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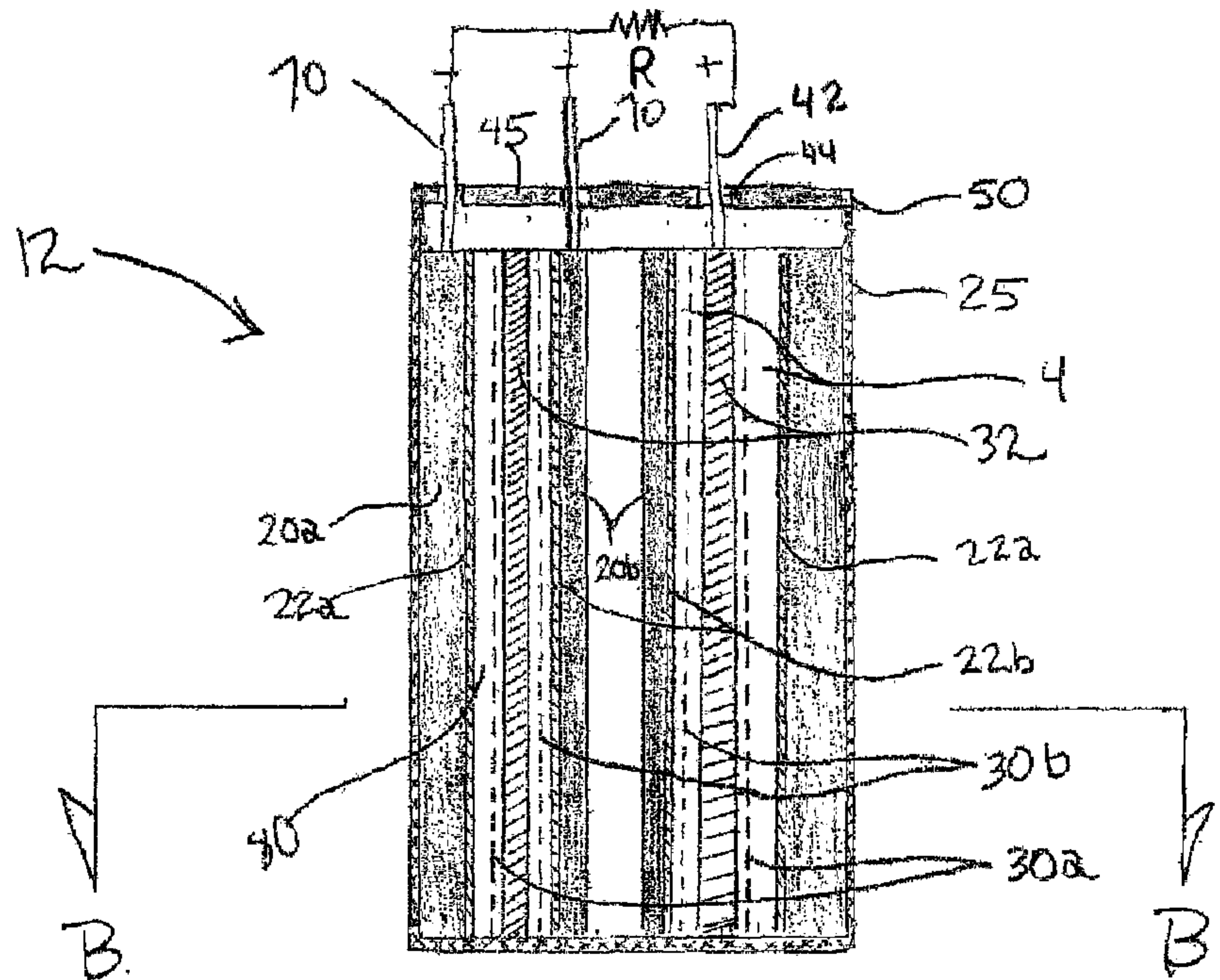
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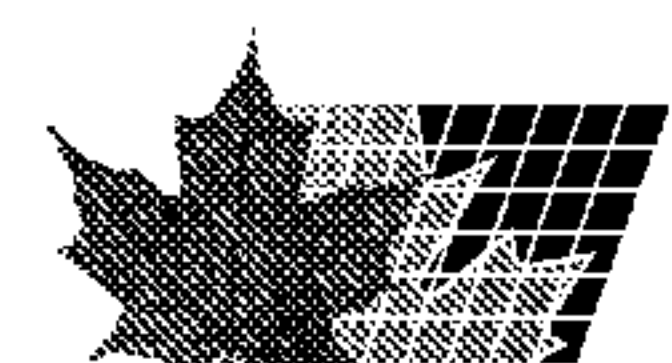
(54) **Titre : BATTERIE AU LITHIUM HAUTE TEMPERATURE, AYANT UNE CAPACITE D'UTILISATION INITIALE A BASSE TEMPERATURE**

(54) **Title: HIGH TEMPERATURE LITHIUM BATTERY, HAVING INITIAL LOW TEMPERATURE USE CAPABILITY**



(57) **Abrégé/Abstract:**

A battery and method of making such battery, adapted to operate at low (typically ambient) temperatures for a short initial period and thereafter at higher temperatures. A Li-Mg alloy anode is provided, comprising up to 25% magnesium, in a liquid thionyl chloride bath which acts as the cathode for high temperature operation. A thin, substantially pure lithium layer is applied to a surface of the Li-Mg anode, preferably in the range of 0.0019 to 0.0025 inches (.04826-.0635mm), to allow obtaining of sufficiently high power and voltage output at lower temperatures for a short period where at such lower temperatures the required voltage and power would not otherwise be available from a Li-Mg anode. Thereafter, the battery may thereafter be used in, and exposed to, higher temperatures of up to 220 °C where at such temperatures the necessary voltage and power from the remaining Li-Mg alloy anode is then available.



ABSTRACT

A battery and method of making such battery, adapted to operate at low (typically ambient) temperatures for a short initial period and thereafter at higher temperatures. A Li-Mg alloy anode is provided, comprising up to 25% magnesium, in a liquid thionyl chloride bath which as the cathode for high temperature operation. A thin, substantially pure lithium layer is applied to a surface of the Li-Mg anode, preferably in the range of 0.0019 to 0.0025 inches (.04826-.0635mm), to allow obtaining of sufficiently high power and voltage output at lower temperatures for a short period where at such lower temperatures the required voltage and power would not otherwise be available from a Li-Mg anode. Thereafter, the battery may thereafter be used in, and exposed to, higher temperatures of up to 220 °C where at such temperatures the necessary voltage and power from the remaining Li-Mg alloy anode is then available.

HIGH TEMPERATURE LITHIUM BATTERY, HAVING INITIAL LOW TEMPERATURE USE CAPABILITY

FIELD OF THE INVENTION

[0001] The present invention relates to batteries .

[0002] BACKGROUND OF THE INVENTION

[0003] High energy density batteries are typically needed and used in oil drilling operations, namely to power various downhole electrical equipment, and are frequently of the lithium metal anode type, which provide the needed high energy density in comparison to conventional primary batteries (ie non-rechargeable type batteries).

[0004] Typically, in oil drilling operations such batteries are located downhole, proximate a drill bit, to provide electrical power to downhole equipment, including sensors and measurement-while-drilling ("MWD") mud pulsers, which send mud pulses encoded with information from such sensors uphole to surface so as to assist drilling operators in steering the drilling equipment into oil bearing formations, and further giving data as to the types and densities of rock formations encountered during the drilling of such oil wells .

[0005] As well depth increases, temperatures may increase from an ambient surface temperature (of say, 23°C) to temperatures exceeding 100°C , and frequently temperatures in the range of 125°C to 200°C are typically encountered at several thousand metres of well depth.

[0006] Lithium batteries typically employ lithium metal or a lithium alloy as the anode. Substantially pure lithium may be used as the anode, and in certain types of lithium batteries liquid thionyl chloride [SOCl₂] may be used as the cathode, to produce a flow of electrons. The electrochemical oxidation-reduction reaction which occurs to produce such flow of electrons may be as follows:

at the anode: $\text{Li} \rightarrow \text{Li}^+ + \text{e}^-$

at the cathode : $4\text{Li}^+ + 4\text{e}^- + 2\text{SOCl}_2 \longrightarrow 4\text{LiCl} + \text{SO}_2 + \text{S}$

overall reaction: $4\text{Li} + 2\text{SOCl}_2 \longrightarrow 4\text{LiCl} + \text{SO}_2 + \text{S}$

[0007] Unfortunately, pure lithium metal has a melting temperature of 180.5°C, and standard lithium batteries are accordingly limited to temperatures of about 160°C to thereby avoid melting of the lithium anode within the battery and consequent explosion of the battery, or at a minimum failure of the operation of the battery. Accordingly, lithium batteries which employ substantially 100% lithium as the anode will typically fail at high temperatures of the magnitude encountered when drilling several thousand metres beneath the surface, where temperatures are often, as mentioned above, in the 200°C range.

[0008] It is known to alloy lithium metal in a lithium battery with 10% magnesium in order to raise the melting point of the resulting 90%Li-10%Mg alloy, thereby raising the maximum temperature to which such a lithium battery may be exposed to up to 200°C, thus rendering lithium-mg alloy batteries usable in downhole applications where temperatures may regularly approach such temperature. (Battery manufactures typically stipulate such batteries are temperature- limited to 180°C, to thereby provide a small “safety buffer”.)

[0009] It is further known to alloy lithium metal in a lithium battery with 25% magnesium in order to raise the melting point of the resulting Li-Mg alloy anode up to 220°C, thereby raising the maximum temperature to which such a lithium battery may be exposed, thus rendering lithium-mg alloy batteries usable in downhole applications where temperatures may regularly approach such temperature. (Battery manufactures typically presently stipulate such batteries are temperature limited to 200°C to thereby similarly stipulate a small “safety buffer” of approximately 20°C)..

[0010] Notably, however, while alloying the lithium in the lithium anode with magnesium of up to 25% allows operation of such battery up to the relative high temperature of 200°C, unfortunately such step has the negative side effect of significantly reducing the power and voltage available from such battery at lower temperatures, namely temperatures less than about 50-100°, particularly where a battery may have been sitting idle at such room temperature for periods of approximately forty (40) days or more. This negative side effect produces a significant obstacle to downhole tool companies desiring to test electronic equipment (which is to be powered by such batteries at surface under ambient temperatures, typically at temperatures less than 50°C

and typically at ambient room temperature of approximately 23°C) to ensure such equipment is properly operating at surface before inserting such equipment downhole for use in drilling operations. This is due to the fact that the power and voltage available from such a lithium metal alloy anode battery at ambient temperatures, for example 23°C, is relatively low, and not sufficient to allow adequate and proper testing of the electrical equipment in the tools powered by such battery at well surface due to insufficient power/voltage supplied by such battery at such ambient temperatures.

[0011] To overcome the above negative side effect, downhole tool companies presently apply a heater blanket to tools containing a lithium battery (or battery pack) at surface, in order to significantly raise the temperature of the battery(ies) within the tool at surface to a range of about 50-70°C, in order to thereby obtain sufficient power and voltage from such lithium battery(ies) at such higher temperatures to allow equipment to be tested at surface to ensure proper operation before being inserted downhole.

[0012] Unfortunately, malfunction of the heater and/or overheating of the lithium battery(ies) will result (and has resulted) in explosion of such lithium battery(ies) on a number of occasions. This is a serious and substantial safety concern at a drill site, where risk to worker safety and risk of damage or loss of expensive sensor equipment, are serious and over-riding concerns. Unfortunately, overheating of such lithium-mg alloy batteries has resulted in at least one worker fatality due to the resulting explosion of the lithium battery during heating.

[0013] Accordingly, a real and substantial need exists in the downhole tool industry for a battery which can provide sufficient power and voltages [typically 3.6 to 3.9 volts (open circuit) from a single cell] to various electrical equipment at relatively low ambient temperatures such as in the range of 23°C for a brief initial period to allow testing of such equipment at surface, but which battery may be subsequently exposed to higher temperatures in the range of up to 200°C and will continue to reliably operate when such battery and associated downhole tool is located downhole.

SUMMARY OF THE INVENTION

[0014] Accordingly, in order to overcome the necessity to heat a battery of the prior art (and thereby running the risk of explosion due to improper heating) when testing electronic equipment powered by such battery at surface, in one broad aspect the present invention relates to a modification of the anode of a high-temperature battery, typically a lithium battery, to thereby allow such battery to provide, for a limited initial time period, the requisite power and voltage output at temperatures lower than what the high-temperature battery is designed to operate, yet such battery thereafter be capable of being exposed to high temperatures downhole without exploding or failing, yet maintaining sufficient voltage and power output.

[0015] Accordingly, in a first broad aspect of the present invention, the present invention comprises a battery for operating initially at lower temperatures for a finite period, which battery is further adapted to later operate at higher temperatures, comprising:

- (i) an anode comprising a first metal which is a strong reducing agent, and at least one further substance adapted to increase a melting point of said first metal, and
- (ii) said anode having applied to a surface thereof a thin, substantially uniform layer of said first metal in substantially pure form.

[0016] Advantageously, through the electrochemical reaction during discharge of the battery at surface at ambient temperatures, the thin layer of the first metal is typically exhausted in the resulting electrochemical reaction and none is thereby left to melt to cause potential explosion. Moreover and in any event, the amount of first metal in the thin layer of the battery of the present invention, which typically in a preferred embodiment is of a nominal thickness of approximately 0.002 inches (.0508mm), is of a sufficiently small amount that even if it did melt such quantity would not substantially raise the risk of explosion.

[0017] In a preferred embodiment, the first metal is lithium, and the anode is a lithium alloy anode, and in a further embodiment the anode comprises a lithium-magnesium alloy comprised of at least 10% magnesium, and preferably greater than 10% but no more than 25% (wt) magnesium with a remainder substantially comprised of lithium, which base anode with a magnesium content of 25% and a thin coating of approximately 0.002 inches of pure lithium

allows for operating initially at temperatures less than 160°C and later operating at higher temperatures of up to 200°C. The cathode is in a preferred embodiment thionyl chloride, but may be any other suitable cathodic material, including sulfuryl chloride, which will provide sufficient emf voltage 'V' in the redox reaction to power the desired electrical equipment, provided such cathode and anode are of sufficient surface area to provide sufficient current i (and thus electrical power, where power $P = i \times V$) to power the electrical equipment.

[0018] In a further preferred embodiment, the thin layer of substantially pure lithium is of a thickness in the range of 0.0019 to 0.0025 inches (.04826-.0635mm), which thickness can thereby provide an initial short time period , of at least 10 minutes and typically at least 15 minutes under discharge rates typical of the equipment designed to be operated by which relatively high voltages and power can be drawn from the lithium battery, yet the risk when such battery is subsequently exposed to higher temperatures is minimal even if significant quantities of pure lithium in such thin layer remained on the surface of the anode.

[0019] In another embodiment of the present invention, the invention relates to a method of making a high temperature battery for initially operating at temperatures in the range less than the melting point of a first metal which acts as a strong reducing agent within said battery, which battery is further adapted to later operate at subsequent higher temperatures exceeding the melting point of said first metal, comprising the steps of:

preparing a metallic alloy anode, substantially comprised of a first metal which acts as a strong reducing agent and containing a further substance to raise the melting point of said alloy anode above the melting point of said first metal in substantially pure form; and

applying, to an exterior surface of said anode, a thin substantially uniform layer of said first metal, in substantially pure form.

[0020] In a further refinement, said step of preparing a metallic alloy anode comprises the step of forming a substantially flat member having mutually opposite flat sides; and said step of applying, to an exterior portion of said anode, a thin substantially uniform layer of said first metal in substantially pure form comprises the step of applying, under pressure, a thin sheet of said first metal in substantially pure form to at least a portion of one of said mutually opposite flat sides.

[0021] In one refinement of the above method, the step of applying said layer of first metal in substantially pure form, under pressure, comprises the step of placing a strip of said metallic alloy anode over a thin sheet of substantially pure first metal, and inserting the strip and sheet through a pair of pressure rollers.

[0022] In a preferred method of the above invention, the first metal is lithium, and in yet a further refinement, said step of formulating said metallic alloy anode comprises the step of forming a lithium magnesium alloy comprising approximately 25% magnesium and 75% lithium.

BRIEF DESCRIPTION OF THE DRAWINGS

[0023] In the accompanying drawings, which illustrate one or more exemplary embodiments and are not to be construed as limiting the invention to these depicted embodiments:

FIG. 1a is a schematic top sectional view through a bobbin-type battery made in accordance with the present invention, taken along plane A-A of **FIG. 1b**;

FIG. 1b is a schematic side sectional view of the bobbin-type battery of the present invention shown in **FIG. 1b**;

FIG. 2a is a schematic sectional view through a dual-anode type battery made in accordance with the present invention, taken along plane B-B of **FIG. 2b**;

FIG. 2b is a schematic side sectional view of the dual-anode type battery shown in **FIG. 2a** of the present invention;

FIG. 3a is a schematic view of a spiral-wind (“jelly roll”) type battery made in accordance with the present invention;

FIG. 3b is a perspective partially-exploded sectional view of the spiral wind (“jelly roll”) type battery shown in **FIG. 3a** of the present invention, taken along plane C-C of **FIG. 3a**;

FIG. 4 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the

present method, immediately after manufacture of both the control and test batteries, with an initial 250mA start-up current being drawn from the batteries, at 20°C ;

FIG. 5 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 3 days storage of said batteries at 20°C;

FIG. 6 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size” wherein said test lithium battery is made in accordance with the present method, said graph obtained after 15 days storage of said batteries at 20°C;

FIG. 7 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 40 days storage of said batteries at 20°C;

FIG. 8 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 90 days storage of said batteries at 20°C;

FIG. 9 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 3 days storage of said batteries at 50°C;

FIG. 10 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 6 days storage of said batteries at 50°C;

FIG. 11 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 10 days storage of said batteries at 50°C;

FIG. 12 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 14 days storage of said batteries at 50°C;

FIG. 13 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 24 days storage of said batteries at 50°C;

FIG. 14 is a graph of voltage versus time with respect to a control lithium battery and a test lithium battery, each of “DD size”, wherein said test lithium battery is made in accordance with the present method, said graph obtained after 40 days storage of said batteries at 50°C; and

FIG. 15 is a graph of voltage versus time, at room temperature of 24°C, with respect to a dual-anode size DD lithium battery of the present invention, showing the relatively high voltage of approximately 3.5 volts which is thus obtainable for a 4.2 hour period, with a .002 nominal thickness 100% pure lithium layer overlying a lithium-magnesium alloy anode.

DETAILED DESCRIPTION OF SOME PREFERRED EMBODIMENTS

[0024] In regard to the drawings, like components of the battery of the present invention are identified with identical reference numerals.

[0025] The battery of the present invention may take the form of (but is not limited to) a modified bobbin-type battery **10** as shown in **FIG.’s 1a & 1b**; a modified dual-anode type battery **12** as shown in **FIG.’s 2a & 2b**, or a modified spiral wound (“jelly roll”) type battery **14** as shown in **FIGs. 3a & 3b**.

In all embodiments of the battery **10**, **12**, and **14** of the present invention shown in **FIG.’s 1a, 1b, FIGs. 2a, 2b, and FIGs. 3a, 3b** respectively, such battery comprises a metallic alloy anode **20** formed of a first metal that is a strong reducing agent, and at least one further compound adapted to increase a melting point of said first metal in said anode **20**. In one embodiment, the first metal in said metallic alloy anode **20** is lithium, which is the lightest known metal and a strong reducing agent, and the alloying compound is magnesium. The lithium-magnesium alloy may be formed by direct-alloying by the melting of mole percent specific mixtures of Li and Mg metal under vacuum, or alternatively via kinetically-controlled vapour formation and deposition (KCVD) of a Li-Mg alloy on a substrate.

[0026] The metallic alloy anode **20** has applied to at least one surface thereof a thin, substantially uniform layer **22** of said first metal in substantially pure form. Such pure form may be 99.8% pure lithium, lithium being a metal that is a strong reducing agent, and may be sourced from such suppliers as FMC Corporation or Chemetall Foote Corp., each of North Carolina, U.S.A. The application/bonding of the thin layer **22** to the metallic alloy anode **20** may be accomplished, where the first metal is lithium, by pressure rolling a thin sheet of such first metal onto the thicker metallic alloy anode **20** containing such first metal in alloy form. One such pressure roller device particularly suitable for bonding a thin layer **22** of lithium to a lithium magnesium alloy anode **20** is a Model No. ECR001 Pressure Roller manufactured by Noremac Industrial Automation Ltd.

[0027] Application of a thin layer **22** of the first metal to metallic anode **20** by pressure rolling is particularly suited where the metallic anode **20** is initially formed in a substantially flat strip, in the range of 0.050-0.060 inches (ie 1.27-1.52mm) thick, although due to the ductility of such anode **20** when comprised of at least 75% (wt) of lithium, such anode **20** may later be easily deformed into, for example, cylindrical form (ref. **FIG. 1a, 1b, 2a, 2b,**) or into a spiral form (**FIG. 3a, 3b**) for insertion in a cylindrical canister **25** which serves as the lithium battery protective exterior. However, thin layer **22** may alternatively be overlayed with or bonded to metallic alloy anode **20** by other known methods, including plasma coating (deposition) methods or other similar methods of application, which may be more suited if the first metal is of a less ductile nature, and pressure rolling subsequent deformation into cylindrical format is not an option.

[0028] If desired, and as described with respect to the “jelly roll” battery **14** as shown in **FIG. 3a, 3b**, a pair of thin sheets of such first metal may be bonded to each side metallic anode **20** to form a thin layer **22a, 22b** on each respective side of metallic alloy anode **20**, but in the embodiment of **FIG.’s. 1a, 1b**, and **FIG.’s. 2a, 2b**, only one side of such metallic alloy anode **20** has a thin layer **22** bonded thereto

[0029] Notably, for the purposes of the present invention, in order to give a period of at least 15 minutes of sufficient draw-down current, voltage, and power from the battery **10, 12**, or **14** at ambient temperatures (ie less than approximately 50°C) to thereby allow drilling technicians and well operators to initially test and operate electrical equipment at surface prior to insertion of

such equipment and battery downhole, it is contemplated in one embodiment of the invention that the thickness of the thin layer **22** be relatively small in comparison to the thickness of the metallic alloy anode **20**, and in a preferred embodiment, since the vast majority of the current being drawn from the battery will be when operating such electrical equipment downhole, that the thickness of the thin layer **22** be in the range of approximately 0.0019 to 0.0025 inches (.04826-.0635mm). As seen from **FIG. 15**, and as more fully explained herein, such thickness of layer **22**, with the battery **12** dimensions of a DD size battery such will provide a short interval of up to 4.2 hours at a drawdown current of 250mA. By keeping the thickness of the thin layer **22** relatively small, such ensures that even if the battery **10, 12, 14** was to be inserted downhole immediately without such initial testing and thereby without initial discharge at surface where the thin layer **22** would otherwise become consumed in the electrochemical reaction, the amount of first metal in such thin layer **22** (which would immediately become melted due to the higher downhole temperatures) is not of sufficient quantity to cause any significant electrical "short" in such battery **10, 12, 14** when melted, and thus avoids any potential explosion of such battery **10, 12, 14** and consequent loss of electrical power to the downhole electrical equipment..

[0030] **FIGs. 1a** and **1b** show a bobbin-type lithium battery **10** of the present invention, comprising a cylindrical canister **25**, typically of an electrically conductive metal. A metallic alloy anode **20** formed of 90% lithium and 10% magnesium, or alternatively up to 25% magnesium and 75% lithium has bonded thereto by pressure rolling (in the method described above) a thin [0.002 inch (.0508mm) nominal thickness] layer **22** of 99.8% pure lithium. The resulting anode **20** is wound into a cylindrical shape and inserted in canister **25**, which may serve as the negative terminal of battery **10**. A non-electrically conductive separator **30** comprising a thin sheet of nonwoven fibreglass physically and electrically isolates the anode **20** and negative terminal **50** of battery **10** from a carbon element **32** which serves as the cell cathode and is connected to the cell positive terminal **42**. A catholyte **40**, preferably thionyl chloride [SOCl₂] or alternatively sulfuryl chloride [SO₂Cl₂], is inserted in battery **10**. Catholyte **40**, when in the form of thionyl chloride, has dissolved therein an electrolyte salt in the form of lithium tetrachloroaluminate [LiAlCl₄] and/or lithium tetrachlorogallate [LiGaCl₄] to increase ion conductivity of the thionyl chloride catholyte and increase current rates, wherein the thionyl chloride catholyte acts as the cathode for the battery **10**. An end cap **45** is welded to canister **25**, and a glass-metal seal member **44** is used to retain the catholyte **40** within battery canister **25**. Battery **10** via its positive

terminal **42** and negative terminal **50** is used to provide electrical current to an electrical device, symbolized by resistance “R” in **FIG. 1b**.

[0031] In preferred embodiments of the battery **10, 12, 14** of the present invention, for the relatively strict sizes of batteries utilized in downhole equipment, ranging from AA to DD [ie for cylindrical battery sizes from AA (14.55mm x 50.3 mm ie .57 in x 1.98in.) to DD (47.2 mm dia. x 127 mm length ie 1.86 in x 5.0 in.)], namely where metallic alloy anode **20** is initially formed from a substantially flat Li-Mg alloy consisting of 75% Li and 25% Mg for which the thin layer **22** of pure lithium is applied thereto, for a bobbin-type battery **10** the metallic alloy anode **20** may be of dimensions 2.0in in length x 0.050in in thickness (ie 50.8mm x 1.27mm).

[0032] **FIG.’s 2a & 2b** show a battery **12** of the present invention of the “dual anode” type, having a pair of anodes **20a, 20b**, which together result in increased surface area to thereby allow such dual-anode battery **12** to provide higher current than the bobbin-type battery **10**. In such configuration a first (outer) metallic alloy anode **20a**, rolled from a substantially flat substrate into a cylindrical shape, is provided. In one embodiment metallic alloy anode **20a** comprises a flat strip of Li-Mg alloy onto which is pressed a thin (.002 inch nominal thickness) sheet **22a** of 99.8% pure Li, and the so-formed anode **20a** wound into a cylinder and inserted in cylindrical battery canister **25**, with sheet **22** forming the inner periphery of cylindrical anode **20a**. A second (inner) anode **20b** is similarly formed, likewise comprised of a Li-Mg metallic alloy and similarly having a thin sheet **22b** of substantially pure Li applied to an outer surface thereof, and wound in a cylinder and inserted in battery canister **25** in spaced-apart position from outer anode **20a**, as shown in **FIG. 2b**. The thickness of the thin layer **22b** on anode **20b** may be different than the thickness of thin layer **22a** on anode **20a**, or may be approximately the same. Intermediate thin layer **22a** and **22b** is a carbon element **32**, which has on either side thereof respective fibreglass insulating layers **30a, 30b**.

[0033] As seen from **FIG.’s 2a & b**, the alternative-configuration dual-anode battery **12** of the present invention comprises a pair of cylindrical lithium-magnesium alloy anodes **20a, 20b**, with (outer)anode **20a** being larger in diameter than (inner) anode **20b**, with anode **20a** concentrically surrounding anode **20b**. Outer anode **20a** has applied to an inner circular periphery thereof, by any one of the methods above described and preferably by pressure rolling, a thin layer **22a** of substantially pure lithium. Similarly, inner anode **20b** has applied to an outer

circular periphery thereof, via any one of the methods described above, a thin layer **22b** of substantially pure lithium. Thin layer **22a** may or may not be the same thickness as thin layer **22b**, although preferably, for equal electrochemical discharge times when current is drawn from such battery **12**, the thickness of layer **22a** and **22b** is the same. Disposed in a cylindrical space **80** formed intermediate thin layer **22a** on outer cylindrical anode **22a** and thin layer **22b** on inner anode **22b** is cylindrical carbon element **32** which serves as the battery positive terminal **42**. A pair of non-electrically conductive separators **30a**, **30b** each comprising a thin sheet of nonwoven fibreglass, physically and electrically isolate the anodes **20a**, **20b** from each other. Electrically conductive leads **70** connected to anode **20a** to **20b** may be used to provide negative anode **70** for battery **12**. Carbon element **32** is electrically coupled to battery positive terminal **42** as shown in **FIG.**'s **2a,b**. An end cap **45** is welded to canister **25**, and a glass-metal seal member **44** is used to retain the catholyte **40** within battery canister **25**. Catholyte **40** in the form of thionyl chloride having dissolved therein an electrolyte salt in the form of lithium tetrachloroaluminate [LiAlCl_4] and/or lithium tetrachlorogallate [LiGaCl_4] is injected into battery **12**, to act as the cathode for the battery **12**. Battery **12** via its positive terminal **42** and negative terminal is used to provide electrical current to an electrical device, symbolized by resistance "R" in **FIG. 2b**.

[0034] A "DD" sized battery **12** (approximately 5.0 inches in length, and 1.86 inches in diameter) of the dual- anode configuration, having an outer anode **20a** (90%Li, 10%Mg) of approximately 2.0 inches in width and .050 in thickness, to which a thin layer **22a** of .002 inches of pure lithium is applied, and having a inner anode **20b** (90%Li, 10% Mg) of approximately 1.85 inches in width and .060 inches in thickness to which a thin layer **22b** of .002 inches of pure lithium is applied, with an initial 90 day storage period, can provide, with a drawdown current of 250ma and at a temperature of at 20°C, a voltage between 2.5 to 2.8 volts for a period of at least 900 seconds (ie 15 minutes) (see **FIG. 8**) .

[0035] Alternatively, with no initial storage period, a similar battery at a temperature of 24°C and with a similar drawdown current of 250mA, can provide for a period of 4.2 hours a voltage approaching the battery maximum, namely 3.5 volts (see **Fig. 15**).

[0036] **FIG.s 3a-3b** show a battery **14** of the present invention of the "spiral" or "jelly-roll" configuration, which as a result of the increased surface area of the anode **20a** arising from

spiral winding of the anode **20a** within canister **25**, can provide higher current than either the bobbin-type battery **10** or “dual anode” battery **12**.

[0037] For the spiral battery **14** of **FIG. 2a, 2b**, a substantially flat strip of Li-Mg metallic alloy anode **20a** is provided, onto a portion of the (outer) side surface of anode **20a** is pressed a thin (.002 inch nominal thickness) sheet **22a** of 99.8% pure Li over a portion (ie an inner side surface and an outer side surface) of anode **20a**. Pressed onto an opposite (inner) side is a similar thin layer **22b** of substantially pure Li metal. An electrically insulating thin sheet **30a** which in one embodiment is a fibreglass weave material is further applied to such inner side, and over which is applied a carbon sheet **32** substantially comprised of carbon black, which forms the positive electrode for battery **14**. Over carbon sheet **32** is applied a similar electrically insulating thin sheet **30b** to thus, in combination with insulating sheet **30a**, electrically insulate carbon sheet **32** on which positive charges are formed, from each of anodes **20a, 20b** on which negative electrical charge is formed. The resulting sheet [of mutually-overlying ‘sandwiched’ layers **20a, 22a, 30a, 32, and 30b**] is wound in a spiral configuration, with portions of such resulting sheet overlapping as shown in **FIG. 3a**, and inserted within battery casing **25**.

[0038] A cathode **40**, and more particularly a catholyte in the form of thionyl chloride having dissolved therein an electrolyte salt in the form of lithium aluminum chloride [LiAlCl_4] and/or lithium gallium chloride [LiGaCl_4] is injected into battery **14**, to act as the cathode for the battery **14**. Alternatively sulfuryl chloride may be used as the catholyte. A liquid-retaining seal **56** is provided immediately above upwardly facing ends of layers **22a, 20a, 22b, 30a, 32, and 30b** as shown in **FIG. 3b**, and an electrically insulating material **56** applied to a top surface of seal **56**. A metallic end cap **60** is welded to a top end of canister **25**, and a glass-metal seal member **44** is used to retain the catholyte **40** within battery canister **25**. Positive electrode **42**, electrically coupled to carbon element **32**, and negative electrode **70** electrically coupled to anodes **20a, 20b**, protrude from a top end of battery **14**.

[0039] As evidence of the utility and practicality of the high temperature battery of the present invention in attaining at least one of its objects, namely providing a high temperature battery adapted to operate in relatively high temperatures yet allowing substantial current and voltages for an initial limited time period at lower temperatures, as series of tests were carried out.

Example 1

[0040] A “dual –anode” DD sized battery **12** of the present invention was constructed in the manner described above, having a metallic alloy anode consisting of 90% Li and 10% Mg.

[0041] In each case anodes **20a**, **20b** having a thin layer **22a**, **22b** of substantially pure (99.8%) Li of nominal 0.002 inch thickness. The dimensions of anode **20a** were 2.0 inches x 0.050 inches, and of anode **20b** were 1.85inches x 0.060 inches .

[0042] Using an intial start-up load current of 250mA, voltage output of a plurality of dual-anode type battery **12** were measured over a 15 minute initial period (900 seconds) , at 20° C with various pre-storage times for each of the respective batteries tested, namely 0 days, 3 days, 15 days, 40 days, and 90 days. Voltage output continued to be monitored after removal of the 250mA load, for a further 300 seconds, for a total voltage monitoring time of 1200 seconds.

[0043] Graphs of measured voltage output versus time, for each of the five DD batteries tested, for each of the pre-storage times of 0, 3, 15, 40, and 90 days, are set out respectively in **FIG.s 4-8**, as compared to voltage output over a similar time period from a “control” battery not having any thin layer of pure Li.

[0044] As may be seen from **FIGs. 4-7**, voltage output of the “test” battery in accordance with the above invention in all instances exceeded the voltage output of the “control” battery, regardless of the initial storage period.

[0045] With respect to test having pre-storage of 90 days (ref. **FIG. 8**), save for the initial start-up period of approximately 100 seconds (during which time effects of battery passivation may have been playing a role), thereafter and up to 15 minutes thereafter the voltage output of the “test” cell significantly exceeded that of the control high temperature battery, for the duration of the test (15 minutes) where load was applied.

Example 2

[0046] A similar comparison test was carried out as in **Example 1** above, again at 20°C save that the pre-storage for each of the respective batteries tested, namely 3 days, 6 days, 10

days, 14 days, 24 days, and 40 days, occurred at temperatures of 50°C, instead of at 20°C as in Example 1.

[0047] Graphs of measured voltage output versus time, for each of the five DD batteries tested, for each of the pre-storage times of 3, 6, 10, 14, 24, and 40 days respectively, are set out respectively in **FIG.s 9-14**, as compared to voltage output versus time from a “control” battery not having any thin layer of pure Li.

[0048] As may be seen from **FIGs. 9-14**, voltage output of the “test” battery in accordance with the above invention in all instances exceeded the voltage output of the “control” battery, regardless of the initial storage period, for an initial period of at least 15 minutes whereafter the 250mA load was removed..

Example 3

[0049] To determine the approximate time period for which a Li-Mg anode having a substantially pure coating applied thereto in accordance with the method of the present invention could operate at room temperature before the electrochemical reaction (during discharge of the battery) used up such thin layer of pure lithium, a lithium-magnesium battery of the type prepared in **Examples 1 and 2** was prepared.

[0050] More specifically, a DD size battery, having a lithium-magnesium alloy anode comprising 90% Li and 10% Mg, and having a nominal .002 inch strip /layer of substantially 99.8% pure Li) lithium applied thereto, was prepared. Such prepared battery had a pre-storage period at 24°C of less than 3 days.

[0051] At room temperature (24°C), and with a current load of approximately 250mA being drawn from such cell, voltage from such battery was measured over a time period of approximately 13 hours.

[0052] **Fig. 15** shows a graph of the voltage measured from such cell, as a function of time.

[0053] As may be seen from **Fig. 15**, by the application of a substantially pure, thin, layer of lithium metal to a substrate comprising a 90%-10% lithium-magnesium alloy anode, a

maximum battery voltage of approximately 3.45 volts was capable of being obtained and maintained for a short interval of time, namely for a period of approximately 4.2 hours, at a room temperature range (namely 24°C).

The scope of the claims should not be limited by the preferred embodiments set forth in the foregoing examples, but should be given the broadest interpretation consistent with the description as a whole, and the claims are not to be limited to the preferred or exemplified embodiments of the invention.

CLAIMS

1. A non-rechargeable battery for operating initially at lower temperatures for an initial finite period, which battery is further adapted to later operate at higher temperatures, comprising:

(i) an anode comprising a first metal of at least 75% by weight lithium that acts as a reducing agent and which has a melting point which does not exceed 160°C, and at least one further substance adapted to increase said melting point of said first metal; and

(ii) said anode having applied to a surface thereof, in comparison to a thickness of said anode, a thin, substantially uniform layer of said first metal in substantially pure form without said further substance added, which thin layer allows generation of emf by said battery for said initial finite period at temperatures below 160°C.

2. A battery as claimed in claim 1, wherein said first metal is lithium, and said anode is a lithium alloy anode.

3. A battery as claimed in claim 2 for operating initially at temperatures less than the melting point of lithium, which battery is further adapted to later operate at temperatures exceeding the melting point of lithium, wherein said substance comprises magnesium, and said anode comprises a lithium-magnesium alloy comprised of at least 10% by weight magnesium and a remainder substantially comprised of lithium.

4. A battery as claimed in claim 3, wherein said further substance is magnesium, and said anode is a lithium-magnesium alloy comprising approximately 25% by weight magnesium.

5. A battery as claimed in any one of preceding claims 1 to 4, wherein said thin substantially uniform layer is of a thickness in the range of 0.04826 to 0.0635mm.

6. A battery as claimed in any one of preceding claims 1 to 5, wherein

said anode is initially a substantially flat member having a pair of mutually opposite sides, and

said layer is uniformly applied to one side of said pair of mutually opposite sides of said anode.

7. A battery as claimed in any one of claims 1-6, further comprising a catholyte comprised of liquid thionyl chloride (SOCl_2).

8. A battery as claimed in any one of claims 1-7, wherein said battery is adapted to operate at said initial lower operating temperatures for a period of up to 15 minutes, and thereafter adapted to operate at said higher temperatures.

9. A lithium battery for operating initially at temperatures less than the melting point of lithium, which battery is further adapted to later operate at higher temperatures of up to 200°C , comprising :

(i) a lithium alloy anode comprising approximately 25% magnesium and a balance of approximately 75% lithium;

(ii) said anode having applied thereto a thin, substantially uniform layer of substantially pure lithium, which thin layer in said battery generates emf for an initial finite time period at temperatures less than 160°C .

10. A lithium battery as claimed in claim 9, wherein said thin layer on the anode is of a thickness to allow the battery to operate at temperatures not exceeding 160°C for a period of at least 10 minutes.

11. A lithium battery as claimed in claim 9 or 10, wherein said thin substantially uniform layer is of a thickness in the range of 0.04826 to 0.0635mm.

12. A lithium battery as claimed in any one of claims 9, 10, or 11, further comprising a cathode comprised of liquid thionyl chloride (SOCl_2).

13. A lithium battery as claimed in claim 1, wherein said initial finite period is a period of time exceeding 15 minutes but not exceeding 5 hours.

14. A method of making a battery for initially operating at temperatures in the range less than the melting point of a first metal, which first metal acts as a reducing agent within said battery, which battery is further adapted to later operate at subsequent higher temperatures exceeding the melting point of said first metal, comprising the steps of:

preparing a metallic alloy anode comprised of said first metal of at least 75% by weight lithium which acts as said reducing agent and containing a further substance to raise the melting point of said alloy anode above the melting point of said first metal ; and

said anode having applied to a surface thereof, in comparison to a thickness of said anode, a thin, substantially uniform layer of said first metal, in substantially pure form, said uniform layer adapted to allow said battery to produce emf for an initial discrete time interval at temperatures less than 160°C .

15. A method of making a battery as claimed in claim 14, wherein

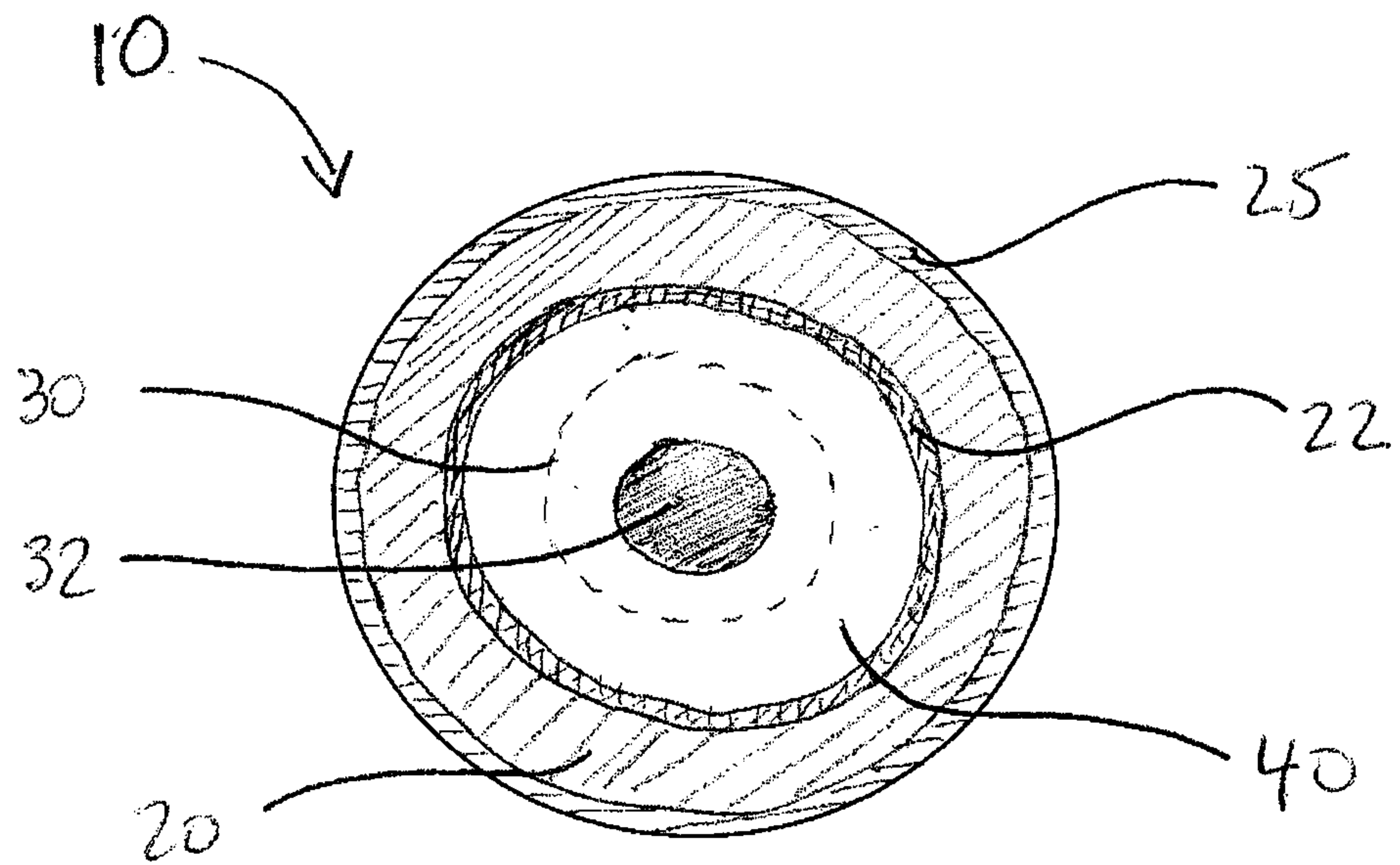
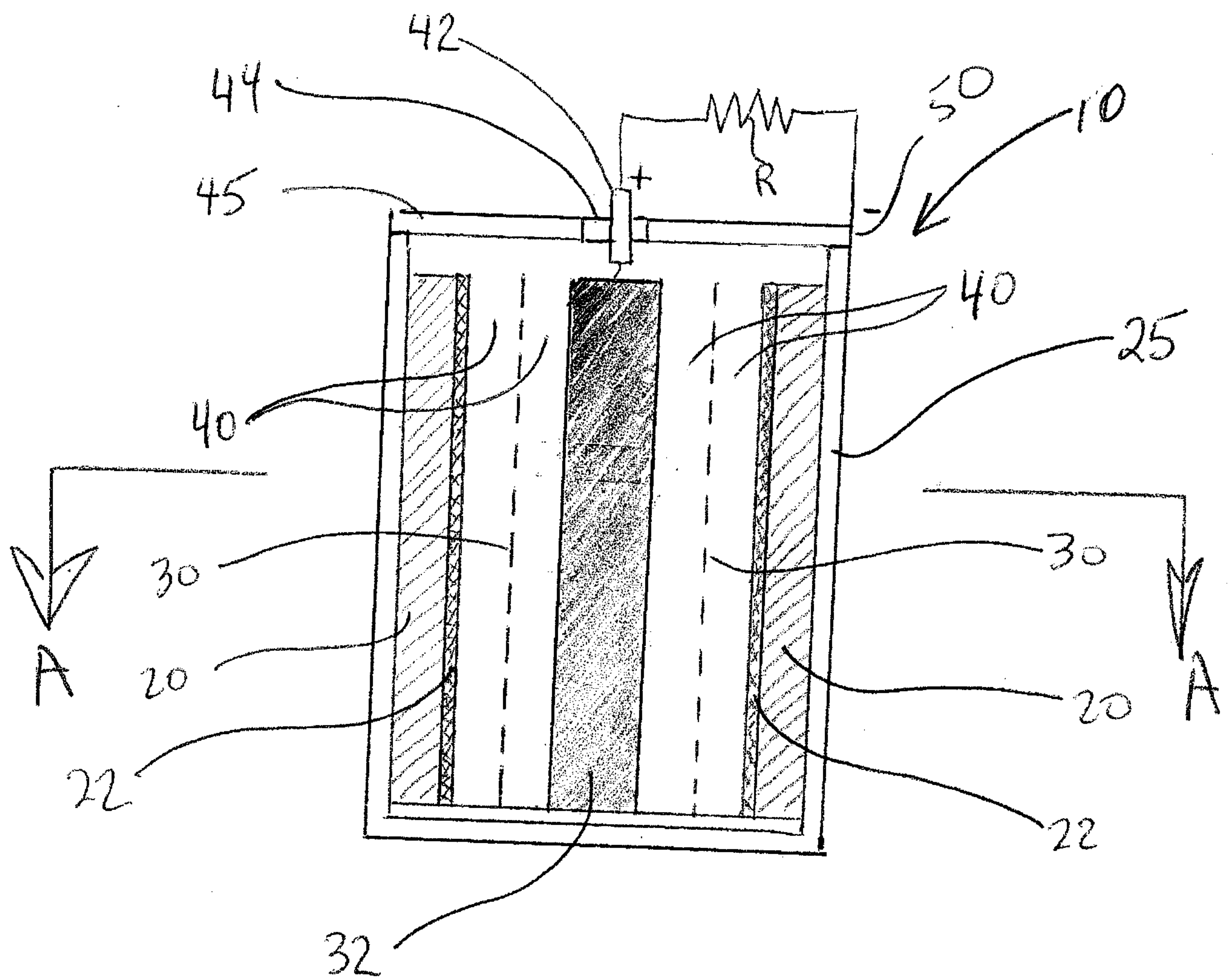
said step of preparing a metallic alloy anode comprises the step of initially forming a substantially flat member having mutually opposite flat sides; and

said step of applying, to said exterior surface of said anode, a substantially uniform layer of said first metal in substantially pure form comprises the step of applying, under pressure, a thin, in comparison to a thickness of said anode, sheet of said first metal in substantially pure form to at least a portion of one of said mutually opposite flat sides.

16. A method of making a battery as claimed in claim 15, wherein said step of applying said layer of first metal in substantially pure form, under pressure, comprises the step of placing a sheet of substantially pure first metal over a strip of said metallic alloy anode, and inserting the strip and sheet through a pair of pressure rollers to press and secure said thin sheet onto said metallic alloy anode .

17. A method of making a battery as claimed in any one of claims 14 to 16, wherein said first metal is lithium.

18. A method of making a battery as claimed in claim 17, wherein said further substance is magnesium, and said step of preparing said metallic alloy anode comprises the step of forming a lithium magnesium alloy comprising approximately 25% magnesium and 75% lithium.

**FIG. 1a****FIG. 1b**

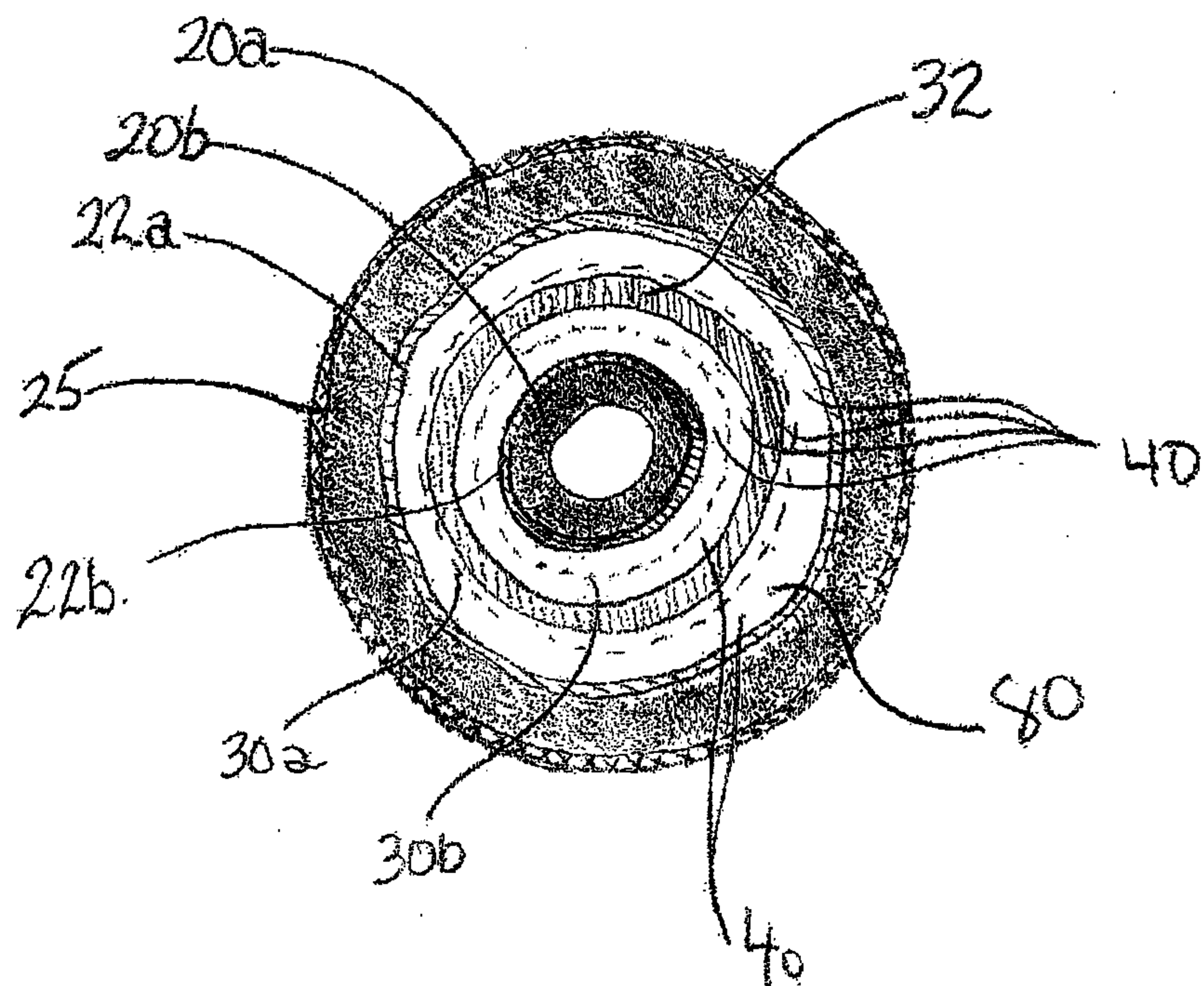


FIG. 2a

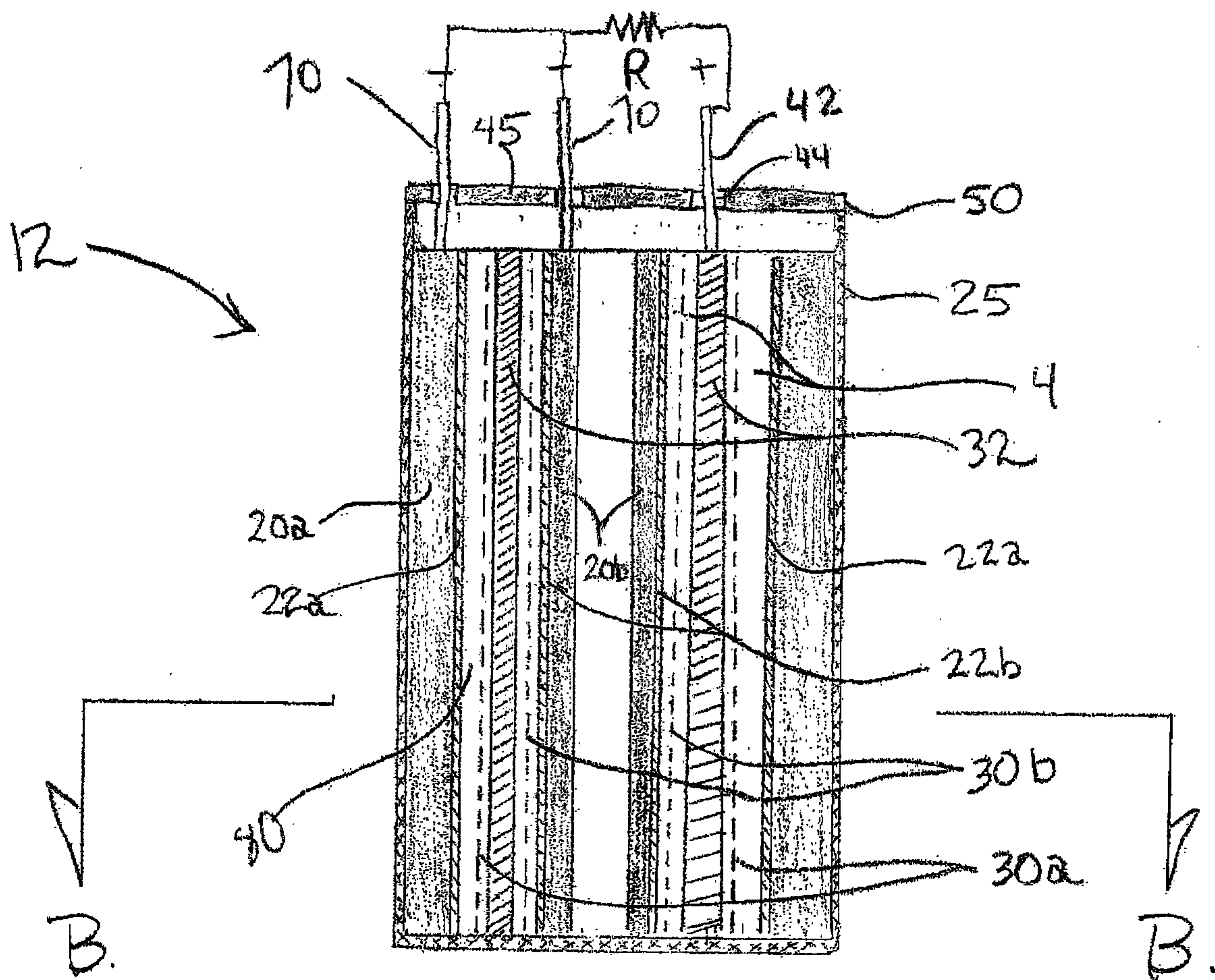


FIG. 2b

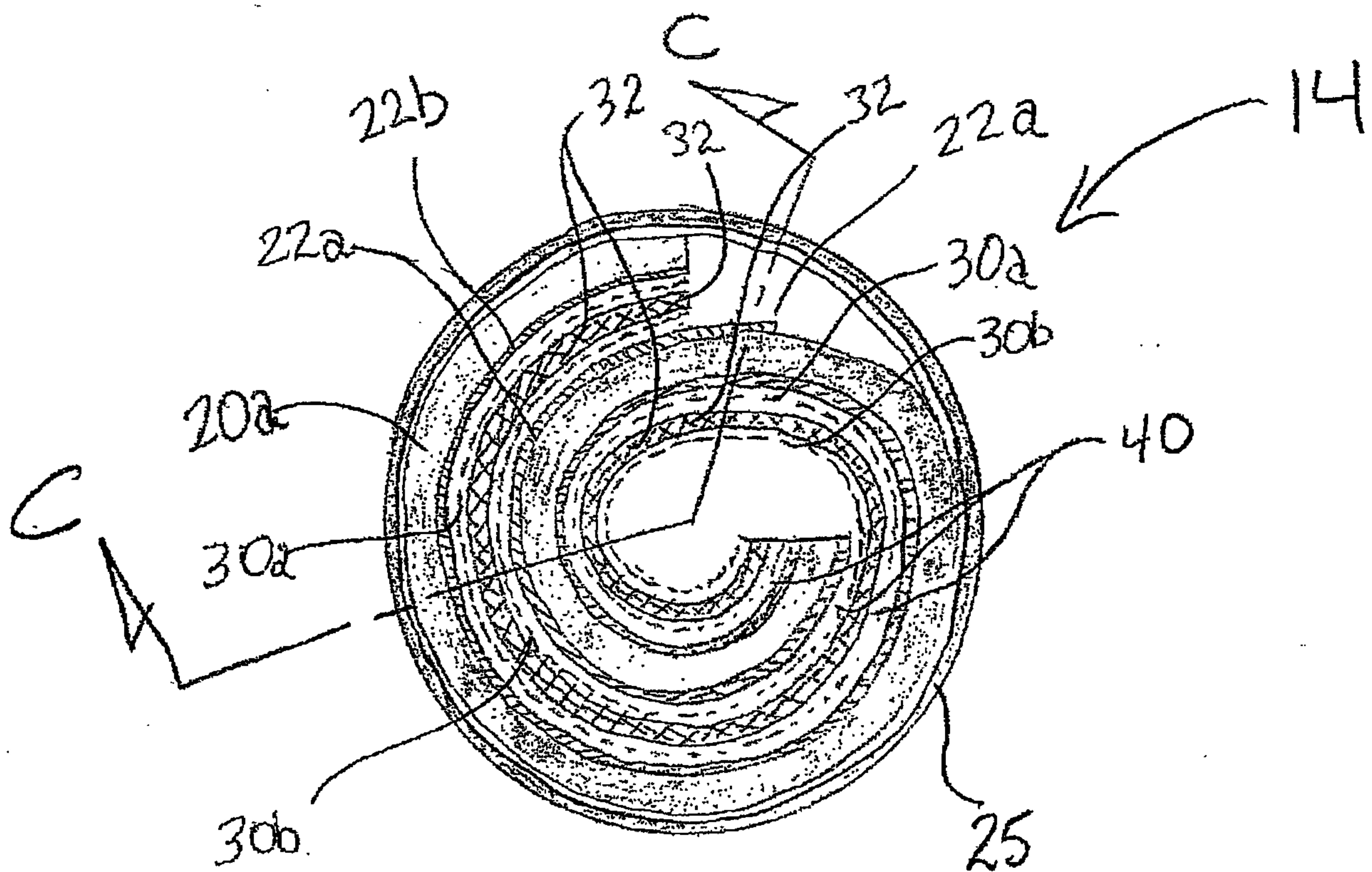
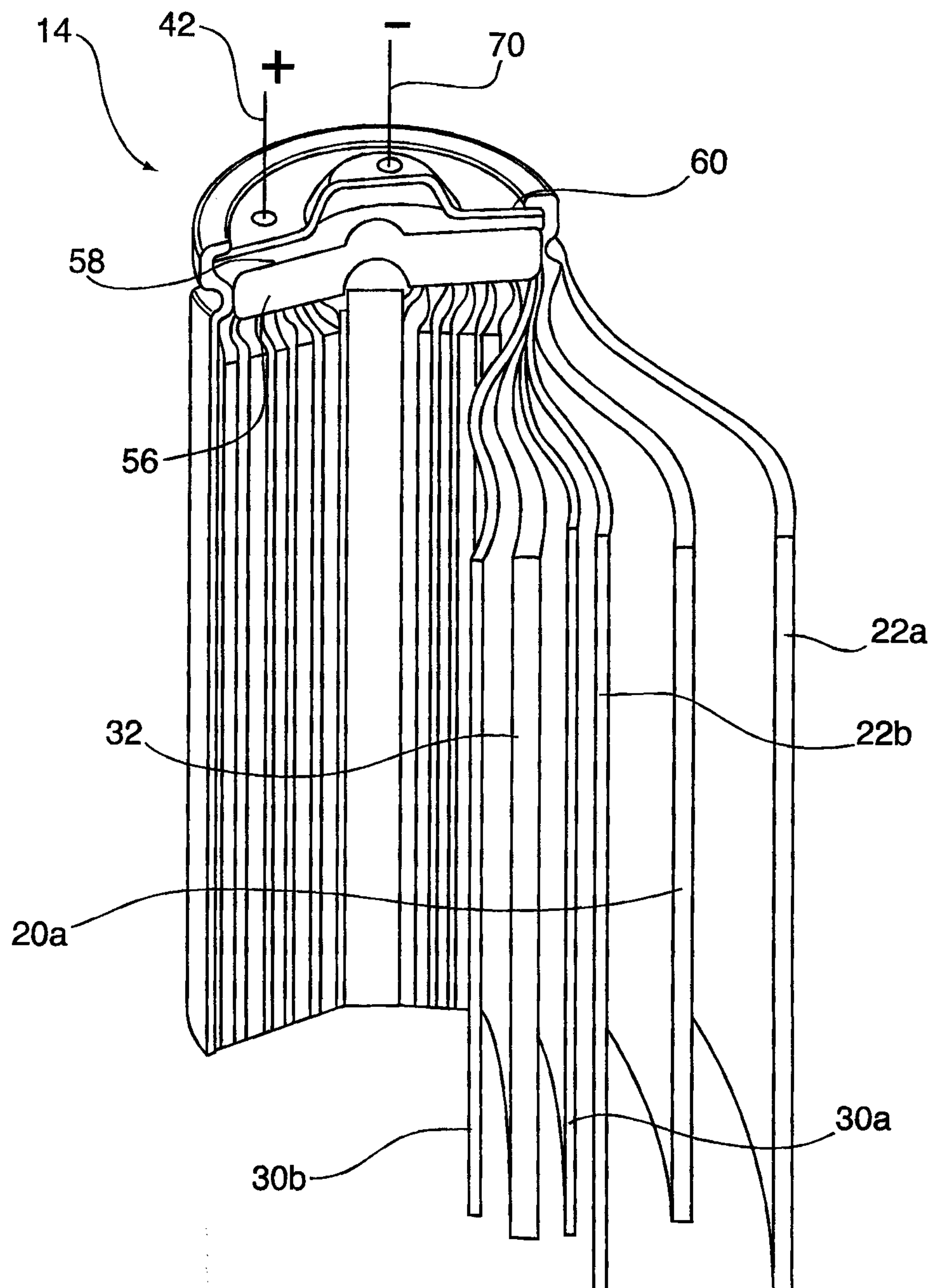
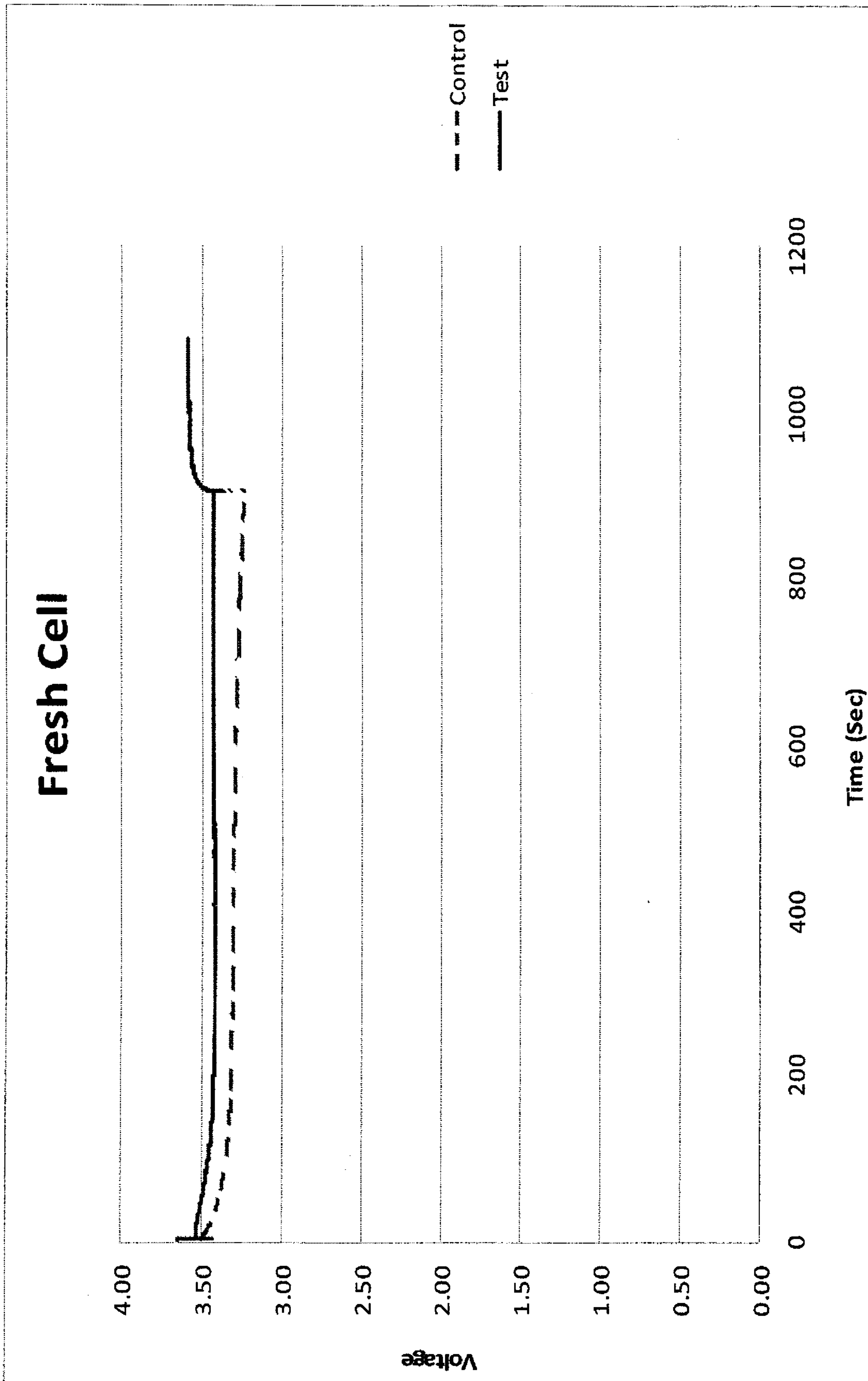
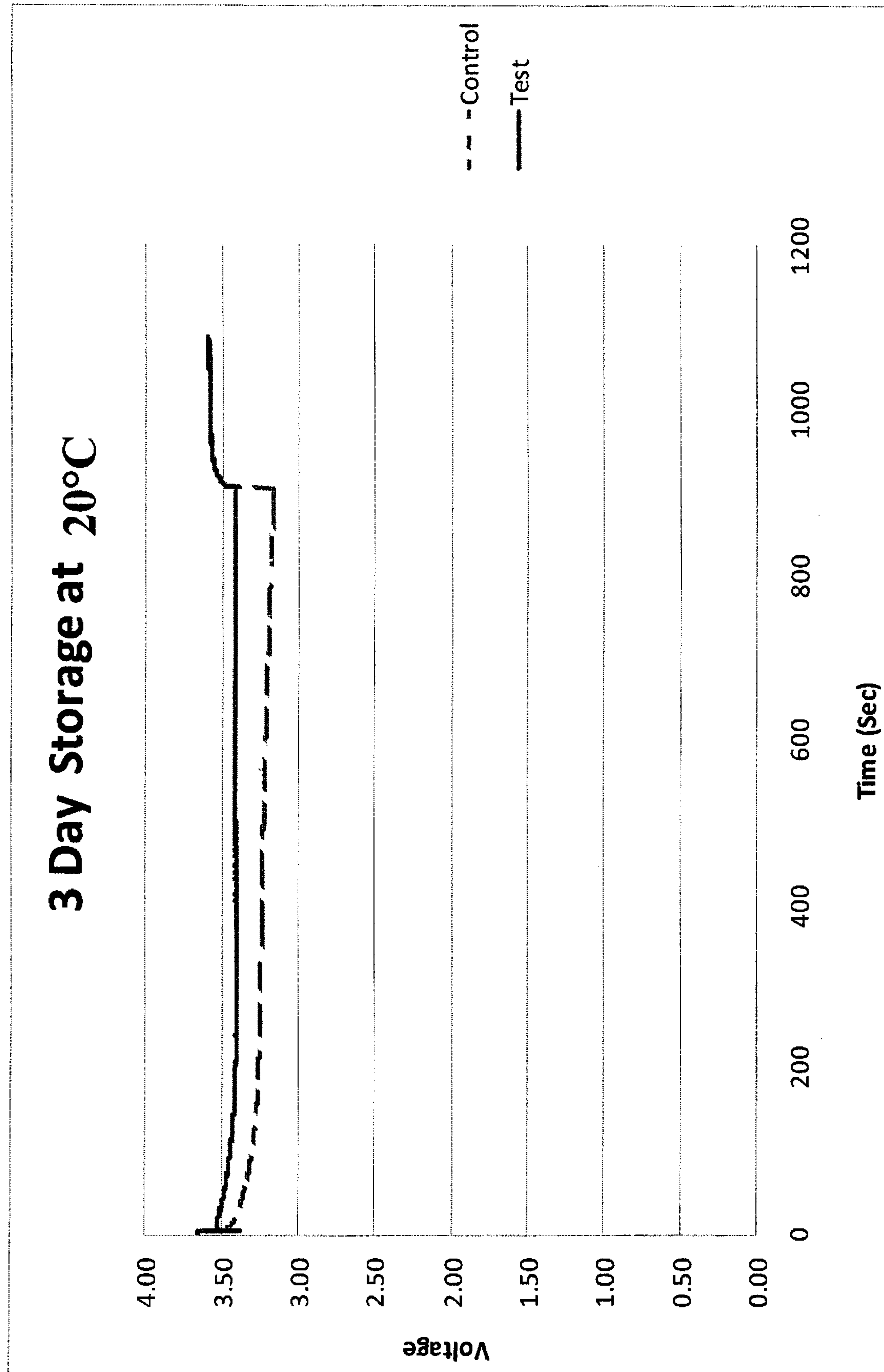


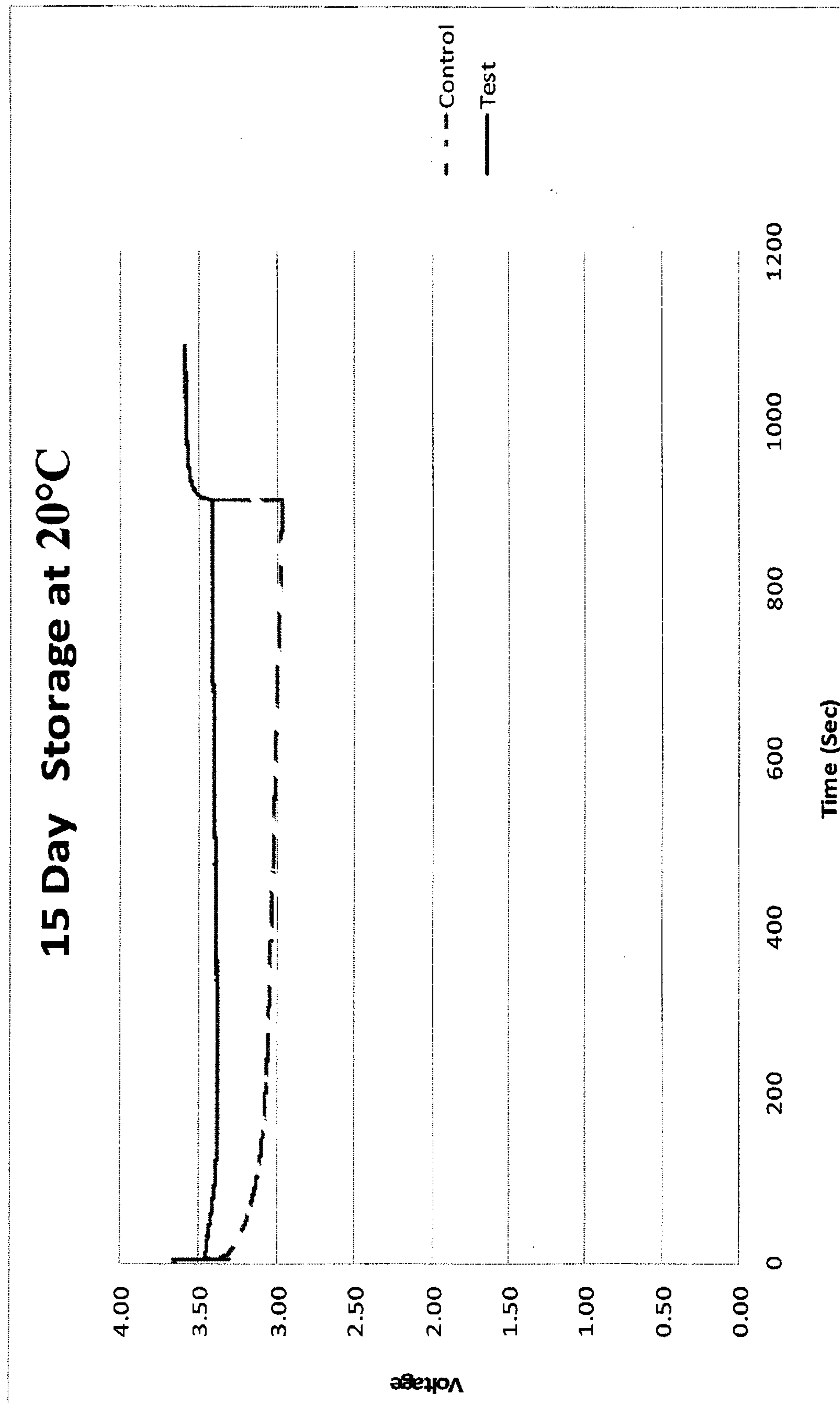
FIG. 3a

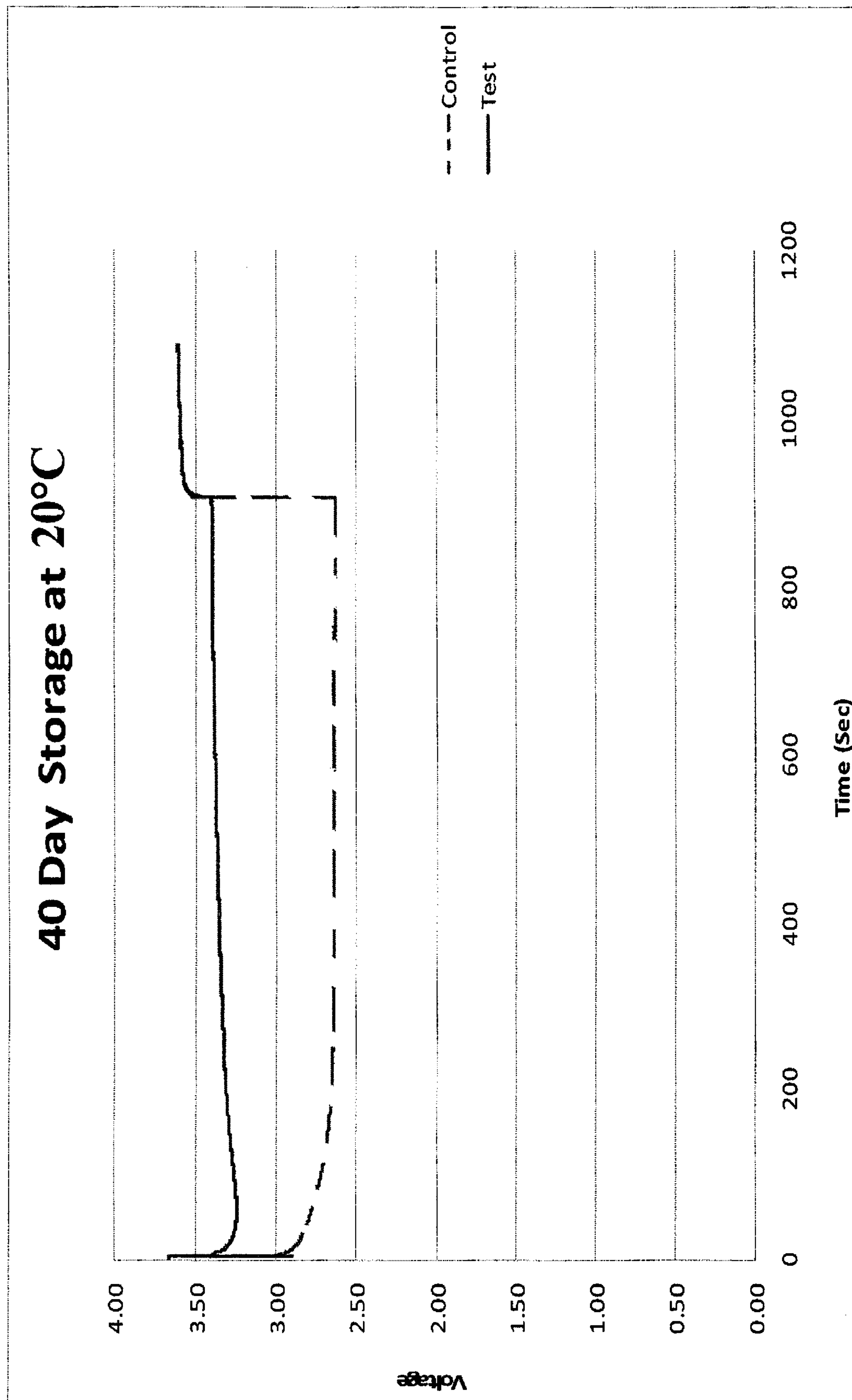
Fig.3b

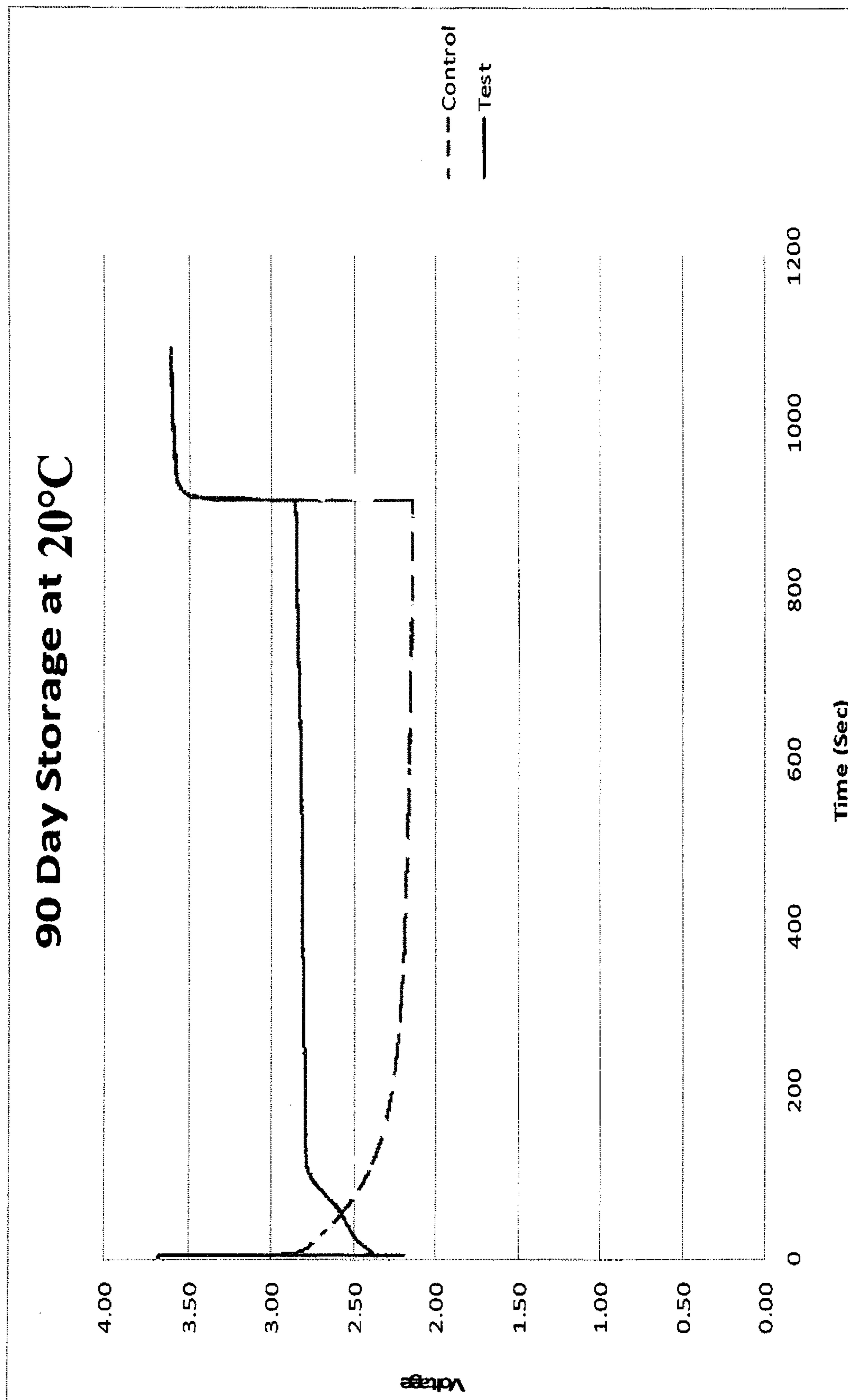


**FIG. 4**

**FIG. 5**

**FIG. 6**

**FIG. 7**

**FIG. 8**

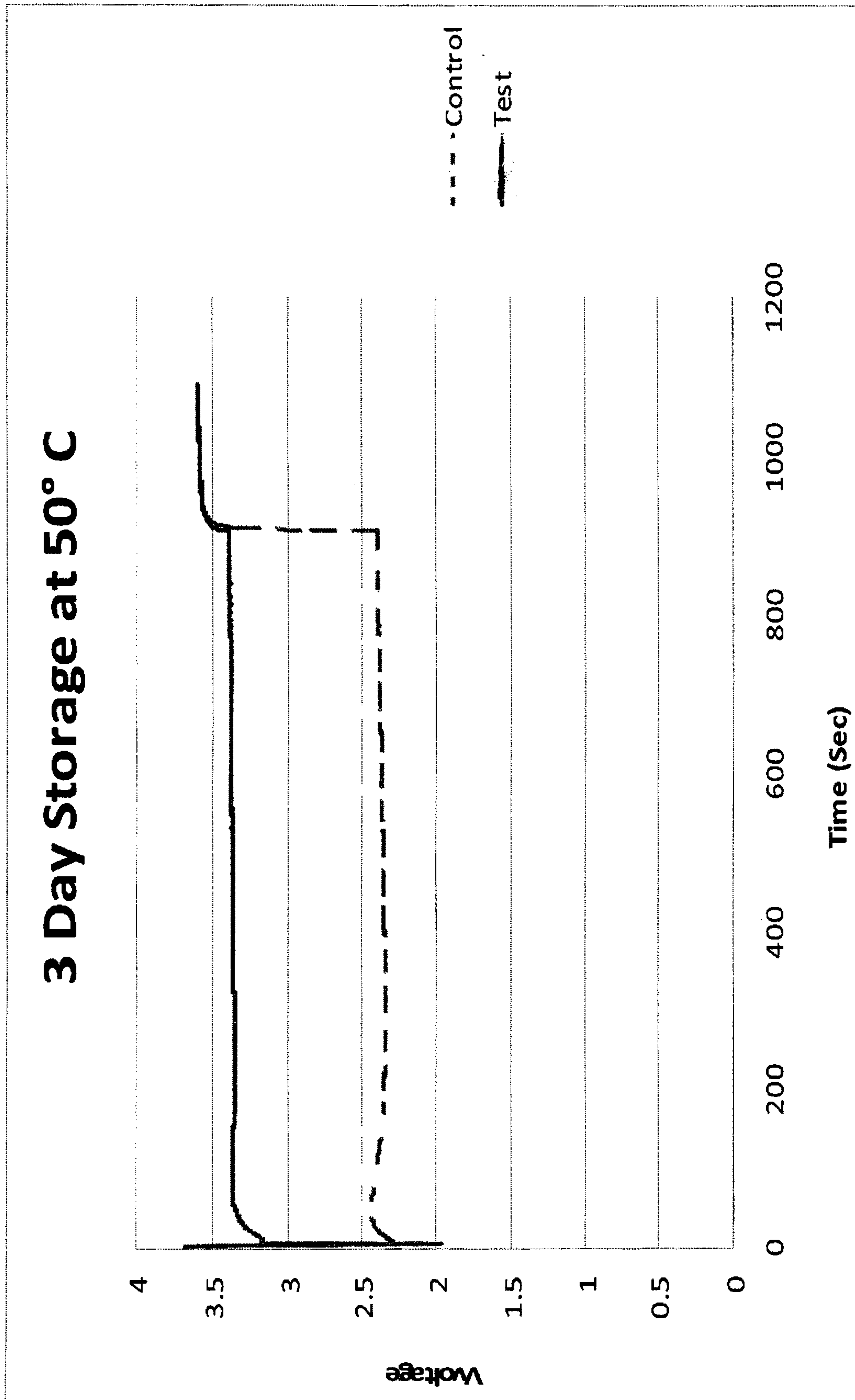


FIG. 9

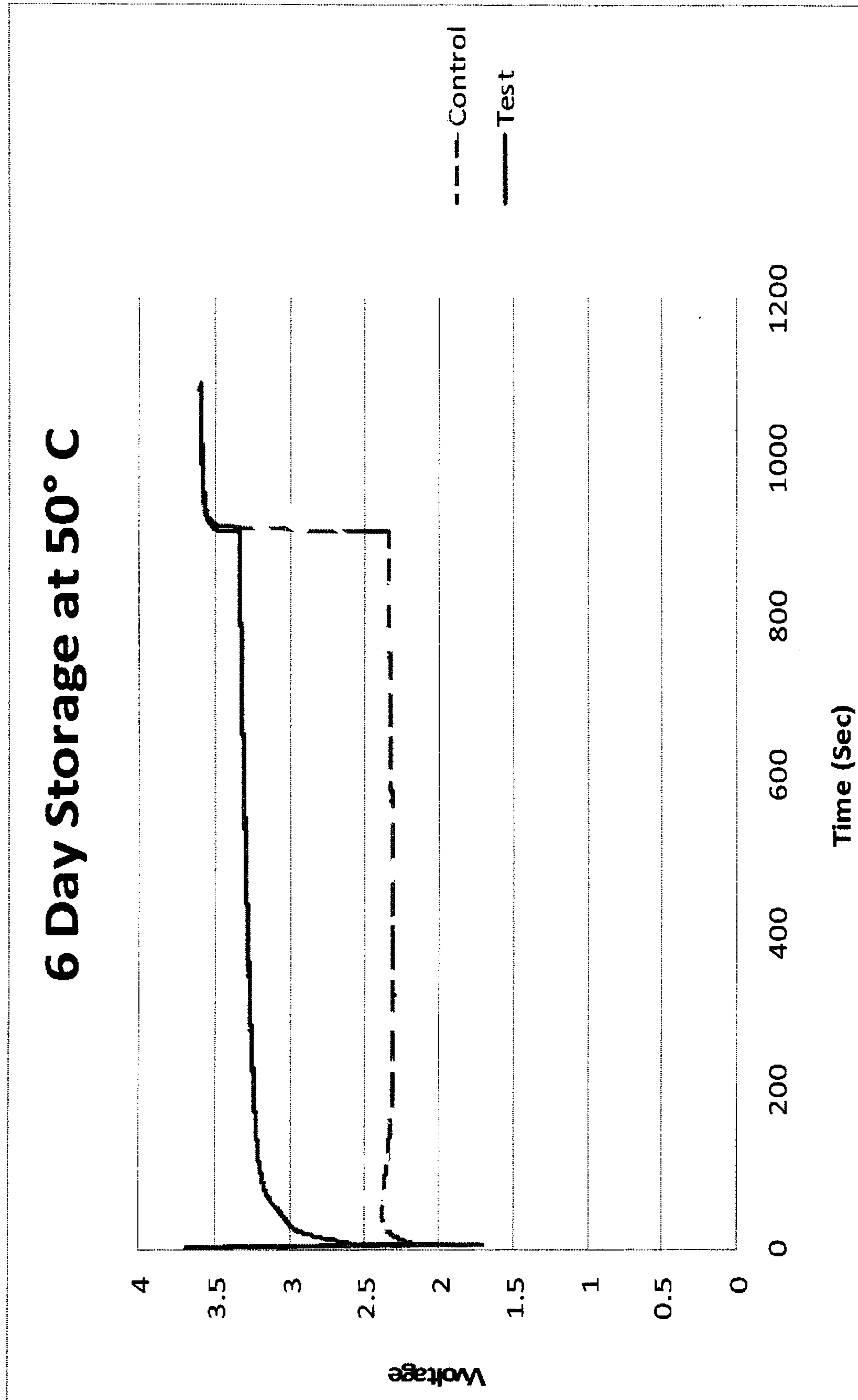


FIG. 10

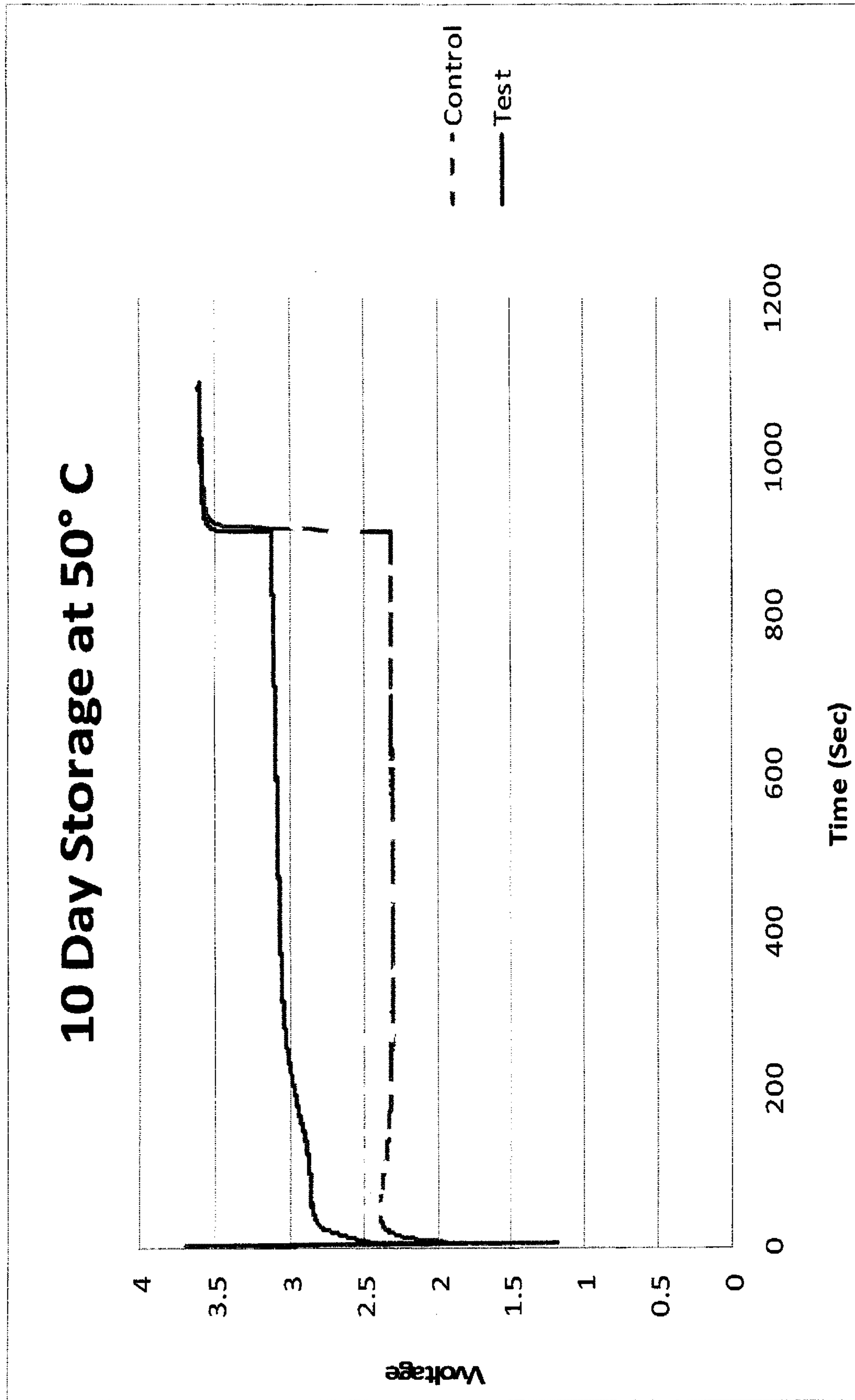


FIG. 11

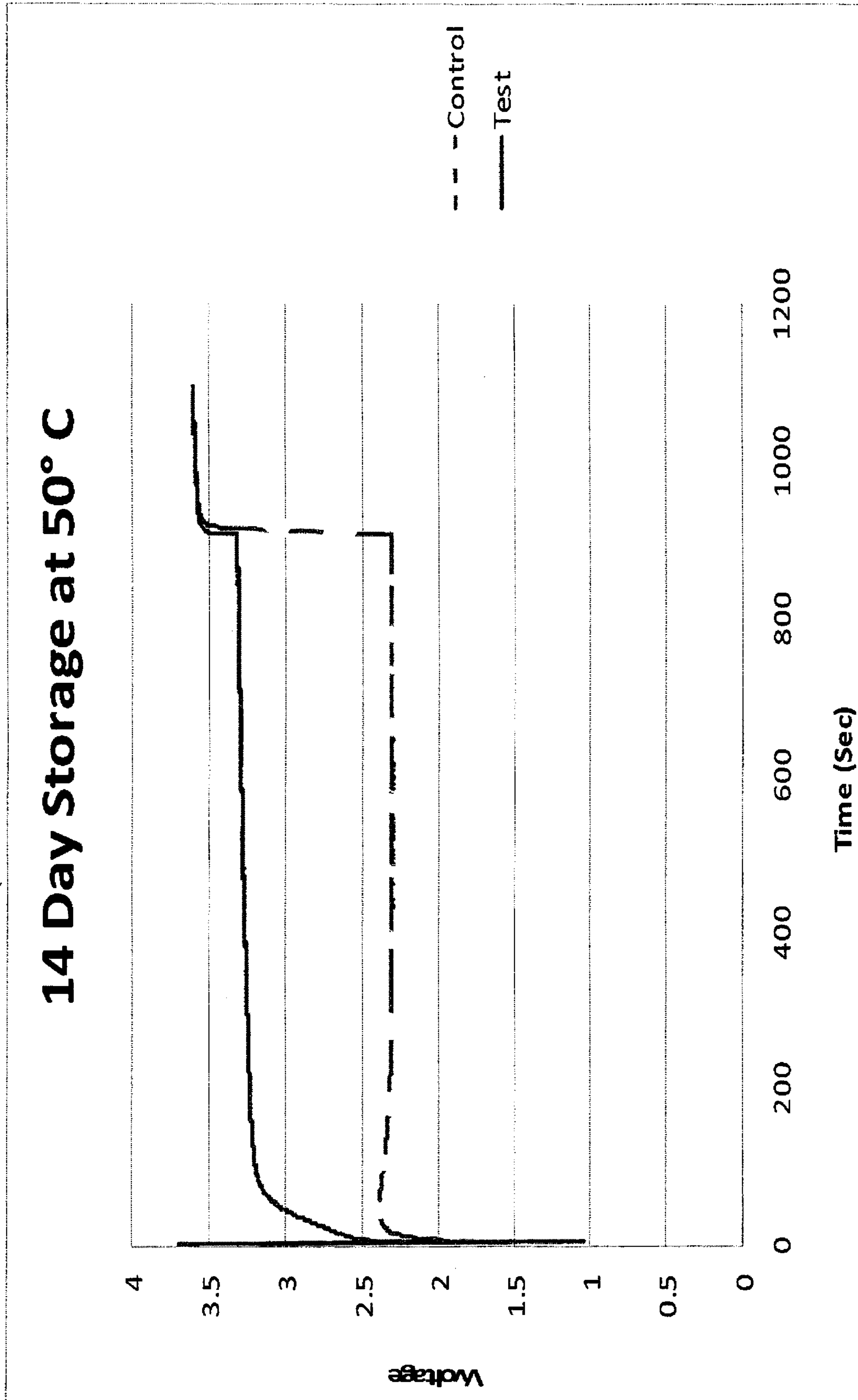


FIG. 12

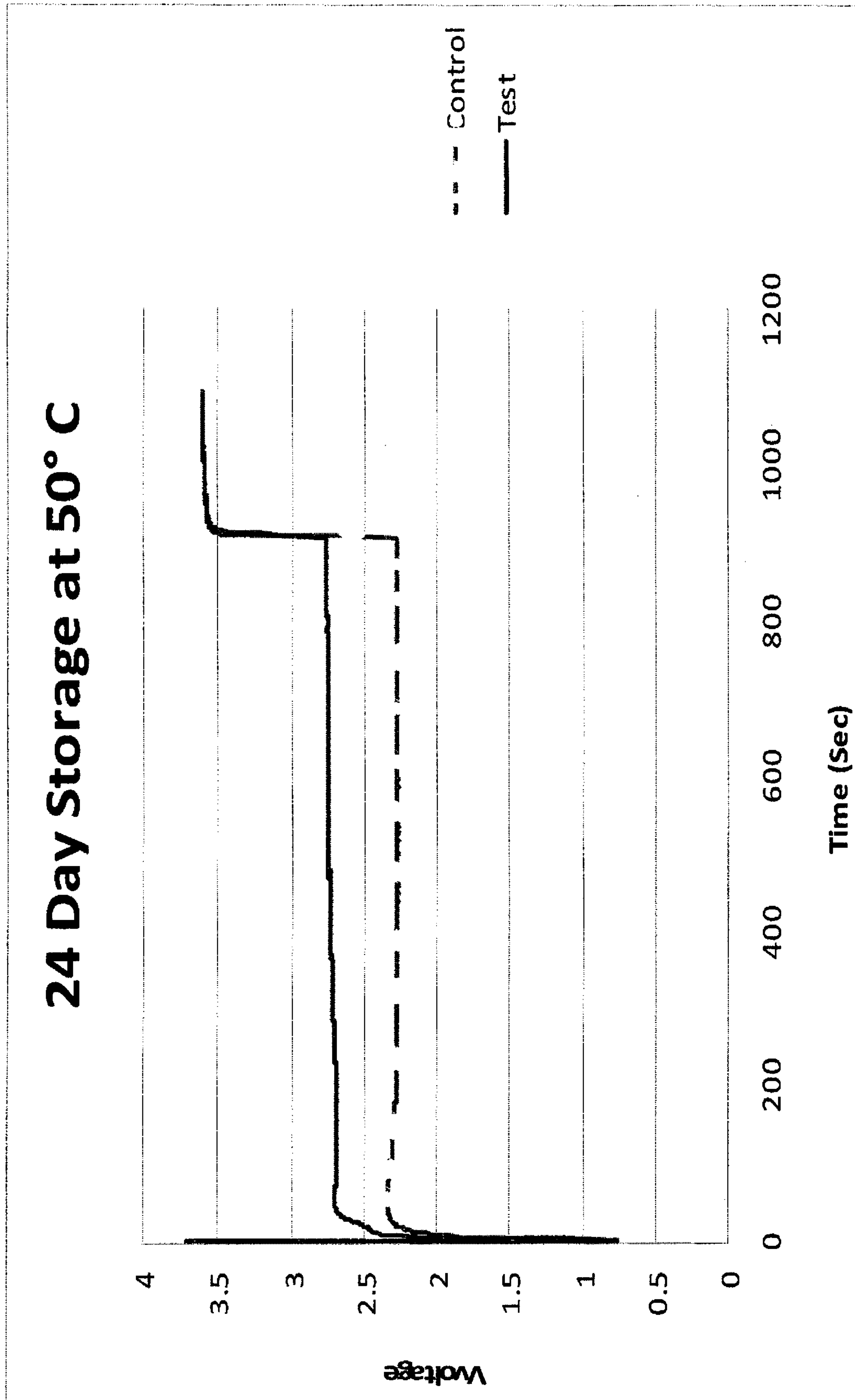


FIG. 13

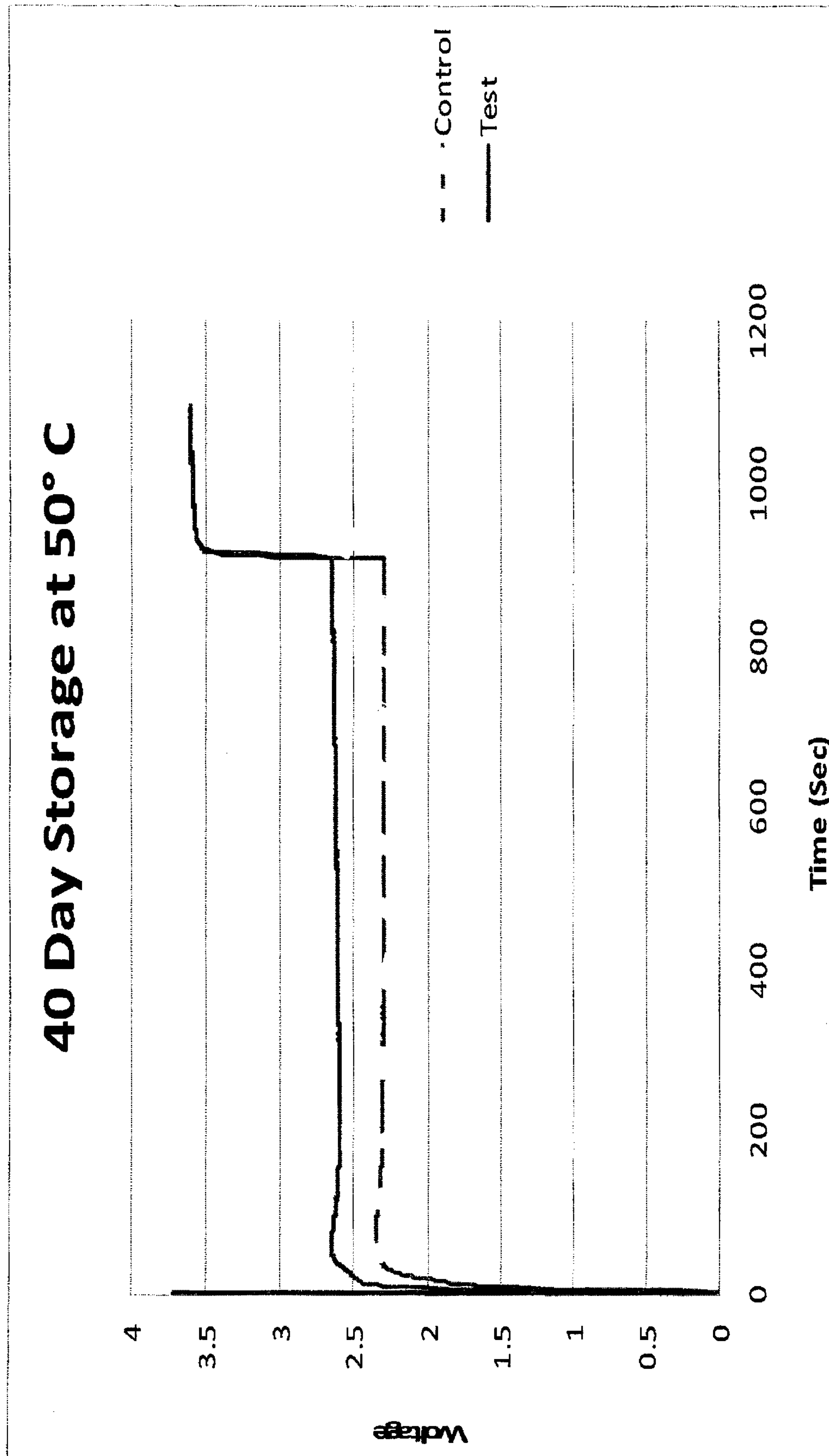


FIG. 14

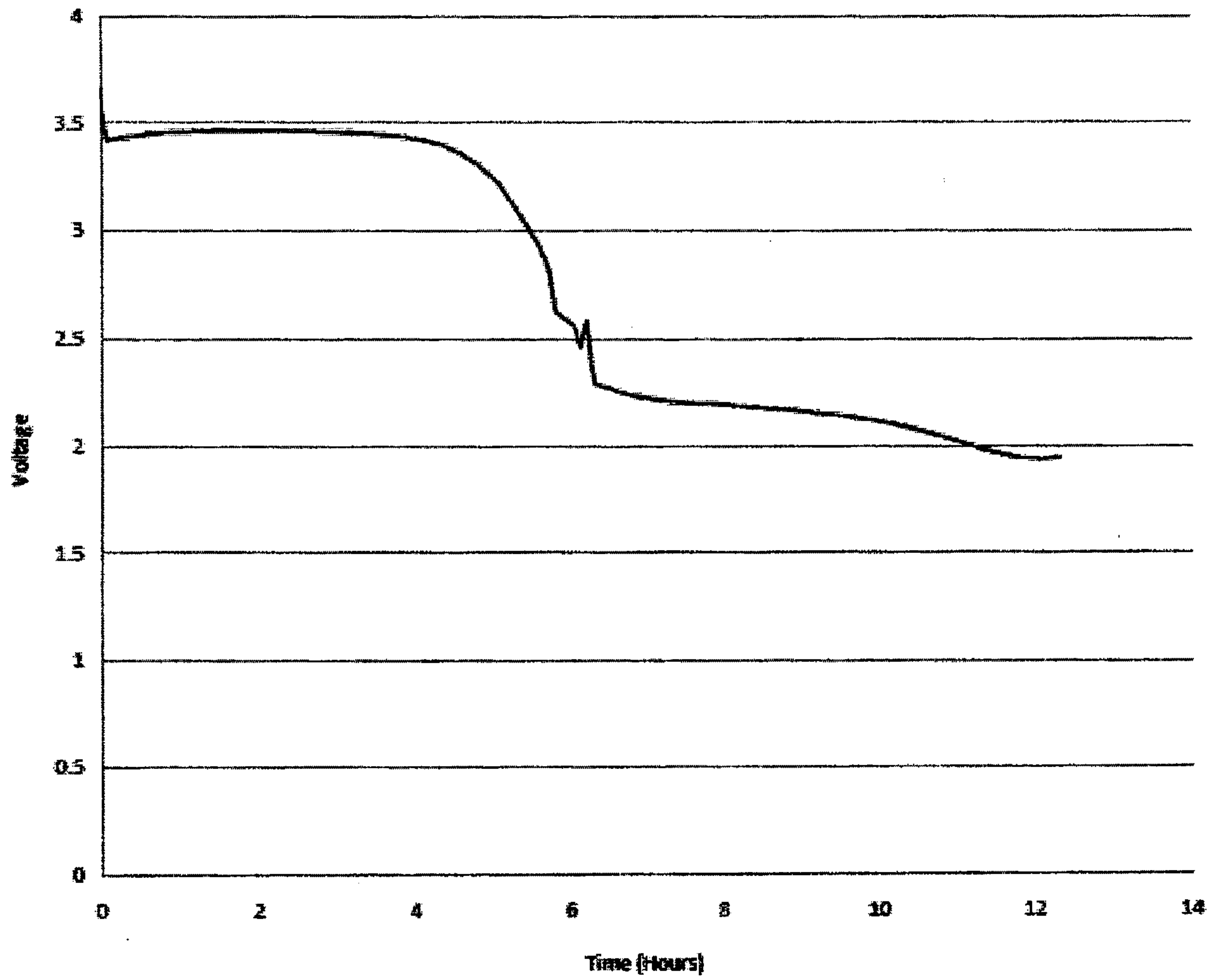


FIG. 15

