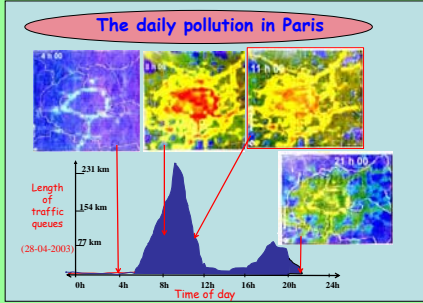
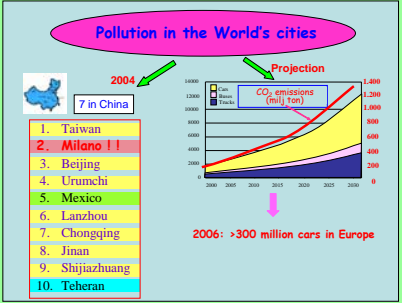
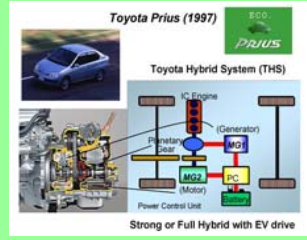


Getting more capacity out of Fe-based cathodes for HEV battery applications

Josh Thomas – Uppsala University (Sweden)

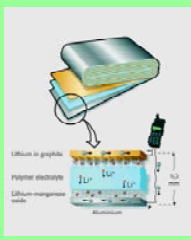


Problem: Urban pollution is fast reaching dangerously high levels . . . and the automobile is a major culprit !



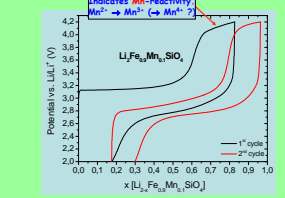
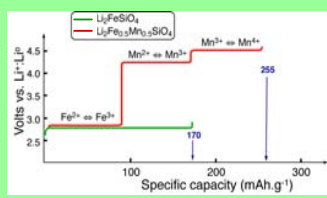
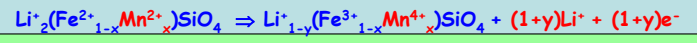
New PRIUS Fuel Consumption
(Certification Results)

Region	Model	CO ₂ (g/km)	Consumption (l/100km)
Japan 10-15mode	THS 1.8i	121	4.8
	THS 2.0i	146	5.8
US Combined (City/HWY)	THS 1.8i	146	5.8
	THS 2.0i	171	6.8
EC	THS 1.8i	146	5.8
	THS 2.0i	171	6.8



HEVs can improve things → but "Ni-MH" is not enough → we need "Li-ion" !

- LiFePO₄ is on its way into HEV batteries - but its capacity is limited: only 170 mAh/g !
- Li₂FeSiO₄ has the same theoretical capacity, since we can only use the Fe²⁺/Fe³⁺ couple - so Li₂ can only go down to Li₁ ... the capacity would double if we could get down to Li₀ !
- The mixed-ion system Li₂(Fe_{1-x}Mn_x)SiO₄ facilitates the possibility of a >1 electron redox reaction* corresponding to:



Our GCEP challenge is to find how to get Mn or some other higher-valent metal-cation to cycle through this redox couple reversibly.

Electrochemical performance of Li₂Fe_{0.9}Mn_{0.1}SiO₄. Two redox plateaus (Mn³⁺/Mn²⁺ at 4.1V and Fe³⁺/Fe²⁺ at 3.1V) are distinguishable during the first charge cycle - giving higher voltage and increased capacity !

- e.g., "x=0.5" would give:
- 60% higher V
 - 50% higher capacity

Some techniques to be used . . .

