Investigation of Metal Oxide/Carbon Nano Material as Anode for High Capacity Lithium-Ion Cells James Wu, NASA Glenn Research Center, Cleveland, Ohio, USA



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NASA is developing high specific energy and high specific capacity lithium-ion battery (LIB) technology for future NASA missions. Current state-of-art LIBs have issues in terms of safety and thermal stability, and are reaching limits in specific energy capability based on the electrochemical materials selected. For example, the graphite anode has a limited capability to store Li since the theoretical capacity of graphite is 372 mAh/g. To achieve higher specific capacity and energy density, and to improve safety for current LIBs, alternative advanced anode, cathode, and electrolyte materials are pursued under the NASA Advanced Space Power System Project. In this study, the nanostructed metal oxide, such as Fe₂O₃ on carbon nanotubes (CNT) composite as an LIB anode has been investigated.

Nanostructuted Fe₂O₃/CNT

 Fe_2O_3 : high theoretical capacity (1007 mAh/g), safe, cost-effective, and environmentally friendly, which are considered a promising anode material.

CNT: backbone/host matrix, not only provides excellent electronic conductivity but also as a effective buffering from the volume changes.



Creating nanomaterial with unique structure could effectively improve the lithium storage properties of the metal oxide. The SEM shows that a unique approach is developed to attach Fe_2O_3 uniformly on CNTs.

Summary:

- A unique approach for attaching metal oxide uniformly on CNT has been developed
- Fe_2O_3/CNT has demonstrated > 800 mAh/g specific capacity with ~ 98% coulombic efficiency, with excellent rate capability cycling
- Preliminary results show that Fe_2O_3/CNT is a promising anode material for Li-ion cells



During 1^{st} cycle CV, Fe₂O₃ reacts with Li⁺ via conversion reaction to form Fe⁰ and Li₂O, causing irreversible capacity loss, but shows good reversibility starting from 2^{nd} cycle.

Electrochemical Constant from Initial Formation





Demonstrated excellent rate capability cycling and good initial C/10 cycling performance.