EFFECTIVENESS OF BATTERY MODULE

SF Motors 2017-19: I devised a novel method of **CFD** (STARCCM+) to model the conjugate heat transfer through a BEV's high-voltage battery module. It comprised battery cells (Fig 1a), the metal plate and the liquid coolant (Fig 1c). The ***heat input*** **[A]** from the cell conducted through the metal plate and ***absorbed*** **[B]** by Water-Ethylene-Glycol coolant (WEG) and diverted away convectively. After some heat emits to the ambient air, the remainder is **"Net Difference" [C]** or Accumulated Heat.

Fig 1a

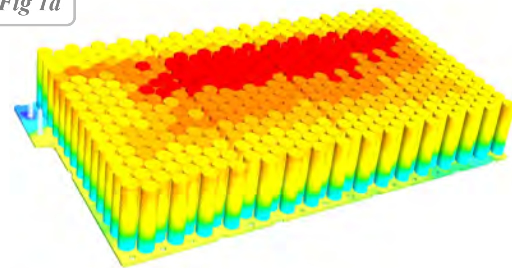


Fig 1b

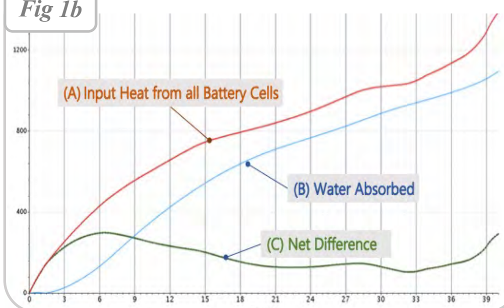
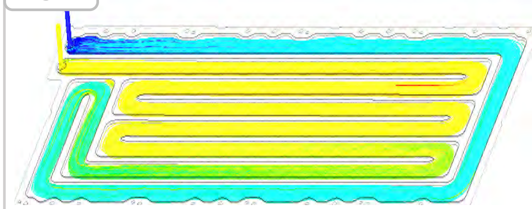


Fig 1c



As WEG absorbs heat its temperature rises from cool blue at the inlet to warmer yellow.

VALIDATING CFD MODEL WITH THERMOCOUPLES

The accumulated heat results in temperature rise each varying due to the specific effective heat rejections and columbic losses of cell. The prototype instrumented with 40 thermocouples, represented as probes **Fig 2a**, validated the CFD model.

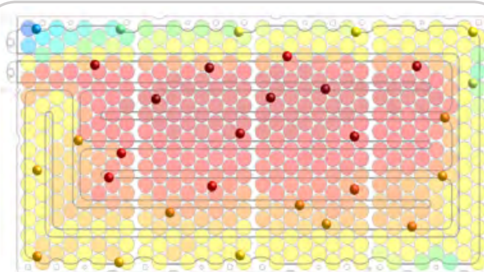


Fig 2a. *Thermocouple locations pinned as probes embedded in CFD model's heat map.*

Fig 2b

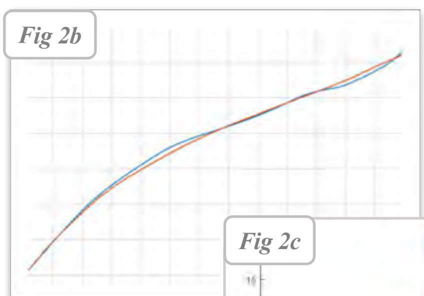
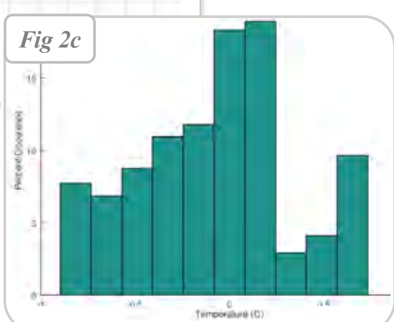


Fig 2c



Validating CFD against Prototype: charge cycle (2b) histogram (2c)

To evaluate the quality of validation, I processed the test data with Matlab quantifying how tightly the CFD fit with test data during charge cycle ***Fig-2b***. Fitness was qualified by sampling ***(Fig-2c)*** the *Temperature Differential between CFD and Test-rig* scoring: 85% (1.5·*sigma*) within 0.5K; 93% (2·*sigma*) within 0.75K; and 100% of samples within 1K deviation.

BALANCING WATER FLOW IN BATTERY PACK

Water-Glycol (WEG) flowing through the battery pack was modeled by CFD (STARCCM+). Studies at module level determined the targeted flowrate and tolerance range. The model addressed many impairments such as identifing choke points (**Fig 3a**) where the orifice reduced by 60%. The final design released for hard-tooling obtained balanced tuning: flow to each module within 20% of the target (**Fig 3b**).

Fig 3a

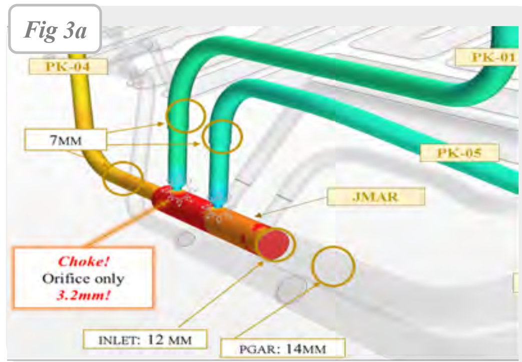
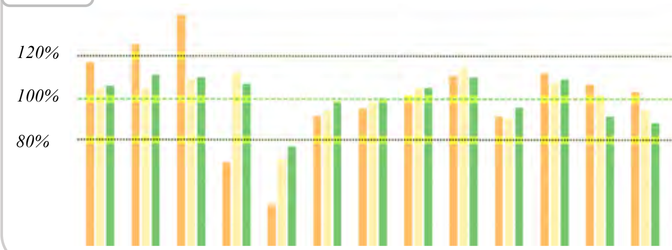
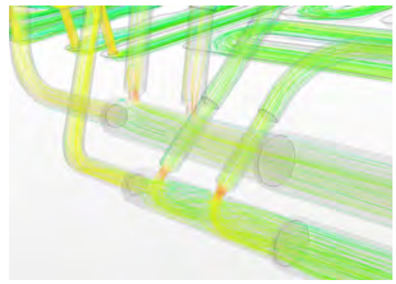


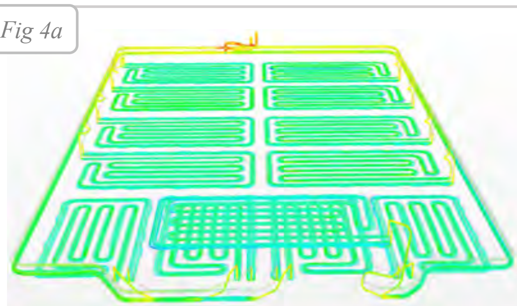
Fig 3b *Flow into each module relative to Target*





SYSTEM PRESSURE DROP IN BATTERY PACK

Fig 4a



The system pressure of the CFD model (**Fig 4a**) was qualified against B-sample tests (**Fig 4b**). The qualified model calculates the pressure loads of the coolant circuit in the battery pack for many more generations, forecasting its conformance with the "system limit" at many more flowrates and temperatures (**Fig 4c**).

Fig 4b *Pressure-drop, CFD and Test*

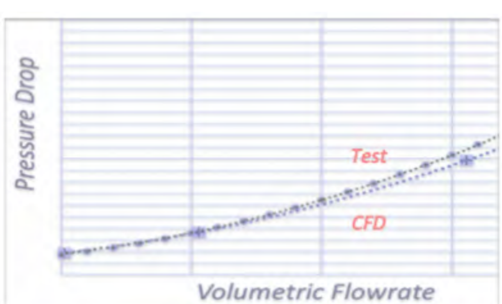
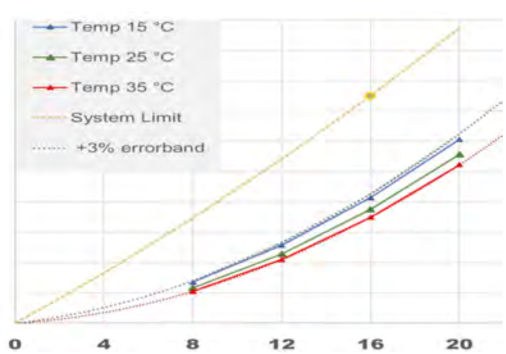


Fig 4c *Pressure drop per Flowrate, Temperature*



CHARACTERIZING BMS WITH PYTHON

At **Enevenue**(2021-23): I composed **Python** programs to process BMS telemetry, first filtering for *key points* in charge profile (Fig 5a), such as End of Charge and End of Discharge (EoD). Heat maps at EoD measured impact of air shroud (Fig 5b, 5c) and intake louvers. It also assessed voltaic imbalances (Fig 5d).

Fig 5a *Identifying SoC Keys*

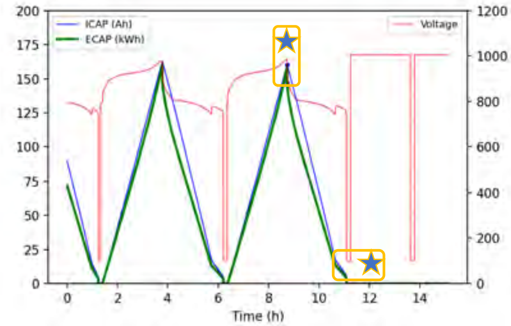


Fig 5b *Before Air-Shroud*

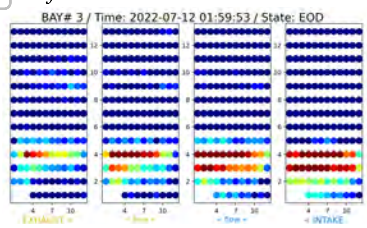


Fig 5c *After Air-Shroud*

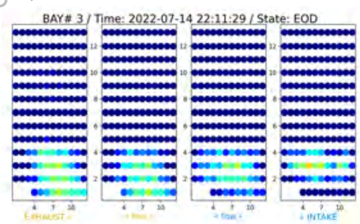
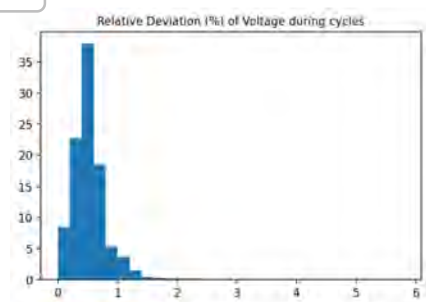


Fig 5d *Voltaic Imbalances*



PACK OF 1632 CELLS

Temperatures compared by CFD prediction against battery pack (Enervenue). CFD model assembled in AutdeskFusion, computed in starccm+; 1632 battery vessels processed in Python.

Fig 6a

Cell temperature
Predicted by CFD

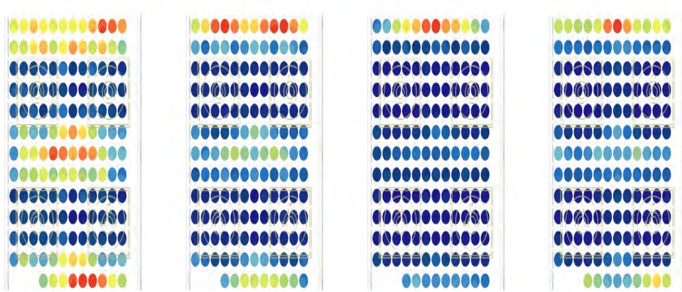
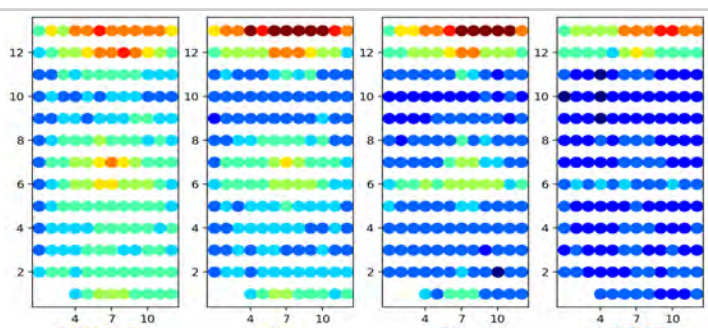


Fig 6b

Cell temprature
Reported by BMS



SELECTING LOUVERS

My CFD model predicted the effect of air flow through the first louver (Fig 7a). The air diverts upwards starving lower rows of cool air. The second louver (Fig 7b) corrected the orientation of air, reduced the temperature variation, and improved the cooling effectiveness. Furthermore, the second louver provided enhanced ingress-protection against environmental factors like rain.

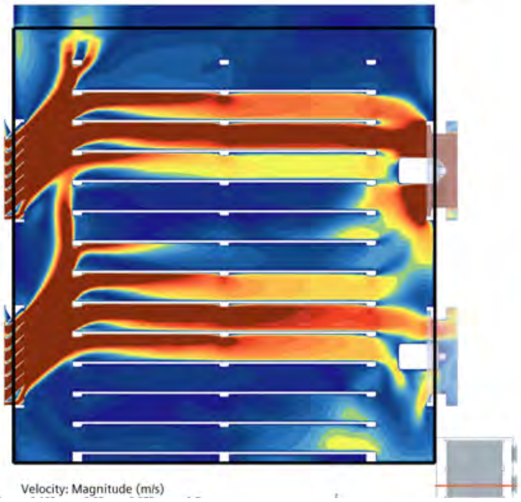


Fig 7a. *First louver, CFD model*

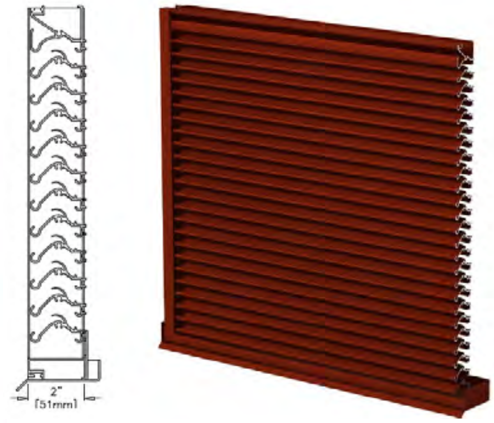


Fig 7b. *Second louver*

PATTERNED ARRANGEMENTS

My CFD model predicted the effect of air flow through the generic configurations with simple and staggered layouts. They were included in the "design guide" for system requirements.

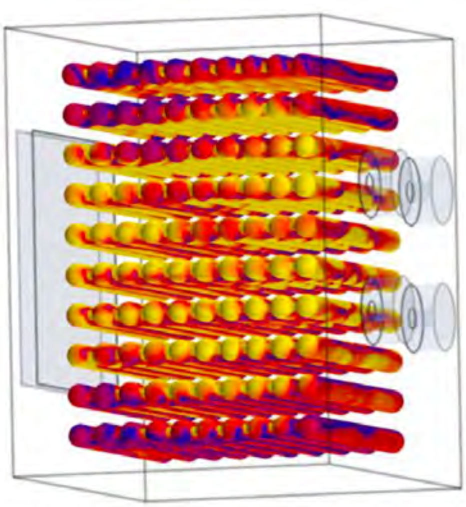


Fig 8a. *Temperature of vessels in simple pattern*

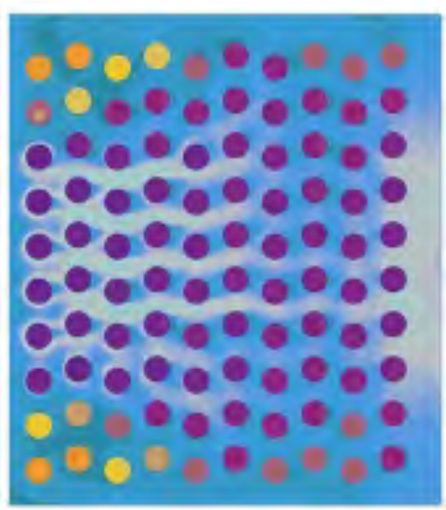


Fig 8b. *Air flow through staggered pattern* – Animated

HOT BOX FOR PRODUCT CERTIFICATION

I constructed a "hot box" (Fig 9a) to fit the 2m long vessels (Fig 9b), applying air at 50°C while charging the vessels, to facilitate the "conditioning of vessels" per UL 1973. Rather than booking a 10ft walk-in-chamber, this nimble box equipped with two 1200-W electric heaters, one desktop fan, and two louvers fulfilled the task for only $1000. The conditioning box was approved and accepted with the UL submission.

Fig 9a *Hot box facilitating UL 1973*

Fig 9b *Long vessels require custom hand-constructed coffin box*

CREATIVE PROTOTYPING SOLUTION

We encountered major issue with the first module necessitating a fast alteration. The prototype I sketched (Fig 10a) and fabricated (Fig 10b) was selected in our pugh analysis as it both served the mechanical design *and* utilized the available BMS. Within a month of the incidient, the battery pack was upgraded with the new trays and resumed successful cycling.

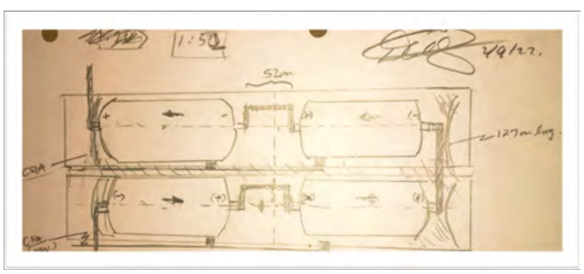


Fig 10a. *Sketch of module prototype*

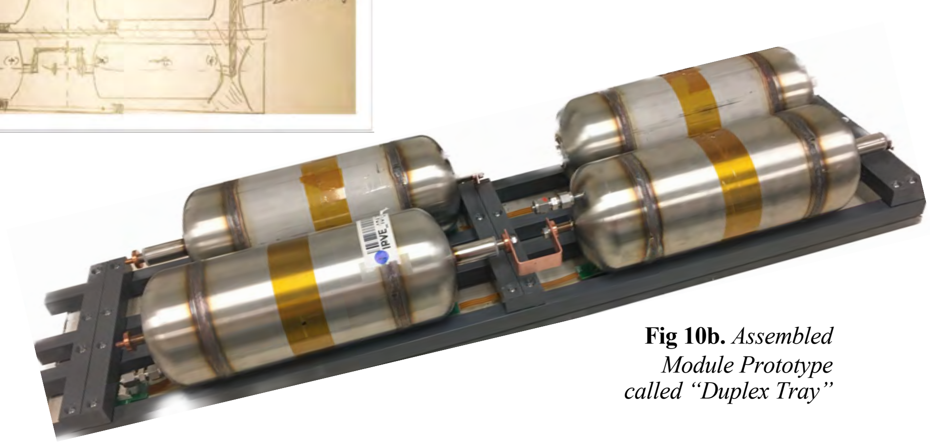


Fig 10b. *Assembled Module Prototype called "Duplex Tray"*

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Portfolio of Projects