

PLUG-IN
2009



Assessment of Future Li-Ion Battery Production Costs

Peter Mock

**German Aerospace Center (DLR)
Institute of Vehicle Concepts**

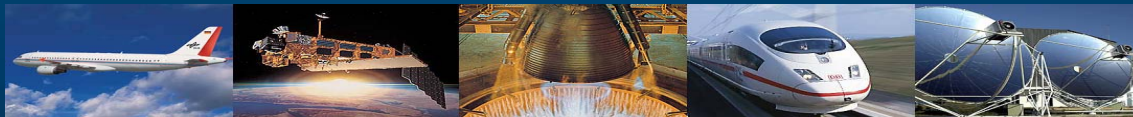
Stuttgart, Germany



Introduction

German Aerospace Center (DLR)

- 5.700 employees at 29 research institutes and facilities in 13 locations
- Offices in Brussels, Paris and Washington D.C.
- 4 main research fields:
 - Aeronautics
 - Space
 - **Transport**
 - Energy



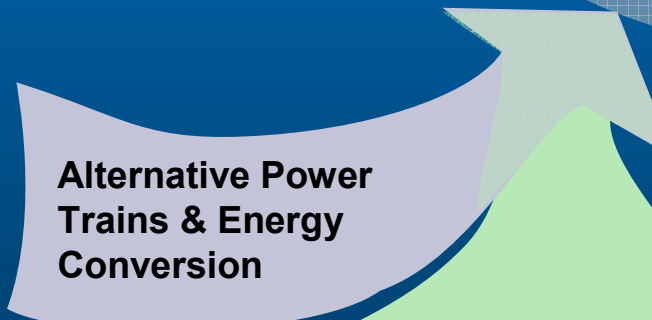


Introduction

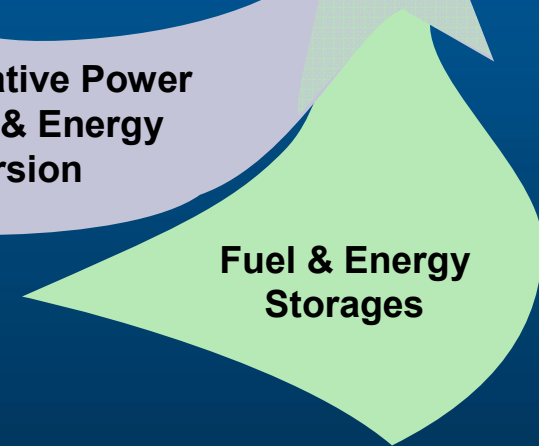
Institute of Vehicle Concepts



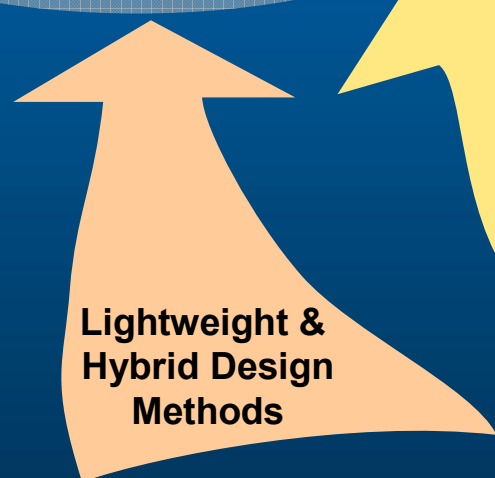
Innovative Vehicle Concepts
For Road and Railway



Alternative Power
Trains & Energy
Conversion



Fuel & Energy
Storages



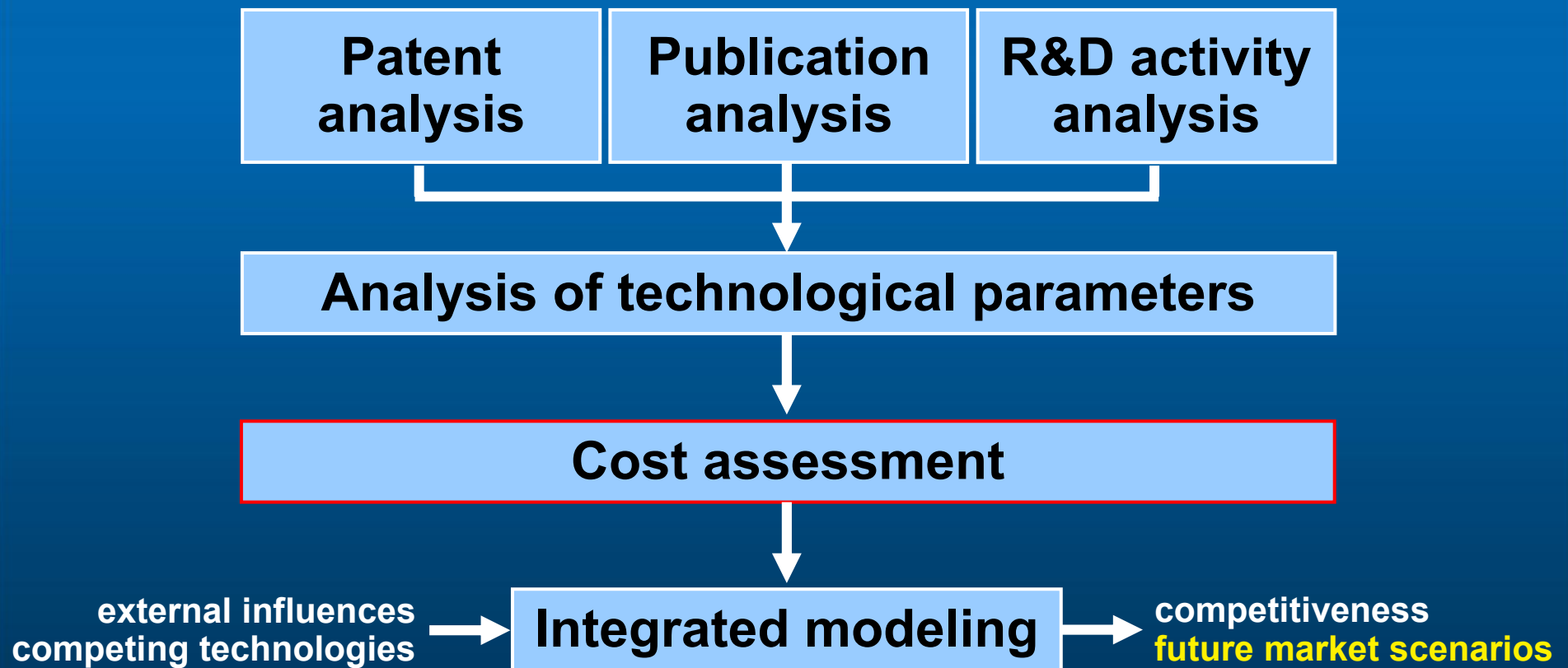
Lightweight &
Hybrid Design
Methods



Innovative
Technological Systems
& Technology
Evaluation



Technology Assessment General Scheme

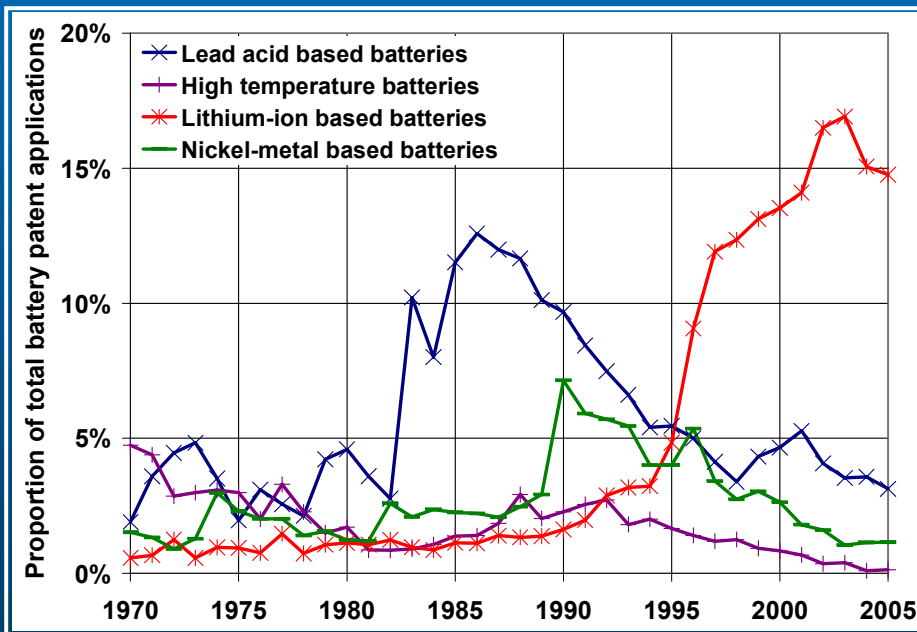




Technology Assessment

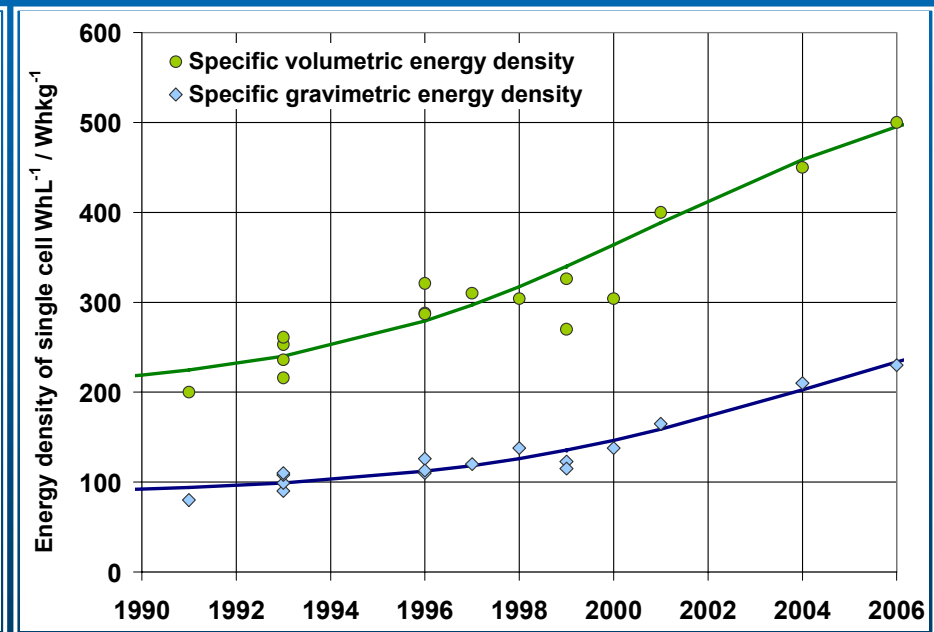
Patent & Technological Analysis

Example: Worldwide battery related patent applications by chemistry type



Data source: ISI Web of Knowledge

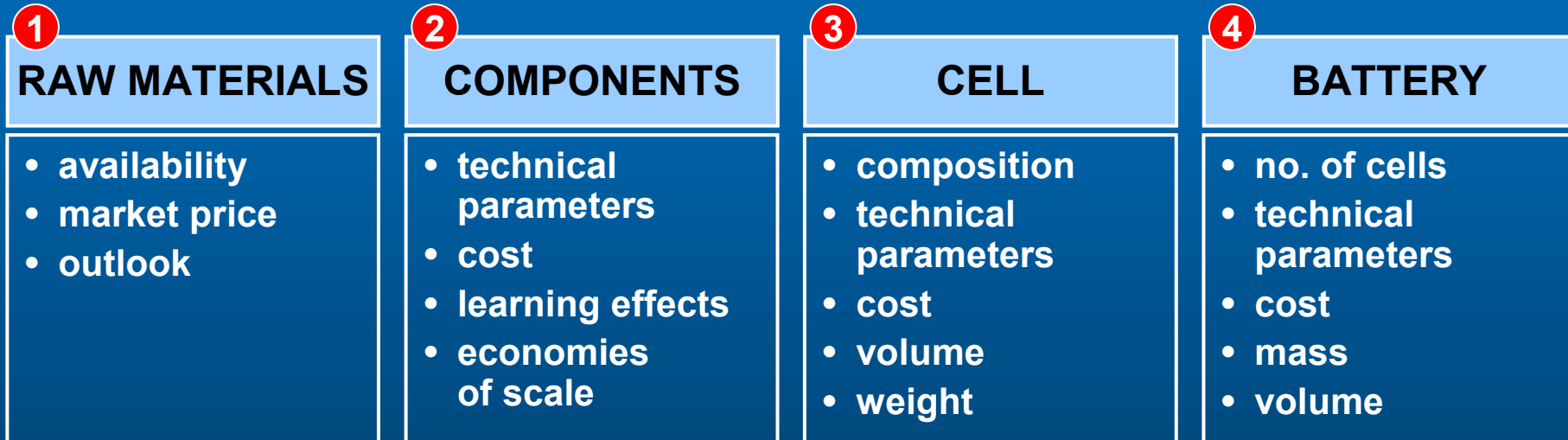
Example: Historical development of energy density of Lithium-Ion single cells



Data source: manufacturer data, scientific publications



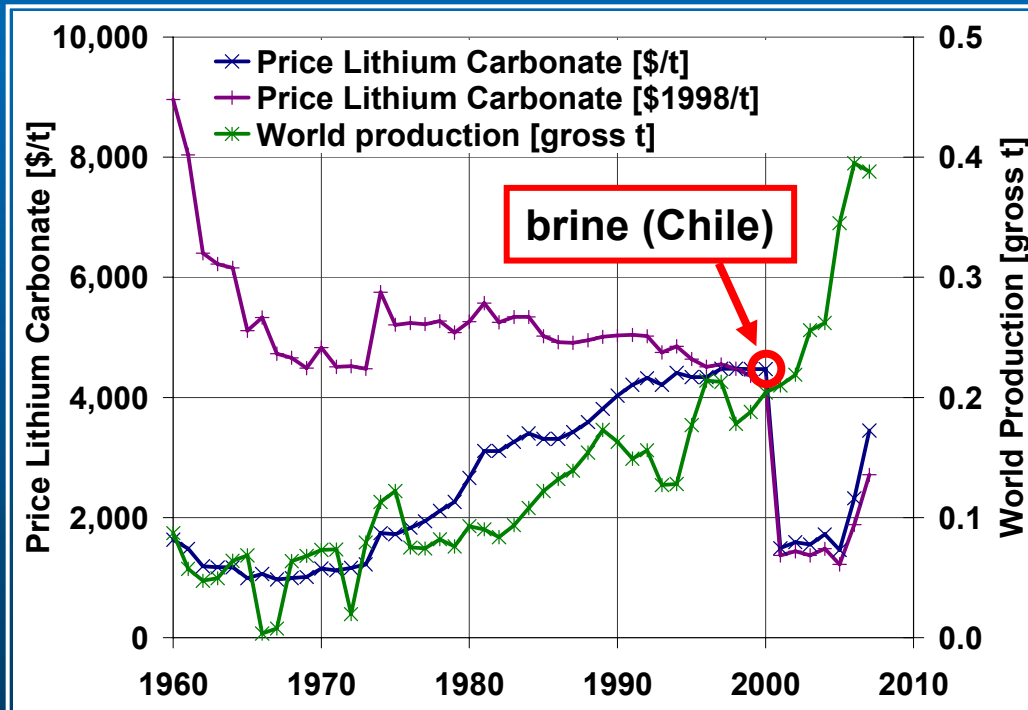
Cost Assessment General Scheme





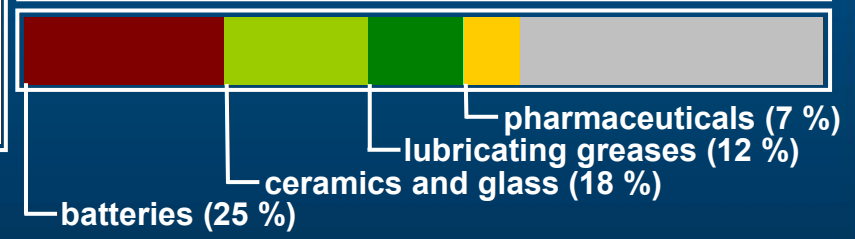
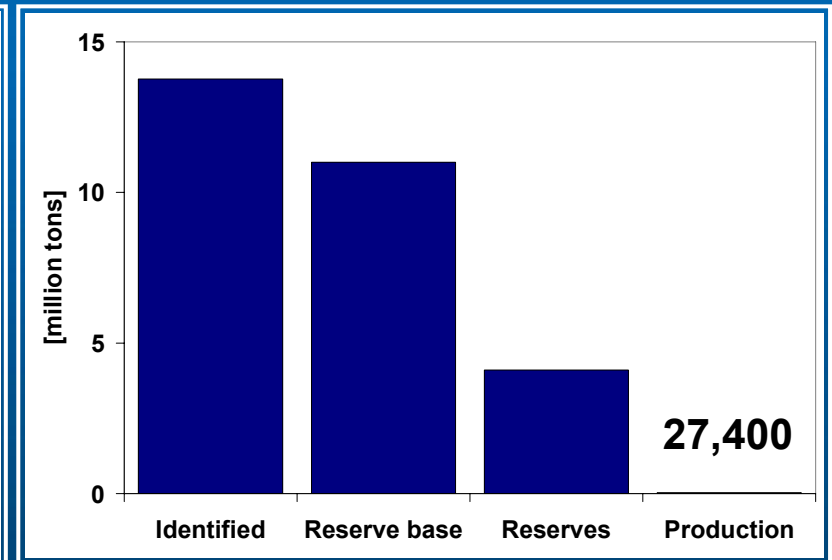
Cost Assessment Raw Materials - Lithium

Market price & world production



Data source: U.S. Geological Survey (USGS), Data Series 140
Price is for Lithium Carbonate, world production is for lithium minerals and brine
USGS Mineral Commodity Summaries, USGS Minerals Yearbook
Reserves & consumption is for lithium contained in minerals and compounds

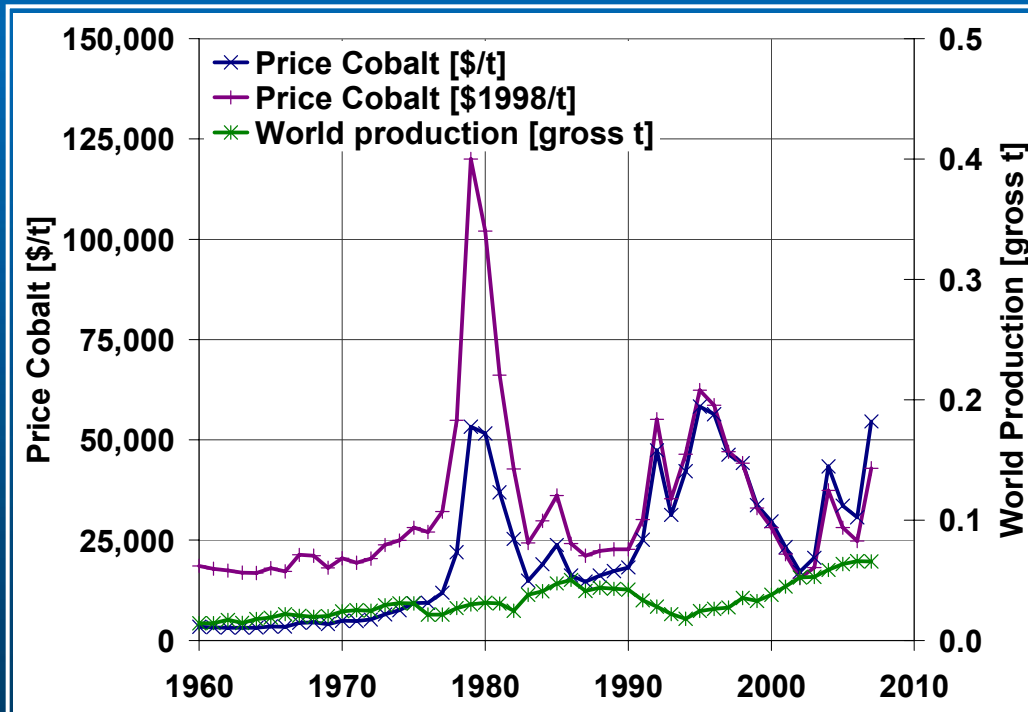
Reserves & consumption





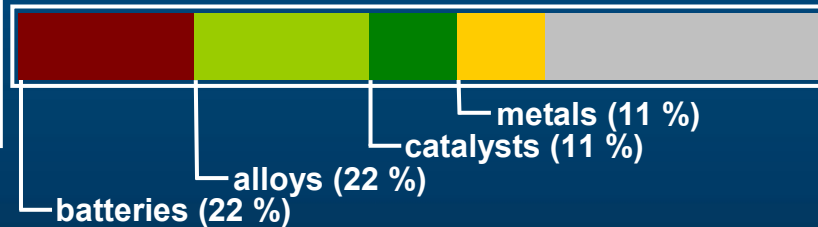
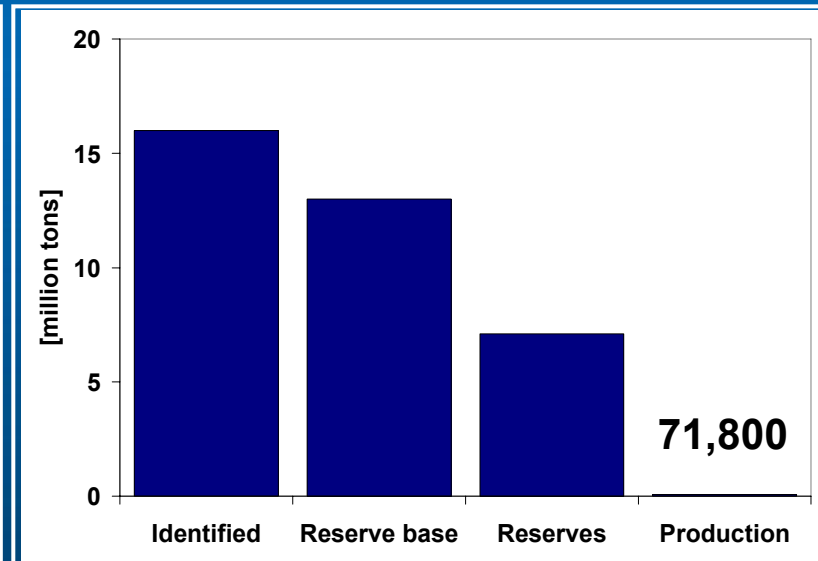
Cost Assessment Raw Materials - Cobalt

Market price & world production



Data source: U.S. Geological Survey (USGS), Data Series 140
USGS Mineral Commodity Summaries, USGS Minerals Yearbook

Reserves & consumption





Cost Assessment Cell Materials & Components

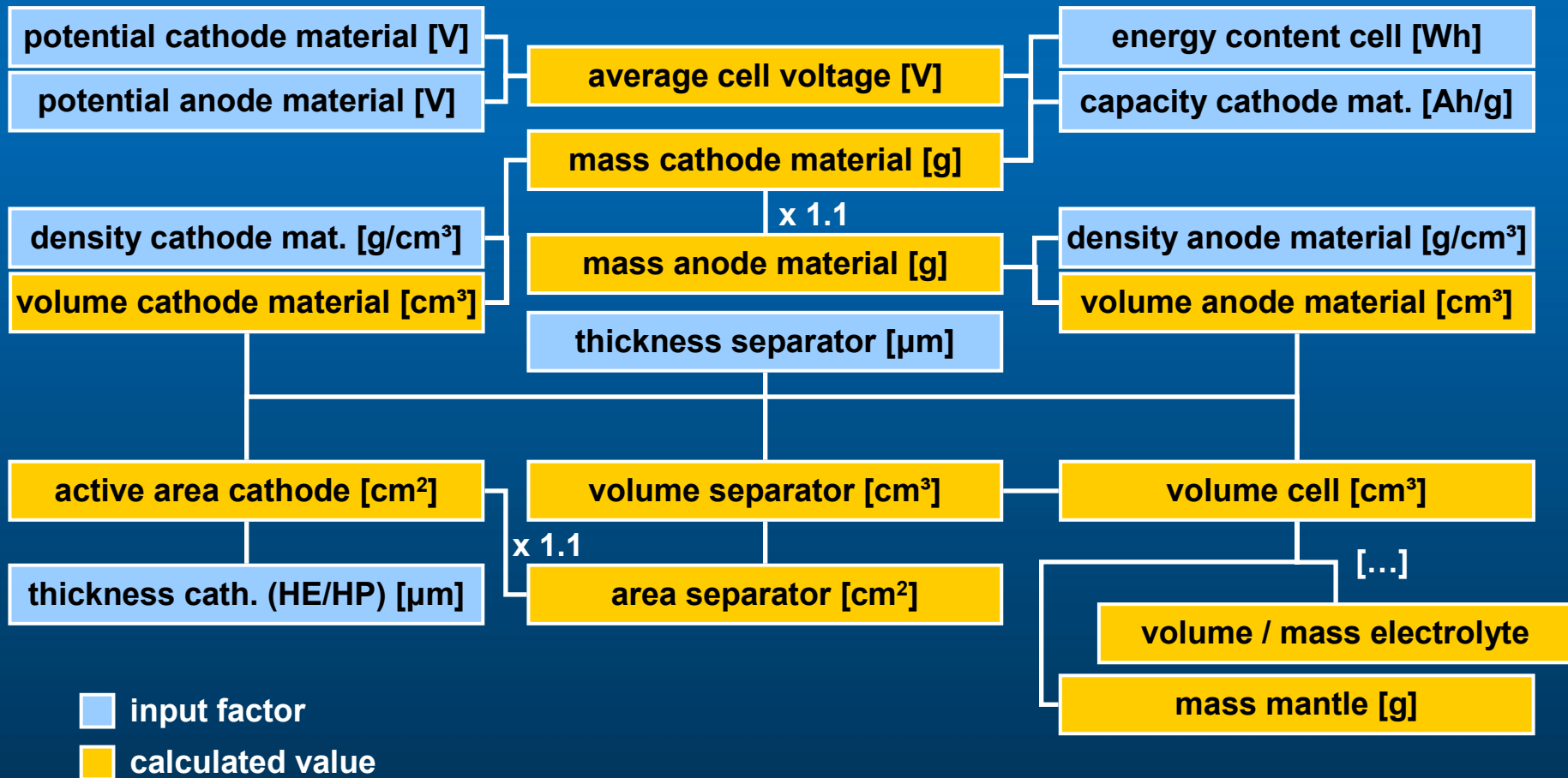
	Price today	Price future	Atomic mass
Lithium	5,5 \$/kg	6,0 \$/kg	6,9
Cobalt	35,1 \$/kg	40,0 \$/kg	58,9
Manganese	1,0 \$/kg	1,5 \$/kg	58,7
Nickel	24,0 \$/kg	30,0 \$/kg	54,9
Oxygen	---	---	16,0

	LiCoO ₂	LiMn ₂ O ₄	LiNiO ₂	LiNi _{0,9} Co _{0,1} O ₂	LiNi _{0,7} Co _{0,3} O ₂	LiNi _{0,33} Co _{0,33} Mn _{0,33} O ₂
Lithium	7%	4%	7%			
Cobalt	60%	0%	0%			
Manganese	0%	62%	0%			
Nickel	0%	0%	59%			
Today (ca. 2006)						
Price today	30,0 \$/kg	17,0 \$/kg	27,5 \$/kg			
Raw material cost	21,5 \$/kg	0,8 \$/kg	14,5 \$/kg			
Raw material cost	72%	5%	53%			
Manufacturing & overhead	8,5 \$/kg	16,2 \$/kg	13,0 \$/kg			
Future (ca. 2015)						
Raw material cost	24,5 \$/kg	1,2 \$/kg	18,0 \$/kg			
Raw material cost	81%	10%	67%			
Manufacturing & overhead	5,8 \$/kg	10,9 \$/kg	8,8 \$/kg			
Price future	30,3 \$/kg	12,1 \$/kg	26,8 \$/kg	27,2 \$/kg	27,9 \$/kg	22,8 \$/kg

- ① determine raw material prices today and in future
- ② calculate material composition
- ③ break down today's material price
- ④ account for material price developments and learning effects



Cost Assessment Cell Level





Cost Assessment

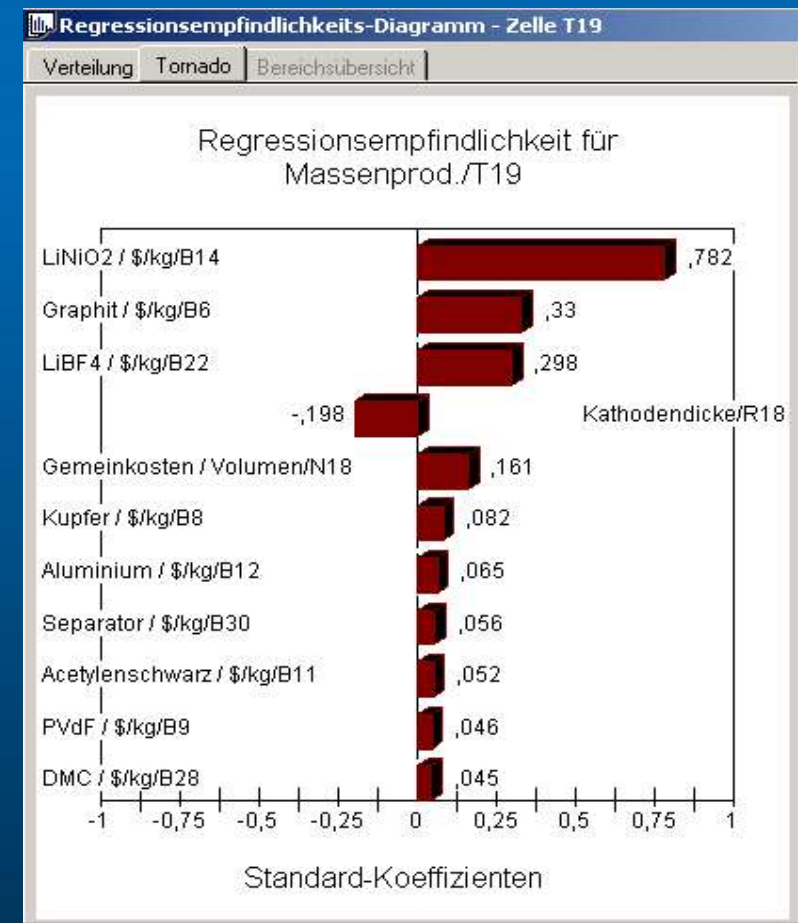
Cost Model / Cell Level

High-Energy 1						
Component	Amount			Technology	Cost/cell \$	
	Weight (kg)	Volume (l)	Area (dm ²)	Potential (V)	Mass	Niche
LiNi _{0,33} Co _{0,33} Mn _{0,33} O ₂	0,143	0,062	45,071	3,9	2,46	3,29
Graphit	0,063	0,042	45,071	-0,22	1,26	1,88
Separator	0,005	0,015	99,156		0,32	0,43
PVdF (Kathode)	0,007	0,003			0,18	0,26
PVdF (Anode)	0,003	0,002			0,08	0,11
Acetylene black	0,007	0,003			0,13	0,18
LiBF ₄	0,005	-			1,53	1,91
Propylencarbonate	0,061	0,050			0,07	0,08
Aluminium	0,009	0,003			0,16	0,18
Copper	0,020	0,002			0,40	0,44
Hülle	0,032		Cath. Thickn.		1,32	1,55
Sicherheit:	see module cost		150 µm		0,00	0,00
Gemeinkosten					0,00	0,00
Total	0,356 kg	0,132 l	0,07 kWh	3,68 V	7,92	10,32

Cost Assessment

Cell Level – Monte-Carlo-Analysis

- use of Monte-Carlo analysis for evaluating uncertainties
- distributive functions instead of fixed values for input parameters
- „Tornado diagram“
- identification of influencing factors on battery cell costs





Cost Assessment

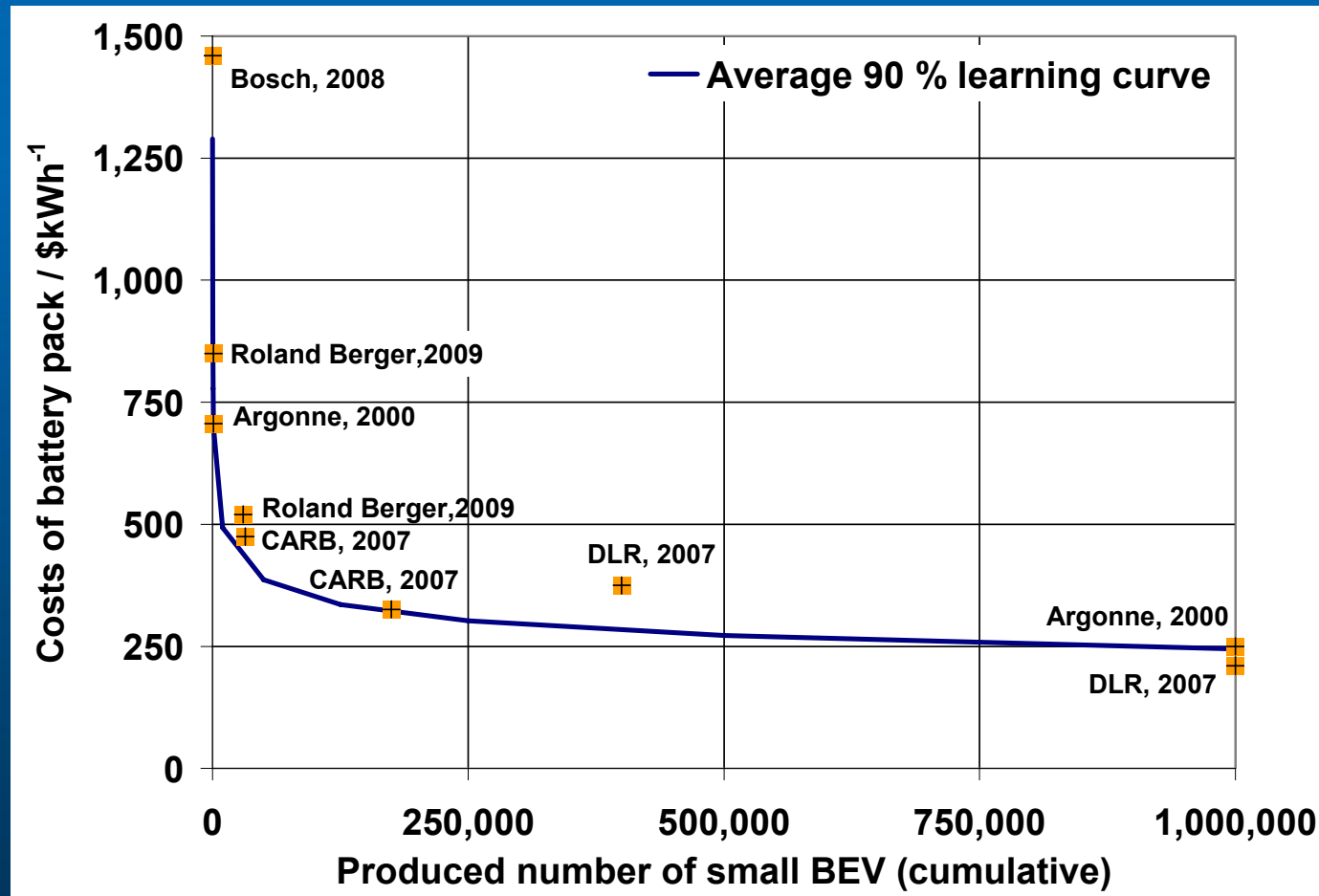
Results Pack Level

- resulting production costs at pack level:
 - 210 - 375 \$/kWh** (High-Energy)
 - 400 - 625 \$/kWh** (High-Power)depending on materials and volume



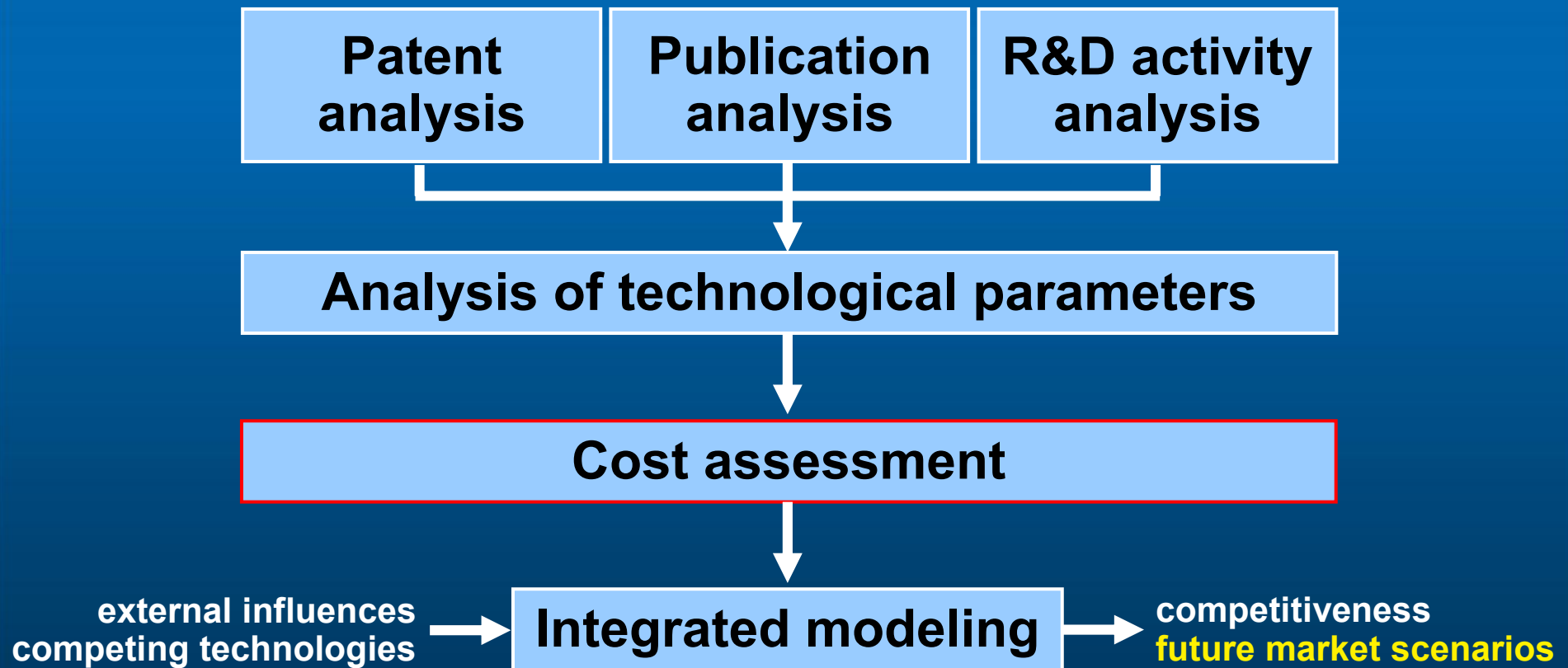
Cost Assessment

Results – Previous studies



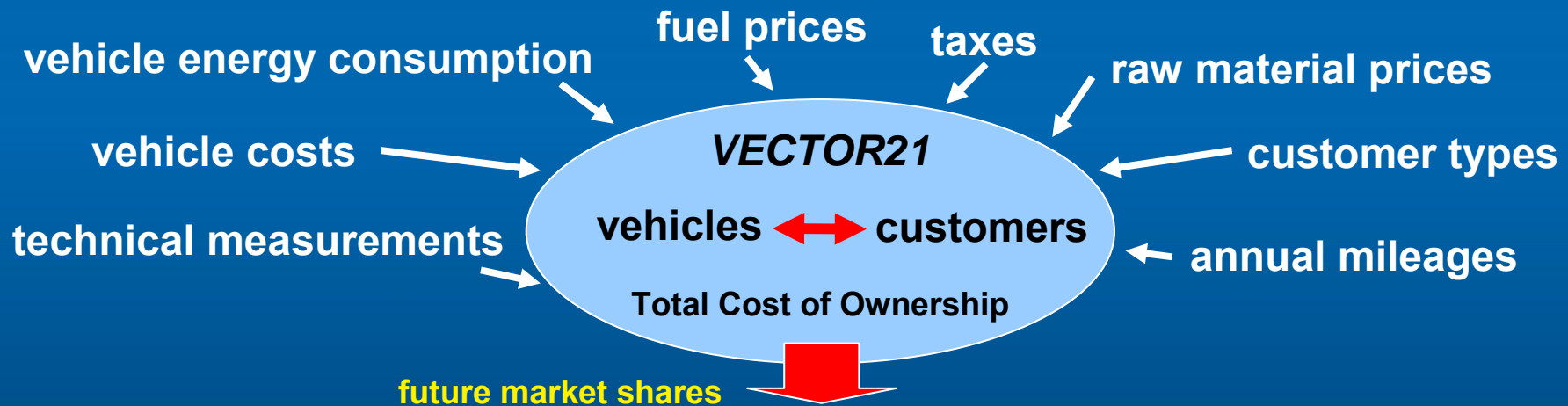


Technology Assessment General Scheme

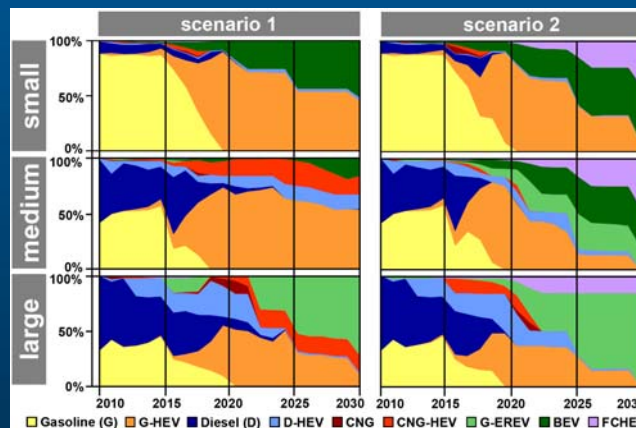
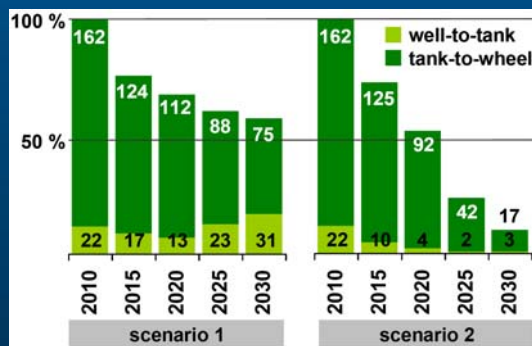




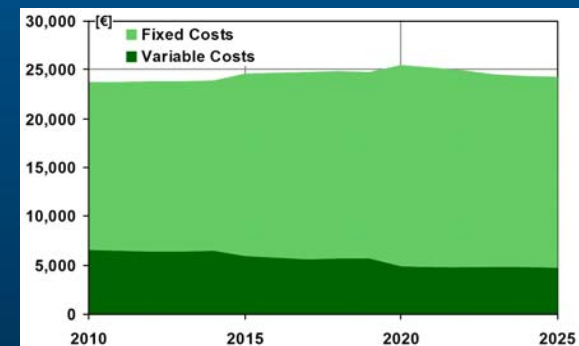
Integrated Modeling *VECTOR21*



CO₂ emissions / fuel demand



costs (customer, manufacturer, society)





Conclusion

Contact / Further Information

Peter Mock
 peter.mock@dlr.de
 +49 711 6862-637

Stephan Schmid
 stephan.schmid@dlr.de
 +49 711 6862-533

DLR at a glance

DLR is Germany's national research center for aeronautics and space. Its activities research and development work in Aeronautics, Space, Transportation and Energy is integrated into national and international cooperative networks.

DLR is also the national research center for the German space program by the German Federal government as well as for the international representation of German interests. Furthermore, Germany's largest project-management agency is affiliated at DLR.

Approximately 5,700 people are employed at thirteen locations in Germany: Berlin-Brandenburg, Bonn, Braunschweig, Cologne, Göttingen, Hamburg, Langenbrunn, Munich, Oberpfaffenhofen, Stuttgart, Traarup, and Weßling. DLR also operates offices in Moscow, Paris, and Washington D.C.

VECTOR 21 Vehicle Technology Scenario Model

Today's Questions

- What will be the most dominant vehicle propulsion technology in the future?
- Will we be successful in reducing the CO₂ emissions of our new vehicles?
- What will be the costs and benefits to customers, car manufacturers and society?
- What are the risks to power our cars of the future?
- What are the effects of changes of the future power?
- How will overall CO₂ emissions of the vehicle stock evolve in the future?
- What will be the number of plug-in hybrid electric vehicles on our roads by 2020?
- When will we see fuel cell power cars gaining significant market share?
- What are the effects of an increasing stock of cars and changing car material product?

Our Approach

Powerful Scenario Tool

VECTO 21 is a computer-based model capable of calculating scenarios on future market share of vehicle technologies as well as their effects on CO₂ emissions and costs up to the year 2050.

Hypothetic Customers

Approximately 100 different types of hypothetical customers, each having different preferences for annual mileage, willingness to pay, represent the new vehicle's marketplace according to relevant cost of ownership (CO₂), being and driven by the plug-in hybrid and fuel cell cars. Each customer profile describes the vehicle fleet needed to be made in every year of the calculation.

Key Features

- Detailed characterization of various vehicle energy systems and optimal drivers.
- Simulation of competition of different vehicle technologies and their own time by representing customer decision profiles for new vehicles.
- Accounting for market introduction effects using learning curves for production cost development of technologies, depending on the cumulative units produced.
- Following price developments of raw materials (e.g., oil, platinum) and their influence on fuel and material costs.
- Differentiation of costs and retail prices for assessment of financial effects for vehicle manufacturers, customers and society.
- Including various types of fuel and energy sources, each with different costs, tax burden and associated CO₂ emissions.
- Differentiation of vehicle size categories.
- Flexibility to extend scenarios to other countries and time periods.
- Powerful Oracle interface with easy to use graphical user interface.

Validation of Results

Results of the VECTO 21 calculation process have been validated using the example of other calculation cases as follows:

- Comparison between the results of the new scenario and the existing vehicle stock scenario VECTO 21 (both fuel and electric energy).
- Comparison of the results of the new scenario with historical development of the market share of diesel technology cars in Germany.

Your benefits

- Specific development and simulation of scenarios.
- Forecast of options and generation of customer and manufacturer of the model structure and your data.
- Learning and training, support and technical software updates.

You and your company can expect:

- Qualified answers to today's questions on future vehicle technology trajectories.
- Support of strategic decision-making.
- Enrichment of in-house knowledge on competitive products and technologies.
- Scientific and independent view.

Contact Details

German Aerospace Center (DLR)
 Institute of Vehicle Concepts
 Department of Innovative Vehicle Systems and Technology Assessment
 Pfaffenwaldring 38-40
 70570 Stuttgart, Germany
 Dr. Stephan A. Schmid
 Phone: +49 711 6862-533
 Email: schmid@dlr.de

Peter Mock
 Phone: +49 711 6862-637
 Email: mock@dlr.de

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