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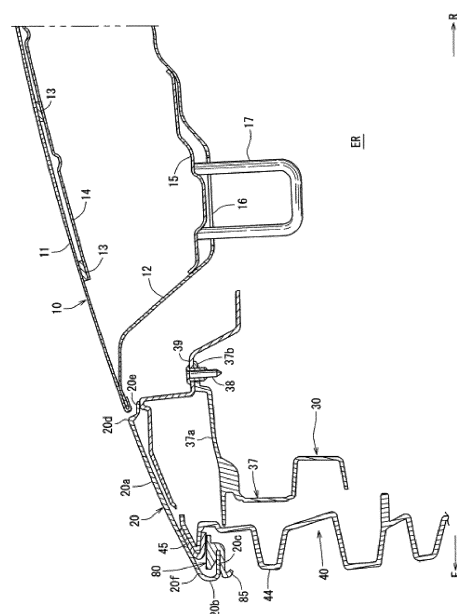
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(54) **FRONT VEHICLE-BODY STRUCTURE FOR A VEHICLE, VEHICLE BODY STRUCTURE, AND VEHICLE**

(57) A front vehicle-body structure for a vehicle is characterized by including exterior members 20 and 10 covering the upper side of an engine room provided in a vehicle front portion, and a front grille 40 disposed on the vehicle up-down-direction lower side relative to a front end portion of the exterior member, wherein a rectification member 80 extending over substantially the full width of the exterior member 20 in the vehicle width direction is provided on the lower side of the front end portion of the exterior member 20, and a front piece portion 84 extending toward the vehicle up-down-direction lower side from the exterior member 20 to an upper end portion of the front grille 40 and a lower piece portion 82 extending toward the vehicle rear side from an upper end of the front piece portion 84 are formed in the rectification member 80.

FIG. 3



Description

[Technical Field]

[0001] The present invention relates to a front vehicle-body structure for a vehicle, vehicle body structure, and a vehicle. Particularly, the present invention relates to front vehicle-body structure for a vehicle which includes an exterior member covering the upper side of an engine room, and a front grille disposed on the front lower side of the exterior member in a vehicle front portion.

[Background Art]

[0002] A cross-sectional shape of a bumper face has been conventionally known which is contrived in order to allow air (traveling air) hitting a vehicle front portion to flow along the bumper face (see Patent Literature 1).

[0003] For example, in a conventional structure disclosed in Patent Literature 1, a front under grille is provided at a vehicle-width-direction center of a bumper face, and an upper portion of the front under grille includes a protrusion protruding toward the vehicle front side. The protrusion is provided with a first inclined face inclined rearward and upward and a second inclined face inclined rearward and downward, and the front-rear length of the first inclined face is provided to be longer than the front-rear length of the second inclined face. This makes it easier for a vehicle front portion to be pressed downward during traveling of the vehicle, thereby attempting to improve traveling stability.

[0004] Meanwhile, it is preferable that traveling air flowing from the vehicle front side hits the bumper face and then flows from the vehicle lower side to the vehicle upper side below an exterior member such as a bonnet and a bumper face upper so that air separated at a front end lower portion of the exterior member flows along a top face of the bonnet; however, when designability of the vehicle is emphasized, the air separated at the front end lower portion of the exterior member is excessively separated above the front end of the exterior member, and traveling air after separation cannot flow along the top face of the bonnet, which leads to a problem of deterioration of the air resistance.

[Citation List]

[Patent Literature]

[0005] [Patent Literature 1] Japanese Patent No. 6313240

[Summary of Invention]

[Problem to be Solved by the Invention]

[0006] Thus, the present invention has an object to provide a front vehicle-body structure for a vehicle in which

traveling air flowing from the vehicle lower side to the vehicle upper side is, after hitting a bumper face, separated at a vehicle front end, and the traveling air after separation goes around a top face of an exterior member, so that the traveling air flows along the top face of the exterior member, thereby securing aerodynamic performance.

[Means for Solving the Problem]

[0007] The invention is defined by the independent claims. Particular embodiments are defined in the dependent. A front vehicle-body structure for a vehicle according to the present invention is a front vehicle-body structure for a vehicle which includes an exterior member covering the upper side of an engine room provided in a vehicle front portion, and a front grille disposed on the vehicle up-down-direction lower side relative to a front end portion of the exterior member, wherein a rectification member extending over substantially the full width of the exterior member in the vehicle width direction is provided on the lower side of the front end portion of the exterior member, and a front piece portion extending toward the vehicle up-down-direction lower side from the exterior member to an upper end portion of the front grille and a lower piece portion extending toward the vehicle rear side from an upper end of the front piece portion are formed in the rectification member.

[0008] The above-described exterior member can be set to a bumper face upper and a bonnet.

[0009] According to the configuration, after traveling air flowing from the vehicle front side hits a bumper face, a flow of traveling air directed from the vehicle lower side to the vehicle upper side below a lower end of the exterior member is separated by hitting a lower end of the front piece portion of the rectification member and goes around a top face of the exterior member, so that the traveling air can flow along the top face of the exterior member. Thus, aerodynamic performance can be secured.

[0010] The present invention may have various preferred embodiments described below. Particularly, a lower end position of the rectification member is located on the vehicle lower side at least by a predetermined distance from a front end position of the top face of the exterior member. Further particularly, the predetermined distance is set in a range of equal to or more than 15 mm and equal to or less than 30 mm.

[0011] According to the configuration, the above-described predetermined distance is within the range of about 15 to about 30 mm, so that a flow of traveling air separated by hitting a separation portion of the lower end of the rectification member reliably goes around the top face of the exterior member, and the traveling air can reliably flow along the top face of the exterior member.

[0012] Incidentally, when the predetermined distance is less than 15 mm, traveling air is excessively separated above a front end of the exterior member, and the

traveling air no longer flows along the top face of the exterior member, which is thus not preferable.

[0013] Conversely, when the predetermined distance exceeds 30 mm, traveling air separated by the separation portion hits a face on the front end side of the exterior member, and the traveling air no longer flows along the top face of the exterior member, which is thus not preferable.

[0014] Further particularly, a front end of the rectification member is located on the vehicle front side relative to the front end of the exterior member.

[0015] According to the configuration, traveling air is separated on the front side relative to the front end of the exterior member, so that traveling air after separation easily flows along an inclination of the top face of the exterior member.

[0016] Further particularly, the front end portion of the exterior member includes a bottom face portion of the exterior member which extends toward the vehicle rear side, and the rectification member includes a holding portion configured to hold the bottom face portion in the vehicle up-down direction so that the bottom face portion can be mounted at least partially on the holding portion.

[0017] According to the configuration, the following effect is provided.

[0018] Namely, when traveling air hits a front portion of the rectification member, a force in a direction of lowering the bottom face portion of the exterior member downward acts on the rectification member, so that the exterior member can be prevented from being released during traveling of the vehicle.

[0019] Further particularly, the rectification member is formed by integrating, by means of synthetic resin, an upper piece portion extending in the vehicle width direction, the lower piece portion extending in the vehicle width direction below the upper piece portion, and a rear piece portion coupling rear end portions of the upper piece portion and the lower piece portion in the up-down direction and extending in the vehicle width direction.

[0020] Further particularly, a front end of the lower piece portion of the rectification member is integrally formed with the front piece portion extending downward from the front end so as to extend in the vehicle width direction, and a separation portion that is configured to separate traveling air is formed at a lower end of the front piece portion.

[0021] Further particularly, a rib for reinforcement is integrally formed from a front end face of an upper piece portion of the rectification member to a bottom face thereof.

[0022] Further particularly, one or a plurality of the ribs are provided so as to be spaced apart from each other at predetermined intervals in the vehicle width direction of the upper piece portion.

[0023] Further particularly, the exterior member includes a top face portion inclined in a front-low rear-high shape and a front face portion having a curved shape and extending downward from a front end position of the

top face portion.

[0024] Further particularly, a vehicle body structure includes the above front vehicle-body structure.

[0025] Further particularly, a vehicle includes an engine room, and the above front vehicle-body structure and the vehicle above body structure.

[Advantageous Effect of Invention]

[0026] According to the present invention, an effect is provided in which traveling air flowing from the vehicle lower side to the vehicle upper side is, after hitting the bumper face, separated at a vehicle front end, and the traveling air after separation goes around the top face of the exterior member, so that the traveling air flows along the top face of the exterior member, thereby securing the aerodynamic performance.

[Brief Description of Drawings]

[0027]

FIG. 1 is a perspective view illustrating a front vehicle-body structure for a vehicle in the present invention.

FIG. 2 is a side view of FIG. 1 on the vehicle left side. FIG. 3 is an arrow cross-sectional view taken along line A-A of FIG. 1.

FIG. 4(a) is an enlarged cross-sectional view of a rectification member, and FIG. 4(b) is a perspective view of the rectification member.

FIG. 5(a) is an explanatory view illustrating a flow of traveling air after separation in Embodiment 1, and FIG. 5(b) is an explanatory view illustrating a flow of traveling air after separation in Embodiment 2.

FIG. 6(a) is an explanatory view illustrating a flow of traveling air after separation in a comparative example, and FIG. 6(b) is an explanatory view illustrating a flow of traveling air after separation in a conventional example.

[Mode for Carrying Out the Invention]

[0028] An object that traveling air flowing from the vehicle lower side to the vehicle upper side is, after hitting a bumper face, separated at a vehicle front end, and the traveling air after separation goes around a top face of an exterior member, so that the traveling air flows along the top face of the exterior member, thereby securing aerodynamic performance, is realized by a configuration of a front vehicle-body structure for a vehicle which includes an exterior member covering the upper side of an engine room provided in a vehicle front portion, and a front grille disposed on the vehicle up-down-direction lower side relative to a front end portion of the exterior member, wherein a rectification member extending over substantially the full width of the exterior member in the vehicle width direction is provided on the lower side of

the front end portion of the exterior member, and a front piece portion extending toward the vehicle up-down-direction lower side from the exterior member to an upper end portion of the front grille and a lower piece portion extending toward the vehicle rear side from an upper end of the front piece portion are formed in the rectification member.

[Embodiments]

[0029] An embodiment of the present invention will be described in detail based on the following drawings.

[0030] The drawings illustrate a front vehicle-body structure for a vehicle, in which FIG. 1 is a perspective view illustrating the front vehicle-body structure for a vehicle, FIG. 2 is a side view of FIG. 1 on the vehicle left side, FIG. 3 is an arrow cross-sectional view taken along line A-A of FIG. 1, FIG. 4(a) is an enlarged cross-sectional view of a rectification member, and FIG. 4(b) is a perspective view of the rectification member. Furthermore, FIG. 5(a) is an explanatory view illustrating a flow of traveling air after separation in Embodiment 1.

[0031] In the figures, arrow (F) indicates the vehicle front side; arrow (R), the vehicle rear side; arrow (UP), the vehicle upper side.

[0032] As illustrated in FIGs. 1 and 3, a bonnet 10 (rear exterior member) and a bumper face upper 20 (front exterior member) as exterior members covering the upper side of an engine room ER are provided.

[0033] Furthermore, the front side of the above-described engine room ER is covered by a bumper face 30 forming a vehicle front face and a front grille 40 having a lattice structure. The above-described front grille 40 is disposed on the front lower side of the bumper face upper 20 in a vehicle front portion.

[0034] Specifically, the front grille 40 is disposed between the bumper face 30 and the bumper face upper 20.

[0035] Furthermore, provided is a signature wing 50 as a decorative member provided from the lower side of the above-described front grille 40 to up-down-direction intermediate portions of both left and right side portions of the front grille 40.

[0036] Furthermore, a headlamp unit 60 is provided on the vehicle rear side relative to a front end of the above-described front grille 40 and on the vehicle-width-direction outer side of the front grille 40.

[0037] Furthermore, both left and right sides of the above-described engine room ER are covered by front fender panels 70. Note that in the drawing, only the front fender panel 70 on the vehicle left side is illustrated for convenience of illustration.

[0038] As illustrated in FIG. 3, the above-described bonnet 10 is formed by integrating a bonnet outer 11 located on the vehicle upper side and a bonnet inner 12 located on the lower side of the bonnet outer 11 by hemming.

[0039] As illustrated in the same figure, a bonnet reinforcement 14 is bonded and fixed to a bottom face of the

bonnet outer 11 by using an adhesive 13, and this bonnet reinforcement 14 secures tensile rigidity of the bonnet outer 11.

[0040] Furthermore, a striker bracket 15 is fixed to a front inner face of the bonnet inner 12, and this striker bracket 15 is provided with a striker 17 protruding downward from an opening 16 of the bonnet inner 12.

[0041] Here, the above-described striker 17 is engaged by a latch device on the vehicle body side. Furthermore, in the above-described bonnet 10, the rear end side of the bonnet 10 is mounted at least partially on the vehicle body side by a bonnet hinge, and the front end side of the bonnet 10 is configured so as to open and close.

[0042] As illustrated in FIGs. 1 and 3, the above-described bumper face upper 20 extends in the vehicle width direction up to longitudinal-direction intermediate portions of top faces of the pair of left and right headlamp units 60.

[0043] As illustrated in FIG. 3, this bumper face upper 20 particularly includes a top face portion 20a inclined in a front-low rear-high shape, a front face portion 20b having a curved shape and extending downward from a front end position 20f of this top face portion 20a, and a bottom face portion 20c extending toward the vehicle rear side from a lower end of this front face portion 20b. Furthermore, as illustrated in FIG. 3, a rear end position 20d of the top face portion 20a of the above-described bumper face upper 20 is integrally formed with a step-down portion 20e formed to be stepped down below.

[0044] As illustrated in FIG. 3, the top face portion 20a of the bumper face upper 20 and a top face of the bonnet outer 11 of the bonnet 10 are smoothly continuous in the vehicle front-rear direction in an inclined shape in which the vehicle front side is low and the vehicle rear side is high.

[0045] As illustrated in FIG. 1, the above-described bumper face 30 includes a main face portion 31 forming the vehicle front face and a round portion 32 going around to a front end of the front fender panel 70 in a vehicle-width-direction side portion of this main face portion 31.

[0046] Furthermore, as illustrated in the same figure, a lower grille 34 forming an outside air introduction port 33 is formed in a lower portion of the bumper face 30. This lower grille 34 includes one or a plurality of vertical crosspieces 35 extending in the up-down direction and a license plate mounting portion 36.

[0047] As illustrated in FIGs. 1 and 3, in the above-described bumper face 30, a portion corresponding to the front grille 40 from an upper end of the main face portion 31 is integrally formed with a receding portion 37 located on the vehicle rear side of the front grille 40.

[0048] As illustrated in FIG. 3, a center bracket 39 is mounted at least partially on a rear end 37b of an upper piece portion 37a of the above-described receding portion 37 by using a mounting member 38.

[0049] As illustrated in FIGs. 1 and 2, in the above-described front grille 40, one or a plurality of sets of a

pair of transverse crosspieces 41 adjacent to each other in the up-down direction and extending in the vehicle width direction are provided so as to be spaced apart from each other in the vehicle up-down direction, and an outside air introduction port 42 is formed between a set of the pair of transverse crosspieces 41 on the upper side and a set of the pair of transverse crosspieces 41 on the lower side.

[0050] As illustrated in FIG. 2, the above-described front grille 40 has a vertical crosspiece 43 coupling the transverse crosspieces 41 on the upper and lower sides in the up-down direction, and a vehicle-width-direction center upper portion of the front grille 40 is provided with an emblem 44.

[0051] As illustrated in FIG. 3, a rubber seal 45 is provided between an upper end of the above-described front grille 40 and a bottom face of the top face portion 20a of the bumper face upper 20.

[0052] As illustrated in FIG. 1, the above-described signature wing 50 includes a front face portion 51 located between the main face portion 31 of the bumper face 30 and a lower portion of the front grille 40 and extending in the vehicle width direction, and a side face portion 52 extending upward from a vehicle-width-direction end portion of this front face portion 51 to the middle of the side portion of the front grille 40 in the up-down direction.

[0053] This side face portion 52 is formed in a substantially tapered shape in which the dimension in the vehicle width direction on the vehicle lower side is relatively small and the dimension in the vehicle width direction on the vehicle upper side is relatively large.

[0054] Furthermore, as illustrated in FIG. 1, the above-described signature wing 50 includes a top face portion 53 substantially horizontally extending toward the vehicle rear side from an upper end of the side face portion 52 to a vehicle-width-direction inner-side front face of the headlamp unit 60.

[0055] Meanwhile, as illustrated in FIG. 1, an end portion of the round portion 32 of the bumper face 30 and an end portion of the front fender panel 70 which face to a front wheel 71 are provided with an over fender 72 continuous with each of these members.

[0056] Furthermore, as illustrated in FIG. 1, in order to improve aerodynamic performance, the lower portion of the bumper face 30 in a forward portion of the front wheel 71 is provided with a deflector (a so-called baffle plate) 73 facing to the front wheel 71.

[0057] Furthermore, as illustrated in FIGs. 1, 2, and 3, a lower portion of the bumper face upper 20 as the exterior member is provided with a rectification member 80 (a so-called nose blade) extending over substantially the full width of the bumper face upper 20 in the vehicle width direction.

[0058] As illustrated in FIGs. 3 and 4(a) and (b), the above-described rectification member 80 is particularly formed by integrating, by means of synthetic resin, an upper piece portion 81 extending in the vehicle width direction, a lower piece portion 82 extending in the vehicle

width direction below this upper piece portion 81, and a rear piece portion 83 coupling rear end portions of the upper piece portion 81 and the lower piece portion 82 in the up-down direction and extending in the vehicle width direction.

[0059] Furthermore, as illustrated in FIGs. 3 and 4, a front end of the lower piece portion 82 of the above-described rectification member 80 is particularly integrally formed with a front piece portion 84 extending downward from the front end so as to extend in the vehicle width direction, and a separation portion 85 that separates traveling air is formed at a lower end of this front piece portion 84.

[0060] Namely, as illustrated in FIG. 3, a front end of the above-described rectification member 80 extends downward from the bumper face upper 20 serving as the exterior member (see, in particular, the front end position 20f thereof), and the separation portion 85 that separates traveling air is formed at a lower end of the rectification member 80.

[0061] Thus, as illustrated in FIG. 5(a), after traveling air flowing from the vehicle front side hits the bumper face 30, a flow e1 of traveling air directed from the vehicle lower side to the vehicle upper side below a lower end of the bumper face upper 20 is separated by hitting the separation portion 85. An air e2 separated by the separation portion 85 goes around the top face portion 20a of the bumper face upper 20, and an air e3 after re-contact to the top face portion 20a of the bumper face upper 20 flows to the vehicle rear side along the top face portion 20a and the top face of the bonnet outer 11 of the bonnet 10. Thus, such a configuration secures the aerodynamic performance.

[0062] As illustrated in FIGs. 4(a) and (b), a rib 86 for reinforcement is particularly integrally formed from a front end face of the upper piece portion 81 of the above-described rectification member 80 to a bottom face thereof.

[0063] As illustrated in the same figures, one or a plurality of the ribs 86 are particularly provided so as to be spaced apart from each other at predetermined intervals in the vehicle width direction of the upper piece portion 81.

[0064] As illustrated in FIGs. 3 and 4, the above-described rectification member 80 is mounted so as to hold the bottom face portion 20c of the bumper face upper 20 as the exterior member in the vehicle up-down direction. In this embodiment, the bottom face portion 20c of the bumper face upper 20 is mounted so as to be held between bottom faces of one or the plurality of ribs 86 of the rectification member 80 and a top face of the lower piece portion 82 from the vehicle up-down direction. Namely, a front end portion of the bumper face upper 20 includes the bottom face portion 20c (see FIG. 5) extending toward the vehicle rear side, and the rectification member 80 includes a holding portion 87 (see FIG. 4) that holds the bottom face portion 20c in the vehicle up-down direction so that the bottom face portion 20c can be mounted at least partially on the holding portion 87.

[0065] Thus, in such a configuration, when traveling

air hits the front piece portion 84 of the rectification member 80, a force in a direction of pressing the front piece portion 84 downward acts, and thereby a force in a direction of lowering the bottom face portion 20c of the bumper face upper 20 downward acts on the rectification member 80, so that the bumper face upper 20 is prevented from being released during traveling of the vehicle.

[0066] FIG. 5(a) is an explanatory view illustrating a flow of traveling air after separation in Embodiment 1, and FIG. 5(b) is an explanatory view illustrating a flow of traveling air after separation in Embodiment 2. Furthermore, FIG. 6(a) is an explanatory view illustrating a flow of traveling air after separation in a comparative example, and FIG. 6(b) is an explanatory view illustrating a flow of traveling air after separation in a conventional example.

[0067] In FIGs. 5(a) and (b) and 6(a) and (b), the same parts as those of the embodiment illustrated in FIGs. 1 to 4 are denoted by the same reference signs, for convenience of explanation.

[0068] In Embodiment 1 illustrated in FIG. 5(a), a lower end position of the rectification member 80, namely, a position of the separation portion 85, is particularly located on the vehicle lower side at least by a predetermined distance WL1 from the front end position 20f of a top face of the bumper face upper 20, and this predetermined distance WL1 is particularly set in a range of equal to or more than 15 mm and equal to or less than 30 mm.

[0069] The above-described predetermined distance WL1 is within the range of about 15 to about 30 mm, so that, as described already, the flow e2 of the traveling air separated by hitting the separation portion 85 of the lower end of the rectification member 80 reliably goes around the top face portion 20a of the bumper face upper 20, and the traveling air e3 after re-contact can reliably flow along the top faces of the bumper face upper 20 and the bonnet outer 11.

[0070] In Embodiment 2 illustrated in FIG. 5(b), the predetermined distance WL1 is particularly set within the range of about 15 to about 30 mm, and the front end of the above-described rectification member 80 is particularly located on the vehicle front side at least by a predetermined amount ΔL relative to the front end position 20f of the bumper face upper 20.

[0071] In this Embodiment 2, as illustrated in FIG. 5(b), the flow e1 of the traveling air directed from the vehicle lower side to the vehicle upper side can be separated on the vehicle front side relative to the front end position 20f of the bumper face upper 20, and thus the traveling air e2 after separation can re-contact on the vehicle front side relative to a re-contact point of Embodiment 1 illustrated in FIG. 5(a). As a result, the traveling air e3 after re-contact easily flows to the vehicle rear side along inclinations of the top faces of the bumper face upper 20 and the bonnet outer 11.

[0072] In the comparative example illustrated in FIG. 6(a), the lower end position of the rectification member 80, namely, the position of the separation portion 85, is located on the vehicle lower side at least by a predeter-

mined distance WL2 (note that $WL2 > WL1$) from the front end position 20f of the top face of the bumper face upper 20, and this predetermined distance WL2 is set so as to exceed 30 mm.

[0073] In this case, as illustrated in FIG. 6(a), the traveling air e2 separated by the separation portion 85 hits the front face portion 20b of the bumper face upper 20, and the traveling air e2 no longer flows along the top face portion 20a of the bumper face upper 20, which is thus not preferable.

[0074] On the other hand, in the conventional example illustrated in FIG. 6(b), the rectification member 80 does not exist. Namely, the predetermined distances WL1 and WL2 are set to zero.

[0075] In this case, as illustrated in FIG. 6(b), the traveling air e2 is excessively largely separated above a front end of the bumper face upper 20, and good re-contact cannot be obtained, so that the subsequent traveling air e3 no longer flows along the top faces of the bumper face upper 20 and the bonnet outer 11, which is thus not preferable.

[0076] Namely, the case where the predetermined distance WL2 exceeds 30 mm is equivalent to the comparative example of FIG. 6(a), and the case where the predetermined distance WL1 is less than 15 mm is equivalent to the conventional example of FIG. 6(b), which are both not preferable; accordingly, the predetermined distance WL1 is set within the range of 15 to 30 mm.

[0077] Thus, the front vehicle-body structure for a vehicle in the embodiment is a front vehicle-body structure for a vehicle which includes the exterior member (bonnet 10, bumper face upper 20) covering the upper side of the engine room ER provided in the vehicle front portion, and the front grille 40 disposed on the vehicle up-down-direction lower side relative to the front end portion of the exterior member, wherein the rectification member 80 extending over substantially the full width of the exterior member in the vehicle width direction is provided on the lower side of the front end portion of the exterior member (bumper face upper 20), and the front piece portion 84 extending toward the vehicle up-down-direction lower side from the exterior member to an upper end portion of the front grille 40 and the lower piece portion 82 extending toward the vehicle rear side from an upper end of the front piece portion 84 are formed in the rectification member 80 (see FIG. 3).

[0078] According to this configuration, after traveling air flowing from the vehicle front side hits the bumper face 30, the flow e1 of the traveling air directed from the vehicle lower side to the vehicle upper side below the lower end of the exterior member (bumper face upper 20) is separated by hitting the lower end of the front piece portion 84 of the rectification member and goes around the top face of the exterior member (bumper face upper 20), so that the traveling air e3 can flow along the top face of the exterior member (bumper face upper 20, bonnet outer 11). Thus, the aerodynamic performance can be secured (see FIG. 5(a)).

[0079] Particularly, the lower end position of the rectification member 80 is located on the vehicle lower side at least by the predetermined distance WL1 from the front end position 20f of the top face of the exterior member (bumper face upper 20). Further particularly, the predetermined distance WL1 is set in the range of equal to or more than 15 mm and equal to or less than 30 mm (see FIG. 5(a)).

[0080] According to this configuration, the above-described predetermined distance WL1 is within the range of about 15 to about 30 mm, so that the flow e2 of the traveling air separated by hitting the separation portion 85 of the lower end of the rectification member 80 reliably goes around the top face of the exterior member (bumper face upper 20), and the traveling air e3 can reliably flow along the top face of the exterior member (bumper face upper 20, bonnet outer 11).

[0081] Incidentally, when the predetermined distance is less than 15 mm, the traveling air e2 is excessively separated above the front end of the exterior member, and the subsequent traveling air e3 no longer flows along the top face of the exterior member, which is thus not preferable (see FIG. 6(b)).

[0082] Conversely, when the predetermined distance WL2 exceeds 30 mm, the traveling air e2 separated by the separation portion 85 hits a face on the front end side of the exterior member, and the traveling air no longer flows along the top face of the exterior member, which is thus not preferable (see FIG. 6(a)).

[0083] Further particularly, the front end of the rectification member 80 is located on the vehicle front side relative to the front end (see the front end position 20f) of the exterior member (bumper face upper 20) (see FIG. 5(b)).

[0084] According to this configuration, the traveling air e1 is separated on the front side relative to the front end of the exterior member (bumper face upper 20), so that the traveling air e3 after separation easily flows along the inclination of the top face of the exterior member (bumper face upper 20, bonnet outer 11).

[0085] Further particularly, the front end portion of the exterior member (bumper face upper 20) includes the bottom face portion 20c of the exterior member which extends toward the vehicle rear side, and the rectification member 80 includes the holding portion 87 that holds the bottom face portion 20c in the vehicle up-down direction so that the bottom face portion 20c can be mounted at least partially on the holding portion 87 (see FIG. 3).

[0086] According to this configuration, the following effect is provided.

[0087] Namely, when traveling air hits a front portion of the rectification member 80, the force in the direction of lowering the bottom face portion 20c of the exterior member (bumper face upper 20) downward acts on the rectification member 80, so that the exterior member (bumper face upper 20) can be prevented from being released during traveling of the vehicle.

[0088] Regarding the above-described embodiment,

the exterior member in the claims particularly corresponds to the bonnet 10 and the bumper face upper 20 in the embodiment,

the present invention is not limited to only the configuration of the above-described embodiment.

[Industrial Applicability]

[0089] As explained above, the present invention is useful for a front vehicle-body structure for a vehicle which includes an exterior member covering the upper side of an engine room, and a front grille disposed on the front lower side of the exterior member in a vehicle front portion.

[Reference Signs List]

[0090]

20	ER	engine room
10		bonnet (exterior member)
20		bumper face upper (exterior member)
20c		bottom face portion
20f		front end position
25	40	front grille
80		rectification member
82		lower piece portion
84		front piece portion
87		holding portion

Claims

1. A front vehicle-body structure for a vehicle, comprising:

an exterior member (10, 20) covering an upper side of an engine room (ER) provided in a vehicle front portion; and
a front grille (40) disposed on a vehicle up-down-direction lower side relative to a front end portion of the exterior member (10, 20),
wherein a rectification member (80) extending over substantially a full width of the exterior member (10, 20) in a vehicle width direction is provided on a lower side of the front end portion of the exterior member (20), and
a front piece portion (84) extending toward the vehicle up-down-direction lower side from the exterior member (20) to an upper end portion of the front grille (40) and a lower piece portion (82) extending toward a vehicle rear side from an upper end of the front piece portion (84) are formed in the rectification member (80).

2. The front vehicle-body structure for a vehicle according to claim 1,
wherein a lower end position (85) of the rectification

member (80) is located on a vehicle lower side at least by a predetermined distance from a front end position (20f) of a top face of the exterior member (20) .

3. The front vehicle-body structure of a vehicle according to claim 2,
wherein the predetermined distance is set in a range of equal to or more than 15 mm and equal to or less than 30 mm. 5
4. The front vehicle-body structure of a vehicle according to any one of claims 1 to 3,
wherein a front end of the rectification member (80) is located on a vehicle front side relative to a front end of the exterior member (20). 10
5. The front vehicle-body structure for a vehicle according to any one of claims 1 to 4,
wherein the front end portion of the exterior member (20) comprises a bottom face portion (20c) of the exterior member (20), the bottom face portion (20c) extending toward the vehicle rear side. 15
6. The front vehicle-body structure of a vehicle according to claim 5,
wherein the rectification member (80) comprises a holding portion (87) configured to hold the bottom face portion (20c) in a vehicle up-down direction so that the bottom face portion (20c) can be mounted at least partially on the holding portion (87). 20
7. The front vehicle-body structure of a vehicle according to any one of the preceding claims,
wherein the rectification member (80) is formed by integrating, by means of synthetic resin, an upper piece portion (81) extending in the vehicle width direction, the lower piece portion (82) extending in the vehicle width direction below the upper piece portion (81), and a rear piece portion (83) coupling rear end portions of the upper piece portion (81) and the lower piece portion (82) in the up-down direction and extending in the vehicle width direction. 25
8. The front vehicle-body structure of a vehicle according to any one of the preceding claims,
wherein a front end of the lower piece portion (82) of the rectification member (80) is integrally formed with the front piece portion (84) extending downward from the front end so as to extend in the vehicle width direction, and a separation portion (85) that is configured to separate traveling air is formed at a lower end of the front piece portion (84). 30
9. The front vehicle-body structure of a vehicle according to any one of the preceding claims,
wherein a rib (86) for reinforcement is integrally formed from a front end face of an upper piece por- 35

tion (81) of the rectification member (80) to a bottom face thereof.

10. The front vehicle-body structure of a vehicle according to claim 9,
wherein one or a plurality of the ribs (86) are provided so as to be spaced apart from each other at predetermined intervals in the vehicle width direction of the upper piece portion (81). 40
11. The front vehicle-body structure of a vehicle according to any one of the preceding claims,
wherein the exterior member (20) comprises a top face portion (20a) inclined in a front-low rear-high shape and a front face portion (20b) having a curved shape and extending downward from a front end position (20f) of the top face portion (20a). 45
12. A vehicle body structure comprising the front vehicle-body structure according to any one of the preceding claims. 50
13. A vehicle comprising:

an engine room (ER); and
the front vehicle-body structure according to any one of claims 1 to 11 or the vehicle body structure according to claim 12. 55

FIG. 1

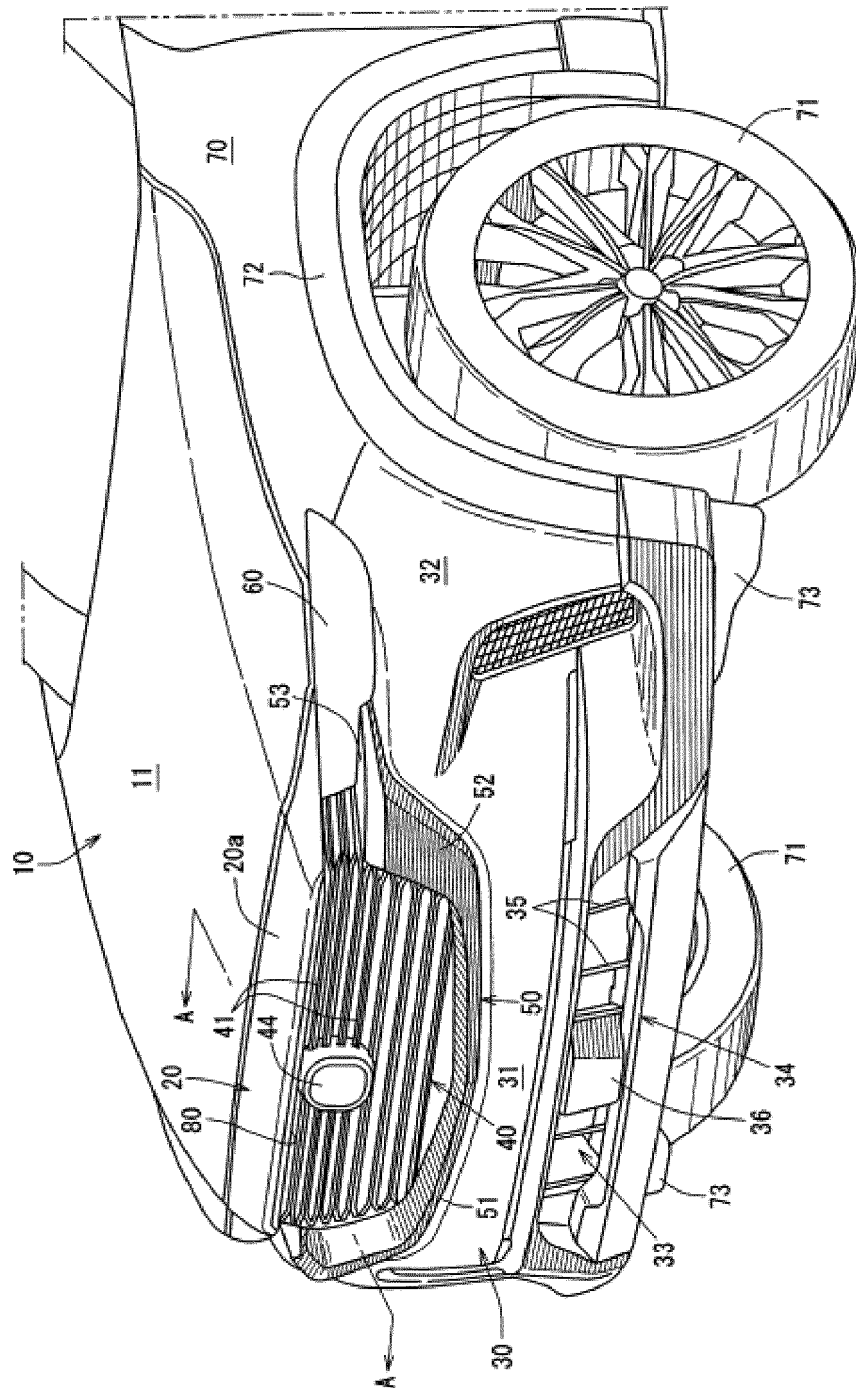


FIG. 2

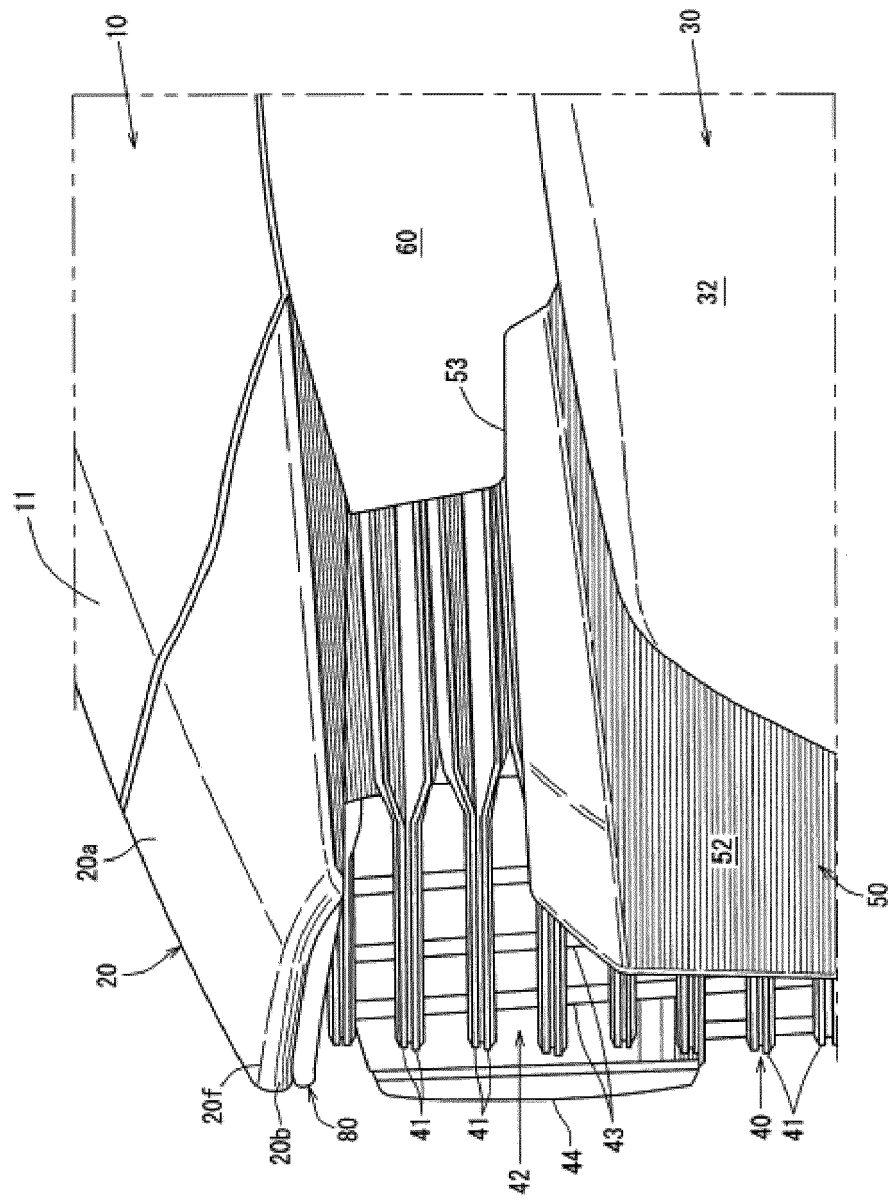


FIG. 3

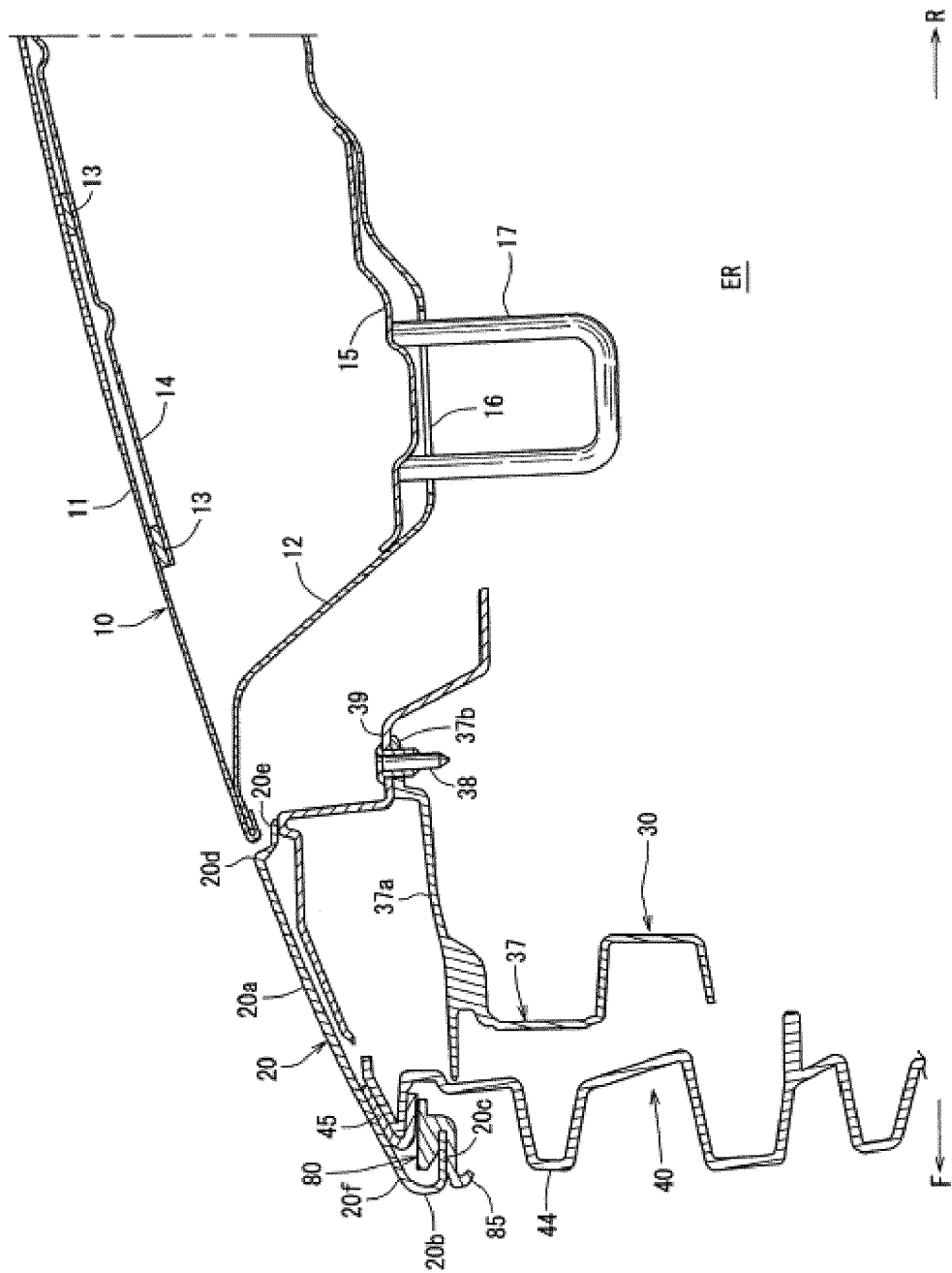


FIG. 4

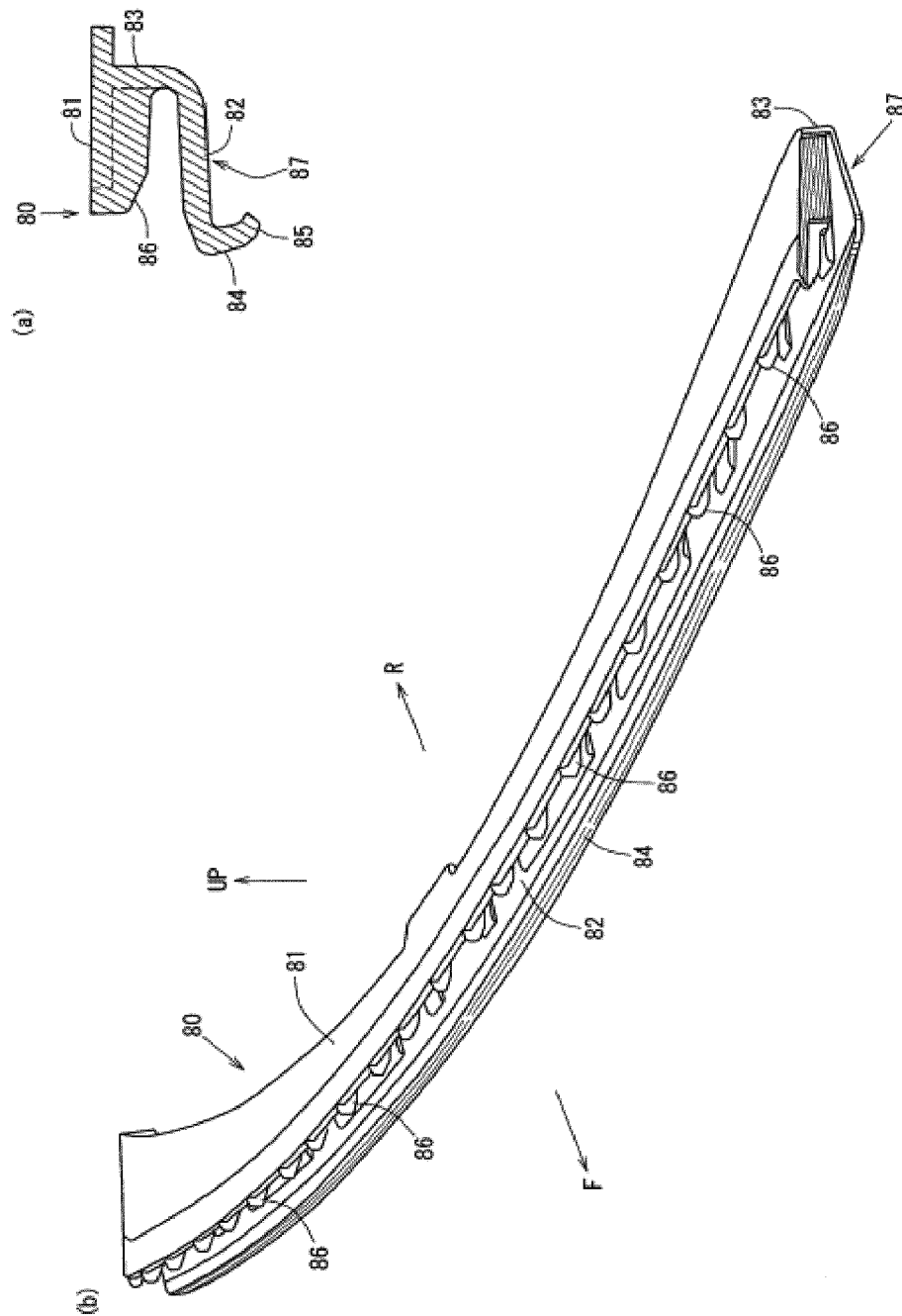


FIG. 5

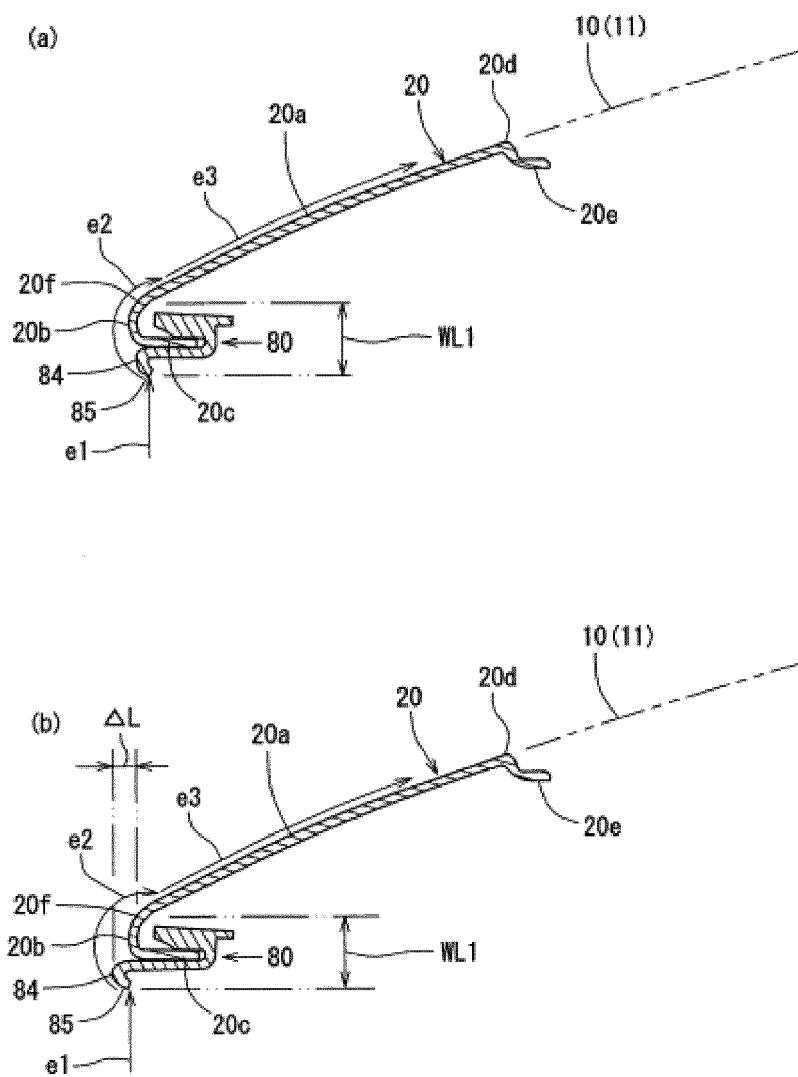
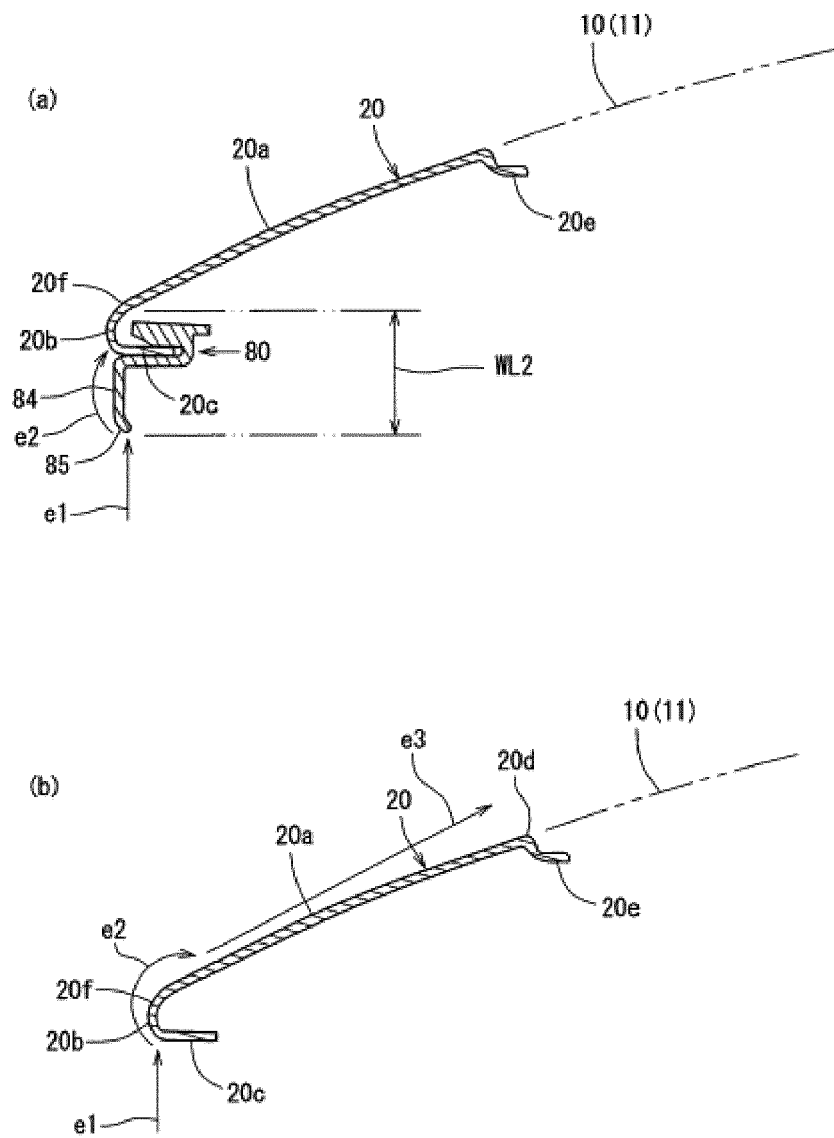


FIG. 6





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Application Number
EP 21 16 1649

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The present search report has been drawn up for all claims			
Place of search Berlin		Date of completion of the search 9 July 2021	Examiner Wiberg, Sten
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The members are as contained in the European Patent Office EDP file on
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