

# Vehicle Technologies Office

U.S. DEPARTMENT OF  
**ENERGY**

Energy Efficiency &  
Renewable Energy



## BAT343: Silicon and Intermetallic Anode Portfolio Strategy Overview

June 13, 2023

Brian Cunningham (DOE)

# Overview

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- **Vehicle Technologies Office Energy Storage Overview**
- **Cost Scenarios for Different Chemistries**
- **VTO Roadmap**
- **Silicon Anode History & Status**
- **Silicon Anode Focus Areas**
- **Highlights**
- **Wrap-up**

# VTO Energy Storage R&D Overview and Strategy

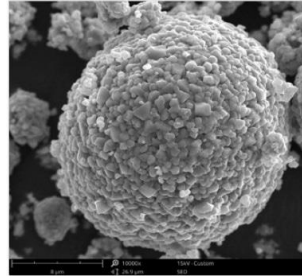
CHARTER: Develop battery technology that will enable large market penetration of electric drive vehicles

GOALS: By 2025 bring pack level costs down to \$100/kWh → By 2030 bring pack costs down to \$75/kWh

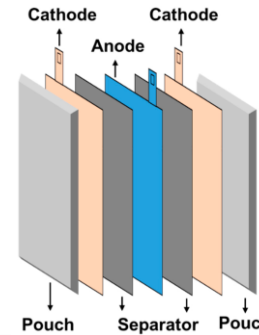
\*Critical Materials-free, use of recycled materials, and capable of fast charge

## Energy Storage R&D

Battery Materials Research (BMR)  
TRL 2-3



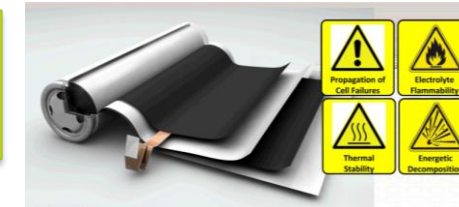
Applied Battery Research (ABR)  
TRL 3 - 4



Battery Development  
TRL 3 - 6



Battery Testing, Design, & Analysis



## Other Topic Areas

Manufacturing

Recycling

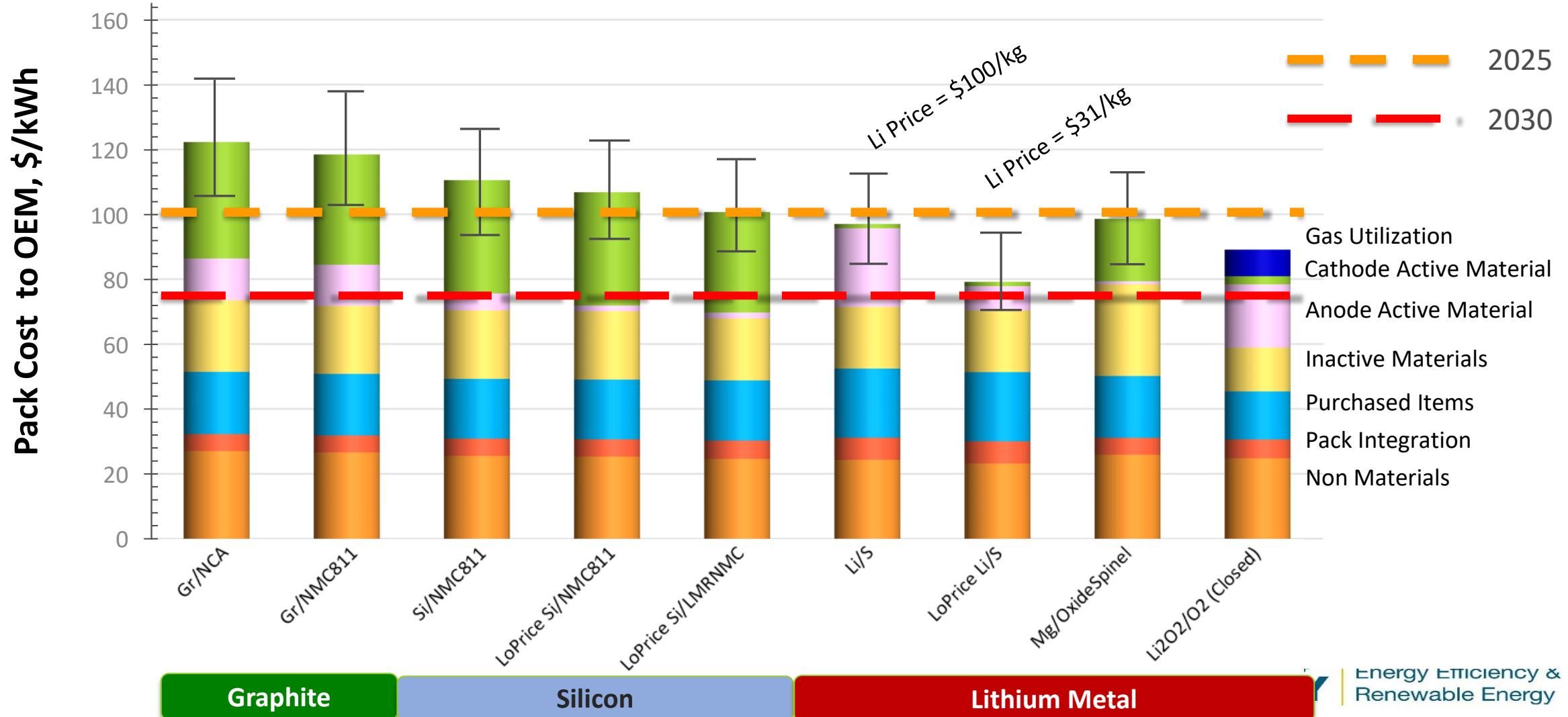


Energy Efficiency & Renewable Energy

# What Chemistries Can Help Meet DOE's Cost Goal?

## Projected Cost for a 100kWh<sub>Total</sub>, 80kW Battery Pack

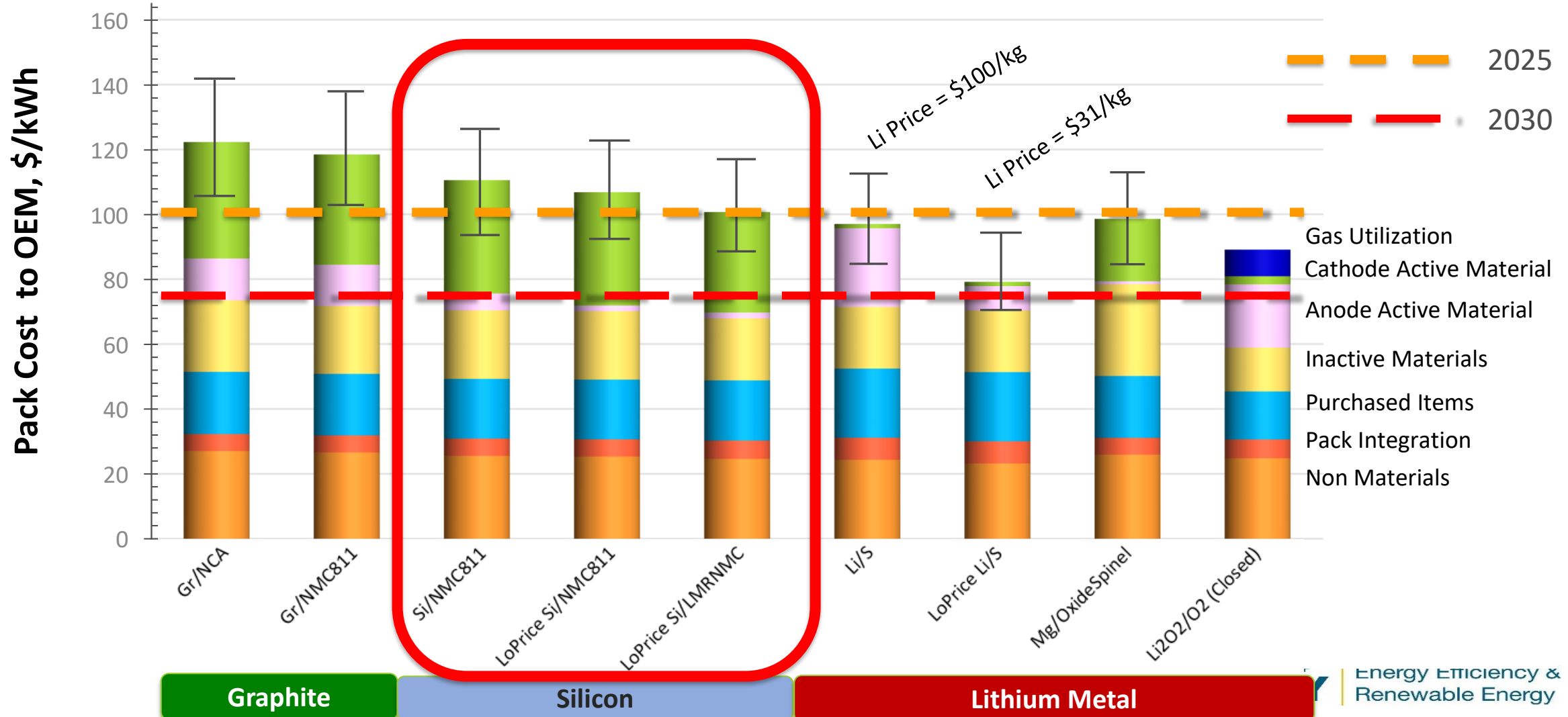
These are best case projections: all chemistry problems solved, performance is not limiting, high volume manufacturing, does not include extreme fast charge capability. Si = \$15/kg, LoPrice Si=\$5/kg, Li=\$100/kg, LoPrice Li=\$31/kg



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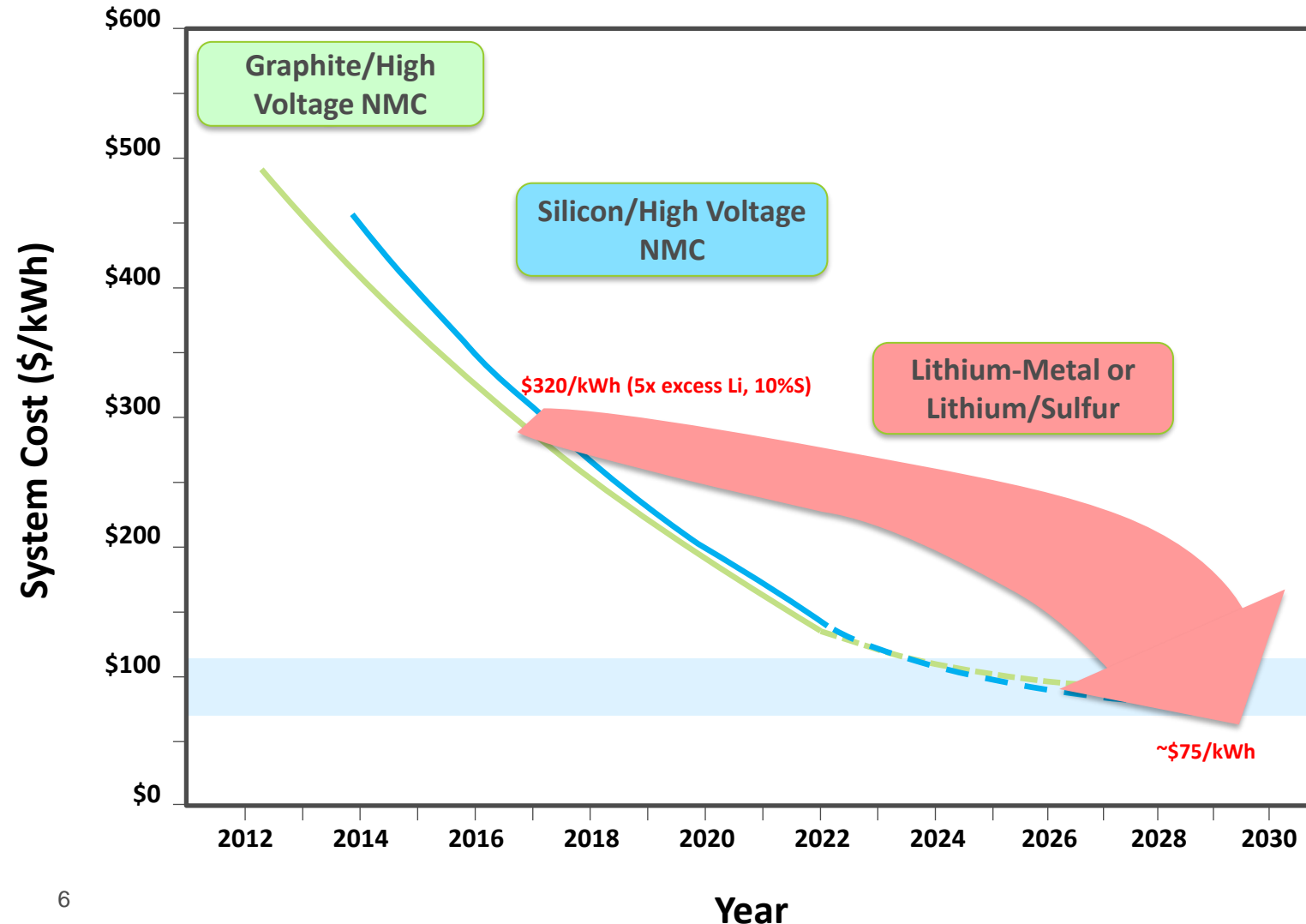
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# DOE Vehicle Technologies Battery R&D Roadmap

GOAL: Research new battery chemistry and cell technologies in order to reduce the cost of electric vehicle battery packs to **less than \$75/kWh by 2030** (cost parity with ICE).



## Graphite/High-Capacity Cathode

- Higher cathode capacity
- Low/no Cobalt
- Recycling & fast charge

## Silicon/High-Capacity Cathode

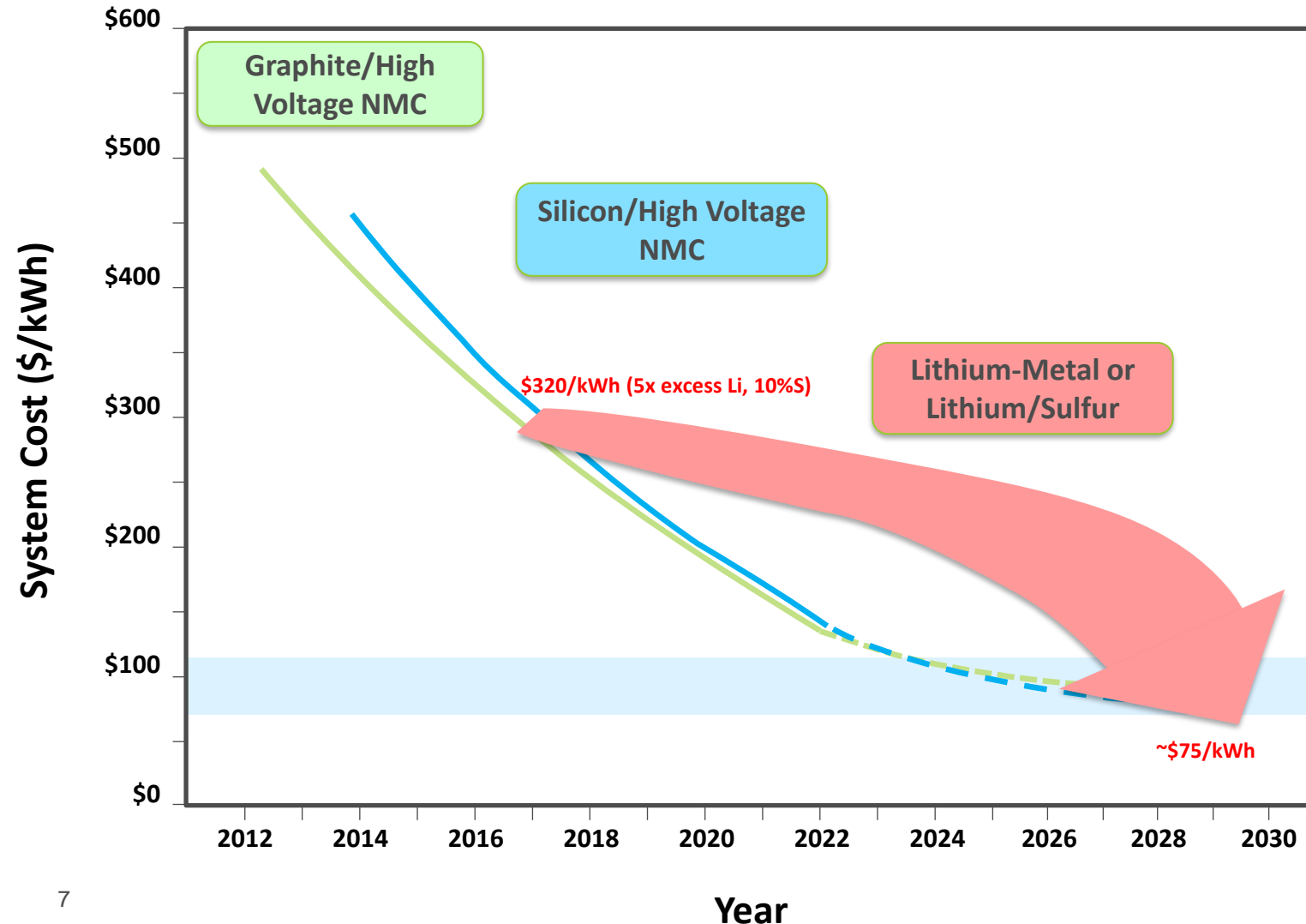
- Higher anode capacity
- Cycle/calendar life
- Fast charge

## Lithium-Metal & Li/Sulfur

- Solve cycle life/ catastrophic failure
- reduce excess lithium and electrolyte

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# Silicon Anodes: Key Technical Results

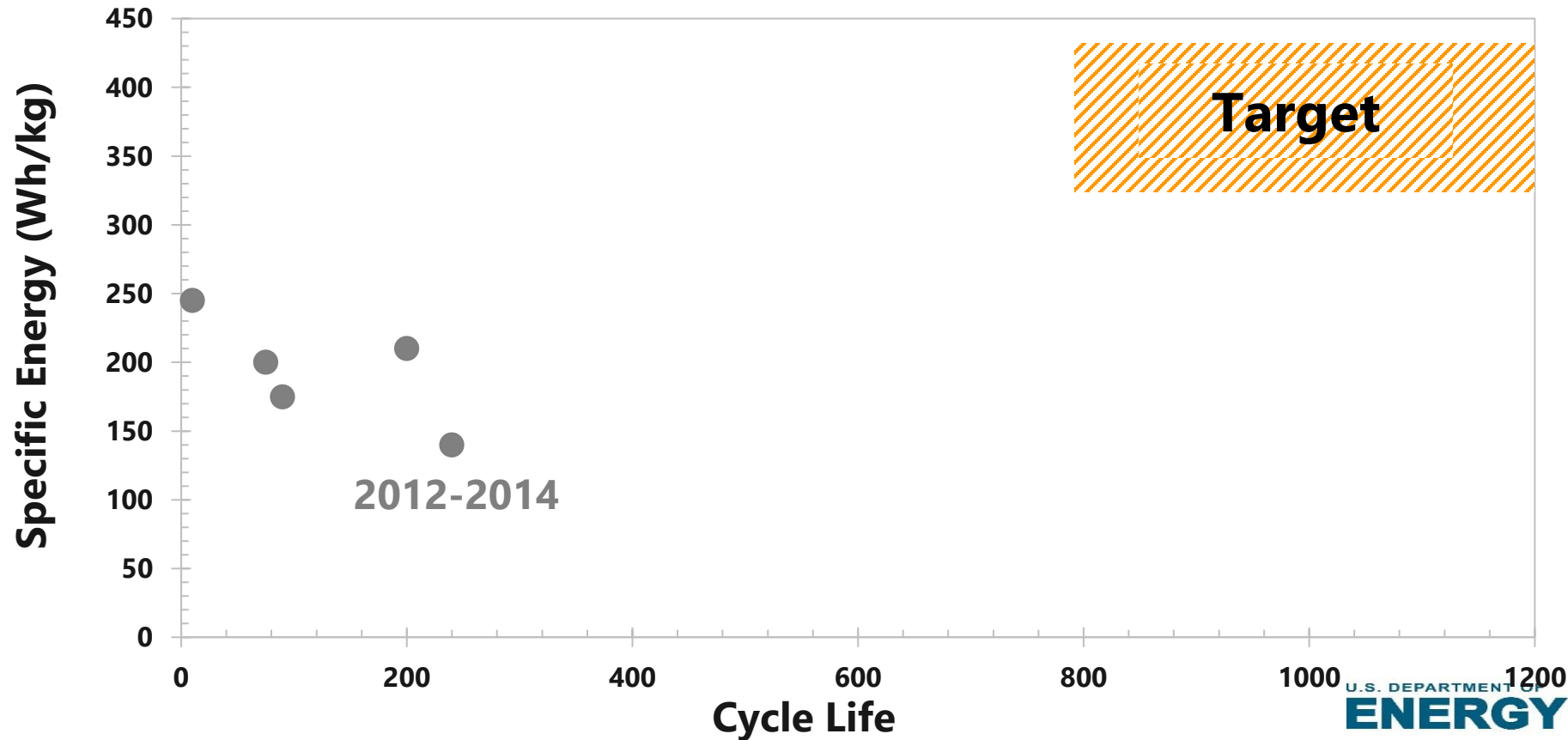
## Targets

- 1,000+ mAh/g & 350+ Wh/kg
- 10 years & 1000 cycles

## Challenges

- Large first-cycle irreversible loss
- Low cycle and calendar life / High capacity fade

## Silicon Anodes Historical Performance





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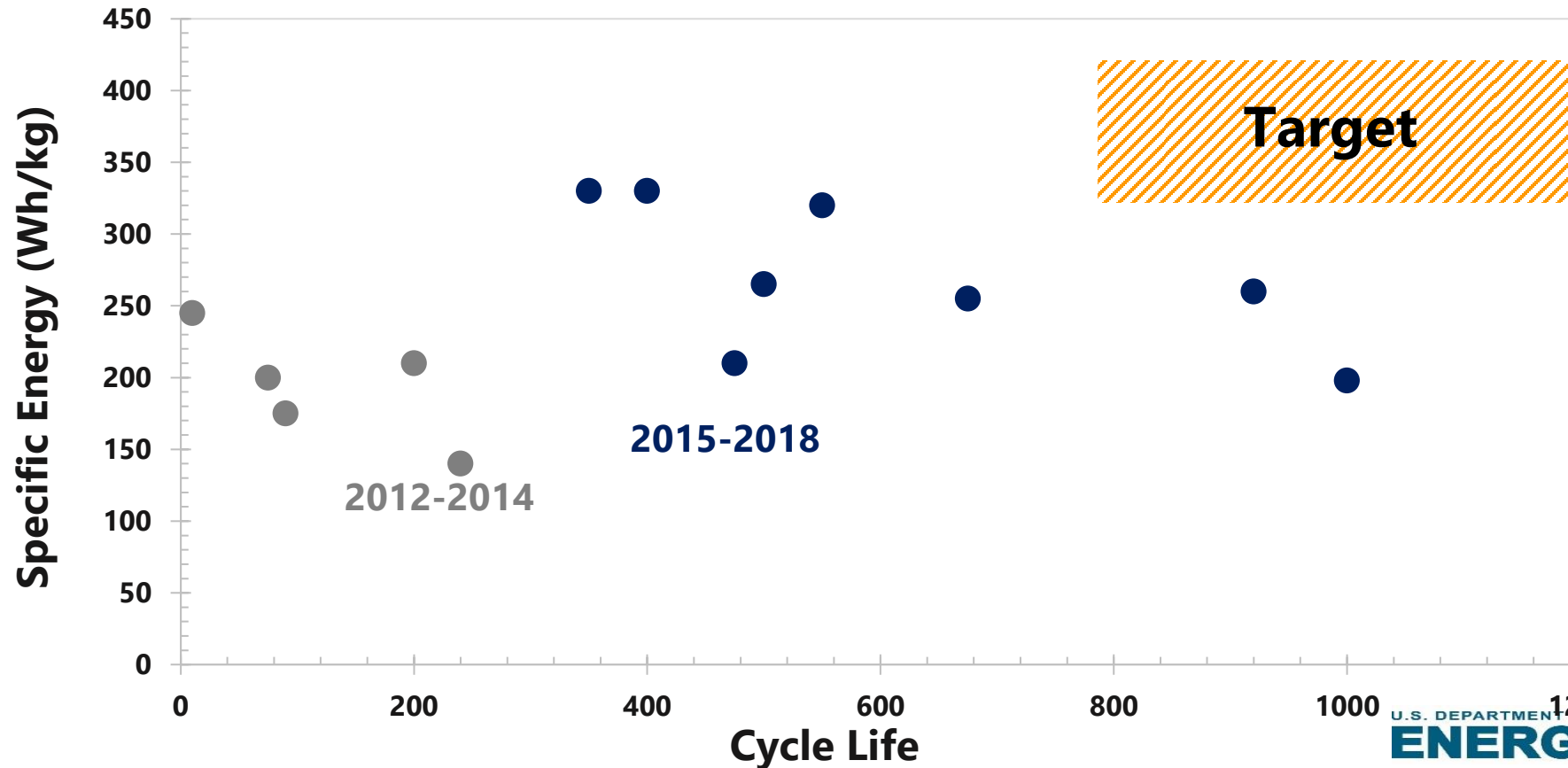
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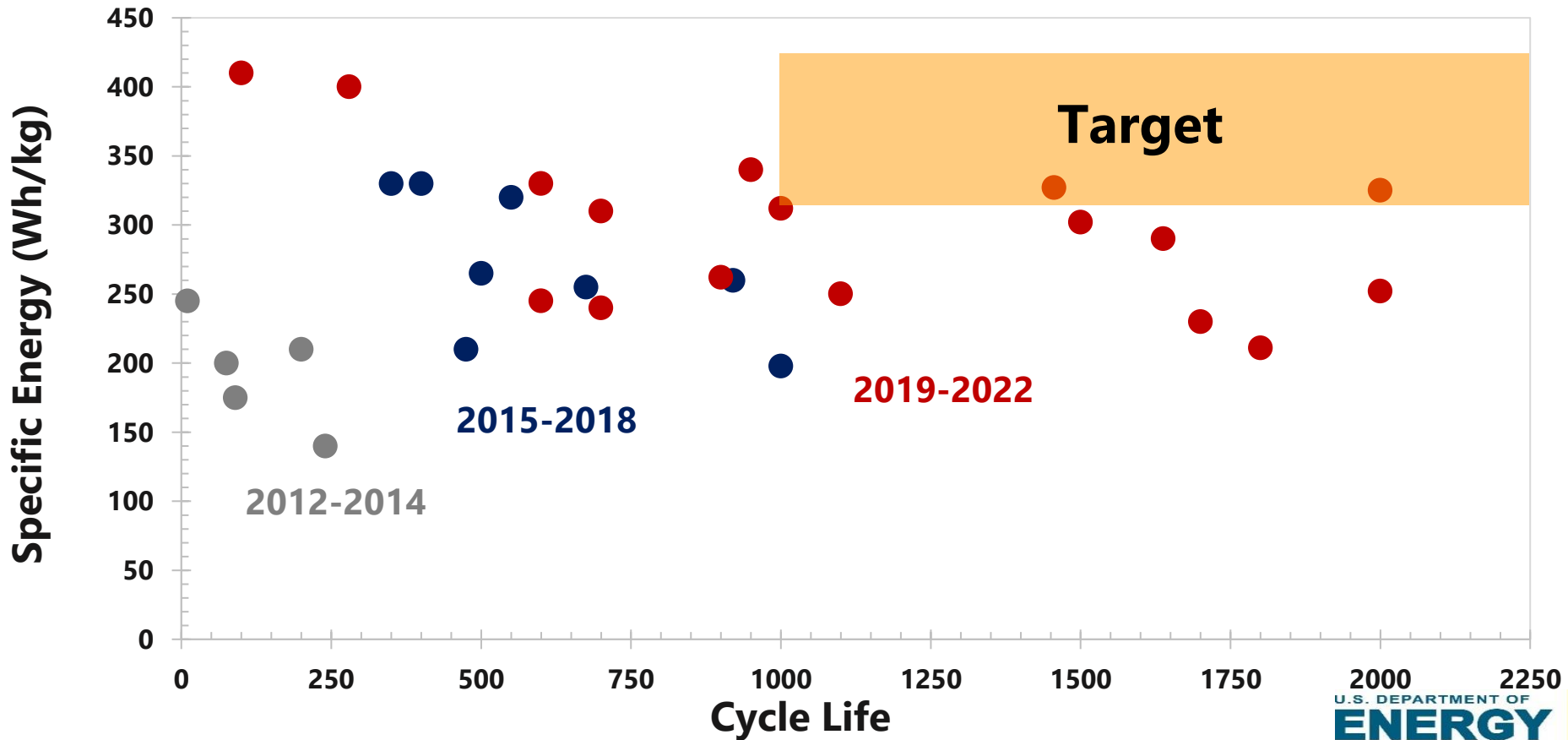
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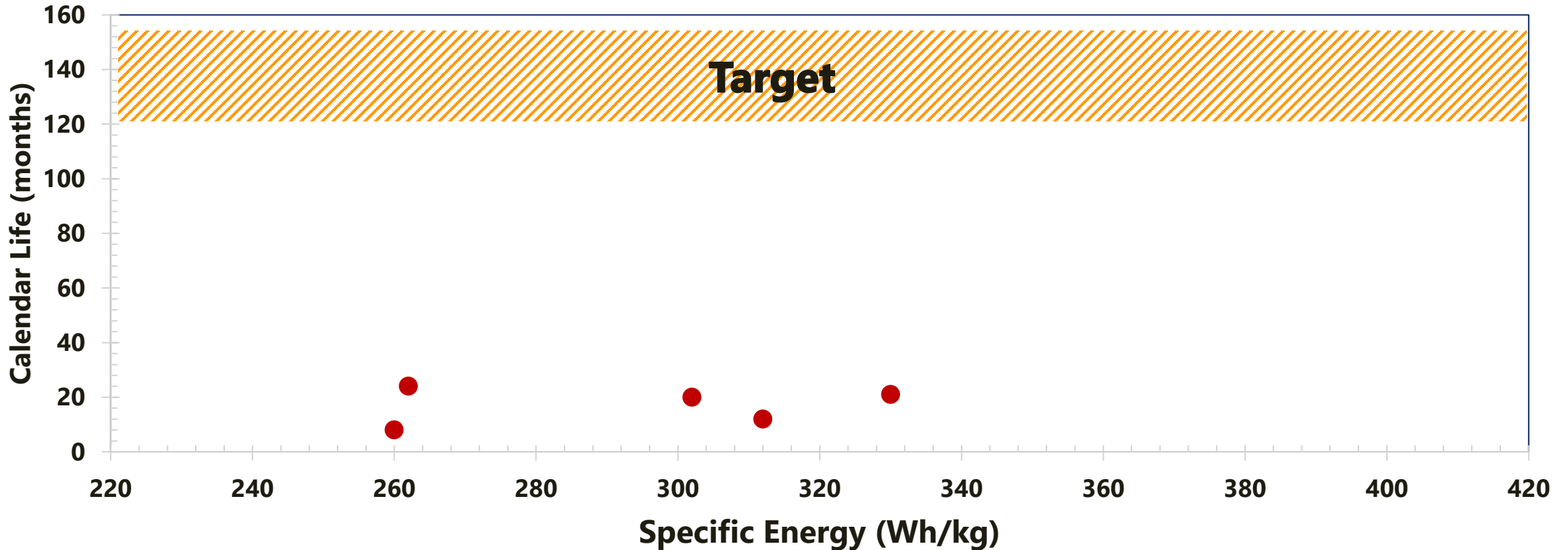
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\*Calendar Life tests are currently on-going in the program

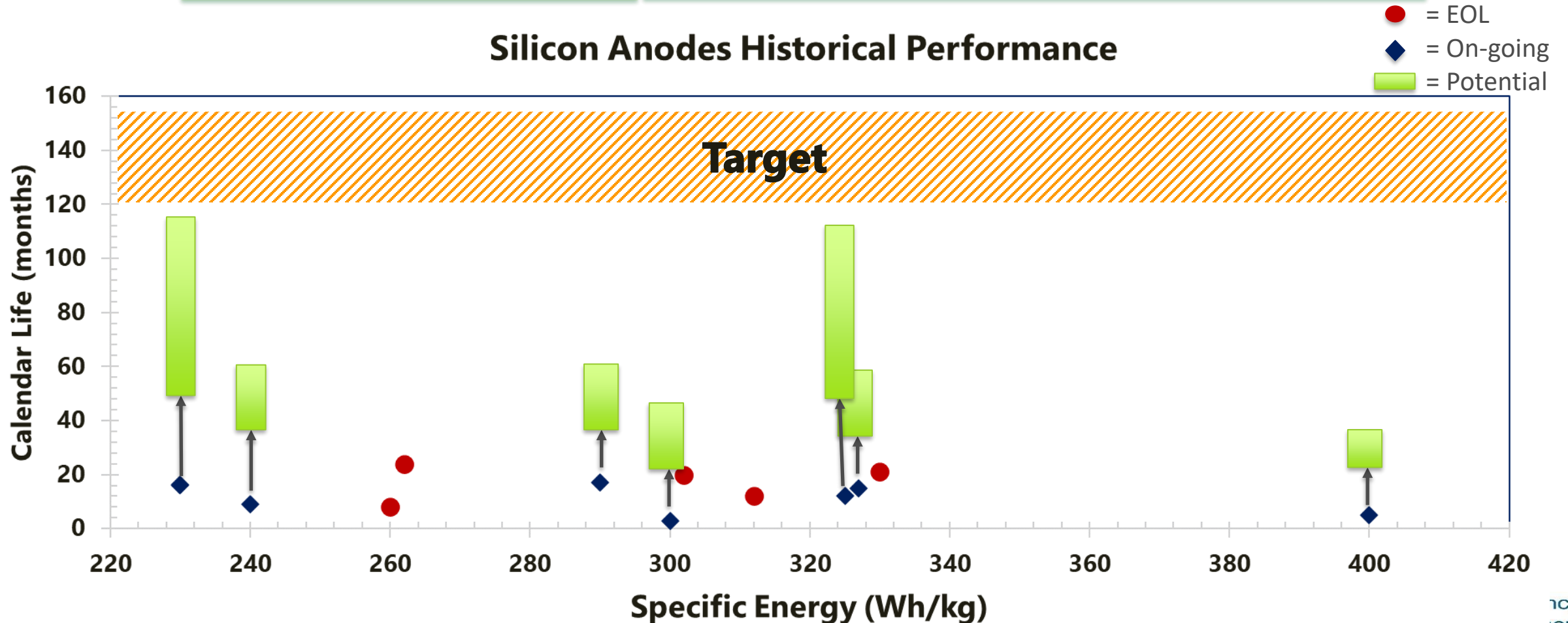
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# VTO Silicon Anode Focus Areas

Through a collaboration of Universities (Seedlings, FOAs), National Labs (Seedlings, SCP, FOAs), and Industry Partners (USABC, FOAs), develop Silicon Anode Technologies across a range of TRLs to meet VTO's goals.

**Goal: Develop a Silicon Anode that can deliver 350 Wh/kg, 10-year calendar life, and 1,000+ cycles.**

**Battery Materials  
Research (BMR)  
TRL 2-3**

**Applied Battery  
Research (ABR)  
TRL 3 - 4**

**Battery Development  
TRL 3 - 6**

**Seedlings**

**Silicon Consortium Project (SCP)**



**FOAs**

# Approaches to Improving Silicon Calendar Life

<u>Approach</u>	<u>Silicon Consortium</u>	<u>USABC</u>	<u>Enovix</u>	<u>Group14</u>	<u>Sila Nano</u>	<u>Solid Power</u>	<u>Univ of MD</u>	<u>SUNY Stonybrook</u>	<u>Univ of DE</u>
Si coating	X	X		X	X		X		X
Si doping	X	X							
Novel Electrolytes	X	X	X		X	X	X	X	
Novel Si and electrode structures	X	X	X	X	X			X	
Modeling/ Diagnostics	X	X					X	X	X

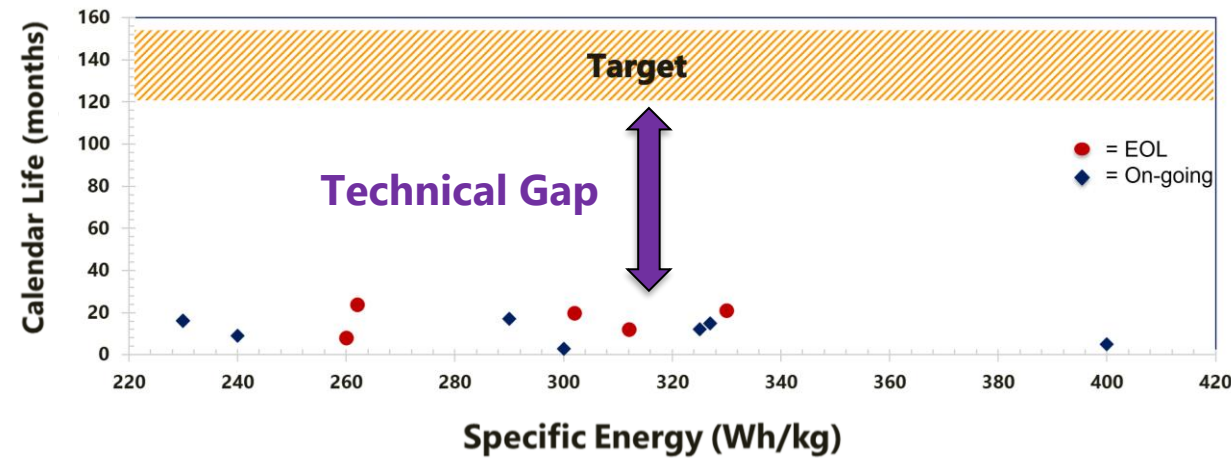
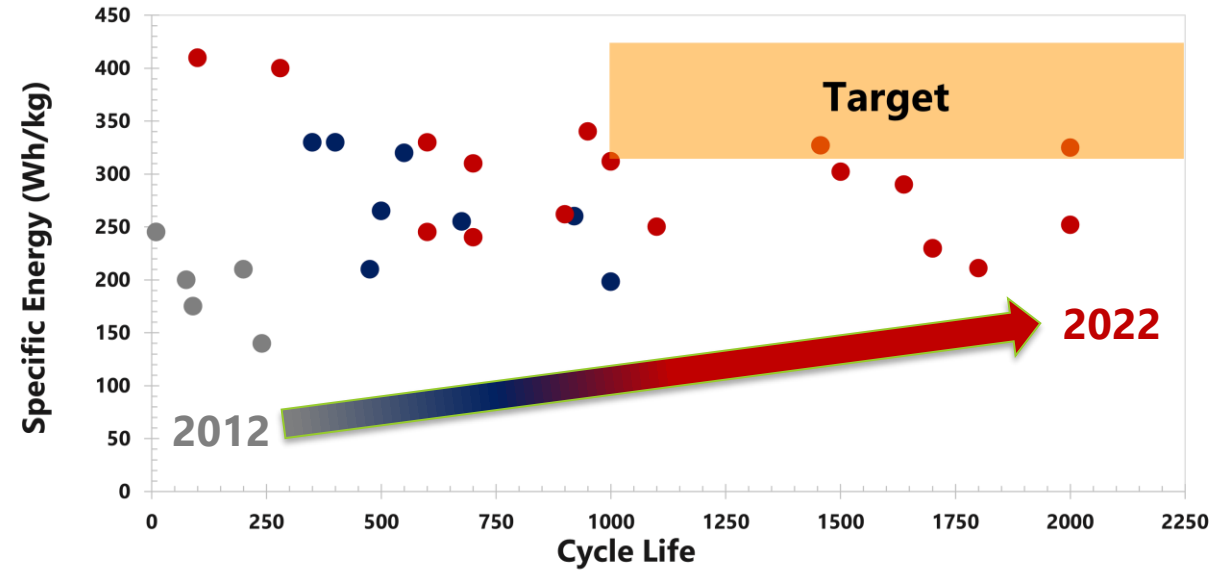
# Silicon Consortium Project (SCP)

**Goal:** To understand calendar life issues for silicon anodes to enable automotive applications.

**Silicon cell limitations:** Cycle life and capacity have improved significantly, but calendar life achieves only ~10% of the target.

**Understanding the issues:** Historically, Si anode research has focused on the volume expansion (~320%) during lithiation. However, other failure mechanisms such as the limited calendar life of Si cells demonstrates that a passivating SEI does not form.

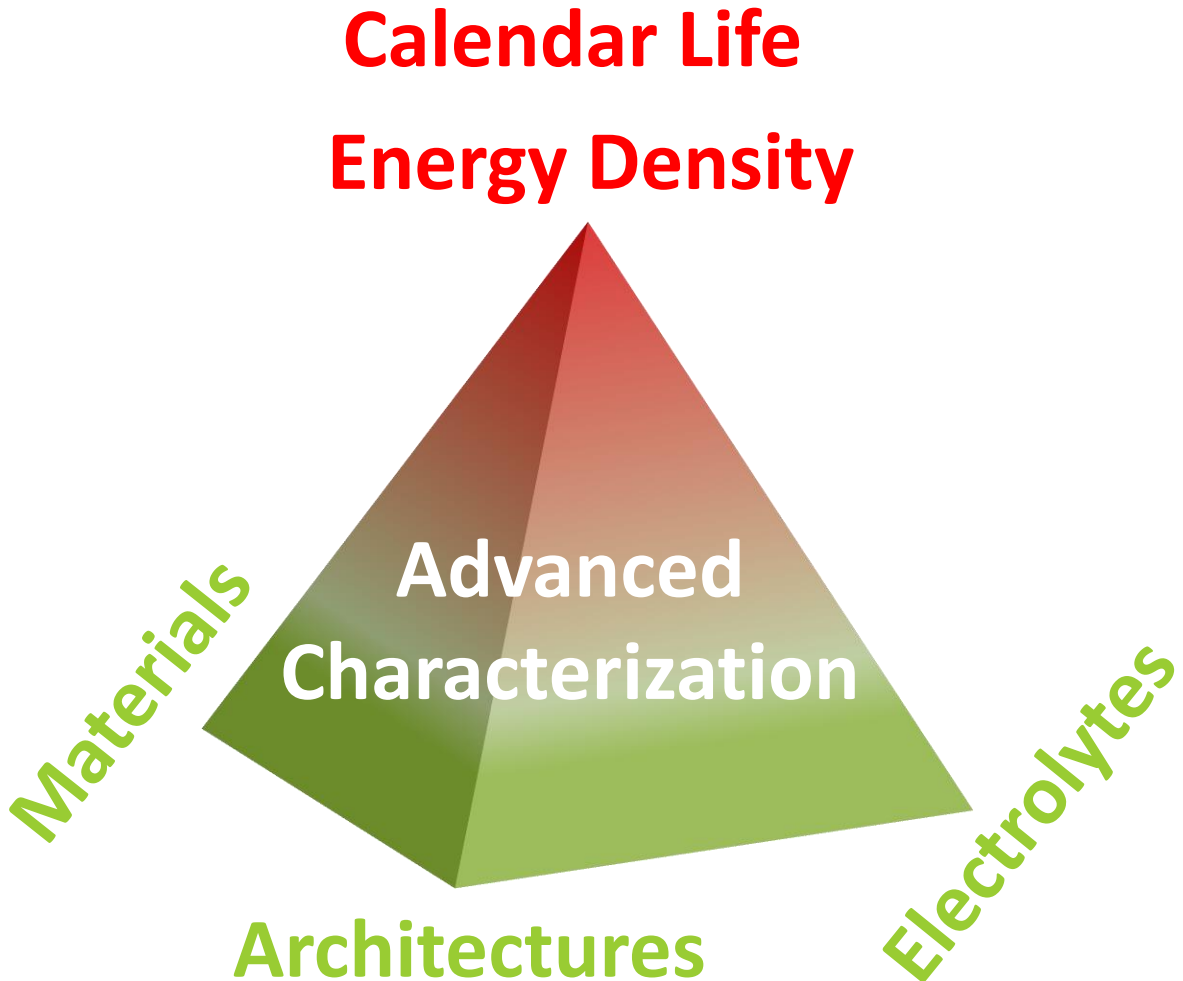
This project uses a knowledge-based approach to the development of scalable solutions to the calendar life in silicon cells, using defined stage gate feedback loops in an integrated team that is focused on the full cell solutions. The team is divided into six interconnected thrusts to achieve the goal.



Performance gap in the calendar life of silicon cells.

# Silicon Consortium Project (SCP)

## Six Interconnected Research Thrusts



**SCP Goal:** Deliver >2Ah full cells with Si-based anodes that achieve:

1,000 cycles at C/3, useable energy >**375** Wh/kg, energy density >**750** Wh/L, and a calendar life >**10** years

**FY23Q4 Milestone:** Deliver >2Ah full cells with Si-based anodes that achieve:

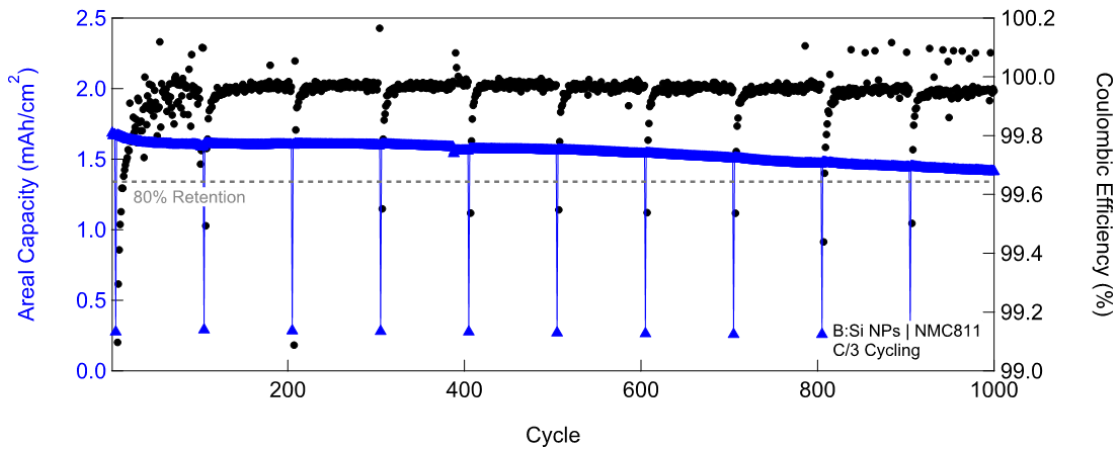
1,000 cycles at C/3, useable energy >**350** Wh/kg, energy density >**700** Wh/L, and a calendar life >**5** years



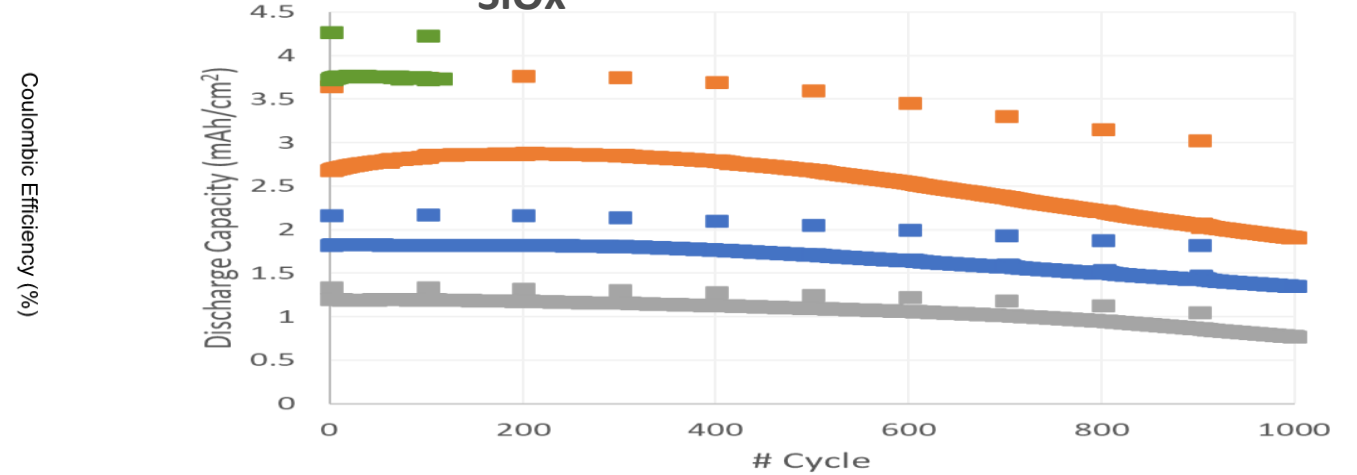
# Silicon Consortium Project: Materials Development

To understand the causes of calendar life we require multiple silicon types that demonstrate good cycling performance.

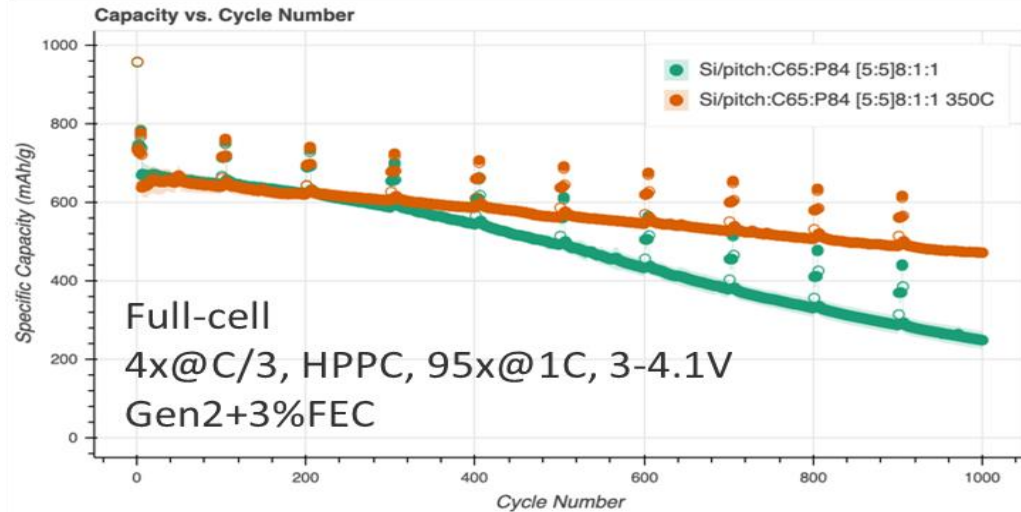
Prelithiated PECVD B:Si | NMC811



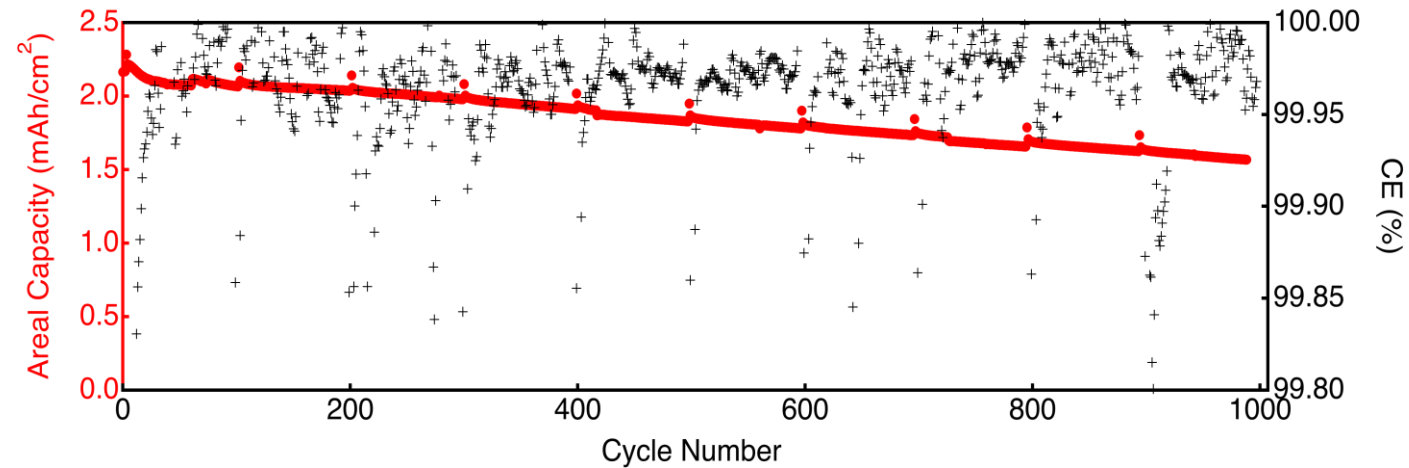
SiOx



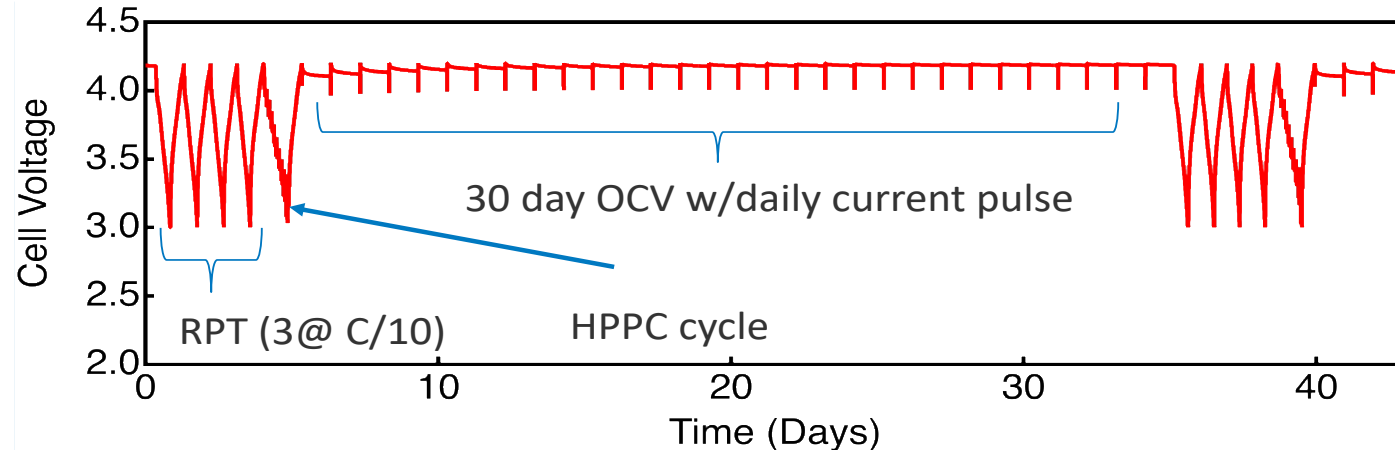
Carbon Coated – PECVD Si@Pitch



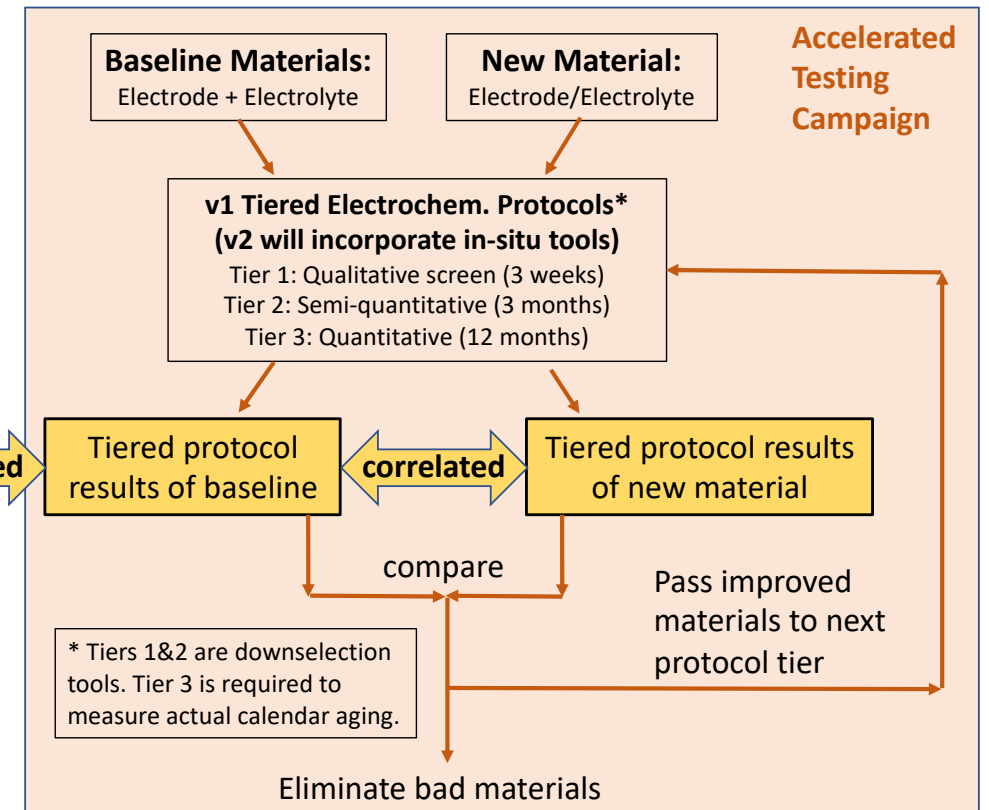
PECVD Si@PEO



# Silicon Consortium Project: Accelerated Calendar Life Protocols



A three-tiered system acts as a stage gate process for materials development and the accelerated testing of hypotheses.



## Baseline Calendar Aging Campaign

Actual rates of calendar aging correlated to root causes

correlated

compare

correlated

Pass improved materials to next protocol tier

Eliminate bad materials

## Tier 1 (V-hold screening in LFP coin cell)

~3 week test, excess Li

(fast & easy but qualitative, semi-quantitative with advanced analysis)

## Tier 2 (OCV-RPT aging in LFP coin cell)

~3 month test, excess/limited Li

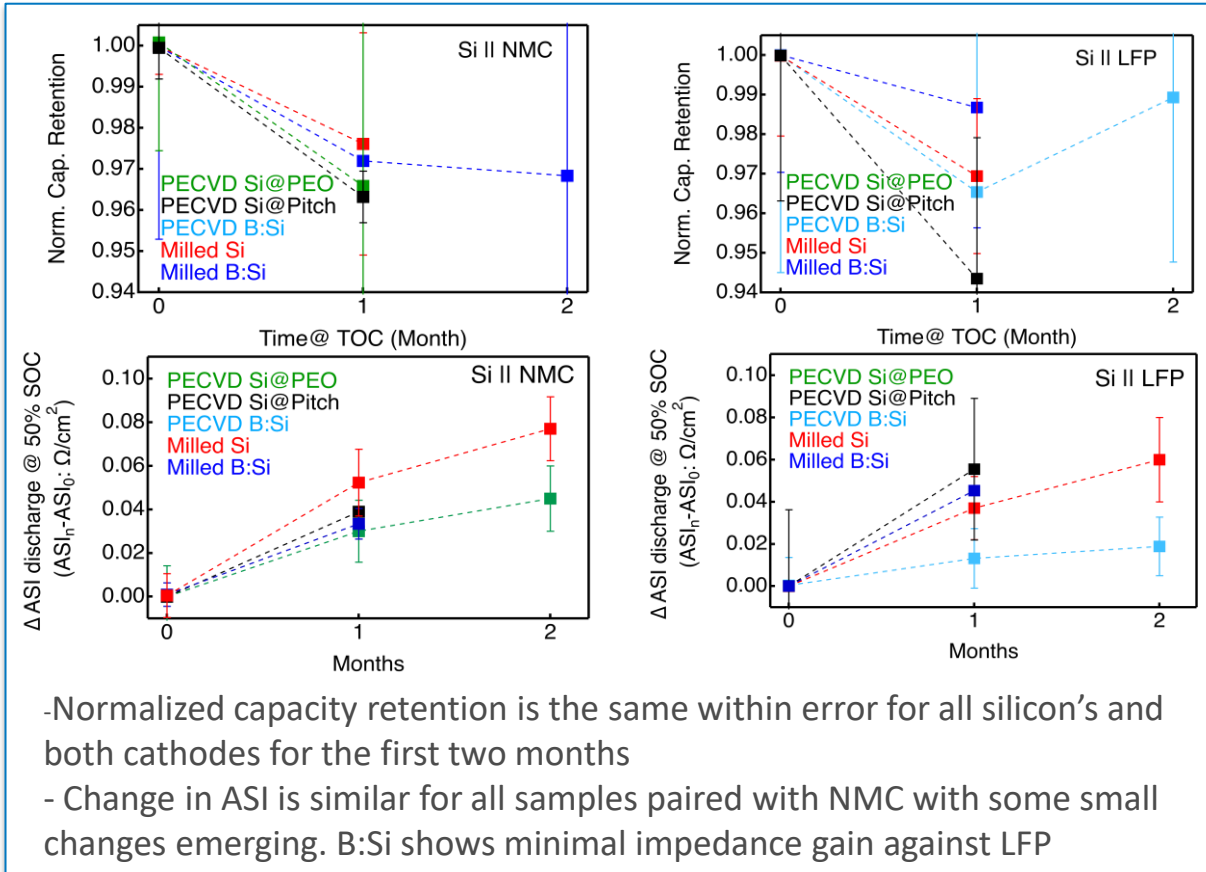
(fast AND quantitative and avoids cathode effects)

## Tier 3 (OCV-RPT (USABC) aging in NMC coin/pouch cell)

12+ month, Si-NMC, essentially USABC test

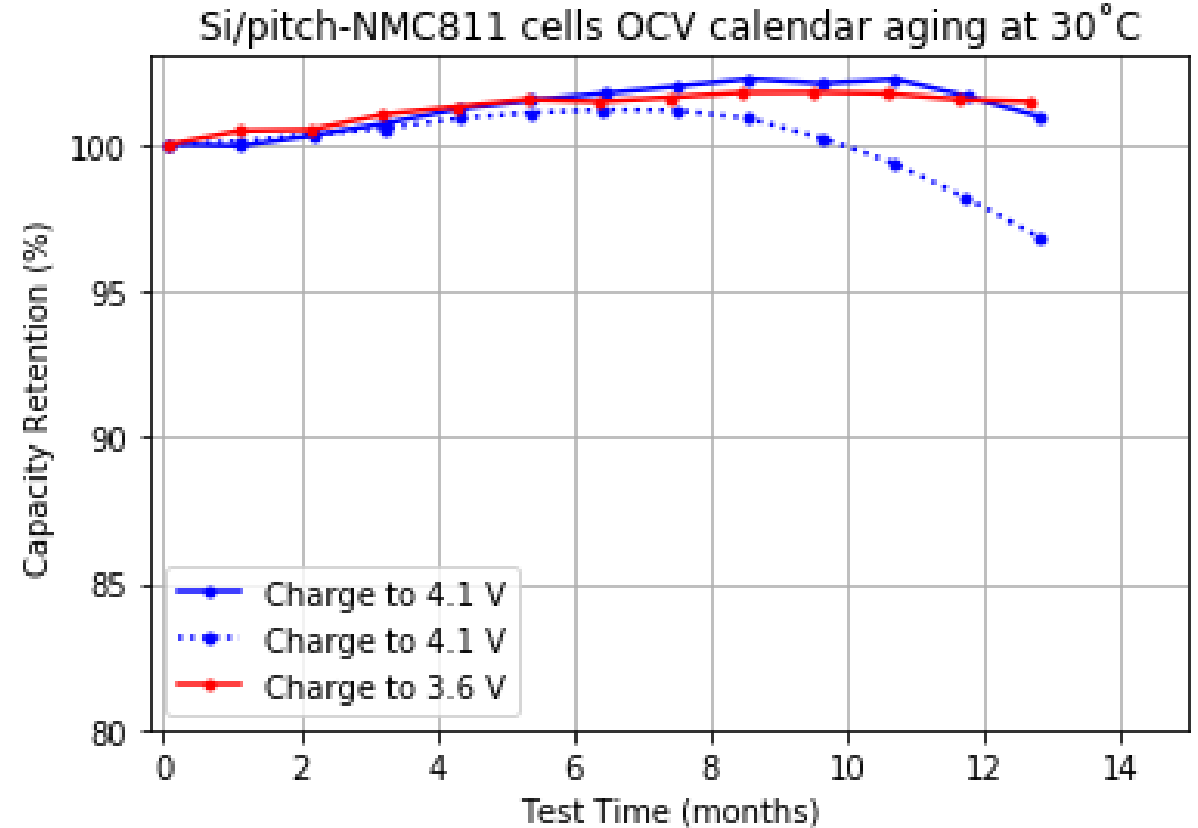
(most representative long term calendar aging)

# Silicon Consortium Project: Early Calendar Life Data



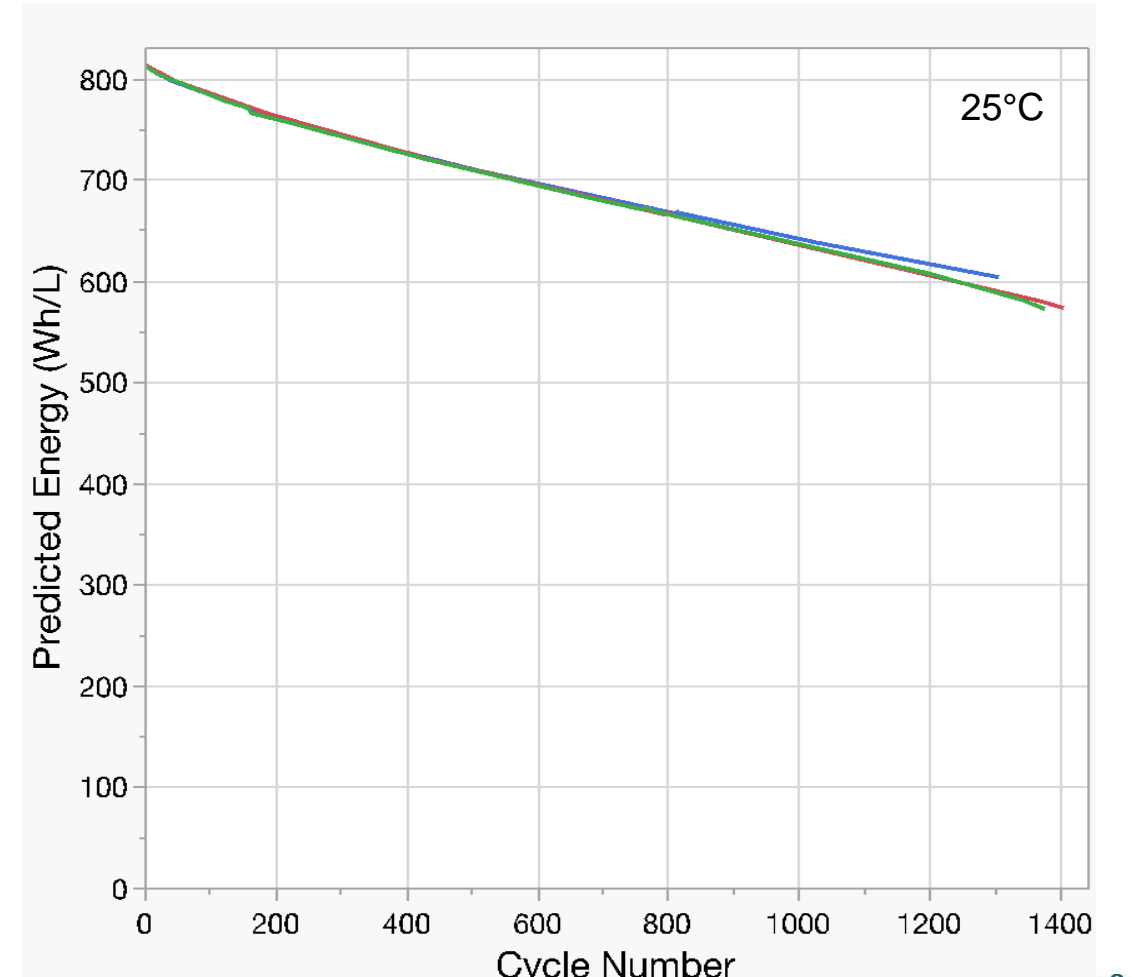
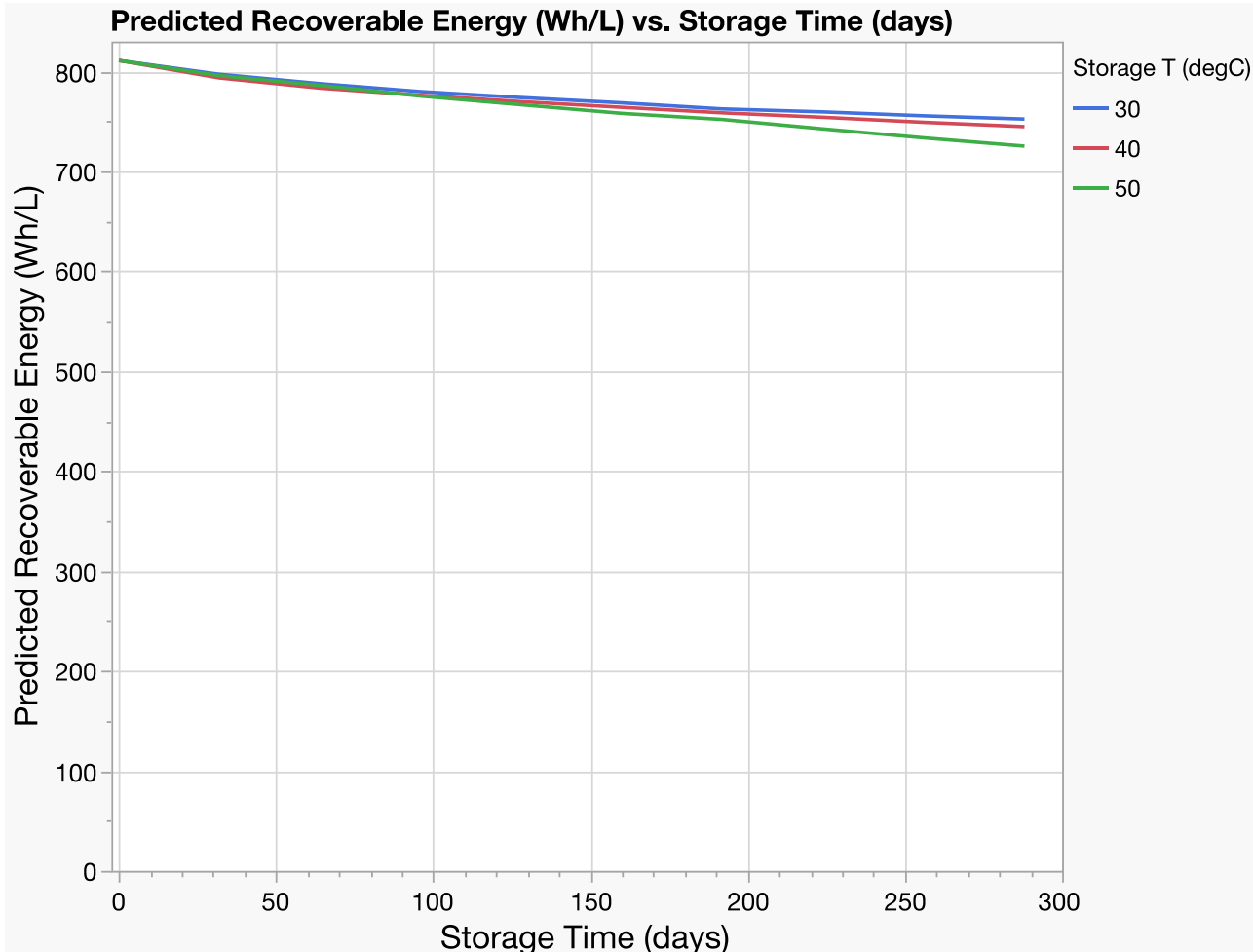
Tier 3 protocol

Data collected from the tier 3 protocols will be evaluated using a ML/AI approach.



Testing begun in 2022 using an OCV hold

Interim demo cells built by prototyping partner with improved particle and electrode  
0.5C Charge + CV to 0.05C, 0.33C Full Discharge, 2.5-4.2V

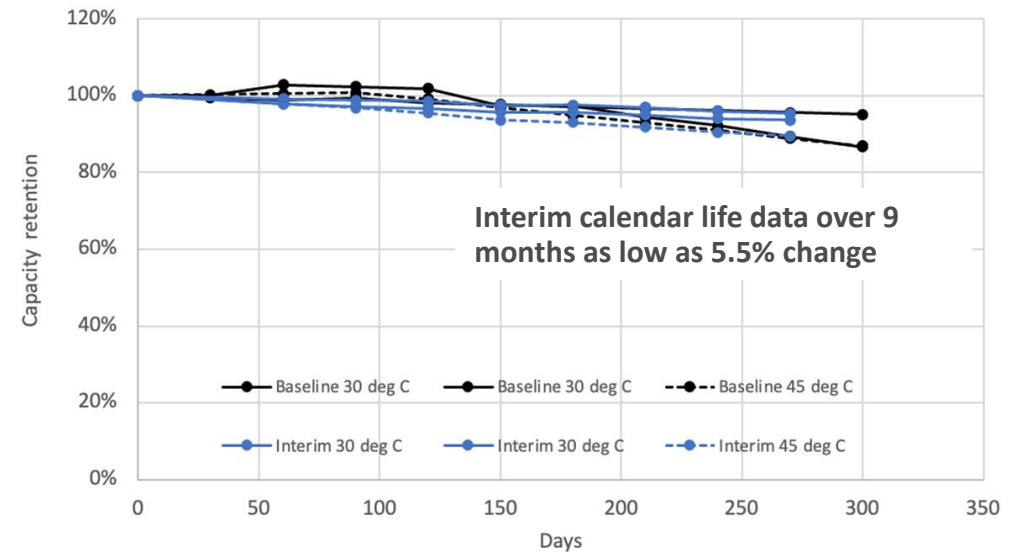
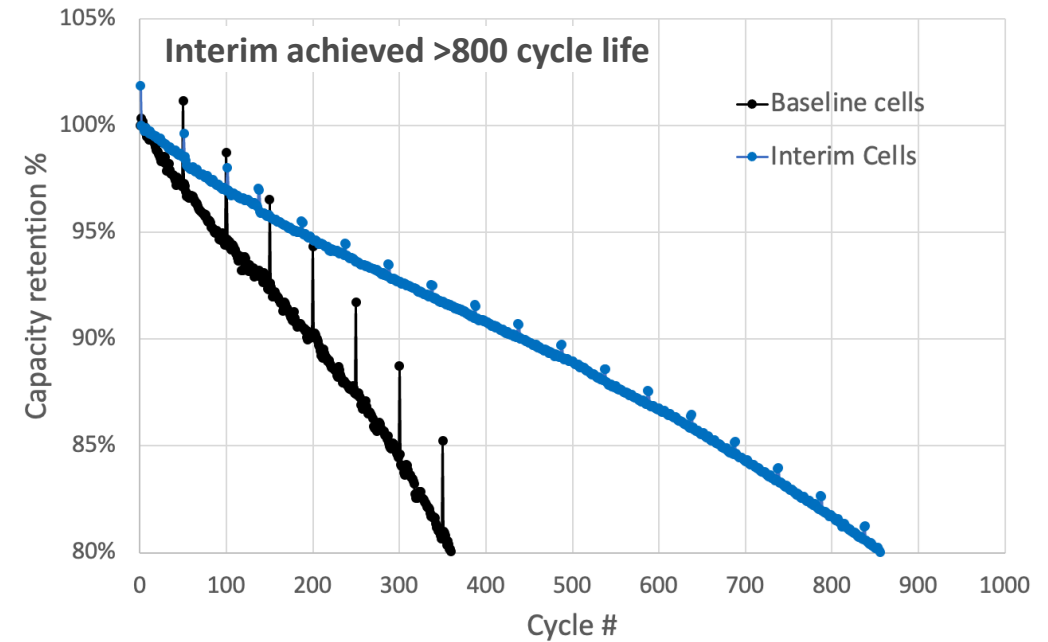


# Group14: Lithium-Silicon Batteries to Displace Internal Combustion Engines

Alignment of leading industry and national lab partners along the battery supply chain

- Next-gen silicon anode material SCC55™ (Group14)
- Conductive additive optimization (Cabot)
- Electrolyte optimization (Silatronix)
- Binder optimization (Arkema)
- Advanced characterization of each component (PNNL)
- Battery design optimization (Farasis)

Demonstrated continuous improvements in optimizing key battery components

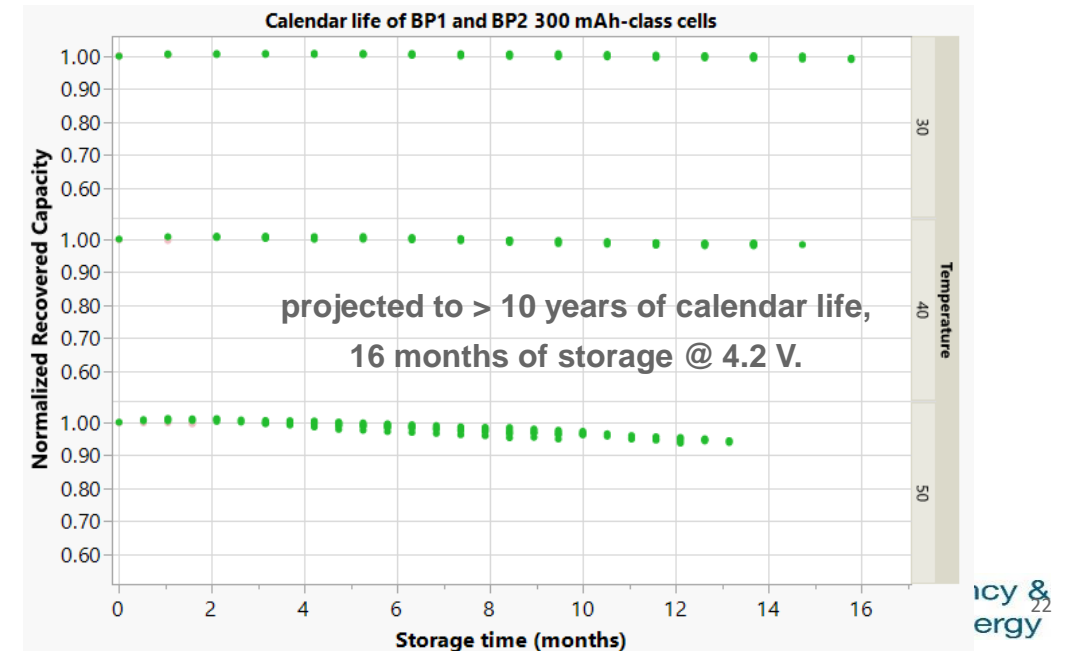
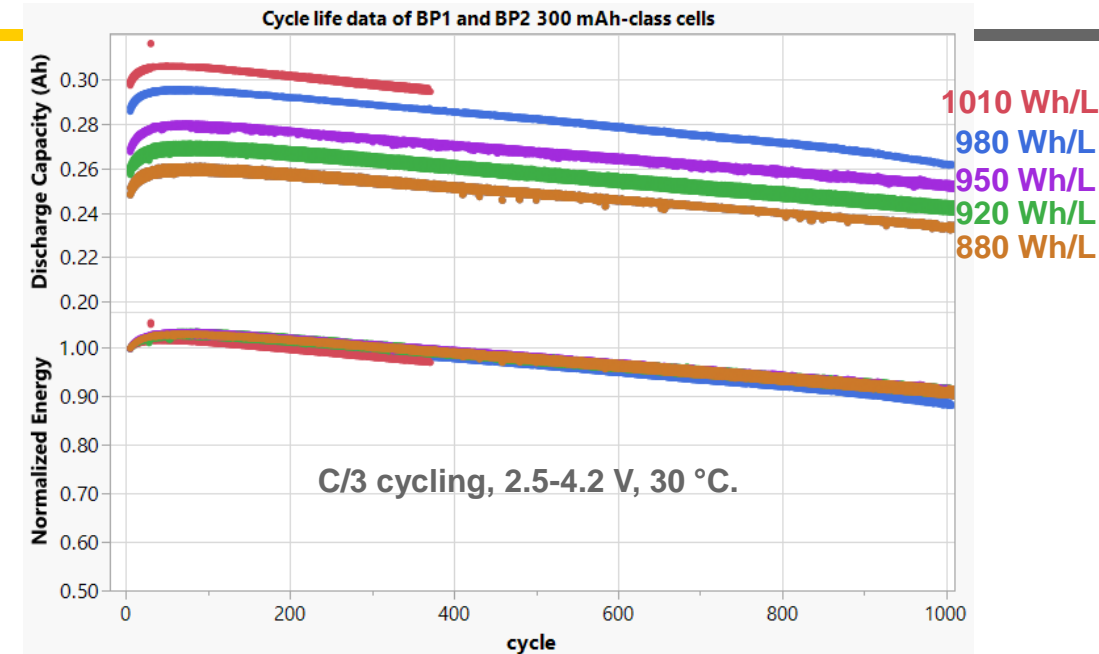


Cell Property	Metric Unit	Year 1 Target	Achieved Baseline	Year 2 Target	Interim Achieved	Year 3 Target	Final Achieved
Useable Specific Energy @ C/3	Wh/kg	>340	<b>&gt;340</b>	>340	<b>&gt;340</b>	>350	TBD
Useable Energy Density @ C/3	Wh/L	>750	<b>&gt;800</b>	>750	<b>&gt;800</b>	>750	TBD
Calendar Life (<20% energy fade)	Years (to 20% fade)	>3	-	>5	-	>10	TBD
Cycle Life (C/3 deep discharge to <20% energy fade)	Cycles (to 20% fade)	>300	<b>&gt;350</b>	>600	<b>&gt;800</b>	>1000	TBD

# EE0009188: Structurally and Electrochemically Stabilized Si-rich Anodes for EV Applications

Summary of achievements (FY2021-2022)

- **>1000 cycles achieved** on 4 cell designs using 100% active Si anodes and NMC 622 cathodes. 5<sup>th</sup> cell design projected to exceed 1000 cycles with > 5 mAh/cm<sup>2</sup> cathode loading.
- **Projected >10 years of calendar life after >1 year of storage tests**, using recovered capacity from cells stored at 30 °C, 40 °C, 50 °C, 60 °C and 70 °C at 4.2 V.
  - >95% recovered capacity after 14 months @ 4.2 V, 50 °C.
  - >98% recovered capacity after 15 months @ 4.2 V, 40 °C.
  - >99% recovered capacity after 16 months @ 4.2 V, 30 °C.
- **Core energy density** (i.e. anode, cathode, current collectors, and separator) **ranged from 850 Wh/L to 1010 Wh/L**.
  - Packaged energy density ranged from 500 Wh/L to 600 Wh/L in a 300 mAh sized cell.
- **Packaged energy density projection in 100 Ah-size cell:**
  - with NMC622: 800 Wh/L, 270 Wh/kg.
  - with NMC811: 920 Wh/L, 320 Wh/kg.



enovix

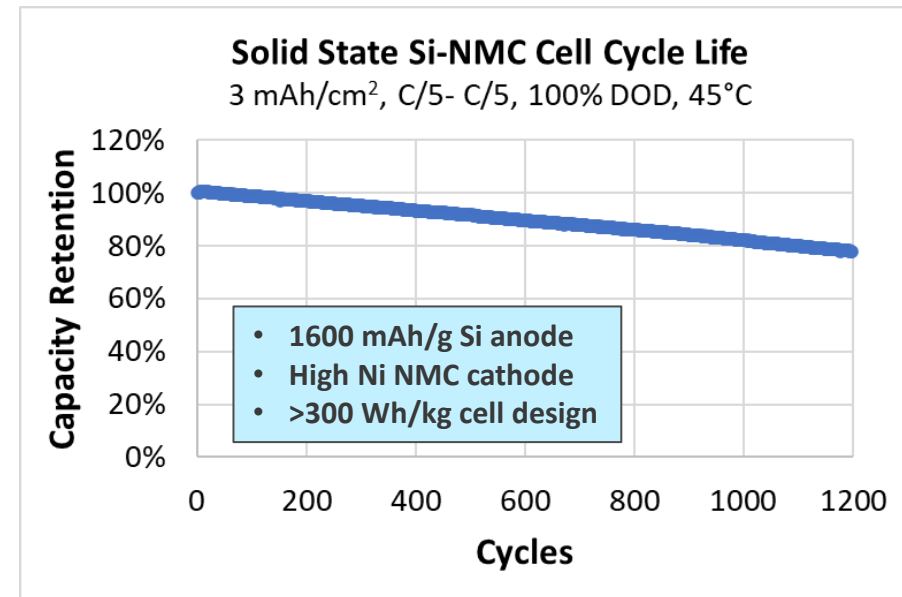
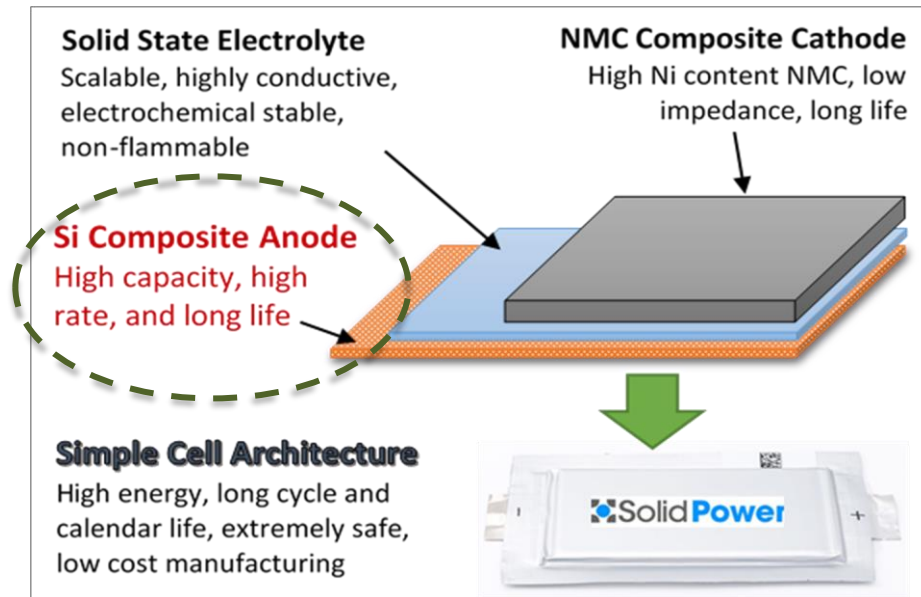
- Developed a high energy all-solid-state Si composite anode
  - 1500 - 2000 mAh/g capacity (at electrode level)
  - Roll-to-roll electrode coating process
- Demonstrated long cycle life and calendar life in Si-NMC all-solid-state pouch cells
  - Cycle life of 1100 at C/5 – C/5, 45°C (> 300 Wh/kg cell design)
  - Calendar life @ 50°C: Day 96, 3.0% capacity fade (average of 3 cells)



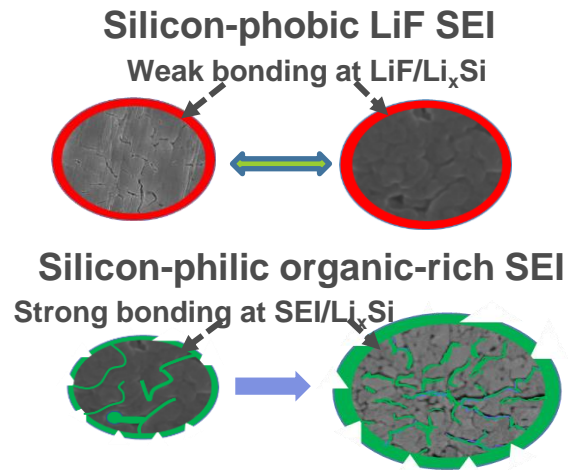
Slot-die Si anode coating



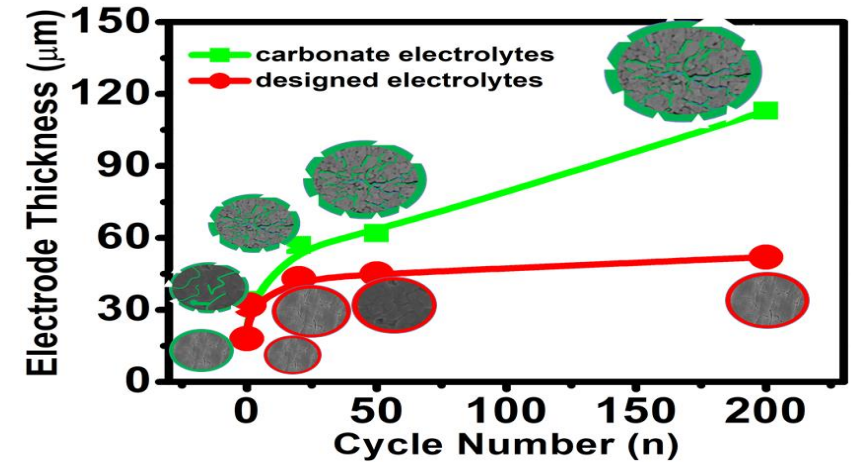
Solid state Si pouch cell



## Electrolyte should be able to form LiF-rich SEI on $\mu$ Si

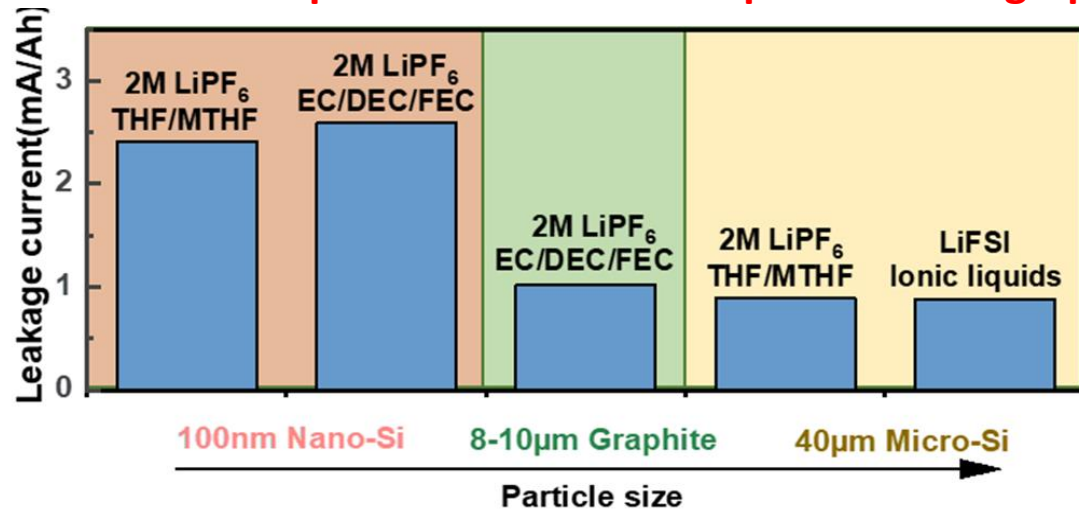


- LiF SEI does not crack but organic-inorganic SEI cracks due to the weaker binding of  $\mu$ Si to LiF SEI than to organic-inorganic SEI.
- Cracked organic-inorganic SEI allows electrolytes penetration and forms new SEI in pulverized  $\mu$ Si. However, stable LiF can block electrolyte penetration enabling  $\mu$ Si electrode to maintain thickness and enhance the cycle life and calendar life.



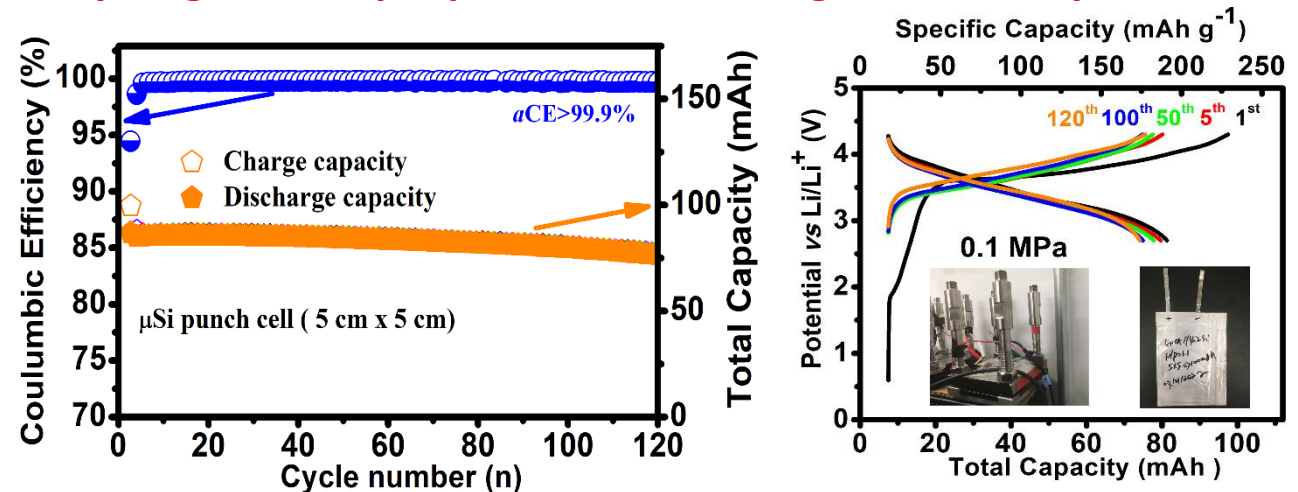
$\mu$ Si electrode thickness change along cycles in two electrolytes

## Calendar life of $\mu$ Si with LiF SEI is comparable with graphite



Leakage currents of 100nm Si, 10μm graphite, and 40μm Si during voltage hold in different electrolytes

## Cycling of NCA/ $\mu$ Si pouch cells in designed electrolyte is stable



Electrochemical performance of 100 mAh NCA/Si (5μm) pouch cell in designed electrolytes without pre-lithiation (4 mAh cm<sup>-2</sup>, N/P of ~1.1)



# Silicon Portfolio FOA and USABC Partners



## For More Information...

**Brian Cunningham**, Batteries and Electrification R&D, Vehicle Technologies Office  
U.S. Department of Energy, 202-287-5686, [Brian.Cunningham@ee.doe.gov](mailto:Brian.Cunningham@ee.doe.gov)

<https://www.energy.gov/eere/vehicles/vehicle-technologies-office>

