ISSN: 2993-5377

Research Article

Open Access Journal of Applied Science and Technology

Development of a New Lithium-Sulfur Battery Model to Accurately Represent Dendrite Growth and the Shuttle Effect

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Submitted: 2023, Oct 23; **Accepted**: 2023, Nov 15; **Published**: 2023, Dec 14

Citation: Ali Khan, A., Zohdy, M. (2023). Development of a new Lithium-Sulfur Battery Model to Accurately Represent Dendrite Growth and the Shuttle Effect. *OA J Applied Sci Technol, 1*(2), 165-172.

Abstract
This paper presents a Simulink model of a Lithium-Sulfur battery that highlights the dendrite growth and shuttle effect, two major challenges found in Lithium-Sulfur batteries. The model shows how these will increase internal resistance as well as reduce capacity. It is based on full charge and discharge cycles, plotting a graph of the internal resistance and battery capacity over the course of the inputted cycles. The model allows users to track the true aging of the battery, and how these factors impact the state of health.

Keywords: Lithium/Sulphur Battery, Electrochemical Modeling, Dendrite Growth, Shuttle Effect, Resistance, Capacity

1. Introduction to the Simulink Model

The evolution of battery technologies has seen rapid advances, particularly in the domain of lithium-sulfur (Li-S) batteries due to their potential for high energy densities and sustainability. However, accurately representing the intricate phenomena such as dendrite growth and the shuttle effect within these batteries has been a significant challenge in the research community.

1.1 Purpose and Significance of the Simulations

The primary purpose of the simulations is to fill this existing knowledge gap by providing a comprehensive model that offers both a detailed and an accurate representation of the key phenomena occurring in Li-S batteries. With the rising demand for efficient and long-lasting energy storage solutions, understanding these complex processes becomes indispensable. Simulating these effects not only assists in predicting battery performance and potential failure modes but also facilitates the optimization of battery design and management systems. The significance of these simulations extends beyond academic interests. By understanding the intricacies of dendrite growth and the shuttle effect, battery manufacturers can potentially introduce improvements in battery longevity, safety, and efficiency. This has broader implications for industries relying on battery technologies, including electric vehicles, renewable energy storage, and consumer electronics.

1.2 Brief Overview of the Model's Intent to Represent Dendrite Growth and the Shuttle Effect

Model is a novel attempt to capture the nuances of Li-S battery behavior, with a keen focus on two critical phenomena: dendrite growth and the shuttle effect.

- **Dendrite Growth:** Dendrites are tiny, needle-like structures that grow on the battery's lithium electrode during charge and discharge cycles. Their growth can pierce the separator, leading to internal shorts, reduced battery life, and potential safety hazards. Our model aims to simulate the onset and progression of dendrite formation, allowing for a predictive understanding of its impact on battery performance [3].

- **Shuttle Effect:** This refers to the movement of dissolved lithium polysulfides between the battery's electrodes. While it is a natural occurrence in Li-S batteries, excessive shuttling can lead to rapid capacity fade and reduced battery efficiency. Our model incorporates mechanisms to represent the shuttle effect, emphasizing its relationship with battery performance metrics [4]. This simulation is designed to be a pivotal step forward in the realm of Li-S battery research, providing insights that could revolutionize the way we perceive, design, and utilize these batteries in the future.

2. Model Development and Configuration

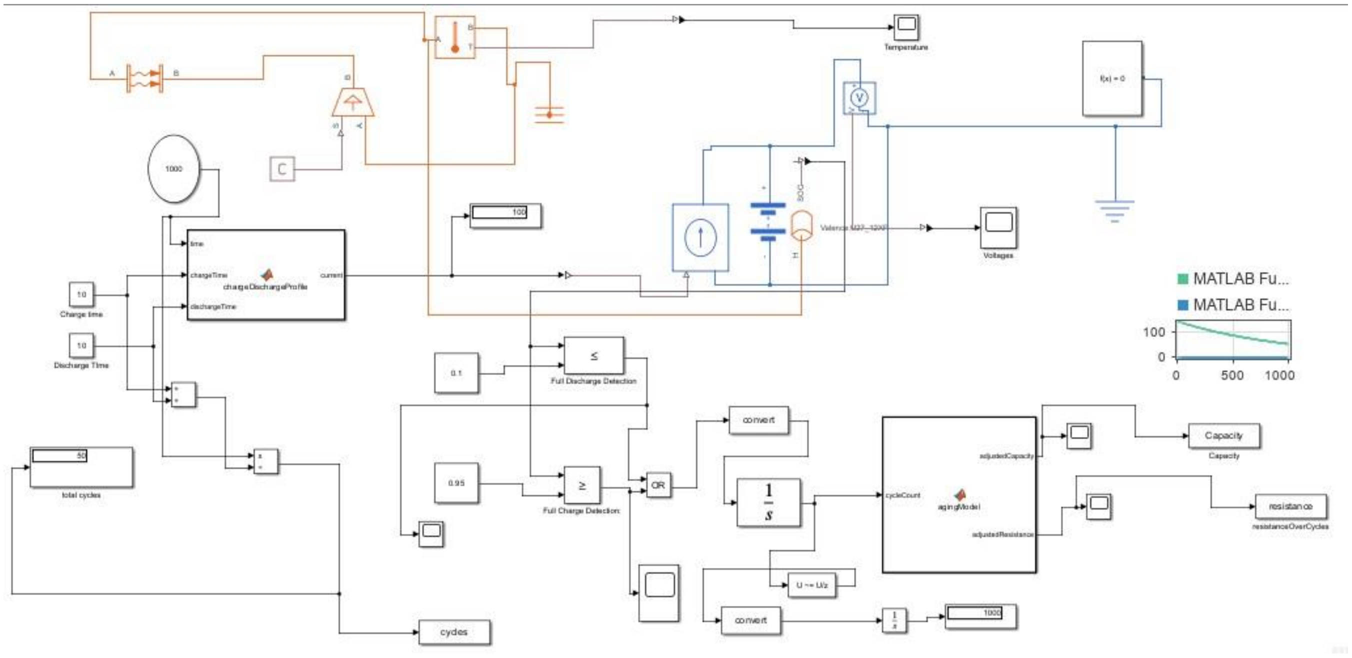

Figure 1: Simulink Model of the System

2.1 Brief Description of the Entire Model's Architecture

1. Input and Control Subsystem:

- **Charge/Discharge Profile:** Blocks labeled "Charge Time" and "Discharge Time" determine the duration of each phase.

- **Total Cycles:** Defines the number of charge-discharge cycles the battery undergoes.

2. Battery Dynamics and Monitoring (Central Section):

- **Dynamics:** The central section represents the core electrochemical dynamics. The interconnected blocks could model ion transport, reactions, and overall battery behavior.
- **Monitoring:** Blocks such as "Voltage" and "Capacity" indicate real-time tracking of the battery's performance metrics.

3. Feedback and Safety Systems:

- "Full Charge Detection" and "Full Discharge Detection" are safety mechanisms ensuring the battery doesn't overcharge or excessively discharge.

4. Charge discharge Detection:

These blocks detect when the battery is fully charged or fully discharged. When either condition is met, an output signal is generated. The "OR" block ensures that an output signal is generated for either of the conditions.

- **Full charge detection:** operator detect each full charge detection if SOC values downs to 0.1 or 10%
- **Full Discharge Detection:** operator detect each full charge detection if SOC values become greater than to 0.95 or 95%
- **1/S (Integration Block):**

This block integrates the incoming signal. Given the context, it keeps a cumulative count of charge/discharge cycles the battery undergoes. Batteries typically have a certain number of cycles before they experience significant degradation.

5. Cycling Control:

- **Total cycles:** Total number of cycles the system will be calculated with

$Number\ of\ cycles = (Total\ charging\ time + Total\ discharging\ time)/(Stop\ time)$

- **Cycles:** this block keep calculate of the number of completed cycles in given amount of time.

2.1.1 Battery Model:

We consider a custom component for a Lithium-Sulfur (Li-S) battery with the mentioned properties, here's a detailed breakdown:

1. Custom Component: Lithium-Sulfur (Li-S) Battery (Table-Based)

Properties:

2. Type of Battery: Lithium-Sulfur (Li-S)

3. Capacity (Ah):

- Value: 144 Ah

This value indicates the total amount of electric charge the battery can deliver at the rated voltage on a full charge. In this case, the

Li-S battery can deliver a current of 144 amperes for 1 hour before it is completely discharged.

4. Nominal Voltage (V):

- Value: 13.6 V

Nominal voltage is the rated voltage of the battery. For this Li-S battery, it's 13.6 volts, which is typically the average voltage the battery will hold over its discharge curve [1,2].

5. Energy (Wh):

- Value: $144Ah \times 13.6V = 1958.4Wh 144Ah \times 13.6V = 1958.4Wh$

This value gives the total energy storage capacity of the battery. It's calculated by multiplying the capacity in Ah with the nominal voltage in V. In this case, the Li-S battery can store 1958.4 watt-hours of energy.

2.1.2 Voltage Sensor (V):

- Located on the right side, it's connected to the main circuit to measure the voltage across the terminals of the battery.
- Its purpose is to give a signal representative of the battery's voltage. This can be used for monitoring, control purposes, or even for safety checks (like ensuring voltage doesn't exceed or go below certain levels).

2.1.3 Controlled Current Sensor (I):

- This block measures the current flowing through the battery.
- Unlike a regular current sensor, a "controlled" version might allow for a specific condition or threshold to be set. When the current reaches this condition/threshold, the sensor might send a signal or trigger an event.
- Monitoring the current is crucial for several reasons:
- Safety: Excessive current can cause overheating or other damage.
- State of Charge: The current can be integrated over time to calculate the charge or discharge amount, helping in determining the battery's state of charge.

2.2 Temperature Mechanism:

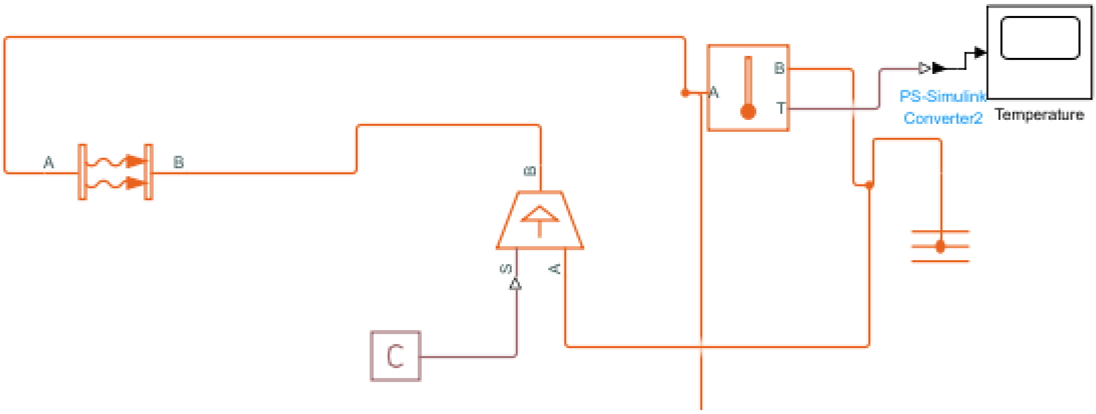

Figure 2: Temperature Mechanism

Here is detailed overview of components and their interactions in the temperature mechanism:

1. Controlled Temperature Source:

- This component generates a controlled temperature. The control is likely dictated by the input it receives on its "S" port.
- The "S" port of the Controlled Temperature Source is connected to a PS Constant, which probably provides a set or reference temperature. The temperature source will try to maintain or react based on this constant value.
- The controlled temperature source is grounded, providing a reference or zero point for the temperature measurements.

2. Temperature Sensor (A):

- This component is directly connected to the thermal port of the battery. Its primary function is to measure the temperature of the battery and provide a signal representative of that temperature.
- The output from the temperature sensor is fed into the Convective Heat Transfer block. This suggests that the temperature sensor's readings are used to determine how much heat needs to be transferred (or convected) away from the battery.

3. Convective Heat Transfer (AB):

- Convective heat transfer involves the transfer of heat through a fluid (like air) due to the fluid's motion. In this model, it's likely simulating how heat is transferred away from the battery (based on the battery's temperature) into the surrounding environment or a cooling medium.
- The input to this block is the temperature reading from the Temperature Sensor. Thus, the heat transfer rate will be dependent on the current temperature of the battery.
- The output from this block is grounded, which might represent the dissipation of the transferred heat to the surrounding environment.
- The other side of the Convective Heat Transfer block connects to the Controlled Temperature Source, suggesting an interaction or feedback mechanism between the heat being generated and the heat being transferred.

4. PS-Simulink Converter → Temperature (B):

- This component converts the physical signal of temperature into a Simulink signal. It takes the output from the Convective Heat Transfer block, which represents the rate or amount of heat being transferred away from the battery.
- The Simulink signal can then be used for further analysis, visualization (using a scope), or control within the Simulink environment. This temperature mechanism is a a feedback system that monitors the battery's temperature, determines the amount of heat to be transferred away from the battery based on this temperature, and potentially controls the temperature using the Controlled Temperature Source. The system ensures that the battery's temperature remains within desired limits, and any excess heat is convected away efficiently. The PS-Simulink Converter allows for real-time monitoring and analysis of the temperature dynamics within a Simulink environment.

2.3 Charging and Discharging Profile Mechanism

Let's delve into the charge and discharge profile mechanism based on the provided block diagram and the associated code.

1. Inputs:

- The function block **chargeDischargeProfile** takes in three parameters: **time, chargeTime, and dischargeTime**.
- **time:** Represents the current simulation time.
- **chargeTime:** The duration for which the battery should be charged.
- **dischargeTime:** The duration for which the battery should be discharged.

2. Profile Generation:

- The function defines two constants: **CHARGE_CURRENT** and **DISCHARGE_CURRENT**, representing the charging and discharging rates respectively.
- The sum of **chargeTime** and **dischargeTime** gives a CYCLE_TIME, which represents one complete charge-discharge cycle.
- The function then calculates the current cycle number based on elapsed time using the expression

$Number\ of\ cycles = (Total\ charging\ time + Total\ discharging\ time)/(Stop\ time)$

- This effectively quantizes the continuous time input into discrete charging and discharging periods.
- Subsequently, the function determines where the current time lies within the current cycle using the expression mod(time, CYCLE_TIME). This gives the phase or portion of the cycle we're currently in.

3. Current Determination:

- Based on the phase of the current cycle determined from the mod operation, the function checks whether we are in the charging or discharging phase.
- If the current phase is less than **chargeTime**, the function returns **CHARGE_CURRENT**, indicating that the battery is being charged.
- If the current phase exceeds chargeTime, the function returns **DISCHARGE_CURRENT**, implying that the battery is in the discharging phase.

4. Purpose:

The primary purpose of the **chargeDischargeProfile** function block is to generate a current profile that simulates a repetitive charging and discharging pattern of a battery based on the defined charge and discharge durations. This is beneficial in various scenarios:

- **Testing Battery Behavior:** This allows engineers and researchers to simulate how a battery would perform under periodic charging and discharging scenarios, helping them analyze its behavior, capacity retention, efficiency, and other parameters.

- **Aging and Life Cycle Analysis:** By simulating multiple charge-discharge cycles, this block can be instrumental in studying the aging effects on the battery, as well as estimating its overall lifespan.

- **Integration with Controlled Current Source:** The generated current profile feeds into a controlled current source connected to the battery. This source will ensure the battery is charged or discharged according to the profile, making the simulation more realistic.

The **chargeDischargeProfile** function block creates a periodic current profile based on specified charge and discharge durations, enabling a systematic and repetitive charging and discharging simulation of a battery.

2.4 Dendrite Growth and Shuttle Effect Representation

1. Dendrite Growth:

- Dendrites are microscopic, conductive fibers that grow inside a battery, especially in lithium-ion batteries. As these dendrites grow, they can cause internal short circuits, which can reduce the battery's capacity and increase its internal resistance [3].
- Over time, as the number of charge-discharge cycles increases, the growth of dendrites can become more pronounced, potentially leading to a faster decrease in capacity and an increase in internal resistance.

2. Shuttle Effect:

- The shuttle effect refers to the movement of active material between the anode and cathode of a battery. This movement can cause a loss of active material, which can lead to a reduction in capacity [4].
- Similar to dendrite growth, the shuttle effect can become more pronounced over time, leading to a more significant decrease in capacity with each charge-discharge cycle.

To calculate the impact of these effects over time:

1. Define the Aging Model Equations:

- For each cycle, the battery's capacity might decrease by a certain percentage due to dendrite growth and the shuttle effect. Similarly, the resistance might increase by a specific percentage.

$Capacity_{nextcycle} = capacity\_current\ cycle \times (1 - dendrite\_growth\_rate - shuttle\_effect\_rate)$

$resistance_{nextcycle} = resistance\_current\ cycle \times (1 + dendrite\_resistance\_increase\_rate$

2. Simulate Over Multiple Cycles:

- Calculation of the capacity and resistance for each subsequent cycle based on the previous cycle's values are calculated using a loop or iterative method.

2.4.1 Aging Model:

This Function simulate the aging effects on a battery, specifically related to two major mechanisms:
1) Dendrite growth
2) the shuttle effect.
Both effects influence the internal resistance of a battery and its available capacity.
Let's break down the components and their potential roles:

1. Aging Model:

- **Input - cycleCount:** This represents the total number of charge/discharges cycles the battery has undergone. The more cycles a battery goes through, the more it ages.
- **Outputs - adjustedCapacity & adjustedResistance:** As a battery ages, its total available capacity typically decreases, and its internal resistance increases. The aging model will adjust these parameters based on the number of cycles and potentially other internal factors related to Dendrite growth and the shuttle effect.
- **Dendrite Growth:** Over time, lithium can form metallic structures called dendrites. These dendrites can grow and bridge the gap between the anode and cathode, leading to a short circuit. This increases the internal resistance of the battery and poses a risk of failure.
- **Shuttle Effect:** This refers to the movement of lithium ions between the anode and cathode without them participating in charge or discharge reactions. This can result in a loss of active lithium, reducing the capacity of the battery.

2. Capacity & Resistance Blocks:

- The adjusted values from the aging model feed into these blocks. They represent the current available capacity of the battery and its internal resistance at any given point in time. The adjusted resistance, for instance, would increase over time due to the effects of dendrite growth.

As the battery undergoes charge/discharge cycles, the aging model takes into account the detrimental effects of Dendrite growth and the shuttle effect, adjusting the available capacity and internal resistance of the battery over time. This provides a more realistic simulation of battery behavior as it ages.

3. Simulation Results

3.1 Voltage Output:

From the graph and given input conditions, it shows repetitive charging and discharging pattern of a battery or some system. The graph represents the voltage output as recorded by a voltage sensor over a set duration.

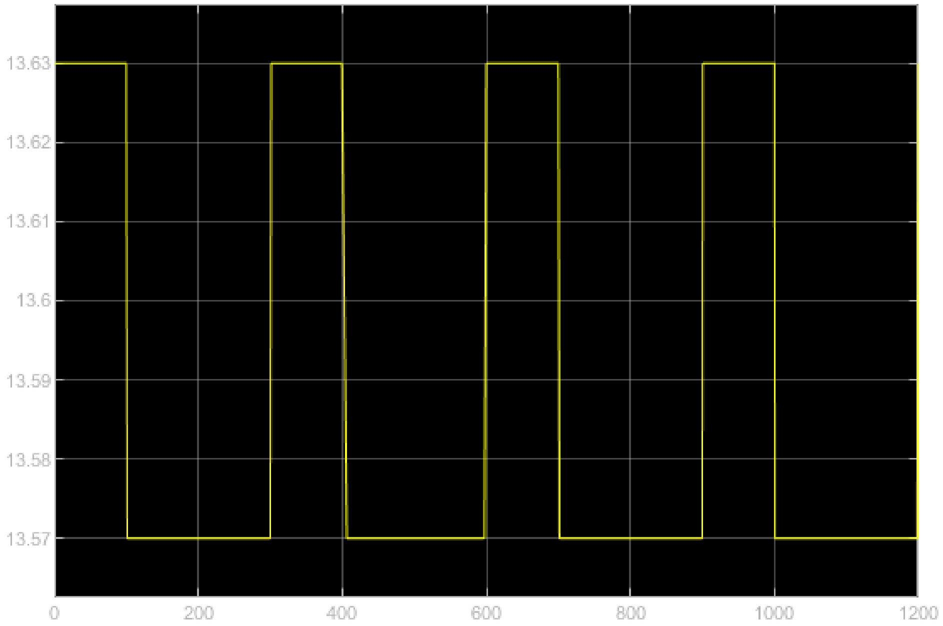

Figure 3: Voltage Fluctuation

Here's a breakdown of the graph based on the** input conditions input conditions:

1. Charging Phase: The upward slope on the graph likely indicates the charging phase. It lasts for 100 seconds, as specified by the "charging time". The voltage appears to increase rapidly during this phase.
2. Discharging Phase: After the charging phase, there's a period of steady decline, which is presumably the discharging phase. This lasts for 200 seconds, as per your input.
3. Rest or Idle Phase: Between the cycles, there seems to be a relatively stable voltage, which represents an idle phase or a period where the system is being charged or discharged actively. The time it stays at this level is the difference between the total cycle time (charging time + discharging time = 300 seconds) and the time until the next charge starts.
4. Total Cycles: Based on the graph and the input that there are a total of 4 cycles, we can observe 4 distinct patterns of charging and discharging over the span of the simulation.
5. Stop Time: The simulation to stop at around 1200 seconds, as indicated. By that time, all 4 cycles (each lasting 300 seconds for a total of 1200 seconds) would have been completed.
6. Voltage Levels: The maximum and minimum voltage levels can also be observed. The system seems to charge up to around 13.63 volts and discharges to approximately 13.57 volts, indicating a small voltage range of variation during the cycles.

The graph provides a visual representation of a system being charged and discharged over time. The repetitive patterns confirm the cyclic nature of the process, and the time intervals on the x-axis correlate with the input conditions provided for charging, discharging, and total simulation time.

3.2 Capacity

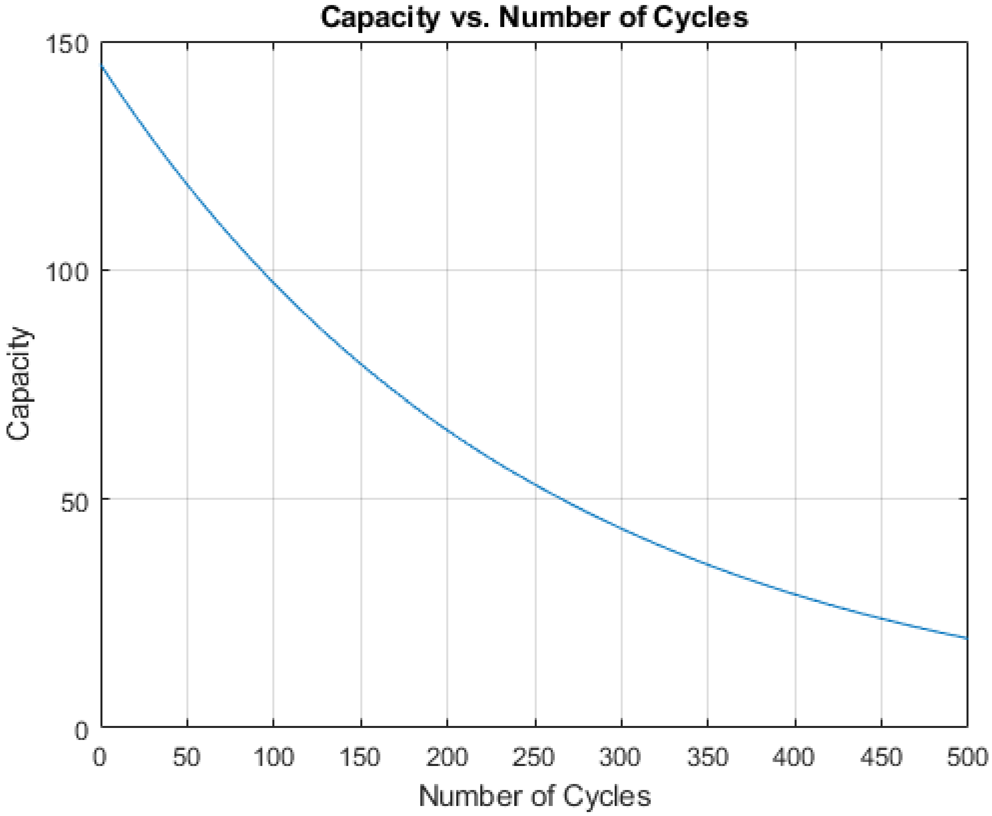

Figure 4: Capacity vs. Number of Cycles

This graph depicts the relationship between the capacity of a battery (or energy storage system) and the number of charge-discharge cycles it has undergone. Here's a breakdown of the information provided by the graph:

1. Declining Capacity:

- The battery's capacity decreases as the number of cycles increases. This decline in capacity over cycles is a common phenomenon in rechargeable batteries, known as capacity fade.
- The graph indicates that as the battery undergoes more charge-discharge cycles, its ability to hold and deliver its full original capacity diminishes.

2. Initial Capacity:

- At cycle 0 (i.e., when the battery is brand new or hasn't been cycled), the battery's capacity is at its maximum, which is 144Ah.

3. Rate of Capacity Fade:
- The capacity fade seems to be more pronounced during the initial cycles, as indicated by the steeper slope at the start. This suggests that the battery loses capacity at a faster rate in its early life.
- As the number of cycles increases, the rate of capacity decline becomes more gradual, suggesting that while the battery continues to lose capacity, it does so at a slower pace in its later life.

4. End of Life:
- By the time the battery reaches around 500 cycles, its capacity is just above 0, indicating it has nearly reached its end of life and can't hold much charge anymore.

5. Overall Trend:
- The curve is concave, suggesting a non-linear decrease in capacity with cycles. This might be indicative of certain chemical and physical processes within the battery which cause a more rapid decline initially, followed by a slower decrease as the battery ages.

This graph provides a visual representation of how the capacity of a battery degrades over a specified number of charge-discharge cycles. It's a typical representation used to understand and predict the lifespan and performance of rechargeable batteries.

3.3 Resistance

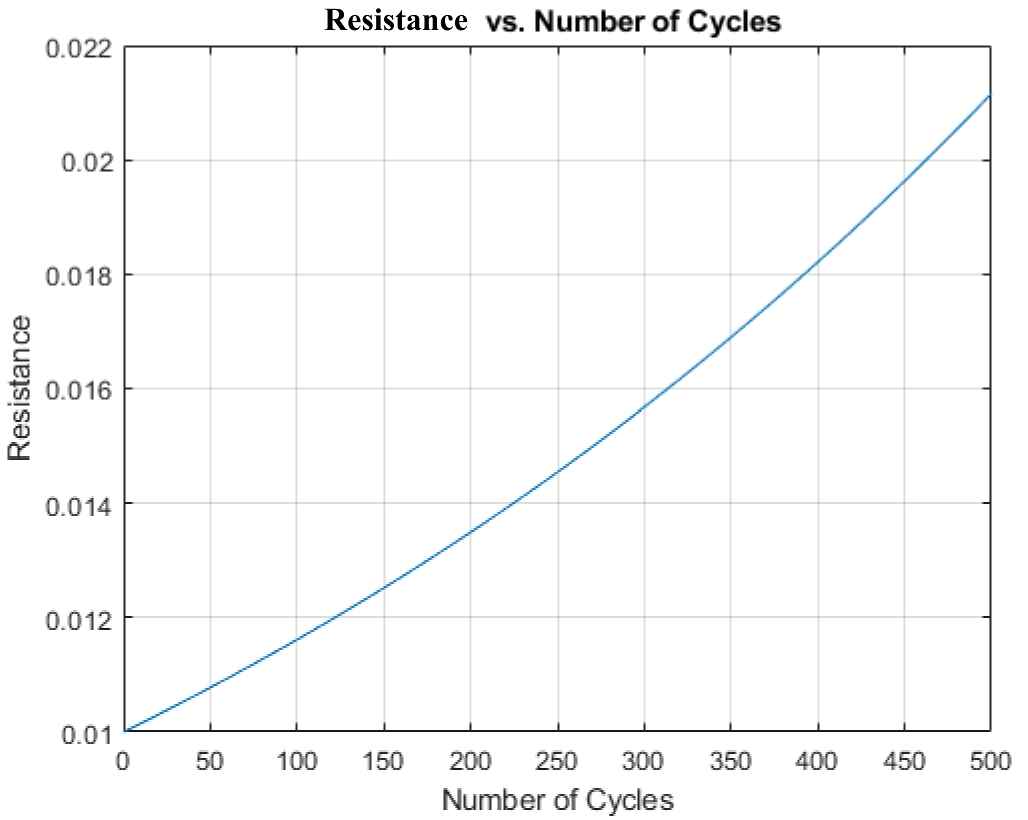

Figure 5: Internal Resistance vs. Charge Cycles

This graph illustrates the relationship between the internal resistance of a battery and the number of charge-discharge cycles it has undergone. Let's break down the observations:

1. Increasing Resistance:
- As the battery undergoes more charge-discharge cycles, its internal resistance increases. An increase in internal resistance is common for rechargeable batteries as they age.
- The rise in resistance indicates that the battery becomes less efficient over time. A higher internal resistance means more energy is lost as heat during charging and discharging, which can reduce the overall efficiency of the battery and result in increased operating temperatures.

2. Initial Resistance:
- At cycle 0, the battery's resistance is at its lowest, which is close to 0.01 ohms.

3. Rate of Resistance Increase:
- The resistance seems to increase exponentially with the number of cycles. This increase suggests a consistent rate of degradation in terms of resistance as the battery is used.
- This consistent rise might be due to the gradual buildup of unwanted compounds or changes in the battery's internal structure

over time.

4. End Resistance:
- By the time the battery reaches around 500 cycles, its resistance appears to be slightly above 0.021 ohms, indicating a measurable increase from its starting resistance.

5. Overall Trend:
- The graph is exponentially increasing indicating .
- a consistent increase in resistance with the number of cycles. There is an accelerating trend in resistance increase.

This graph provides insight into how the internal resistance of a battery evolves over a specified number of charge-discharge cycles. An increase in resistance over time can impact the battery's performance, leading to reduced capacity, longer charging times, and potential heating issues. Monitoring and understanding resistance changes can be crucial for assessing battery health and predicting its useful lifespan.

4. Conclusion

Through comprehensive simulations, the model has elucidated the nuanced effects of dendrite growth and the shuttle effect on battery performance over time. The results have demonstrated a consistent decrease in battery capacity and a concurrent increase in internal resistance as the number of charge-discharge cycles progresses. These effects become particularly pronounced after a specific cycle threshold, emphasizing the detrimental role of dendrite growth and the shuttle effect in battery degradation.What sets this model apart is its novel representation of these two phenomena. While many models provide a generic overview of battery aging, this model delves deep into the microscopic interactions taking place within the battery, especially concerning dendrite formation and the movement of active material. This granularity not only enhances the accuracy of our predictions but also offers insights into potential mitigation strategies.

In essence, this model serves as a pivotal tool for battery researchers and manufacturers. It emphasizes the need for innovative solutions to combat dendrite growth and the shuttle effect, ensuring the longevity and safety of batteries in various applications. The findings from our simulations underscore the urgency of addressing these issues and provide a clear roadmap for future research in this domain.

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