

# Characterizing Lithium-ion Battery Internal Short Circuit with Slow-penetrating Micro Sensing Nails

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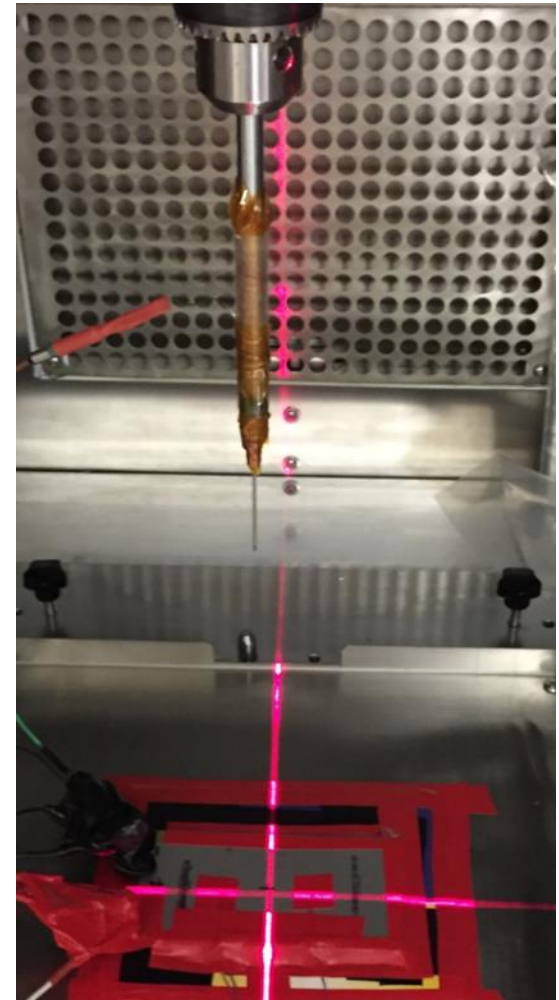


**Start-up Funding**

**New Faculty Research Program**

**COE Undergraduate Research Program**

**Honors Capstone Research Program**



# Lithium-ion (Li-ion) batteries have been widely used



apple.com



TESLA 129 MWh, South Australia

Neoen / AFP



chevrolet.com



tesla.com



ford.com



787 Batteries

- Auxiliary Power Unit (APU) Battery**
  - Located in the aft electrical equipment bay
  - Provides power to start the APU, which can power generators to start engines if needed; also powers navigation lights
- Main Battery**
  - Located in the forward electrical equipment bay
  - Powers all engine systems. Ongoing the airplane to all before the APU or engine are started; also supports certain ground operations such as refueling

In flight, the airplane is powered by electricity produced by the engine generators. The batteries are part of the multiple layers of redundancy that would ensure power in the extremely unlikely event of a power failure.

newairplane.com



Airbus E-Fan

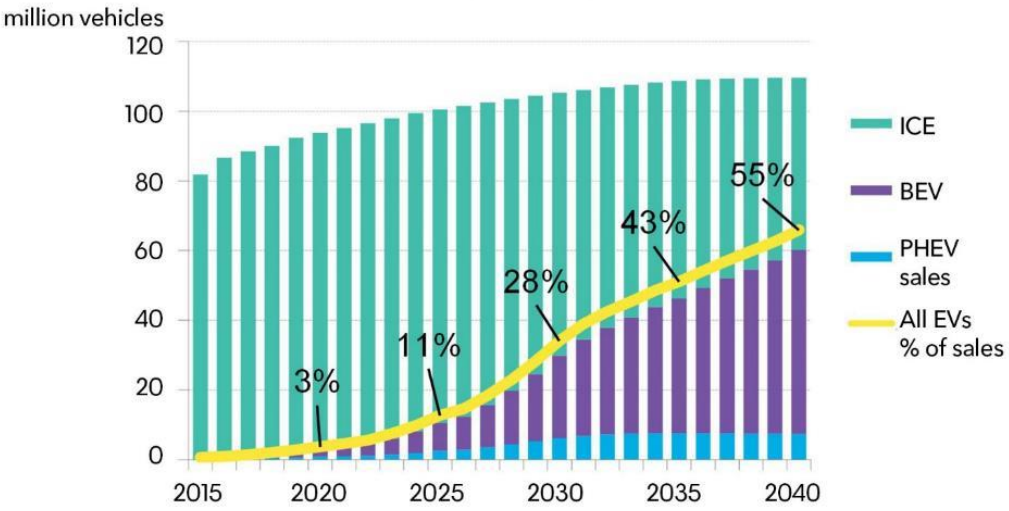
telegraph.co.uk



nasaspaceflight.com

# Example of EV industry: Li-ion batteries enable the revolutionary development

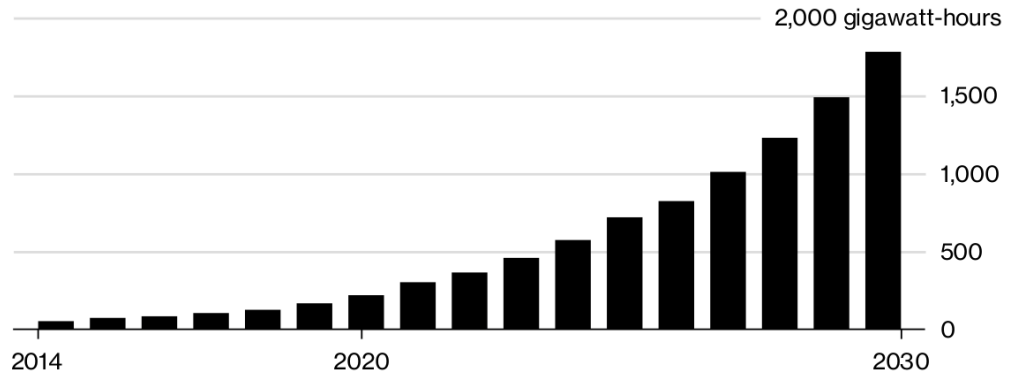
Annual global light duty vehicle sales



Source: Bloomberg New Energy Finance

## Battery Boom

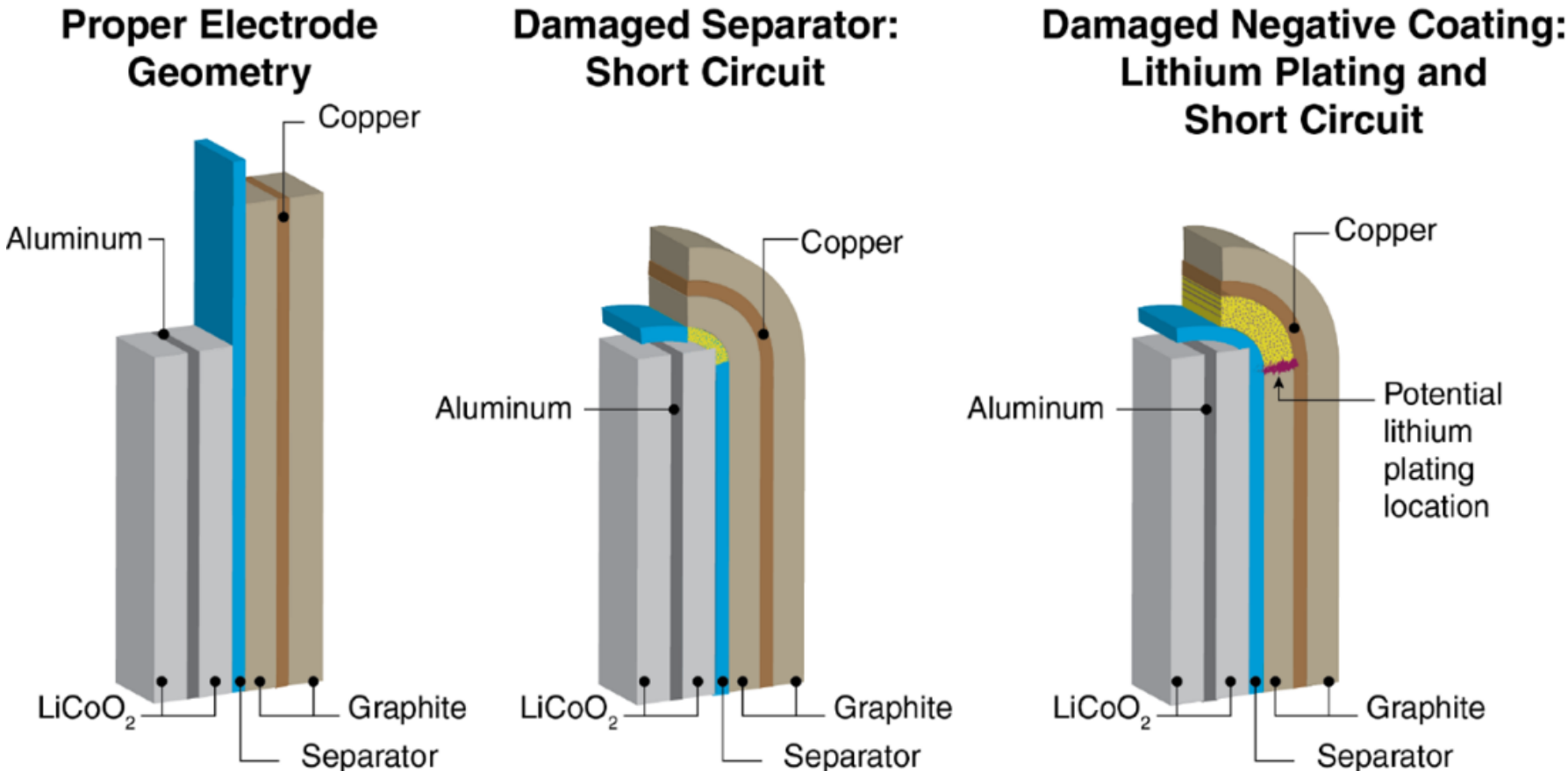
Demand for lithium-ion batteries is projected to rise 1,676% by 2030



Source: BloombergNEF



# Safety is still a concern, especially internal short circuit (ISC) that has caused many field failures



<https://news.samsung.com/global/infographic-galaxy-note7-what-we-discovered>



# Various methods have been developed to simulate field failure internal short circuit



Slow Speed Nail Penetration Test  
**ITRI**



Low-Melting Point Metal/Alloy Triggered ISC Test  
**SNL**

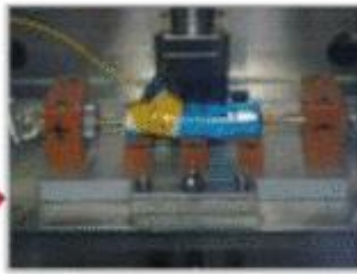


Forced ISC Test  
**BAJ**

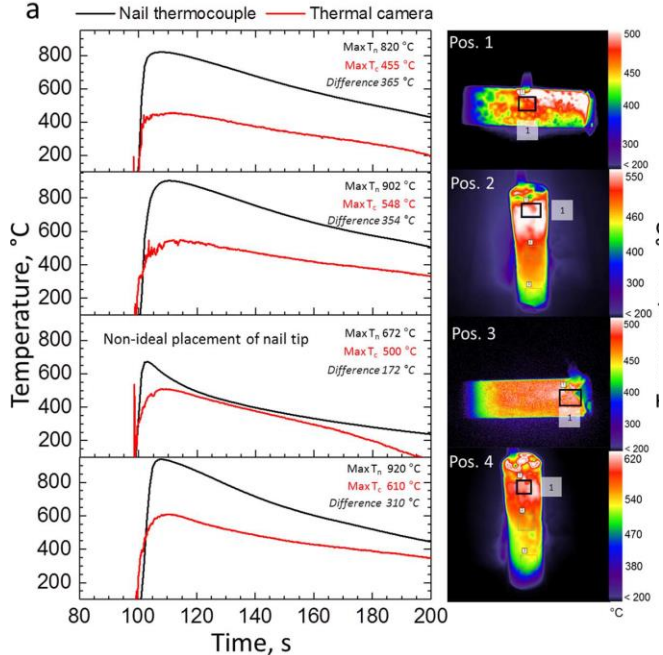
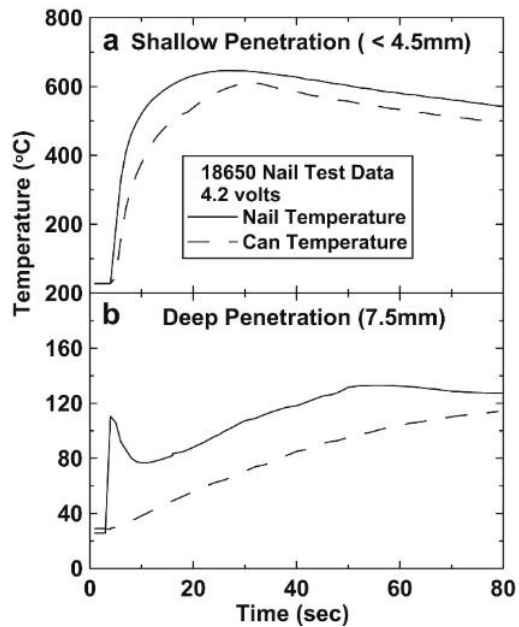
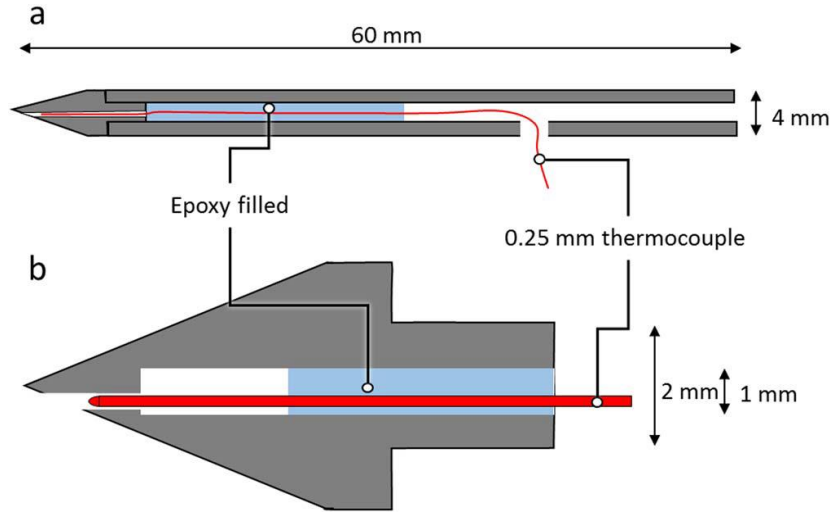
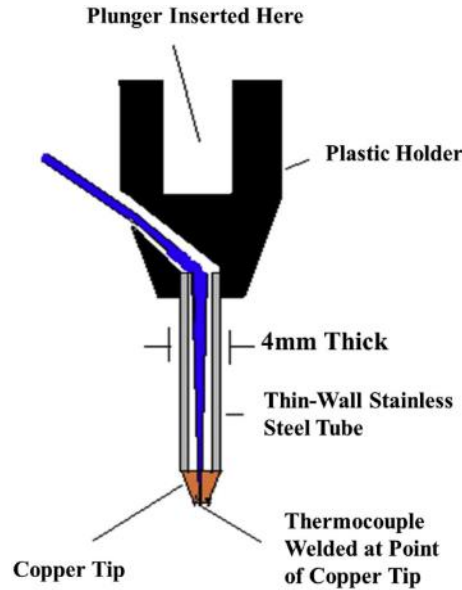


Pinch Test  
**ORNL**

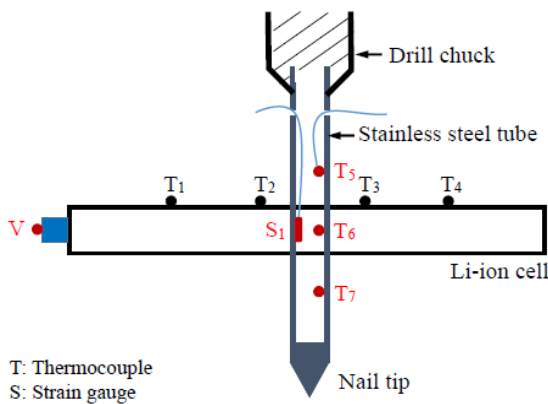
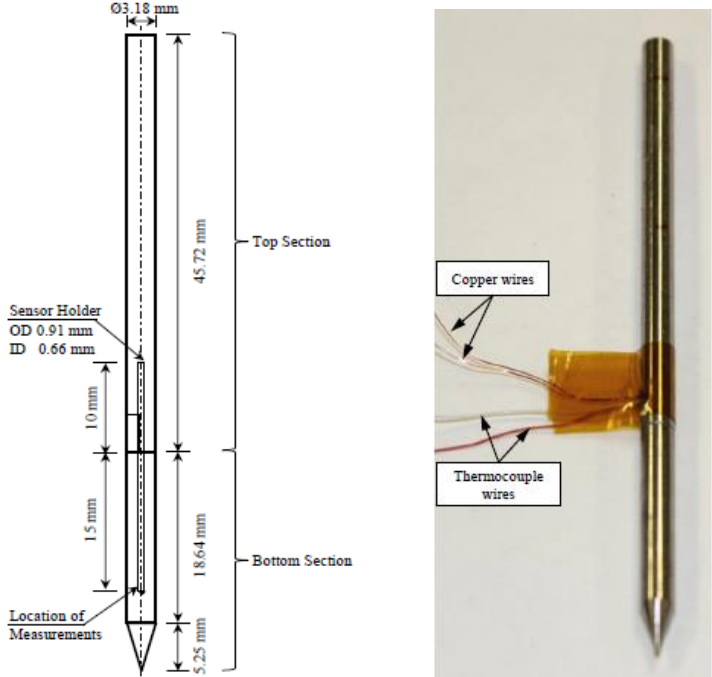
Indentation Induced ISC Test  
**UL/NASA**



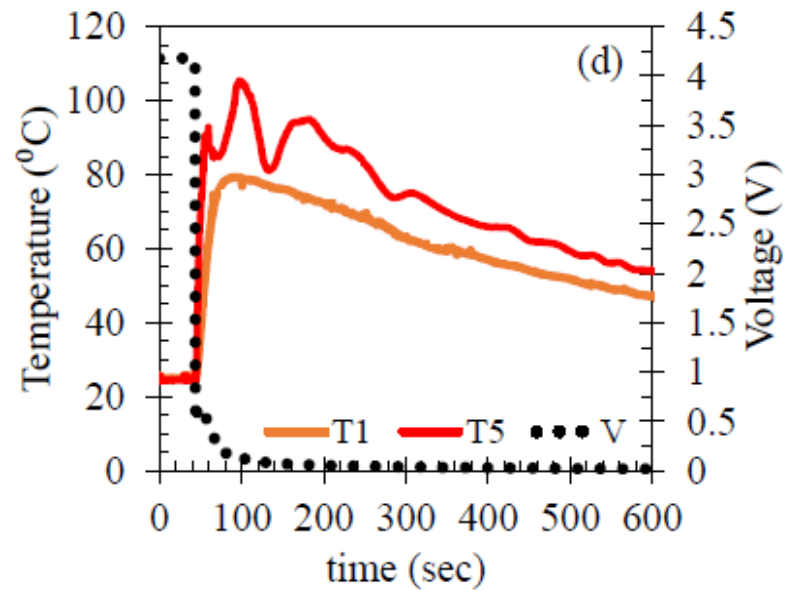
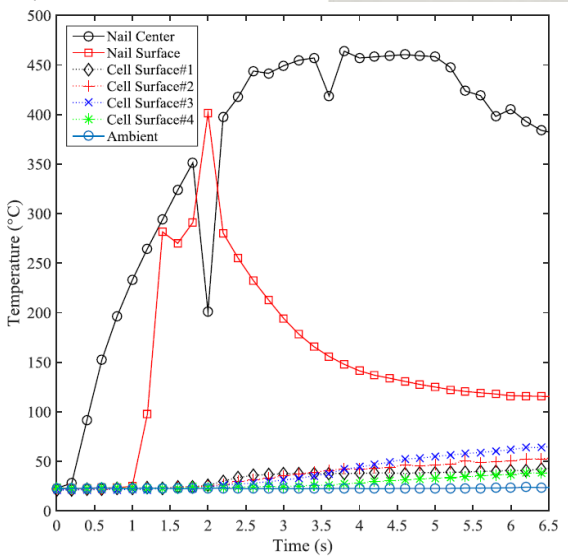
# Smart nails with embedded sensors for insights



# Smart nails with embedded sensors for insights



T: Thermocouple  
S: Strain gauge  
V: Voltage



Tanim, Garg, Rhan.  
ASME Power Energy 2016

# How well does nail penetration simulate field failure internal short circuit?

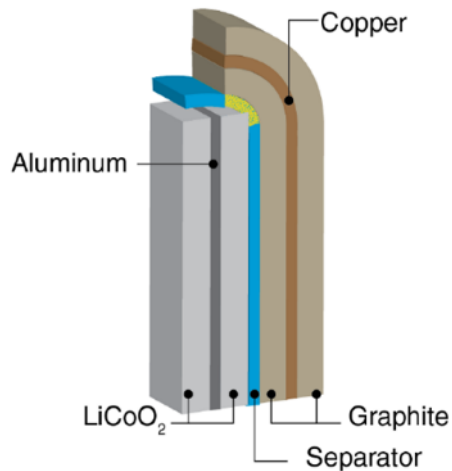
## Field failure ISC:

1. Small shorting area
2. Single layer

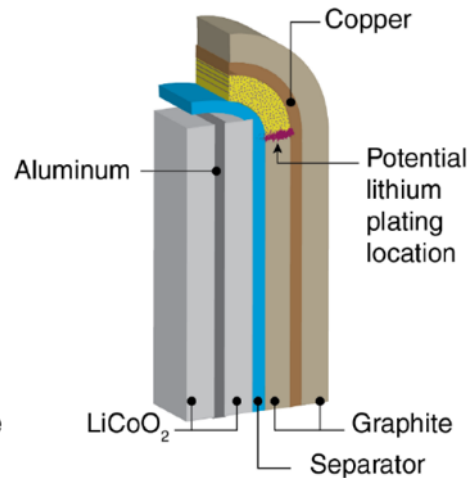
## Nail penetration:

1. Large nail (3-10 mm dia.)
2. Poor control of ISC layers (speed up to 80 mm/s)

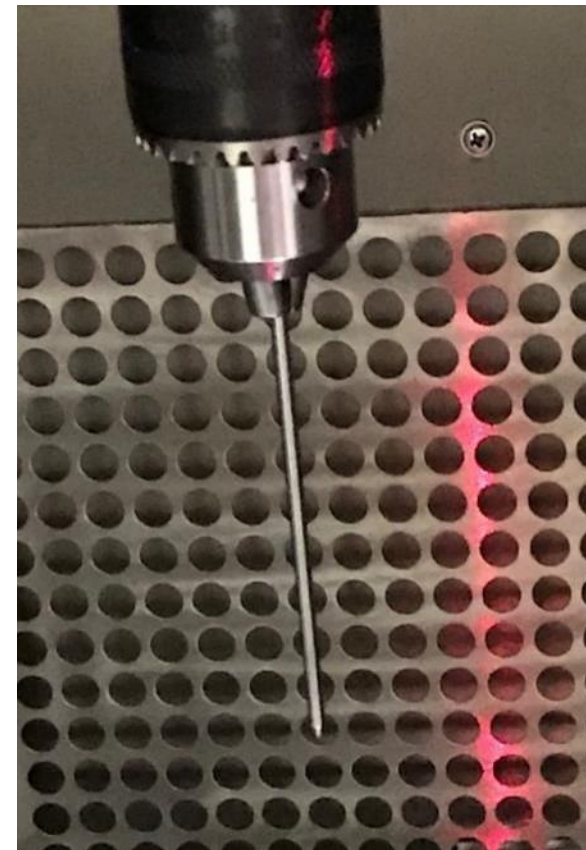
Damaged Separator:  
Short Circuit



Damaged Negative Coating:  
Lithium Plating and  
Short Circuit



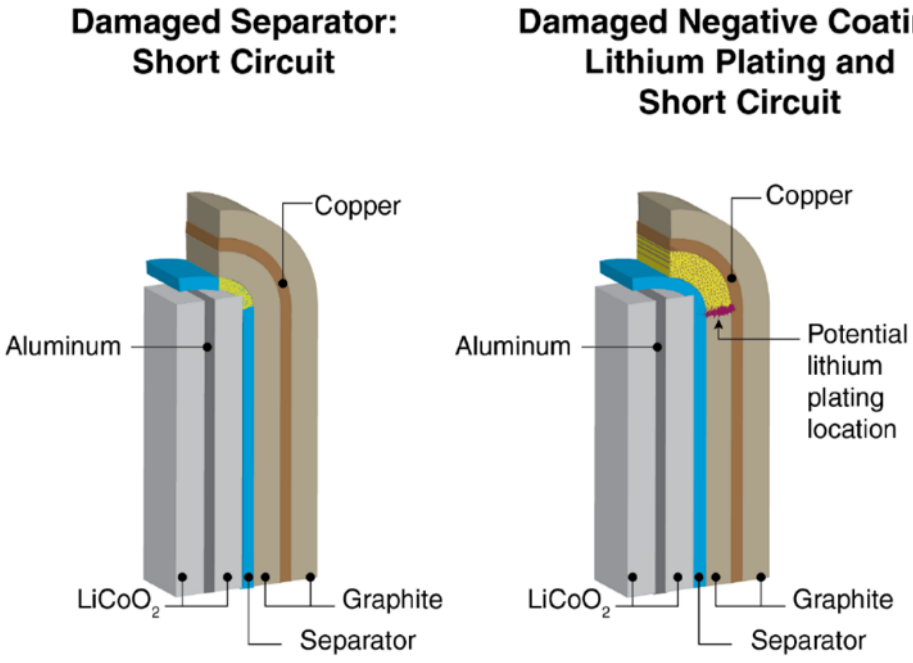
samsung.com



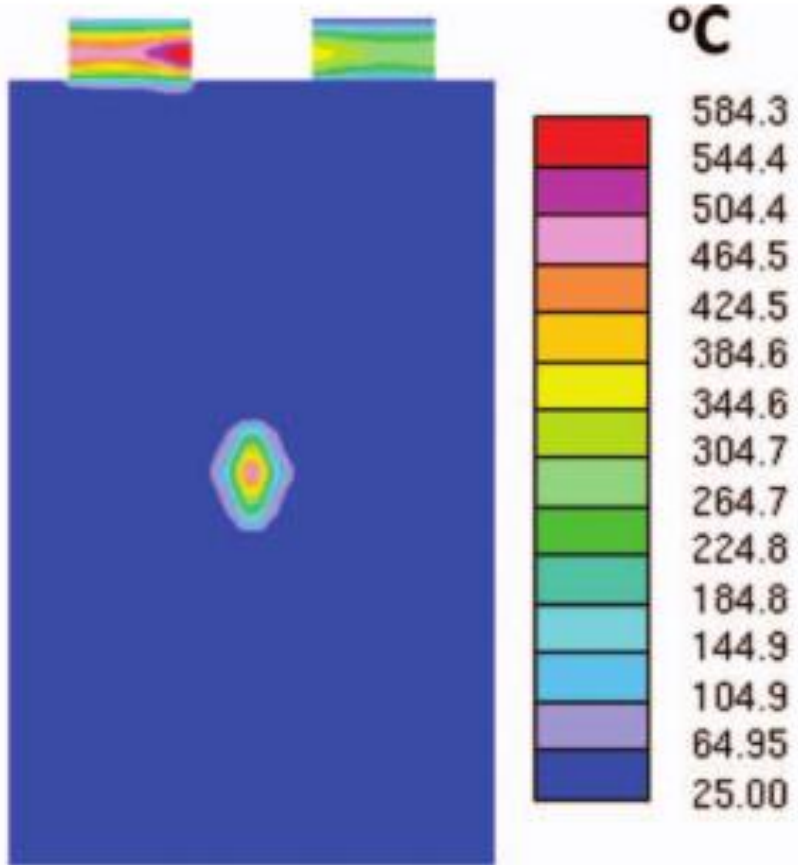


# Internal short circuit testing method:

- (1) Representative of field failure?
- (2) Convenient to implement?
- (3) Insights for safety improvement?



samsung.com



Zhao, Luo, Wang, JES 2015

# Integrate nail penetration, indentation test, and in-situ sensing to characterize internal short circuit

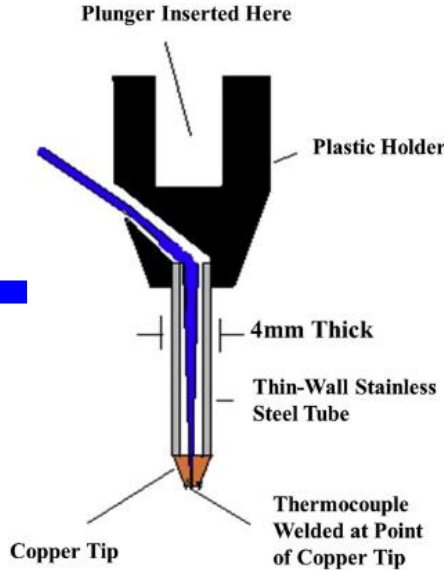


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Jeevarajan, Lithium Power 2012

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Hatcharda, Trusslera, Dahn, JPS 2014

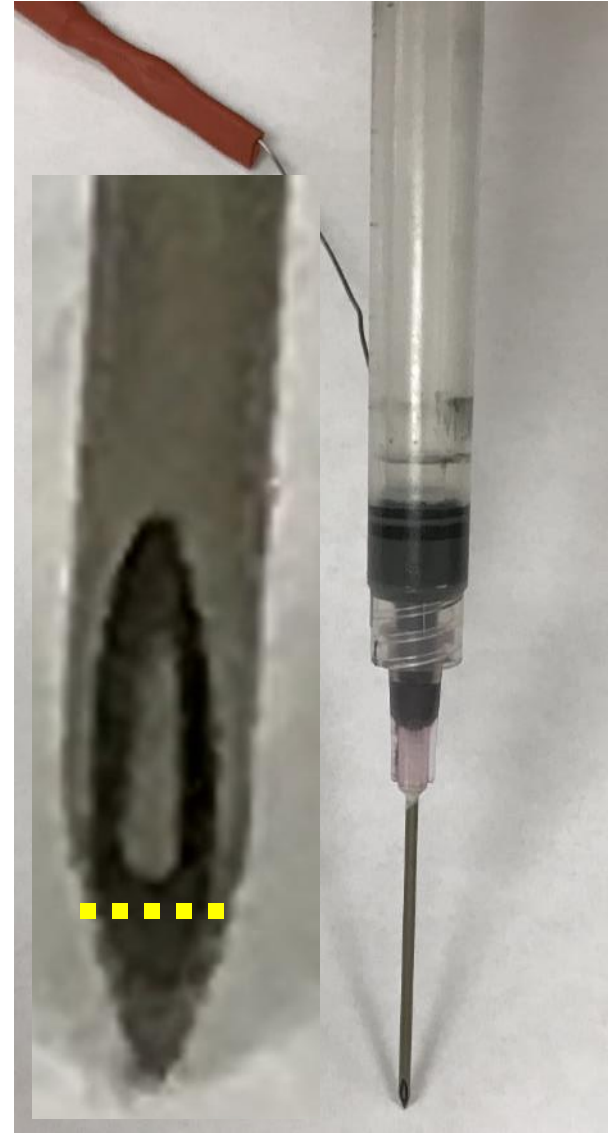
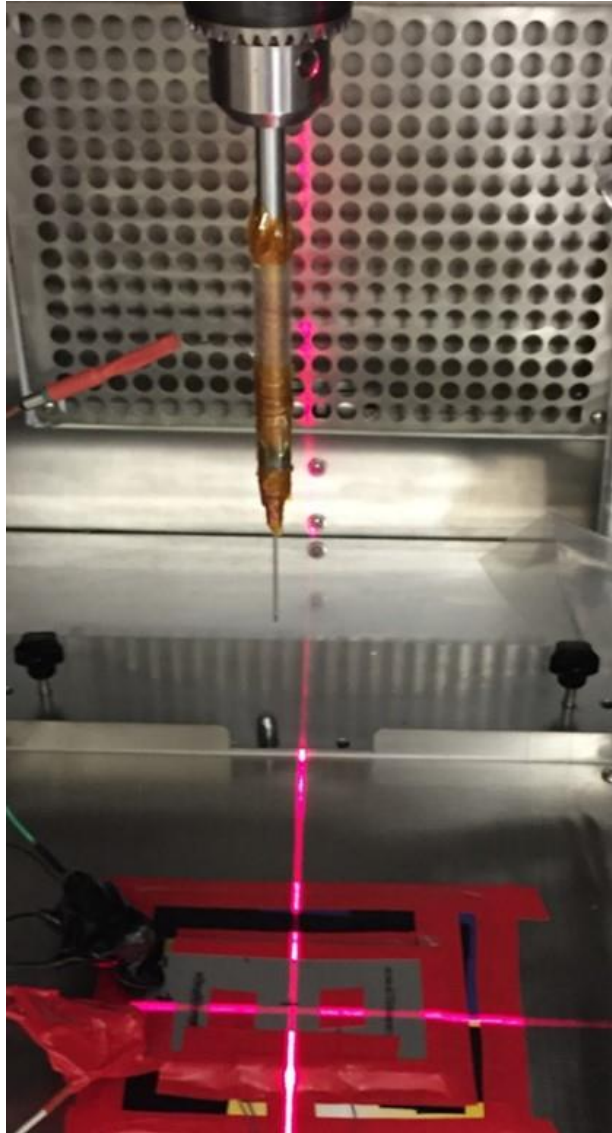
**Convenient Implementation**

**Slow**

**In-situ Sensing (Insights)**

**➔ Slow-penetrating Micro Sensing Nails**

# Prototypes made out of syringe needles and micro thermocouples (wire dia. 90 $\mu\text{m}$ ; sheath dia. 500 $\mu\text{m}$ )

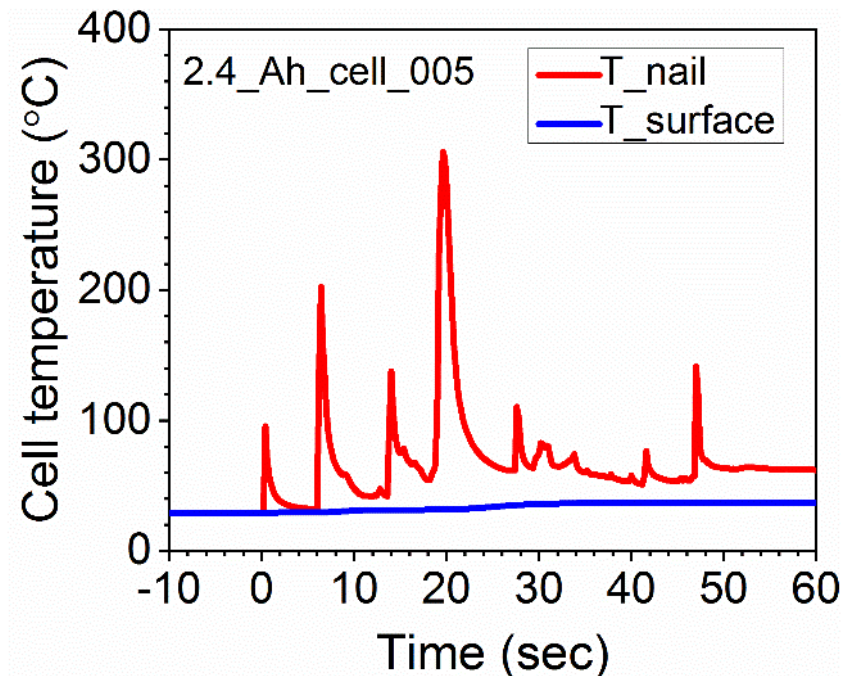
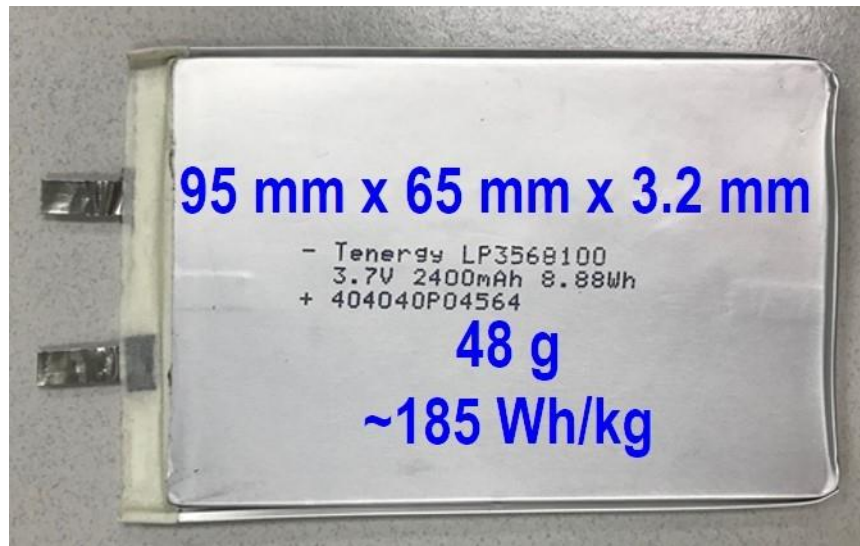


# Nail penetration is done at low speed (0.1 mm/s or lower)



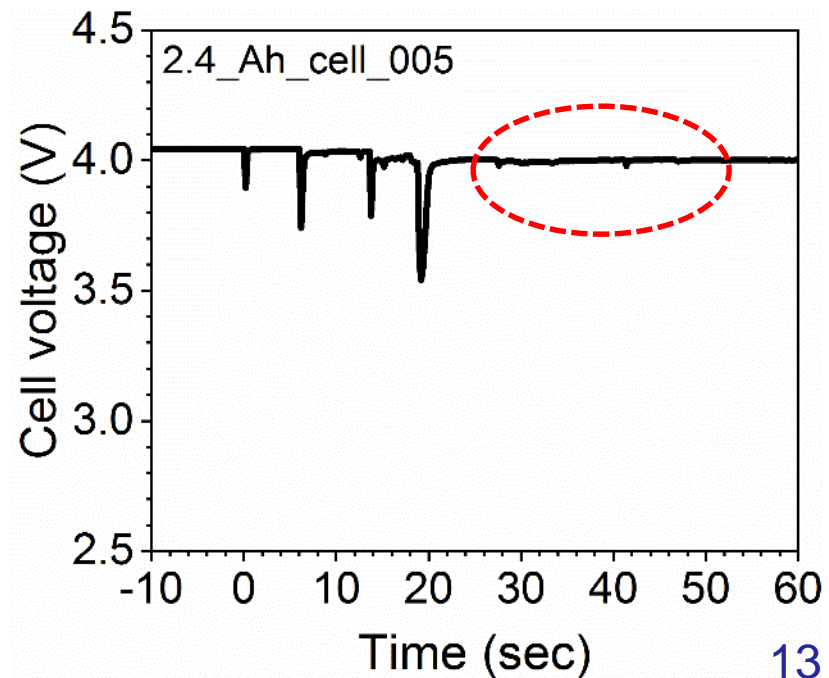


## 2.4 Ah Li-ion cell

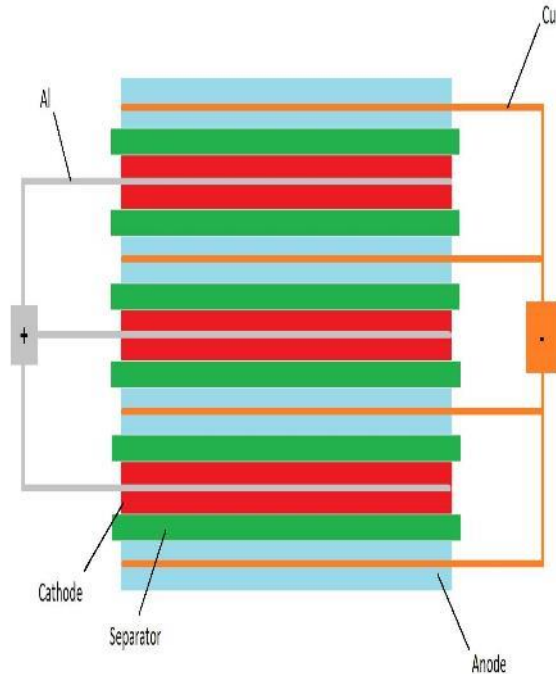
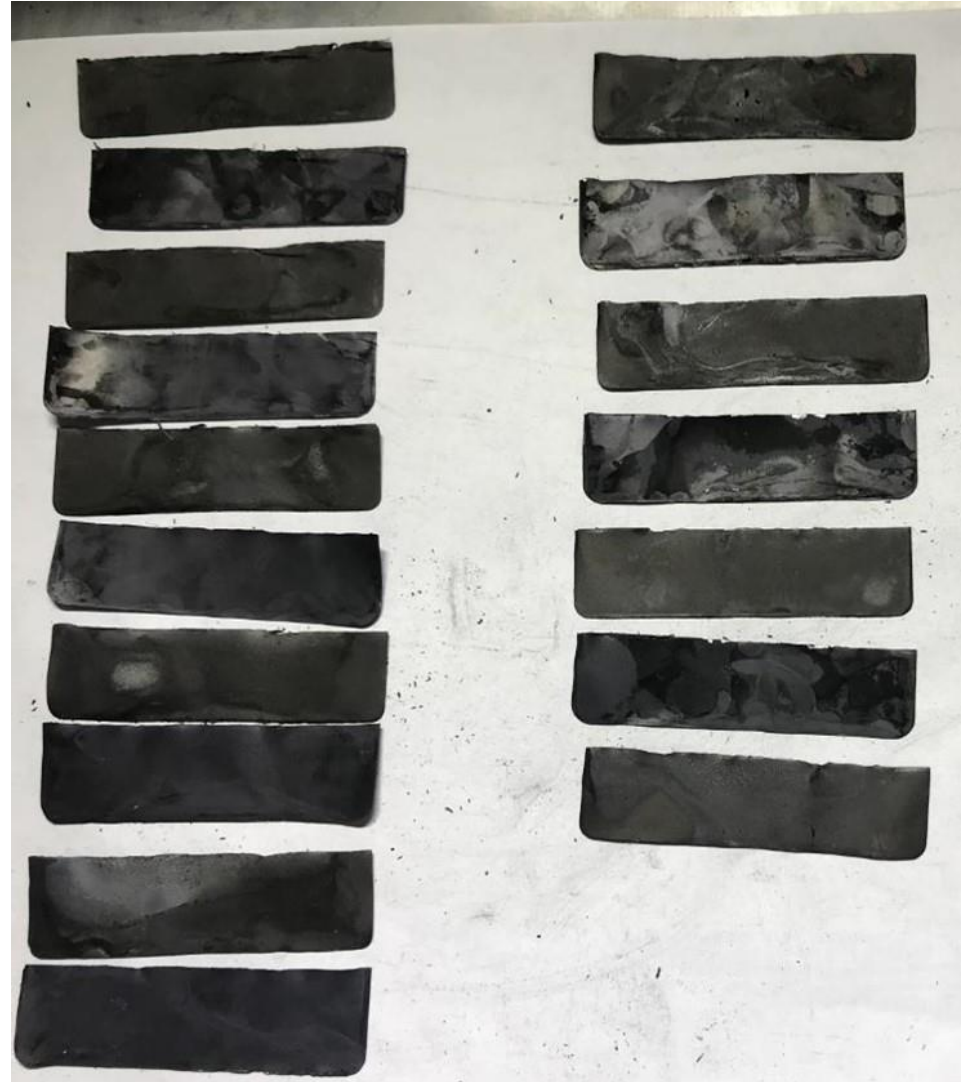


**No fire, no smoke, but**

1. In-situ temperature is much more sensitive than surface temperature;
2. In-situ temperature is even more sensitive than cell voltage.



# Why 8 in-situ temperature peaks with similar time intervals?

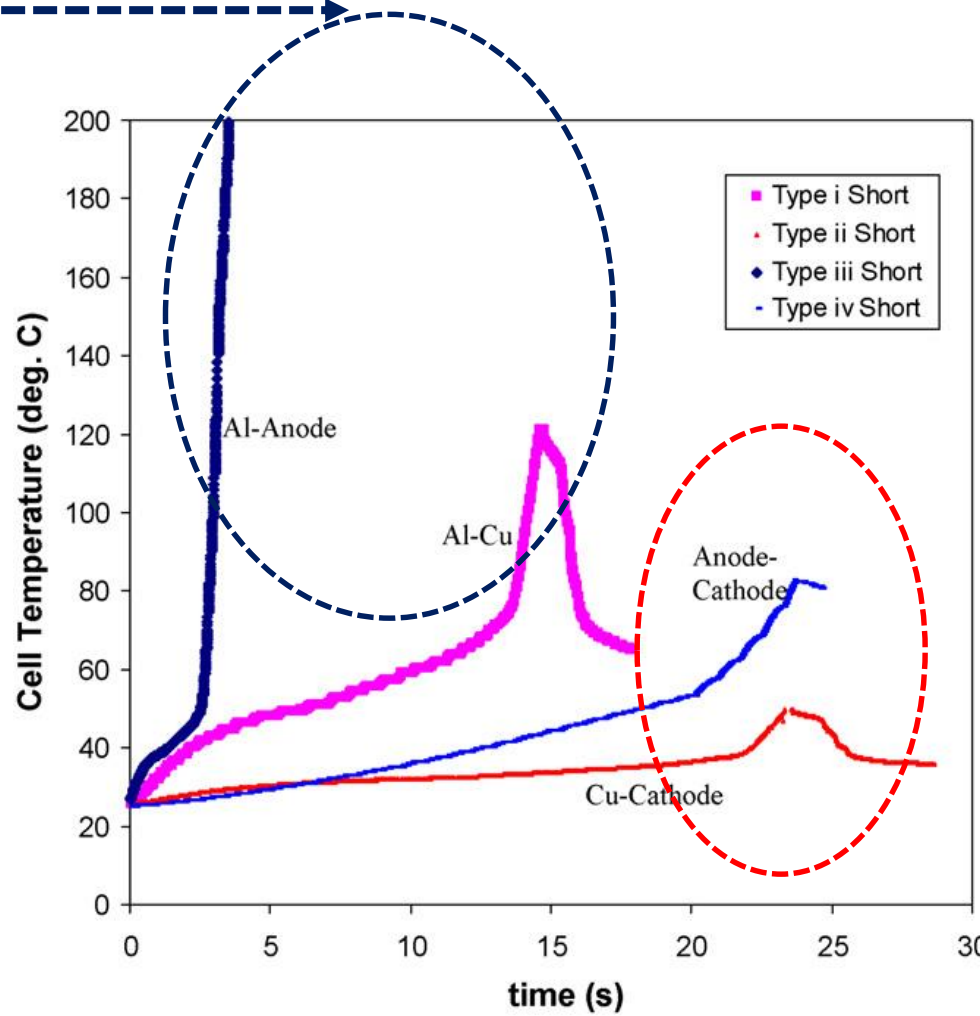
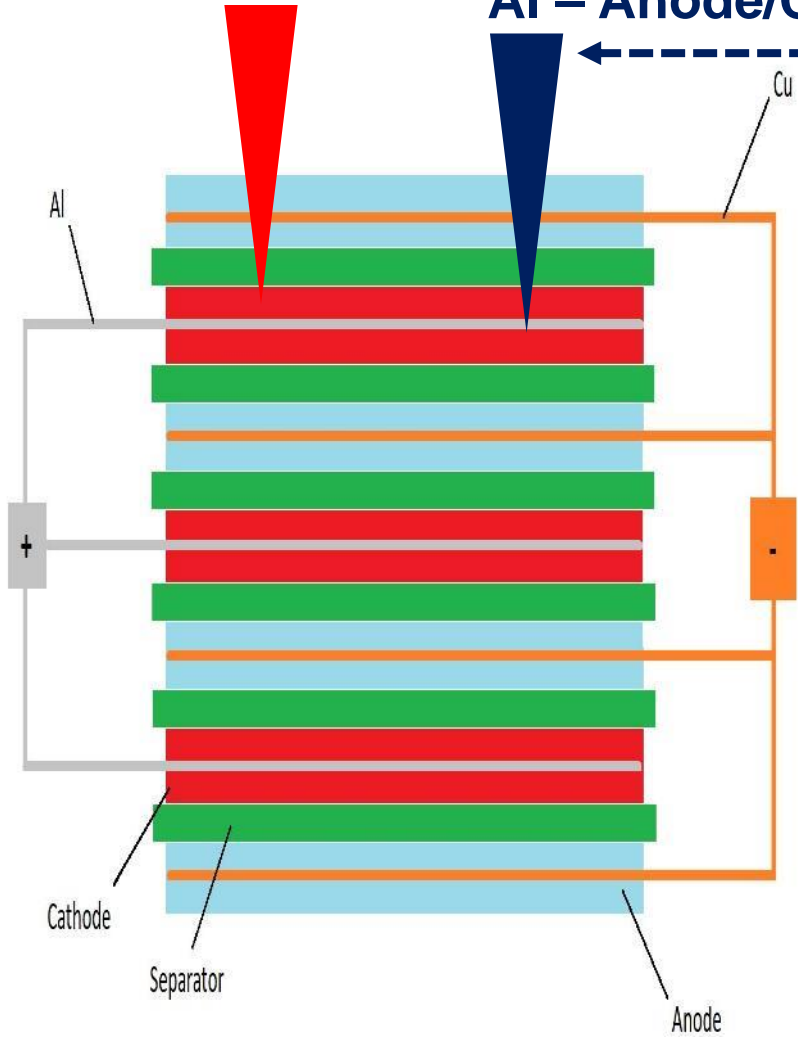


**9 anodes & 8 cathodes stacked**

# Why 8 in-situ temperature peaks with similar time intervals?

**Cathode - Anode/Cu ISC (Slow heat generation)**

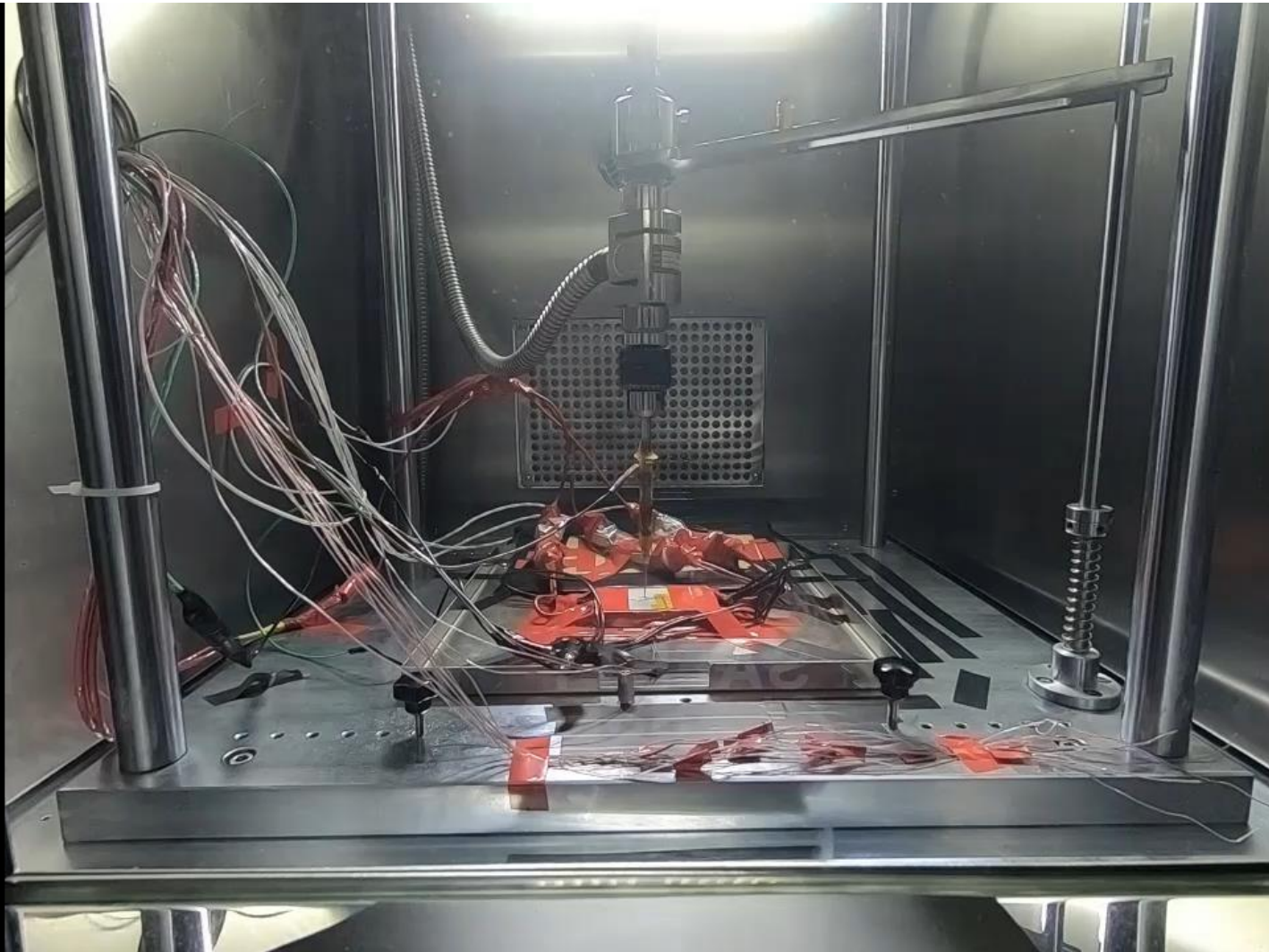
**Al - Anode/Cu ISC (Rapid heat generation)**



Santhanagopalan, Ramadass, Zhang, JPS 2009

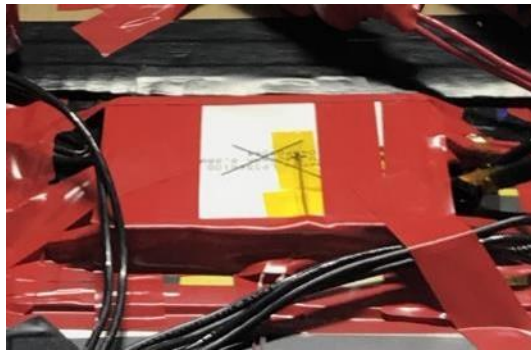


# Three 2.4 Ah Li-ion cells connected in parallel (simulating thick Li-ion cell) \_ Video





# Three 2.4 Ah Li-ion cells connected in parallel (simulating thick Li-ion cell)



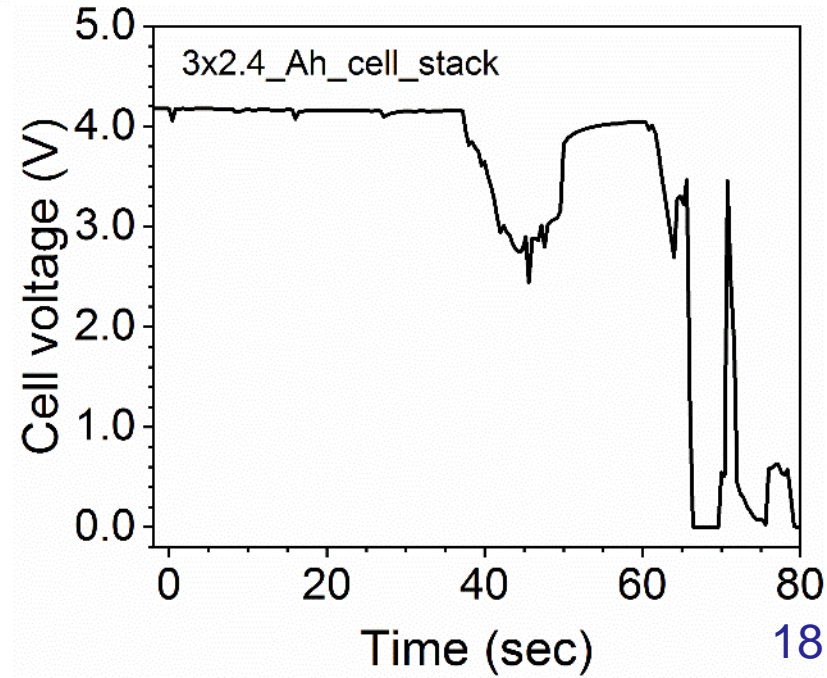
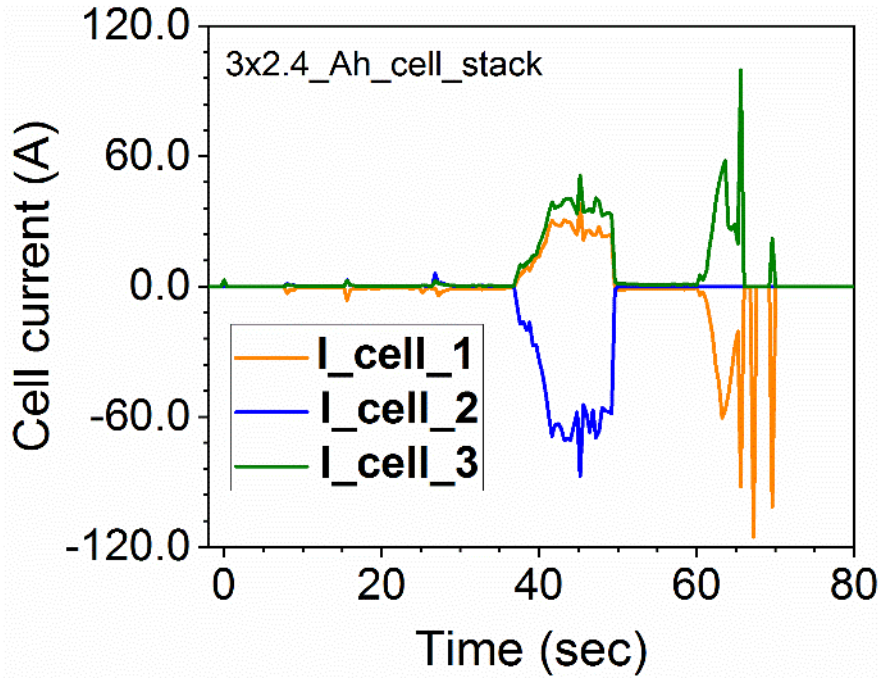
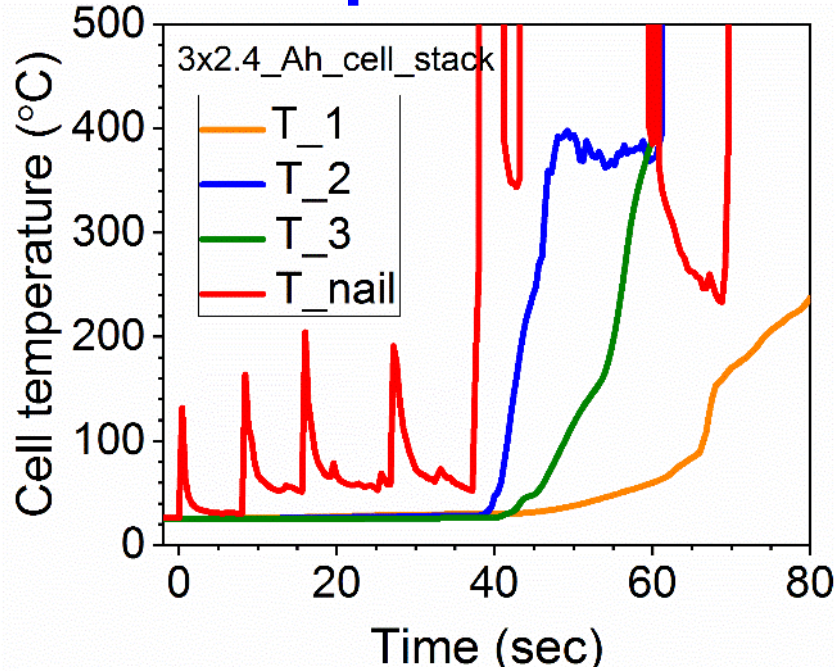
Top surface



Bottom surface

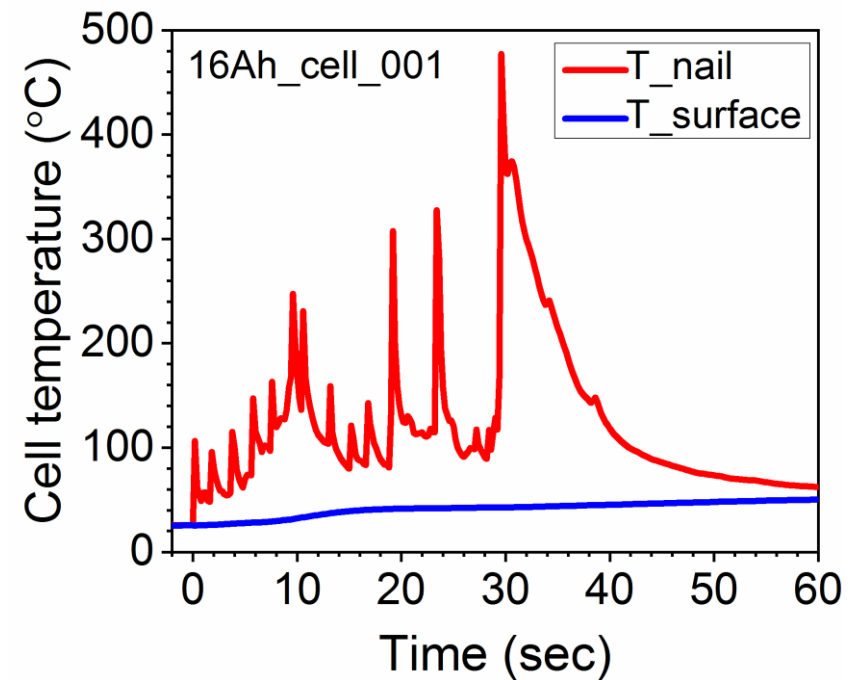
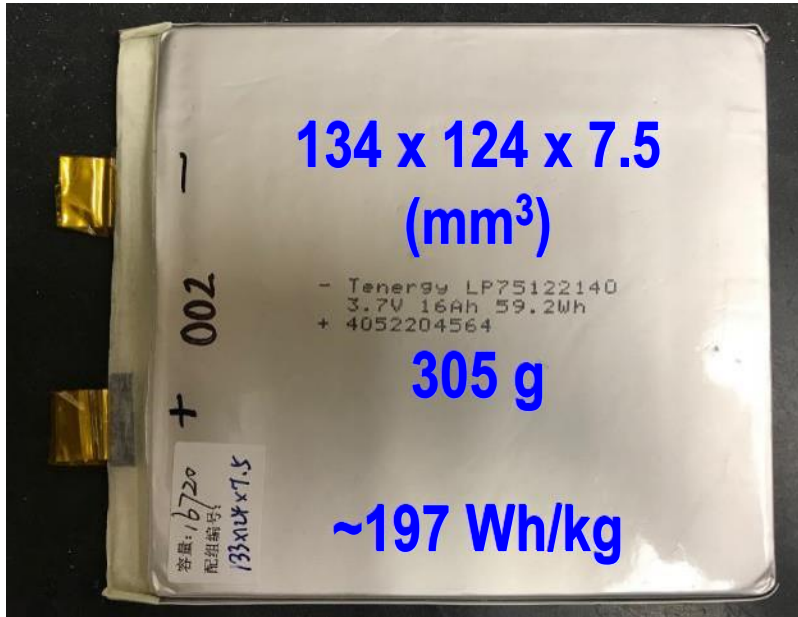


# Three 2.4 Ah Li-ion cells connected in parallel (simulating thick Li-ion cell)

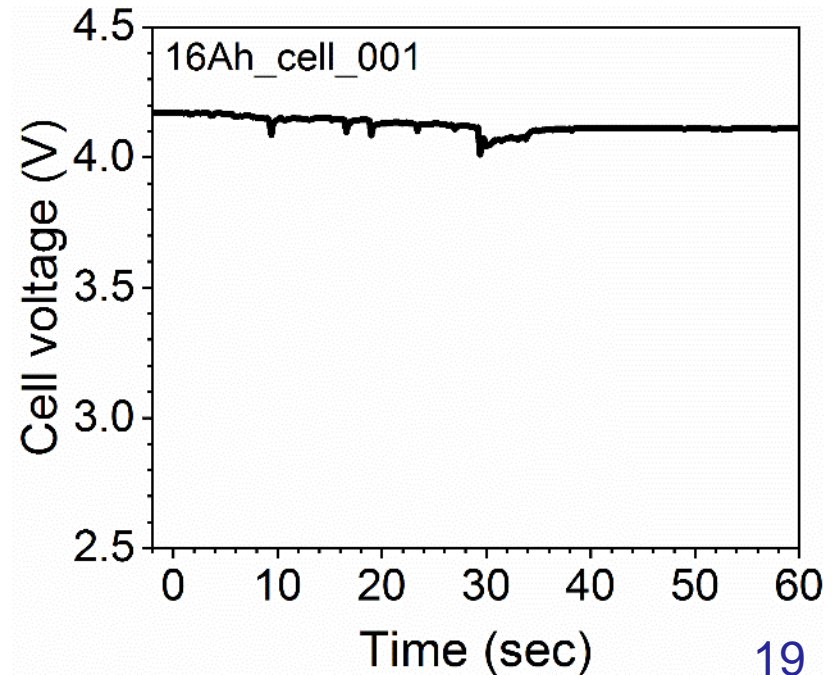




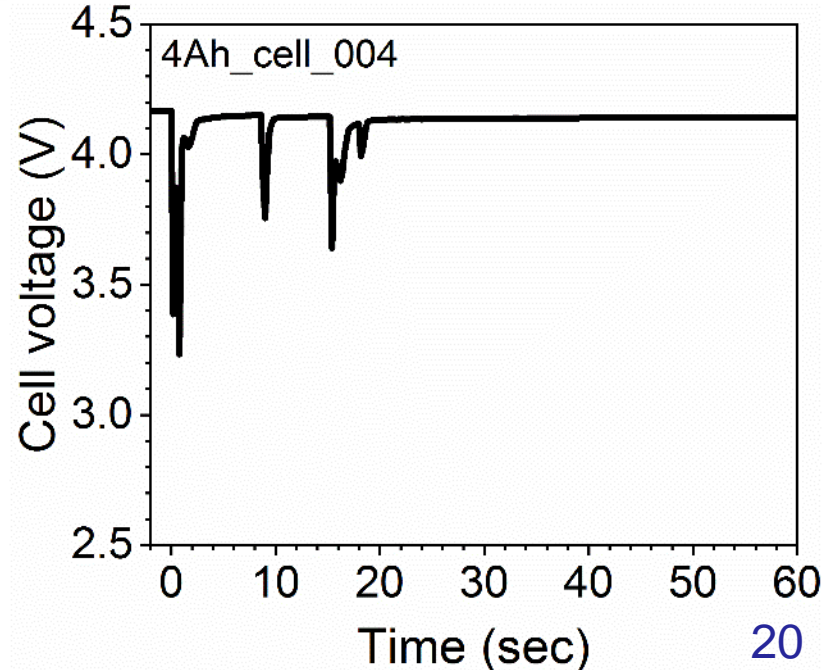
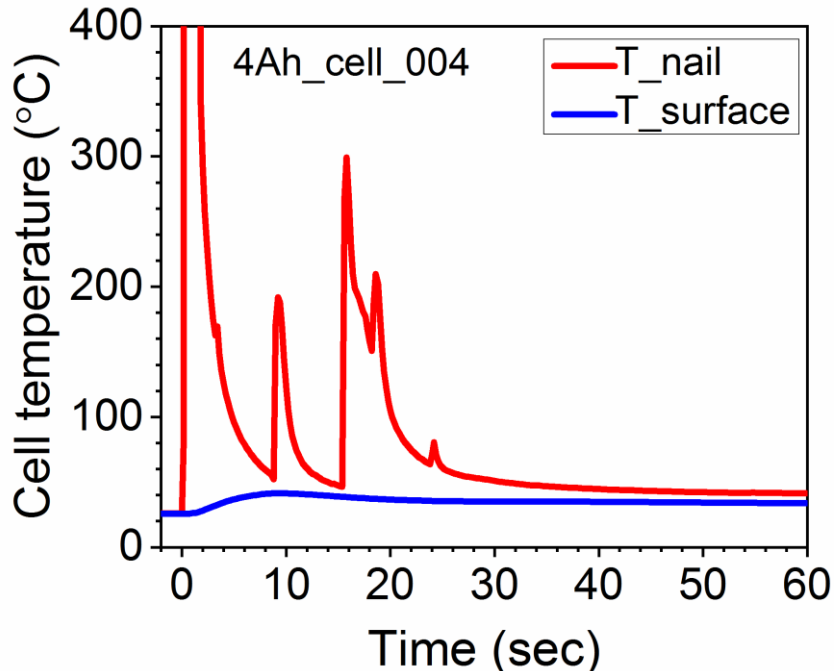
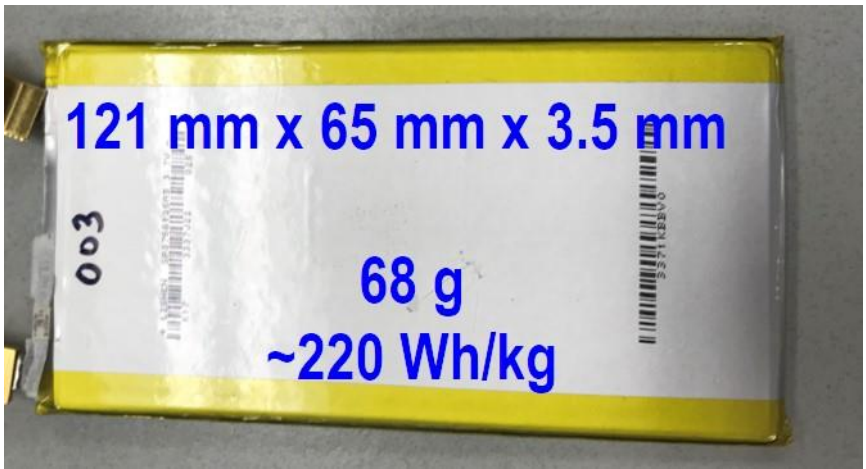
# Large Li-ion cell (16 Ah)



1. Voltage drop is more difficult to detect than small cell (2.4 Ah);
2. In situ temperature has many peaks and is overall increasingly higher;
3. ISC in larger cell has higher risk.



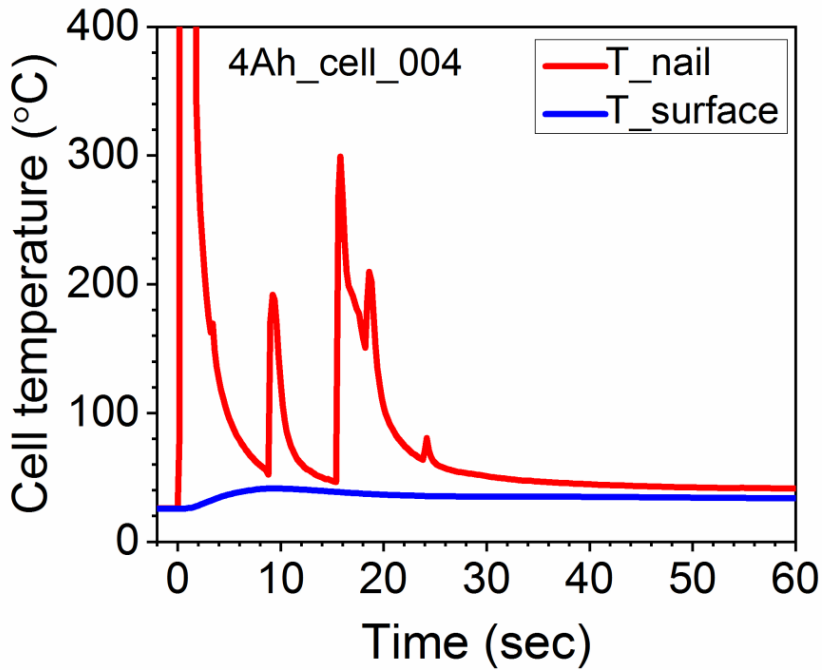
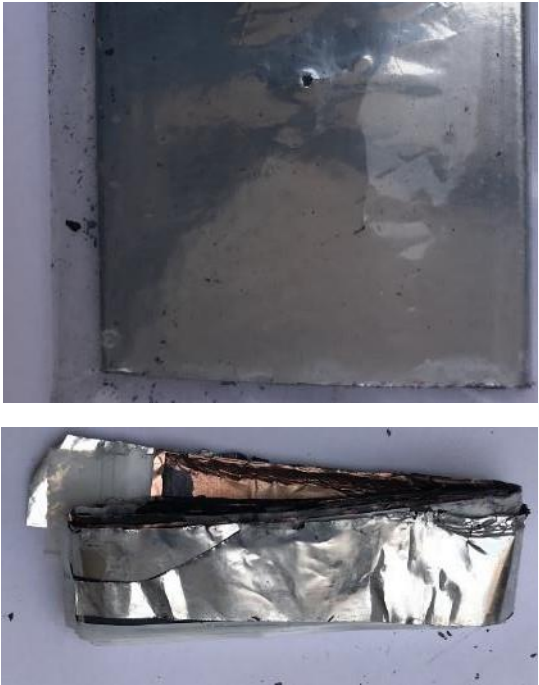
# Li-ion cell with different internal structure



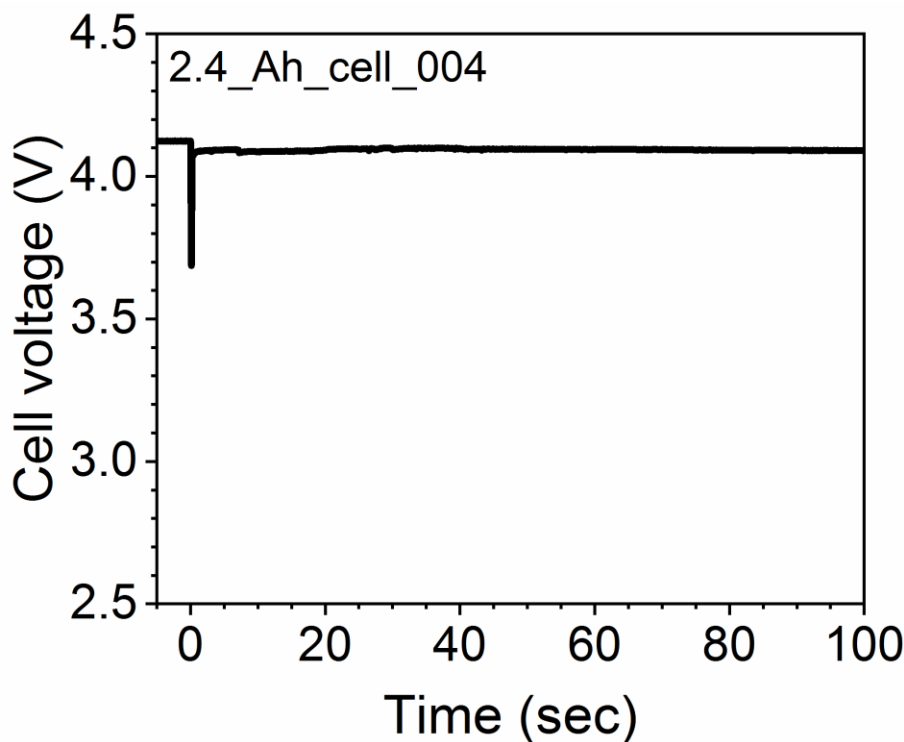
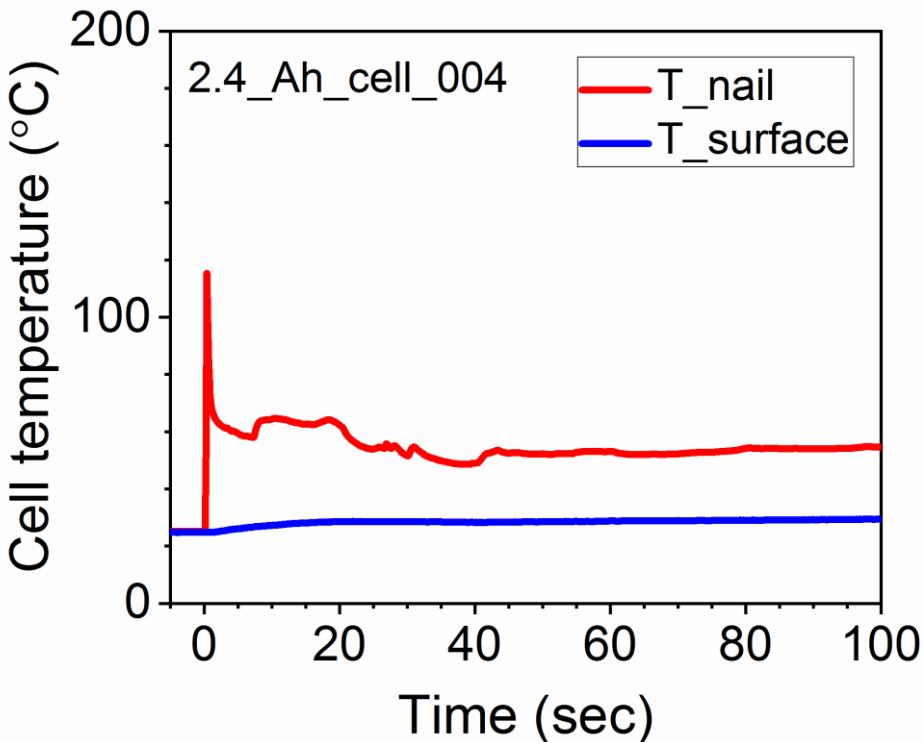
1. In situ temperature peaks are also observed.
2. But the trend is different from 2.4 Ah cell (stacked electrodes): the first peak is highest.



# Li-ion cell with different internal structure



# Single-layer nail penetration: only one layer of aluminum current collector penetrated



# Summary

1. We proposed a method of using Slow-penetrating Micro Sensing Nails to characterize internal short circuit.

2. It enables single-layer penetration and detection of more details. In situ temperature is more revealing than surface temperature, even more than cell voltage.

3. It was used to investigate effects of cell thickness, size and internal structure on safety behaviors.

