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**Banos et al.**

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(54) **BATTERY MANAGEMENT SYSTEM FOR CONTROL OF LITHIUM POWER CELLS**

(58) **Field of Classification Search**

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**Related U.S. Application Data**

(57) **ABSTRACT**

(63) Continuation of application No. 14/817,051, filed on Aug. 3, 2015, now Pat. No. 9,887,560, which is a (Continued)

An intelligent rechargeable battery pack having a battery management system for monitoring and controlling the charging and discharging of the battery pack is described. The battery management system includes primary and secondary protection circuits for monitoring the charging and discharging of the battery. Individual battery cells forming the battery pack are connected by a main bus to a connector for connection to a battery charger or a device to be powered, and the main bus may be interrupted by a switch controlled by the battery management system to prevent damage to the battery during charging or discharging of the battery.

(51) **Int. Cl.**

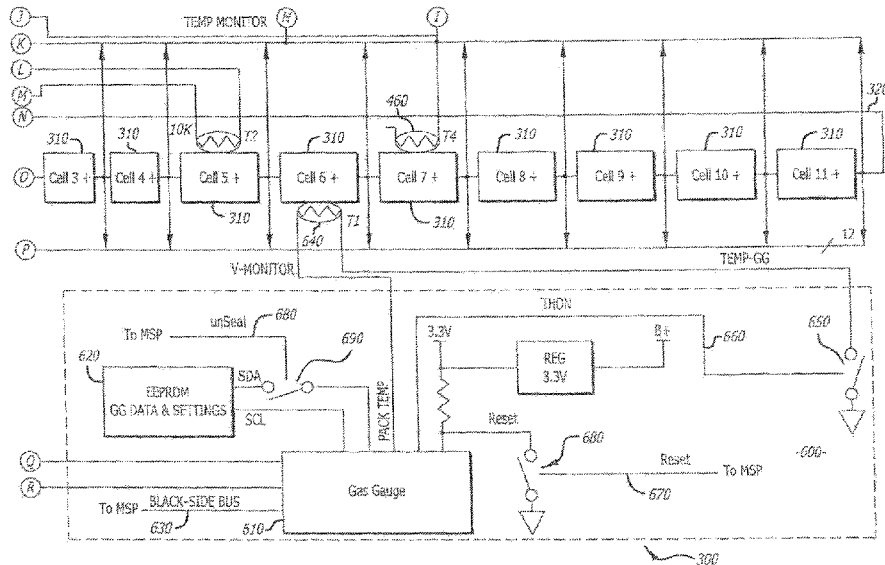
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**H01M 10/44** (2006.01)

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**13 Claims, 8 Drawing Sheets**



**Related U.S. Application Data**

continuation of application No. 13/458,952, filed on Apr. 27, 2012, now Pat. No. 9,099,877.

(60) Provisional application No. 61/522,192, filed on Aug. 10, 2011, provisional application No. 61/480,286, filed on Apr. 28, 2011.

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*A61H 11/00* (2006.01)

(52) **U.S. Cl.**  
 CPC ..... *H01M 10/425* (2013.01); *H01M 10/44* (2013.01); *H02J 7/0072* (2013.01); *A61H 2011/005* (2013.01); *A61H 2201/1207* (2013.01); *A61H 2201/5012* (2013.01); *H01M 2010/4271* (2013.01); *H01M 2220/30* (2013.01); *H02J 7/0029* (2013.01); *H02J 7/0042* (2013.01); *H02J 7/00302* (2020.01); *H02J 7/00304* (2020.01)

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FIG. 1

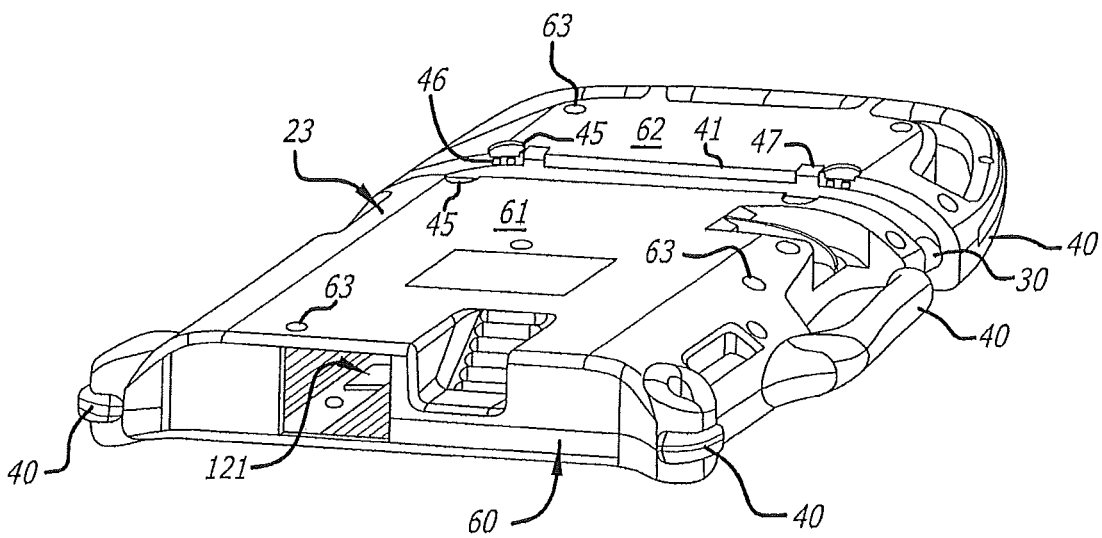
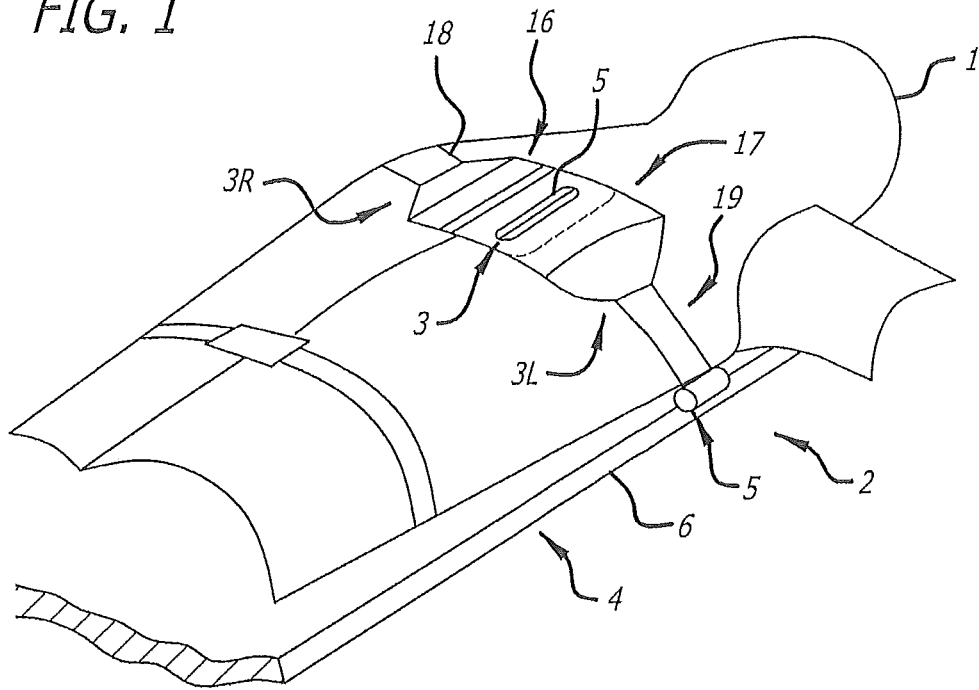
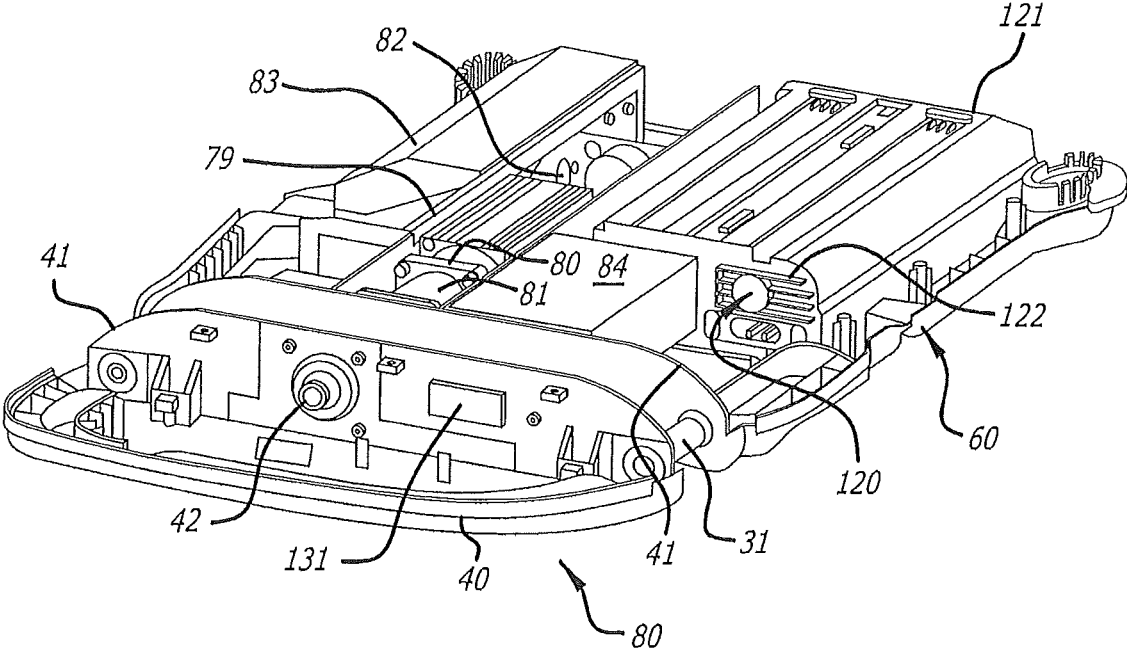


FIG. 2

FIG. 3



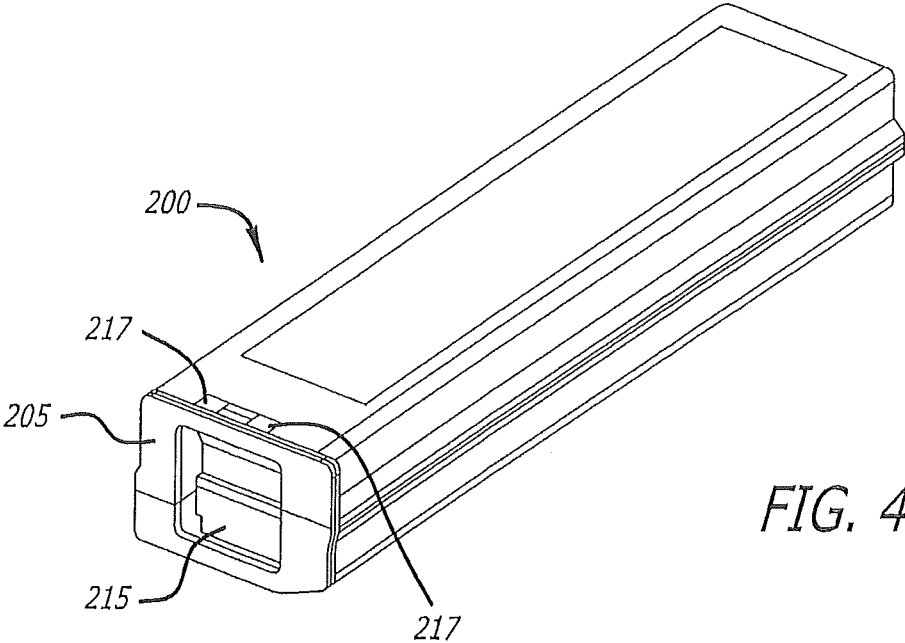


FIG. 4A

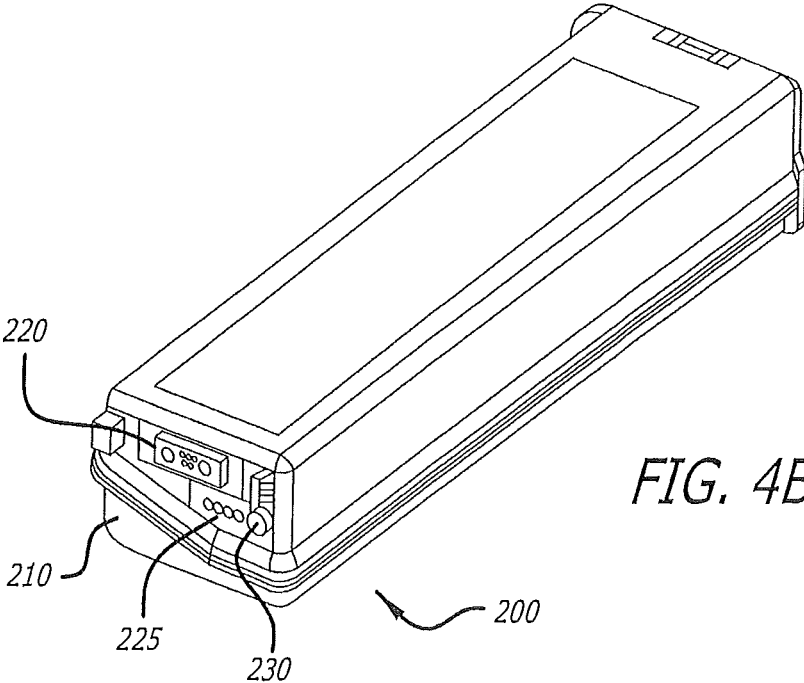


FIG. 4B

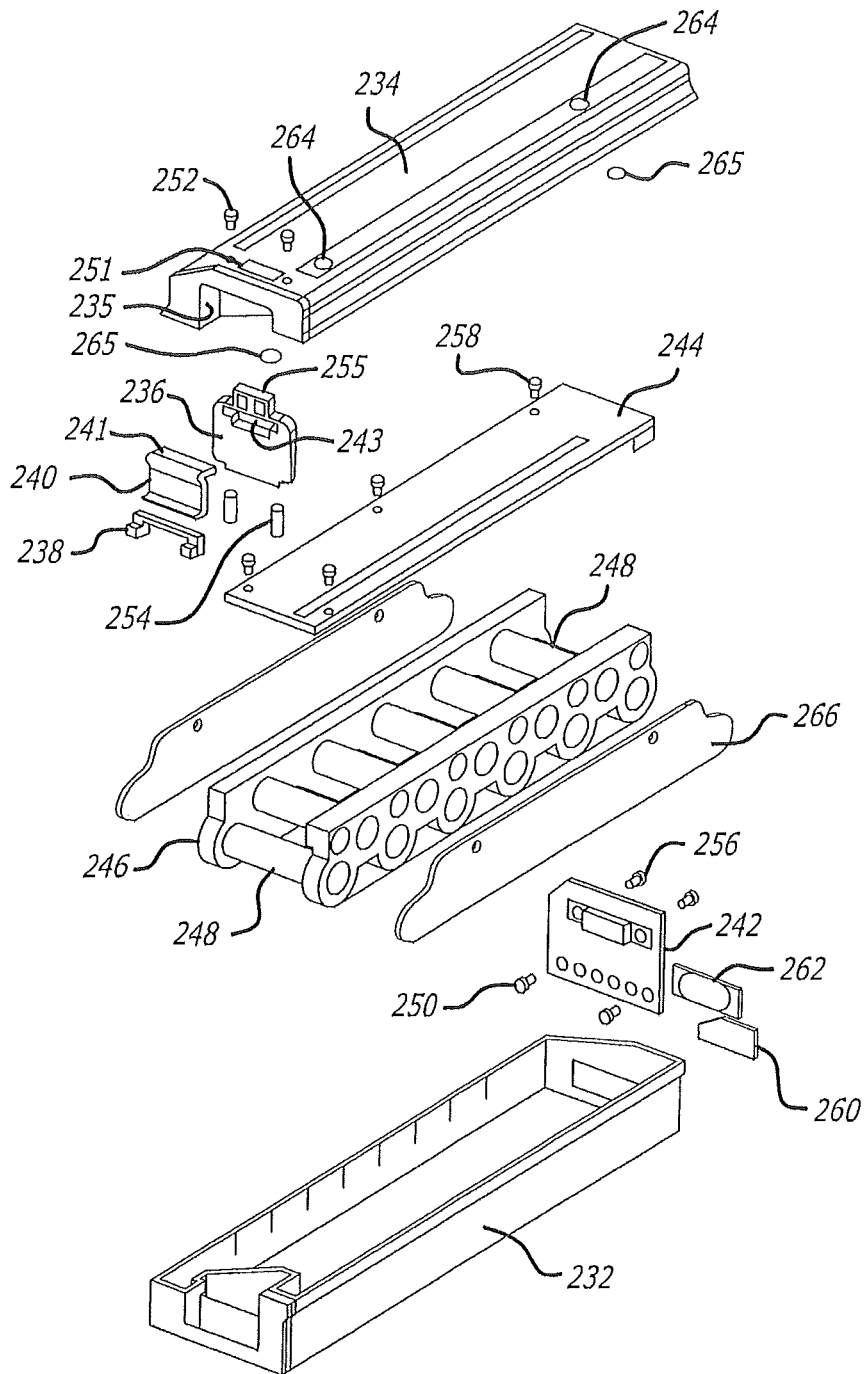


FIG. 5

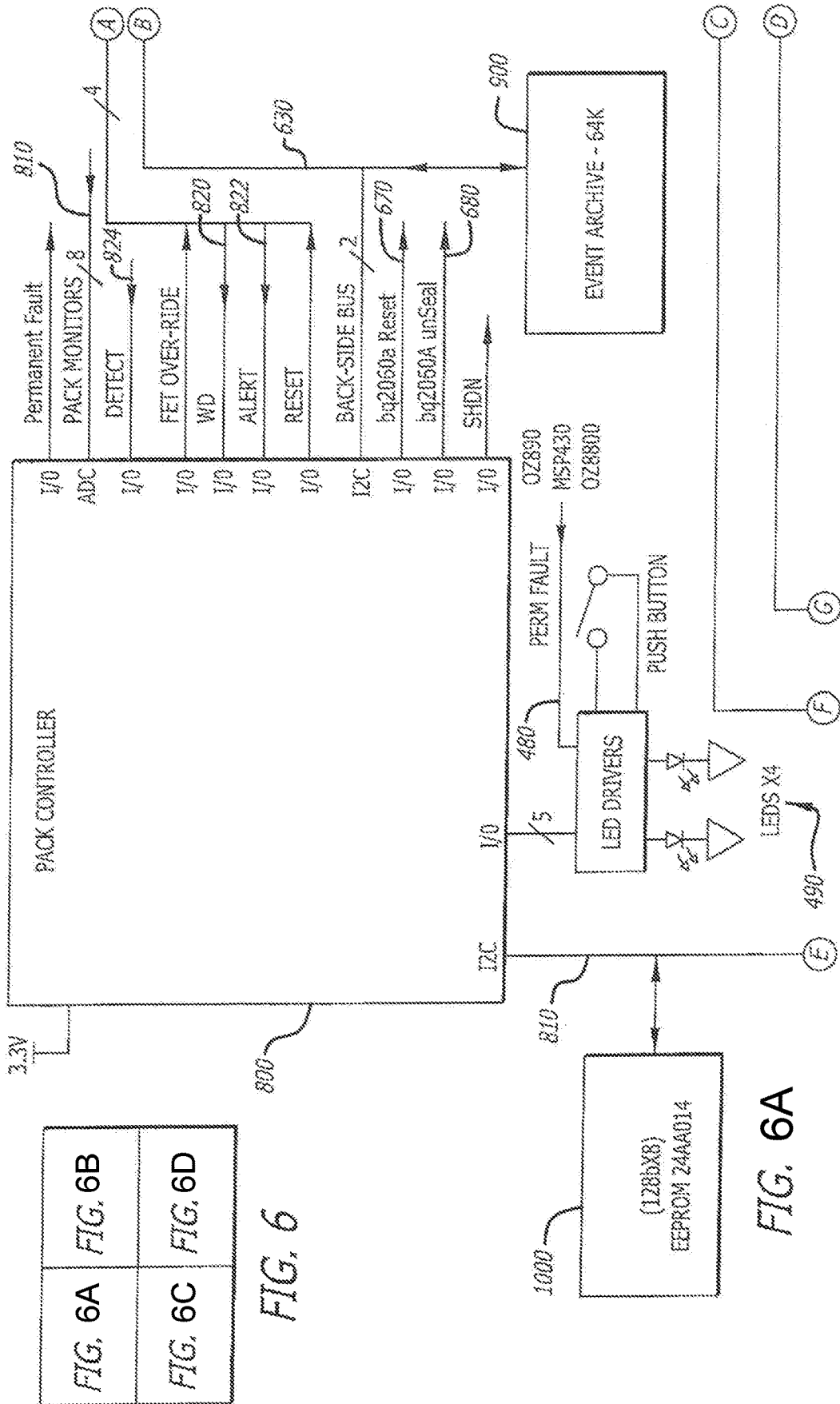


FIG. 6A	FIG. 6B
FIG. 6C	FIG. 6D

FIG. 6

FIG. 6A

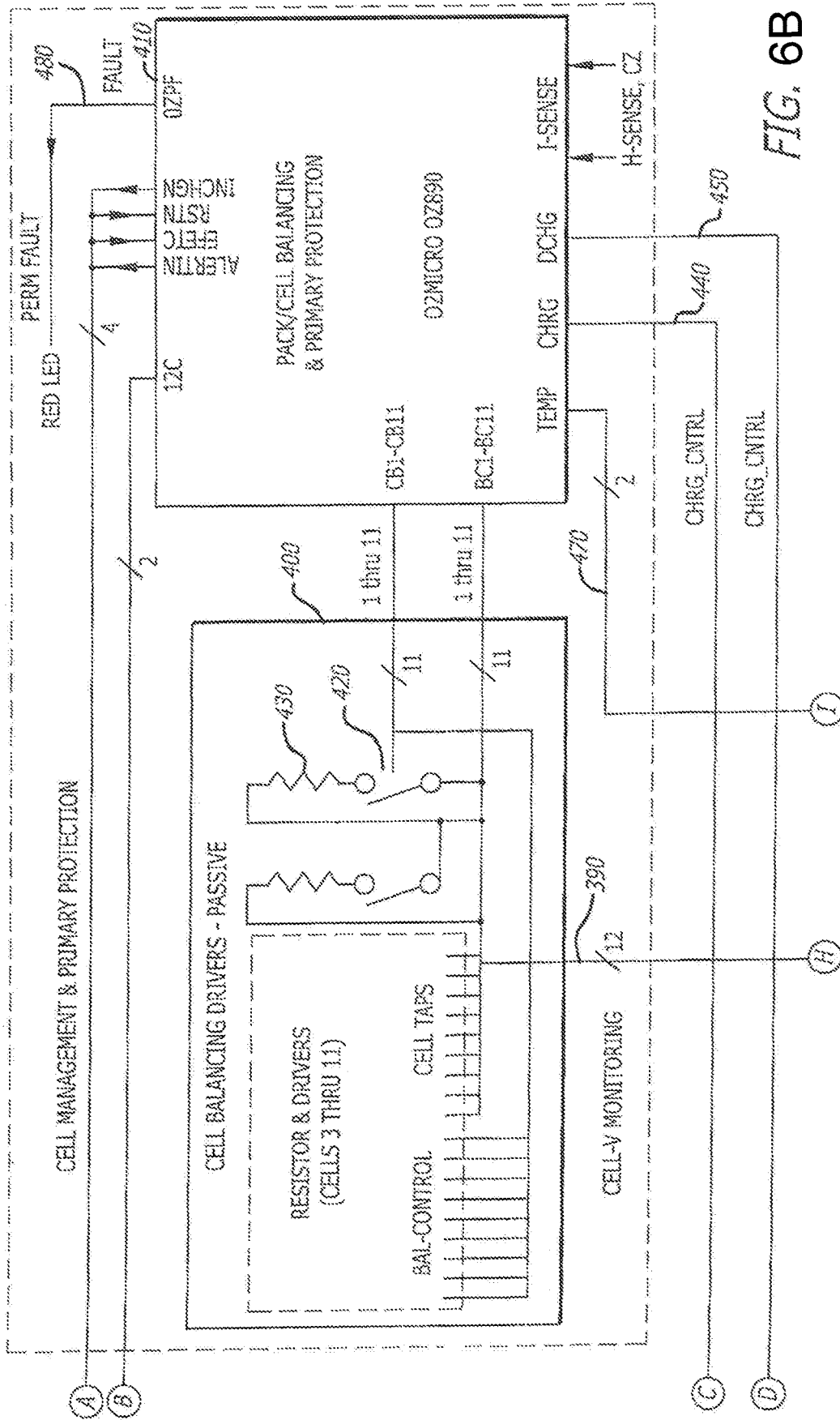
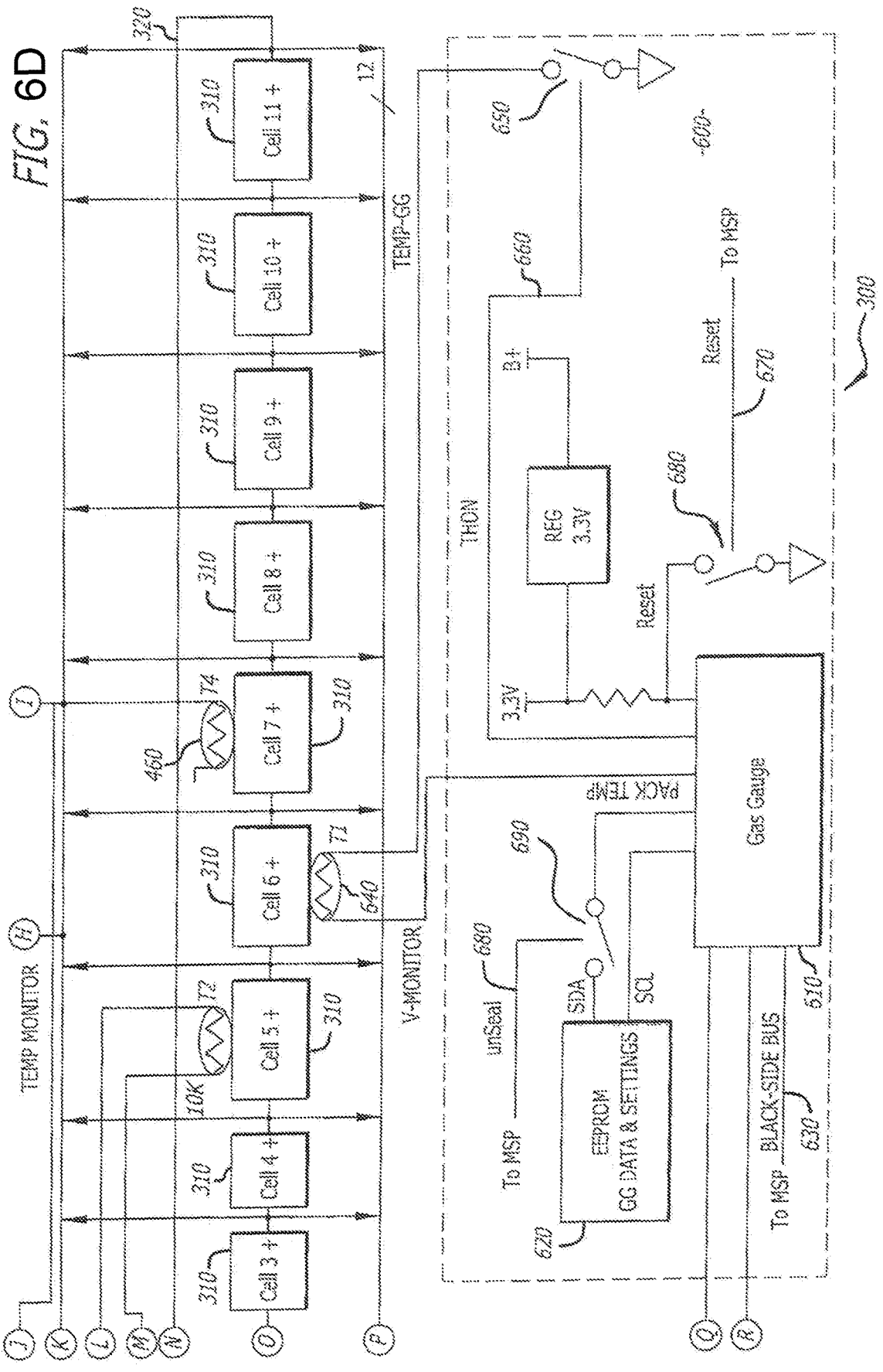


FIG. 6B







**BATTERY MANAGEMENT SYSTEM FOR CONTROL OF LITHIUM POWER CELLS****CROSS-REFERENCES TO RELATED APPLICATIONS**

This application is a continuation of U.S. application Ser. No. 14/817,051, filed Aug. 3, 2015, now U.S. Pat. No. 9,887,560, issued on Feb. 6, 2018, which is a continuation application of U.S. application Ser. No. 13/458,952, filed Apr. 27, 2012, now U.S. Pat. No. 9,099,877, issued Aug. 4, 2015, and claims the benefit of priority to U.S. Provisional Application No. 61/522,192, filed Aug. 10, 2011 and U.S. Provisional Application No. 61/480,286, filed Apr. 28, 2011, and to all of the patents and applications in the chain, all of which are incorporated herein in their entireties by reference.

This application is related to U.S. application Ser. No. 13/459,004, now U.S. Pat. No. 9,437,848, entitled "Latch Mechanism For Battery Retention," filed Apr. 27, 2012; U.S. application Ser. No. 13/458,973, now U.S. Pat. No. 8,729,957, entitled "Battery Management System MOSFET Boost System," filed Apr. 27, 2012; U.S. application Ser. No. 13/458,988, now U.S. Pat. No. 9,825,475, entitled "System and Method For Automatic Detection Of Battery Insertion," filed Apr. 27, 2012; U.S. application Ser. No. 13/458,996, now U.S. Pat. No. 9,197,079, entitled "System and Method For Tracking And Archiving Battery Performance Data," filed Apr. 27, 2012; U.S. application Ser. No. 13/459,007, now U.S. Pat. No. 9,337,668, entitled "Viral Distribution of Data, Operating Parameters and Software Using A Battery As A Carrier," filed Apr. 27, 2012; the entireties of which are hereby incorporated herein by reference.

**FIELD OF THE INVENTION**

The invention is directed to a battery pack for providing power to a device. More specifically, the invention is directed to a battery pack and battery management system for managing the charging and discharging of the battery pack so as to maximize the amount of power available from the device when in use and to recharge the battery in a manner as to prolong the useable life of the battery.

**BACKGROUND OF THE INVENTION**

Cardiopulmonary resuscitation (CPR) is a well-known and valuable method of first aid used to resuscitate people who have suffered from cardiac arrest. CPR requires repetitive chest compressions to squeeze the heart and the thoracic cavity to pump blood through the body. Artificial respiration, such as mouth-to-mouth breathing or a bag mask apparatus, is used to supply air to the lungs. When a first aid provider performs manual chest compression effectively, blood flow in the body is about 25% to 30% of normal blood flow. However, even experienced paramedics cannot maintain adequate chest compressions for more than a few minutes. Hightower, et al., Decay In Quality Of Chest Compressions Over Time, 26 Ann. Emerg. Med. 300 (September 1995). Thus, CPR is not often successful at sustaining or reviving the patient. Nevertheless, if chest compressions could be adequately maintained, then cardiac arrest victims could be sustained for extended periods of time. Occasional reports of extended CPR efforts (45 to 90 minutes) have been reported, with the victims eventually being saved by coronary bypass

surgery. See Tovar, et al., Successful Myocardial Revascularization and Neurologic Recovery, 22 Texas Heart J. 271 (1995).

In efforts to provide better blood flow and increase the effectiveness of bystander resuscitation efforts, various mechanical devices have been proposed for performing CPR. In one variation of such devices, a belt is placed around the patient's chest and an automatic chest compression device tightens the belt to effect chest compressions. Our own patents, Mollenauer et al., Resuscitation device having a motor driven belt to constrict/compress the chest, U.S. Pat. No. 6,142,962 (Nov. 7, 2000); Bystrom et al., Resuscitation and alert system, U.S. Pat. No. 6,090,056 (Jul. 18, 2000); Sherman et al., Modular CPR assist device, U.S. Pat. No. 6,066,106 (May 23, 2000); and Sherman et al., Modular CPR assist device, U.S. Pat. No. 6,398,745 (Jun. 4, 2002); and our application Ser. No. 09/866,377 filed on May 25, 2001, our application Ser. No. 10/192,771, filed Jul. 10, 2002 and our application Ser. No. 12/726,262, filed Mar. 17, 2010 show chest compression devices that compress a patient's chest with a belt. Each of these patents or applications is hereby incorporated by reference in their entireties.

Since seconds count during an emergency, any CPR device should be easy to use and facilitate rapid deployment of the device on the patient. Our own devices are easy to deploy quickly and may significantly increase the patient's chances of survival.

One important aspect of such devices is the need for small, powerful yet reliable power supply to power the device. However, such a need is not limited to mechanical compression devices such as those described above. There are many medical devices which require a light weight power supply, typically a battery, which must be capable of delivering sufficient energy to the device for an extended period of time. Moreover, the power supply must be relatively light weight, so as to enhance portability of the medical device, yet it must deliver its power for an extended period of time without significant voltage or current drop off to ensure consistency of operation throughout the period the device is being used.

Modern batteries typically require additional electronic circuitry or a battery management system designed to manage the operation of the battery. Such a battery management system should be able to monitor the operation of the battery, including charging and discharging of the battery without significantly adding to the internal resistance of the battery. Moreover, a battery management system should also be capable of accommodating different battery chemistries as battery technology evolves. To accomplish this, the battery management system will also need to have sufficient processing power and memory capacity to record events that occur during the lifetime of the battery, and to be able to analyze and/or communicate data related to those events to a centralized or distributed server system for analysis. The battery management system will also include various safety related systems designed to protect the battery, the devices being powered by the battery, and users of the battery or powered device from various environmental or operational factors that may occur. The present invention satisfies these, and other needs.

**SUMMARY OF THE INVENTION**

In a most general aspect, the invention provides a high-performance battery pack capable of reliably providing high power and current to power a device for a prolonged period

of time. Moreover, the battery pack includes a battery management system that monitors and controls all aspects of battery operation, including charging and discharging of the battery. The battery management system is also capable of recording events that occur during charging and discharging of the battery pack, and communicating those events for later analysis. The battery management system is further capable of being updated with enhanced or improved operating parameters, and is capable of managing various battery chemistries to provide for forward and backwards compatibility.

In one aspect, the battery management system of the present invention includes a circuit that monitors the charging of each cell of the battery pack to prevent voltage imbalances between cells. A bleed circuit is included that is configured to bleed off excess charge from each individual cell.

In another aspect, the battery management system includes a primary protection circuit that monitors the charging and discharging of each battery cell in the battery pack. If a fault is observed, the primary protection circuit provides a signal that drives the gate of one or more n-FET devices to open a main bus of the battery to interrupt current flow from the battery.

In still another aspect, the battery management system includes catastrophic fault protection to monitors the cells of the battery pack for over voltage or over current conditions. When a fault is sensed, a signal is provided that drives the gate of one or more n-FET devices to open the main bus of the battery to interrupt current flow from the battery.

In yet another aspect, the battery management system includes a gas gauge function that monitors the charging and discharging of the battery pack and then determines, based on stored information and current information a value related to an estimated amount of charge available from the battery pack.

In a further aspect, the battery management system of the present invention includes circuitry configured to boost the voltage provided to drive the gate of one or more n-FET devices to full on so as to allow for the maximum flow of current through the n-FET devices.

In a still further aspect, the battery management system of the present invention may also include circuitry designed to isolate the terminals of the battery pack unless the battery pack is inserted into a charger or a device to be powered by the battery. Such isolation results in a zero voltage across the battery terminals when the battery is not inserted into a charger or device to be powered, thus preventing inadvertent shorting of the terminals which could lead to catastrophic discharge of the battery and possible harm to equipment or to a user.

In yet another further aspect, the battery management system of the present invention may include one or more processors for controlling the various functions of the battery management system. In another aspect, the one or more processors may be configured to communicate with internal and/or external memory storage or devices to provide for storage of events that occur during charging, discharging and storage of the battery pack. In still another aspect, the processors may be configured to communicate not only with internal or external storage media or devices, but may also be configured to communicate over a network with other processors, storage media or devices, or even other batteries or battery chargers. The network may be either wired or wireless.

In another aspect, the present invention includes a battery pack for powering a device, comprising: a rechargeable cell

having a positive and a negative terminal; a main bus connecting the positive terminal of the rechargeable cell with a positive connector of a battery pack connector and also connecting the negative terminal of the rechargeable cell with a negative connector of the battery pack connector; and a battery management system in electrical communication with the rechargeable cell, including a processor for monitoring an input related to the state of charge of the cell, a switch disposed in the front-side bus between the positive terminal of the cell and the positive connector of the battery pack, the switch responsive to a signal generated by the processor in response to the input related to the state of charge of the cell to control the charging or discharging of the cell.

In one alternative aspect, the switch is a n-FET device. Another alternative aspect further comprises a second rechargeable cell connected in series with the first rechargeable cell; and a monitoring circuit, in electrical communication with the processor, the monitoring circuit monitoring the voltage of the first and second rechargeable cells and providing a signal for each rechargeable cell to the processor, the signal representative of a level of voltage measured across a negative and positive terminal of each cell, the monitoring circuit including a first switch connecting the first rechargeable cell to a first bleeder circuit, the first switch responsive to an overvoltage signal from the processor to close the first switch to prevent overcharging of the first rechargeable cell, the monitoring circuit also including a second switch connecting the second rechargeable cell to a second bleeder circuit, the second switch responsive to an overvoltage signal from the processor to close the second switch to prevent overcharging of the second rechargeable cell.

Still another aspect further comprises a temperature monitoring circuit for monitoring the temperature of the battery pack and for providing a signal related to the temperature of the battery pack to the processor; and wherein the processor receives and analyses the temperature signal to determine if the temperature of the battery pack is within a pre-selected range of temperature, and if the temperature of the battery pack is not within the pre-selected range of temperatures, the processor provides a signal to the switch to disconnect the positive terminal of the cell from the positive connector of the battery pack.

Yet another aspect further comprises a state of charge monitoring circuit for providing an indication of the amount of charge available from the battery pack for powering a device. Still another aspect further comprises a battery pack isolation circuit in electrical communication with the processor, the battery isolation circuit configured to provide a connection signal to the processor indicating that the connector of the battery pack are connected to a battery charger or device to be powered; and wherein the processor responds to the connection signal by sending a signal to the switch to close the switch to provide a voltage across the positive and negative terminals of the connector.

In yet another aspect, the battery pack isolation circuit includes a mechanical switch that has a closed condition when the battery connector of the battery pack is connected to a battery charger or device to be powered; and wherein the processor responds to the closed condition of the mechanical switch to provide a voltage across the positive and negative terminals of the connector.

Still another aspect includes a communication bus connecting the processor to the connector and to other components of the battery management system, the communication bus configured to provide communication between the pro-

cessor and the other components of the battery management system, and to other systems, processors, networks or storage media external to the battery pack.

Yet another aspect includes indicator means mounted on an exterior of the battery pack, the indicator means providing a visual indication of information related to the operation of the battery. In one alternative aspect, the indicator means is at least one light emitting diode.

In still another aspect, the present invention includes an intelligent battery pack, comprising: a housing; a connector mounted on an end of the housing and configured to engage a connector disposed in or on a device to be powered; a plurality of rechargeable battery cells, each of the cells having a positive and a negative terminal, and each of the cells connected in series by a main bus having a positive side connected to a positive terminal of the connector and a negative side connected to a negative terminal of the connector, the plurality of cells disposed within the housing; a switch disposed in the positive side of the main bus between the positive terminal of the connector and the plurality of cells; a processor for controlling the operation of the battery pack; a primary protection circuit in electrical communication with the processor, the primary protection circuit including: a plurality of monitoring circuits in electrical communication, each one of the plurality of monitoring circuits for monitoring a parameter related to the state of charge of an individual one of the plurality of cells, and a plurality of bleed circuits, each of the plurality of bleed circuits connected to an individual one of the cells to bleed the cells in response to the parameter for the cell monitored by the monitoring circuit connected to that cell to prevent an overcharge of the cell; a secondary protection circuit for protection of battery pack from short circuits; a battery management system in electrical communication with the connector, the switch and the plurality of monitoring circuits, the battery management system configured to monitor the charging and discharging of the cells and to provide a signal to the switch to open the switch if a fault is detected; a state of charge monitoring circuit, including a sensor for determining an amount of current flowing through the main bus, a state of charge processor in electrical communication with the sensor, a state of charge memory in electrical communication with the state of charge processor, the memory for storing information related to the battery cells and also to the amount of current flowing through the main bus, wherein the state of charge processor, based on the information stored in the state of charge memory and input from the sensor determines the amount of current available from the battery; and a communication bus in electrical communication with the connector, the processor, the primary protection circuit, the secondary protection circuit, the battery management system and the state of charge monitoring system.

In an alternative aspect, the switch is an n-channel field effect transistor. In still another alternative aspect, the primary protection circuit includes a primary protection processor configured to monitor the charging and discharging of the cells. In a further alternative aspect, the primary protection circuit includes a primary protection processor configured to control the charging and discharging of the cells.

In yet another aspect, the processor is also configured to communicate information through the communication bus to the state of charge processor, the information used by the state of charge processor to determine the amount of current

available from the battery cells and to store the determined amount of current available in the state of charge memory.

Still another aspect includes a temperature monitoring circuit to determine the temperature of the battery pack, the temperature monitoring circuit communicating the temperature of the battery pack to the primary protection circuit; and wherein the primary protection circuit is configured to send a signal to the switch to open the switch if the temperature of the battery pack is not within a pre-selected range of temperature values.

In yet another aspect, the intelligent battery pack further comprises a battery pack isolation circuit in electrical communication with the processor, the battery isolation circuit configured to provide a connection signal to the processor indicating that the connector of the battery pack is connected to a battery charger or device to be powered; and wherein the processor responds to the connection signal by sending a signal to the switch to close the switch to provide a voltage across the positive and negative terminals of the connector.

In another alternative aspect, the present invention includes a device to be powered by either the battery pack or the intelligent battery pack described above. In one alternative aspect, the device is a medical device. In another alternative aspect, the device is a mechanical compression device. In a further aspect, the battery pack or intelligent battery pack is configured to power a mechanical compression device for at least thirty minutes. In still another aspect, the battery pack or intelligent battery pack is configured to power a mechanical compression device for at least 20 minutes when the mechanical compression device is used to treat a larger than average size patient. In yet another aspect, the battery pack or intelligent battery pack

Other features and advantages of the invention will become apparent from the following detailed description, taken in conjunction with the accompanying drawings, which illustrate, by way of example, the features of the invention.

#### BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 illustrates a method of performing chest compressions on a patient by using a mechanical chest compression device.

FIG. 2 is perspective view of the mechanical chest compression device of FIG. 1 showing the bottom and front sides of the device

FIG. 3 is a perspective view of the mechanical chest compression device of FIG. 1 showing the bottom and rear cover plates removed.

FIG. 4A is perspective view of a battery pack in accordance with the present invention showing a battery latch disposed on a front side of the battery pack.

FIG. 4B is a perspective view of the battery pack of FIG. 4A showing a connector, indicator and button disposed on a back side of the battery pack.

FIG. 5 is an exploded perspective view illustrating various components of one embodiment of a battery pack of the present invention.

FIGS. 6A-6D are schematic diagrams of an embodiment of battery management system in accordance with principles of the present invention.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The various embodiments of the present invention are directed to providing a rechargeable battery for powering

mobile equipment, particularly medical devices. The embodiments of the invention are particularly advantageous when the battery is required to provide a large amount of current over a predictable period of time. Moreover, the embodiments of the invention include a battery management system that controls all aspects of the operation of the battery, and also includes a memory in which events related to the battery that occur during the battery's lifetime are stored. Moreover, embodiments of the battery management system include the capability of accommodating batteries using different battery chemistries, and are also capable of being updated through a communication port.

While the various embodiments of the invention are described with reference to a mechanical compressions device, those skilled in the art will immediately appreciate that those embodiments are not to be limited to powering such a device. Indeed, such a use is merely exemplary, and a battery in accordance with the various embodiments of the present invention may be used to power any device, and in particular, medical devices, wherein the design requirements of the device are met by the capabilities of such a battery.

When a battery in accordance with the various embodiments of the present invention is used with a mechanical compression device, the battery must be capable of powering the mechanical compression device for long enough to treat the patient not only in the field, but also during transport of the patient from the field to a care center. Experience has shown, however, that a patient's size and weight are factors that determine the amount of current drain on the battery during treatment. Accordingly, treatment of a larger than average patient results in a larger current draw on the battery.

For example, studies have found that the chest depth, chest breadth and chest circumference are factors influencing the amount of current drain on a battery powering a mechanical compression device. Other studies have observed that the mean chest depth of an average adult human male is 9.4 inches, mean chest breadth is 12.2 inches and mean chest circumference is 39.7 inches. See, Young, J W, R F Chandler, C C Snow, K M Robinette, G F Zehner, M S Lofberg, *Anthropometric and Mass Distribution Characteristics of the Adult Female*, FAA Civil Aeromedical Institute, Oklahoma City, Okla., Report No. FAA-AM-83-16, 1983; *Anthropometry and Mass Distribution for Human Analogues: Volume 1: Military Male Aviators*, Report No. USAFSAM-TR-88-6, March, 1988; Haslegrave, C M, "Characterizing the anthropometric extremes of the population", *Ergonomics*, 29:2, pp. 281-301, 1986; Diffrient, N, A R Tilley, J C Bardagy, *Human Scale 1/2/3*, The MIT Press, Cambridge, Mass., 1974; and *PeopleSize Pro* Software, Open Ergonomics Ltd., 34 Bakewell Road, Loughborough, Leicestershire, LE11 5QY, United Kingdom, the entireties of which are hereby incorporated by reference herein. A battery that can sustain operation of the mechanical compression device for at least thirty minutes for an average size patient, and at least twenty minutes for a larger than average size patient is advantageous.

Referring now to the drawings in detail, in which like reference numerals indicate like or corresponding elements among the several figures, there is shown in FIG. 1 a chest compression belt fitted on a patient 1. A chest compression device 2 applies compressions with the belt 3, which has a right belt portion 3R and a left belt portion 3L. The chest compression device 2 includes a belt drive platform 4 and a compression belt cartridge 5 (which includes the belt). The belt drive platform includes a housing 6 upon which the patient rests, a means for tightening the belt, a processor and

a user interface disposed on the housing. The belt includes pull straps 18 and 19 and wide load distribution sections 16 and 17 at the ends of the belt. The means for tightening the belt includes a motor attached to a drive spool, around which the belt spools and tightens during use. The design of the chest compression device, as shown herein, allows for a lightweight electro-mechanical chest compression device. The fully assembled chest compression device weighs only 29 pounds, and is thus hand-portable over long distances. The device itself weighs about 22.0 to 23.0 pounds, with the battery, in at least one embodiment of the present invention, weighing between 2 and 5.0 pounds, and preferably about 3 pounds. The belt cartridge weighs about 0.8 pounds and the straps to secure the patient weigh about 1.6 pounds.

FIG. 2 shows the posterior side 23 of the chest compression device as seen from the superior direction. In the perspective of FIG. 2, the average sized patient's buttocks and the back of the patient's legs would extend past the inferior bumper 40. The device is built around a sturdy channel beam 41 that is laterally oriented with respect to the housing. The channel beam supports the device against the forces created during compressions. The channel beam also serves as the structure to which the belt cartridge is attached.

The channel beam 41 forms a channel extending across the lateral width of the device. During compressions, the belt is disposed in and travels along the channel. The belt is attached to a drive spool 42 that spans the channel.

FIG. 3 shows internal components of the chest compression device 2. A motor 79 is operable to provide torque to the drive spool 42 through a clutch 80 and a gearbox 81. A brake 82, attached to the superior side of the motor, is operable to brake the motion of the drive spool. The brake hub connects directly to the rotor shaft of the motor.

The motor 79 and brake 82 are controlled by a processor unit 83, motor controller 84 and power distribution controller, all of which are mounted to the inside of the anterior cover plate 60. The processor unit includes a computer processor, a non-volatile memory device and a display.

The processor unit is provided with software used to control the power controller and the motor controller. Together, the processor unit, power controller and motor controller make up a control system capable of precisely controlling the operation of the motor. Thus, the timing and force of compressions are automatically and precisely controlled for patients of varying sizes.

FIGS. 2 and 3 also show the location of a battery compartment 121 near the head of the patient. The location and design of the battery pack and battery compartment allow for rapid exchange of batteries. A spring in the back of the compartment forces the battery pack out unless the battery pack is fully and correctly inserted in the compartment. A latch on one end of the battery pack engages a receiver in the battery compartment 121 to hold the battery pack within the batter compartment when the battery pack is inserted into the battery compartment. Recesses 120 indicate the location of the springs inside the battery compartment 121. Plastic grills 122 at the end of the battery compartment reinforce the recesses.

FIGS. 4A and 4B are perspective views of a battery pack 200 showing the front and back sides 205, 210 of the battery pack respectively. Front side 205 of the battery pack faces outward and is visible to the user when the battery pack is inserted into the battery compartment 121 (FIG. 3). As shown in FIG. 4A, front side 205 includes a latch 215 that engages a receiver within battery compartment 121 to hold the battery pack 200 within the battery compartment. Also shown in FIG. 4A are a pair of raised tabs 217 disposed on

the top side of the front end of the battery pack. These tabs cooperate with the latch to ensure that the battery is properly seated in the battery compartment by prevent the top of the battery from riding up during battery insertion, forcing the latch into proper engagement with a battery latch receiver or lip of the battery compartment.

The back side **210** of the battery pack, as seen in FIG. 4B, includes a connection **220** that connects to a connector within battery compartment **121** to enable electrical communication between the controller or processor of the mechanical compression device and the battery pack **200**. This connector not only allows for the flow of current from the battery pack to power the mechanical compression device, but it also provides for the flow of data, programming commands and other information, such as battery charge status, discharge rate, time remaining until discharged, and the like between the battery pack and the processor or computer controlling the operation of the mechanical compression device. Similarly, connector **220** may be configured to be connected to a connector in a battery charger to charge the cells of the battery pack, as well as to provide for the flow of data, software programs or commands and/or other information between the charger and the battery pack. It is also contemplated that connector **220** may be used to connect the battery pack to a communication network that would allow for flow of information between the battery pack and other computers, servers, processor or devices that are also connected to the network. It will be understood that the network may be a wired network, such as, for example, an Ethernet, or it may be a wireless network. The network may be a local network, or it may be a wide area network, such as a WLAN or the Internet.

A status indicator **225**, which may be, for example, one or more light emitting diodes (LEDs) or similar devices, is also disposed on the back end **210** of battery pack **200** to provide a visual indication of, for example, the charge/discharge status of the battery pack, the presence of any faults that would affect the operation of the battery pack, or other information that might be useful to the user of the battery. A push button **230** is also included; button **230** may be used, for example, to initiate a reset of the battery pack. Alternatively, button **230** may be used to initiate a diagnostic test, the results of which may be indicated by status indicator **225**. In other embodiments, pressing button **230** may initiate other functions of the processor in the battery pack, including, for example, and not by way of limitation, determining the remaining capacity of the battery, display of fault codes through the use of status indicator **225** and the like.

FIG. 5 is an exploded perspective view of the battery pack **200**. The battery pack **200** in this exploded view has been inverted from the view of FIGS. 4A and 4B. The battery pack has a bottom enclosure **234** and a top enclosure **232**. A battery latch assembly having a battery latch **236**, a lever base **238** and a lever latch **240** is mounted at the side of the battery pack facing outward when the battery pack is inserted into a battery compartment, and is held in place by the bottom and top enclosures. Lever latch **240** has a wing **241** that is inserted into a groove or slot **243** formed in a face of battery latch **236**, and lever base **238** is mounted on the bottom enclosure to pivotally hold lever latch **240** in the enclosure. Compression springs **254** are disposed between a bottom end of battery latch **236** and top enclosure **232**. A projection **255** is disposed at a top end of battery latch **238**, and is configured to protrude through slot **251** that extends through a thickness of the bottom enclosure **234**. In this manner, battery latch **236** may be manipulated by a user to

engage and disengage projection **255** from the latch receiver located in the mechanical compression device to insert the battery pack into the battery compartment and to release the battery pack for removal from battery compartment **121**.

Disposed at the back end **210** of the battery pack is a battery entry board **242** to which is mounted connector **220**, indicator **225** and button **230** (FIG. 4B). Entry board **256** is mounted to bottom enclosure **232** using one or more screws **250**. The entry board may also be fastened to top enclosure **252** using one or more screws **256**. In some embodiments, a water resistant gasket **262** may be used to resist the incursion of fluids into the interior of the battery pack. Moreover, a label **260** may be used to provide information to a user relative to the various indications that may be provided by indicator(s) **225**.

A battery management board **244** to which is mounted processors, memory and electrical circuitry for managing the various operations of the battery (which is described in more detail below) is mounted using screws or other fasteners **258** to battery cell assembly **246**. Battery cell assembly **246** includes one or more battery cells **248**. Battery cells **248** may be cells utilizing a variety of battery chemistries, such as, for example, nickel metal hydride, lithium hydride, lithium-ion and the like. Battery management board **244** and battery cell assembly **246** may also include a pair of splatter shields **266** mounted on left and right sides of battery cell assembly **246** to protect the terminals of the individual battery cells **248** from inadvertent contact with other parts of the assembly, thus providing a shield against short circuit of the battery cells.

Battery pack **200** also includes at least one vent **264**, shown disposed in the top enclosure to allow for venting of the battery pack to prevent buildup of potentially flammable or explosive gases produced by the battery cells **248** during charging or discharging of the battery pack. While shown disposed in the top enclosure, those skilled in the art will appreciate that the vents may be disposed through any wall or side of the battery pack. Vents **264** may be a simple hole extending through the wall or side of the battery pack. Alternatively, vent **264** may include a filtering means **265**, such as a screen or hydrophobic membrane to prevent the incursion of particulates or fluids or moisture into the interior of the battery pack. An additional advantage of such vents is that the vent or vents provide for equalization of pressure between the interior and exterior of the battery pack, such as may occur when the battery pack is transported to a higher or lower altitude.

The mechanical compression device described above requires a reliable power source to operate. It is not unusual for the device to be required to be used for thirty minutes or more to provide resuscitation to a patient in an emergency. The torque and power requirements of the motor of the mechanical compression device require up to a peak of seventy amperes of current during compression. If enough current cannot be delivered by the battery to the motor controlling the compressions, the voltage falls off and the motor may not be capable of generating enough torque to ensure complete compression of a patient's chest.

The inventors of the present invention have realized that having a very low total internal resistance is key to ensuring extended and reliable operation of the battery when the battery is under a constant power drain. One such battery chemistry that has been found to be useful in devices requiring high power is a battery using Lithium Ion chemistry, such as the model ANR26650M1-A or ANR26650M1-B Lithium Ion cell available from A123 Systems, Incorporated.

FIGS. 6A-6D schematic diagrams illustrating one embodiment of a battery pack **300** in accordance with the present invention. Battery pack **300** includes eleven Li-Ion chemistry cells, such as the model ANR26650M1-A or ANR26650M1-B cells described above. Each cell provides 3.3 volts, and the eleven cells are connected in series to provide a total of 36.3 volts. Using such cells, one embodiment of a battery pack in accordance with principles of the present invention can be manufactured that weighs approximately three pounds. Such a battery has been observed to deliver between 1550 and 2000 watts, and preferably deliver a peak power of 1800 watts. This provides a desirable weight to power ratio. Moreover, such an embodiment has also been found to be able to deliver energy of slightly less than 100 watt/hours. While eleven battery cells are used in this exemplary embodiment, more or less cells could be used depending on the requirements of the device to be powered.

To provide the amount of current required to operate the motor of the compression device, the inventors have discovered that it is important to minimize the internal resistance of the battery pack. Accordingly, the Lithium Ion (Li-Ion) cells used should have low internal DC resistance, preferably below 15 milliohms, and more preferably below 12.5 milliohms per cell.

While Li-Ion batteries are capable of providing the voltage and current required to operate a mechanical compression device for extended periods of time, care must be taken during both the discharge phase, and recharge of the batteries to ensure that the batteries continue to function for their desired lifetimes. It is well known that Li-Ion cells should not be over charged, nor should they be over discharged. Accordingly, various embodiments of the present invention include the capability of monitoring and controlling both the discharge of the cells and the recharging cycle. Those embodiments will be discussed in more detail below.

As described previously, the eleven Li-Ion cells **310** are connected in series by a main power bus **320**. Bus **320** has both a positive side and a negative, or ground side, as is typical for a DC circuit. Bus **320** delivers the direct current provided by the battery cells to a load (in this example, the mechanical compression device) through an interface **330**. As shown in FIG. 6C, interface **330** is a pin connector having seven connection pins. Alternatively, a socket could be used, or a combination of pins and sockets, with more or less than seven pins or sockets could be used.

The positive side of bus **320** is connected to pin **7** of interface **330**. Similarly, the negative side of bus **320** is connected to pin **6** of interface **330**. Pins **1-5** of interface are used to communicate various signals involved in the monitoring and control of the battery pack, as well as for communication to the device that is being powered, enabling the exchange of information and control signals between the battery pack and the powered device. Various exemplary embodiments of the invention incorporating those features will be discussed in more detail below.

Returning again to FIG. 6C, the positive side of bus **320** includes a fuse **342** to protect the circuit from over current conditions. Fuse **342** may be, for example, a 30 ampere fuse. In such a case, a sustained current flow through fuse **342** of more than 30 amperes would cause the fuse to open, breaking the circuit created by bus **320** and stopping the flow of current from the battery cells. While not shown, there is also a blown fuse detector circuit that monitors the fuse, and, if the fuse is blown, provides a signal to the pack controller that the fuse is blown. The pack controller may then provide a signal indicating that the battery is not suitable for use. Such a signal, for example, may be the change in color of

and LED, or activation or de-activation of some other status indicator. Alternatively, the pack control may provide a signal to the equipment powered by the battery, which may then provide an indication to a user that the battery is not ready for use.

The positive side of main bus **320** also includes a number of n-channel field effect transistors (n-FET) **340**, **350** and **360**. These n-FETs provide for switching and control of the circuit. N-FETs are used because they provide a very low resistance switch in keeping with the design requirement of minimizing the total internal resistance of the battery. Another unique capability of the n-FET is that they are capable of conducting high current loads, without damage and without generating excessive amounts of heat. One example of an n-FET that has been found suitable for use in various embodiments of the present invention is the model IRLS3036, available from Digi-Key Corporation.

In typical designs, p-FET devices would be used as the switches and would be placed in the high side of the main bus. However, p-FETs have two or more times the on resistance of an n-FET device. Thus, to handle the same current as an n-FET device, several p-FETs wired in parallel would be needed. Moreover, use of several p-FETs may also require the use of a heat sink to dissipate heat generated while the p-FET is on. This is disadvantageous where space within the battery pack is limited.

Similarly, an n-FET device would typically be used in the low side of the main bus to switch the current on and off in the bus. However, use of an n-FET in this situation breaks the ground of the battery, which may cause noise in the circuit and interfere with communication between the various elements of the battery management system circuitry. Accordingly, the inventions have placed the n-FET switches in the high side of the bus, which provides efficient switching of the bus without the generation of excess heat that may occur when p-FETs are used. Placing the n-FETs in the high side of the bus also eliminates the problem of breaking the ground of circuit.

In some embodiments, one or more resistors, such as resistors **370** and **380**, may be inserted in the negative, or low, side of the main bus circuit. These resistors provide the ability to tap the main bus to monitor various aspects of the current flowing through the circuit. For example, in one embodiment, resistor **370** is connected across the input lines of a cell balancing and primary protection circuit, which is discussed in more detail below. A typical value for resistor **370** is, for example, 2.5 milliohms.

In another embodiment, resistor **380** may be connected across a state-of-charge monitor, also known as a "gas gauge." In this embodiment, the value of resistor **380** may be, for example, 5 milliohms.

Each of the cells **310** is individually monitored during both charging and discharging to control the rate of charging and discharging, respectively. In one exemplary embodiment, as shown in FIG. 6C, a separate cell tap line **390** is connected to each cell and to a cell monitoring and balancing circuit **400**.

#### Primary Protection

During charging, the voltage of each cell is independently monitored to prevent overcharging of the cell. In one exemplary embodiment, a monitoring system on a microchip, which may be, for example, battery pack protection and monitor integrated circuit (IC) **410** such as an OZ890 available from O2 Micro, is used to control the charging of the various cells. In such an arrangement, cell monitoring line **390** provides a positive signal to a representative pin input of IC **410**. For example, cell **1** is monitored using input



line BC1 of IC 410, and so forth up to cell 11, which is monitored using input line BC11 of IC 410.

If the control circuitry of IC 410 detects an imbalance in a cell, IC 410 provides a signal on an appropriate external bleed control line CB1-CB11. As shown in FIG. 6B, when the signal on the appropriate external bleed control line is applied to the gate of n-FET 420, current is allowed to pass between the source and the drain of n-FET 420 and then through resistor 430, which results in bypassing the cell and halting charging of the cell. As can be seen from FIG. 6B, each cell has its own dedicated combination of resistor and n-FET in electrical communication with IC 410 for monitoring each cell and preventing each individual cell from over charging.

Cell balancing and primary protection IC 410 may also be used in some embodiments to monitor the total voltage of the battery cell pack. For example, when all of the cells have attained their maximum voltage, IC 410 can send a low signal to the gate of n-FET 350 to open the channel between the source and drain of n-FET 350 and thus open the main bus circuit 320. This results in a cessation of charging current through the cells, and thus halts the charging process.

Similarly, IC 410 monitors the voltage across the cells during discharge of the battery. When the voltage across the cells drops below a threshold level, for example, 21 volts, IC 410 drives the signal on line 450 low, which in turn shuts off n-FET 360 which interrupts the main bus circuit. This prevents damage to the battery cells that may be caused by removing too much of the charge in the cells, which may result in decreased life of the cell.

IC 410 may also include and control a temperature measurement capability designed to monitor the temperature of the battery pack and/or individual battery cells to prevent overheating. In this embodiment, one or more thermistors 460 are used to provide temperature signals over line 470 to the IC 410. If IC 410 determines that the temperature of the battery is either too high or too low, IC 410 may drive either or both of n-FETs 350 and 360 low, opening the main bus 320 and isolating the battery pack. It will be understood that while only a single line 470 is shown for clarity, line 470 includes an appropriate number of conductors to monitor the function of all thermistors used in the temperature monitoring circuit in communication with IC 410.

IC 410 may additionally provide a visual indication of fault state by providing a fault signal on line 480 that may then be used to cause LED 490 to light up. This visual signal of a fault condition sensed by the primary protection circuit indicates that the battery pack has been rendered non-functional by IC 410 and that repair or maintenance of the battery pack may be required.

#### Secondary Protection

Some embodiments of the present invention may also include secondary protection against catastrophic faults or over voltage protection. Such secondary protection may be provided by a variety of circuits designed to monitor the voltage of the battery pack and/or the current flow through the main bus and to take action when certain threshold values of current or voltage are exceeded. In one embodiment, such protection may be provided by an integrated circuit 500, such as, for example, the OZ8800 available from O<sub>2</sub>Micro. Those skilled in the art will know that, depending on the number of cells used in the battery pack, more than one IC 500 may be required. For example, the OZ8800 secondary level battery protection integrated circuit can monitor three to seven individual cells. Thus, where eleven cells are used, two OZ8800s will be required.

IC 500 monitors the voltage of each cell over monitoring line 312. In some embodiments, a time delay may be employed that provides for temporary over voltage conditions to exist. Where the time threshold is exceeded because the voltage did not drop back into an acceptable range, IC 500 sends a low signal over fault line 510 to n-FET 340 to turn off n-FET 340. Each cell is monitored by a similar circuit.

It should be apparent from FIG. 6C that the n-FETs described above are in a normally off state unless a positive voltage is applied to the gate of each n-FET. Thus, any fault that results in voltage decrease to a level below the threshold of the n-FET at the gate will cause the n-FET to open, thus providing additional protection to the cells and battery management circuitry.

#### Gas Gauge

Another embodiment of the present invention includes a "gas gauge" function that monitors the amount of useful charge remaining in the battery pack. Such gas gauge functionality can be provided using integrated circuits designed to carry out vary tasks, such as to calculate remaining battery capacity for use and standby conditions based on time of use, rate of discharge and the temperature of the battery. Such a circuit may also determine the true battery capacity in the course of a discharge cycle from near full charge to near full discharge states.

FIG. 6D illustrates one example of such a gas gauge circuit 600. Monitoring of the battery pack is accomplished using an integrated circuit 610, such as a bq2060A available from Texas Instruments, Inc. IC 610 works in conjunction with an external EEPROM 620. EEPROM 620 stores configuration information for IC 610, such as the chemistry used in the battery cells, the self-discharge rate of the battery, various rate compensation factors, measurement calibration, and battery design voltage and capacity. All of these settings can be changed to allow the system to be used with a variety of battery types. Moreover, IC 610 can communicate with a central processor and memory over a back-side bus circuit 630. In this manner, IC 610 and EEPROM 620 may be configured, using control signals from the central processor, to accommodate different types of batteries that are detected and identified by other circuitry included in the system, or which are manually identified by a user. In an alternative embodiment, IC 610 may also cooperate with the pack controller to augment the reporting accuracy of the gas gauge in instances of low current draw using appropriate control commands embedded into the software that controls the operation of the pack controller and the gas gauge to implement the algorithms necessary to carry out this function.

In general, the gas gauge functions are carried out by IC 610 in conjunction with IC 800 to determines full charge battery capacity and the capacity remaining at any point in time by monitoring the amount of charge input or removed from the battery cells. In addition, IC 610 measures battery voltage, battery temperature and current as detected across resistor 380. IC 610 also, in some embodiments, may estimate the self-discharge rate of the battery, and also monitors for low-voltage thresholds of the battery. As described, IC 610 measures the amount of charge and discharge of the battery by monitoring the voltage across resistor 380, which is located between the negative terminal of the first cell 310 (of the series connected cells) the negative terminal of the battery pack. Available battery charge is determined from this measured voltage and correcting the measurement for environmental and operating conditions.

IC 610 may also measure the temperature of the battery pack so as to carry out the estimations and adjustments described above. In one embodiment, a thermistor 640 is mounted adjacent to a cell or cells of the battery pack in such a manner as to be able to measure the temperature of the cell or cells of the battery pack. IC 610 drives the gate of n-FET 650 high by providing an appropriate signal over line 660 to connect a bias voltage source to thermistor 640 while the temperature of the cell or cells is being measured. Once the measurement is completed, IC 610 drives the gate of n-FET 650 low, opening the n-FET and thus disconnecting thermistor 640 from the bias source.

IC 610 may be reset each time the battery is charged so that the reported amount of charge remaining in the battery is accurate. A battery pack supervisor circuit or pack controller 800, to be described in more detail below, provides a signal over reset line 670 to drive the gate of n-FET 680 high. This causes the current to flow through n-FET 680, resulting in a reset signal being provided to IC 610 to reset the battery capacity counter of IC 610.

In another embodiment, IC 610 may include a seal/unseal function that prevents unauthorized access to the parameters stored in the IC 610 or EEPROM 620. Pack controller 800 may send a signal over line 680 that drives the gate of n-FET 690 high, which closes n-FET 690 allowing for commands and data to flow between IC 610 and EEPROM 630. Such data may include, for example, updated calibration information and the like. In an alternative embodiment, the flow of data between IC 610 and EEPROM 630 may be controlled using only software commands from the pack controller to control IC 610 and EEPROM 630 without requiring n-FET 690.

#### Pack Controller

In another embodiment of the present invention, the battery management system includes a pack controller 800 which serves as an overall supervisor for the various functions carried out by the battery management system. Pack controller 800 will typically be an integrated circuit, although discrete circuitry carrying out the same functions could be used, depending on the amount of space available within the confines of the battery pack.

For example, pack controller 800 may be a low or ultra-low power microcontroller such as the MSP430F2418 Mixed Signal Controller available from Texas Instruments Incorporated. Such a controller may include memory, such as random access memory or flash memory to provide for rapid and efficient execution of the various functions of the battery management system. Pack controller 800 also has the capability of communicating with peripheral devices, circuitry or memory over one or more communication buses, such as backside bus 630 and front-side 810. The communication busses typically use a communication protocol such as, for example, the I<sup>2</sup>C bus (a Trademark of Philips Incorporated) or the System Management Bus (SMBus). The SMBus is described in more detail below.

Appropriate software commands are used to program the functions of the pack controller 800. Such software includes commands configuring the communication protocol interface, such as for example, the SMBus interface. The software would also configure the pack controller to monitor critical battery pack parameters, which are made available to it over communication lines 810, 820, 822, back-side bus 630, front side bus 810 and detect line 824, as well as other communications lines not shown or which may be added in the future.

When appropriately programmed, pack controller 800 is also in communication with one or more memory devices,

such as, for example, an event archive EEPROM 900. Such an archive has, for example, although not limited to, 64 kilobytes of memory that can be used to store history of various events that occur during the charge and discharge cycles of the battery pack, such as, for examples, the total amount of charge, total amount of energy discharged, the temperature of the battery cells, any faults that occur, or other information related to the individual battery cells and/or the various circuits employed to manage and control the operation of the battery.

Pack controller 800 may also be programmed to communicate with memory and/or processors such as, for example, EEPROM 1000. In the exemplary embodiment shown in FIG. 6A, EEPROM 1000 may be located in a mechanical compression device that is powered by the battery pack, or it may be incorporated into the battery pack and configured to be accessed by the devices to be powered by the battery. In this example, pack controller 800 communicates with EEPROM 1000 and/or a processor in the mechanical compression device over front side bus 810, which accesses a similar bus in the mechanical compression device through connector 330. In this manner, a two-way communication connection may be established between the battery pack and a device powered by the battery pack to allow for exchange of information between the battery pack and the powered device. For example, updated operating parameters or commands, including updated software, may be loaded into the battery pack from the powered device when the battery pack is put into communication with the powered device. Similarly, information contained in the event archive EEPROM 900 may be transmitted to the EEPROM 1000, or any other memory (such as a portable memory device) configured for communication over back-side bus 810 from any of the memories present in the battery pack.

It will be understood that this communication capability also allows the battery to communicate with other devices besides devices which will be powered by the battery. For example, typically, the battery pack will be removed from a powered device to be recharged. When the battery pack is connected to a battery charger, the battery charger may be used to retrieve information from the memory or memories of the battery pack, and/or transmit updated data, information, programming commands or software to the battery through front-side bus 810. This communication process will typically be managed using various handshaking and communication dialog as set forth in the communication protocol used to enable the communication, such as the SMBus protocol, exchanged between a processor residing in the charger or other device and the pack controller 800 of the battery pack. In some embodiments, the battery may also be trickle charged when the battery is inserted into the device to be powered, where the device being powered is also connected to an external power supply.

Still other embodiments of the present invention may include a capability, managed by pack controller 800, of recognizing when the battery pack is inserted into a battery charger or device to be powered, such as a mechanical compression device. For example, pack controller 800 may be configured using appropriate software and/or hardware commands to provide a signal to IC 410 and IC 500 to provide a high signal to the gates of n-FETs 340, 350 and 360 to close those switches and thus provide full battery voltage at the positive and negative pins of connector 330 only when detect circuit 1100 sends an appropriate signal to pack controller 800 over line 824 indicating that the battery pack is properly mounted into a device to be powered.

In one embodiment, pack controller **800** monitors a line connected to a mechanical switch or interlock that is forced closed when the battery is properly inserted into a charger or a device to be powered. In another embodiment, pack controller **800** monitors a signal line connected to one or more pins of the battery connector. When an appropriate signal is received over this signal line, pack controller **800** determines that the battery is inserted into a charger or a device to be powered, and provides a high signal to the gates of n-FETs **340**, **350** and **360** as described above. This embodiment is particularly advantageous in that pack controller **800** may be programmed to respond only when a particular signal is received, ensuring that the battery is inserted into a specific type or make of a charger or device to be powered designed to accommodate the battery before providing the high signal to the gates of n-FETs **340**, **350** and **360**.

These embodiments are advantageous in that discharge of the battery in the event of an accidental short circuit across the positive and negative terminals of connector **330** is prevented. Given the amount of energy stored in the cells of the battery pack, such a discharge could be catastrophic. Thus, in this embodiment, there is no voltage between the positive and negative terminals of connector **330** of the battery pack unless the battery pack is properly mounted in a device configured to provide the appropriate signal to the detect circuit **1100**, thus providing for safe handling, storage and transport of the battery pack when the battery pack is not connected to either a charger or a device to be powered, such as the mechanical compression device described above.

Pack controller **800** may also be programmed to provide password access to allow for changing of settings and parameters stored in EEPROMs **900** and **620**, as well as to provide appropriate signals to drive LED **490** in the event of a fault. Additional capabilities may also be included, configured using appropriate software and/or hardware commands, to provide additional functions to the battery management system. For example, such functions may include driving a display that indicates the total amount of charge remaining in the battery and the like. A more complete description of the various capabilities that can be incorporated into pack controller **800**, particularly when pack controller **800** is an MSP430F2418 (or other members of this controller family) is contained in a document entitled "MSP430F241x, MSP430F261x Mixed Signal Microcontroller," SLAS541F—June 2007—Revised December 2009 available from Texas Instruments Incorporated, the entirety of which is hereby incorporated herein by reference.

#### Smart Bus Communications

As will be apparent, the various processors and integrated circuits and logic systems incorporated into the various embodiments of the present invention are capable of functioning as a unified system due to their ability to communicate with one another over the front side bus **320** and the back side bus **630**. In some embodiments, the communications over these buses are carried out using the System Management Bus (SMBus) specification. The SMBus is a two-wire interface through which various system component chips, such as IC **410**, IC **610**, the secondary protection system **500**, event archive **900**, EEPROM **1000** and pack controller **800**, among other circuitry, can communicate with each other and with the rest of the system. Further information related to the SMBus specification is contained in "System Management Bus (SMBus) Specification Version 2.0," SBS Implementers Forum, Aug. 3, 2000, the entirety of which is hereby incorporated herein by reference.

#### Boost Circuit

The inventors have observed that, in some embodiments of the invention, the voltage required to drive the n-FETs closed exceeds the voltage that is available from the battery pack. For example, using an n-FET that requires a bias voltage of 10 volts, the n-FET requires a drive voltage of the bias voltage plus the battery voltage to drive the n-FET sufficiently to allow an appropriate voltage to pass through the n-FET to charge or discharge the battery. Accordingly, a voltage boost circuit is included to boost the voltage supplied to the gates of the n-FETs to drive the n-FETs to conduct the current supplied by the battery cells.

Those skilled in the art will understand that the use of n-FETs in the present invention results in the need for complex circuitry, such as the boost circuit. Such complexity could be eliminated using p-FETs. Use of p-FETs however, has been found to be disadvantageous because several p-FETs may be needed to handle the same current that can be handled by a single n-FET. Additionally, the heat generated using multiple p-FETs may require the addition of one or more heat sinks to dissipate the heat, which may require more space in a compact battery than which is available. Moreover, it is well known that p-FETs have at least twice the on resistance of n-FETs, which would increase the overall internal resistance of the battery pack.

While several particular forms of the invention have been illustrated and described, it will be apparent that various modifications can be made without departing from the spirit and scope of the invention.

We claim:

1. A system for powering a device, comprising:
  - a plurality of rechargeable cells, each rechargeable cell having a positive and a negative terminal, the plurality of rechargeable cells in series electrical communication with each other;
  - a connector for connecting the plurality of rechargeable cells to a charger or a device to be powered by the plurality of rechargeable cells;
  - a processor for monitoring an input related to the state of charge of each of the rechargeable cells;
  - a monitoring circuit, in electrical communication with the processor, the monitoring circuit monitoring the voltage of each of the plurality of rechargeable cells and providing a signal for each of the plurality of rechargeable cells to the processor, the signal representative of a level of voltage measured across the negative and positive terminals of each of the plurality of rechargeable cells, the monitoring circuit including a plurality of switches connecting each of the plurality of rechargeable cells to one of a plurality of bleeder circuits, wherein each of the plurality of switches is individually responsive to an overvoltage signal from the processor directed to at least one of the plurality of switches to close the at least one of the plurality of switches to prevent overcharging of at least one of the plurality of rechargeable cells.
2. The system of claim **1**, wherein at least one of the plurality of switches is an n-FET.
3. The system of claim **2**, further comprising a boost circuit in electrical communication with the n-FET, the boost circuit configured to provide a pre-determined bias voltage to a gate of the at least one n-FET switch to drive the at least one n-FET switch to conduct a current.
4. The system of claim **1**, further comprising:
  - a temperature monitoring circuit for monitoring the temperature of the system and for providing a signal related to the temperature of the system to the processor; and wherein

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the processor receives and analyses the temperature signal to determine if the temperature of the system is within a pre-selected range of temperatures, and if the temperature of the system is not within the pre-selected range of temperatures, the processor provides a signal to a power switch to disconnect the positive terminal of the cell connected to a positive terminal of the connector of the system from the positive terminal of the connector of the system.

5. The system of claim 1, further comprising:  
 an isolation circuit in electrical communication with the processor, the isolation circuit configured to provide a connection signal to the processor indicating that the connector of the plurality of rechargeable cells is connected to the charger or device to be powered; and wherein the processor responds to the connection signal by sending a signal to a power switch to close the power switch to provide a voltage across the positive and negative terminals of the plurality of rechargeable cells.

6. The system of claim 1, further comprising:  
 a communication bus connecting the processor to the connector and to other components of the system, the communication bus configured to provide communication between the processor and the other components of the system, and to other systems, processors, networks or storage media external to the system.

7. The system of claim 1, further comprising:  
 an indicator mounted on an exterior of the system, the indicator providing a visual indication of information related to the operation of the system.

8. The system of claim 7, wherein the indicator is an LED light.

9. An intelligent battery pack system, comprising:  
 a connector to engage a connector disposed in or on a device to be powered;  
 a plurality of rechargeable battery cells, each of the cells having a positive and a negative terminal, and each of the cells connected in series by a bus having a positive side connected to a positive terminal of the connector and a negative side connected to a negative terminal of the connector;  
 a processor for controlling the operation of a battery pack system;  
 a primary protection circuit in electrical communication with the processor, the primary protection circuit including:  
 a plurality of monitoring circuits in electrical communication, each one of the plurality of monitoring circuits for monitoring a parameter related to the state of charge of an individual one of the plurality of cells, and  
 a plurality of bleed circuits, each of the plurality of bleed circuits connected to an individual one of the cells to bleed the cells in response to the parameter for the cell monitored by the monitoring circuit connected to that cell to prevent an overcharge of the cell;  
 a secondary protection circuit for protection of the battery pack system from short circuits;

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a state of charge monitoring circuit, including  
 a sensor for determining an amount of current flowing through the bus,  
 a state of charge processor in electrical communication with the sensor,  
 a state of charge memory in electrical communication with the state of charge processor, the memory for storing information related to the plurality of rechargeable battery cells and also to the amount of current flowing through the bus, wherein  
 the state of charge processor, based on the information stored in the state of charge memory and input from the sensor determines the amount of current available from the battery pack system; and  
 a communication bus in electrical communication with the connector, the processor, the primary protection circuit, the secondary protection circuit, and the state of charge monitoring circuit for providing for communications between the connector, the processor, the primary protection circuit, the secondary protection circuit, and the state of charge monitoring circuit.

10. The intelligent battery pack system of claim 9, wherein the primary protection circuit includes a primary protection processor configured to monitor the charging and discharging of the plurality of rechargeable battery cells.

11. The intelligent battery pack system of claim 9, wherein the primary protection circuit includes a primary protection processor configured to control the charging and discharging of the plurality of rechargeable battery cells.

12. The intelligent battery pack system of claim 9, further comprising:  
 a temperature monitoring circuit to determine a temperature of the battery pack system, the temperature monitoring circuit communicating the temperature of the battery pack system to the primary protection circuit; and  
 wherein the primary protection circuit is configured to send a signal to a power switch to open the power switch if the temperature of the battery pack system is not within a pre-selected range of temperature values.

13. The intelligent battery pack system of claim 9, further comprising:  
 a battery pack isolation circuit in electrical communication with the processor, the battery isolation circuit configured to provide a connection signal to the processor indicating that the connector of the battery pack system is connected to a battery charger or device to be powered; and  
 wherein the processor responds to the connection signal by sending a signal to a power switch to close the power switch to provide a voltage across the positive and negative terminals of the connector.

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