

them on both surfaces of embedded portions of the tab terminals, and the tab terminals are disposed in the space under this state.

5500583

METHODS FOR EXTENDING THE CYCLE LIFE OF SOLID, SECONDARY ELECTROLYTIC CELLS DURING RECHARGE OF THE ELECTROLYTIC CELLS

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Disclosed are methods for extending the cycle life of solid, secondary electrolytic cells employing a solid electrolyte which methods comprise (a) charging the discharged electrolytic cell at a rate of from at least about 0.1 to about 0.5 milliamp per square centimeter; (b) interrupting charging step (a) and conducting a high magnitude discharge pulse in said cell of from about 10 seconds to 2 minutes in duration; and (c) reestablishing the charging rate of step (a) and maintaining this rate until the potential of the electrolytic cell increases by at least 0.5 volts.

5500584

BATTERY CHARGING METHOD AND APPARATUS USING INITIAL CHARGING STEP WITH GRADUALLY INCREASING CHARGING CURRENT, QUICK CHARGING STEP WITH LARGE CHARGING CURRENT AND FINAL CHARGING STEP WITH DECREASING CHARGING CURRENT

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such as a lead acid storage battery quickly, and a battery charging apparatus used in carrying out the battery charging method, includes an initial charging process between times 0 to t₁, a quick charging process between times t₁ to t₂ and a final charging process between times t₂ to t₃, carried out step-wise and continuously. In the initial charging process, a charging current whose volume of electricity is increased gradually is applied. In the quick charging process, a charging current whose volume of electricity is larger than the initial charging process is applied intermittently to a battery while watching a voltage. In the final charging process, a charging current whose volume of electricity is reduced gradually is applied to the battery when the voltage has reached a charge-end voltage. Thereby, it is possible to charge in a very short time, and to penetrate the charging into electrodes without damaging the battery.

5501289

FLOOR STRUCTURE OF ELECTRIC VEHICLE

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A floor structure of an electric vehicle powered by batteries mounted thereon comprises an upper unit and a lower unit which are detachably coupled. The upper unit includes a first panel and a first base structure. The first panel is securely mounted on the first base structure in a manner to define a first given space which faces downward. The lower unit includes a second panel and a second base structure. The second base structure is securely mounted on the second panel in a manner to define a second given space which faces upward. Bolts and nuts are used for detachably coupling the upper and lower units in such a manner that the first and second given spaces are merged to constitute a united space. A grid structure is further employed which divides the united space into a plurality of container spaces. Each container space is sized to contain therein at least one of the batteries.