Overview

Timeline

• Project start date: FY 2019
• Project end date: FY 2021
• Percent complete: 15%

Budget

• Total project funding
  – DOE share: $250K (FY 2019 Planned)
• Funding for FY 2019: $250K

Partners

• Motor Industry
  – Suppliers, end users, and researchers
• Oak Ridge National Laboratory (ORNL)
  – Motor development, modeling, and material research
• Ames Laboratory
  – Motor material research
• Sandia National Laboratory
  – Motor and materials Research
• National Renewable Energy Laboratory (NREL)
  – Lead for thermal and reliability research

Barriers

• Cost, Power Density, Life
This is a new project that is part of the new Electric Drive Technologies Consortium and focuses on NREL’s role under Keystone 2.

**Keystone 1**
- Power Electronics

**Keystone 2**
- Electric Motors

**Keystone 3**
- Traction Drive System
• Research enabling compact, reliable, and efficient electric machines
  – Motor 10x power density increase (2025 versus 2015 targets) [1]
  – Motor 2x increase in lifetime [1]
  – Motor 53% cost reduction (2025 versus 2015 targets) [1]

Material conductivity thermally drives the amount of material necessary to create the required magnetic field to create mechanical power \[1\]

Material performance characterization techniques are not well known or identified in the literature \[1\]

It is important to reduce the thermal resistance of the motor packaging stack-up to help increase the power density \[1\]

\[1\] U.S. DRIVE Electrical and Electronics Technical Team Roadmap, 2017.
• Increased accuracy of key parameters can enable fewer design iterations and reduce time and cost.
Resources

- Sample of Existing Equipment and Resources
  - Thermal Interface Material Stand
  - Xenon Flash
  - Differential Scanning Calorimeter
  - Vertical Thermal Shock Chamber
  - Thermal Cycle Chambers
  - Vibration System
  - Hot Press
  - Dual Column Tabletop Universal System
    - Instron 5966 dual column testing system
    - An environmental chamber has a temperature range from -100°C to 350°C
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2018</td>
<td>Milestone</td>
</tr>
<tr>
<td>(Complete)</td>
<td>• With project partners, define evaluation criteria for motor material research including sample configurations and operating temperatures</td>
</tr>
<tr>
<td>March 2019</td>
<td>Milestone</td>
</tr>
<tr>
<td>(Complete)</td>
<td>• Complete instrument setup for evaluating low thermal conductivity materials at temperatures up to 200°C.</td>
</tr>
<tr>
<td>June 2019</td>
<td>Go/No-Go</td>
</tr>
<tr>
<td>(In Progress)</td>
<td>• Experimentally quantify measurement uncertainties and thermal resistance ranges for each metering block material.</td>
</tr>
<tr>
<td>September 2019</td>
<td>Milestone</td>
</tr>
<tr>
<td>(In Progress)</td>
<td>• Prepare report on research results.</td>
</tr>
</tbody>
</table>
Overall Approach

- Research emphasis on motor materials and impacts of thermal interfaces

Material Mechanical and Thermal Properties
Interface Thermal Characterization and Reliability
Approach: Material Thermal Characterization

- Stator-to-case thermal contact resistance
- Liner-to-stator thermal contact resistance
- Winding-to-liner thermal contact resistance
- Cross-slot winding thermal conductivity
- Slot windings
- Slot liner or ground insulation
- Stator laminations
Designed and built experimental setup to:

- Improve measurements of low-thermal-conductivity (high-resistance) materials
- Enable material and interface thermal resistance characterization up to 200°C
Technical Accomplishments and Progress

- **Challenge**
  - High systematic error on high thermal resistance ($R_{th}$) samples
  - Caused by RTD temperature measurement uncertainty ($\pm 0.030^\circ C$)
- **Heat flux measurement relies on the temperature difference ($\Delta T$) between RTDs.**
  - High $R_{th}$ leads to low heat flux which reduces the $\Delta T$ measured by the RTDs
- **Modifying the metering block material increases $\Delta T$ measured by RTDs which reduces overall systematic error**

RTD: Resistance Temperature Detector
Impact of Temperature Measurement Location

Inline Heat Flux

25.4 mm (1 inch)

W/cm²

-0.33
-0.98
-1.6
-2.3
-2.9
-3.6
-4.2
-4.9
-5.5
-6.2

Temperature

25.4 mm (1 inch)

°C

25.4
25.3
25.1
24.9
24.8
24.6
24.4
24.3
24.1
23.9
Technical Accomplishments and Progress

Copper Spreader Thickness Impacts

\[ \delta T = T_{\text{max}} - T_{\text{min}} \]

**Graph:**
- **X-axis:** Spreader Thickness (ts) [mm]
- **Y-axis:** Maximum RTD Spatial Temperature Variation (\(\delta T\)) [°C]
- **Graph Lines:**
  - Stainless Steel (blue)
  - Iron (brown)
  - Aluminum (gray)
  - Copper (orange)

**Diagram:**
- Analysis Plane
- 2 in - \(t_s\)
• Example analysis with very high thermal resistance sample
  – Lower thermal conductivity metering blocks increase $\Delta T$, resulting in more accurate estimation of heat flux
  – Lower thermal conductivity metering blocks result in greater uncertainty in the in-place temperature with the RTD measurement
  – Even for stainless steel, with predicted in-plane variation 22 times greater than copper, there is significant overall improvement in systematic uncertainty

<table>
<thead>
<tr>
<th>Metering block type</th>
<th>Metering block thermal conductivity [W/m-K]</th>
<th>Sample R$_{th}$ (actual) [mm$^2$-K/W]</th>
<th>Systematic Error including RTD uncertainty and in-plane temperature variation [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copper</td>
<td>391</td>
<td>17780</td>
<td>18.4%</td>
</tr>
<tr>
<td>Aluminum</td>
<td>154</td>
<td>17780</td>
<td>9.60%</td>
</tr>
<tr>
<td>Iron</td>
<td>58</td>
<td>17780</td>
<td>3.30%</td>
</tr>
<tr>
<td>Stainless Steel</td>
<td>14</td>
<td>17780</td>
<td>1.20%</td>
</tr>
</tbody>
</table>
Technical Accomplishments and Progress

• Design analysis summary
  – Spreader block does not benefit design
  – Largest temperature field distortion caused by the mounting tabs
  – Lower thermal conductivity metering blocks improve measurement accuracy for low-conductivity materials
Technical Accomplishments and Progress

• Built measurement metering blocks for square and round cross sections

Photo Credit: Emily Cousineau, NREL
Technical Accomplishments and Progress

• Designed for evaluating materials up to 200°C
• Accurate control for pressure and displacement
• Improves accuracy over range of materials including high-resistance materials applicable to motor winding and insulation materials
Technical Accomplishments and Progress

- Developing robust calibration procedure for calibrating different metering block materials
  - \( R_{th} \) is the total thermal resistance between \( T_{top} \) and \( T_{bottom} \)
  - Below is the model in terms of directly measured quantities, with one exception: \( k_{mb} \)
    - This parameter is critical to accurate measurement
    - Calibration procedure determines \( k_{mb} \) utilizing a reference \( R_{th} \)

\[
R_{th} = 2 \cdot \Delta x_B \left( T_2 - \frac{\Delta x_S}{\Delta x_B} (T_1 - T_2) \right) - \left( T_3 + \frac{\Delta x_S}{\Delta x_B} (T_3 - T_4) \right)
\]

\[
k_{mb} \cdot (T_1 - T_2) + k_{mb} \cdot (T_3 - T_4)
\]
• This is a new project with no reviewer comments
Collaboration and Coordination

• Other Government Laboratories
  – ORNL
    ▪ Collaboration on motor designs and material thermo-mechanical properties
    ▪ NREL support for computational fluid dynamics for fluid flow and heat transfer analysis
  – Ames
    ▪ NREL supporting material thermo-mechanical property measurements
  – Sandia
    ▪ NREL supporting material thermo-mechanical property measurements
• Industry
  – Motor industry suppliers, end users, and researchers
  – NREL providing
    ▪ Experimental data, modeling results, analysis methods
  – Industry providing
    ▪ Information on materials, boundary conditions for experimental and analytical work, and application information
Remaining Challenges and Barriers

• Research enabling compact, reliable, low-cost, and efficient electric machines
  – Motor 10x power density increase (2025 versus 2015 targets) \([1]\)
  – Motor 2x increase in lifetime \([1]\)
  – Motor 53% cost reduction (2025 versus 2015 targets) \([1]\)

Material and Interface Thermal Characterization

• Material thermal conductivity
• Methods to quantify thermal interfaces
• Data for interface thermal resistance
• Reliability measurements to support increased lifetime targets

Proposed Future Research

- FY 2019

“Any proposed future work is subject to change based on funding levels.”
Proposed Future Research

• Beyond FY 2019

“Any proposed future work is subject to change based on funding levels.”
Summary

Relevance
• Supports research enabling compact, reliable, low-cost, and efficient electric machines aligned with Roadmap research areas

Approach/Strategy
• Engage in collaborations with motor design experts and component suppliers within industry
• Collaborate with ORNL, Ames and Sandia to provide motor thermal analysis support, reliability evaluation, and material measurements on related motor research at National Laboratories
• Develop and document thermal and mechanical characterization methods of material and interface properties

Technical Accomplishments
• Developed experimental hardware for low-thermal-conductivity materials capable of characterization up to 200°C.

Collaborations
• Motor industry representatives: manufacturers, suppliers, researchers, and end users (light-duty and medium/heavy-duty applications)
• Oak Ridge National Laboratory
• Ames Laboratory
• Sandia National Laboratory
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Susan Rogers, U.S. Department of Energy

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Thank You

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