Theoretical Performance Comparison of Lithium Batteries

Yiming Chen [1], Wenxing Zuo [2,*]

[1] Shenzhen Senior High School, Shenzhen, Guangdong, China

[2] Rothesay Netherwood School, New Brunswick, Canada

* Corresponding Author Email: yiming.chen@hkbu-edu.cn

Abstract. A traditional energy supply is unable to address the needs of sustainable development dedicated strategy, a crisis in earth's has enhanced on the rise of power lack while mankind becomes facing that much annoyance due to natural pollution problems that are arising from energy. Precisely, this is the need for modern development of new energy and from the economic aspect that focuses on a large-scale application, efficiency, production as well as balancing other dimensions; lithium-ion batteries are deemed future most of new energy battery. The diaphragm limits the lithium-ion battery performance to some point, but traditional diaphragms have impurity many problems that make it affect the battery performance negatively. In this paper, the structure, safety and performance of lithium-ion batteries are evaluated. It is found that lithium-ion battery can enhance the porosity and polar electrolyte compatibility of the beginning polypropylene diaphragm as well as stabilizes attapulgite nanoparticles modified by the made up of polypropylene artificial membrane. Attapulgite nanoparticle cost is a significant portion of its benefits at the same time. Because attapulgite nanoparticles may improve the electrochemical kinetic reaction process and high interface resistance of polypropylene diaphragms more than lithium-ion batteries, the modified diaphragm based on surface covalent reaction technique has a significantly lower value of the polarization voltage. Also, at various C densities lithium-ion batteries can be significantly enhanced attapulgite modified poly propylene membranes. Finally, lithium-ion battery technology should have broad application prospects.

Keywords: Lithium batteries, performance, comparison.

1. Introduction

Inasmuch as this battery is high in energy density and has good performance, lithium battery capacity to meet the human need has been restricted by new energies. The inorganic all-solid-state lithium batteries are safer and they have a long life cycle with a safe and low E&F Life cycle which charge them better on high CCE level charges and discharges. Processes where better resolutions could be obtained-only to elucidate one of the listed features thereof is [1]. Mechanism of the aging in lithium battery is reinforced on stopped effect of Li^+, external substance and handedly increase resistance. In this destruction process the battery underwent, this analysis involved the nature of material of negative electrode, character and collector used. Former researches gave us lithium batteries that have been able to live in the working state for quite a good amount of time compared to their lithium counterparts [2]. Names for great lithium battery materials have been discovered-compounds of rare earth compared to the transition metal, such as oxides and fluoride; most interesting is the research carried out by the rare earth elements which represents an elementary stage of developmental phase but with their unique coverage structure and characteristics [3]. First computerized hybrid electric heavy-duty machinery capable to save up to 54.9% of fuel losses in comparison with dominant diesel carriers where both the weigh and load are carried at the same weight was designed [4]. UAV high-endurance energy is mainly supported by a central power efficient system and makes the UAV of high performance in the long driving efficiency. Because of the significant weight and size required for their use, miniaturization design has a constraint in UAVs having an internal combustion engine or even more involving their lengthy power breather. In addition to noise, vibration, and thermal radiation that make it negative innovations are required to be developed to search for the solution. Even as it costs slightly more to develop a lithium battery rather than NiHB and MiF batteries the latter approaches appear unsuitable for flying. Even so,

lithium-based batteries powering systems in UAV integrations also are not safe from problems and challenges. However, the energy density of lithium batteries set a nearly impassable barrier for ICE to increase drone flight strength in terms of sustainability [5]. Thus, the research for high-powered lithium batteries needlessly seems not so easy.

2. Forms of lithium-ion battery

One of many significant aspects of lithium-ion battery is a separator but it still combs some issues especially low in porosities and ether wettable property not eliminates. It is a fundamental state to advance the work of lithium-ion battery via further separator improvement. Attapulgite is modified on the polypropylene separator by surface covalent method and among all of them 1% grafted content was found to be suitable as it is the property of the separator has been improved, but also as a function of lithium-ion battery. The technique was renewed via infrared spectroscopy and electron microscopy where they revealed covalent chemistry reactions on the successful immobilization of attapulgite nanoparticles. In contrast to the virgin polypropylene separator lack of porosity under transformed conditions should be greatly decreased. Comparably with typical integrate lithium-ion battery fitted a LIB has original same polypropylene separator. On the other hand, alginic acid from agar-agar was obtained and used as a hydrophilicity promoter in the preparation of 1: 1 the $Ca(OH)_2$/attapulgite phases.

Nevertheless, the conventional energy supply nature inclusive natural resources of fossil fuels are unstable because of two key issues that are exhausting the nature and contaminating environment. It would be a more intelligent decision if the author does not complicate matters and goes into clarifying why wind specifically should be an option as opposed to others yields from renewable energy such as tides and waves. Going against uncertainty for the finish of the day about jeopardized pipelines fuel, tragically, advance quickly new vitality sources and cut carbon dioxide outflows. These referring to lithium battery is a significant interest in recent years, however safe of various highlights that it does not transcend environmental. The lithium-ion battery consists of four parts: the cells include a lithium ion where there is a positive electrode, negative electrode, an electrolite solution and separator. Among them, the separator as an important component of lithium-ion battery partly speaks. Although the separator does not interact in electrochemical reaction for battery, it prevents short-circuit phenomenon by offering electrical connection between positive and negative both for its porous construction allowing charge passage through ion-electron transfer. Accordingly, electrolyte wettability, porosity and thermal stability as the separator attributes have direct effects on several features' parameters of many properties in the lithium-ion battery. In terms of the material of separator in lithium-ion battery, this is also mainly polyolefin which with cases like PE and Polyvinylidene fluoride (PVDF) containing ammonia salt however, monstrously important area where preparation technology allocates it rather advancement stage as well as importantly cost. However, several other shortcomings such as poor thermal stability, un-uniform pores and low adhesion value are also contributed to the charge and discharge behavior of battery that contribute profoundly affect the quality aspects of batteries while limiting the use of lithium–ion battery. Therefore, the seal technology of separator is seen to be a viable solution that improves the performance of Li-batteries. Within this current research setting, polypropylene separator modification is now the hot issue. Ever since a few years, there is observed that the polypropylene separator has been covered beneath an inorganic layer or organic material.

This is also because the use of such batteries would have a greater life span than that of consumer-grade ones with solid electrolyte systems being able to meet these needs. Alternatively, disadvantages mentioned were volume variation, electrolyte resistance and impedance as well as discharge product impedance. Solid-state batteries have a solid electrode and a solid or liquid electrolyte, the interface in between is solid to solid. Due to this reason, volume changes occurring because of expansion of the cathode material or formation of discharge products break the interface connection. The interface problem does not exist when it is used in intercalation electrodes. The implementation of intercalation

chemistry brought upon a drastic improvement in the performance Battery technology basically says so with lithium-ion batteries where both anodes and cathodes are composed of intercalation compounds. The advantage is important especially in such solid-state batteries as the intercalation referred to does not leads to release of reaction products and accompany significant volume changes.

Since a solid-state battery stores electrical energy of the already high voltage, it has relatively low current drains hence still this remains to be one of major downfall historically and today too. However, as the negative aspect comes from the poor ionic conductivity of solid electrolytes, research on rechargeable batteries with solid electrodes has been carried out largely to create highly conducting remedies for those materials that often are used.

Solid state lithium batteries run research aim at bringing out battery performance, which is somewhat equal to that of liquid systems and proves satisfactory results as observed above. On contrast, there are much higher energy densities required to be attained for batteries such as obtaining electric vehicles from classic internal combustion engines and no one has ever managed it even in electrolyte systems in liquids. Furthermore, there are numerous low-cost lithium-ion batteries with high efficiency such as lithium-ion batteries which has the best energy density and usually used in other portable electronic devices sections including electric vehicles. It also features moderate cycle life emission level [6]. On the other hand, Lithium Iron Phosphate ($LiFePO_4$) Batteries has good cycle lifespan and safety, slow charge rates, low energy density compared with Li-ion battery it is a popular choice in electric vehicles power tools and solar hybrid applications [7]. Lithium Nickel Cobalt Manganese Oxide (NCM) Batteries with a high energy density in the setting, is one of several rechargeable battery types which are common electric vehicle power sources and for use in energy storage [8]. One of advanced types of lithium batteries is the Lithium Nickel Cobalt Aluminum Oxide (NCA) Batteries, as demonstrated above, this kind has high E Density, P Density and a good cycle life but still incorporates safety concerns. It is commonly used in electric cars, laptops or power tools [9].

3. Solid-state lithium batteries: Safety and prospects

For the market of electric vehicles, the development of batteries with safety and energy density is vital. In the commercial Li-ion batteries, one can get roughly 300Wh/kg energy density that is enough to take a long on-roads trip EV with about a 500km range of drive; hence, high fuel economy improvements are still necessary. The most crucial part of designing batteries with a high energy density, is the use of Li metal anode which has a low electrochemical potential. However, the process of Li deposition on anode using nonaqueous electrolyte is prone to form problem with Li dendrites growth hence, leads to battery short-circuit and poor safety. On the other hand, based on Monroe-Newman model the shear modulus of SEs is considered to be twice higher than that of Li metal (~4GPa) and each such interlayer between anode and cathode prevents dendrite growth and short-circuiting. But when a battery is unintentionally mishandled or damaged by overcharg, impact, crash, replacing a SE with an organic liquid electrolyte eliminates the worry about the battery becoming easily flammable at high temperatures. Consequently, study of SEs for batteries has been one source of great interest. According to the results of Web of Science searching, from ~500 printed articles on solid-state batteries in 2016 over 2500 published papers were found in different years until 2021 after which growing was supposedly exponential.

Typed solid polymer electrolytes (SPEs), inorganic solid electrolytes (ISEs), polymer/ceramic composite electrolyte, and other liquid materials such as metal-organic frameworks and aliovalent mixed organodiselenides are all members of the solid-state electrolyte family. SPEs have a few benefits, including a flexible film profile, high elasticity, and light weight, however they are inefficient to use because of their low ionic conductivity at ambient temperature (10^{-7}-10^{-5}S/cm). It is also impossible to discuss a safety altitude for batteries due to their combustible nature at high temperatures.

This is the reason why inflammable ISE batteries are greatly instrumental as far as battery safety is concerned. Lithium-iodide solid-state primary batteries were commersialized in 1984, for the first use of the cardiac pacemaker, and since that time various ISEs have evolved i.e., then over thirty different types. Many of these possess high ionic conductivities, in the range of 10^4-10^2 Scm^{-1} at room temperature. Some ISEs based on Li conductors are solid-state Li batteries, the SEI layer is usually considered a challenge for scaling up these ISEs. Using these ISEs, Li-S and Li-O2 batteries have also been made. Several companies across the world have successfully manufactured a variety of additional SEs in the form of GeLi solid state. A lithium-ion battery made from a garnet LLZO with an energy density of 430Wh/kg is produced by Qing Tao Energy, a Chinese company. Samsung SDI and CATL from South Korea and China, along with Panasonic in Japan, observe significant SE based on high ionic conductivities, such as sulfide-based SEs.

For the consideration of safe and high-performance, some important parameters that reliably measure the SEs as ionic conductivity, mechanical stability under harsh conditions, chemical stability in acidic/severe environment approach or at low to higher voltages and compatibility with electrode. Various reviews have covered recent progress in ionic conductivity, interfaces, material stability, and solid-state batteries that provide an overview; out of which majority revolves around electrochemical performance. It is often the case that the principles of safety and the parameters are overlooked. Still, recent discoveries suggest that the degree of safety may be exaggerated. For instance, an SEI formed between $Li_{1.5}$ $Al_{0.5}Ge1_4(PO_4)_3$ of ISE and Li metal had been combustion at the temperatures of 20 ± 6°C in a glove box with H_2O as shown in Fig.1.

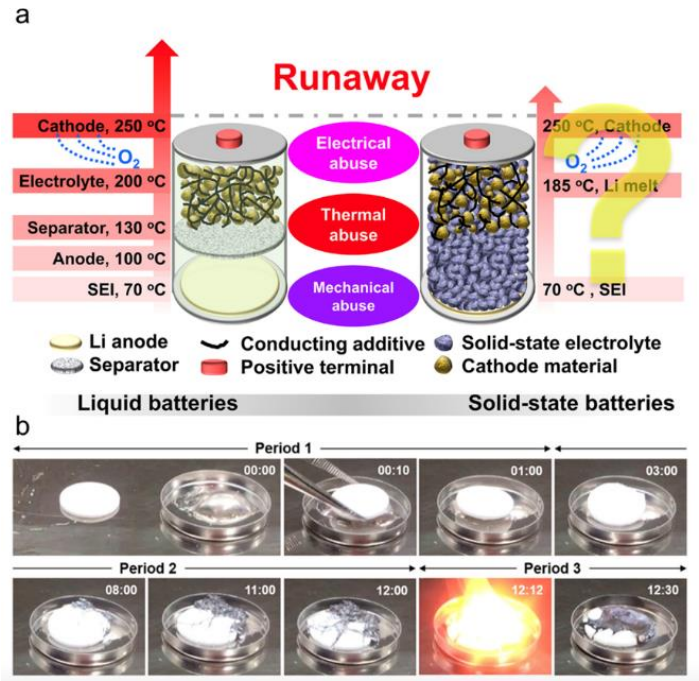


Figure 1. (a) Thermal runaway process for liquid as well as solid-state batteries shown schematically; (b) Contact between a battery pellet and its corresponding metal [10]

These results disprove the widespread belief that batteries based on SEs are safe. We are currently capable of an all-inclusive understanding thermal runaway process in liquid batteries, whereas substantial scientific and technological voids require bridging about safety issues surrounding the solid-state variety. The safety features of promising ISE batteries are evaluated among various criteria, such as electrochemical chemical thermal and mechanical stabilities' rate formation behavior as shown in Fig.2. The chemical by-products, gases, etc. are influenced by the electrochemical/chemical stability of batteries that handles such conditions inside them. In terms of deformation, fracture, or sealing damage, mechanical stability is comparable to battery integration of the units. Thermal stability is one of the most critical concepts, defining a battery's fire safety. A battery induces when dendrite formation to create a short circuit internally and this processing is dangerous. As the most

promising SEs for next-gen Li batteries, garnet $Li_7La_3Zr_2O_{12}$ and the currently popular sulfide-based ISE with high ionic conductivity have by far been of utmost practical importance.

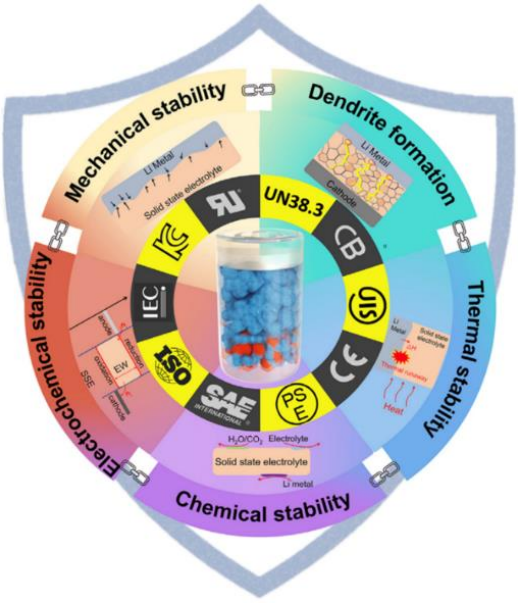


Figure 2. List of solid-state batteries [11]

4. Conclusion

The existing conventional energy supply is just not sufficient to support the developing world's needs, and sustainable development strategy of crisis. Energy crisis continues to increase, while humanity confront challenges caused by natural pollution from the problems of energy. This can exactly demonstrate the vital need for contemporary development of new energy, from economic efficiency, production as well as other aspects of viewpoints lithium batteries are the potential future battery of a new line. In this regard, and as it is the case with the concept of energy crisis currently presented, minimizing losses in terms of energy during battery operation while enhancing conversion effectiveness has been considered significant. As opposed to the traditional, conventional lithium-ion battery separator, this paper has a new separator solution proposed. To be specific, on the surface of polypropylene diaphragm that is modified by covalent surface method such attapulgite nanoparticles. After that the porosity of this polypropylene separator is increased so that the battery system among polypropylene separation provides better electrochemical kinetic reaction process and low units resistance. The particle allows the polypropylene diaphragm to optimize the work of lithium-ion batteries in variable density values and to reduce price. In addition, the concave-convex nanoparticles have large reserves, great distribution of volume in space, high thermal stability and a large area of effectiveness that is with an effective reagent consumption due to its adsorption capacity. Cost of production should also be cut to a greater extend to achieve industrial production aimed at shrinking the pressure.

Authors Contribution

All the authors contributed equally and their names were listed in alphabetical order.

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