

Predicting Temperatures in a Li-ion Battery using a Model-based Prognostics

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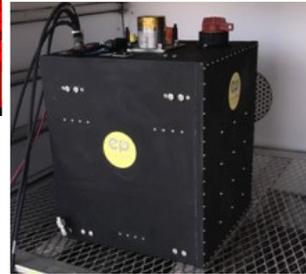
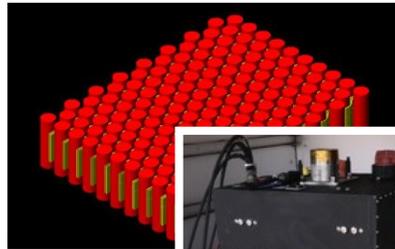


Outline

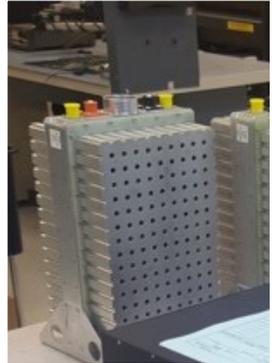


1. Project Overview
2. Li-ion Failure Introduction
3. Li-ion Failure Modeling and Simulation
4. Prognostics Overview
5. Li-ion Discharge Time and Temperature Estimation
6. Conclusion

Today's Bulky Pack Designs



Safety Testing -
Thermal Runaway

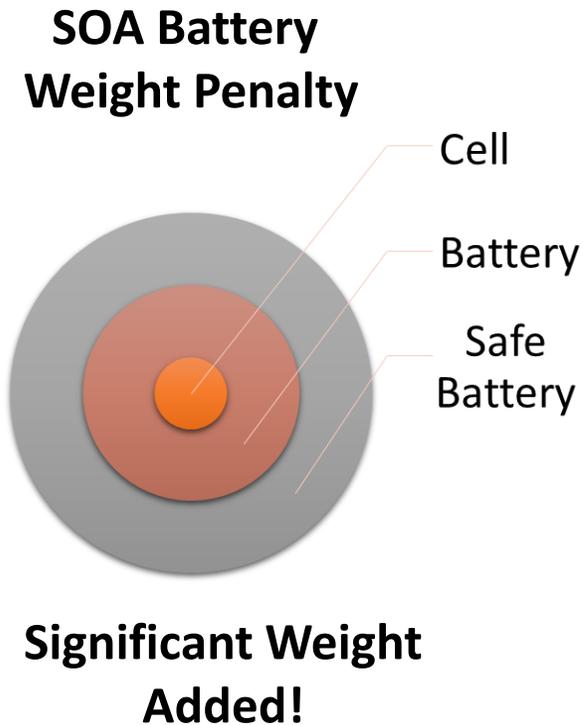


Pack penalty: 23%

—————> Additional mass for "safe" packs

Safe pack penalty: 61%

Emerging Electric Aircraft need Better and Safer Batteries



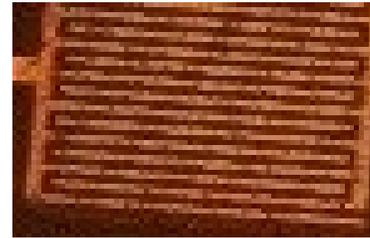
- **Current Monitored Battery Parameters**
 - Voltage
 - Current
 - Temperature
 - **Consequence of Unmitigated Cell Thermal Runaway Events**
 - Fire
 - Explosion
 - Debris
- ✓ **Internal Monitoring**
- ✓ **Failure prevention** via internal fault detection & mitigation

Project Overview

Different components

1. Experimental

- Embedded Sensors



2. Modeling

- Detect and Model Fault precursors
- Develop state estimation and prognostic algorithms
- Battery Management System (BMS) Capable of Fault Mitigation

- Li-ion Chemistry

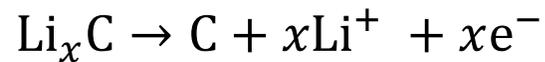
Cathode (LCO/NMC/LFP)

Anode (Graphite/Lithium)

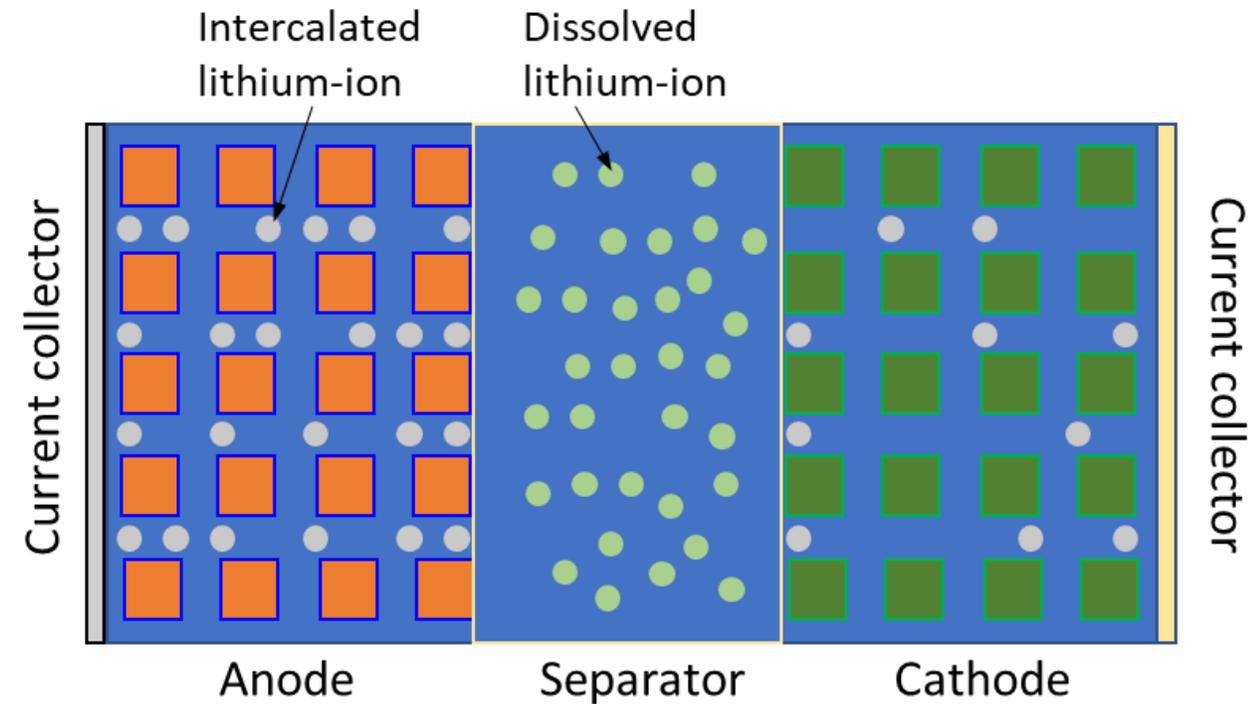
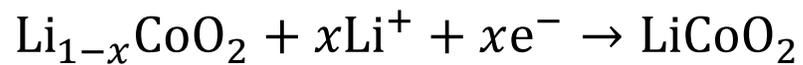
Electrolyte (LiCF_3SO_3 , LiPF_6 in EC/DMC)

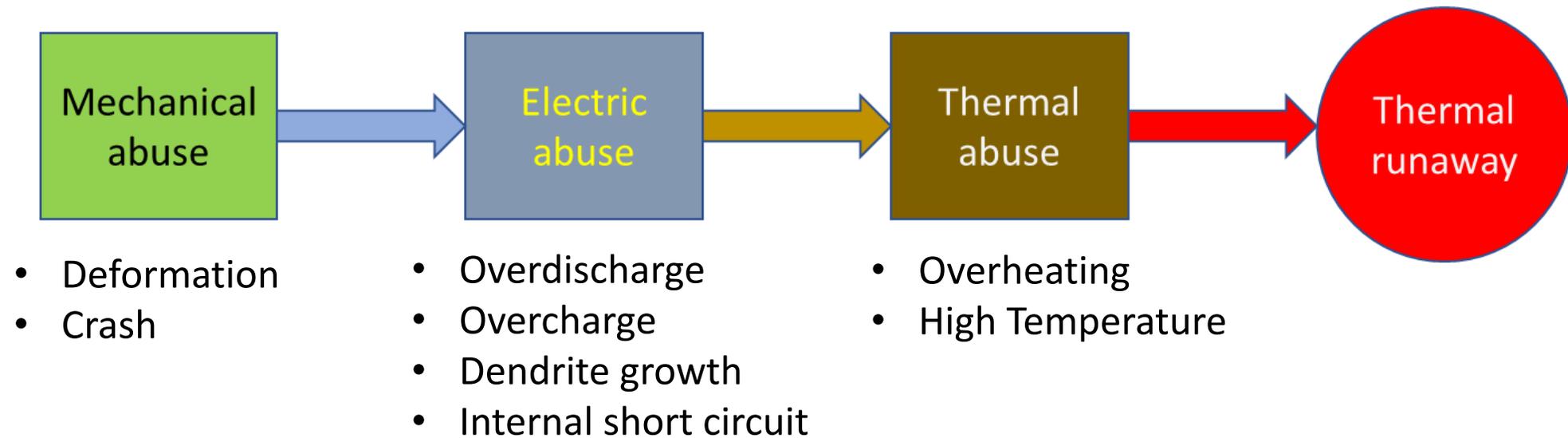
Separator (PP/ Al_2O_3)

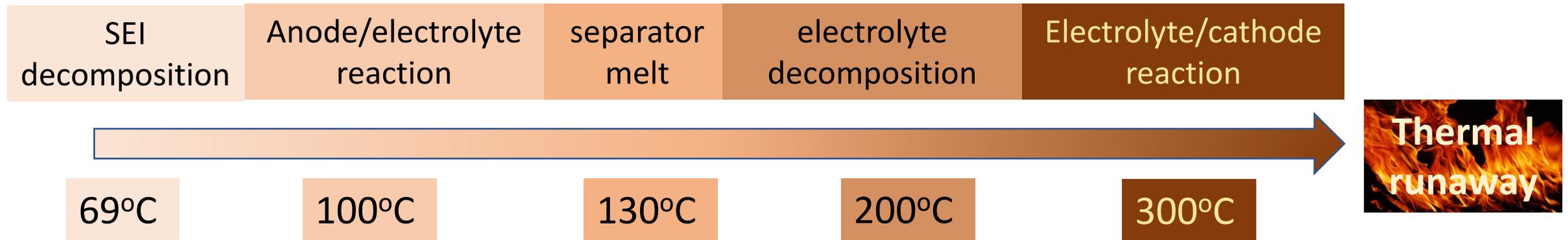
Anode reaction

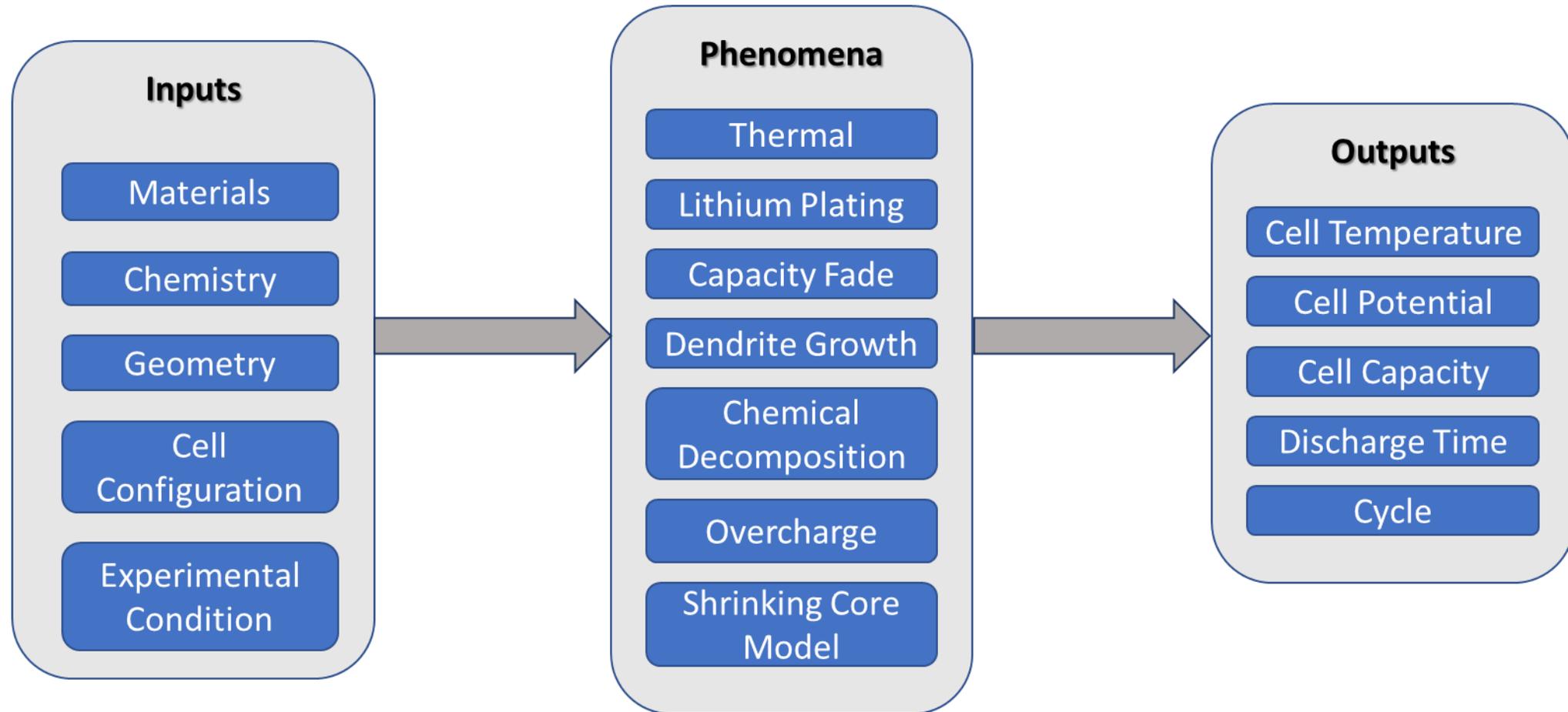


Cathode reaction









Electrolyte Transport

$$\frac{\partial \varepsilon_e c_e}{\partial t} - \nabla \cdot (D_e^{\text{eff}} \nabla c_e) - \frac{1 - t_+^0}{F} a_s j_n = 0$$

Electrolyte Potential

$$\nabla \cdot \left(\kappa_e^{\text{eff}} \nabla \phi_e - \frac{2RT\kappa_e^{\text{eff}}}{F} (1 - t_+^0) \left(1 + \frac{d \ln f_{\pm}}{d \ln c_e} \right) \nabla \ln c_e \right) + a_s j_n = 0$$

Electrode Potential

$$\nabla \cdot (\sigma_s \nabla \phi_s) - a_s j_n = 0$$

Reaction Kinetics

$$\left\{ \begin{aligned} j_n &= i_0 \left(\exp\left(\frac{\alpha_a F}{RT} (\phi_s - \phi_e - U_{\text{eq}})\right) - \exp\left(-\frac{\alpha_c F}{RT} (\phi_s - \phi_e - U_{\text{eq}})\right) \right) \\ i_0 &= k c_e^{\alpha_a} (c_{\text{max}} - c|_{r=R_s})^{\alpha_a} c|_{r=R_s}^{\alpha_c} \end{aligned} \right.$$

**Particle Diffusion
(Shrinking Core Model)**

$$\frac{\partial c_\alpha}{\partial t} = \frac{1}{r^2} \left(D_\alpha r^2 \frac{\partial c_\alpha}{\partial r} \right)$$

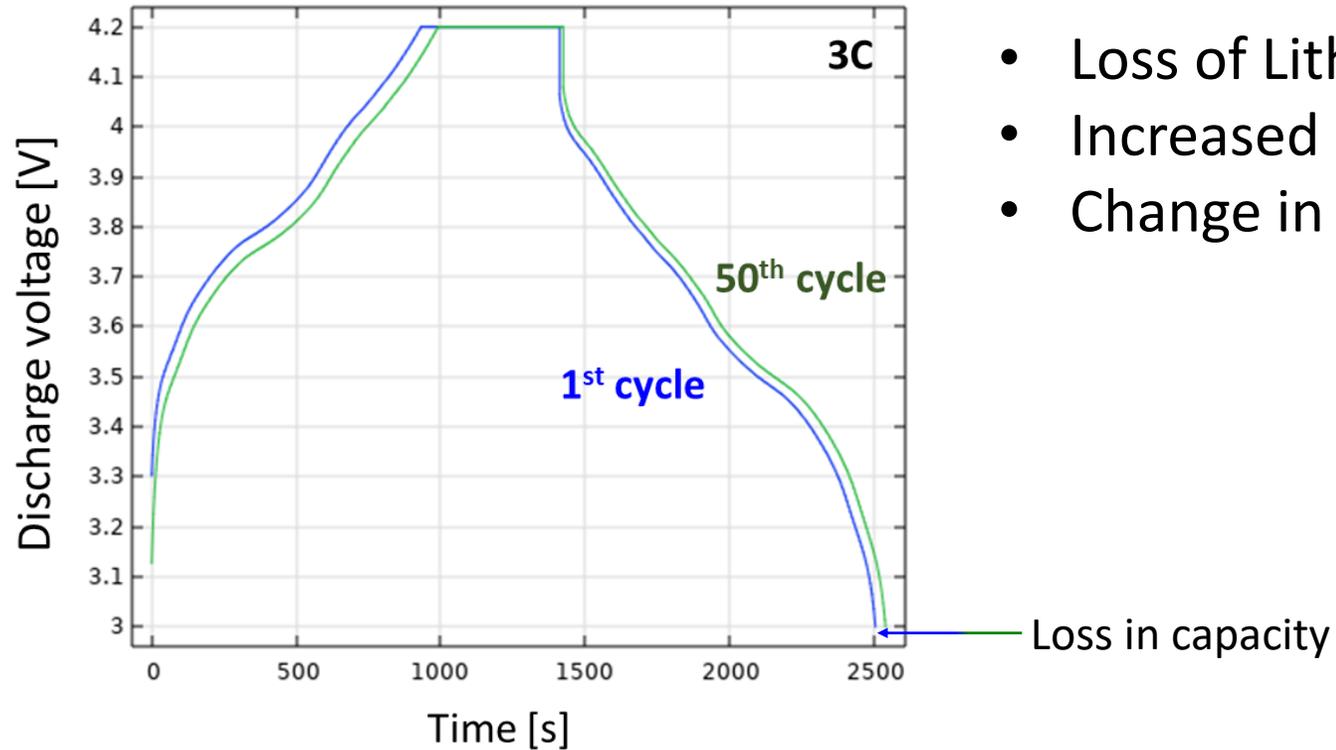
Degradation Model

$$i_{\text{loc, SEI}} = -(1 + HK) \frac{J i_{\text{loc, 1C, ref}}}{\exp\left(\frac{\alpha \eta_{\text{SEI}} F}{RT}\right) + \frac{q_{\text{SEI}} f J}{i_{\text{loc, 1C, ref}}}}$$

Thermal Model

$$\rho C_p \frac{\partial T}{\partial t} = q_{\text{rev}} + q_{\text{irr}} + q_{\text{ohm}} + q_{\text{chem}} - q_{\text{radiation}} - q_{\text{convection}}$$

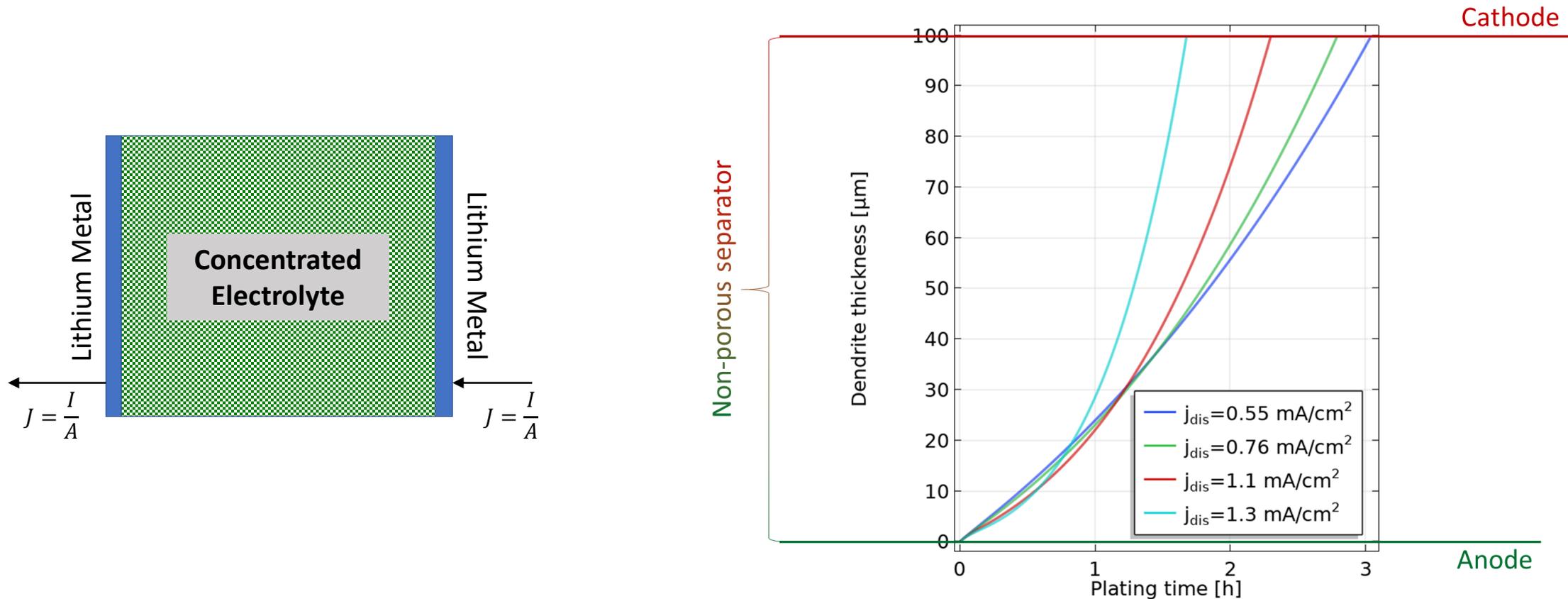
SEI formation and the loss of useable lithium



- Loss of Lithium
- Increased Impedance
- Change in Exothermic Profile

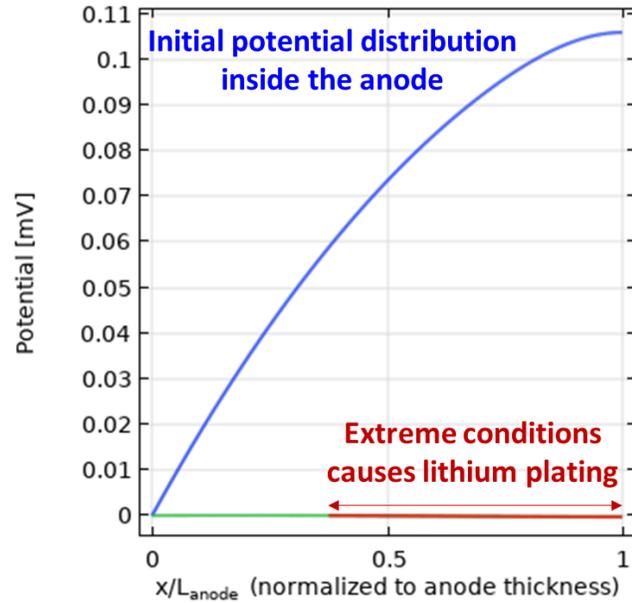
SEI not only affects Capacity but also the Internal Cell Temperature

Lithium Dendrite Growth on a Lithium Metal Anode

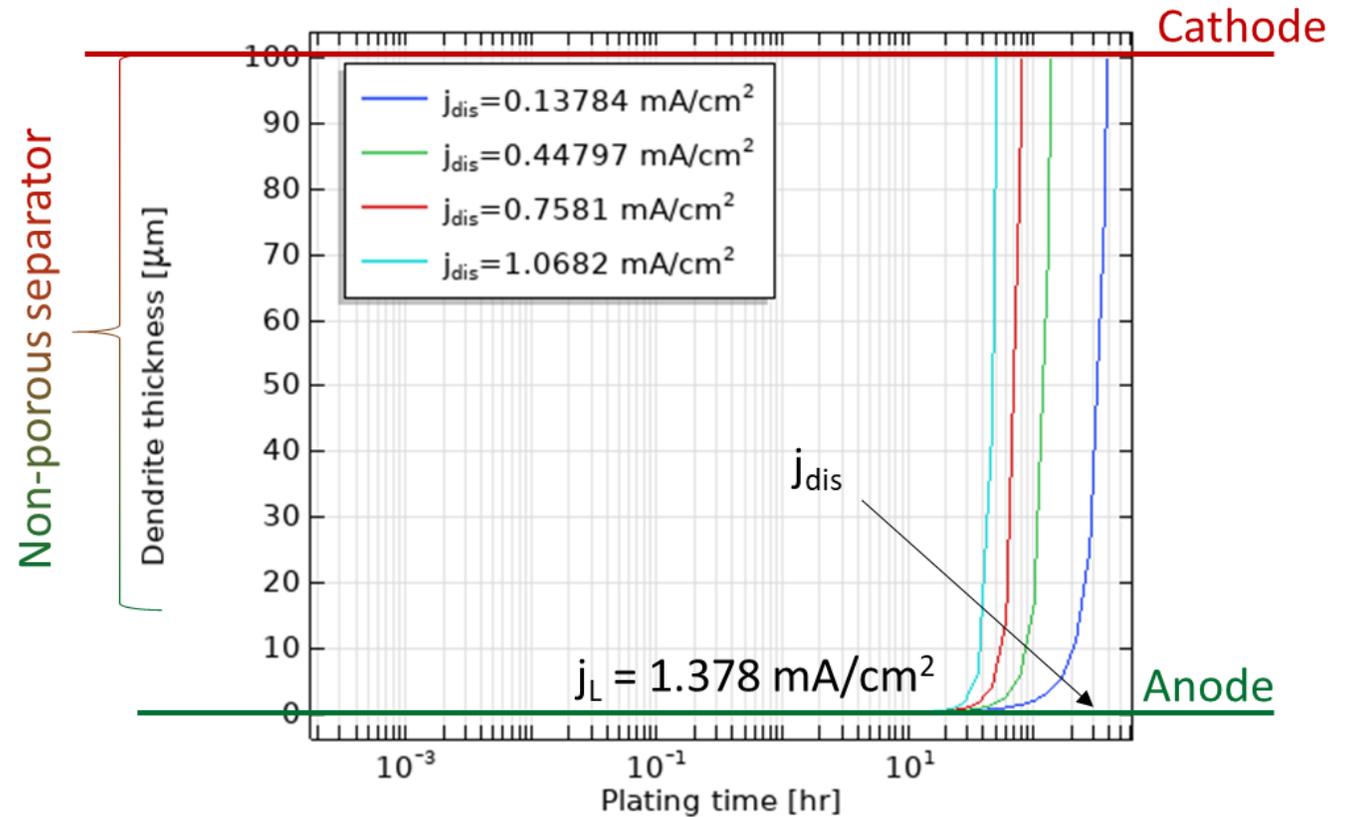


**Internal Short Circuit by Lithium Dendrites
can cause Thermal Runaway**

Dendrite Growth in a Graphite anode

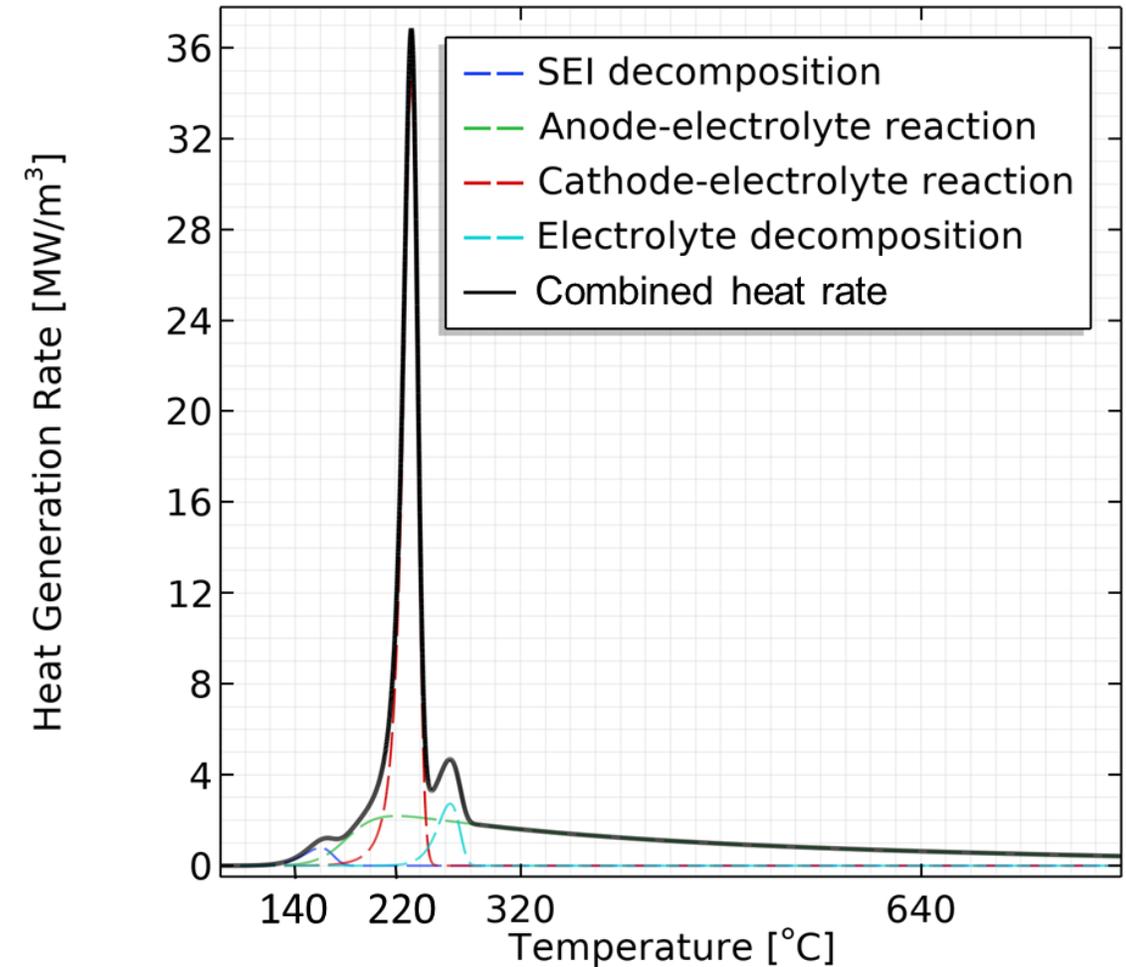


Lithium plating coupled with lithium dendrite growth represents internal short circuit



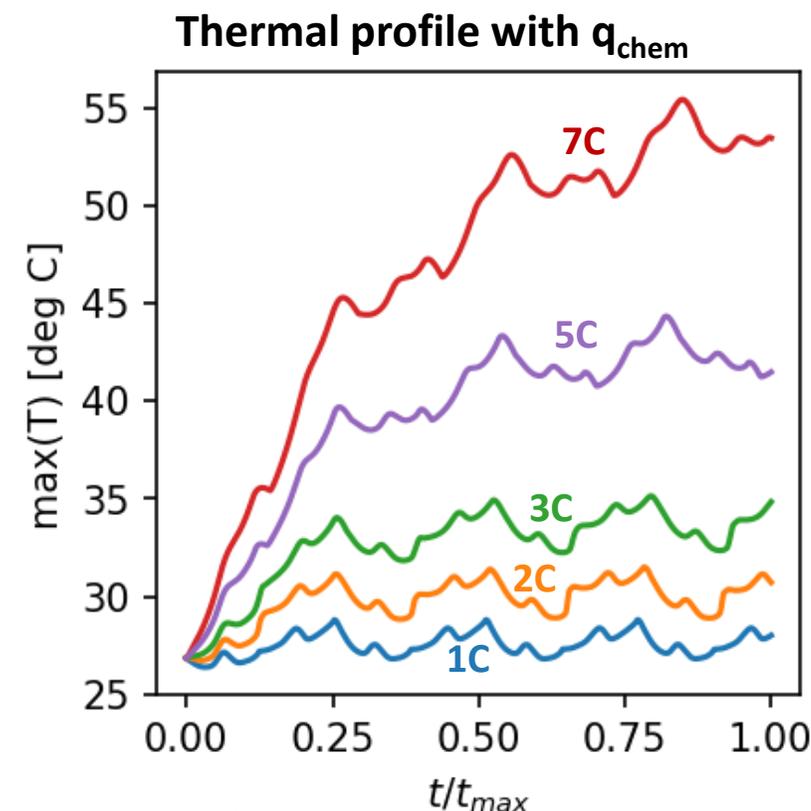
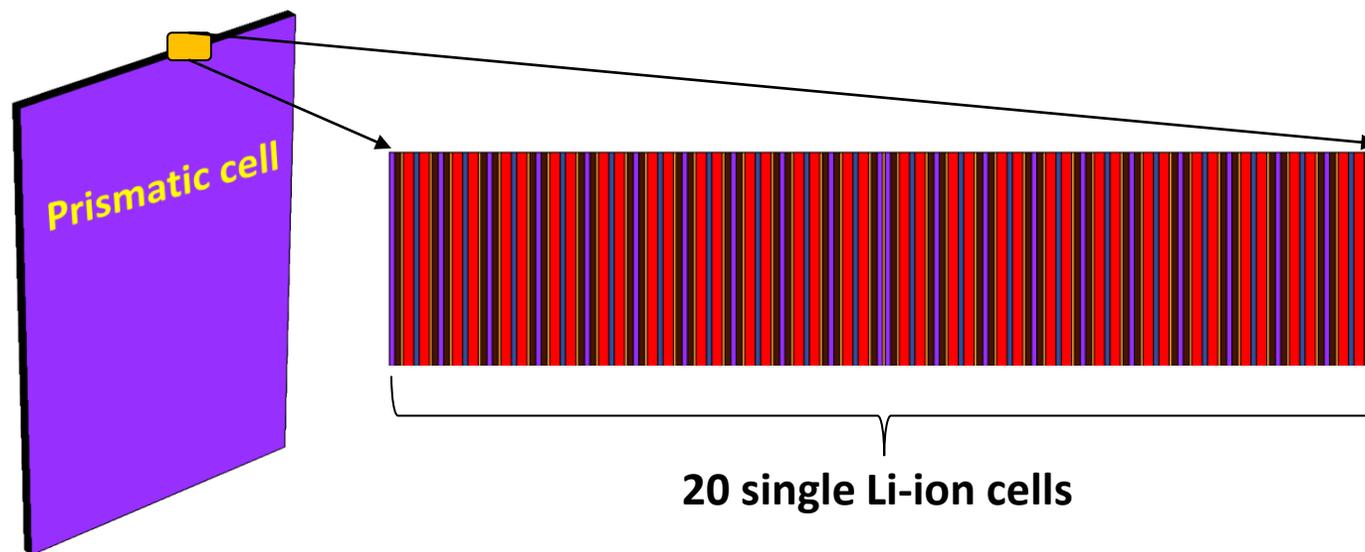
Abused Graphite Anodes could lead to Thermal Runaway

- Chemical decomposition reactions are exothermic
- Peak heating rates are activated at different temperatures
- Temperature rise during short circuit is often followed by a chemical thermal runaway



Battery Materials are Exothermic and Sensitive to the Internal Cell Temperature

$$\rho C_p \frac{\partial T}{\partial t} = \lambda \nabla^2 T + \underbrace{q_{rev}}_{\text{Thermodynamic}} + \underbrace{q_{irr}}_{\text{Electrochemical}} + \underbrace{q_{ohm}}_{\text{Ohmic and short-circuit}} + \underbrace{q_{chem}}_{\text{Chemical decomposition}}$$



Effect of Chemical Decomposition on the Internal Temperature on a Nominal Li-ion Cell

Estimating Temperature for Predicting Failure

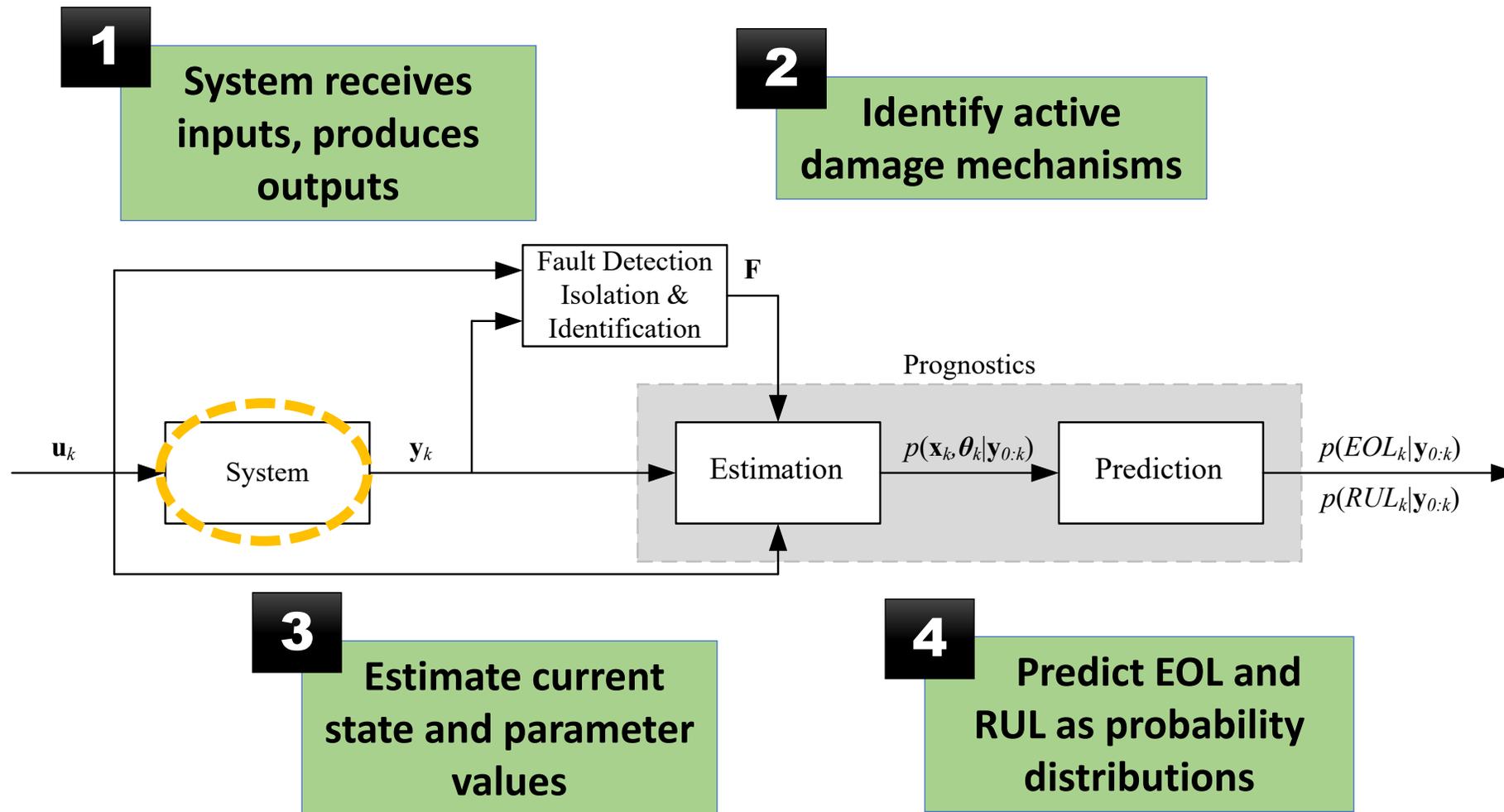
- Finite Element simulations is used to identify important precursors
- Temperature is easy and cheaper to monitor
- A BMS with internal temperature monitoring and a physics-based estimation algorithm could be used for failure prediction

$$\frac{\partial T}{\partial t} = \frac{1}{\rho C_p} [q_{\text{rev}} + q_{\text{irr}} + q_{\text{ohm}} + q_{\text{chem}}]$$

Thermodynamic
 Electrochemical
 Ohmic and short-circuit
 Chemical decomposition

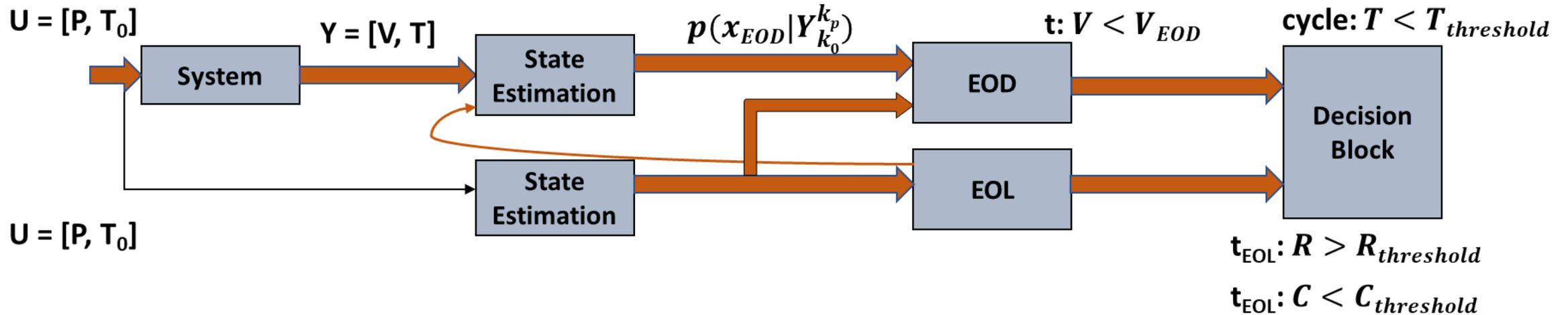
Battery Prognostics

Model Based Architecture



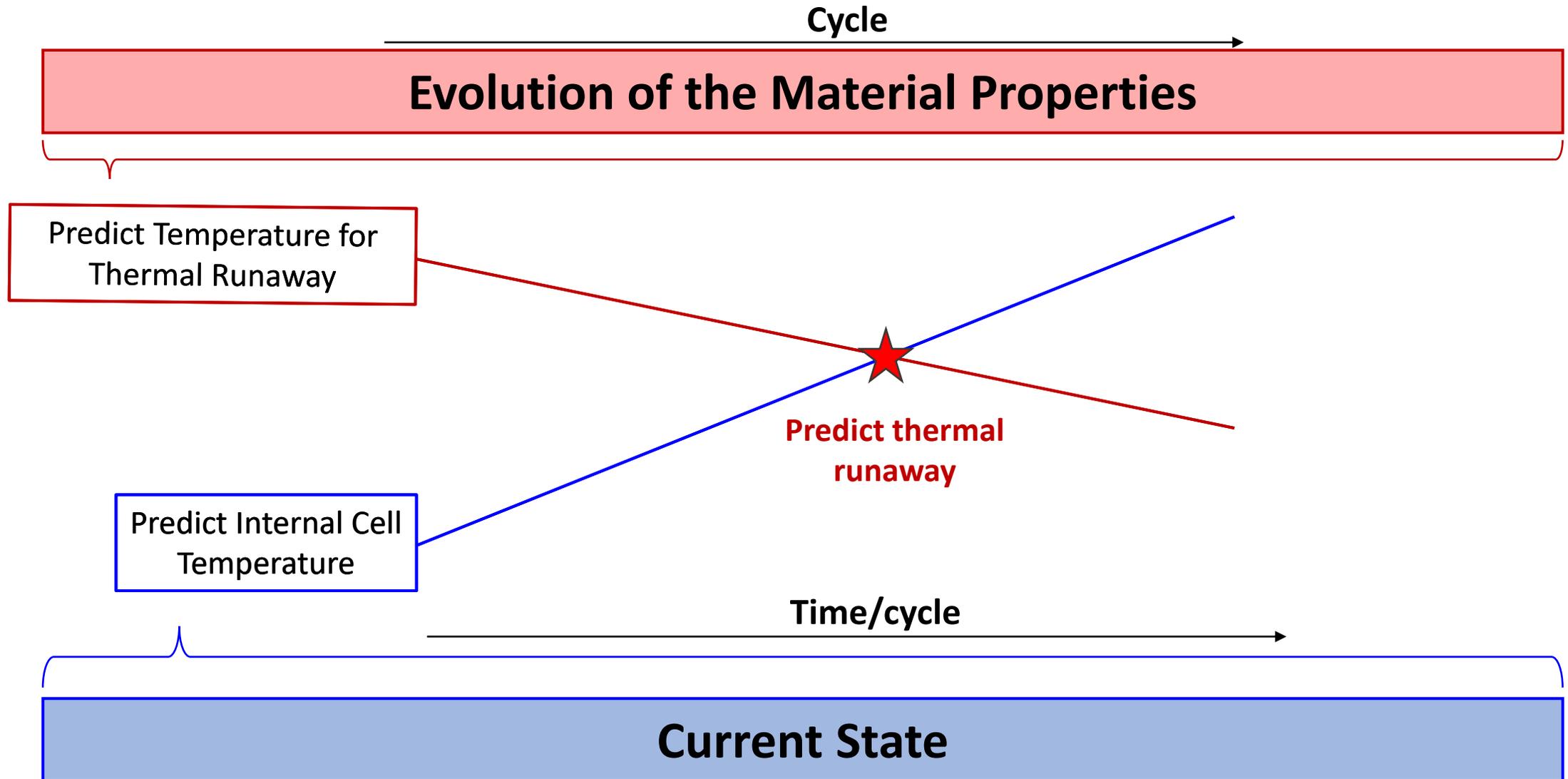
Battery Thermal Prognostics

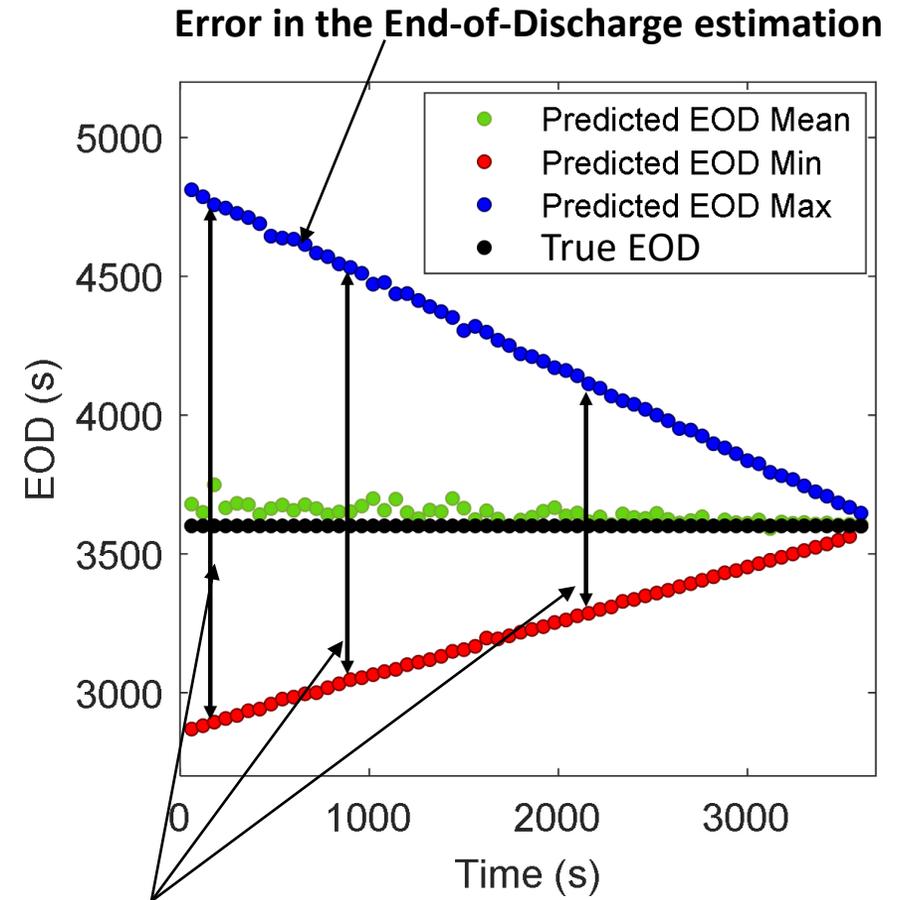
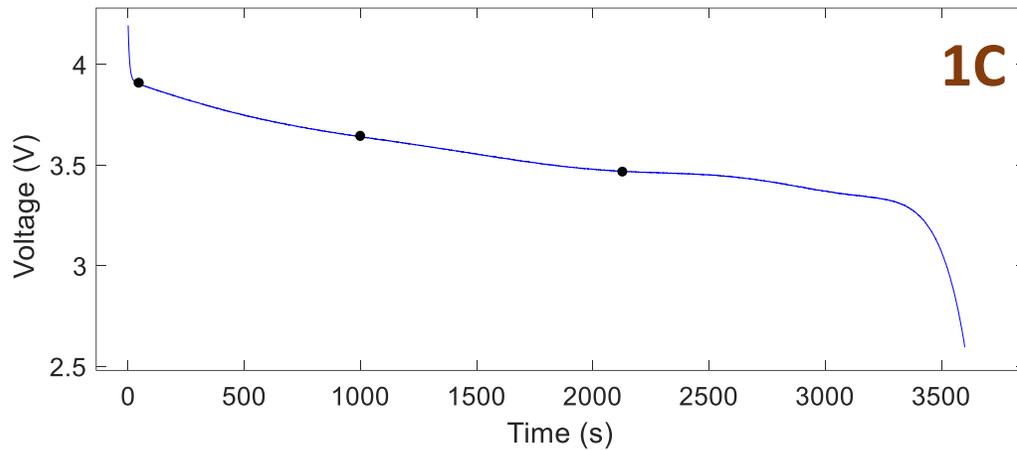
Modifying the Model for Temperature



Two State Estimation Blocks can estimate Cell Voltage, Discharge Time, Cycle Life, and Temperature Thresholds

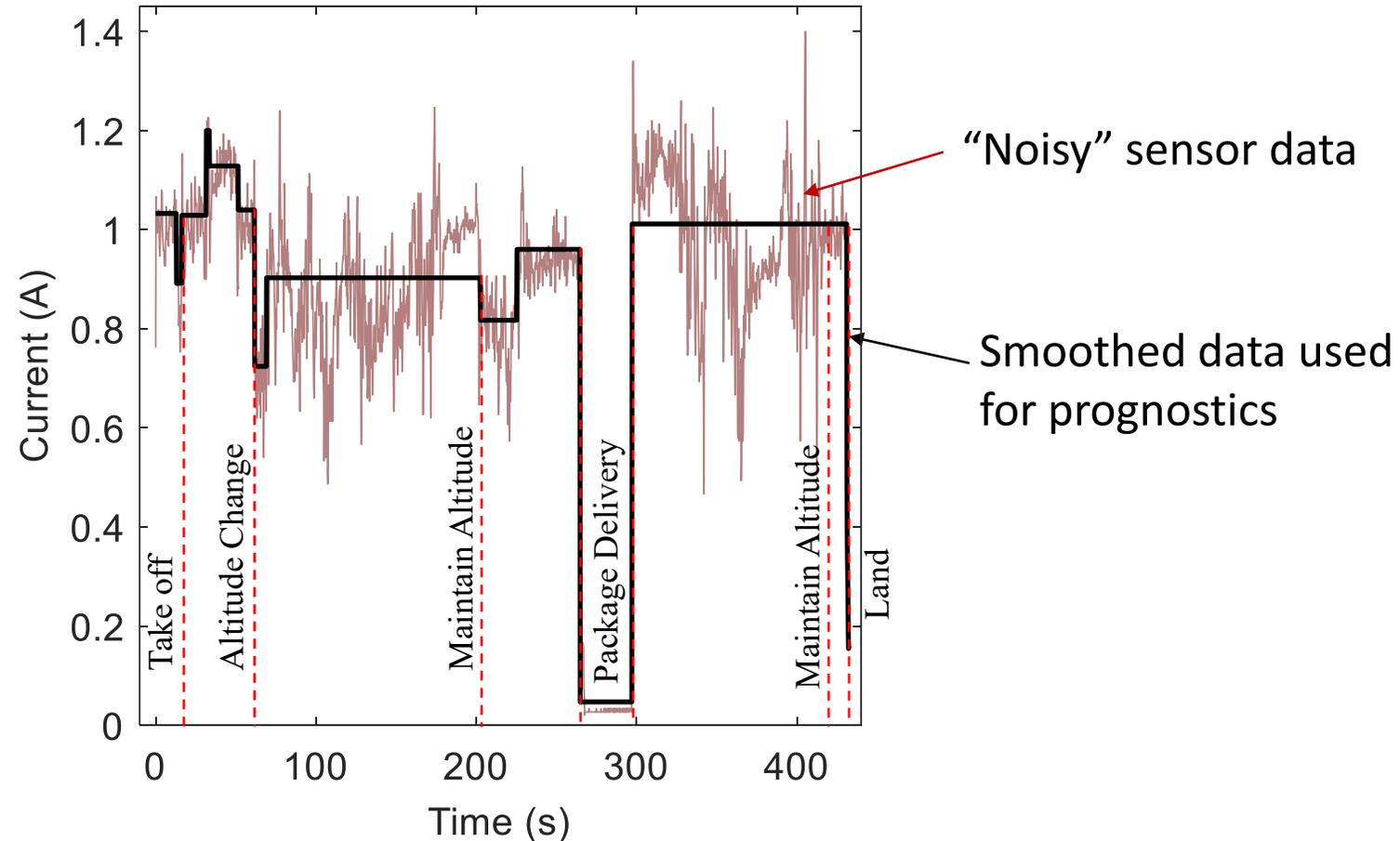
Current Goal for Prognostics





The estimation error reduces as the discharge time increases

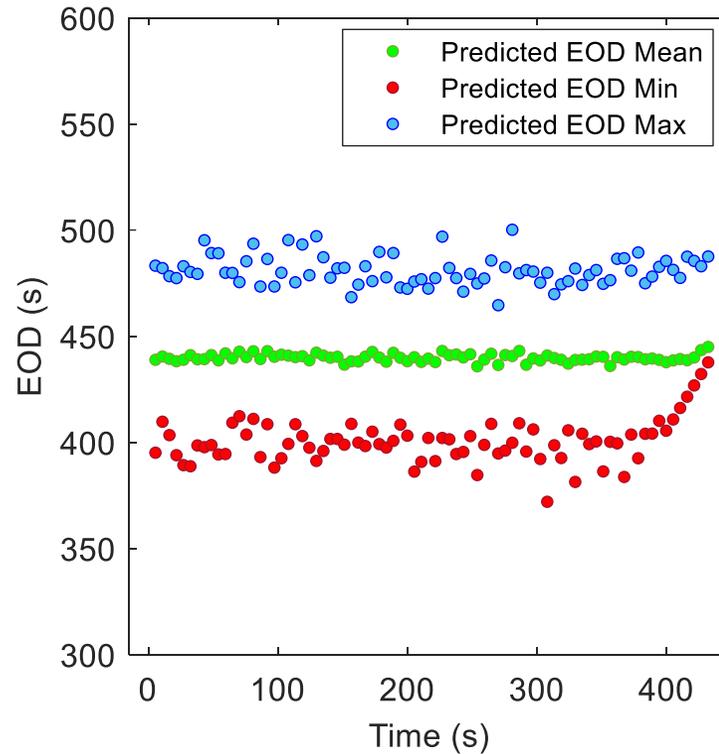
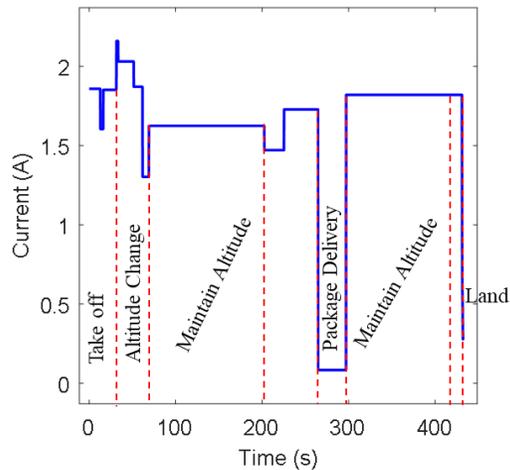
Data from a Short Test Flight



Data pre-processing is needed for accurate estimation

Preliminary Results for EOD Estimation

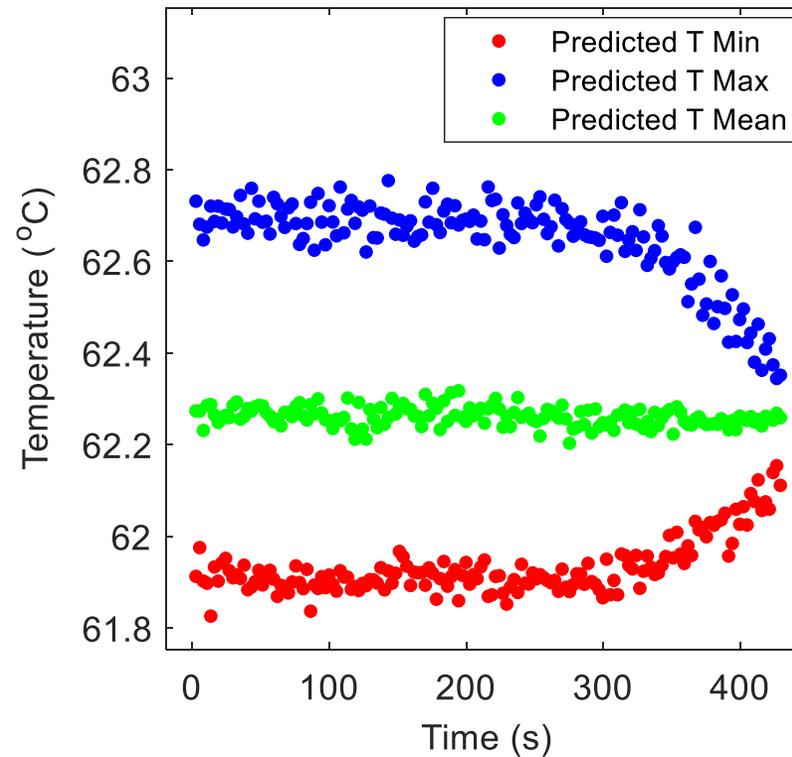
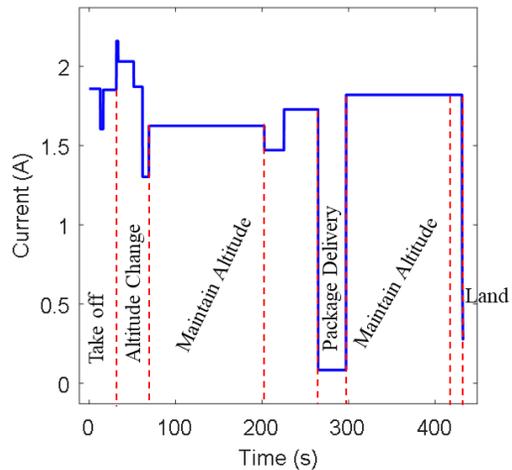
Applying Prognostics Algorithm on a Short Test Flight Profile



The Distribution of the End-of-Discharge Estimation shows that the Algorithm is working correctly.

Preliminary Results for Temperature Estimation

Applying Prognostics Algorithm on a Short Test Flight Profile



Temperature variation on a nominal and fresh cell is not significant

Summary

- Failure modes identification
- Finite Element Modeling of Failure modes
- Identification of temperature as a failure precursor
- Coupled a thermal model with battery prognostics algorithm
- Voltage and temperature estimation for a single cycle

Next Steps

- Estimating temperature over cycle life
- Estimating temperature for off-nominal behavior