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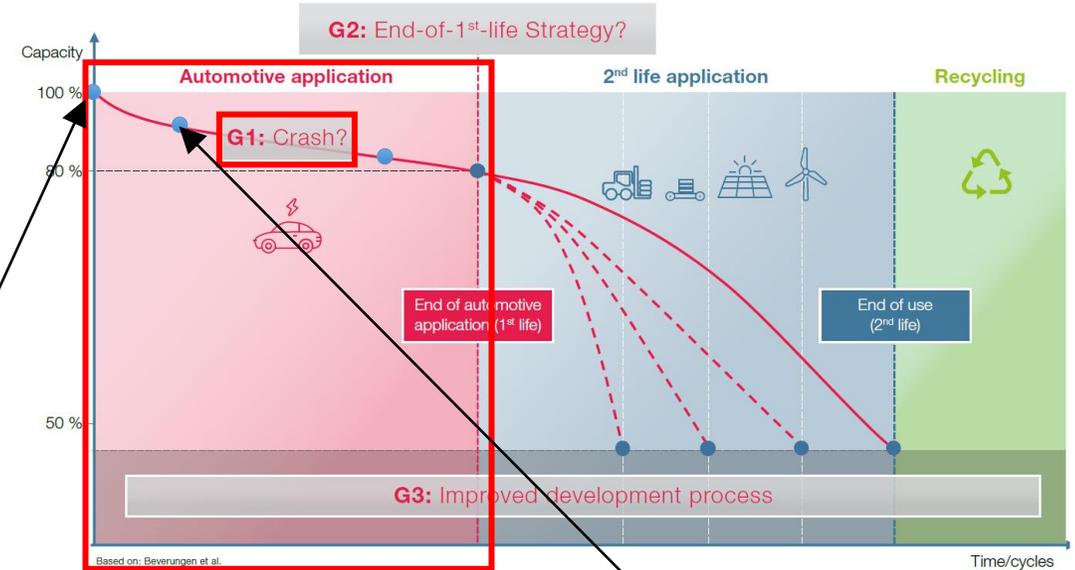
# Safety of Aged Lithium-ion Batteries

Graz University of Technology – Vehicle Safety Institute



## Is the battery of an EV still safe During the usage?

- Certification tests and safety assessment are done with new cars
- During usage battery is subject to electrochemical changes → Influence on safety?



Example: Car-Sharing Pool TU,  
Inffeldgasse

**Begin of Life:**  
Kilometers: 0km  
Full charge cycles: 0  
Age: 0



**Current status:**  
Kilometers: 61.349km  
Full charges cycles: ~195  
Age: ~ 3

## Known predominant ageing mechanisms:

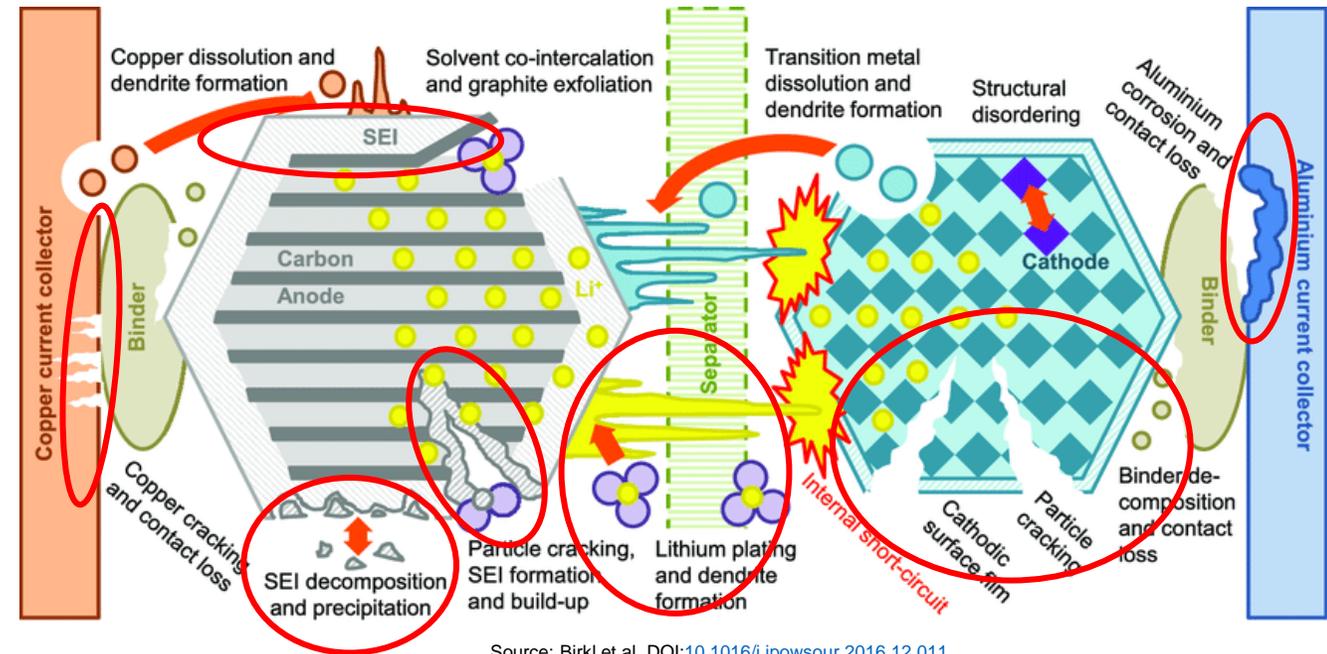
- Decomposition of electrolyte
- Electrode cracking and corrosion
- Lithium plating and dendrites formation

## Main influencing factors:

- Application temperature
- Voltage limit used
- Charging (fast-charging) / discharging (driving)

## Effects to battery:

- Capacity fade
- Power fade



## Open questions:

- How is the safety of a cell affected during lifetime?
- Link between known ageing mechanisms and safety in crash?

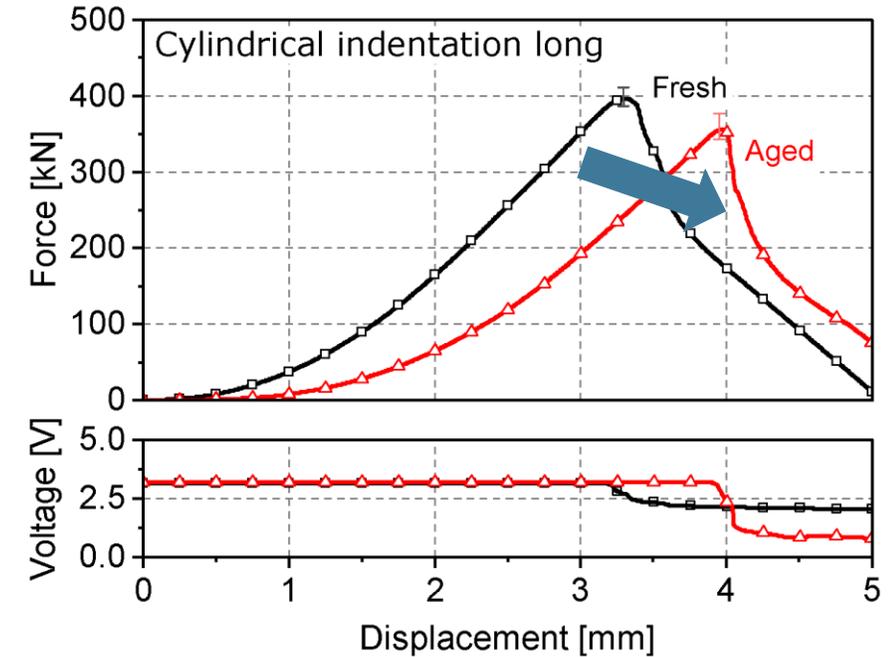
# Safety of Aged Lithium-ion Batteries

## What are safety relevant properties of a Li-Ion battery that can change over lifetime? Findings in SafeBattery and SafeLIB

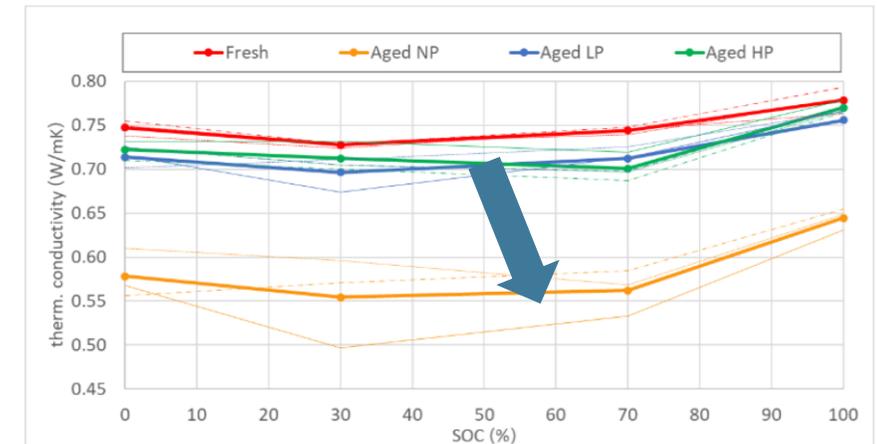
- Mechanical properties
- Thermal runaway behavior
- Electrical behavior
- Thermal conductivity

### Knowledge gap:

- Which are ageing mechanisms that lead to a relevant change in properties?
- Which ageing mechanism has the most safety relevance?
- What are measurement methods that can indicate critical changes in battery properties? -> Monitoring



Source: Sprenger et al. <https://doi.org/10.3390/batteries9020067>



Source: Kovachev et al. <https://doi.org/10.3390/batteries7030042>

# Safety of Aged Lithium-ion Batteries – Example

## Approach for safety assessment based on mechanical properties of Li Ion cells

- Comparison of fresh and aged cell
- SoA EV Battery, 65Ah Pouch Cell
- 160.000km usage, 93% residual capacity

### Cell level tests

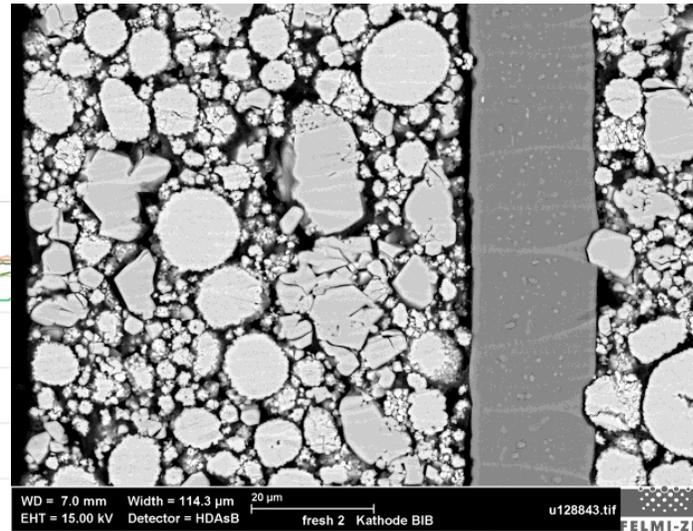
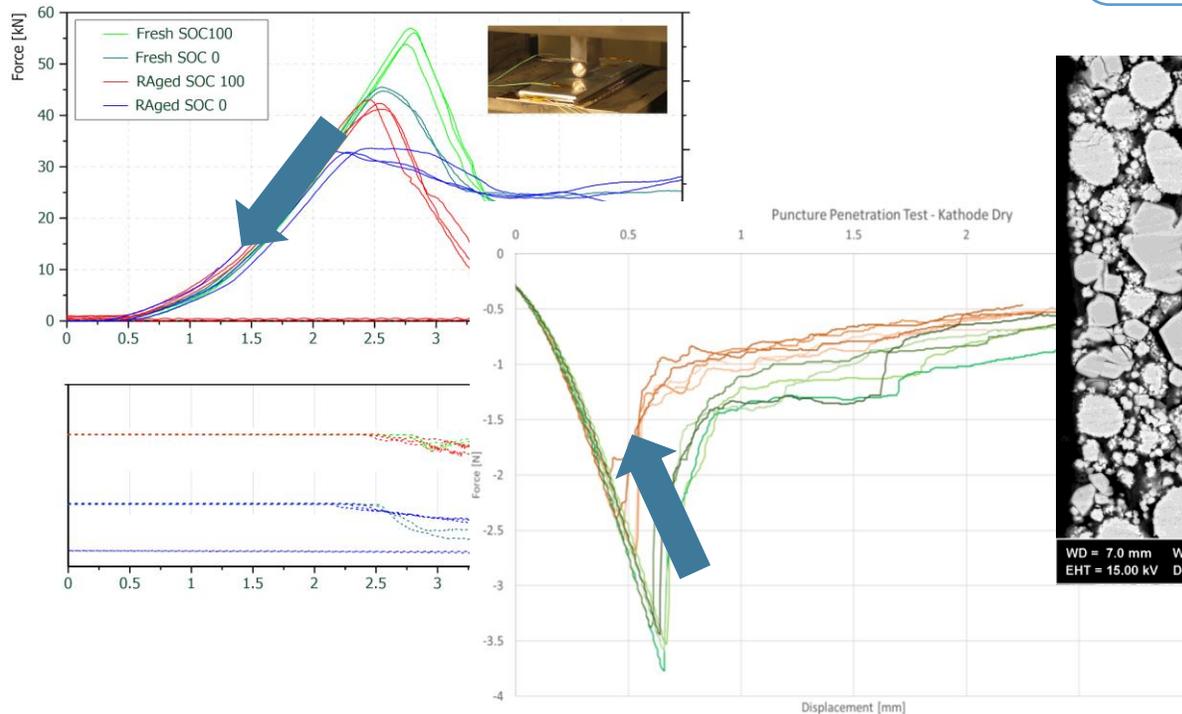
- Quasi-static
- Dynamic

### Component level tests

- Tensile
- Compression
- Puncture penetration

### Microscopy and visual analysis

- SEM
- Micro CT



### Conclusion:

- Safety changes with usage

### Outlook:

- Further analysis needed
- Focus on specific degradation mechanisms
- Real vs. artificial aged cells

# Partners



Das COMET-Projekt SafeLIB wird im Rahmen von COMET – Competence Centers for Excellent Technologies durch BMK, BMDW, das Land Oberösterreich, das Land Steiermark sowie die SFG gefördert. Das Programm COMET wird durch die FFG abgewickelt.

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