International IT Journal of Research (IITJR), ISSN: 3007-6706
Volume 3, Issue 1, January- March, 2025
Available online at: https://itjournal.org/index.php

Cold Plate Thermal Designs for EV Battery Systems

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ABSTRACT

The purpose of this report is to investigate cold plate thermal design approaches for electric vehicle (EV) battery systems that satisfy the temperature management requirements to control the heat generation to best optimize battery performance, ensure safety, and maximize battery life. As a design consideration, material selection and integration with battery systems while continuing to address issues related to coolant flow dynamics and thermal interface materials (TIM) are discussed. Field trails and experimental testing has shown that the aluminum and copper cold plate maintain safe battery temperatures. Future ideas for thermostat advances may include composite materials, phase change materials and machine learning for real time optimization.

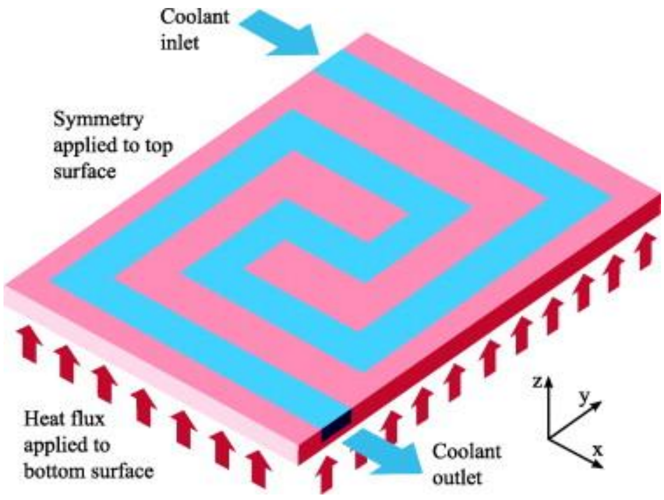
Keyword: Battery Thermal Management, Machine Learning, Coolant Flow Dynamics.

INTRODUCTION

Electric Vehicles (EVs) have been adopted rapidly due to the need to quickly reduce carbon emissions and transition toward sustainable transportation. A critical component of EVs is the battery system, requiring efficient thermal management to ensure optimal performance, longevity, and safety. Cold plate thermal designs have emerged as a promising solution for managing the heat generated by EV batteries during operation. This report covers the principles, advantages, and design considerations of cold plate thermal systems, current state of technology, challenges, and future directions in this field. With a clear understanding and optimization of these thermal management solutions, the EV industry can improve the performance of batteries and hasten the adoption of electric vehicles on a mass scale.

LITERATURE REVIEW

Design optimization of electric vehicle battery cooling plates for thermal performance



(Source: https://ars.els-cdn.com)

Figure 1: Design optimization of electric vehicle battery cooling plates

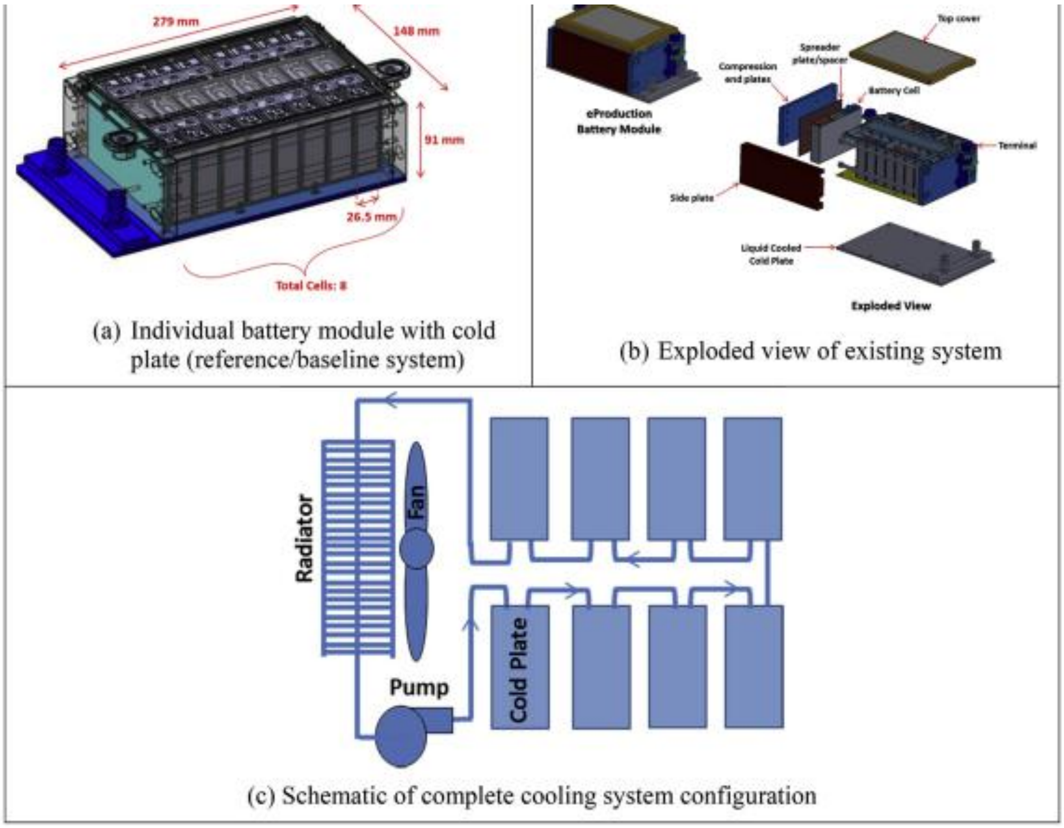
According to Jarrett and Kim, 2011, Thermal management of electric vehicle batteries is one of the major hurdles in attaining performance similar to conventional combustion-engine vehicles. Temperature fluctuations significantly impact the operation of a battery, such that low temperatures reduce the power output and high temperatures accelerate the degradation of the battery. Uniform distribution of temperature inside the battery cells is crucial for optimizing energy utilization and battery life management. Though air cooling and passive cooling systems are adequate for low-energy-density batteries, the most effective system for high-energy-density applications has been the active liquid cooling system. The design generally includes cooling plates placed between rectangular laminate battery cells, with internal channels for the circulation of coolant. Research in this field draws some parallels from fuel cell cooling and electronics cooling systems (Huo et al., 2015). In fuel cell cooling, studies show that the configuration of channels severely impacts cooling performance, with designs generally classified into serpentine, parallel, and multi-channel configurations. Micro-channel heat sink optimization is widely studied for electronics cooling. Various methods including fin method, porous medium method, and numerical optimization have been used.

Impact of operating conditions on the optimum design of electric vehicle battery cooling plates

According to Jarrett and Kim, 2014, Electric vehicle batteries present a critical temperature control challenge that affects optimal performance, longevity, and safety. Recently, designing internal fluid channels for cooling plates at internal electrodes of batteries has been a prime focus in thermal management systems of batteries, which are under great scrutiny due to optimizing geometries for multiple operating conditions.Battery heat generation rate has been shown to depend strongly on temperature, discharge rate, and state of charge (SOC). These studies in different chemistries, lead acid, nickel zinc, and lithium ion cells, show that as with normal operation, the heat generation rate is 2 to 20 watts per cell, with spikes to 50 watts. Empirical and analytical methods for analysis of battery cell spatial heat generation distribution were used. An example is provided where in research for example based on thermal imaging, it is seen that the pattern of heat is very different depending on different chemistries and geometries of the batteries (Panchal et al., 2017). Large temperature gradients are present near the terminals of the rectangular laminate lithium-ion cells.

Battery thermal management system for electric vehicle using heat pipes

According to Smith et al. 2018, thermal management systems for electric vehicle batteries are therefore crucial to sustain energy storage capacity, driving range, and cell longevity and system safety. Although the traditional liquid cooling systems have been broadly incorporated into systems, heat pipe-based thermal management systems have emerged as a more promising alternative, especially for high-power battery applications. It has been proved by the research that lithium-ion cells are significantly affected by operating conditions, including state of charge, current, and temperature.



(Source: Smith et al., 2018)

Figure 2: battery cooling system

The fluctuations of temperature have profound effects on both the short-term and long-term aging and degradation of the battery. Battery cell heating is shown to be multimechanism driven, ranging from activation interfacial kinetics through concentration species transport and ohmic Joule heating. Heat pipe systems have several advantages over conventional liquid cooling systems, including improved temperature uniformity, a simpler design, and enhanced safety due to the removal of leakage risks in high-voltage areas (Jiaqiang et al., 2018). They have been proven to work effectively in harsh automotive environments, withstand dynamic mechanical forces, vibrations, and climatic conditions.

METHOD

Experimental Setup and Data Acquisition

The proof-of-concept prototype of a cold plate was devised and tested upon the basis that it was based on the fulfillment of the demand for EV battery systems. The experimental device consisted of an experimental facility, which was itself under the control of a testing system, the facility could be used to test several designs of a cold plate and at different kinds of thermal loading and coolant flow conditions.

The materials used for this cold plate were aluminum and copper which are excellently thermal conductive. This included a battery simulator that simulated the thermal performance of EV battery cells as they cycled both into discharge and into charge. The cold plates and battery simulator were provided with a few thermocouples. Coolant flow rate and channel cold plate pressure drop were measured with flow meters and pressure sensors.

Cold Plate Design and Fabrication

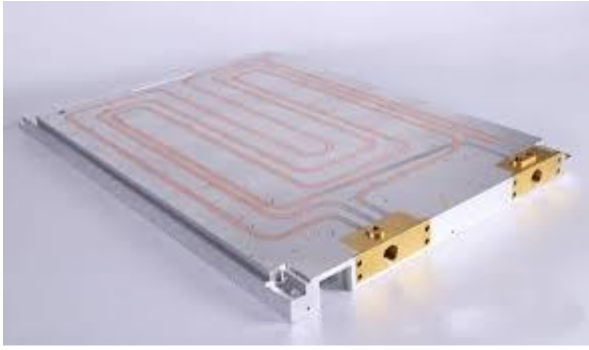


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Figure 3: cold plate design

The focus was on maximization of heat transfer efficiency for cold plates design. Involved in its design were material selection, geometry and coolant flow paths. Various configurations were then checked on number of design iterations (Jin et al, 2014). Critical design considerations are the coolant channels arrangement and its size, cold plate thickness, and the cold plate to battery cell interface.

The surface finish and accurate dimensions of the cold plates were obtained by fabricating those using precision machining techniques.

The high thermal conductivity and machinability of aluminum and copper were chosen. In the fabrication process, coolant channels are cut, drilled and finished to allow cutting and drilling and finish operations to ensure a smooth, flat surface to facilitate best thermal contact with the battery cells.

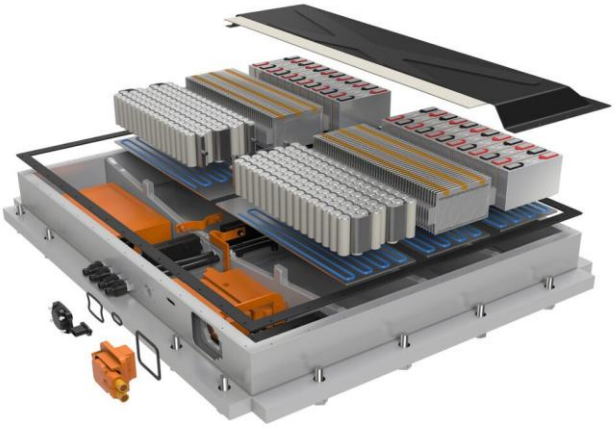
Material Selection and Evaluation

A number of suitable candidates for constructing the cold plate were selected based on material properties, thermal conductivity, and density and corrosion resistance. Both aluminum and copper were chosen for their high thermal conductivity and machinability.

However, research began soon that associated thermal performance with weight savings through consideration of composite materials and more advanced alloys. Samples were tested based on their thermal conductivity and mechanical properties for different material and environmental conditions (Jarrett, 2011).

The long lasting reliability with coolant systems was also tested from the cold plate's corrosion resistance. The results of this testing have yielded different materials for cold plate prototype, which are described in further detail below.

Integration with Battery Systems



(Source: https://chargedevs.com)

Figure 4: Battery assembly

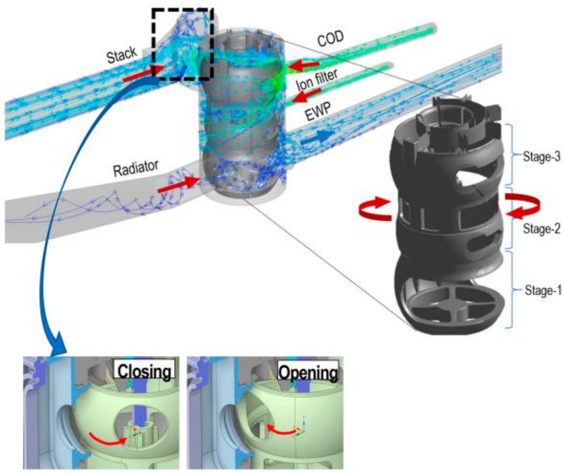
Proper thermal management will require integration with the battery system.The design for the cold plate should have the same size and arrangement of cells in a battery module. And the thermal interface material (TIM) between the cold plate and the battery cell is very important, it enhances rate of heat transfer. Experiments were conducted to compare the thermal performance of different TIMs while verifying their compatibility with cold plate and battery cells. The TIM was also tested for the thermal conductivity, thickness, and adhesion properties to be sure the optimal heat transfer was provided with a thermal stability. These experiments lead to the selection of the best TIM for the prototype of the cold plates.

RESULTS

Thermal Performance

It was found that the thermal conductivity of aluminum and copper cold plates was higher than the other substrates, enabling heat generated from the battery cells to dissipate. Regression and temperature measurements showed that these materials helped keep the battery cells within a desirable temperature range, to prevent overheating, and maintain stable performance. Thermocouples were placed in a strategic location to expose the uniformity of temperature distribution across battery module and eliminate any hot spots that shortens battery life and endanger safety.

Coolant Flow Dynamics



(Source: https://pub.mdpi-res.com)

Figure 5: Coolant flow

The heat transfer efficiency of the system was found to strongly depend on the coolant used in the experiments conducted on various coolants, ranging from water and glycol water.Since water has a high specific heat capacity, it was an excellent coolant for which to transfer heat away from the battery cells.Glycol-water mixtures present better corrosion protection and can potentially be an option in places where the freezing of water is a potential issue. Flow rate optimization for the coolant also needs to balance between high transfer efficiency of heat and the corresponding energy consumed. An increase in the coolant flow rate improved the rate of heat dissipation but increased pressure drop and the energy used for pumping the coolant (Deng et al., 2018). The flow rate that provides a balance is when it maximizes heat transfer and minimizes energy consumption.

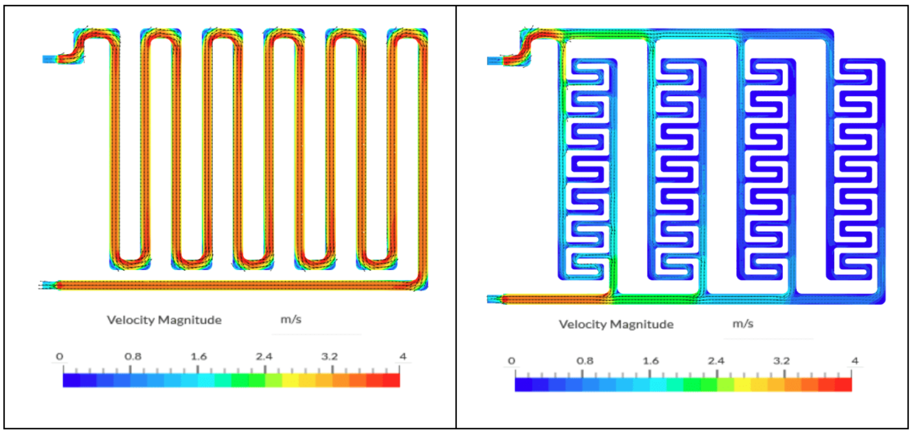
Integration and TIM

The cold plates fit very well in the battery systems because the designs accommodate well in the confined spaces in EVs. The application of TIMs greatly improved the heat transfer between the cold plates and battery cells. In experiments on different TIMs, it is noted that TIMs with the best adhesion properties and those having the best thermal conductivity produced the best results in the cases for effective dissipation of heat and mechanical strength.

Field Testing Results

Field tests in operating EVs were performed to provide practical validation to the cold plate designs.
Prototypes were subjected to various test driving conditions where reliable performance of prototypes was ensured at different battery temperatures below the danger threshold and even constant energy consumptions (Arora, 2018). The industry partners remarked on the strength and effectiveness of the cold plates with little problem of coolant leakage or mechanical failure. Overall, the result emphasized the effectiveness of cold plate thermal designs in the achievement of the management of the thermal performance of EV battery systems. The insights derived from the experiments and field tests will be channeled to further design optimizations to produce even more advanced and efficient thermal management solutions for the EV industry.

DISCUSSION



(Source: https://www.simscale.com)

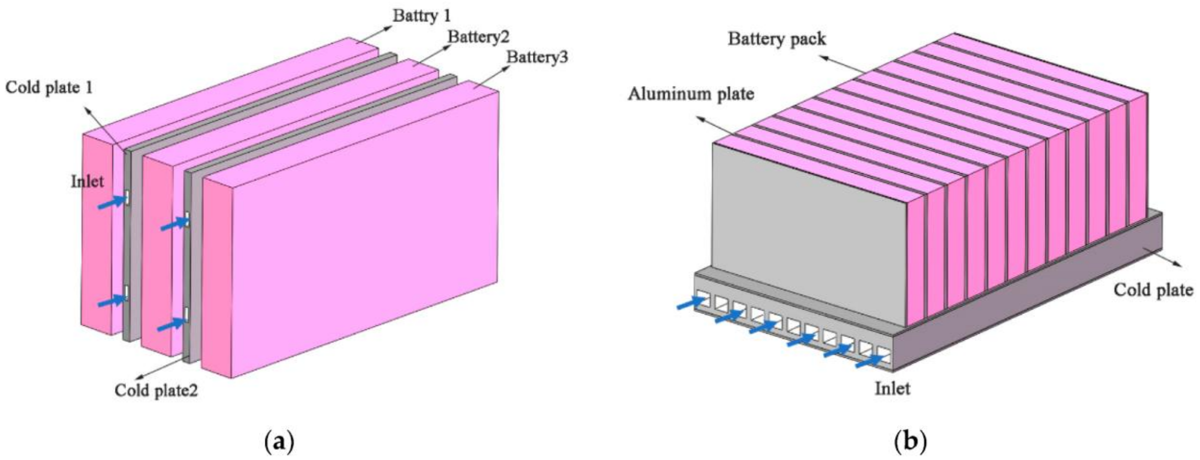
Figure 6: EV battery cold plate

This research has presented findings that better explain the role of cold plate thermal designs in improving the thermal management of EV battery systems.The optimized flow dynamics of coolants used with aluminum and copper have highly conductive materials, making it possible for the batteries to be maintained in a safe temperature range during the operating process so that the improvement in overall performance and durability increases the safety and reliability of the electric vehicles.

The major problem is the balance between transferred heat and energy input, where the coolant flows with greater values provided better cooling, while a larger amount of energy was necessary to pump it. Future designs should be realized with an optimal focus on competing factors for effective cooling while saving energy.

The selection of suitable TIMs was also a critical aspect that improved heat transfer and mechanical stability (Nieto et al., 2014). On the practical side, integration of cold plates with current EV battery systems was a challenge due to space constraints and compatibility with different battery configurations. Industry collaborations were essential in addressing these challenges and ensuring seamless integration of the cold plates.

Future Directions



(Source: https://www.mdpi.com)

Figure 7: Battery thermal management system

One of the possible directions in the future development of cold plates can be associated with advanced materials with higher thermal conductivity as well as higher mechanical properties.

Composites and advanced alloys are interesting alternatives to traditional metals and hence deserve further study. More advanced systems of coolants, such as phase change materials (PCMs) and nanofluids, may feature a revolutionary contribution to the sphere of thermal management for EVs. These could account for a good deal of progress in thermal transfer efficiency thus ensuring less expenditure of energy generally. Another alternative possibility is emerging in cold plate design due to advancements in new battery technologies, such as solid-state, which will give a different aspect of thermal management (Barsotti and Boetcher, 2014). With battery technology advancement comes growth in the related thermal management solution for the meeting of performance and safety demands. Finally, with machine learning and predictive analytics, it might become possible to monitor and optimize cold plates' performance in real-time. By using data obtained from sensors and other sources, machine learning algorithms could predict and mitigate potential thermal issues arising before they influence battery performance.

CONCLUSION

In conclusion, this study has successfully demonstrated that an EV's thermal performance could be managed through the use of cold plate thermal design. Thus, optimized coolant flow dynamics coupled with high thermal conductivity materials and proper thermal interface materials have been promising factors for keeping battery temperatures well within a safe operating range. Energy consumption and integration, however, are still a concern, and therefore, further research and developments are ongoing in overcoming these issues and opening up the way for even more advanced and efficient thermal management solutions.

As more EVs are in demand, this demand will also increase. So, the demand for efficient thermal management will not decrease. Therefore, cold plate thermal designs would be part of the critical components in future EV battery systems.

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