



# Li-Ion Safety: New Material and Cell Performance

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Advanced Technology Development

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# Li-Ion Rechargeable Batteries Advanced Technology Development (ATD) Program

## Advanced Technology Development

- DOE's Advanced Technology Development (ATD) Program addresses the three barriers that remain for batteries in hybrid electric vehicles -
  - **(1) high cost, (2) short calendar life, and (3) poor abuse tolerance.**
- FreedomCAR is Stakeholder (through USABC)
- Focus is Li Ion Rechargeable Chemistry
- Involves 5 US National Laboratories and 1 DoD Lab
  - Sandia National Labs, Argonne National Lab, Lawrence Berkeley National Lab, Idaho National Engineering & Environmental Lab, and Brookhaven National Lab
  - Army Research Lab
- Technical goal is to
  - **Observe and Characterize** the response of cells and materials
  - **Develop Understanding** of source of thermal output and gas generation
  - **Improve Abuse Performance** with alternate materials or additives.



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# Cell Chemistries Evaluated in ATD Program

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➤ Cathode materials:

- $\text{LiNi}_{0.85}\text{Co}_{0.15}\text{O}_2$  (Gen1)
- $\text{LiNi}_{0.8}\text{Co}_{0.15}\text{Al}_{0.05}\text{O}_2$  (Gen2);
- $\text{LiNi}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3}\text{O}_2$ ;  $\text{Li}_{1.1}(\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3})_{0.9}\text{O}_2$  (Gen3)
- $\text{LiMn}_2\text{O}_4$  (Spinel)

➤ Anode materials:

- MCMB (Gen1 and 3)
- MAG10 (Gen2)
- GDR (Gen2)

➤ Electrolytes/salts:

- EC:EMC (3:7) 1.2M LiPF<sub>6</sub>
- EC:PC:DMC (1:1:3) 1.2M LiPF6
- LiBOB, LiBETI

➤ Additives:

- SEI enhancer – Vinyl ethylene carbonate (VEC); Vinylene carbonate (VC)
- Flame retardants– e.g. Phosphazene-based “Phoslyte”  
from Bridgestone; phosphate TPP; ...

EC = Ethylene Carbonate; PC= Propylene Carbonate EMC = Ethyl (Methyl) Carbonate



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# Sandia 18650 Cell Build Capability for Thermal Abuse Tolerance Studies

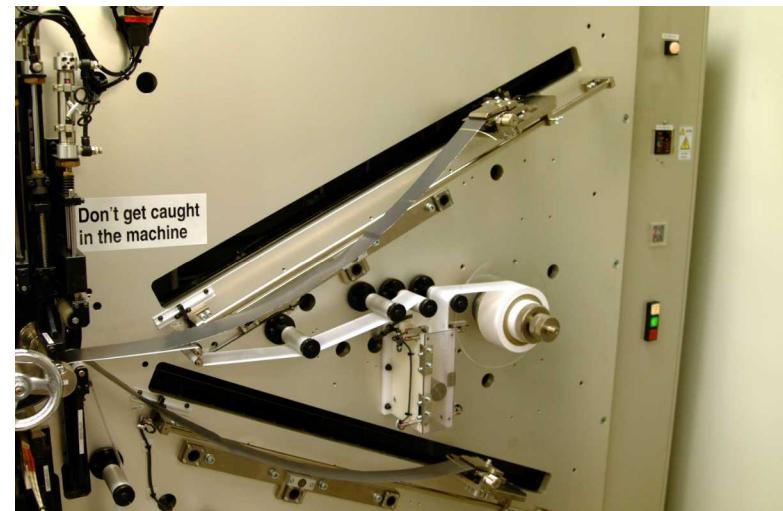
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All Cells Built at Sandia Using Custom Coated  
Electrodes in the 18650 Configuration

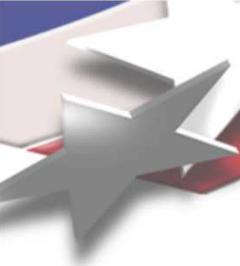
Winder System



Electrode/Separator Feed



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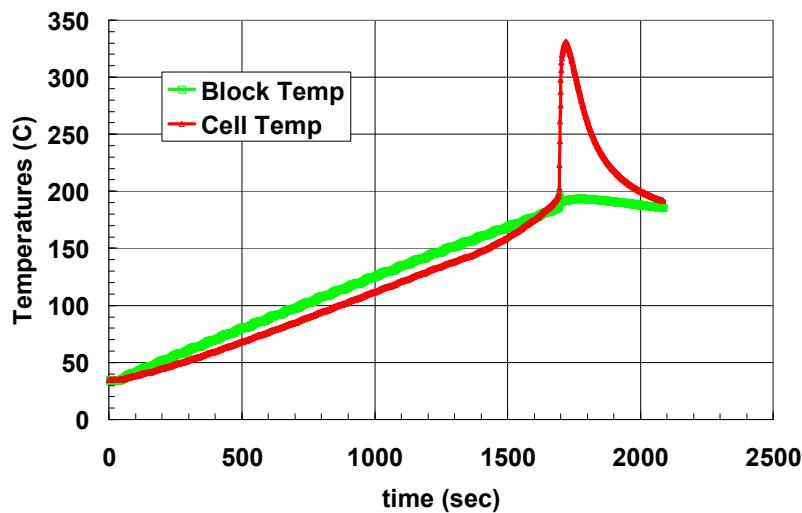
# Thermal Runaway Can Be Grouped Into Three Major Temperature Regimes

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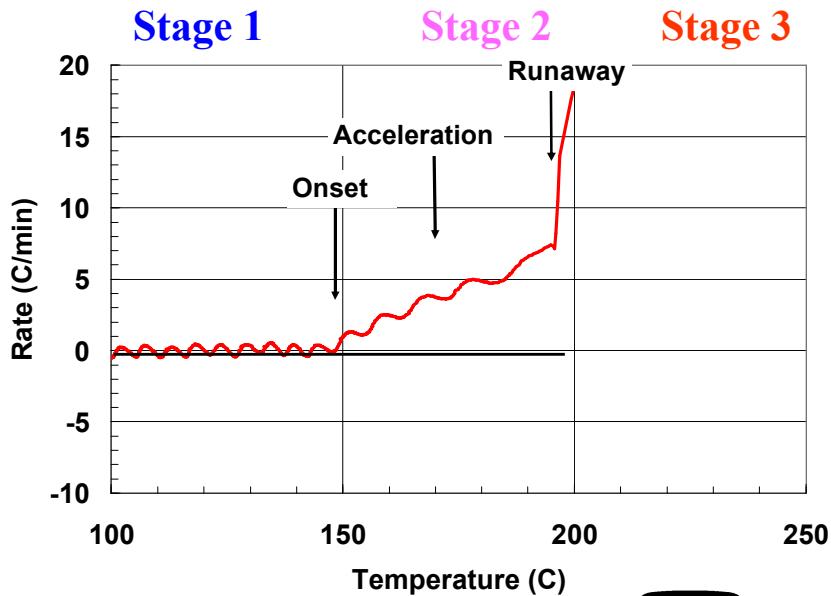
## Thermal Ramp Response (100% SOC)

- Stage 1: Room Temperature to 150°C – Onset of thermal runaway
- Stage 2: 150°C - 180°C – Venting and accelerated heating (smoke)
- Stage 3: 180°C and above – Explosive decomposition (flame)

## Ramp Temperatures



## Differential Temperature Rate



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# Mechanisms of Runaway Reactions

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➤ **Stage 1 (RT-150°C):**

- Reaction and breakdown of SEI passivation layer on anode results in exothermic reduction of electrolyte by lithiated carbon

➤ **Stage 2 (150°C- 180°C):**

- Continued electrolyte reaction at anode
- **Onset of oxidation of electrolyte at cathode surface**

➤ **Stage 3 (180°C and above):**

- **Cathode decomposition releasing oxygen which exothermically reacts at high rate with electrolyte**
- Final breakdown of anode passivation layers and subsequent reaction
- Exothermic decomposition of free electrolyte



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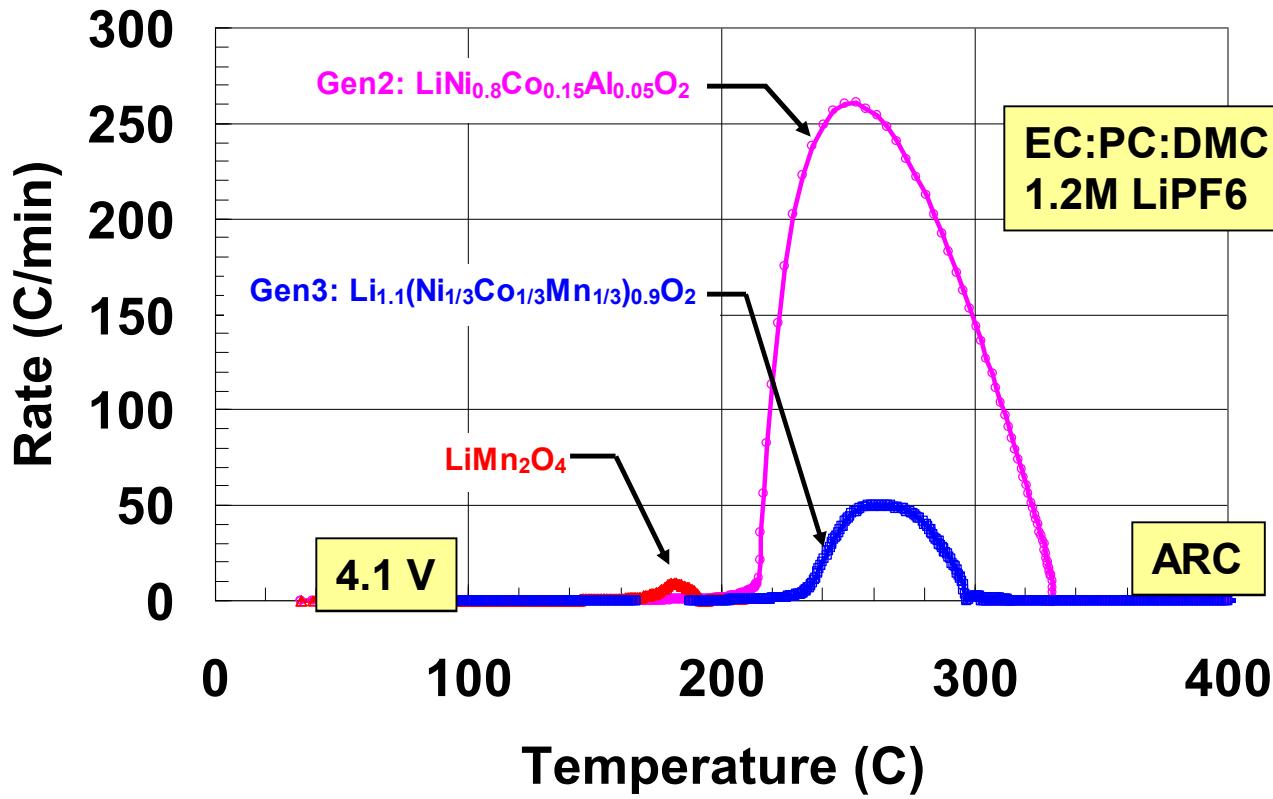
# Thermal Runaway Cathode Comparisons

$\text{Li}_{1.1}(\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3})_{0.9}\text{O}_2$  /  
 $\text{LiNi}_{0.8}\text{Co}_{0.15}\text{Al}_{0.05}\text{O}_2/\text{LiMn}_2\text{O}_4$

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Peak Cathode Reactions Determined by Oxygen Release During Decomposition and Subsequent Electrolyte Oxidation

Improved Cathode Stability Results in Increased Thermal Runaway Temperature And Reduced Peak Heating Rate for Full Cell

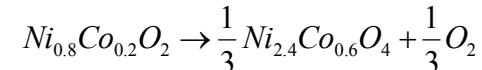
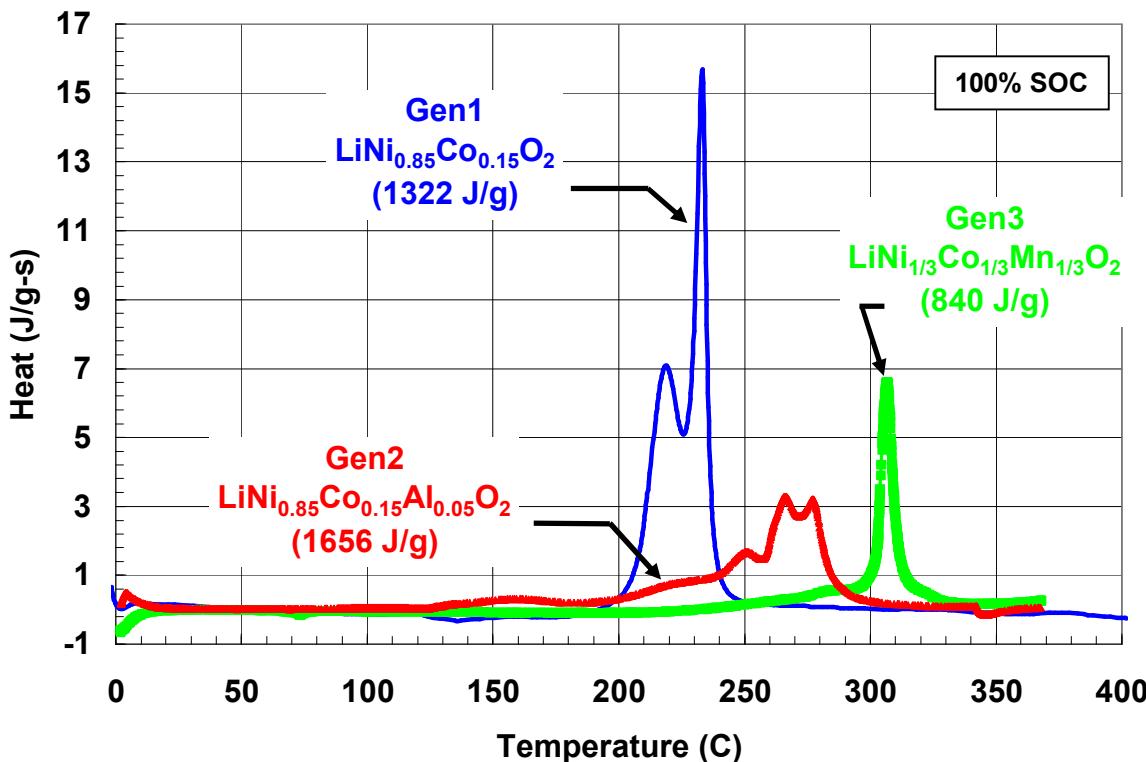


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# Cathode Reactions Occur at High-Temperature Regime

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- Cathode Reactions ( $> 150^{\circ}\text{C}$ )
  - Reaction of electrolyte at oxide particle surfaces
  - Decomposition of oxide to release oxygen and subsequently oxidize electrolyte, for example:



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# Correlation of DSC and ARC Enthalpy Values for Anode/Cathode Materials

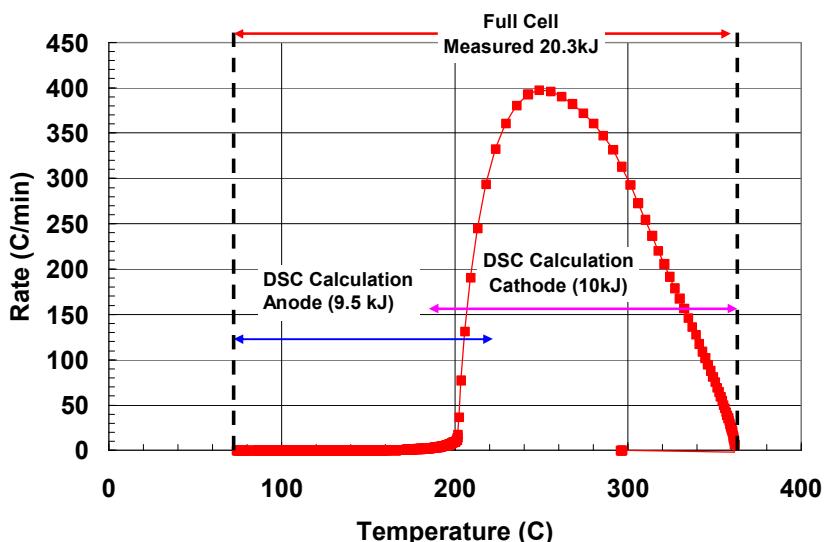
Cathode Accounts for Energy Release During Stage 3 Runaway

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Calculations Using DSC Enthalpy Give Excellent Agreement with ARC Profiles

Gen2  $\text{Li}_{x}\text{Ni}_{0.8}\text{Co}_{0.15}\text{Al}_{0.05}\text{O}_2$

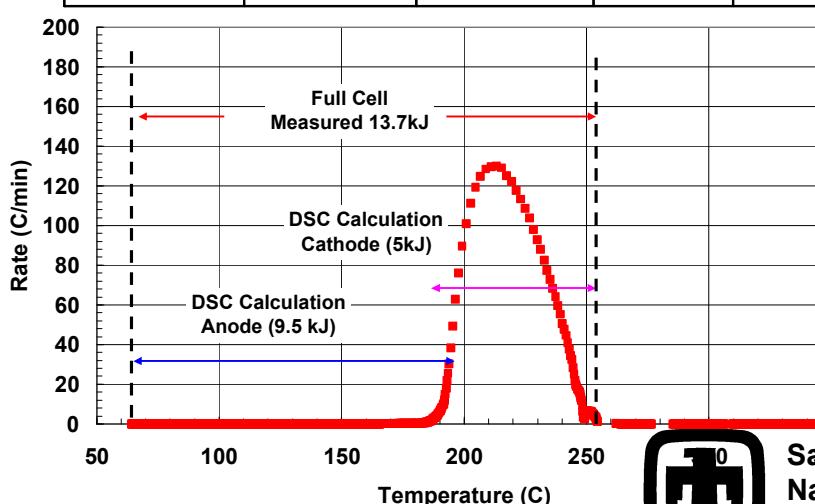
	active material wt. (g)	DSC Specific Enthalpy (kJ/g)	Enthalpy (kJ)	Resulting Delta T(C)
Anode:	4.25	2.22	9.44	131
Gen2 Cathode:	6.1	1.65	10.07	140
		Calculated Total:	19.50	271
		ARC total:	20.30	



Majority of Anode Energy Released During Low Temperature Ramp

$\text{Li}_{\text{x}}\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3}\text{O}_2$

	active material wt. (g)	DSC Specific Enthalpy (kJ/g)	Enthalpy (kJ)	Resulting Delta T(C)
Anode:	4.25	2.22	9.44	131
$\text{Li}_{\text{x}}\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3}\text{O}_2$ cathode	6.3	0.78	4.91	68
		Calculated Total:	14.35	200
		ARC total:	13.70	



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# Comparison of Gen2 Cathode and Gen2 Full Cell ARC Thermal Runaway Profiles

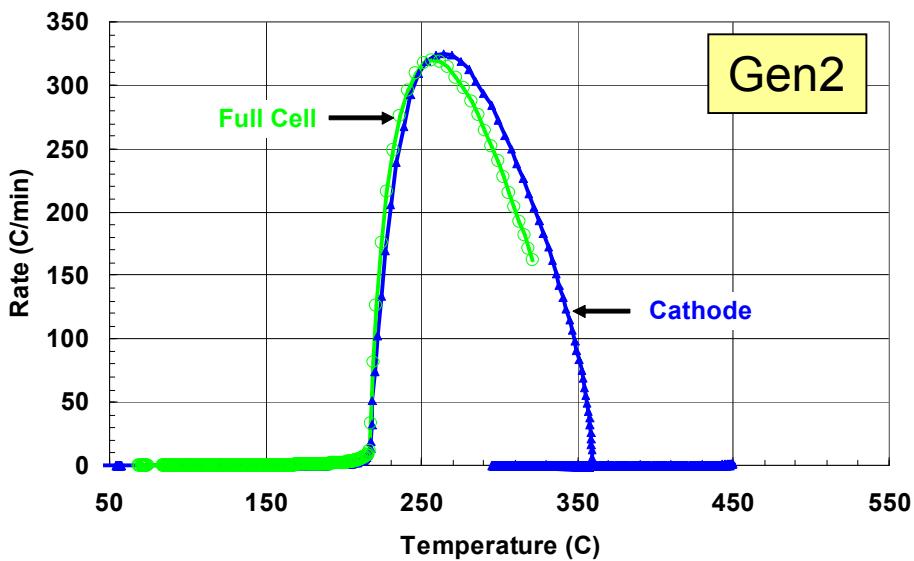
## Cathode Runaway Profile Same as for Full Cell

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Cathode and Anode Removed from Full Cell at 100%SOC  
Resealed in 18650 Cans with Electrolyte

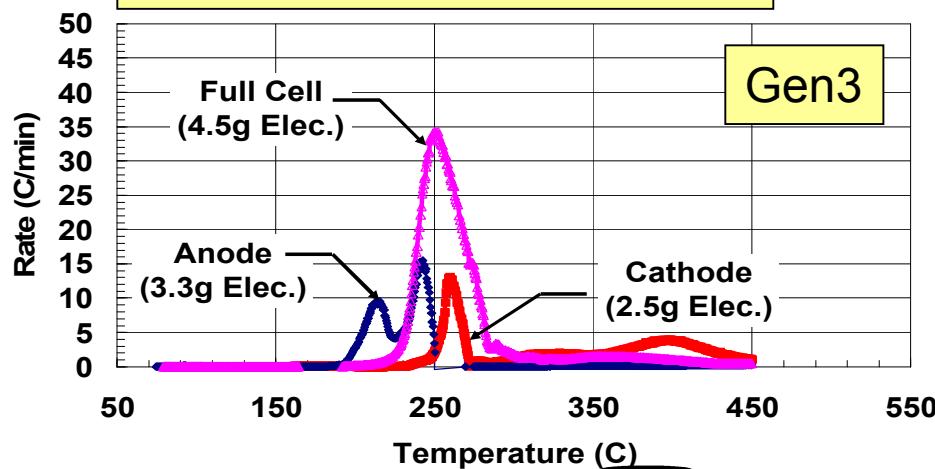
Gen2 Peak Thermal Runaway  
Profile Determined By Cathode  
Reactions

SNL Gen2 Cathode in 18650 Can: 100%SOC



Gen3 Peak Thermal Runaway  
Profile Determined Equally By  
Anode and Cathode Reactions

Less Oxygen Generation by  
Cathode reduces Exothermic  
Electrolyte Combustion

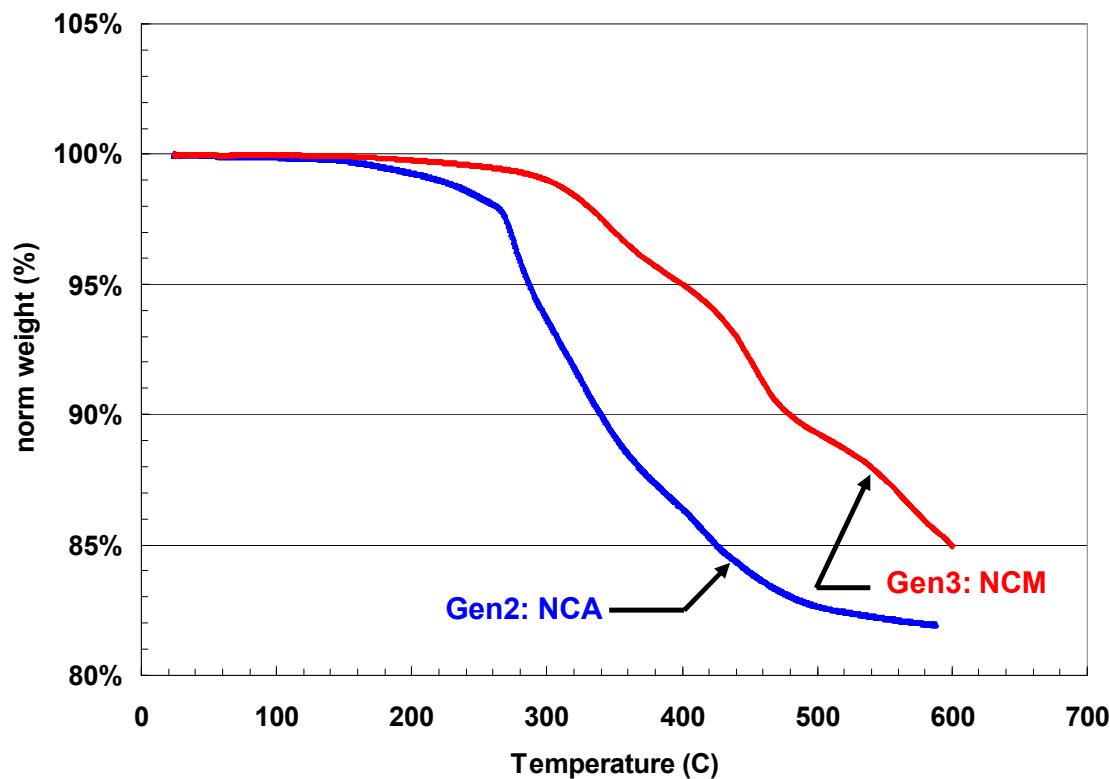


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# TGA Profiles

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## Mass Loss From Oxygen Release From Decomposing Cathodes



Oxygen Generation Correlates With ARC Reaction Rate and Enthalpy

Gen2 Shows Highest Mass Loss and Greatest Reaction Rate



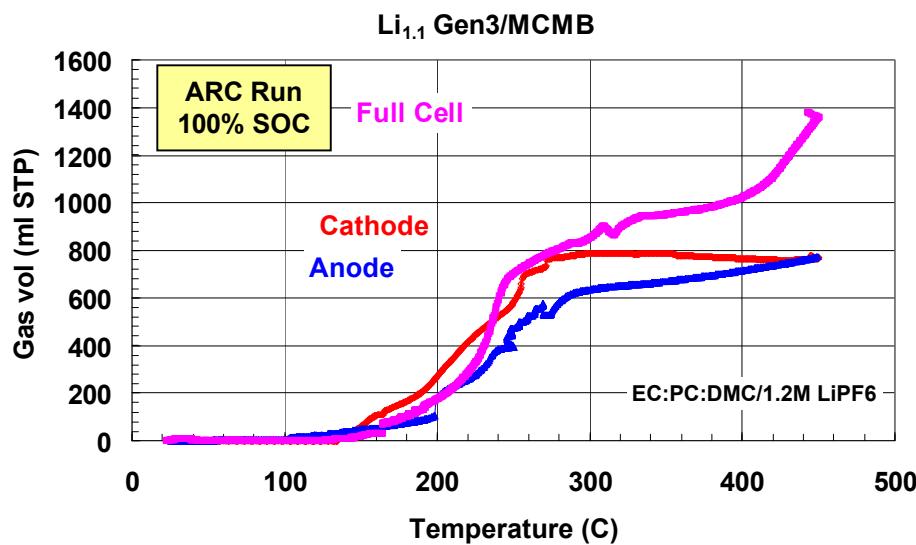
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# Gas Evolution and Composition

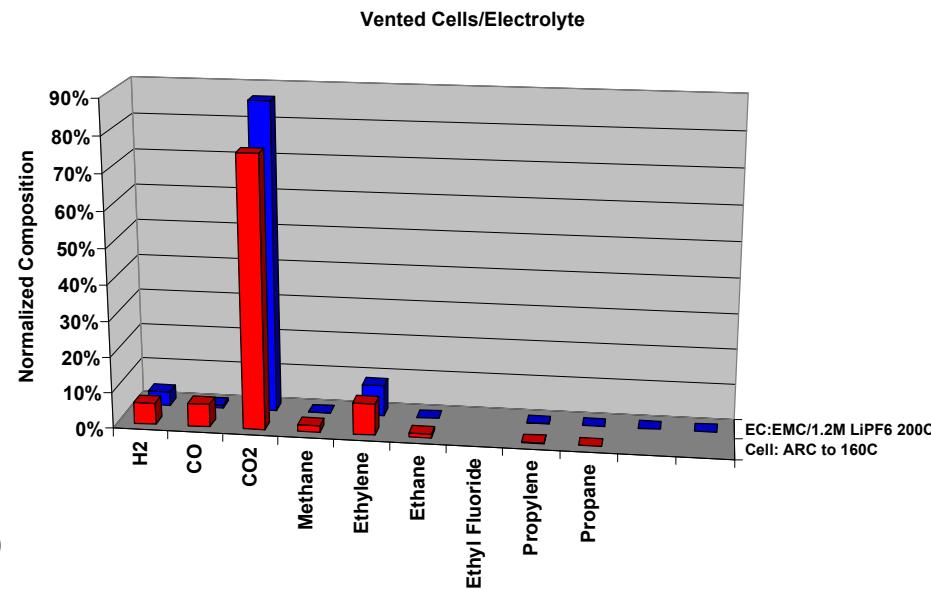
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Onset of Gas Generation at Cathode Around 150°C

Total Volume of Gas From Cell Accounted for by Individual Electrodes



Gas Composition Largely CO<sub>2</sub> Both for Full Cell and Electrolyte Decomposition



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# Thermal Ramp Apparatus

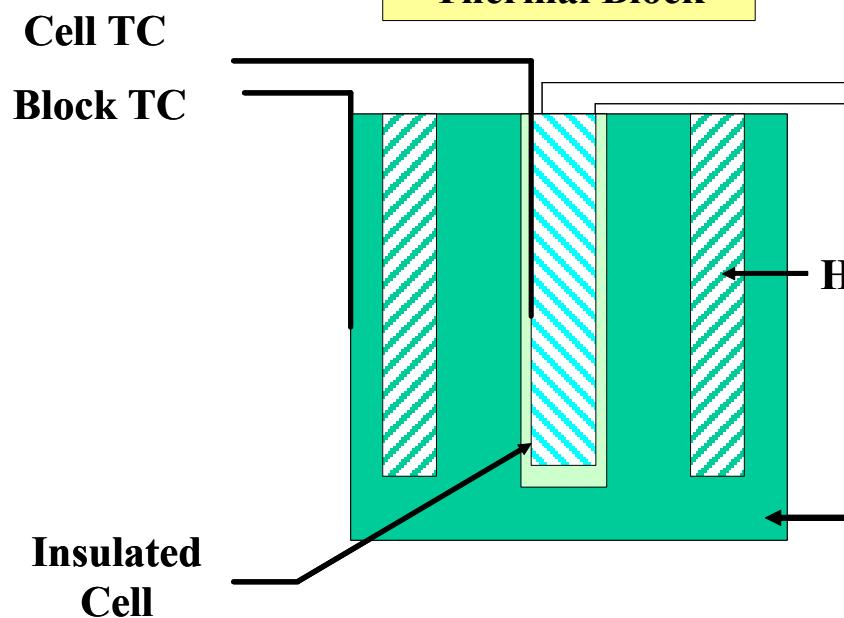
## Ramp to runaway in air with external ignition

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18mm

Ramp at 6 °C/min



Cell Voltage  
Leads

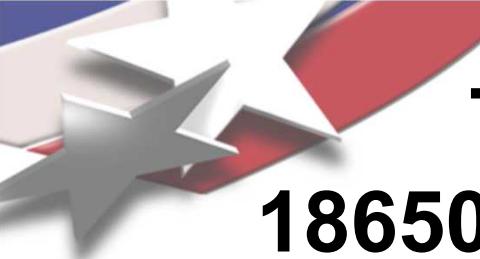
Heater Cartridge

Copper  
Block

Heat Block with External Ignition Sources  
Cell has vented and is about to enter  
explosive decomposition stage.



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# Thermal Ramp of Commercial 18650 Cell Similar to Laptop Battery Cell

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Ignition of Vented Solvent Vapors



Stage 3 Thermal Runaway



Cell Temperature  $\sim 190^{\circ}\text{C}$



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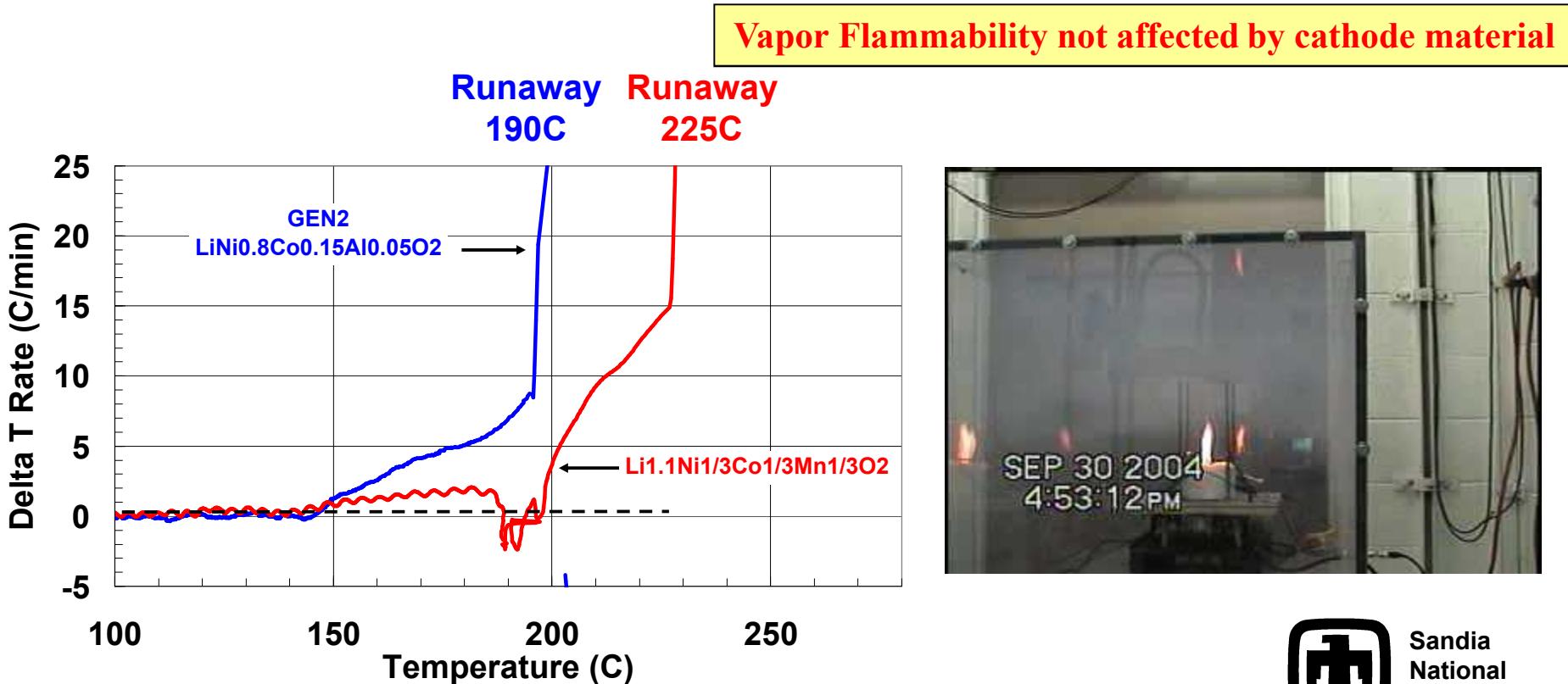
# Thermal Ramp

$\text{Li}_{1.1}(\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3})_{0.9}\text{O}_2$  1.2M  $\text{LiPF}_6/\text{EC:PC:DMC}$   
Cells Show Delayed Runaway Response

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Onset of Thermal Runaway Same  
as Gen2/GDR Baseline Cell

No Explosive Runaway!  
Cell Remained Intact



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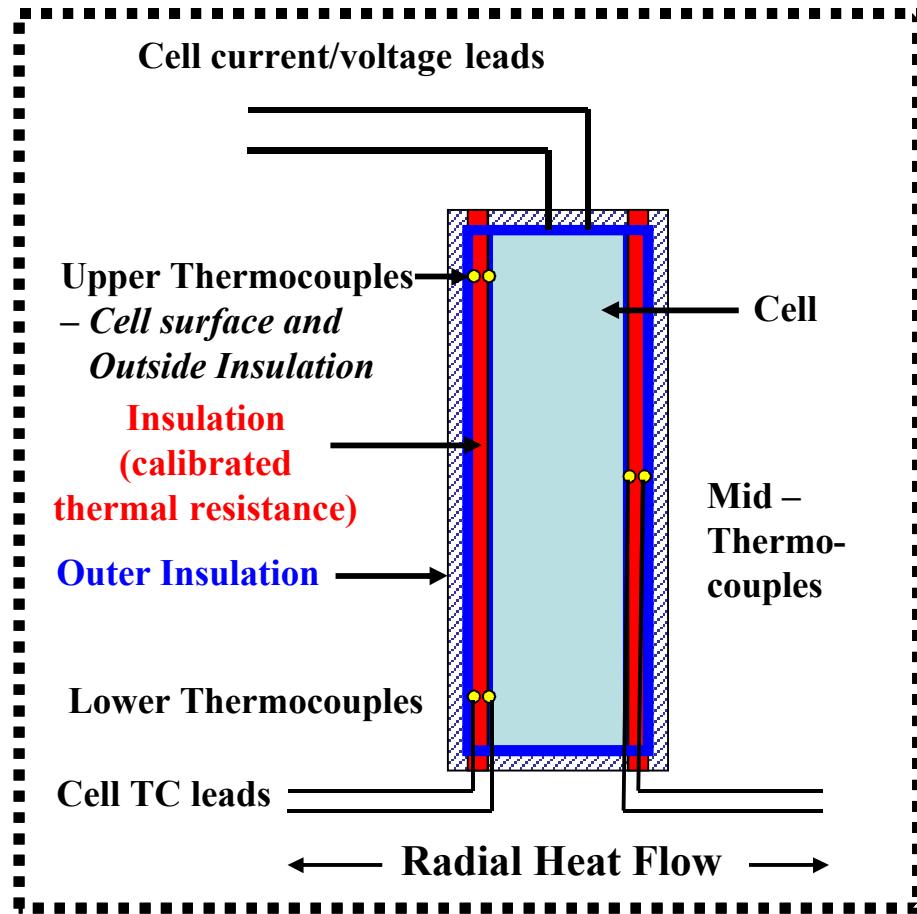
# Overcharge Test Setup

## Allows Us to Measure Heat Output and Control Temperature Profile

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Helium, N<sub>2</sub> or air flow through Lexan® enclosure for real time gas sampling



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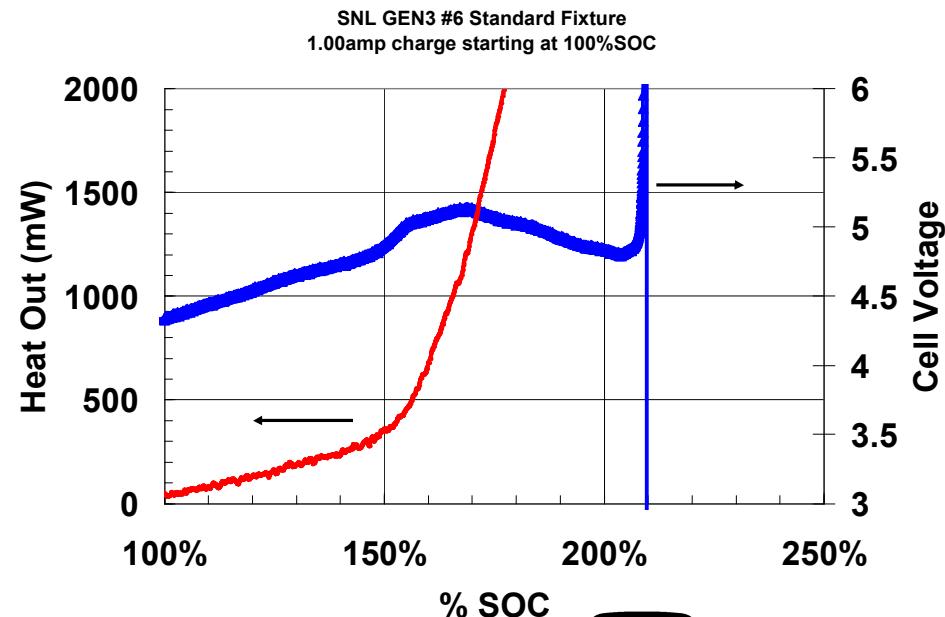
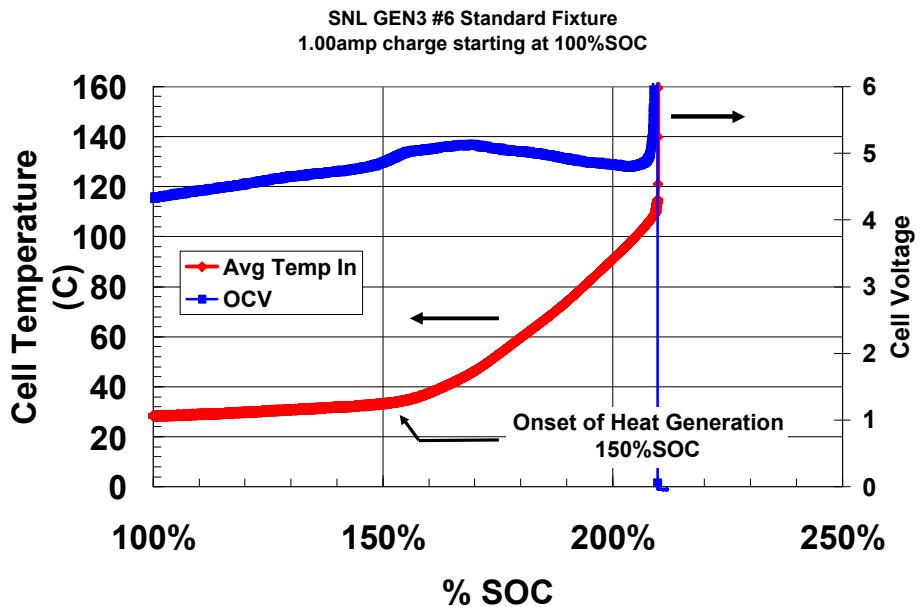
# Overcharge Response 1C Rate

## $\text{Li}_{1.1}(\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3})_{0.9}\text{O}_2$

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1C Overcharge Rate/4.3V 100%SOC (Air Atmosphere)  
Heat Output Increases at 150% SOC

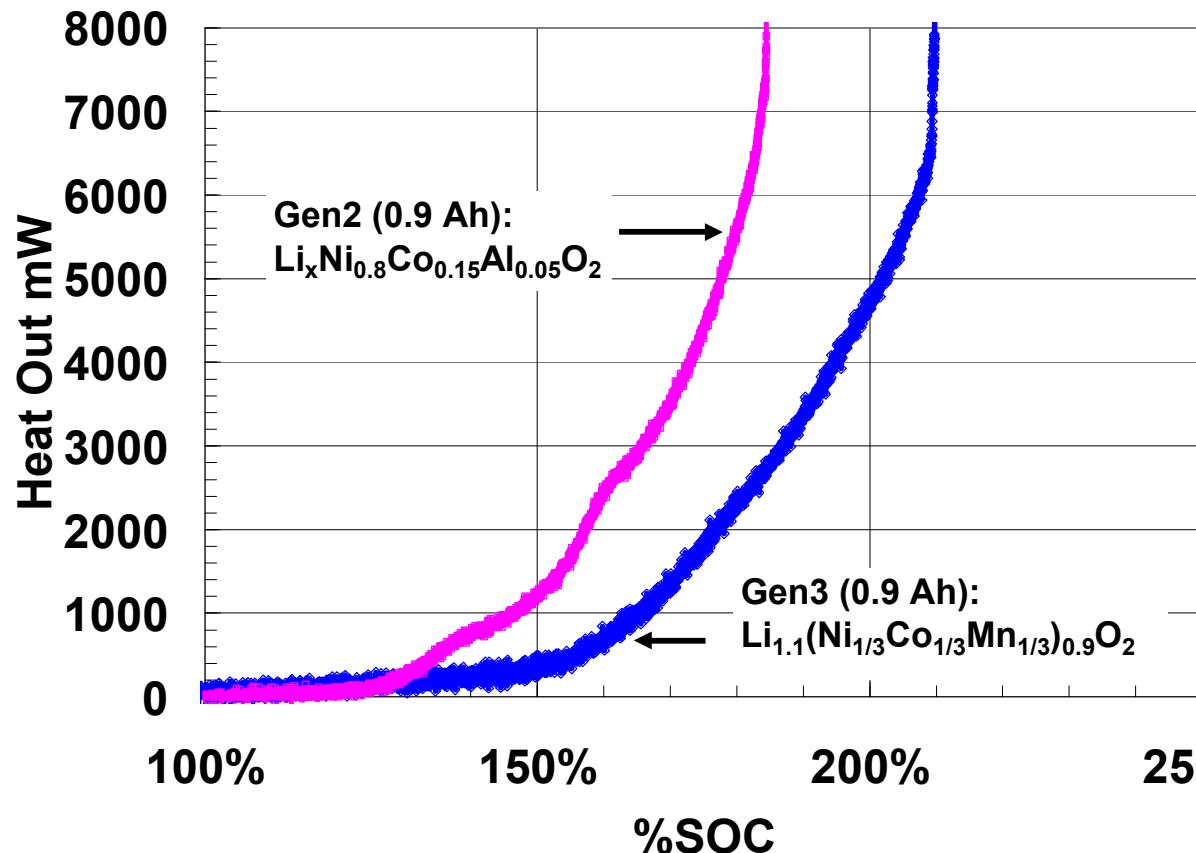
Cell Thermal Runaway at Surface Temperature of 120°C  
(internal Temperature ~135°C)



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# More Stable Cathodes Improve Overcharge Response

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# Overcharge Runs

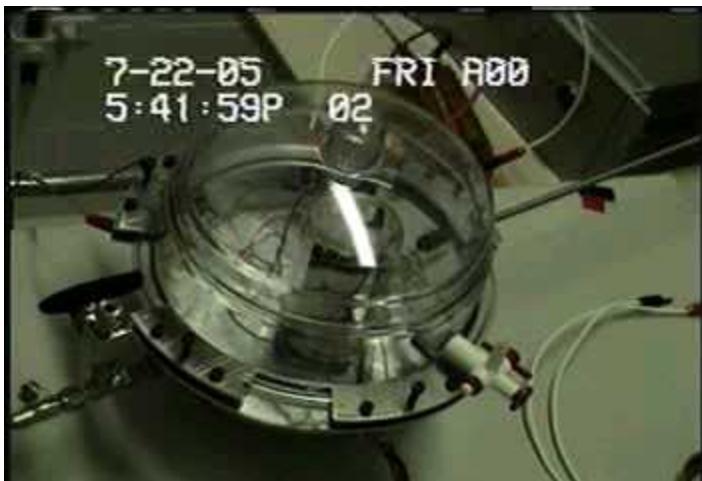
MCMB Anode/ $\text{Li}_x\text{Ni}_{1/3}\text{Co}_{1/3}\text{Mn}_{1/3}\text{O}_2$  Cathode

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Thermal Runaway Occurs After Separator Shutdown and Loss of Separator Integrity

No vapor ignition

Fuel/air explosion in confined space



Nitrogen Atmosphere



Air Atmosphere

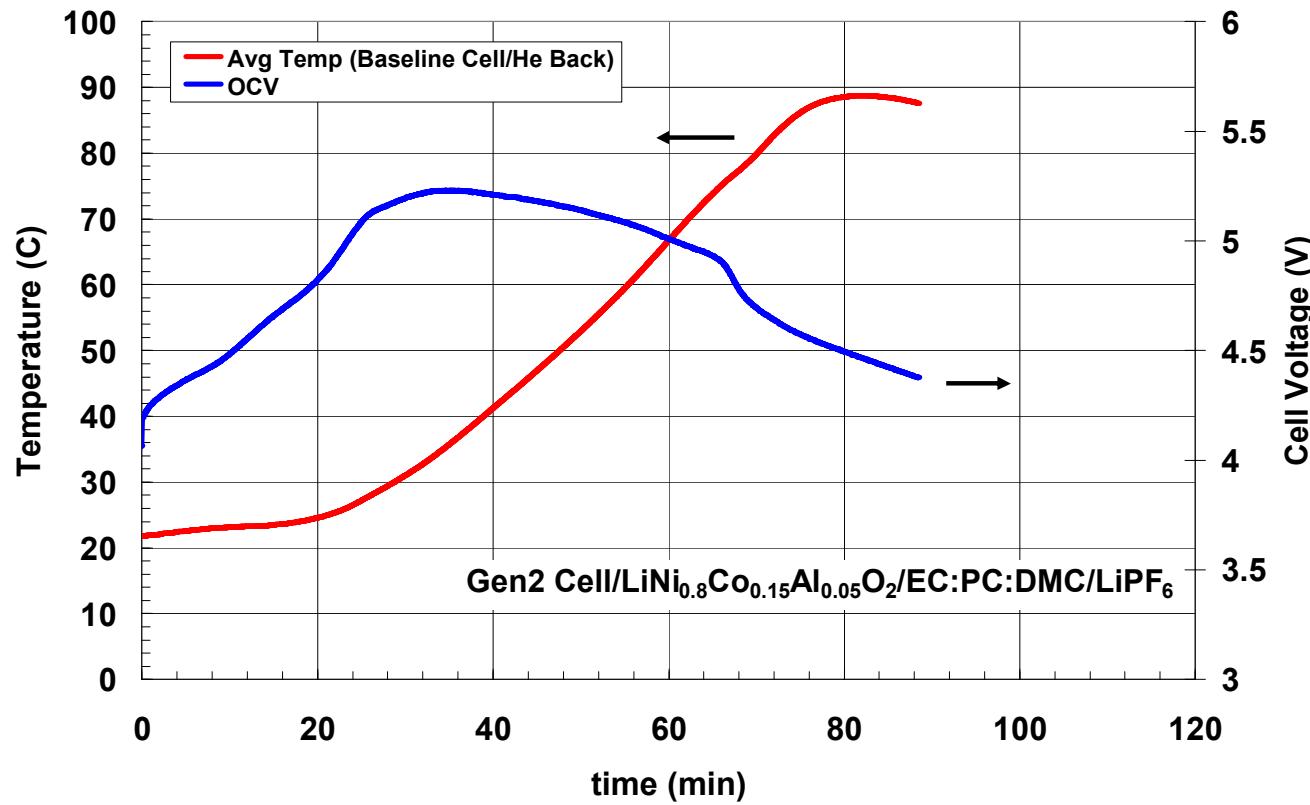


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# Overcharge in He Cover Gas

## Cell Temperature Remains Below Separator Shutdown

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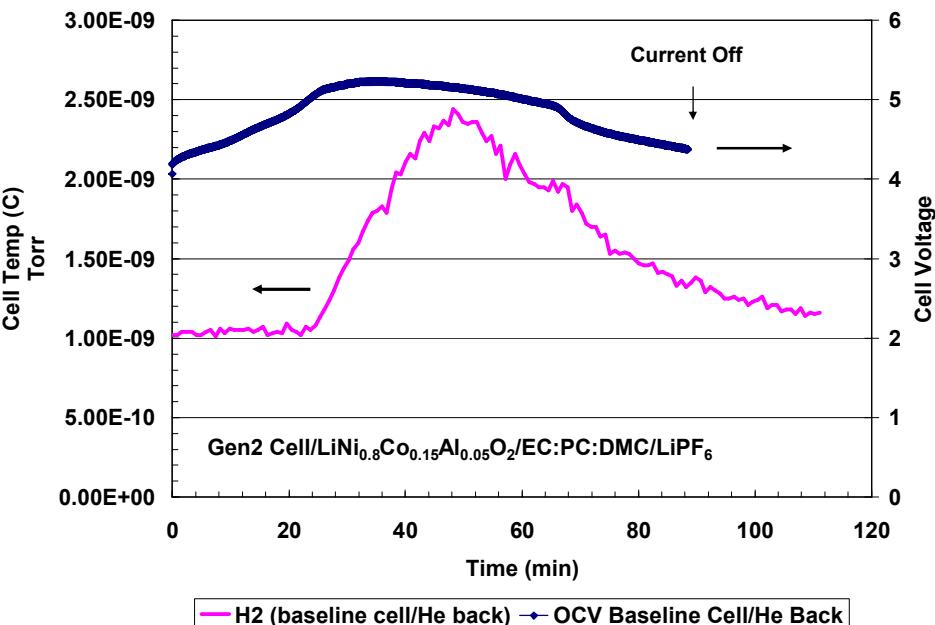
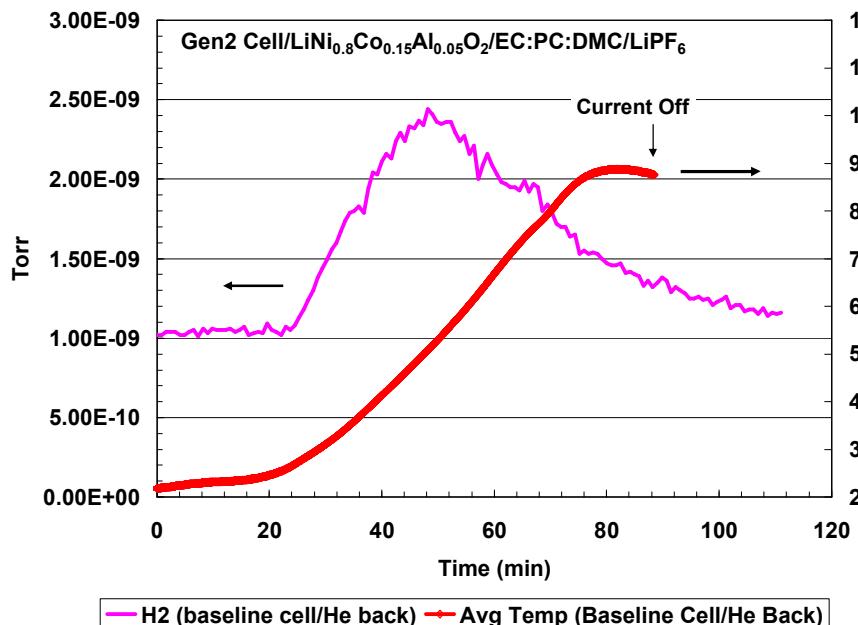


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# What Gases Are Generated During Overcharge?

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Hydrogen Generation Associated with Increased Heat Generation and Start of Voltage Turnover



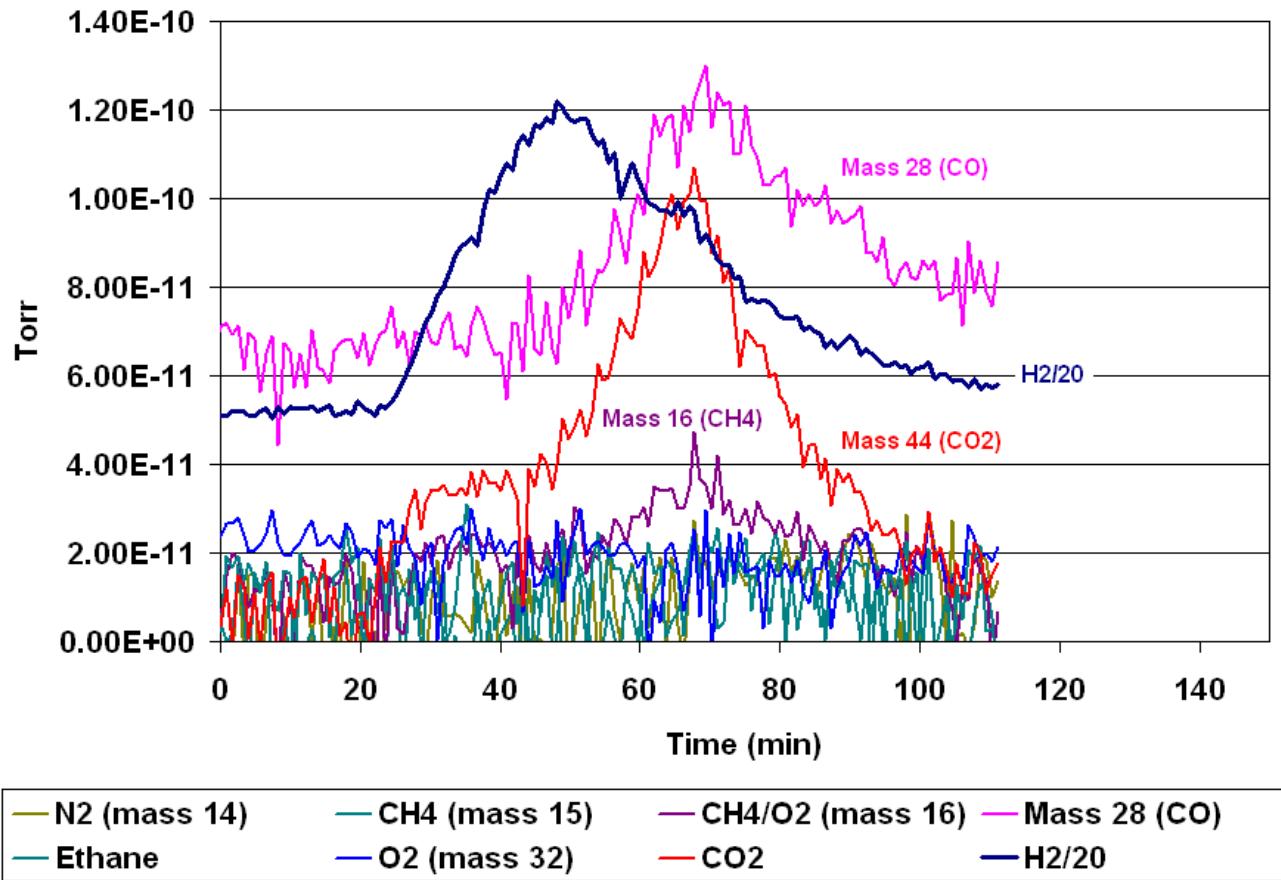
Opening in Cell Can to Allow Gas Monitoring



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# Other Gas Species Observed After Initial Hydrogen Generation

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# Summary

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Our work on *Abuse Tolerance* continues to shed light on mechanisms that control cell response.

- Anode and cathode effects are being understood.
- Separator integrity and breakdown is important influence.
- Additives & improved cathode materials show promise for increased thermal stability.

Understanding and Control of Cell and Battery Abuse Response Will Be Even More Important as New Higher Energy Cells Are Developed for Plug-In Hybrids and Electric Vehicles



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# Acknowledgements

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This work was performed under the auspices of DOE FreedomCAR & Vehicle Technologies Office through the Advanced Technology Development (ATD) High Power Battery Development Program.

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