was purified by flash chromatography column (CH_2Cl_2) to give 1.4 g (86.1 %) of the desired product **6** as a dark-red solid. ^1H NMR

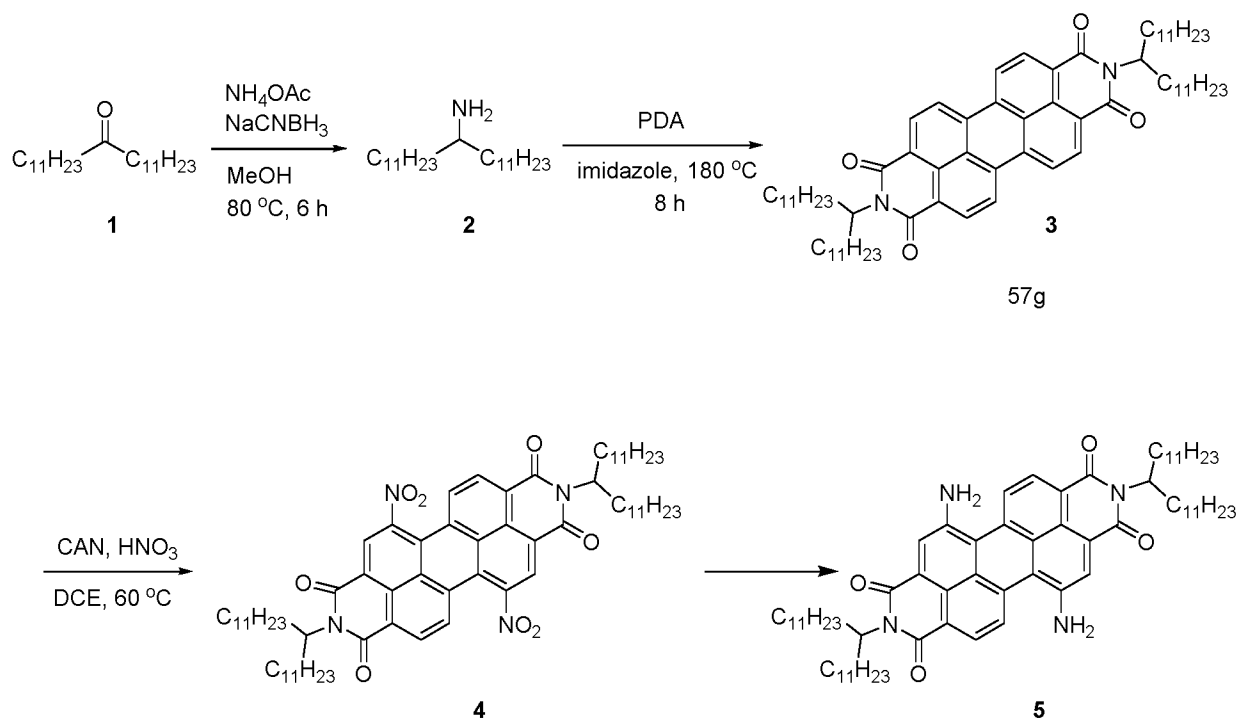
(300 MHz, CDCl₃) δ 10.04-10.00 (m, 2H), 8.88-8.78 (m, 2H), 8.72-8.60 (m, 2H), 5.19-5.14 (m, 2H), 3.82-3.80 (m, 2H), 2.31-2.23 (m, 4H), 1.90-1.78 (m, 4H), 1.40-1.05 (m, 72H), 0.85-0.41 (t, 12H). R_f = 0.62 (CH₂Cl₂).



To a suspension of alkyne **6** (1.4 g, 1.3 mmol, 1.0 eq) in a mixture of CCl₄/CH₃CN/H₂O (6 mL/6 mL/12 mL) was added periodic acid (2.94 g, 12.9 mmol, 10.0 eq) and RuCl₃ (28.0 mg, 0.13 mmol, 10 mol %). The mixture was stirred at room temperature under nitrogen for 4 hours, diluted with DCM (50 mL), washed with water, brine, dried over Na₂SO₄, filtered and concentrated. The crude product was purified by flash chromatography column (10 % MeOH/CH₂Cl₂) to give 1.0 g (68.5 %) of the desired product **7** as a dark-red solid. ¹H NMR (300 MHz, CDCl₃) δ 8.90-8.40 (m, 6H), 5.17-5.00 (m, 2H), 2.22-2.10 (m, 4H), 1.84-1.60 (m, 4H), 1.41-0.90 (m, 72H), 0.86-0.65 (t, 12H). R_f = 0.51 (10 % MeOH/CH₂Cl₂).

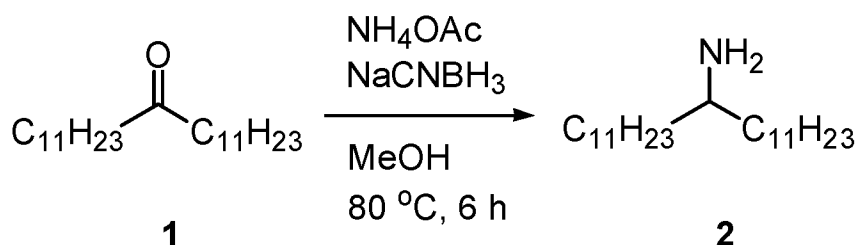
Example 2

This Example describes synthesis of a Sharp polymer according following structural scheme:



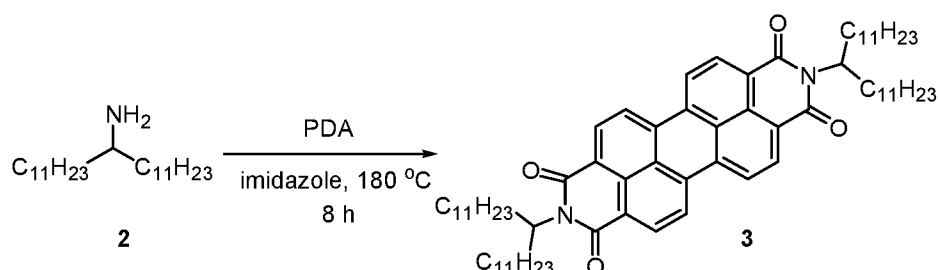
The process involved in the synthesis in this example may be understood in terms of the following four steps.

a) First step:



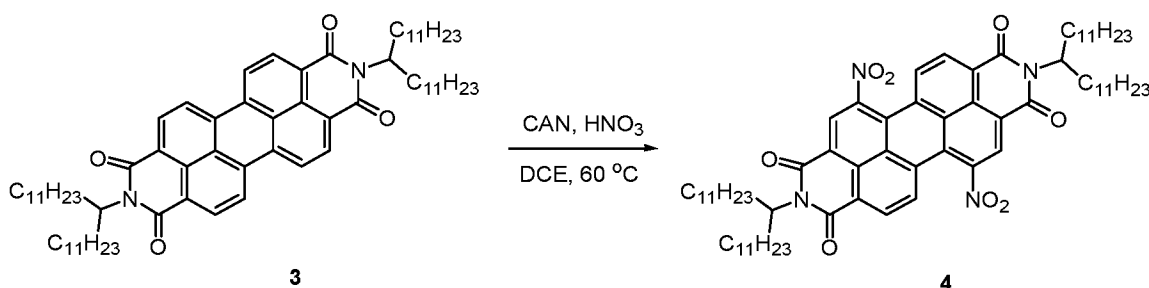
To a solution of the ketone **1** (37.0 g, 0.11 mol, 1.0 eq) in methanol (400 mL) was added ammonium acetate (85.3 g, 1.11 mol, 10.0 eq) and NaCNBH₃ (28.5 g, 0.44 mol, 4.0 eq) in portions. The mixture was stirred at reflux for 6 hours, cooled to room temperature and concentrated. Sat. NaHCO₃ (500 mL) was added to the residue and the mixture was stirred at room temperature for 1 hour. Precipitate was collected by filtration, washed with water (4 x 100 mL), dried on a high vacuum to give 33.6 g (87 %) of the amine **2** as a white solid.

b) Second step:



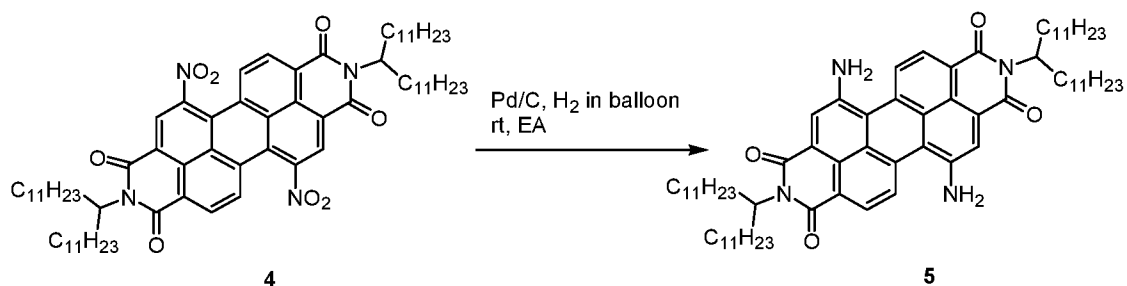
Mixed well the amine **2** (20.0 g, 58.7 mmol, 2.2 eq), 3,4,9,10-perylenetetracarboxylic dianhydride (10.5 g, 26.7 mmol, 1.0 eq) and imidazole (54.6 g, 0.80 mmol, 30 eq to diamine) into a 250 mL round-bottom flask equipped with a rotavap bump guard. The mixture was degassed (vacuum and fill with N₂) three times and stirred at 160 °C for 6 hrs. After cooling to rt, the reaction mixture was crushed into water (700 mL), stirred for 1 hr, and filtered through a filter paper to collected precipitate which was washed with water (3 x 300 mL) and methanol (3 x 300 mL), dried on a high vacuum to give 23.1 g (83.5 %) of the diamidine **3** as a orange solid. Pure diamidine **3** (20.6 g) was obtained by flash chromatography column (DCM/hexanes = 1/1).

c) Third step:



To DCE (2.0 L) was added compound **3** (52.0 g, 50.2 mmol, 1.0 eq), acetic acid (500 mL) and fuming nitric acid (351.0 g, 5.0 mol, 100.0 eq) with caution. To the mixture was added ammonium cerium(IV) nitrate (137.0 g, 0.25 mol, 5.0 eq). The reaction was stirred at 60 °C for 48 hrs. After cooling to rt, the reaction mixture was crushed into water (1.0 L). The organic phase was washed with water (2 x 1.0 L), saturated NaHCO₃ solution (1 x 1.0 L) and brine (1 x 1.0 L), dried over sodium sulfate, filtered and concentrated. The residue was purified with column chromatography to give 46.7g (82%) of compound **4** as a dark red solid. ¹H NMR (300 MHz, CDCl₃) δ 0.84 (t, 12H), 1.26 (m, 72H), 1.83 (m, 4H), 2.21 (m, 4H), 5.19 (m, 2H), 8.30 (m, 2H), 8.60 - 8.89 (m, 4H).

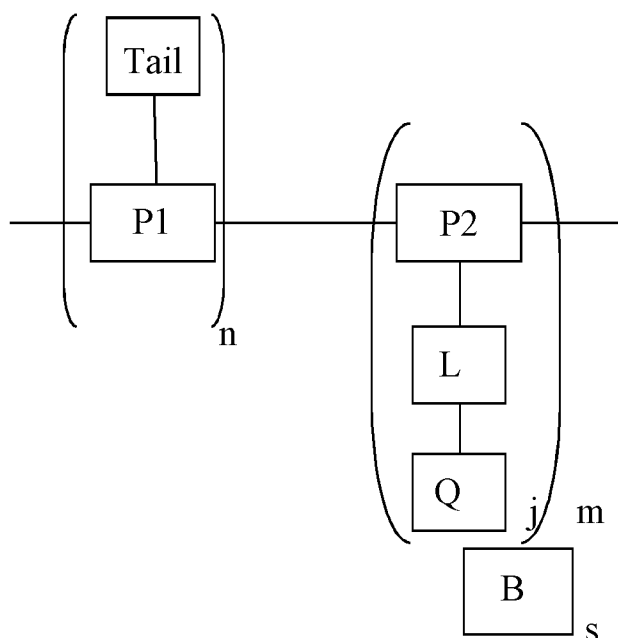
d) Fourth step:



A mixture of compound **4** (25 g, 22.2 mmol, 1.0 eq) and Pd/C (2.5 g, 0.1 eq) in EtOAc (125.0 mL) was stirred at room temperature for 1 hour. The solid was filtered off (Celite) and washed with EtOAc (5 mL x 2). The filtrate was concentrated to afford the compound **5** (23.3 g, 99%) as a dark blue solid. ^1H NMR (300 MHz, CDCl_3) δ 0.84 (t, 12H), 1.24 (m, 72H), 1.85 (m, 4H), 2.30 (m, 4H), 5.00 (s, 2H), 5.10 (s, 2H), 5.20 (m, 2H), 7.91 - 8.19 (dd, 2H), 8.40 - 8.69 (dd, 2H), 8.77 - 8.91 (dd, 2H).

Furuta co-polymers and para-Furuta polymers (herein referred to collectively as Furuta Polymers unless otherwise specified) are polymeric compounds with insulating tails, and linked/tethered/partially immobilized polarizable ionic groups. The insulating tails are hydrocarbon (saturated and/or unsaturated), fluorocarbon, siloxane, and/or polyethylene glycol linear or branched chains covalently bonded to the co-polymer backbone. The tails act to insulate the polarizable tethered/partially immobilized ionic molecular components and ionic pairs from other ionic groups and ionic group pairs on the same or parallel co-polymers, which favorably allows discrete polarization of counter ionic liquid pairs or counter Q groups (i.e. polarization of cationic liquid and anionic liquid tethered/partially immobilized to parallel Furuta polymers) with limited or no interaction of ionic fields or polarization moments of other counter ionic group pairs partially immobilized on the same or parallel co-polymer chains. Further, the insulating tails electrically insulate supra-structures of Furuta polymers from each other. Parallel Furuta polymers may arrange or be arranged such that counter ionic groups (i.e. tethered/partially immobilized ionic groups (Qs) of cation and anion types (sometimes known as cationic Furuta polymers and anionic Furuta polymers)) are aligned opposite from one another. In some implementations, the metadielectric layer may include two or more Furuta polymers, including a Furuta polymer having an immobilized ion liquid group of a cationic or anionic type.

A Furuta co-polymer has the following general structural formula:



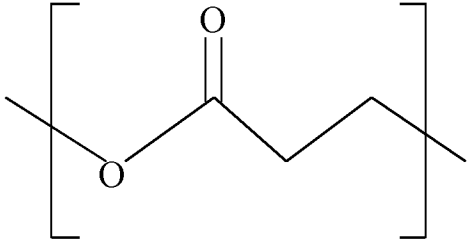
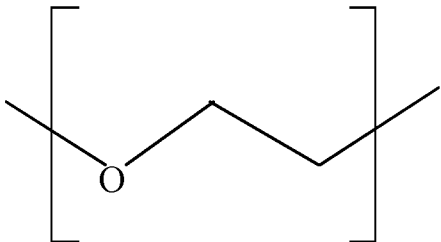
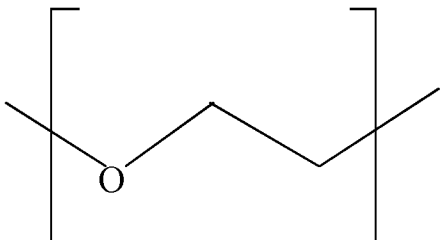
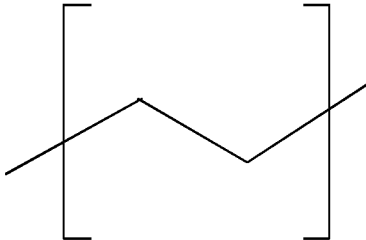
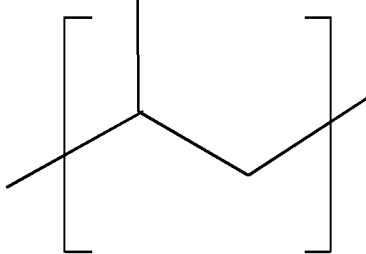
wherein backbone structure of the co-polymer comprises structural units of first type P1 and structural units of second type P2 both of which randomly repeat and are independently selected from the list comprising acrylic acid, methacrylate, repeat units of polypropylene ($-\text{[CH}_2\text{-CH(CH}_3\text{)]-}$), repeat units of polyethylene ($-\text{[CH}_2\text{]-}$), siloxane, or repeat units of polyethylene terephthalate (sometimes written poly(ethylene terephthalate)) for which the repeat unit may be expressed as $-\text{CH}_2\text{-CH}_2\text{-O-CO-C}_6\text{H}_4\text{-CO-O-}$. Parameter n is the number of the P1 structural units in the backbone structure which is in the range from 3 to 100,000 and m is number of the P2 structural units in the backbone structure which is in the range from 3 to 100,000. Further, the first type structural unit (P1) has a resistive substitute Tail which is oligomers of polymeric material with HOMO-LUMO gap no less than 2 eV. Additionally, the second type of structural units (P2) has an ionic functional group Q which is connected to P2 via a linker group L. The parameter j is a number of functional groups Q attached to the linker group L, which may range from 0 to 5. Wherein the ionic functional group Q comprises one or more ionic liquid ions (from the class of ionic compounds that are used in ionic liquids), zwitterions, or polymeric acids. Further, an energy interaction of the ionic Q groups may be less than kT , where k is Boltzmann constant and T is the temperature of environment. Still further, parameter B is a counter ion

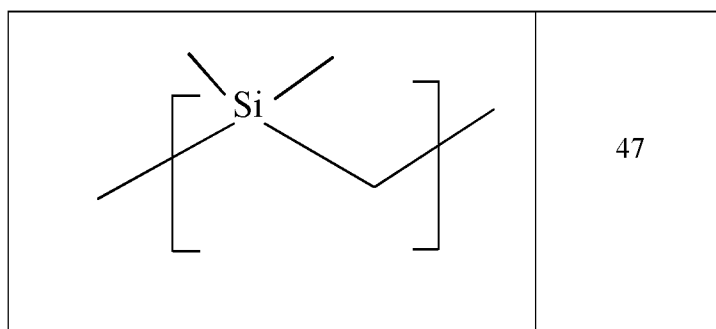
which is a molecule or molecules or oligomers that can supply the opposite charge to balance the charge of the co-polymer. Wherein, s is the number of the counter ions.

The present disclosure provides an organic co-polymeric compound having the structure described above. In one embodiment of the organic co-polymeric compound, the resistive substitute Tails are independently selected from the list comprising oligomers of polypropylene (PP), oligomers of polyethylene terephthalate (PET), oligomers of polyphenylene sulfide (PPS), oligomers of polyethylene naphthalate (PEN), oligomers of polycarbonate (PP), polystyrene (PS), and oligomers of polytetrafluoroethylene (PTFE). In another embodiment of the organic co-polymeric compound, the resistive substitutes Tail are independently selected from alkyl, aryl, substituted alkyl, substituted aryl, fluorinated alkyl, chlorinated alkyl, branched and complex alkyl, branched and complex fluorinated alkyl, branched and complex chlorinated alkyl groups, and any combination thereof, and wherein the alkyl group is selected from methyl, ethyl, propyl, butyl, *iso*-butyl and *tert*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups. The resistive substitute Tail may be added after polymerization.

In yet another aspect of the present disclosure, it is preferable that the HOMO-LUMO gap is no less than 4 eV. In still another aspect of the present disclosure, it is even more preferable that the HOMO-LUMO gap is no less than 5 eV. The ionic functional group Q comprises one or more ionic liquid ions from the class of ionic compounds that are used in ionic liquids, zwitterions, or polymeric acids. The energy of interaction between Q group ions on discrete P_2 structural units may be less than kT , where k is Boltzmann constant and T is the temperature of environment. The temperature of environment may be in range between - 60C of and 150 C. The preferable range of temperatures is between -40 C and 100C. Energy interaction of the ions depends on the effective radius of ions. Therefore, by increasing the steric hindrance between ions it is possible to reduce energy of interaction of ions. In one embodiment of the present invention, at least one ionic liquid ion is selected from the list comprising $[NR_4]^+$, $[PR_4]^+$ as cation and $[-CO_2]^-$, $[-SO_3]^-$, $[-SR_5]^-$, $[-PO_3R]^-$, $[-PR_5]^-$ as anion, wherein R is selected from the list comprising H, alkyl, and fluorine. The functional group Q may be charged after or before polymerization. In another embodiment of the present invention, the linker group L is oligomer selected from structures 42 to 47 as given in Table 3.

Table 3. Examples of the oligomer linker group

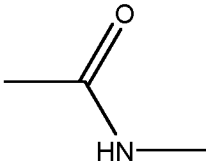
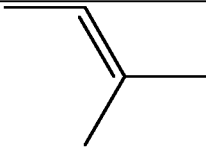
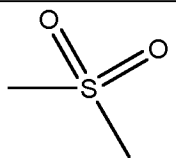
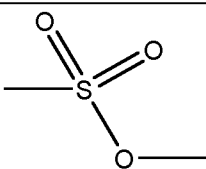
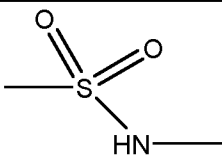
	42
	43
	44
	45
	46



In yet another embodiment of the present invention, the linker group L is selected from structures 48 to 57 as given in Table 4.

Table 4. Examples of the linker group

	48
	49
	50
	51
	52

	53
	54
	55
	56
	57

In yet another embodiment of the present invention, the linker group L may be selected from the list comprising CH₂, CF₂, SiR₂O, and CH₂CH₂O, wherein R is selected from the list comprising H, alkyl, and fluorine. The ionic functional group Q and the linker groups L may be added after polymerization.

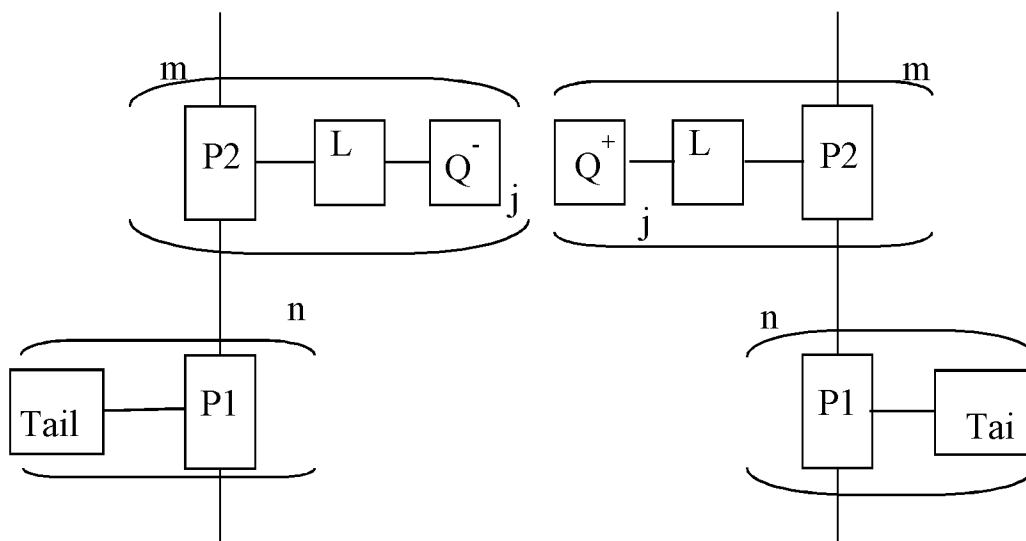
In another aspect, the present disclosure provides a dielectric material (sometimes called a meta-dielectric) comprising of one or more of the class of Furuta polymers comprising protected or hindered ions of zwitterion, cation, anion, or polymeric acid types described hereinabove. The meta-dielectric material may be a mixture of zwitterion type Furuta polymers, or positively charged (cation) Furuta polymers and negatively charged (anion) Furuta polymers, polymeric

acid Furuta polymers, or any combination thereof. The mixture of Furuta polymers may form or be induced to form supra-structures via hydrophobic and ionic interactions. By way of example, but not limiting in scope, the cation on a positively charged Furuta polymer replaces the B counter ions of the anion on a negatively charged Furuta polymer parallel to the positively charged Furuta polymer and vice versa; and the resistive Tails of neighboring Furuta polymers further encourages stacking via van der Waals forces, which increases ionic group isolation. Meta-dielectrics comprising both cationic and anionic Furuta polymers have a 1:1 ratio of cationic and anionic Furuta polymers.

The Tails of hydrocarbon (saturated and/or unsaturated), fluorocarbon, siloxane, and/or polyethylene glycol linear or branched act to insulate linked/tethered/partially immobilized polarizable ionic liquids, zwitterions, or polymeric acids (ionic Q groups). The Tails insulate the ionic Q groups from other ionic Q groups on the same or parallel Furuta polymer via steric hindrance of the ionic Q groups' energy of interaction, which favorably allows discrete polarization of the ionic Q groups (i.e. polarization of cationic liquid and anionic liquid tethered/partially immobilized to parallel Furuta polymers). Further, the Tails insulate the ionic groups of supra-structures from each other. Parallel Furuta polymers may arrange or be arranged such that counter ionic liquids (i.e. tethered/partially immobilized ionic liquids (Qs) of cation and anion types) are aligned opposite from one another (sometimes known as cationic Furuta polymers and anionic Furuta polymers).

The Furuta polymers have hyper-electronic or ionic type polarizability. "Hyper-electronic polarization may be considered due to the pliant interaction of charge pairs of excitons, localized temporarily on long, highly polarizable molecules, with an external electric field [.] (Roger D. Hartman and Herbert A. Pohl, "Hyper-electronic Polarization in Macromolecular Solids", Journal of Polymer Science: Part A-1 Vol. 6, pp. 1135-1152 (1968))." Ionic type polarization can be achieved by limited mobility of ionic parts of the tethered/partially immobilized ionic liquid or zwitterion (Q). Additionally, other mechanisms of polarization such as dipole polarization and monomers and polymers possessing metal conductivity may be used independently or in combination with hyper-electronic and ionic polarization in aspects of the present disclosure.

Further, a meta-dielectric layer may be comprised of one or more types of zwitterion Furuta polymer and/or selected from the anionic Q^+ group types and cationic Q^- group types and/or polymeric acids, having the general configuration of Furuta polymers:



In order that the invention may be more readily understood, reference is made to the following examples of synthesis of Furuta co-polymers, which are intended to be illustrative of the invention, but are not intended to be limiting the scope.

Example 3:

Carboxylic acid co-polymer P002. To a solution of 1.02g (11.81 mmol) of methacrylic acid and 4.00g (11.81 mmol) of stearyl methacrylate in 2.0g isopropanol was added a solution of 0.030g 2,2'-azobis(2-methylpropionitrile) (AIBN) in 5.0g of toluene. The resulting solution was heated to 80 C for 20 hours in a sealed vial, after which it became noticeably viscous. NMR shows <2% remaining monomer. The solution was used without further purification in film formulations and other mixtures.

Example 4:

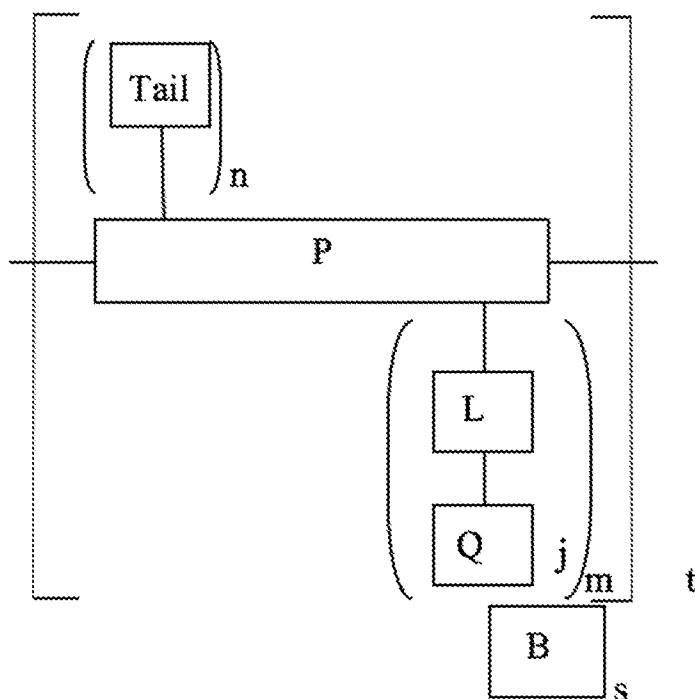
Amine co-polymer P011. To a solution of 2.52g (11.79 mmol) of 2-(diisopropylamino)ethyl methacrylate and 3.00g (11.79 mmol) of lauryl methacrylate in 2.0g

toluene was added a solution of 0.030g 2,2'-azobis(2-methylpropionitrile) (AIBN) in 4.0g of toluene. The resulting solution was heated to 80 C for 20 hours in a sealed vial, after which it became noticeably viscous. NMR shows <2% remaining monomer. The solution was used without further purification in film formulations and other mixtures.

Example 5:

Carboxylic acid co-polymer and amine co-polymer mixture. 1.50g of a 42wt % by solids solution of P002 was added to 1.24g of a 56wt% solution of P011 with 1g of isopropanol and mixed at 40 C for 30 minutes. The solution was used without further purification.

A para-Furuta polymer has repeat units of the following general structural formula:



wherein a structural unit P comprises a backbone of the copolymer, which is independently selected from the list comprising acrylic acid, methacrylate, repeat units for polypropylene (PP) ($-\text{[CH}_2\text{-CH(CH}_3\text{)]-}$), repeat units for polyethylene (PE) ($-\text{[CH}_2\text{]-}$), , siloxane, or repeat units of polyethylene terephthalate (sometimes written poly(ethylene terephthalate)) for which the repeat unit may be expressed as $-\text{CH}_2\text{-CH}_2\text{-O-CO-C}_6\text{H}_4\text{-CO-O-}$. Wherein the first type of repeat unit (Tail) is a resistive substitute in the form of an oligomer of a polymeric material. The resistive

substitute preferably has a HOMO-LUMO gap no less than 2 eV. The parameter n is a number of Tail repeat units on the backbone P structural unit, and is in the range from 3 to 100,000. Further, the second type of repeat units ($-L-Q$) include an ionic functional group Q which is connected to the structural backbone unit (P) via a linker group L, and m is number of the $-L-Q$ repeat units in the backbone structure which is in the range from 3 to 100,000. Additionally, the ionic functional group Q comprises one or more ionic liquid ions (from the class of ionic compounds that are used in ionic liquids), zwitterions, or polymeric acids. An energy of interaction of the ionic Q groups may be less than kT , where k is Boltzmann constant and T is the temperature of environment. Still further, the parameter t is average of para-Furuta polymer repeat units, ranging from 6 to 200,000. Wherein B's are counter ions which are molecules or oligomers that can supply the opposite charge to balance the charge of the co-polymer, s is the number of the counter ions.

In some implementations, the resistive substitute Tails are independently selected from the list comprising polypropylene (PP), polyethylene terephthalate (PET), polyphenylene sulfide (PPS), polyethylene naphthalate (PEN), polycarbonate (PP), polystyrene (PS), and polytetrafluoroethylene (PTFE). In another embodiment of the organic polymeric compound, the resistive substitutes Tail are independently selected from alkyl, aryl, substituted alkyl, substituted aryl, fluorinated alkyl, chlorinated alkyl, branched and complex alkyl, branched and complex fluorinated alkyl, branched and complex chlorinated alkyl groups, and any combination thereof, and wherein the alkyl group is selected from methyl, ethyl, propyl, butyl, *iso*-butyl and *tert*-butyl groups, and the aryl group is selected from phenyl, benzyl and naphthyl groups. The resistive substitute Tail may be added after polymerization. In yet another embodiment of the present disclosure, it is preferable that the HOMO-LUMO gap is no less than 4 eV. In still another embodiment of the present disclosure, it is even more preferable that the HOMO-LUMO gap is no less than 5 eV. The ionic functional group Q comprises one or more ionic liquid ions from the class of ionic compounds that are used in ionic liquids, zwitterions, or polymeric acids. Energy of interaction between Q group ions on discrete P structural units may be less than kT , where k is Boltzmann constant and T is the temperature of environment. The temperature of environment may be in range between - 60C of and 150 C. The preferable range of temperatures is between -40 C and 100C. Energy interaction of the ions depends on the effective radius of ions. Therefore, by increasing the steric hindrance between ions it is possible to reduce energy of

interaction of ions. In one embodiment of the present invention, at least one ionic liquid ion is selected from the list comprising $[\text{NR}_4]^+$, $[\text{PR}_4]^+$ as cation and $[-\text{CO}_2]^-$, $[-\text{SO}_3]^-$, $[-\text{SR}_5]^-$, $[-\text{PO}_3\text{R}]^-$, $[-\text{PR}_5]^-$ as anion, wherein R is selected from the list comprising H, alkyl, and fluorine. The functional group Q may be charged after or before polymerization. In another embodiment of the present invention, the linker group L is oligomer selected from structures 42 to 47 as given in Table 3 or structures 48 to 57 in Table 4.

In some implementations, the linker group L is selected from the list comprising CH_2 , CF_2 , SiR_2O , and $\text{CH}_2\text{CH}_2\text{O}$, wherein R is selected from the list comprising H, alkyl, and fluorine. The ionic functional group Q and the linker groups L may be added after polymerization.

In some implementations, the meta-dielectric includes one or more of the class of para-Furuta polymers comprising protected or hindered ions of zwitterion, cationic liquid ions, anionic liquid ions, or polymeric acid types described hereinabove. The meta-dielectric material may be a mixture of zwitterion type para-Furuta polymers, or positively charged (cation) para-Furuta polymers and negatively charged (anion) para-Furuta polymers, polymeric acid para-Furuta polymers, or any combination thereof. The mixture of para-Furuta polymers may form or be induced to form supra-structures via hydrophobic and ionic interactions. By way of example, but not limiting in scope, the cation(s) on a positively charged para-Furuta polymer replaces the B counter ions of the anion(s) on a negatively charged para-Furuta polymer parallel to the positively charged para-Furuta polymer and vice versa; and the resistive Tails of neighboring para-Furuta polymers further encourages stacking via van der Waals forces, which increases ionic group isolation. Meta-dielectrics comprising both cationic and anionic para-Furuta polymers preferably have a 1:1 ratio of cationic and anionic para-Furuta polymers.

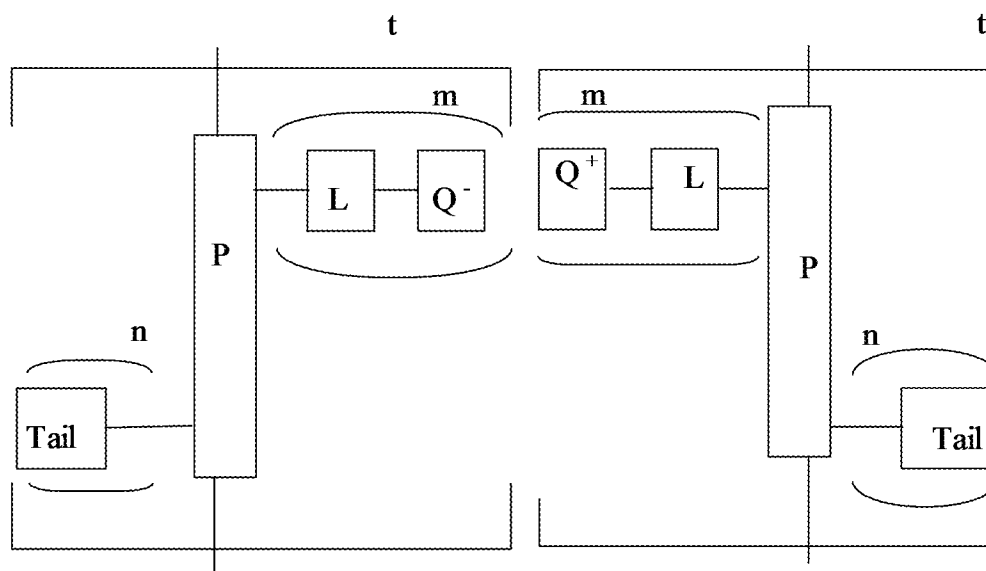
The Tails of hydrocarbon (saturated and/or unsaturated), fluorocarbon, siloxane, and/or polyethylene glycol linear or branched act to insulate linked/tethered/partially immobilized polarizable ionic liquids, zwitterions, or polymeric acids (ionic Q groups). The Tails insulate the ionic Q groups from other ionic Q groups on the same or parallel para-Furuta polymer via steric hindrance of the ionic Q groups' energy of interaction, which favorably allows discrete polarization of the ionic Q groups (i.e. polarization of cationic liquid and anionic liquid tethered/partially immobilized to parallel para-Furuta polymers). Further, the Tails insulate the

ionic groups of supra-structures from each other. Parallel para-Furuta polymers may arrange or be arranged such that counter ionic liquids (i.e. tethered/partially immobilized ionic liquids (Qs) of cation and anion types) are aligned opposite from one another (sometimes known as cationic para-Furuta polymers and anionic para-Furuta polymers).

The para-Furuta polymers have hyper-electronic or ionic type polarizability.

“Hyper-electronic polarization may be considered due to the pliant interaction of charge pairs of excitons, localized temporarily on long, highly polarizable molecules, with an external electric field [.] (Roger D. Hartman and Herbert A. Pohl, “Hyper-electronic Polarization in Macromolecular Solids”, Journal of Polymer Science: Part A-1 Vol. 6, pp. 1135-1152 (1968)).” Ionic type polarization can be achieved by limited mobility of ionic parts of the tethered/partially immobilized ionic liquid or zwitterion (Q). Additionally, other mechanisms of polarization such as dipole polarization and monomers and polymers possessing metal conductivity may be used independently or in combination with hyper-electronic and ionic polarization in aspects of the present disclosure.

Further, a meta-dielectric layer may be comprised of one or more types of zwitterion para-Furuta polymer and/or selected from the anionic Q group types and cationic Q group types and/or polymeric acids, which may have the following general arrangement of para-Furuta polymers:



A metadielectric is defined here as a dielectric material comprised of one or more types of structured polymeric materials (SPMs) having a relative permittivity greater than or equal to 1000 and resistivity greater than or equal to 10^{13} ohm/cm. Individually, the SPMs in a metadielectric may form column like supramolecular structures by pi-pi interaction or hydrophilic and hydrophobic interactions. Said supramolecules of SPMs may permit formation of crystal structures of the metadielectric material. By way of using SPMs in a dielectric material, polarization units are incorporated to provide the molecular material with high dielectric permeability. There are several mechanisms of polarization such as dipole polarization, ionic polarization, and hyper-electronic polarization of molecules, monomers and polymers possessing metal conductivity. All polarization units with the listed types of polarization may be used in aspects of the present disclosure. Further, SPMs are composite materials which incorporate an envelope of insulating substituent groups that electrically isolate the supramolecules from each other in the dielectric layer and provide high breakdown voltage of the energy storage molecular material. Said insulating substituent groups are hydrocarbon (saturated and/or unsaturated), fluorocarbon, siloxane, and/or polyethylene glycol linear or branched chains covalently bonded to a polarizable core or co-polymer backbone, forming the resistive envelope.

FIG. 1 shows an example of an electric vehicle **10**. This electric vehicle **10** is provided with an electric drive motor **12** for traveling, and charging equipment **13** which are arranged at the rear part of a vehicle body **11**, a CESM **14** arranged under the floor of the vehicle body **11**, and the like. A heat exchanger unit **15** for air-conditioning is arranged at the front part of the vehicle body **11**.

Front wheels **20** of the vehicle **10** are supported by the vehicle body **11** by means of front suspensions (not shown). Rear wheels **21** are supported by the vehicle body **11** by means of rear suspensions (not shown). An example of the rear suspension is a trailing arm type rear suspension.

FIG. 2 shows a frame structure **30** constituting a lower skeletal structure of the vehicle body **11**, and the CESM **14** to be attached to the frame structure **30**.

The frame structure **30** includes a pair of right and left side members **31** and **32** extending in the back-and-forth direction of the vehicle body **11**, and cross members **33**, **34**, and **35** extending in

the width direction of the vehicle body **11**. The cross members **33**, **34**, and **35** are fixed to predetermined positions of the side members **31** and **32** by welding. Each of the side members **31** and **32**, and cross members **33**, **34**, and **35** is constituted of metal (for example, steel). That is, the side members **31** and **32** also function as an electromagnetic shield portion for intercepting electromagnetic waves from both the right and left sides of the CESM **14**.

Suspension arm support brackets **40** and **41** are provided at the rear parts of the side members **31** and **32**. Each of the suspension arm support brackets **40** and **41** is fixed to a predetermined position of each of the side members **31** and **32** by welding. Each of the suspension arm support brackets **40** and **41** is provided with an axis section **42**. Front end parts of the trailing arms are attached to these axis sections **42**.

As shown in FIG. 3, the CESM **14** is provided with a CESM case **50**. The CESM case **50** includes a tray member **51** positioned on the lower side, and a cover member **52** positioned on the upper side. A front CESM containing section **55** is formed at the front half part of the CESM case **50**. A rear CESM containing section **56** is formed at the rear half part of the CESM case **50**. A center CESM containing section **57**, an electric circuit containing section **58**, and the like are formed between the front CESM containing section **55** and rear CESM containing section **56**.

A CESM **60** (only part thereof is shown by two-dot chain lines in FIG. 3) is contained in each of the CESM containing sections **55**, **56**, and **57**. An example of the CESM **60** is a CESM formed by connecting, in series, a plurality of CESC each of which is constituted of a capacitive energy storage device (CESD). Wherein a CESD is constituted of one or more metacapacitors.

A monitor for detecting a state of the CESM **60**, electric components **61** (part of them are schematically shown in FIGS. 3 and 7) and the like for managing control and the like are contained in the electric circuit containing section **58**. The electric components **61** are electrically connected to the CESM **60**. There is the possibility of the electric components **61** being adversely affected by an electromagnetic wave, and hence the electric components **61** are provided with an electromagnetic shield means to be described later.

As shown in FIG. 4, the CESM **14** is arranged on the undersurface side of a floor panel **70** made of steel, and having an electromagnetic shielding effect. The upper side of the electric components **61** is magnetically shielded by the floor panel **70**. That is, the floor panel **70** also

functions as an upper electromagnetic shield portion for intercepting an electromagnetic wave from above the CESM **14**. Further, the floor panel **70** also functions as a shield for preventing an electromagnetic wave generated from the CESM **14** from being directed upward. The floor panel **70** extends in the back-and-forth direction and width direction of the vehicle body **11** to constitute a floor part of the vehicle body **11**.

The floor panel **70** is fixed to a predetermined position of the frame structure **30** including the side members **31** and **32** by welding. Front seats **71** (shown in FIG. 1) and rear seats **72** are arranged above the floor panel **70**. The front CESM containing section **55** of the CESM **14** is arranged below the front seats **71**. The rear CESM containing section **56** of the CESM **14** is arranged below the rear seats **72**. The floor panel **70** includes a concave portion **70 a**. The concave portion **70 a** is formed between the front CESM containing section **55** and rear CESM containing section **56**. This concave portion **70 a** is positioned in the vicinity of the feet of the occupants seated on the rear seats **72**.

The tray member **51** is a molded article formed by inserting metal insert members **200** (shown in FIG. 7) for reinforcement in an integrally molded synthetic resin member. This tray member **51** is formed into a box-like shape opened at its top surface. The synthetic resin which is the material of the tray member **51** is reinforced by, for example, fibers. A cover fitting surface **80** (shown in FIG. 3) is formed at a peripheral edge part of the top surface of the tray member **51**. The cover fitting surface **80** is continuous over the whole circumference of the tray member **51**. A waterproof seal member **81** is provided on the cover fitting surface **80**.

As shown in FIG. 7, the insert members **200** includes three metal plates **200 a**, **200 b**, and **200 c** positioned on the front side of the tray member **51**, and three metal plates **200 d**, **200 e**, and **200 f** positioned on the rear side of the tray member **51**. These metal plates **200 a** to **200 f** are constituted of a metallic material having an electromagnetic shielding effect, and large bending rigidity, for example, a steel sheet.

The metal plates **200 a**, **200 b**, and **200 c** which are positioned on the front side are embedded at positions corresponding to the front part, and right left sides of the front CESM containing section **55**. A pair of right and left reinforcement plates **201** extending rearward is provided at both ends of the metal plate **200 a** on the center-front side. These reinforcement plates **201** are

provided inside the resin constituting partition walls **51 a** of the tray member **51**. These metal plates **200 a**, **200 b**, and **200 c** have a function of reinforcing the peripheral wall of the tray member **51**. The metal plate **200 a** on the center-front side functions also as a front electromagnetic shield portion positioned on the vehicle-front side with respect to the electric components **61**.

A plurality of holes **202** are formed in these reinforcement plates **201** in order to improve sticking of the plates **201** to the resin constituting the partition walls **51 a**. Further, each of the metal plates **200 a**, **200 b**, and **200 c** is provided with embedded nuts **203** protruding in the horizontal direction, an anchor bolt **204** protruding upward, and nut portions **205** each of which is provided with a threaded hole.

The metal plates **200 d**, **200 e**, and **200 f** on the rear side are embedded at positions corresponding to the rear part, and right left sides of the rear CESM containing section **56** of the tray member **51**. An anchor bolt **206** protruding upward, and nut portions **207** each of which is provided with a threaded hole are provided on a top surface of each of the metal plates **200 d**, **200 e**, and **200 f**. Embedded nuts **208** protruding in the horizontal direction are fixed to the pair of right and left metal plates **200 e** and **200 f**. These metal plates **200 d**, **200 e**, and **200 f** have a function of reinforcing the peripheral wall of the tray member **51**.

The metal plate **200 d** on the center-rear side functions also as a rear electromagnetic shield portion positioned on the vehicle-rear side with respect to the electric components **61**. It should be noted that each of a front wall and rear wall of the CESM case **50** may be provided with an electromagnetic shield member such as a metal mesh member in order to enhance the electromagnetic shielding effect at each of front and rear directions of the electric components **61**. Each of right and left walls of the CESM case **50** may also be provided with an electromagnetic shield member such as a metal mesh member in order to enhance the electromagnetic shielding effect at each of right and left areas of the CESM case **50**.

The cover member **52** is constituted of an integrally molded product of a synthetic resin reinforced by fibers. An opening **85** for service plug and cooling air introduction opening **86** are formed at a front part of the cover member **52**. A bellows-like boot **87** is attached to the opening **85** for service plug. A bellows-like boot **88** is also attached to the cooling air introduction

opening **86**. A bypass flow path **90** for causing part of the cooling air to flow there through, cooling fan containing section **91**, and the like are provided on the top surface of the cover member **52**.

A flange portion **95** is formed at a peripheral edge part of the cover member **52**. The flange portion **95** is continuous over the whole circumference of the cover member **52**. A rear metal plate (not shown) made of metal serving as measures against a rear collision is arranged on the rear surface of the cover member **52**. The rear metal plate is fixed to the tray member **51** together with the flange portion **95** of the cover member **52**, and can function as a rear electromagnetic shield portion.

The flange portion **95** of the cover member **52** is placed on the cover fitting surface **80** of the tray member **51**. Further, the tray member **51** and cover member **52** are fixed to each other through the seal member **81** in a watertight manner by means of bolts **96** and nuts **97** shown in FIG. 3.

A plurality of (for example, four) beam members **101**, **102**, **103**, and **104** are provided on the undersurface side of the tray member **51**. As shown in FIGS. 3 and 5, the beam members **101**, **102**, **103**, and **104** respectively include beam bodies **111**, **112**, **113**, and **114** extending in the width direction of the vehicle body **11**.

The first beam body **111** from the front is provided with joining portions **121** and **122** at both ends thereof. The second beam body **112** from the front is provided with joining portions **123** and **124** at both ends thereof. The third beam body **113** from the front is provided with joining portions **125** and **126** at both ends thereof. The fourth (rearmost) beam body **114** from the front is provided with joining portions **127** and **128** at both ends thereof. A pair of right and left front support members **130** and **131** is provided at a front end part of the CESM **14**.

The beam members **101**, **102**, **103**, and **104** are each provided with strength sufficient to support the weight of the CESM **14**. Furthermore, these beam members are constituted of a metallic material (for example, a steel sheet) having an effect of intercepting an electromagnetic wave. That is, the beam members **101**, **102**, **103**, and **104** function also as an under electromagnetic shield portion for intercepting an electromagnetic wave from below the CESM **14**.

A bolt inserting hole **143** (shown in FIGS. 2 and 3) is formed in each of the joining portions **121** and **122** provided at both the ends of the first beam member **101** from the front. The bolt inserting hole **143** penetrates the joining portion **121** or **122** in the vertical direction. The side members **31** and **32** are provided with CESM fitting portions **145** and **146** at positions opposed to the joining portions **121** and **122**. The CESM fitting portions **145** and **146** are provided with nut members. A bolt **147** (shown in FIGS. 2 and 4) is inserted into the bolt inserting hole **143** from below the joining portion **121** or **122**. The bolt **147** is screwed into the nut member of the CESM fitting portion **145** or **146** to be fastened. As a result of this, the joining portions **121** and **122** of the first beam member **101** are fixed to the side members **31** and **32**.

A bolt inserting hole **153** (shown in FIGS. 2 and 3) is formed in each of the joining portions **123** and **124** provided at both the ends of the second beam member **102** from the front. The bolt inserting hole **153** penetrates the joining portion **123** or **124** in the vertical direction. The side members **31** and **32** are provided with CESM fitting portions **155** and **156** at positions opposed to the joining portions **123** and **124**. The CESM fitting portions **155** and **156** are provided with nut members. A bolt **157** (shown in FIGS. 2 and 4) is inserted into the bolt inserting hole **153** from below the joining portion **123** or **124**. The bolt **157** is screwed into the nut member of the CESM fitting portion **155** or **156** to be fastened. As a result of this, the joining portions **123** and **124** of the second beam member **102** are fixed to the side members **31** and **32**.

A bolt inserting hole **163** (shown in FIGS. 2 and 3) is formed in each of the joining portions **125** and **126** provided at both the ends of the third beam member **103** from the front. The bolt inserting hole **163** penetrates the joining portion **125** or **126** in the vertical direction. As shown in FIGS. 4 and 5, load transmission members **170** and **171** are fixed to the side members **31** and **32** by means of bolts **172**. The load transmission members **170** and **171** are provided above the joining portions **125** and **126** of the third beam member **103** from the front. The one load transmission member **170** is welded to one suspension arm support bracket **40**. The other load transmission member **171** is welded to the other suspension arm support bracket **41**.

That is, the load transmission members **170** and **171** are joined to the side members **31** and **32**, and suspension arm support brackets **40** and **41**. These load transmission members **170** and **171** constitute part of the frame structure **30**. The load transmission members **170** and **171** are provided with CESM fitting portions **175** and **176** including nut members.

A bolt **177** is inserted into the bolt inserting hole **163** from below the joining portion **125** or **126**. The bolt **177** is screwed into the nut member of the CESM fitting portion **175** or **176** to be fastened. As a result of this, the joining portions **125** and **126** of the third beam member **103** are fixed to the side members **31** and **32** through the load transmission members **170** and **171**.

A bolt inserting hole **193** (shown in FIGS. 2 and 3) is formed in each of the joining portions **127** and **128** of the fourth beam member **104** from the front. The bolt inserting hole **153** penetrates the joining portion **127** or **128** in the vertical direction. The side members **31** and **32** are provided with extension brackets **194** and **195** at positions opposed to the joining portions **127** and **128**. The extension brackets **194** and **195** extend to positions beneath kick-up frame portions **31 b** and **32 b** of the side members **31** and **32**. The extension brackets **194** and **195** constitute part of the frame structure **30**. These extension brackets **194** and **195** are provided with CESM fitting portions **196** and **197** including nut members.

A bolt **198** (shown in FIGS. 2 and 4) is inserted into the bolt inserting hole **193** from below the joining portion **127** or **128**. The bolt **198** is screwed into the nut member of the CESM fitting portion **196** or **197** to be fastened. As a result of this, the joining portions **127** and **128** of the fourth beam member **104** are fixed to the side members **31** and **32** through the extension brackets **194** and **195**.

As shown in FIG. 4, undersurfaces of the beam members **101**, **102**, **103**, and **104** are positioned on the same plane **L** extending in the horizontal direction along the flat undersurface of the tray member **51**. The first and second beam members **101** and **102** are directly fixed to the CESM fitting portions **145**, **146**, **155**, and **156** provided at the horizontal portions **31 a** and **32 a** of the side members **31** and **32**.

The third and fourth beam members **103** and **104** are fixed to the CESM fitting portions **175**, **176**, **196**, and **197** provided beneath the kick-up frame portions **31 b** and **32 b** of the side members **31** and **32**. That is, the third and fourth beam members **103** and **104** are located at positions downwardly offset from the kick-up frame portions **31 b** and **32 b**. Accordingly, the third beam member **103** is fixed to the CESM fitting portions **175** and **176** through the load transmission members **170** and **171** each of which has a certain thickness in the vertical direction. The fourth beam member **104** is fixed to the CESM fitting portions **196** and **197** by

means of the extension brackets **194** and **195** extending to the positions beneath the kick-up frame portions **31 b** and **32 b**.

The front support members **130** and **131** which are located at the front end of the CESM **14** protrude forward from the first beam member **101** from the front. The front support members **130** and **131** are joined to the beam member **101**. As shown in FIG. 2, joining portions **210** and **211** provided to the front support members **130** and **131** are fixed to the CESM fitting portions **213** and **214** of the cross member **33** by means of bolts **212**.

As described above, the beam members **101**, **102**, **103**, and **104** of the electric vehicle of this embodiment are provided between the right and left side members **31** and **32**. The side members **31** and **32** are joined to each other by the beam members **101**, **102**, **103**, and **104**. Thus, the beam members **101**, **102**, **103**, and **104** of the CESM **14** can function as rigid members corresponding to the cross members.

Further, the load transmission members **170** and **171** are fixed to the suspension arm support brackets **40** and **41**. The load in the transverse direction input to the suspension arm support brackets **40** and **41** is input to the beam member **103** through the load transmission members **170** and **171**.

It is possible to enhance the rigidity of the parts around the suspension arm support brackets **40** and **41** by the beam member **103** even when a cross member is not arranged near the suspension arm support brackets **40** and **41**. Accordingly, the steering stability and ride quality of the electric vehicle **10** are improved. In other words, it is possible to arrange part of the large-sized CESM **14** in a space between the pair of right and left suspension arm support brackets **40** and **41**. As a result of this, it becomes possible to mount the large-sized CESM **14** on the electric vehicle, and prolong the travel distance of the electric vehicle.

As shown in FIGS. 1 and 4 to 7, an under cover **400** is arranged under the CESM **14**. A top surface of the under cover **400** is opposed to the undersurfaces of the beam members **101**, **102**, **103**, and **104**. An example of a material of the under cover **400** is a synthetic resin reinforced with glass fibers. The under cover **400** is divided into, for example, a front half portion **400 a** and rear half portion **400 b**. By connecting the front half portion **400 a** and rear half portion **400 b** to

each other, one under cover **400** is constituted. It should be noted that an under cover integral over the whole length may also be used.

The CESM **14** is fixed to the frame structure **30** by means of the bolts **147**, **157**, **177**, **198**, and **212**. Thereafter, the under cover **400** is fixed to at least part of the frame structure **30** and beam members **101**, **102**, **103**, and **104** from below the vehicle body **11** by means of bolts **401** (shown in FIG. 6).

An overall length of the under cover **400** is larger than that of the CESM **14**. That is, the under cover **400** has a length sufficient to cover from the front end **50 a** to the rear end **50 b** of the CESM case **50**. A width of the under cover **400** is larger than that of the CESM **14**.

As shown in FIGS. 5 and 6, the under cover **400** is arranged over the pair of side members **31** and **32**. A front portion of the under cover **400** is fixed to the front cross member **33 a** by means of the bolts **401**. A central portion of the under cover **400** is fixed to the beam members **101**, **102**, **103**, and **104**, and tray member **51**. A rear portion of the under cover **400** is fixed to brackets (not shown) provided on the rear cross member **35 a** (shown in FIG. 6) by means of bolts **401**. The under cover **400** has an area sufficient to cover the whole undersurface of the CESM **14** when viewed from below the vehicle body **11**.

The under cover **400** has a shape opened on the rear side. As a result of this, the electromagnetic shield on the rear side of the CESM **14** is constituted of the metal plates **200 d**, **200 e**, and **200 f** embedded in the rear portion of the tray member **51**, and rear metal plate arranged on the rear surface of the cover member **52**.

The bolts **147**, **157**, **177**, **198**, and **212** are covered with the under cover **400** from below. Thus, even if by any chance the bolts **147**, **157**, **177**, **198**, and **212** come off, the bolts fall onto the under cover **400**. Thus, the occupant of this vehicle can recognize that a bolt has come off by the sound generated by the falling bolt striking the undercover **400**, sound generated by the rolling bolt during the running, and the like.

Component dropping prevention walls **402** (shown in FIGS. 1 and 4) having a shape of an upward protrusion are formed at the peripheral edge portion of the under cover **400**. It is recommended that the component dropping prevention walls **402** be provided at least at positions

of the entire circumference of the under cover **400** enabling the walls **402** to prevent the bolt **147**, **157**, **177**, **198**, or **212** from rolling down from the under cover **400**. A component such as the bolt or the like that has fallen onto the under cover **400** is retained inside the under cover **400** by the component dropping prevention walls **402**, and hence the above component is prevented from falling onto the road.

As shown in FIG. 1, the under cover **400** is provided with a shield member **405** having an electromagnetic shielding effect. An example of the shield member **405** is a metal mesh member formed by braiding metallic wires into a reticular form.

This shield member **405** has a function of protecting the electric components **61** (shown in FIGS. 3 and 6) contained inside the CESM case **50** from an electromagnetic wave. It is particularly possible to prevent an electromagnetic wave generated from the motor **12** or the like from extending to the CESM case **50** from below the vehicle body **11** by means of the shield member **405** of the under cover **400**. That is, the under cover **400** provided with the shield member **405** also functions as an under electromagnetic shield portion for intercepting an electromagnetic wave from below the CESM **14**.

An electric component generating an electromagnetic wave is arranged between the floor panel **70** and the under cover **400**. Above the floor panel **70**, electronic equipment such as a radio, electronic clock, navigation system, and the like are arranged. In the electronic vehicle **10** of this embodiment, it is possible to prevent an influence of the electromagnetic wave generated from the electric component from extending to the electronic equipment by the electromagnetic shield.

It should be noted that the shield member **405** (schematically shown in FIG. 1) to be provided on the under cover **400** may be provided only on part of the under cover **400** in accordance with the intensity of the electromagnetic wave reaching the CESM case **50** from below the vehicle body **11**, or the area to which the electromagnetic wave extends. Further, when the intensity of the electromagnetic wave is low to such an extent that there is practically no problem, the under cover **400** may not be provided with a shield member **405**.

As shown in FIGS. 2, 5, and 6, the frame structure **30** is provided with protection members **410** and **411** functioning as a CESM protection means. In this embodiment, the CESM protection means is constituted of the protection members **410** and **411**, and under cover **400**.

The protection members **410** and **411** are attached to the undersurfaces of the side members **31** and **32** by means of bolts **412**. The protection members **410** and **411** are attached to the front portions of the side members **31** and **32**, i.e., the portions at which the distance between the side members **31** and **32** becomes smaller toward the front wheels **20**. Thus, the protection members **410** and **411** are positioned inside the pair of right and left front wheels **20** when viewed from the front of the vehicle body **11**. Furthermore, the under cover **400** extends rearward behind the protection members **410** and **411**.

Inclined surfaces **410 a** and **411 a** are formed at front portions of the protection members **410** and **411**. These inclined surfaces **410 a** and **411 a** have a sled-like shape inclined to be higher from the front side of the side members **31** and **32** toward the rear side. A convex part of the road surface colliding against the protection members **410** and **411** from the front side of the vehicle body **11** while the vehicle is running is guided toward the rear of the protection members **410** and **411** along the inclined surfaces **410 a** and **411 a**.

The inclined surfaces **410 a** and **411 a** are positioned on the front side of the front end **50 a** of the CESM case **50**. The undersurfaces of the protection members **410** and **411** protrude downwardly from the side members **31** and **32**. The undersurfaces of the protection members **410** and **411** are positioned lower than the undersurface of the front end **50 a** of the CESM case **50**. Further, the undersurfaces of the protection members **410** and **411** protrude downwardly from the undersurface of the under cover **400**.

In this way, the pair of right and left protection members **410** and **411** are fixed to the side members **31** and **32** having high rigidity. Further, the beam members **101**, **102**, **103**, and **104** each having high rigidity are arranged behind the protection members **410** and **411** above the under cover **400**.

When the vehicle is passing the large convex part such as a step or the like, it can be presumed, depending on the situation, for example, that the convex part of the road surface hits the under cover **400** at around the front end **400 c** thereof. In this case, the load of the collision is received by the cross member **33 a** arranged near the front end **400 c** of the under cover **400**, and the convex part of the road surface is guided toward the rear side of the vehicle body **11** along the

under cover **400**. This makes it possible to prevent the convex part of the road surface from hitting the CESM **14**.

Depending on the situation during the travel of the vehicle, it can be presumed that the convex part of the road surface collides against at least one of the protection members **410** and **411**. In such a case, the inclined surfaces **410 a** and **411 a** of the protection members **410** and **411** run on the convex part of the road surface, thereby guiding the convex part toward the rear side of the vehicle body **11**. In this case, the inclined surfaces **410 a** and **411 a** of the protection members **410** and **411** fulfill the function corresponding to a sled. That is, the convex part of the road surface that has hit the inclined surfaces **410 a** and **411 a** is guided toward the under cover **400**. As a result of this, it is possible to prevent the convex part of the road surface from directly hitting the CESM **14**.

The beam members **101**, **102**, **103**, and **104** each having high rigidity are arranged above the under cover **400** from the front side of the vehicle body **11** toward the rear side thereof. These beam members **101**, **102**, **103**, and **104** are arranged behind the protection members **410** and **411**. This enables the under cover **400** to exert high strength against external force applied thereto from below. Thus, it is possible to guide the convex part of the road surface that has been brought into contact with the under cover **400** toward the rear side of the vehicle body **11** along the under cover **400**. In this way, the CESM **14** can be prevented from being damaged. The under cover **400** has an effect of straightening the air current generated on the undersurface side of the vehicle body **11** while the vehicle is running, and can reduce the air resistance while the vehicle is running.

In the electric vehicle **10** of this embodiment, the CESM **14** is arranged below the floor panel **70** made of metal. The floor panel **70** functions as an upper electromagnetic shield portion. Further, the CESM **14** is arranged between the right and left side members **31** and **32** made of metal. That is, the side members **31** and **32** made of steel, having an effect of shielding the inside from an electromagnetic wave are arranged on both the right and left sides of the electric circuit containing section **58**. These side members **31** and **32** function as electromagnetic shield portions on both the right and left sides of the CESM **14**. Further, the cross members **33**, **34**, and **35** can also function as electromagnetic shield portions.

Furthermore, the beam members **101**, **102**, **103**, and **104** made of metal, functioning as the under electromagnetic shield portion are present under the CESM case **50**. Further, the metal plates **200 a** and **200 d** embedded in the resin constituting the CESM case **50** function as the front electromagnetic shield portion and rear electromagnetic shield portion, respectively.

Moreover, the under cover **400** provided with the electromagnetic shield means such as the shield member **405** is present under the CESM case **50**. When the beam members **101** to **104** made of metal are present above the under cover **400**, the beam members **101** to **104** exhibit an electromagnetic shielding effect. This makes it possible to reduce or omit the electromagnetic shield means to be provided on the under cover **400**. That is, portions of the under cover **400** overlapping the beam members **101** to **104** when viewed from above the vehicle body **11** may not be provided with the shield member **405**.

By providing the electromagnetic shield means described above, it is possible to prevent the electric components **61** inside the CESM case **50** from being adversely affected by an electromagnetic wave even when the paint for electromagnetic shield is not applied to the CESM case **50**. Further, even if an electromagnetic wave is generated inside the CESM case **50**, it is possible to prevent the electromagnetic wave from being radiated to the outside of the CESM case **50**. According to the electromagnetic shield portions of this embodiment, it is possible not to arrange a conductive member for electromagnetic shielding on the inner surface of the CESM case **50** in a naked state. As a result of this, the conductive members for electromagnetic shielding do not give rise to a short circuit, which provides safety.

According to an aspect of the present disclosure a meta-capacitor may be configured as shown in Figure 10A. The meta-capacitor comprises a first electrode 1021, a second electrode 1022, and a meta-dielectric layer 1023 disposed between said first and second electrodes. The electrodes 1021 and 1022 may be made of a metal, such as copper, zinc, or aluminum or other conductive material and are generally planar in shape.

The electrodes 1021, 1022 may be flat and planar and positioned parallel to each other. Alternatively, the electrodes may be planar and parallel, but not necessarily flat, e.g., they may be coiled, rolled, bent, folded, or otherwise shaped to reduce the overall form factor of the capacitor. It is also possible for the electrodes to be non-flat, non-planar, or non-parallel or some combination of two or more of these. By way of example and not by way of limitation, a

spacing d between the electrodes 1021, 1022, which may correspond to the thickness of the Composite Dielectric Film layer 1023, may range from about 100 nm to about 10,000 μm . As noted in Equation (2) below, the maximum voltage V_{bd} between the electrodes 1021, 1022 is approximately the product of the breakdown field E_{bd} and the electrode spacing d .

$$V_{bd} = E_{bd}d \quad (2)$$

For example, if, $E_{bd} = 0.1 \text{ V/nm}$ and the spacing d between the electrodes 1, 2 is 10,000 microns (100,000 nm), the maximum voltage V_{bd} would be 100,000 volts.

The electrodes 1021, 1022 may have the same shape as each other, the same dimensions, and the same area A . By way of example, and not by way of limitation, the area A of each electrode 1021, 1022 may range from about 0.01 m^2 to about 1000 m^2 . By way of example and not by way of limitation, for rolled capacitors, the electrodes may be up to, e.g., 1000 m long and 1 m wide.

These ranges are non-limiting. Other ranges of the electrode spacing d and area A are within the scope of the aspects of the present disclosure.

If the spacing d is small compared to the characteristic linear dimensions of electrodes (e.g., length and/or width), the capacitance C of the capacitor may be approximated by the formula:

$$C = \kappa \epsilon_0 A/d, \quad (3)$$

where ϵ_0 is the permittivity of free space ($8.85 \times 10^{-12} \text{ Coulombs}^2/(\text{Newton} \cdot \text{meter}^2)$) and κ is the dielectric constant of the dielectric layer. The energy storage capacity U of the capacitor may be approximated as:

$$U = \frac{1}{2} C V_{bd}^2 \quad (4)$$

which may be rewritten using equations (2) and (3) as:

$$U = \frac{1}{2} \kappa \epsilon_0 A E_{bd}^2 d \quad (5)$$

The energy storage capacity U is determined by the dielectric constant κ , the area A , and the breakdown field E_{bd} . By appropriate engineering, a capacitor or capacitor bank may be designed to have any desired energy storage capacity U . By way of example, and not by way of limitation, given the above ranges for the dielectric constant κ , electrode area A , and breakdown field E_{bd} a capacitor in accordance with aspects of the present disclosure may have an energy storage capacity U ranging from about 500 Joules to about 2×10^{16} Joules.

For a dielectric constant κ ranging, e.g., from about 100 to about 1,000,000 and constant breakdown field E_{bd} between, e.g., about 0.1 and 0.5 V/nm, a capacitor of the type described herein may have a specific energy capacity per unit mass ranging from about 10 W·h/kg up to about 100,000 W·h/kg, though implementations are not so limited.

Aspects of the present disclosure include the use of meta-capacitors that are coiled, e.g., as depicted in Figure 10B. In this example, a meta-capacitor 1020 comprises a first electrode 1021, a second electrode 1022, and a meta-dielectric material layer 1023 of one or more of the types described hereinabove disposed between said first and second electrodes. The electrodes 1021, 1022 may be made of a metal, such as copper, zinc, or aluminum or other conductive material and are generally planar in shape. In one implementation, the electrodes and meta-dielectric material layer 1023 are in the form of long strips of material that are sandwiched together and wound into a coil along with an insulating material, e.g., a plastic film such as polypropylene or polyester to prevent electrical shorting between the electrodes 1021, 1022. Examples of such coiled capacitor energy storage devices are described in detail in commonly-assigned U.S. Patent Application Number 14/752,600, filed June 26, 2015, which has been published as U.S. Patent Application Publication Number 2016/0379757, the entire contents of which are incorporated herein by reference.

In the above embodiment, an electric vehicle in which a motor for running is mounted on the rear part of the vehicle body has been described. However, the present invention can also be applied to an electric vehicle in which a motor for running is mounted on the front part of the vehicle body. Further, in carrying out the present invention, it goes without saying that the structures and arrangements of the constituent elements of the present invention such as the side members, floor panel, motor, CESM, front electromagnetic shield portion, rear electromagnetic shield portion, under electromagnetic shield portion, and the like can be appropriately modified and implemented.

Additional advantages and modifications will readily occur to those skilled in the art. Therefore, the invention in its broader aspects is not limited to the specific details and representative embodiments shown and described herein. Accordingly, various modifications may be made without departing from the spirit or scope of the general inventive concept as defined by the appended claims and their equivalents.

While the above is a complete description of the preferred embodiment of the present invention, it is possible to use various alternatives, modifications and equivalents. Therefore, the scope of the present invention should be determined not with reference to the above description but should, instead, be determined with reference to the appended claims, along with their full scope of equivalents. Any feature described herein, whether preferred or not, may be combined with any other feature described herein, whether preferred or not. In the claims that follow, the indefinite article “A”, or “An” refers to a quantity of one or more of the item following the article, except where expressly stated otherwise. As used herein, in a listing of elements in the alternative, the word “or” is used in the logical inclusive sense, e.g., “X or Y” covers X alone, Y alone, or both X and Y together, except where expressly stated otherwise. Two or more elements listed as alternatives may be combined together. The appended claims are not to be interpreted as including means-plus-function limitations, unless such a limitation is explicitly recited in a given claim using the phrase “means for.”

CLAIMS

What is claimed is:

- 1 1. An electric vehicle powered by a capacitive energy storage system configured to be charged
2 by one or more of, an external source or an internal power conversion device.
- 1 2. The electric vehicle of claim 1, wherein the capacitive energy storage system includes one or
2 more capacitive energy storage modules (CESM), each of which includes a plurality of
3 individual capacitive energy storage cells (CESCs) having anodes and cathodes, and a film
4 structure is disposed between said first and second electrodes, wherein said electrodes are flat
5 and planar and positioned parallel to each other, and wherein the film structure is a
6 metadielectric. and wound into a coil along with an insulating material.
- 1 3. The electric vehicle of claim 2, wherein the CESM further comprising an interconnection
2 system, wherein the interconnection system connects the anodes and cathodes of the
3 individual CESCs to create a common anode and common cathode of the capacitive energy
4 storage module.
- 1 4. The electric vehicle of claim 2, wherein the CESM further comprising an interconnection
2 system, wherein the interconnection system connects the anodes and cathodes of the
3 individual CESCs to create a common anode and common cathode of the capacitive energy
4 storage module.
- 1 5. The electric vehicle of claim 2, wherein the interconnection system includes a parameter bus
2 which couples each CESC and a power switch which switches the coupling between CESCs.
- 1 6. An electric vehicle powered by a capacitive energy storage system of one or more capacitive
2 energy storage modules (CESMs), wherein each CESM includes:
3 a multiplicity of capacitive energy storage cells connected in parallel, the system of
4 CESMs further including a measuring unit operably measuring at least one of: (a) the voltage
5 of at least one CESC or CESM and (b) the temperature of at least one CESM,
6 a system controller operably controlling, based on a voltage and/or temperature measured
7 by the measuring unit and on a recorded characteristic of at least one of: (a) the discharge
8 current and (b) recharge current of the system of CESMs, a maximum of at least one of: (a)
9 discharge and (b) recharge current limit of the multiplicity of capacitive energy storage cells ;

10 and

11 a transmitter operably transmitting outside the information on the maximum of at least
12 one of: (a) the discharge and (b) recharging current limit of the CESMs.

1 7. The electric vehicle of claim 6, wherein the CESMs are in parallel and the recorded current
2 characteristics from the system controller relates to the CESMs in parallel.

1 8. The electric vehicle of claim 6, wherein the system of CESMs includes at least one of:
2 on each CESM, a measuring unit operably measuring voltage of several CESC of the
3 CESM; and a measuring unit operably measuring the temperature of several CESMs; and
4 the system controller includes:

5 a voltage control logic, a switching control logic, and network interface operably
6 computing, from at least one of: (a) the voltage and (b) the temperatures measured by the
7 measuring unit, at least one first external quantity, selected from:

8 a maximum CESC voltage;

9 a maximum CESM voltage;

10 a minimum CESC voltage;

11 a minimum CESM voltage;

12 a maximum CESC temperature;

13 a maximum CESM temperature;

14 the system controller is also operably computing, as a maximum of at least one of: (a)
15 discharge and (b) recharging current limit of the system of CESMs, at least one value from:

16 a maximum authorized system of CESMs recharging current value depending on at least
17 one of: (a) a maximum CESC voltage and (b) the maximum CESM voltage;

18 a maximum authorized system of CESMs discharge current value depending on at least
19 one of: (a) the minimum CESC voltage and (b) the minimum CESM temperature.

1 9. The electric vehicle of claim 8, wherein the maximum authorized recharging current value is
2 computed by the system controller, so that:

3 the maximum authorized recharging current value is equal to a second intermediate
4 recharging current value when both the maximum CESM voltage is less than a first CESM
5 voltage threshold;

6 the maximum authorized recharging current value is equal to a second intermediate

recharging current value, when both the maximum CESM voltage is greater than or equal to the first CESM voltage threshold and the maximum CESC voltage is less than a first CESC voltage threshold;

the maximum authorized recharging current value is equal to a third lower recharging current value, when both the maximum CESC voltage is larger than or equal to the first CESC voltage threshold and less than a second CESC voltage threshold, and the maximum CESM voltage is less than a second CESM voltage threshold;

the maximum authorized recharging current value is zero, when the maximum CESC voltage is greater than or equal to the second CESC voltage threshold or when the second maximum CESM voltage is larger than or equal to the second CESM threshold; and

the first CESC voltage threshold being smaller than the second CESC voltage threshold being smaller than the second CESC, and the first CESM voltage threshold being smaller than the second CESM voltage threshold.

10. The electric vehicle of claim 8, wherein the maximum authorized discharge current value is computed by the system controller so that:

the maximum authorized discharge current value is equal to a first intermediate discharge current value, when both the minimum CESM voltage is larger than or equal to a third CESM voltage threshold and less than a fourth CESM voltage threshold, and the minimum CESC voltage is greater than or equal to a third cell voltage threshold and less than a fourth CESC voltage threshold;

the maximum authorized discharge current value is equal to a second upper discharge current value when both the third minimum CESC voltage is larger than the fourth CESC voltage threshold and the fourth minimum CESM voltage is larger than the fourth CESM voltage threshold; and

the maximum authorized discharge current value is zero otherwise.

11. The electric vehicle of claim 8, wherein the maximum admissible recharging current value is calculated by the system controller, so that;

the maximum admissible recharging current value is equal to a fourth upper recharging current value, when the maximum CESM temperature is less than a first CESM temperature threshold;

the maximum admissible recharging current value is equal to a decreasing function of the

maximum CESM temperature, when the maximum CESM temperature is greater than or equal to the first CESM temperature threshold and less than a second CESM temperature threshold, the values of this function being less than or equal to the fourth upper recharging current value and larger than or equal to a fifth lower recharging current value;

the maximum admissible recharging current value is otherwise equal to the fifth lower recharging current value, either positive or zero.

12. The electric vehicle of claim 8, wherein the maximum admissible discharge current value is computed by the second controller, so that:

the maximum admissible discharge current value is equal to a first upper discharge current value, when the maximum CESM temperature is less than a first CESM temperature threshold;

the maximum admissible discharge current value is equal to a decreasing function of the maximum module temperature, when the maximum module temperature is greater than or equal to the first CESM temperature is larger than or equal to the first CESM temperature threshold and less than a second CESM temperature threshold, the values of this function being less than or equal to the fourth upper discharge current value and greater than or equal to a fifth lower discharge current value; and

the maximum admissible discharge current value is otherwise equal to the fifth lower discharge current value, either positive or zero.

13. The electric vehicle of claim 12, wherein the decreasing function of the maximum module temperature is linear.

14. The electric vehicle of claim 8, wherein:

the second controller is configured to compute, for the discharge current and/or the recharging current, both a maximum authorized value and a maximum admissible value; and

the maximum discharge and/or recharging current limit of the multiplicity of capacitive energy storage cells being the largest of both the maximum authorized value and the maximum admissible value.

15. The electric vehicle of claim 6, further comprising at least one of:

a measuring unit measuring the voltage of each CESC; or

a measuring unit measuring the temperature of each CESM.

1 16. The electric vehicle of claim 6, wherein the network interface of the system controller
2 communicates to the outside.

1 17. The electric vehicle of claim 6, wherein the CESC's include one or more assemblies of
2 metacapacitors, a power management system comprised of buck and boost inverters and
3 converters, and a temperature control unit.

1 18. The electric vehicle of claim 18 wherein each metacapacitor includes:
2 parallel electrodes, and
3 a metadielectric disposed between the parallel electrodes
4 dielectric material is comprised of metadielectric material, wherein the metadielectric
5 material has a relative permittivity greater than or equal to 1000, and a resistivity greater than
6 or equal to 10^{16} Ohm cm

1 19. The electric vehicle of claim 7, wherein the CESC's have a nominal operating temperature
2 between -40°C to 150°C.

1 20. The electric vehicle of claim 6, further comprising a traction motor drive coupled to at least
2 one CESM of the capacitive energy storage system so that the at least one CESM supplies
3 the traction motor drive with electric power, the traction motor drive further comprising a
4 supervisor for receiving information on the maximum of at least one of: (a) discharge and (b)
5 recharging current limit of the system of CESM's, sent by the controller network interface.

1 21. An electric vehicle powered by a capacitive energy storage system of at least one CESM
2 according to claim 1 with at least one energy storage cell comprising:

3 at least one capacitive energy storage device;

4 a DC-voltage conversion device; and

5 a control board in communication with the CESM control node, the system controller,
6 and the DC-voltage conversion device;

7 wherein the capacitive energy storage device comprises one or more metacapacitors,

8 wherein the output voltage of the capacitive energy storage device is an input voltage of
9 the DC-voltage conversion device during discharging the capacitive energy storage device,

10 wherein the input voltage of the capacitive energy storage device is an output voltage of
11 the DC-voltage conversion device while charging the capacitive energy storage device.

1 22. The electric vehicle of claim 21, wherein the one or more metacapacitors each include first
2 and second electrodes and a metadielectric material layer disposed between the first and
3 second electrodes, wherein the metadielectric material layer is comprised of one or more
4 composite organic compounds characterized by polarizability and resistivity.

1 23. The electric vehicle of claim 21, wherein the DC-voltage conversion device includes one or
2 more switch-mode voltage converters wherein a switch-mode voltage converter is configured
3 as a buck converter, boost converter, buck/boost converter, bi-directional buck/boost (split-
4 pi) converter, Ćuk converter, single-ended primary inductor converter (SEPIC), inverting
5 buck/boost converter, or four-switch buck/boost converters

1 24. The electric vehicle of claim 21, further comprising circuitry configured to enable
2 observation of parameters selected from the following list: a voltage on the one or more
3 metacapacitors, a current going into or out of the one or more metacapacitors, a current
4 flowing into or out of the DC-voltage conversion device, an output voltage of the DC-voltage
5 conversion device, a temperature at one or more points within the one or more
6 metacapacitors, a temperature at one or more points within the DC-voltage conversion
7 device.

1 25. The electric vehicle of claim 21, further comprising a power inverter configured to receive a
2 direct current (DC) output voltage from the DC-voltage converter and configured to convert
3 the DC output voltage from the DC-voltage converter to an alternating current (AC) output
4 voltage.

1 26. The electric vehicle of claim 21, wherein the DC-voltage converter includes power
2 electronics switches; and said power electronics switches comprise multiple switch elements
3 stacked in series.

1 27. The electric vehicle of claim 2, wherein each of the one or more capacitive energy storage
2 modules include two or more individual energy storage cells having anodes and cathodes and
3 an interconnection system, wherein the interconnection system connects the anodes and
4 cathodes of the individual energy storage cells to create a common anode and common
5 cathode of the capacitive energy storage module, wherein each individual energy storage cell
6 includes one or more metacapacitors coupled to a DC-voltage conversion device, wherein
7 each individual energy storage cell includes at least one capacitive energy storage device; and

8 a DC-voltage conversion device;
9 wherein the at least one capacitive energy storage device includes at least some of the one or
10 more metacapacitors,
11 wherein an output voltage of the capacitive energy storage device is an input voltage of the
12 DC-voltage conversion device during discharging the capacitive energy storage device,
13 wherein an input voltage of the capacitive energy storage device is an output voltage of the
14 DC-voltage conversion device while charging the capacitive energy storage device.

1 28. The electric vehicle of claim 27 wherein the interconnection system includes a parameter
2 bus connected to the two or more individual energy storage cells by power switches and
3 further comprising a power meter coupled to two or more individual energy storage cells.

1 29. The electric vehicle of claim 27, further comprising a networked control node coupled to the
2 two or more individual energy storage cells.

1 30. An electric vehicle powered by a capacitive energy storage system comprising:
2 two or more capacitive energy storage modules, wherein each of the two or more storage
3 modules includes two or more individual energy storage cells having anodes and cathodes
4 and an interconnection system, wherein each of the two or more individual energy storage
5 cells includes at least one capacitive energy storage device and a DC-voltage conversion
6 device, wherein the capacitive energy storage device comprises one or more metacapacitors,
7 wherein the output voltage of the capacitive energy storage device is an input voltage of the
8 DC-voltage conversion device during discharging the capacitive energy storage device,
9 wherein the input voltage of the capacitive energy storage device is an output voltage of the
10 DC-voltage conversion device while charging the capacitive energy storage device;
11 an interconnection system coupled to the two or more capacitive energy storage modules,
12 wherein the interconnection system connects the anodes and cathodes of the individual
13 energy storage cells to create a common anode and common cathode of the capacitive energy
14 storage module, wherein each individual energy storage cell includes one or more
15 metacapacitors coupled to a DC-voltage conversion device; and
16 a power interconnection system and a system controller coupled to the two or more
17 capacitive energy storage modules and wherein the system controller includes a deterministic
18 controller, an asynchronous controller, or a controller having distributed clock.

- 1 31. The electric vehicle of claim 30, wherein the distributed clock of the system controller is
2 configured to synchronize several independent DC-voltage conversion devices in one or
3 more of the individual energy storage modules.

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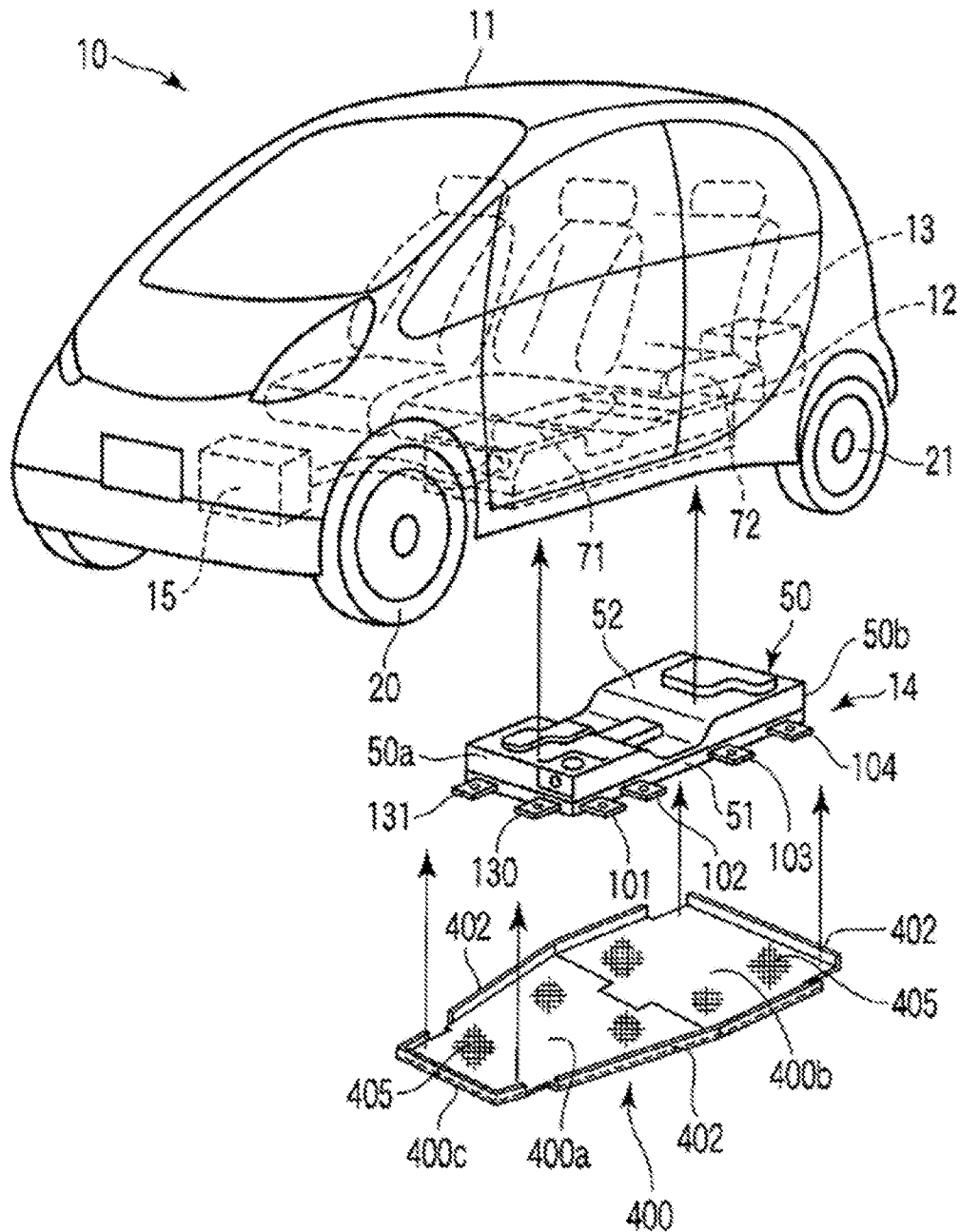


FIG. 1

(Prior Art)

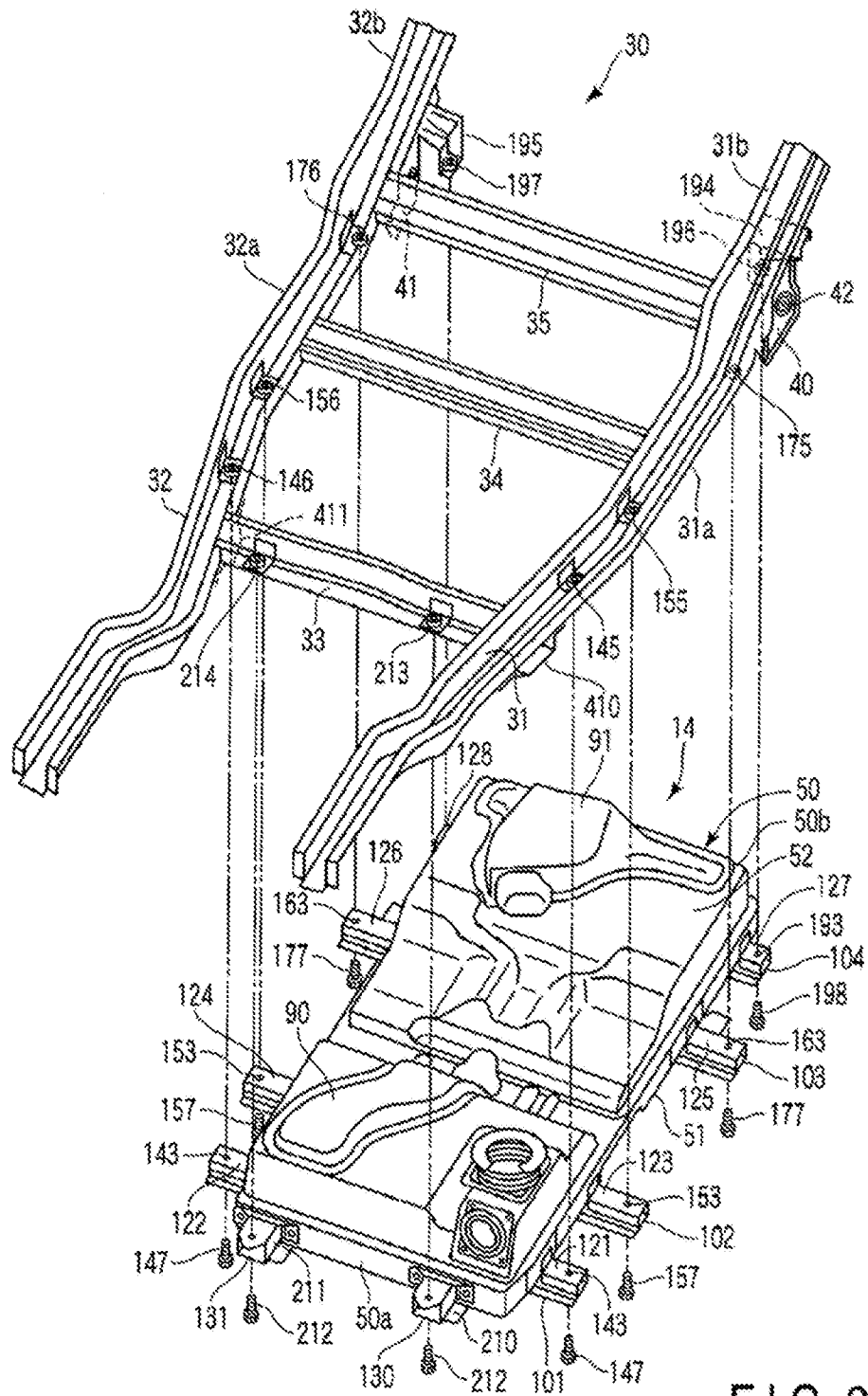


FIG. 2

(Prior Art)

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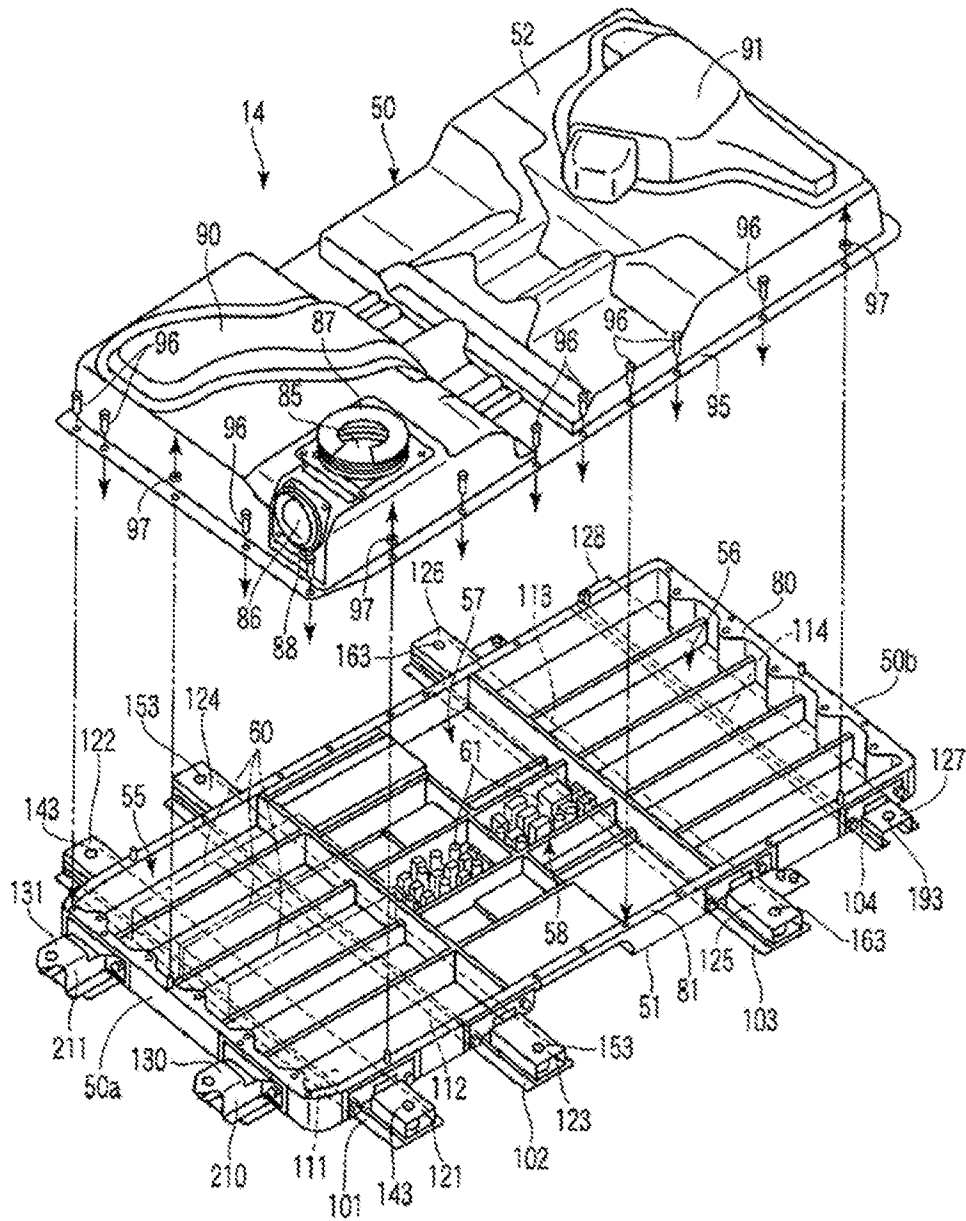


FIG. 3

(Prior Art)

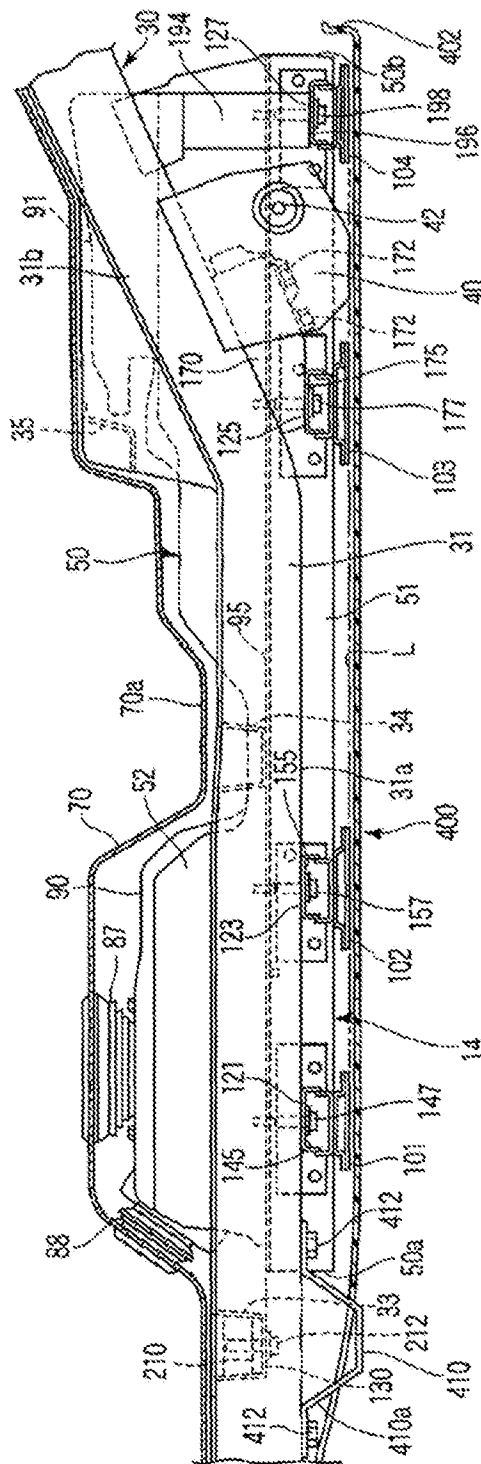


FIG. 4

(Prior Art)

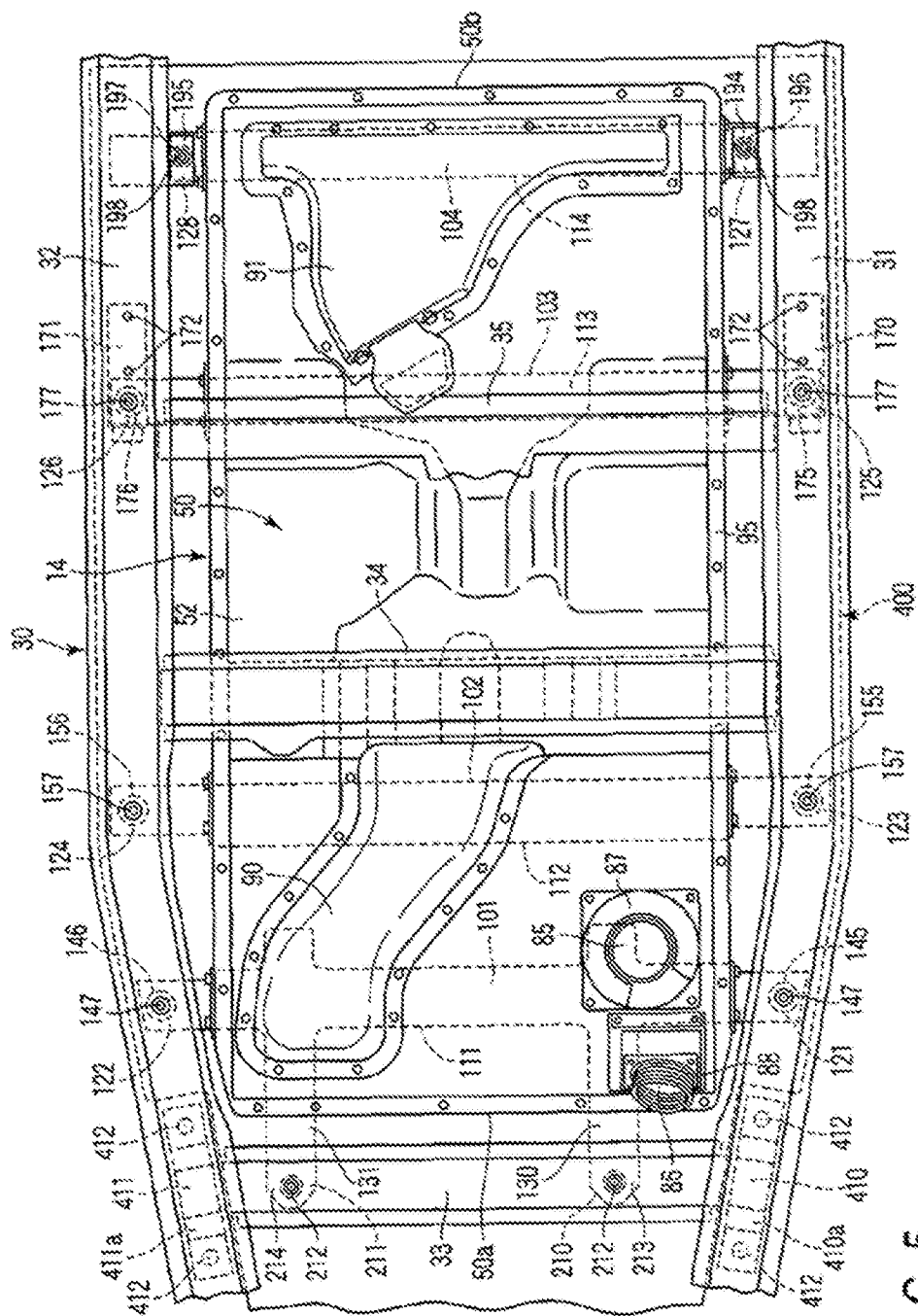


FIG. 5

(Prior Art)

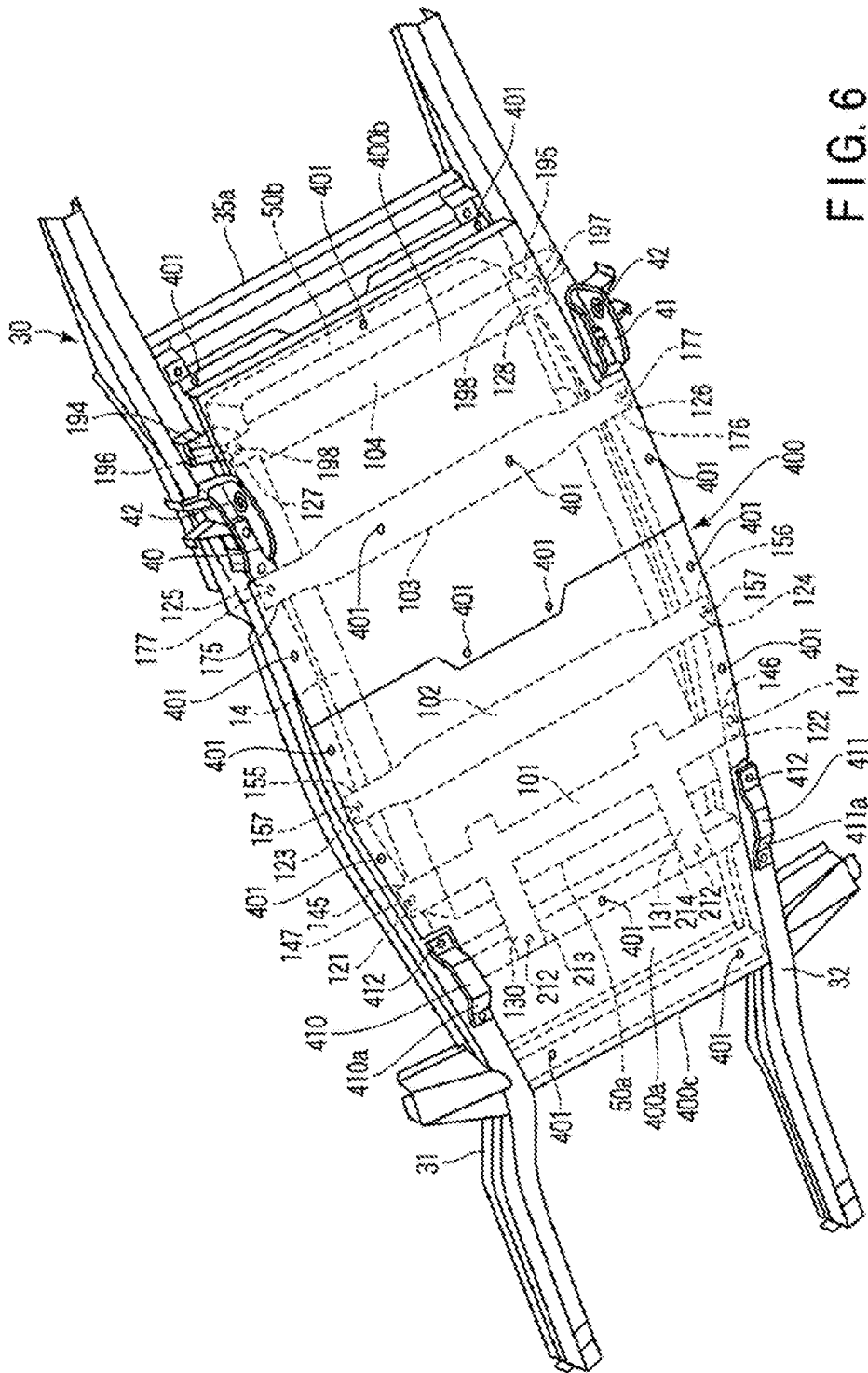


FIG. 6

(Prior Art)

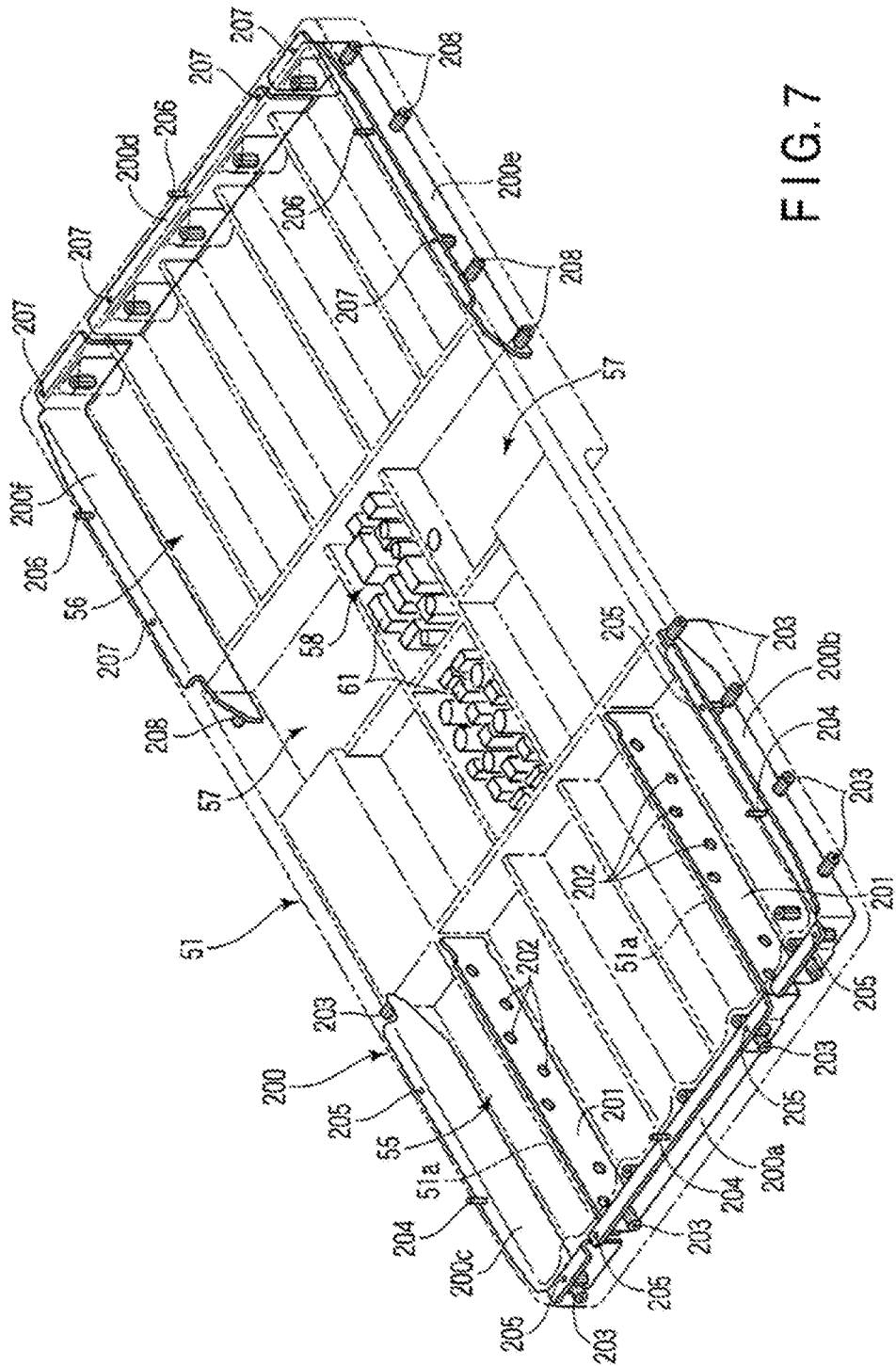


FIG. 7

(Prior Art)

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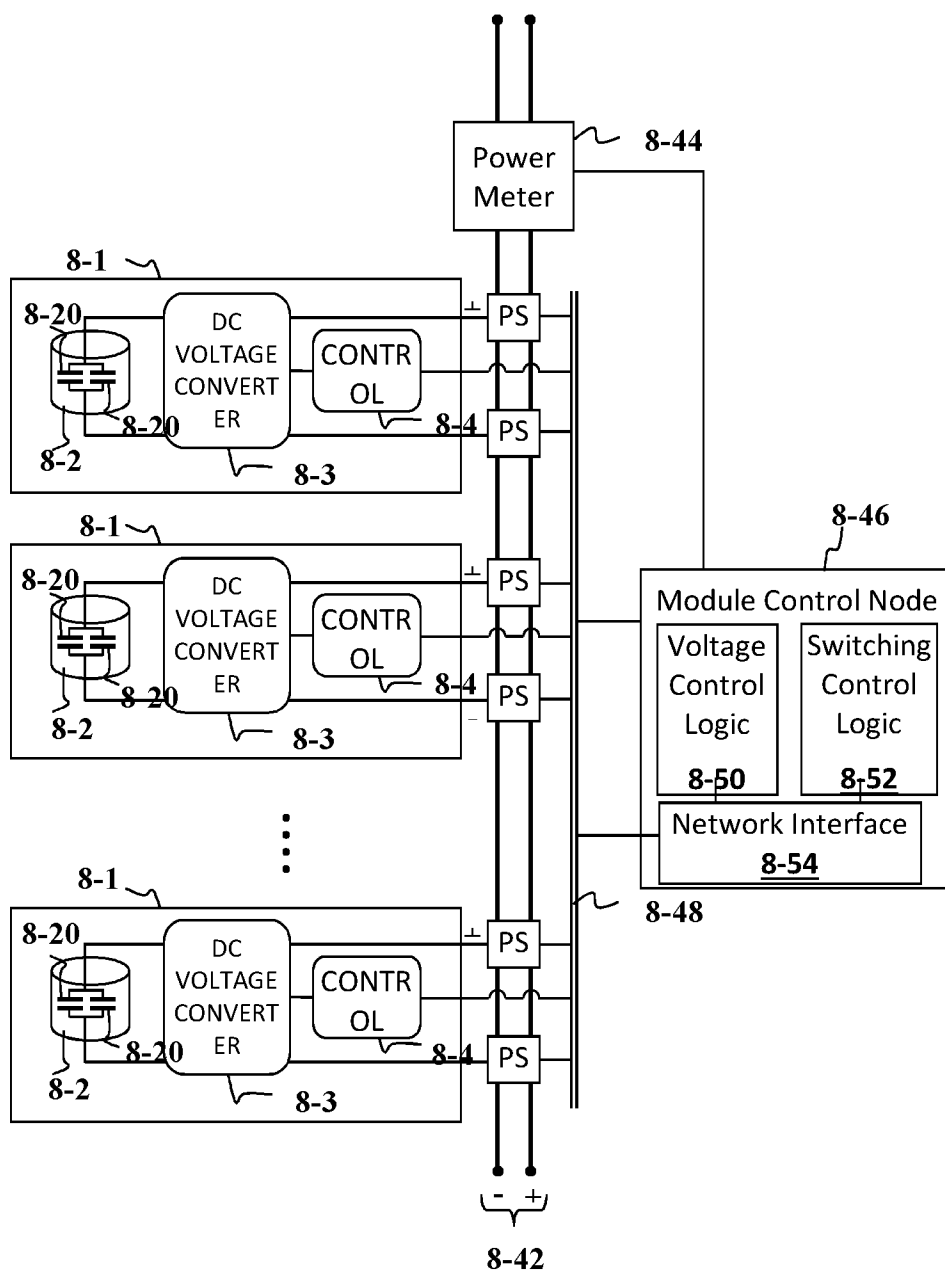
8-40

Figure 8

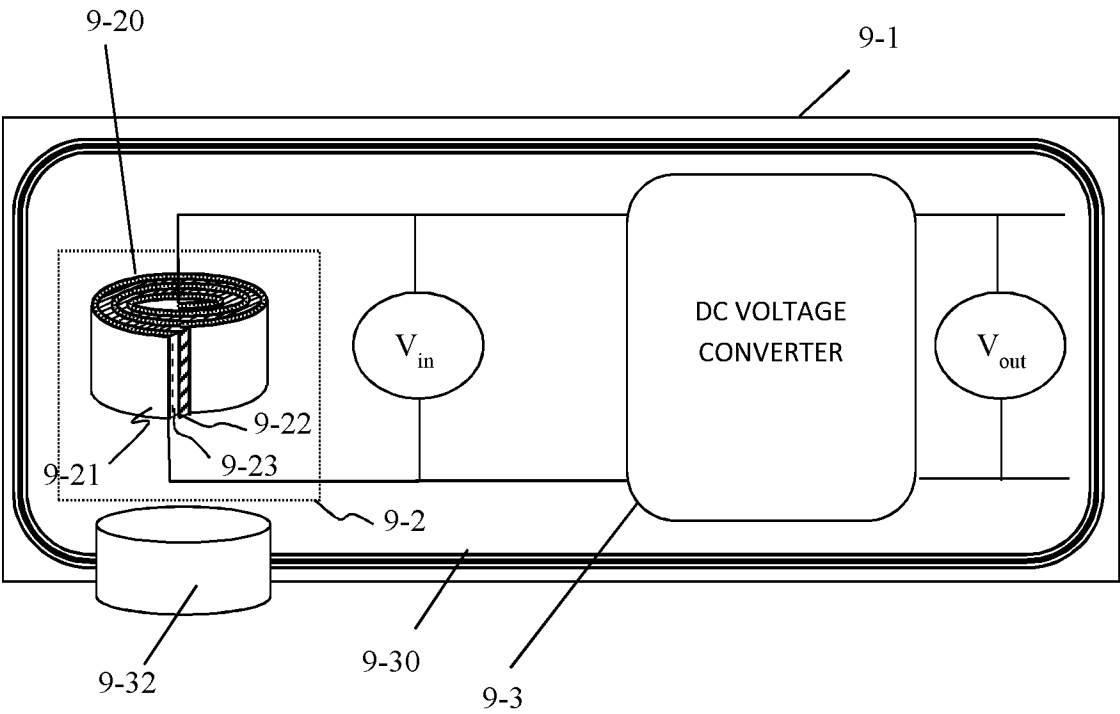


Figure 9

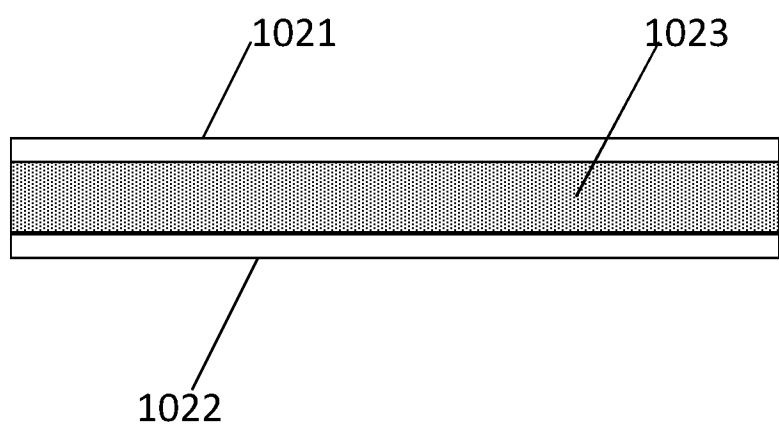


Figure 10A

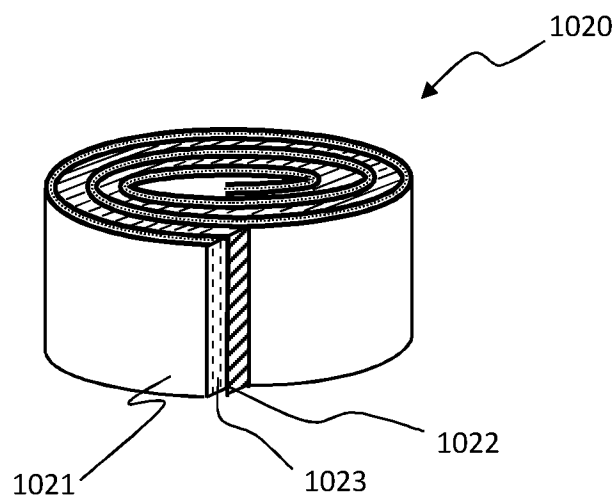


Figure 10B

INTERNATIONAL SEARCH REPORT

International application No.

PCT/US 2017/017523

A. CLASSIFICATION OF SUBJECT MATTER		
(see extra sheet)		
According to International Patent Classification (IPC) or to both national classification and IPC		
B. FIELDS SEARCHED		
Minimum documentation searched (classification system followed by classification symbols)		
B60L 11/00-11/18, B60K 1/00-1/04, H01G 2/00-2/22, H01G 4/00-4/40, H01M 10/00-10/667		
Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched		
Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)		
PatSearch (RUPTO internal), Espacenet, Patentscope, RUPAT		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 6617830 B2 (NISSHINBO INDUSTRIES, INC.) 09.09.2003, col. 3, line 23 - col. 8, line 67, claims, fig. 1, 3, 5	1-5 6-31
Y	US 8143853 B2 (BATSCAP) 27.03.2012, col. 1, line 15 - col. 4, line 12, claims	6-26
Y	US 7750505 B2 (TOYOTA JIDOSHA KABUSHIKI KAISHA) 06.07.2010, col. 14, line 31 - col.17, line 62, claims, fig. 7	21-29, 30, 31
Y	US 2015/0008735 A1 (DENSO CORPORATION) 08.01.2015, paragraphs [0018] – [0044], claims, abstract	31
A	RU 2199450 C1 (MOSKOVSKIY GOSUDARSTVENNY AVIATIONNY INSTITUT (TEKHNICHESKIY UNIVERSITET)) 27.02.2003	1-31
☐ Further documents are listed in the continuation of Box C. ☐ See patent family annex.		
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"A" document defining the general state of the art which is not considered to be of particular relevance		
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"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)		
"O" document referring to an oral disclosure, use, exhibition or other means		
"P" document published prior to the international filing date but later than the priority date claimed		
Date of the actual completion of the international search	Date of mailing of the international search report	
29 May 2017 (29.05.2017)	29 June 2017 (29.06.2017)	
Name and mailing address of the ISA/RU: Federal Institute of Industrial Property, Berezhkovskaya nab., 30-1, Moscow, G-59, GSP-3, Russia, 125993 Facsimile No: (8-495) 531-63-18, (8-499) 243-33-37	Authorized officer Y. Smirnov Telephone No. (495)531-64-81	

INTERNATIONAL SEARCH REPORT
Classification of subject matter

International application No.

PCT/US 2017/017523

B60L 11/18 (2006.01)
B60K 1/04 (2006.01)
H01G 2/22 (2006.01)
H01G 4/14 (2006.01)
H01M 10/44 (2006.01)
H01M 10/625 (2014.01)
H01M 10/63 (2014.01)