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# Lithium & Battery Technology Conference

*Including*

Trends in Battery Technology Forum

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## ALTA 2020 Lithium & Battery Technology Conference

*Including*

### Trends in Battery Technology Forum

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# Lithium & Battery Technology Keynote

## ESTABLISHING AUSTRALIA'S BATTERY INDUSTRY SUPPLY CHAIN

By

**Prof Peter Talbot**

The Centre for Clean Energy Technologies and Practices  
Queensland University of Technology, Australia

p.talbot@qut.edu.au

### ABSTRACT

Australia is rich in battery mineral resources. However, it has not developed a sovereign lithium-ion battery manufacturing capability. A major limiting factor for establishing this industry is the lack of a local material and component supply chain to support cell manufacturing.

The Future Batteries Industries Cooperative Research Centre (FBI CRC) has been recently established to assist in the development of Australia's battery industries. One of the FBI CRC's initial objectives has been to provide an audit of existing capability and future requirements necessary to complete the battery supply chain. This work includes initial reports of the current "State of Play" in Australia's Battery industry and the viability of producing downstream products by value adding to mineral resources to produce cathode, anode and electrolyte materials for our developing industry.

Federal and state governments, research institutions including universities, CSIRO and DSTG and over 60 local and international companies have come together through the FBI CRC to establish flagship projects to establish the local manufacture of the complete battery supply chain.

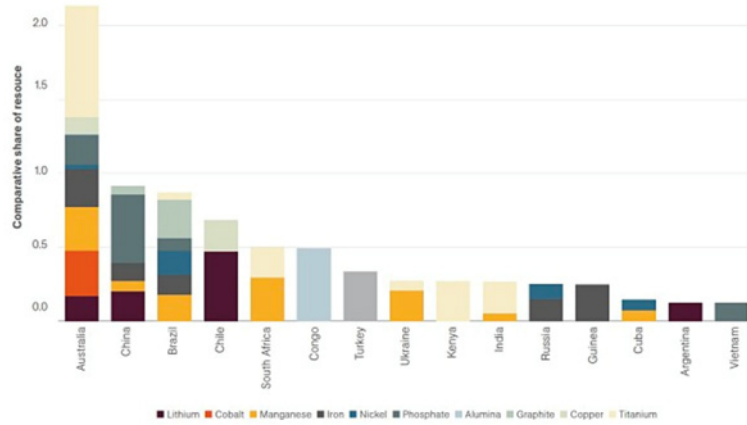
These advanced materials-based projects are supported by the National Battery Testing Centre and the Cell Fabrication and Electrochemical Testing projects. They will provide essential electrochemical testing of the advanced materials at both the cell level and at the complete battery systems level for safety, performance and compliance with Australian and International standards.

The commercially accepted method of validation of battery materials is to combine all components of a lithium-ion battery cell into a standard cell format and perform electrochemical testing of capacity, cycle life and safety. This extensive testing is necessary because during initial cell charging and discharging cycles, an essential solid-electrolyte-interface (SEI) is formed between the electrodes and the electrolyte. The SEI is optimised to achieve the best performance of cells. With this in mind, the FBI CRC has designed major projects to be interactive with outcomes of each of the material-based projects, such as an advanced cathode, anode or electrolyte formulation project to combine their products into standard cell formats. The final cooperatively produced cell then undergoes the requisite testing and in doing so, individual participants are able to both cooperatively demonstrate the performance of their cell component in a commercial form suitable for marketing to international suppliers and establish a supply chain for Australia's developing battery industry.



## Australia is Rich in Battery Mineral Resources

- Australia currently produces nine of the 10 mineral elements required to produce lithium-ion battery anodes and cathodes, and has commercial reserves of graphite – the remaining element.



**Australia is abundant in mineral resource reserves relevant to manufacturing lithium-ion batteries.**

Small Caps December 12, 2018

## The Growing Battery Market

Growing an Australian Battery Industry

Business

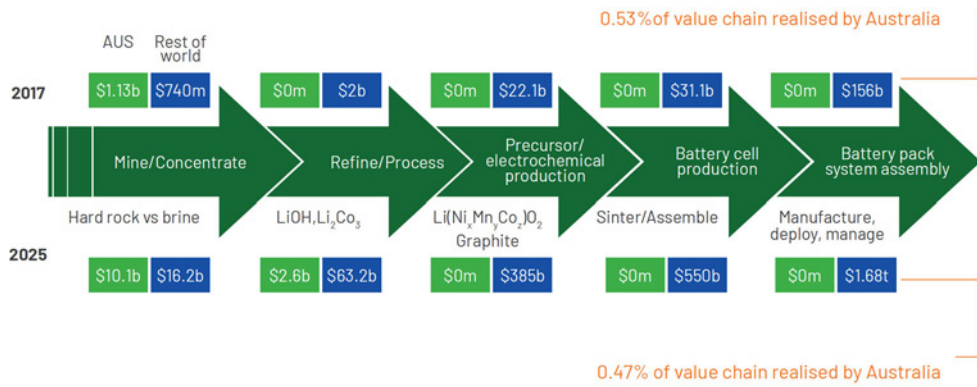
**The Global Automotive Lithium-ion Battery Market is Projected to Reach USD 95.3 Billion by 2030, Growing at an Annualized rate**

21 November 2019, 2:45 am AEST

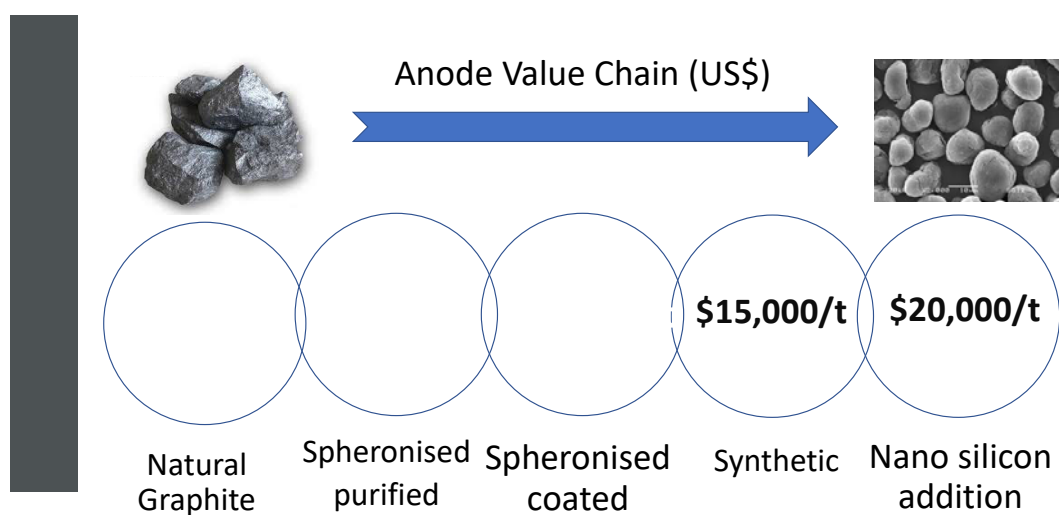


### Minerals Processing Value Chain- Lithium

## Li-ion batteries - Lithium Value Chain 2017 - 2025

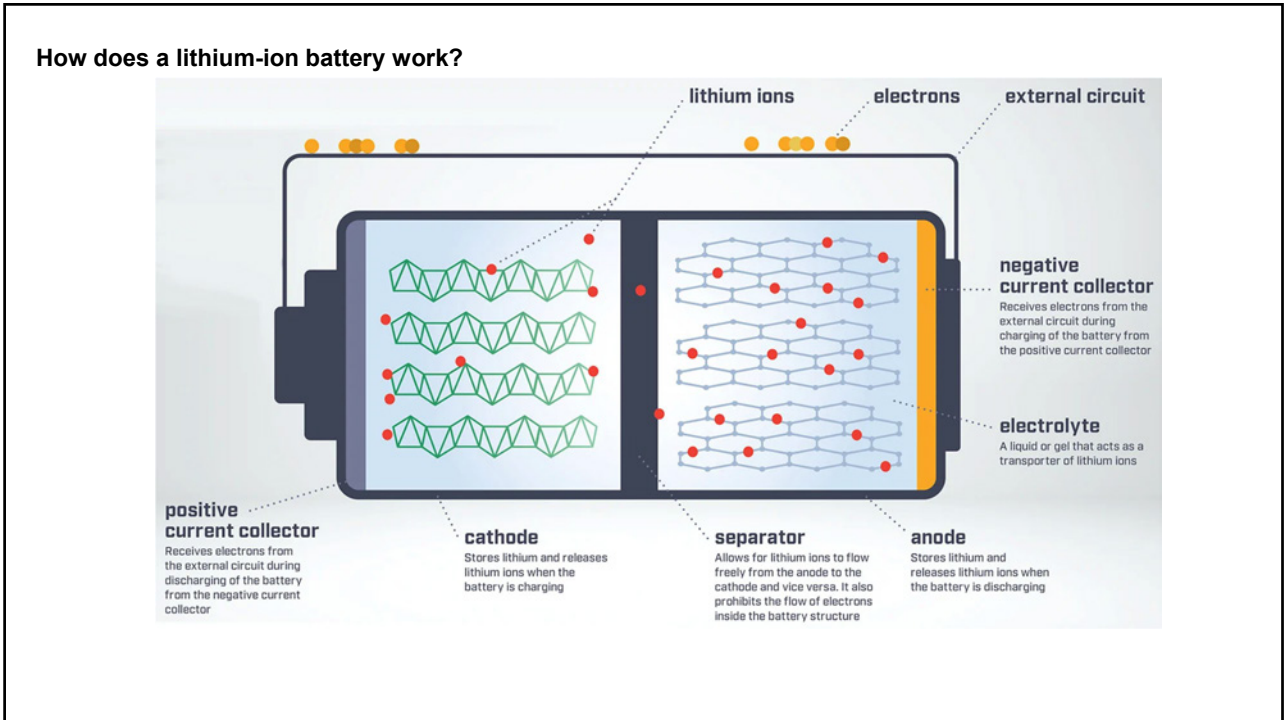


### Minerals Processing Value Chain- Graphite



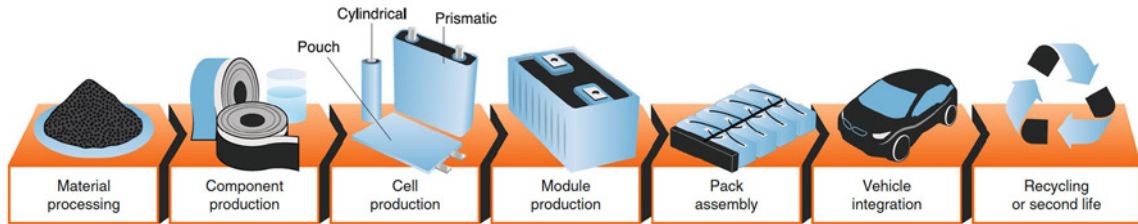


## What is inside a Lithium-ion battery?

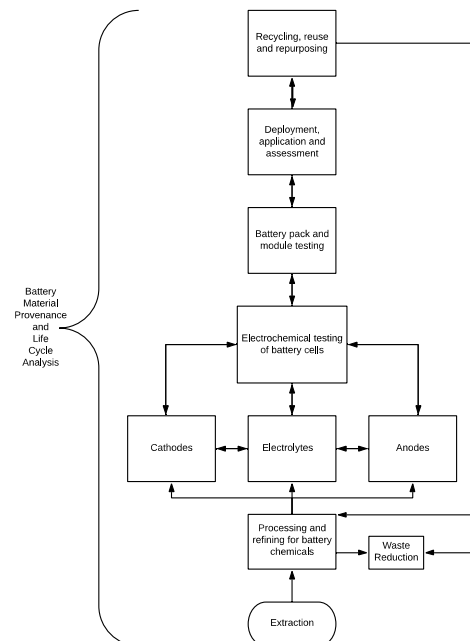


## Establishing the Battery Value Chain

### Stages of the Lithium-ion Battery Value Chain



FBI CRC Projects supporting the growth of the Lithium-ion value chain






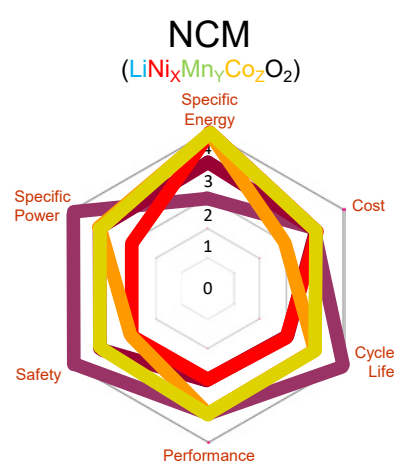
# CATHODE MANUFACTURE


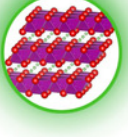
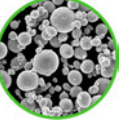


- A state-of-the-art technical assessment on the process to establish precursor manufacture in WA.
- It confirms its technical and commercial feasibility as a foundation for laboratory and pilot scale testing.
- A number of groups are already advancing from raw materials to battery grade chemicals – these are the source materials for precursor chemistries.
- The reward is a 10 fold increase in value (Austrade).

Cobalt Sulphate 99.98%		Cobalt Blue
Nickel Sulphate 99.98%		BHP Nickel West, IGO
Manganese Sulphate 99.98%		Pilbara Metals Group
Lithium Hydroxide 99.0%		Tianqi Lithium, Covalent Lithium, <u>Albermarle</u>

## Cathode choice



LMO ( $LiMn_2O_4$ )	LFP ( $LiFePO_4$ )
LCO ( $LiCoO_2$ )	
NCA ( $LiNiCoAlO_2$ )	NCM ( $LiNiMnCoO_2$ )
	
	



### NMC Cathode Precursors

Expected to surpass lithium carbonate as primary lithium precursor over next 5 years

**Cobalt Sulphate**  
99.98%



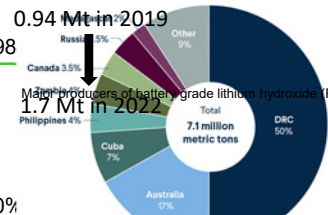
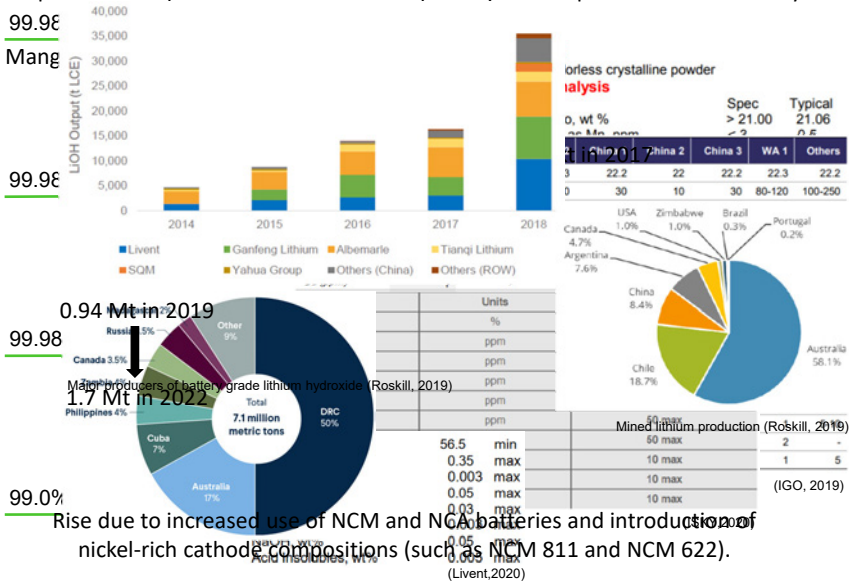
**Nickel Sulphate**  
99.98%



**Manganese Sulphate**  
99.98%



**Lithium Hydroxide**  
99.0%

Rise due to increased use of NCM and NCA batteries and introduction of nickel-rich cathode compositions (such as NCM 811 and NCM 622).

### Cathode active material manufacture (co-precipitation)

**Cobalt Sulphate**  
99.98%



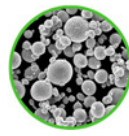
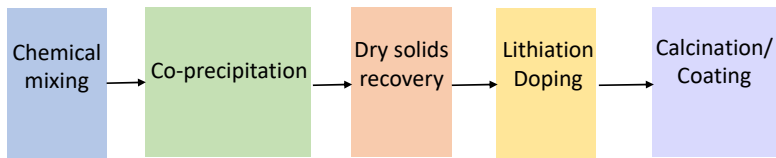
**Nickel Sulphate**  
99.98%



**Manganese Sulphate**  
99.98%

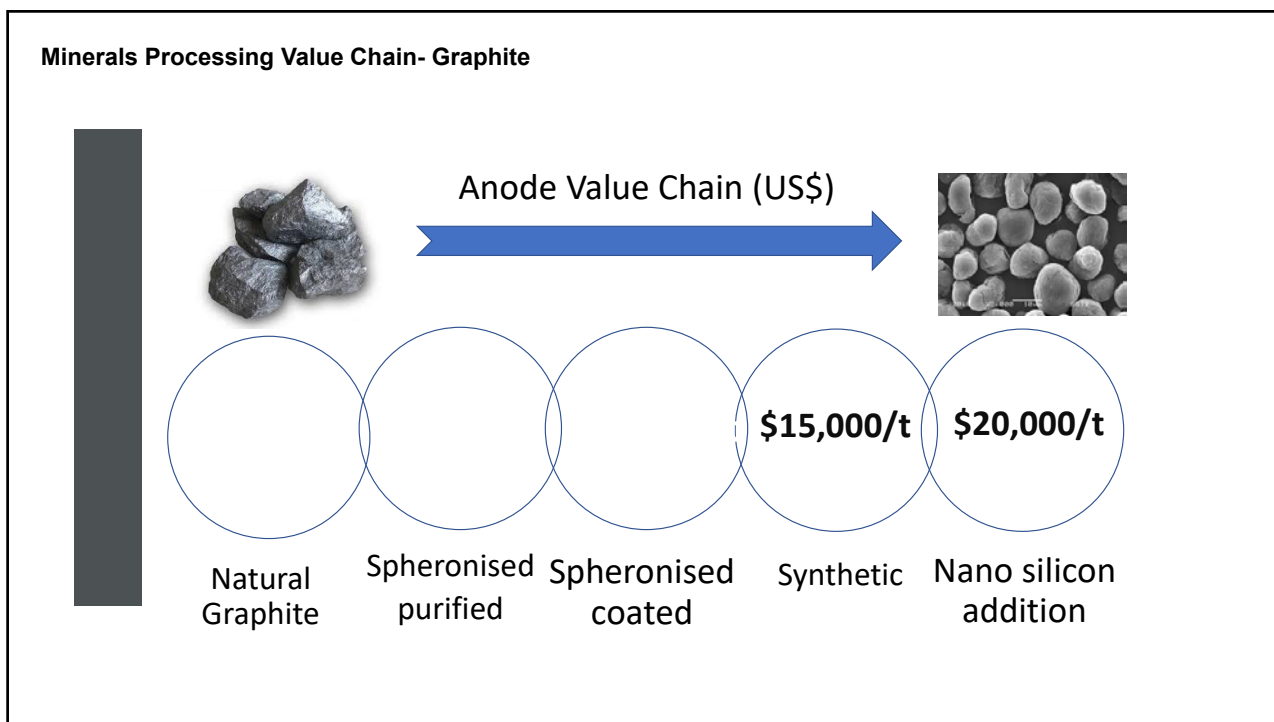
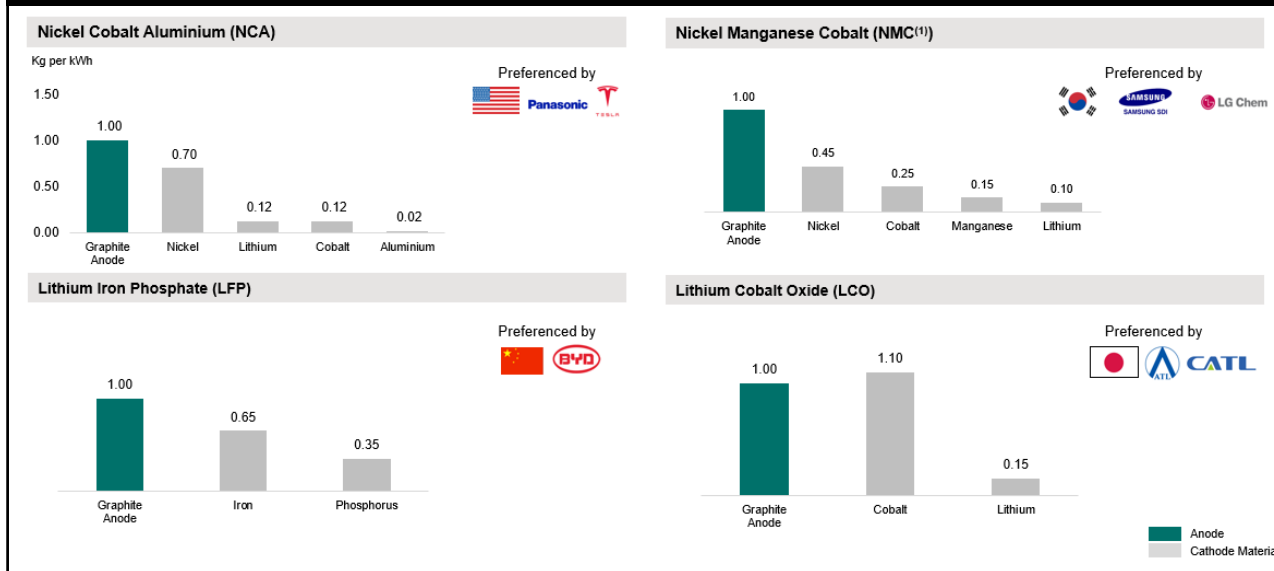


**Lithium Hydroxide**  
99.0%

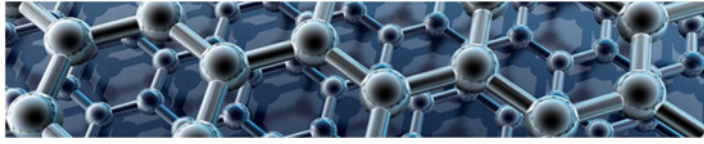



# Anode Manufacture

## Graphite is the main component in a Lithium-ion Battery



## Anode Research Team



- The Department of Chemical Engineering



- Manufacturing Division



- Lithium-ion battery Pilot Plant



## The Resource Team – All Australian



- The worlds largest graphite resource and mine



- Europe's largest and purest graphite resource



- Graphite Purifying and Processing plant planned in Australia



## Industry Technical Support



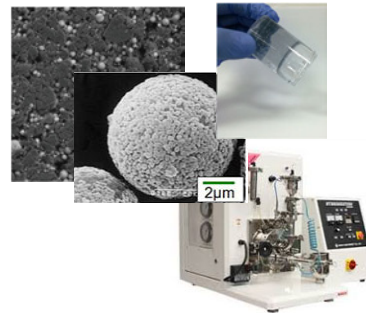
- Novel, large scale thermal processing



- Nano silicon to graphite binders

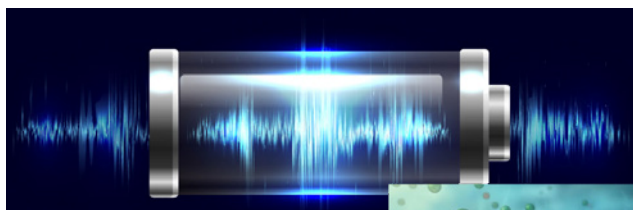


- Spheronising equipment



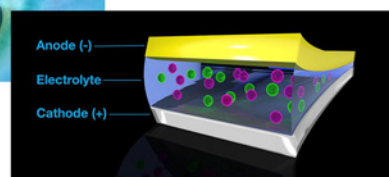
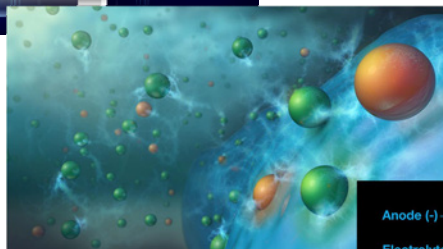
## Safe, High Temperature Electrolytes

### Future Electrolyte Systems Project



- Deakin University
- University of Technology Sydney
- Queensland University of Technology
- CSIRO

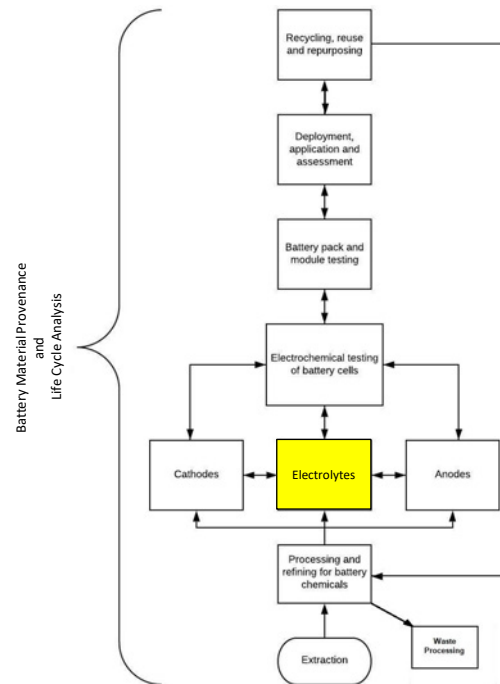
- Solvionics
- Boron Molecular
- Calix
- Talga



## Project Context

### Electrolyte at the Centre of the Value Chain

- Link with
  - **Super Anode** and
  - **Cathode Precursor Production Pilot Plant**
  - **Electrochemical Testing** of Li-ion Battery Materials in Standard Cell Formats and
  - **Recycling, Reuse and Repurposing** of Spent Batteries projects to extend capabilities



## Future Electrolytes

### Materials Characterisation and Benchmarking

- Electrolyte formulations (*Deakin*)
- Separators (*Deakin*)
- Binders for advanced electrodes (*QUT*)







## Future Electrolytes

### Enhancing cell performance

- Electrolyte Systems Development (*Deakin*)
- SEI Design and Characterisation (*Deakin*)
- Cell formation optimisation (*Deakin*)

## Materials Validation- Electrochemical Testing

Electrochemical  
Testing and Cell  
Fabrication



## Existing Baseline Facilities and Experience

### The Electrochemical Testing Facility (ETF);

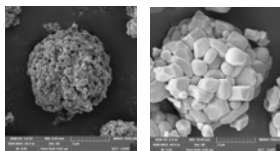
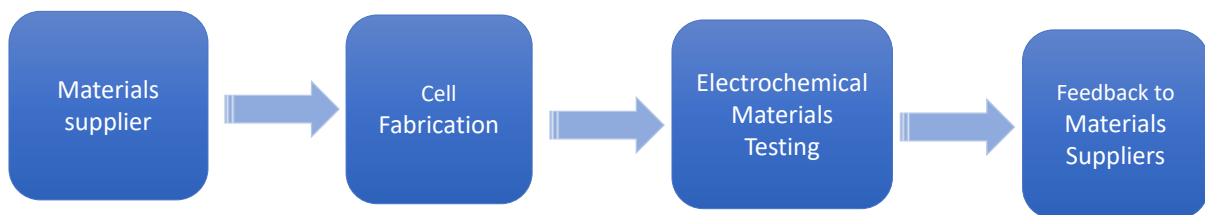
- Test the electrochemical performance of cathode, anode and electrolytes in standard cell formats.
- Test advanced separator materials
- Establish a database of test parameters and outcomes for feedback to materials producers
- Provide an essential database link between other key projects

### Building on Existing Infrastructure?

- Will build on existing dry rooms and Li-ion cell fabrication facility (Capital costs to date > \$8M).
- Will build on existing Li-ion cell fabrication know-how
- Will add to the current database of materials specification and performance in battery cells.

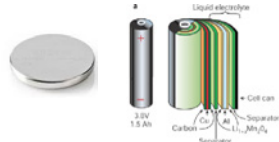


## Cell Fabrication and Electrochemical Materials Testing



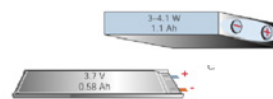
### Powder characteristics

- Composition
- Purity
- Primary particle diameter
- Agglomerate diameter
- Density
- Porosity



### Cell characteristics

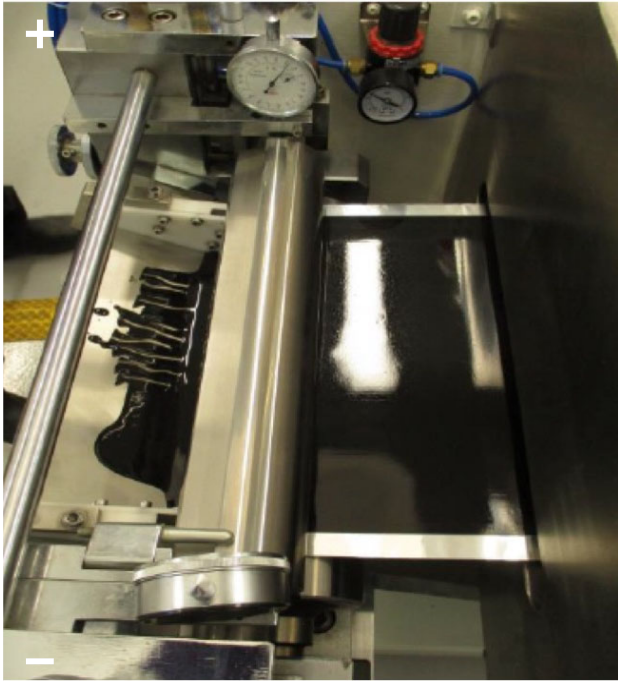
- Cell format choice
- Half /full cell fabrication
- Electrode ink formulation
- Electrode coating
- Coating density/porosity
- Cell construction
- Coating quality/thickness



### Electrochemical characteristics

- Half cell electrode testing
- Full cell formation cycling
- SEI formation
- Conductivity and Impedance
- Capacity
- Cycling over temperature range
- Cyclability life





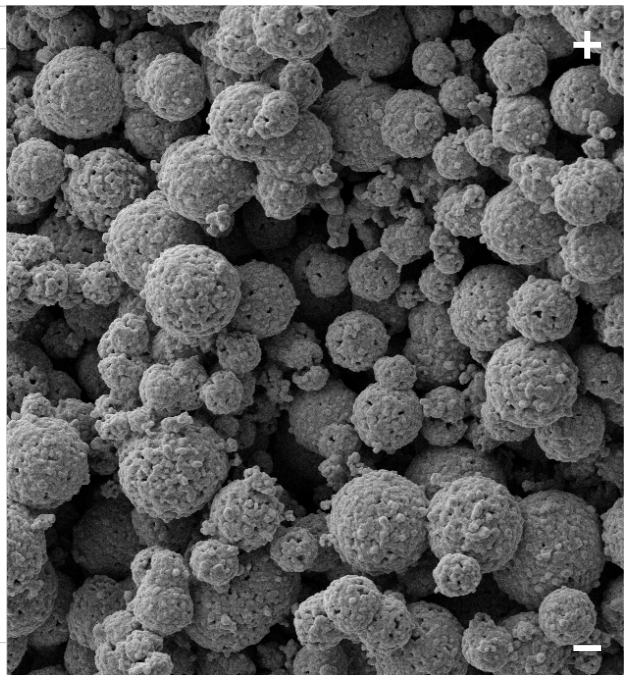
## Fabricate Standard Cells

- Fabricate cells using commercial LFP, NCM 622 and NCM-811
- Bench mark against existing commercial cells

### Cell Fabrication

## Electrochemical Testing

- Produce and test cells using Australian NCM cathode material.





### Materials Validation

## Materials Validation and Certification

- Validate Australian NCM and additional components.
- External validation/certification



## National Battery Testing Centre

- Professor Peter Talbot – QUT
- Program Lead, FBI CRC



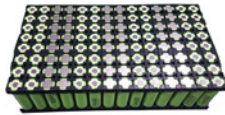
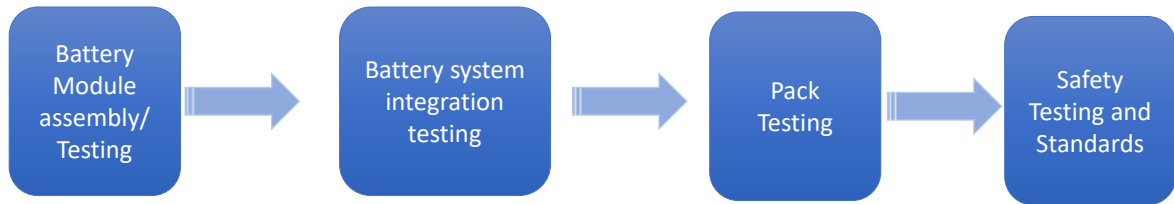
March 11, 2020

### Clean Energy Plug and Play Microgrid

- Battery Testing Centre
- ARENA Hydrogen Project
- Solar CPV Arrays
- System Microgrid Integration
- 60Ha site



## National Battery Testing Centre



### Module

- Module Assembly
- Abuse conditions
- Safety
- Thermal propagation/runaway
- Mechanical construction



### Systems

- BMS
- Module balancing
- Module cycling
- Over/under voltage protection
- Environmental testing
- Abuse conditions
- Safety
- Thermal runaway tests



### Pack

- Pack Cycling
- Capacity and performance testing
- Over/under voltage protection
- Humidity/temperature environment
- Flow Battery testing
- Microgrid testing
- Standards and Certification testing

## Battery Testing – Cells, Modules and Packs

**BATTERY: CELL TESTING**  
Up to 10V



**BATTERY: MODULE TESTING**  
Up to 60V



**BATTERY: PACK TESTING**  
Up to 1000V



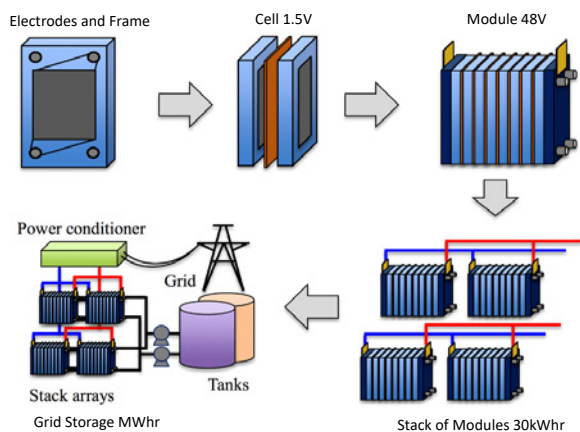
## Module Testing

Battery Voltage 60V to 100V  
Battery Current up to 2500A

- Life Cycle Testing
- Simulation of advanced real-world test profiles
- R&D of batteries for electric vehicle and grid storage applications
- Validate internal battery management system (BMS)
- Test Smart Battery modules



## Vanadium Redox Flow Batteries

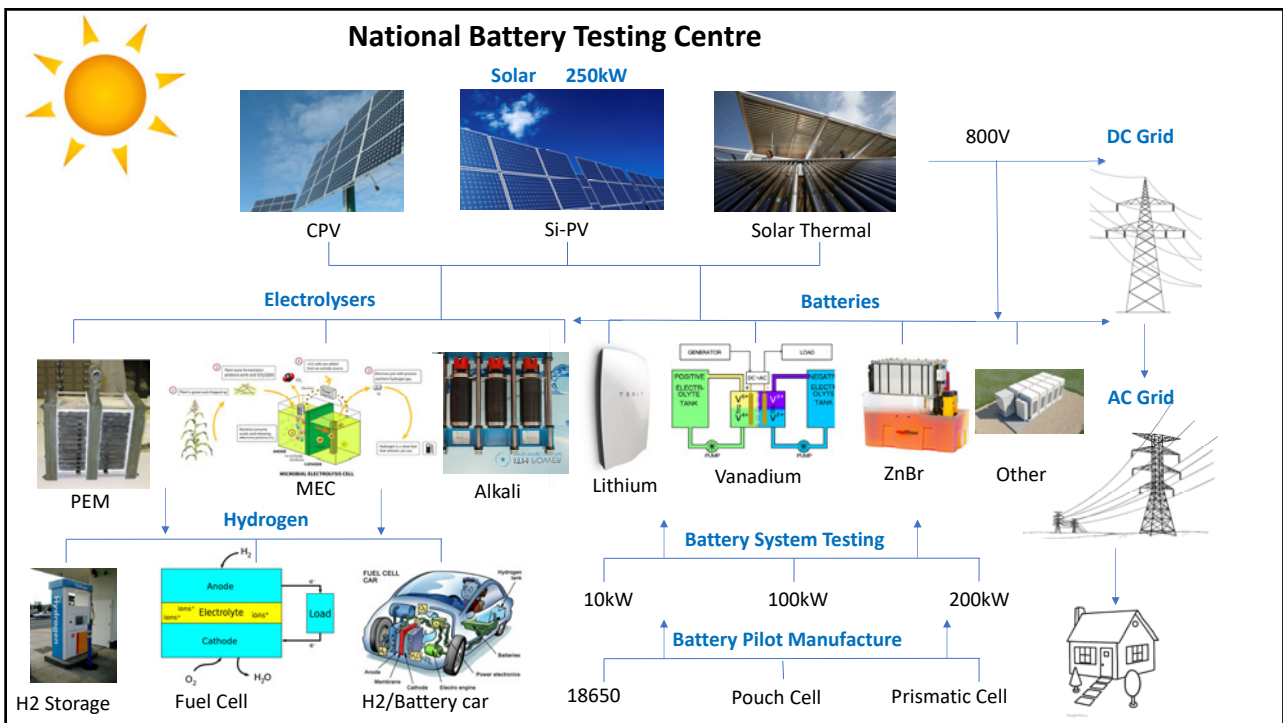






# Battery Testing Equipment

Up to 1000V



# Acknowledgements



FBCIRC.COM.AU FUTURE BATTERY INDUSTRIES CRC

