

Understanding the problem



**University of
Sheffield**

**Implamenting multistage constant-current charging
methods in lithium based batterys to reduce
degradation**

George W. Kirby

200328186

November 15, 2025

Supervisor: Dr. Ross Drummond

Contents

1	Introduction	3
1.1	Project Aims	4
1.1.1	Objectives	4
2	Project progress	5
3	Literature Review	5
3.1	Lithium based batterys	5
3.2	Charging methods	5
3.3	Optimal controll	5
3.4	Neural networking	5
4	Plans for Remaining Work	5
5	Self Review	5

1 Introduction

There are currently over 7 billion people with access to electricity [1], the global consumption of energy is rising by 4.5×10^{16} Joules every year; 77% of which is from utilising non-renewable sources. With the affects of non-renewables on the environment still not fully realised, coupled with the concern of their finite-life nature, poses a constant need to increase usage of renewable sources. However, a large set of renewable generation methods fall under the category of variable renewable energy (VRE) sources [2], thus requiring a robust form of energy storage to solve the intermittent availability - methods of storage do exist and suitable solutions depend on the specifics and locations; as battery technology increases, the use of battery as a storage medium for the energy sector are ever more increasing. There is also the rapid increase in electric vehicle production, with a push to increase the adoption of EV's, 17.3 million cars were produced in 2024 [3] alone with a recent 20% average year-on increase. Lithium Ion batteries (LIB's) are the most common currently used batteries due to their desirable characteristics in energy density, aging properties, cost and more.

EV's and the energy sector account now account for 90% of the total lithium ion battery demand since 2016, the total lithium-ion battery demand is 10-times larger [4] since 2016. Different resources predict different forecasts of total battery growth [5, 6], regardless, it appears the rate of demand will not be decreasing in the near future.

LIB's, like all batteries and decrease in performance and capacity [7] until they are deemed unsuitable for their current use. This means eventually, all current batteries in use today will need to be disposed of, given that over 660,000 tonnes of earth metals were mined in 2023 alone, a strong case for slowing down the need for mining new materials is made, whilst keeping up with the demand (cite the iea thing). It's noted that battery chemistry is still a developing field, thus newer batteries may use less scarce materials, thus hard to truly predict the sustainability of mining these materials, for example, some reports (cite faraday) say cobalt supplies could be used entirely by 2040. Solutions do exist, recycling methods have been developed in order to extract the materials, termed battery metal recycling (BMR), however there are wildly different sources suggesting how much of current batteries actually are recycled (one showing 5%), (other showing 90%), and the technology to do so is still a developing field, there are many different methods (cite issues), since most of the rare earth elements are within the battery's cathode, methods such as hydrometallurgical process can extract these, but at the cost of severe reduction in lithium yield (cite enji) - although there are

promising methods with some proposing a lithium recovery needing less than 40% the energy compared to mining the virgin material (cite enji yoo) whilst still recovering nickle and cobalt. There is also the rising interest in reusing the batterys before recyling, these batterys are ferrerred to as second-life batteries (SLB's); in the EV use-case, the majority of the batteries are deemed finished once their usable capacity drops below 80% (cite), but often, due to the other parameters of the batteries needing to be of high standards for EV use, the 'dead' batteries can still provide a very usefull serivce in less demanding applications, a common one being energy storage systems (ESS) [8], with claims resuing can reduce CO₂ emmisions by 56% as apposed to using natural fuel gas in situue. However there are again challanges associated, for saftey there is the need for robust testing, asorting the batteries based on their current health states, non automised methods of extracting cells from their original pack. These additional steps mean the price of SLB's could become at a point where they are not much cheaper than new batteries, making the solution less attractive to many sectors [8].

In summary, there are methods that are devloping to reduce the need for mining new materials and decreasing recycling emrgy, but ultimately, providing methods to increase the usable life of the current batteries serves as a direct way reduce the impacts of batteries themselves and to meet their growing demand. If just 1 extra life cycle could be added to all EV's currently on the road (60 million (citr)), this could power all of the UK's energy needs for one day (cite govengy); as most batterys cycle life are well over 1000, any incament in cycle life can be greatly beneficial.

Much research has been done into both modeling LIB's and optimising their usage from both an energy and aging perspective.

What is this project? the general approach

1.1 Project Aims

1.1.1 Objectives

- rrre

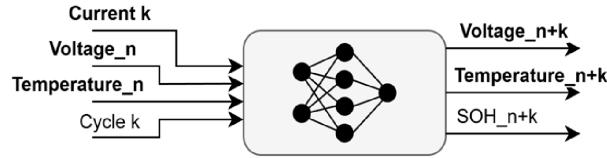


Figure 1: Initial end objective: Black Box Battery

2 Project progress

3 Literature Review

3.1 Lithium based batteries

Whiney well ¹

3.2 Charging methods

3.3 Optimal control

3.4 Neural networking

4 Plans for Remaining Work

5 Self Review

¹Yep soooo

References

- [1] L. Chen, C. Chang, X. Liu, J. Jiang, Y. Jiang, and A. Tian, “Physics-informed neural networks for small sample state of health estimation of lithium-ion batteries,” *Journal of Energy Storage*, vol. 122, p. 116559, Jun. 2025. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X25012721>
- [2] Q. Guo, S. Liu, J. Zhang, Z. Huang, and D. Han, “Effects of charging rates on heat and gas generation in lithium-ion battery thermal runaway triggered by high temperature coupled with overcharge,” *Journal of Power Sources*, vol. 600, p. 234237, Apr. 2024. [Online]. Available: <https://linkinghub.elsevier.com/retrieve/pii/S0378775324001885>
- [3] Y. Li, W. Guo, D.-I. Stroe, H. Zhao, P. Kjær Kristensen, L. Rosgaard Jensen, K. Pedersen, and L. Gurevich, “Evolution of aging mechanisms and performance degradation of lithium-ion battery from moderate to severe capacity loss scenarios,” *Chemical Engineering Journal*, vol. 498, p. 155588, Oct. 2024. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S1385894724070797>
- [4] “Executive summary – Batteries and Secure Energy Transitions – Analysis.” [Online]. Available: <https://www.iea.org/reports/batteries-and-secure-energy-transitions/executive-summary>
- [5] P. R. Chinnam, A. M. Colclasure, B.-R. Chen, T. R. Tanim, E. J. Dufek, K. Smith, M. C. Evans, A. R. Dunlop, S. E. Trask, B. J. Polzin, and A. N. Jansen, “Fast-Charging Aging Considerations: Incorporation and Alignment of Cell Design and Material Degradation Pathways,” *ACS Applied Energy Materials*, vol. 4, no. 9, pp. 9133–9143, Sep. 2021, publisher: American Chemical Society. [Online]. Available: <https://doi.org/10.1021/acsaem.1c01398>
- [6] M. Lucu, E. Martinez-Laserna, I. Gandiaga, K. Liu, H. Camblong, W. Widanage, and J. Marco, “Data-driven nonparametric Li-ion battery ageing model aiming at learning from real operation data – Part A: Storage operation,” *Journal of Energy Storage*, vol. 30, p. 101409, Aug. 2020.
- [7] M. R. Palacín and A. de Guibert, “Why do batteries fail?” *Science*, vol. 351, no. 6273, p. 1253292, Feb. 2016, publisher: American Association for the Advancement of Science. [Online]. Available: <https://www.science.org/doi/abs/10.1126/science.1253292>

- [8] L. Mattia, H. Beiranvand, W. Zamboni, and M. Liserre, “Lithium-ion battery thermal modelling and characterisation: A comprehensive review,” *Journal of Energy Storage*, vol. 129, p. 117114, Sep. 2025. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X25018274>
- [9] M.-K. Tran, M. Mathew, S. Janhunen, S. Panchal, K. Raahemifar, R. Fraser, and M. Fowler, “A comprehensive equivalent circuit model for lithium-ion batteries, incorporating the effects of state of health, state of charge, and temperature on model parameters,” *Journal of Energy Storage*, vol. 43, p. 103252, Nov. 2021. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X2100949X>
- [10] T. Kalogiannis, M. S. Hosen, M. A. Sokkeh, S. Goutam, J. Jaguemont, L. Jin, G. Qiao, M. Berecibar, and J. Van Mierlo, “Comparative Study on Parameter Identification Methods for Dual-Polarization Lithium-Ion Equivalent Circuit Model,” *Energies*, vol. 12, no. 21, p. 4031, Jan. 2019, publisher: Multidisciplinary Digital Publishing Institute. [Online]. Available: <https://www.mdpi.com/1996-1073/12/21/4031>
- [11] J. Tebbe, A. Hartwig, A. Jamali, H. Senobar, A. Wahab, M. Kabak, H. Kemper, and H. Khayyam, “Innovations and prognostics in battery degradation and longevity for energy storage systems,” *Journal of Energy Storage*, vol. 114, p. 115724, Apr. 2025. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X25004372>
- [12] X. Lin, H. E. Perez, S. Mohan, J. B. Siegel, A. G. Stefanopoulou, Y. Ding, and M. P. Castanier, “A lumped-parameter electro-thermal model for cylindrical batteries,” *Journal of Power Sources*, vol. 257, pp. 1–11, Jul. 2014. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S0378775314001244>
- [13] A. B. Khan, V.-L. Pham, T.-T. Nguyen, and W. Choi, “Multistage constant-current charging method for Li-Ion batteries,” in *2016 IEEE Transportation Electrification Conference and Expo, Asia-Pacific (ITEC Asia-Pacific)*, Jun. 2016, pp. 381–385. [Online]. Available: <https://ieeexplore.ieee.org/document/7512982>
- [14] M. Usman Tahir, A. Sangwongwanich, D.-I. Stroe, and F. Blaabjerg, “Overview of multi-stage charging strategies for Li-ion batteries,” *Journal of Energy Chemistry*, vol. 84, pp. 228–241, Sep. 2023. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2095495623003091>

- [15] P. Keil and A. Jossen, “Charging protocols for lithium-ion batteries and their impact on cycle life—An experimental study with different 18650 high-power cells,” *Journal of Energy Storage*, vol. 6, pp. 125–141, May 2016. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X16300147>
- [16] “How Do I Make an LSTM Model with Multiple Inputs?” [Online]. Available: <https://datasciencedojo.com/blog/how-do-i-make-an-lstm-model-with-multiple-inputs/>
- [17] K. A. Severson, P. M. Attia, N. Jin, N. Perkins, B. Jiang, Z. Yang, M. H. Chen, M. Aykol, P. K. Herring, D. Fraggedakis, M. Z. Bazant, S. J. Harris, W. C. Chueh, and R. D. Braatz, “Data-driven prediction of battery cycle life before capacity degradation,” *Nature Energy*, vol. 4, no. 5, pp. 383–391, May 2019, publisher: Nature Publishing Group. [Online]. Available: <https://www.nature.com/articles/s41560-019-0356-8>
- [18] P. M. Attia, A. Grover, N. Jin, K. A. Severson, T. M. Markov, Y.-H. Liao, M. H. Chen, B. Cheong, N. Perkins, Z. Yang, P. K. Herring, M. Aykol, S. J. Harris, R. D. Braatz, S. Ermon, and W. C. Chueh, “Closed-loop optimization of fast-charging protocols for batteries with machine learning,” *Nature*, vol. 578, no. 7795, pp. 397–402, Feb. 2020, publisher: Nature Publishing Group. [Online]. Available: <https://www.nature.com/articles/s41586-020-1994-5>
- [19] M. M. Hasan, R. Haque, M. I. Jahirul, M. G. Rasul, I. M. R. Fattah, N. M. S. Hassan, and M. Mofijur, “Advancing energy storage: The future trajectory of lithium-ion battery technologies,” *Journal of Energy Storage*, vol. 120, p. 116511, Jun. 2025. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X25012241>
- [20] H. Ritchie, P. Rosado, and M. Roser, “Access to Energy,” *Our World in Data*, Sep. 2019. [Online]. Available: <https://ourworldindata.org/energy-access>
- [21] “Global Electricity Review 2024.” [Online]. Available: <https://ember-energy.org/latest-insights/global-electricity-review-2024>
- [22] H. Ritchie and P. Rosado, “Energy Mix,” *Our World in Data*, Jul. 2020. [Online]. Available: <https://ourworldindata.org/energy-mix>
- [23] A. S. Brouwer, M. van den Broek, A. Seebregts, and A. Faaij, “Impacts of large-scale Intermittent Renewable Energy Sources on electricity systems, and how these can be

- modeled,” *Renewable and Sustainable Energy Reviews*, vol. 33, pp. 443–466, May 2014. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S1364032114000987>
- [24] “Trends in the electric car industry – Global EV Outlook 2025 – Analysis.” [Online]. Available: <https://www.iea.org/reports/global-ev-outlook-2025/trends-in-the-electric-car-industry-3>
- [25] J. Schmitt, M. Rehm, A. Karger, and A. Jossen, “Capacity and degradation mode estimation for lithium-ion batteries based on partial charging curves at different current rates,” *Journal of Energy Storage*, vol. 59, p. 106517, Mar. 2023. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X22025063>
- [26] N. Omar, M. A. Monem, Y. Firouz, J. Salminen, J. Smekens, O. Hegazy, H. Gaulous, G. Mulder, P. Van den Bossche, T. Coosemans, and J. Van Mierlo, “Lithium iron phosphate based battery – Assessment of the aging parameters and development of cycle life model,” *Applied Energy*, vol. 113, pp. 1575–1585, Jan. 2014. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S0306261913007393>
- [27] Q. Wang, B. Jiang, B. Li, and Y. Yan, “A critical review of thermal management models and solutions of lithium-ion batteries for the development of pure electric vehicles,” *Renewable and Sustainable Energy Reviews*, vol. 64, pp. 106–128, Oct. 2016. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S1364032116301435>
- [28] L. Mattia, H. Beiranvand, W. Zamboni, and M. Liserre, “Lithium-ion battery thermal modelling and characterisation: A comprehensive review,” *Journal of Energy Storage*, vol. 129, p. 117114, Sep. 2025. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S2352152X25018274>
- [29] S. Guo, R. Xiong, K. Wang, and F. Sun, “A novel echelon internal heating strategy of cold batteries for all-climate electric vehicles application,” *Applied Energy*, vol. 219, pp. 256–263, Jun. 2018. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S0306261918303817>
- [30] Q. Lin, J. Wang, R. Xiong, W. Shen, and H. He, “Towards a smarter battery management system: A critical review on optimal charging methods of lithium ion batteries,” *Energy*, vol. 183, pp. 220–234, Sep. 2019. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S0360544219312605>